

City of Carlisle, Iowa
Planning and Zoning Commission
Regular Meeting
August 16, 2021
7:00 P.M.
City Council Chambers – 100 N. 1st Street

Join Zoom Meeting - <https://us02web.zoom.us/j/9951930479> Meeting ID: 995 193 0479

One tap mobile – Call 1-929-205-6099, enter 995-193-0479# when prompted

We encourage all videoconferencing or calling in to let staff know who you are for the record and then mute your microphone or phone until you would like to speak to provide a better overall experience.

Call to order

Determine quorum

New Business and Action Items

1. Discussion and Possible Action on Recommendation on Grow Carlisle 2040 Comprehensive Plan

Administrator/Engineer/Commission Reports

Adjournment

**** PLEASE NOTE THAT THIS AGENDA MAY CHANGE UP TO 24 HOURS PRIOR TO
THE MEETING ****

Grow
CARLISLE
2040

COMPREHENSIVE PLAN

Draft 8-10-2021

GROW

CARLISLE

2040

INTRODUCTION

WHY PLAN?

WHAT IS A COMPREHENSIVE PLAN?

Comprehensive plans are guiding documents for growth in a community. They lay out a vision for how and where the City wants to expand, what they need to improve, what needs to be protected, and where they can make changes. Comprehensive Plans contain goals, policies, and action items for city initiatives and provide guidance for infrastructure investments. These plans also contain a Future Land Use Plan that serves as the legal basis for determining the appropriate zoning for property being developed or annexed into a city.

With a plan horizon year of 2040, the Grow Carlisle 2040 Comprehensive Plan will guide the City of Carlisle for approximately the next 20 years. Every year, the city should review the goals, policies, and action items to evaluate what has been completed, initiatives still in process and if any of the policies or action items to be revised or removed due to new priorities or changes that have occurred within the community.

Along with the policies contained within this plan, the Future Land Use Plan should be consulted when reviewing rezoning requests and development proposals (including subdivisions within the City's 2-mile extra-territorial review area) to determine if they are consistent with the Comprehensive Plan. Rezoning requests should only be approved if they are consistent with what is designated on the Future Land Use Map. If the zoning desired for a given property is inconsistent with its land use designation, the designation on Future Land Use Map should be first amended accordingly prior to approving such a rezoning.

PLAN PROCESS

The Grow Carlisle Comprehensive Plan was completed over the course of approximately one and a half years in four main phases:

- Phase 1 - Project Kick-Off, Research & Analysis
- Phase 2 - Vision, Input + Direction
- Phase 3 - Draft Plan + Evaluation
- Phase 4 - Final Draft Plan + Adoption

Phase 1 - Project Kick-Off, Research & Analysis

Phase 1 included a kick-off meeting with the Comprehensive Plan Advisory Committee (CPAC), where discussions over project goals and visioning were completed. A majority of the technical analysis of Carlisle's existing conditions were performed during this phase.

Phase 2 - Vision, Input + Direction

Phase 2 was about public engagement and visioning. A set of engagement exercises were completed to identify common themes and desires from members of the Carlisle community. This included additional advisory committee meetings, one-on-one stakeholder interviews, a community survey, and a public workshop.

Phase 3 - Draft Plan + Evaluation

The bulk of the planning document was written and put together in Phase 3. Multiple meetings with the Comprehensive Plan Advisory Committee took place during this phase as draft chapters were completed. The CPAC helped review and provide edits on the plan draft. This phase also included an additional joint workshop with the Planning Commission and City Council. The last step of this process was putting the plan draft on the community's website and allow time for comments from the public.

Phase 4 - Final Draft Plan + Adoption

The last phase included a final review of the draft plan with the Comprehensive Plan Advisory Committee and edits were made based on the feedback received during that review. Phase 4 also included the public hearing process conducted by the Planning Commission. Following the public hearing, the Planning Commission reviewed and voted to approve the plan, and sent it to the City Council for their consideration. The City Council received the Planning Commission's and public comments and, after due consideration, adopted the Grow Carlisle Comprehensive Plan.

INTRODUCTION

PLAN OUTLINE & FORMAT

The Grow Carlisle Comprehensive Plan 2040 is composed of four sections.

Introduction

The introduction of the Grow Carlisle Comprehensive Plan 2040 describes why the plan was created and describes the planning process and its four main phases. Plan format was also outlined in this section.

1. Community Profile

Section 1 Community Profile is where the existing conditions of Carlisle are discussed and seeks to answer the question “Where are we now?”. This section includes socioeconomic data such as population trends and projections, income, diversity and housing analysis. The status of jobs within Carlisle and those jobs held by workers was also discussed. Finally, an analysis of the existing conditions on the ground including land use and natural resources were provided.

2. Community Vision

Section 2 Community Vision is where the public input summary is provided and seeks to answer the question “Where do we want to go?”. The public engagement process is overviewed and then summarized in detail. The section covers the input received from the Comprehensive Plan Advisory Committee, key stakeholder interviews, the community survey, and the public workshop. The section ends with a strategic opportunities map based on a summary of the input received.

3. Community Plan

The final section 3 of the Grow Carlisle 2040 Comprehensive Plan is about implementation and seeks to answer the question “How do we get there?”. The start of the chapter is the future land use plan, which outlines the preferred growth development plan for Carlisle through the year 2040 and beyond. The section then describes ten major goals and objectives that are used to structure the implementation plan. Each one has general and specific recommendations for Carlisle and is supported by a series of action items and policies. This chapter, specifically the action items and policies, should be reviewed and referenced annually by the City.

Grow Carlisle Comprehensive Plan Key Objectives and Goals

- Keep being a great place for people of all ages to live and grow
- Continue to invest in quality of life improvements
- Preserve the small-town feel as Carlisle grows
- Provide a safe and efficient transportation and mobility system
- Expand park and recreation facility access to complement the trail system
- Support a strong economic base that reflect the City’s strategic location
- Foster growth and development of commercial and business centers
- Focus on the long-term success of the downtown as a retail attraction and the heart of Carlisle
- Plan for thoughtful and cohesive neighborhood growth
- Protect natural environmental features in the community and ensure growth occurs in a sustainable and manageable manner

Each key objective and goal have action items and policies for the City of Carlisle to follow. Action items are specific steps and activities the City should take. Policies represent on-going principles by which the City should adhere when approving new development or planning future public infrastructure investments.



Grow

CARLISLE

2040

1. COMMUNITY PROFILE

WHERE ARE WE NOW?

REGIONAL CONTEXT

Carlisle is located in southeast Polk County, Iowa, a twenty-minute drive from downtown Des Moines. Carlisle is located south of the Des Moines River and as such has a considerable amount of floodplain surrounding the city. As a community on the edge of the Des Moines metro area, Carlisle offers residents the benefit of close proximity to big city amenities with the small-town feel and rural ambiance that comes from being surrounded by rolling hills and undeveloped agricultural land. Despite the quiet atmosphere offered by Carlisle, the community is well connected to the entire region through Highway 65 – a principal arterial ring road around the southern metro connecting Carlisle to the major trucking routes of Interstate 80 and Interstate 35 as well as the Des Moines International Airport. Much of the land along the highway remains undeveloped making the area a prime location for light industrial business park or logistic development. Carlisle’s well-regarded school district also helps attract families seeking smaller class sizes and expanded opportunities to participate in activities. While much of development within Greater Des Moines has occurred in west metro, east side communities like Carlisle provide ample opportunities for people and business looking for excellent access and high quality of life.

Figure 1.1 Regional Context Map, Carlisle Iowa

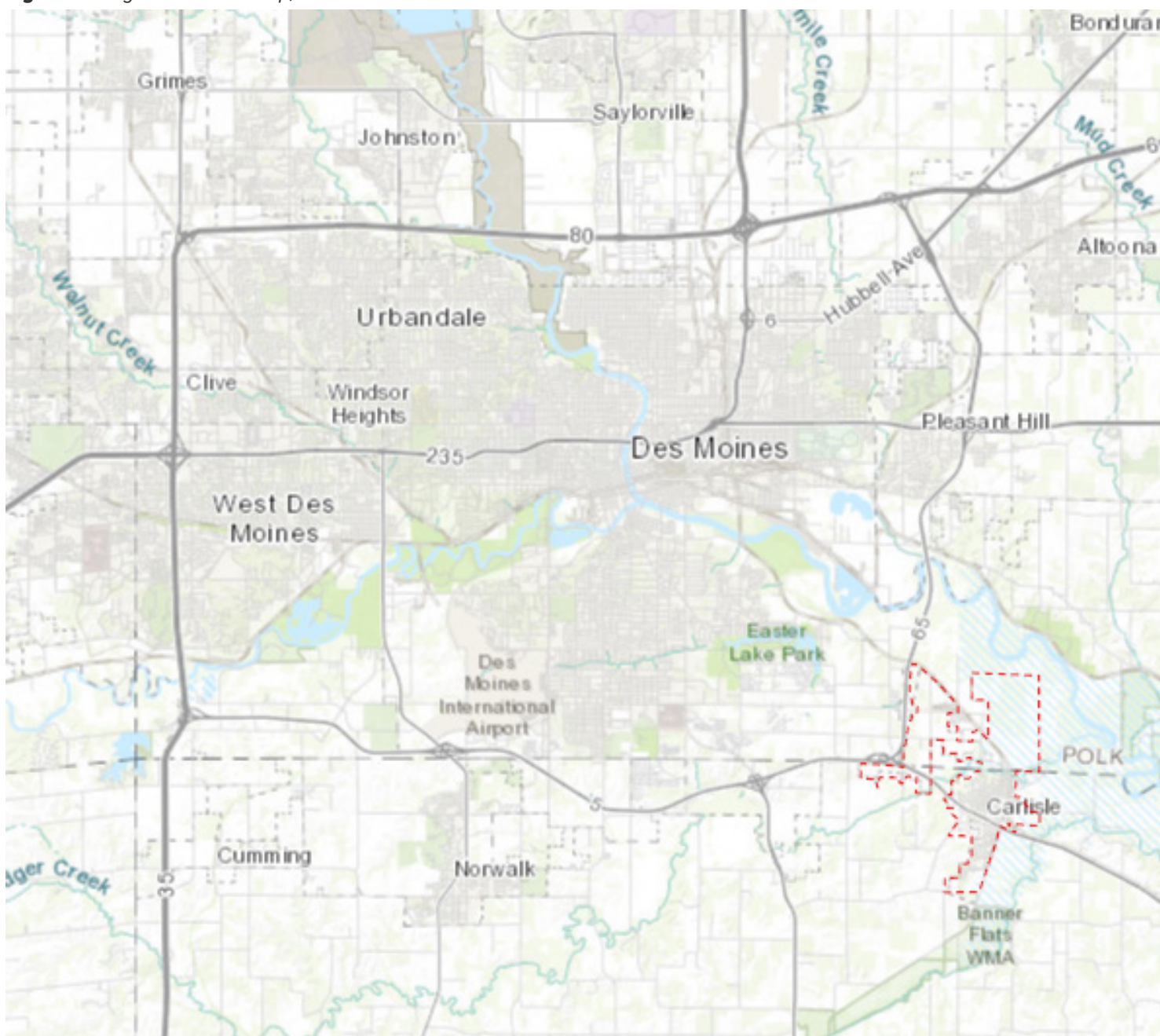
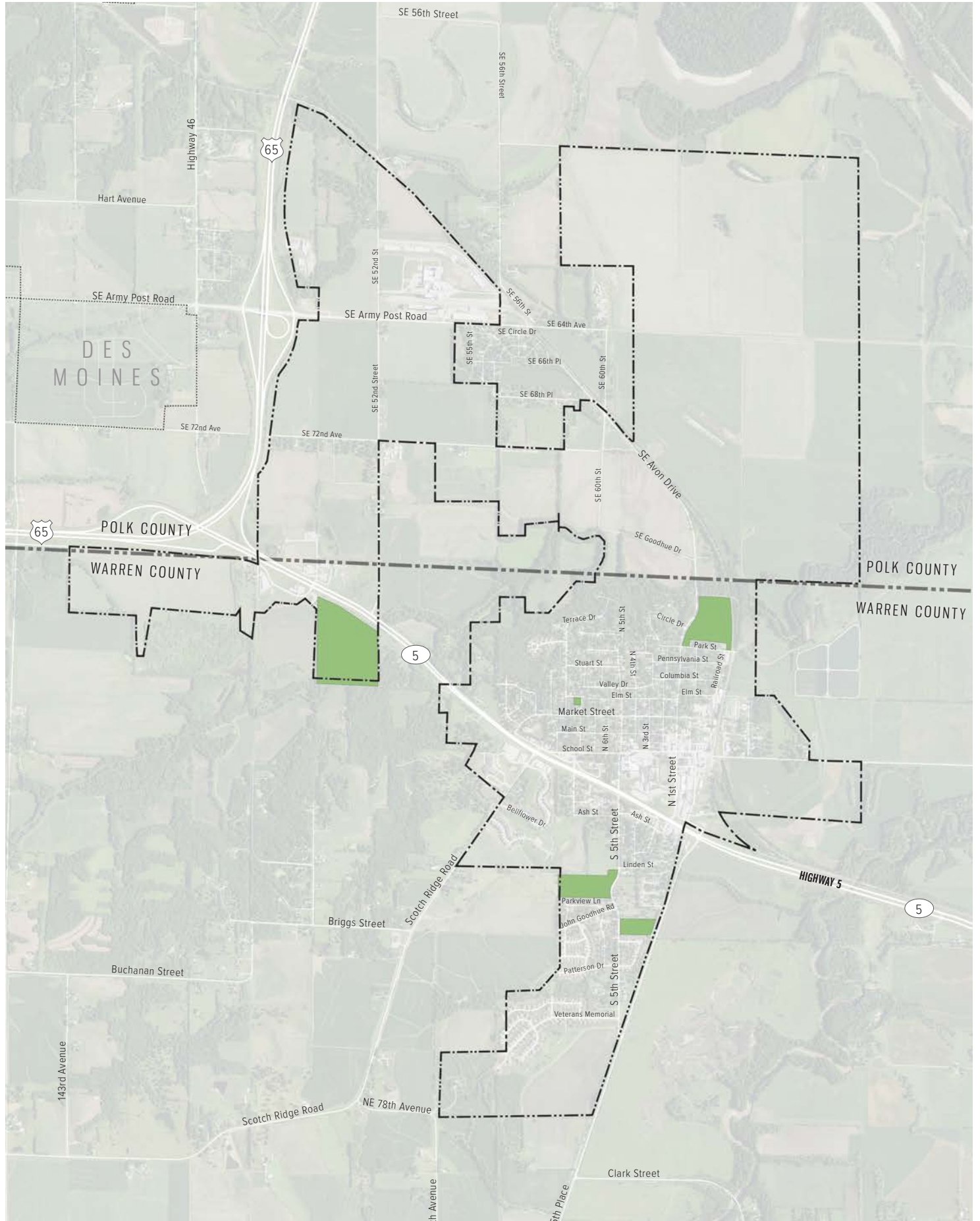


Figure 1.2 Base Map, Carlisle



POPULATION

The latest available Census data estimating population for Carlisle is from 2018. The 2018 population estimate for Carlisle is 4,134.

Population Change Over Time

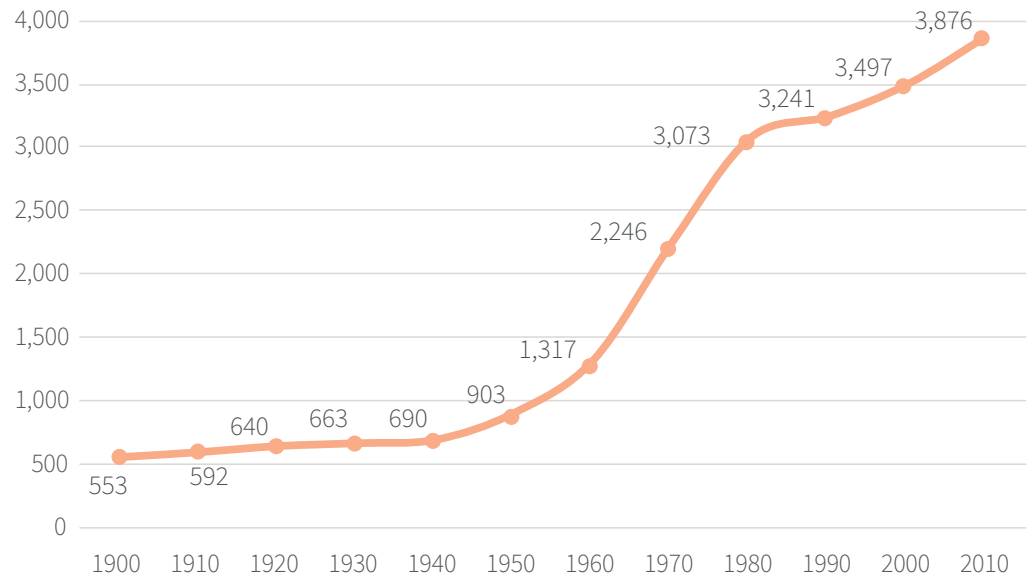
Over time, the City of Carlisle has seen its population mainly increase over the past decade. The southern and eastern metro of Des Moines has generally seen more modest population gains compared to the booming western and northern suburban areas. Since 2010 Carlisle has gained several hundred residents, however, there are land development restrictions such as floodplain that make the fast-paced growth seen in the west and northern metro more challenging in Carlisle.

Figure X.X shows the dot density population map for Carlisle by block group data. Each dot represents approximately one person. Note, the actual placement of the dot is arbitrary but is meant to show the approximate distribution of population by block group.

Long-Term Population Trend

Over the last one-hundred years, Carlisle has seen its population grow in a sort of s-shaped curve typical of a logistic growth curve. Logistic growth curves occur when there is a carrying capacity that begins to limit growth. In Carlisle, it appears a carrying capacity was met in the 1980s and 1990s briefly until growth began to increase again starting in the early 2000s.

Figure 1.3 Population Trends 1900 - 2010, Carlisle



Short-Term Population Trend

Population estimates between 2010 and 2018 have been taken from the U.S. Census Bureau's American Community Survey estimates. These annual surveys help provide population estimates between decennial full Census counts. The sample size is significantly lower and causes some margin of error issues. The bumpy population line over the past eight years is likely indicative of margin of error calculations rather than true up and downs in population. Generally, populations have been increasing in the past 8 years.

Figure 1.4 Population Change 2010-2017, Carlisle

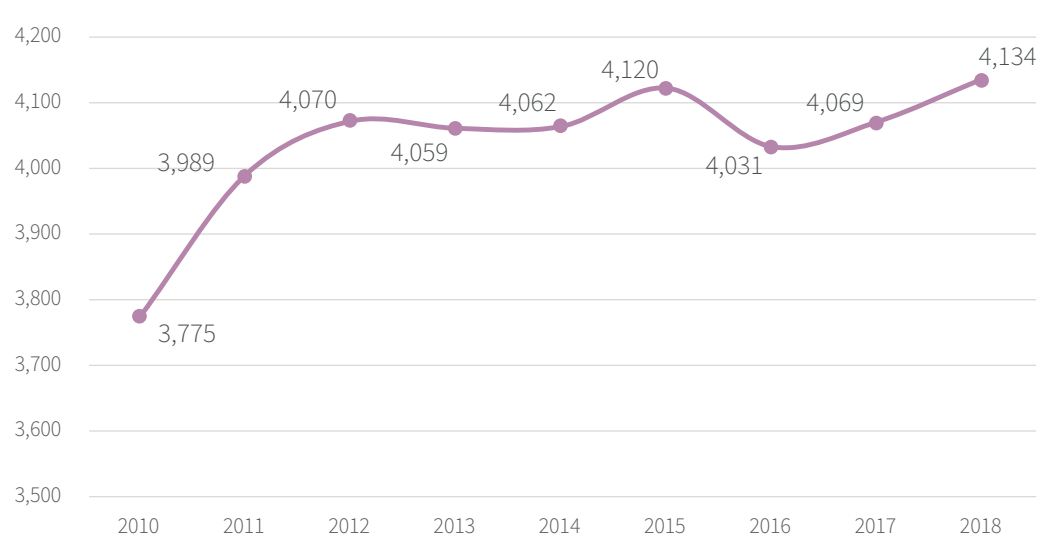
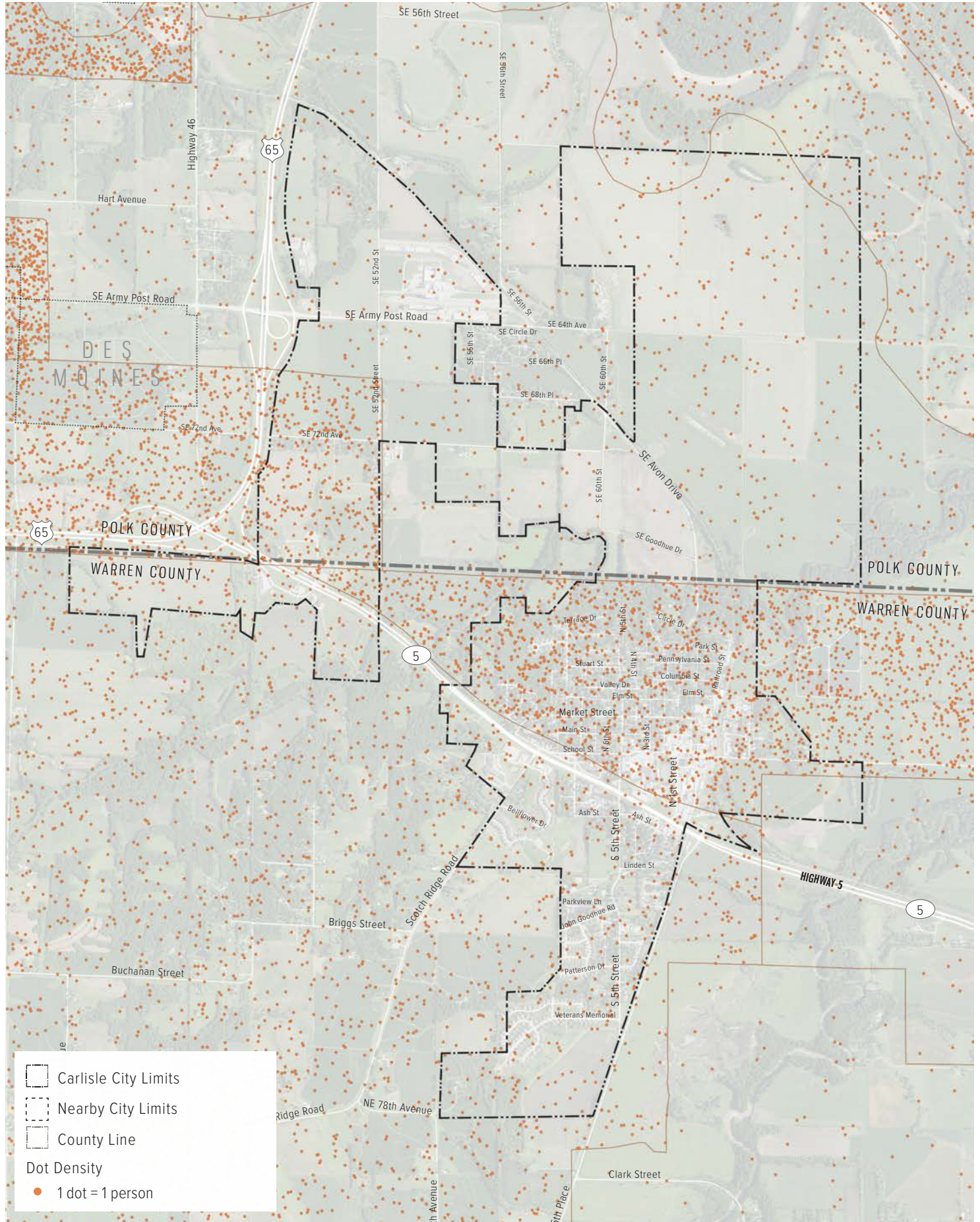


Figure 1.5 Population Dot Density Map (2018) by Block Group



AGE ANALYSIS

Median Age

The median age in Carlisle as of 2018 was 33.7 years. By comparison, the median age in 2010 was 37.5 years. This downward trend supports the conclusion that Carlisle is becoming a younger community, likely a result of attracting families to the community.

Age by Sex

Figure X.X shows the 2018 comparison between male and females in Carlisle by five-year age cohorts. The wider the pink (female) or blue (male) bar, the larger the population of that age cohort. For comparison, Warren County's age composition is shown in the dashed black line. The age cohorts that are significantly larger than the county levels include ages 5 to 9 years, ages 30 to 34 years, and ages 65 to 69 years. The age cohorts that are significantly below county levels are mainly older teenagers and young adults (ages 15 to 19 years, ages 20 to 24 years, and ages 25 to 29 years). One interpretation of this age breakdown could be that while there are many younger families with young children, the community struggles to attract or retain younger adults in their twenties.

Age Cohort Change

Cohort change estimates how much in/out migration may be occurring within a community by looking at how age cohorts

change over a ten-year period. People age 20 to 24 years in 2000 would be 30 to 34 years in 2010. If the cohort is larger or smaller in ten years, it indicates in/out migration within a community's age cohort. Some change may be due to fatalities, but for high-level review this change is attributed to migration. Table X.X reviews cohort change between 2000 and 2010 for Carlisle. Note, age cohorts 0-4 years and 5-9 years will always be positive because these people were not alive in the previous year.

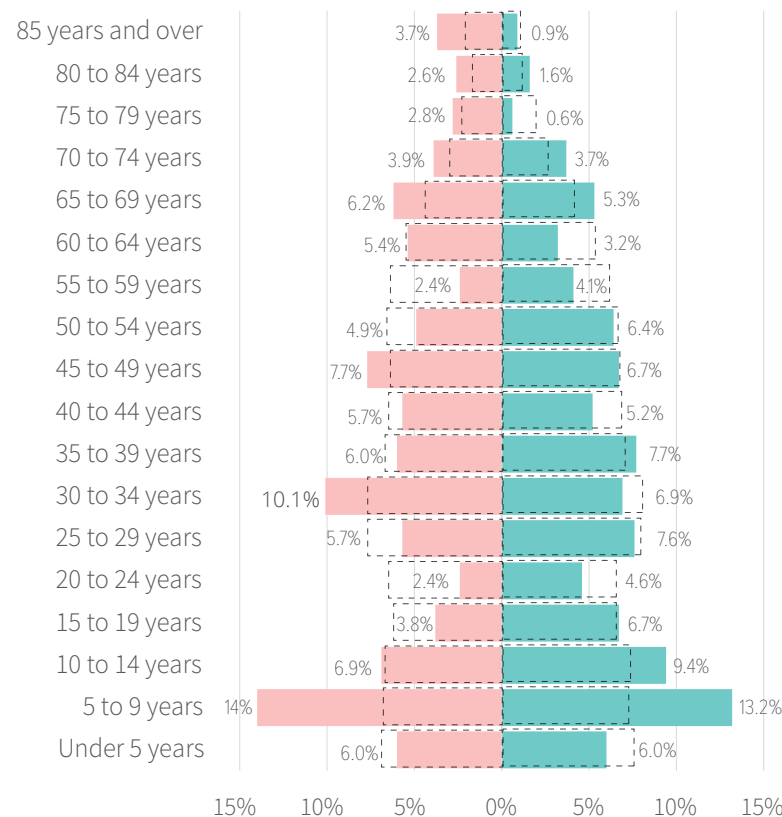
There were the most net positive cohort changes (indicating in-migration) in the following age cohorts:

- Ages 0-4 (+233)
- Ages 5-9 (+366)
- Ages 10-14 (+78)
- Ages 40 to 44 (+116)
- Ages 85+ (+50)

There were the most net negative cohort changes (indicating out-migration) in the following age cohorts:

- Ages 20-24 (-118)
- Ages 25-29 (-40)
- Ages 60-64 (-80)
- Ages 75-79 (-49)
- Ages 80-84 (-43)

Figure 1.6 Age by Sex (2018): Carlisle & Warren County



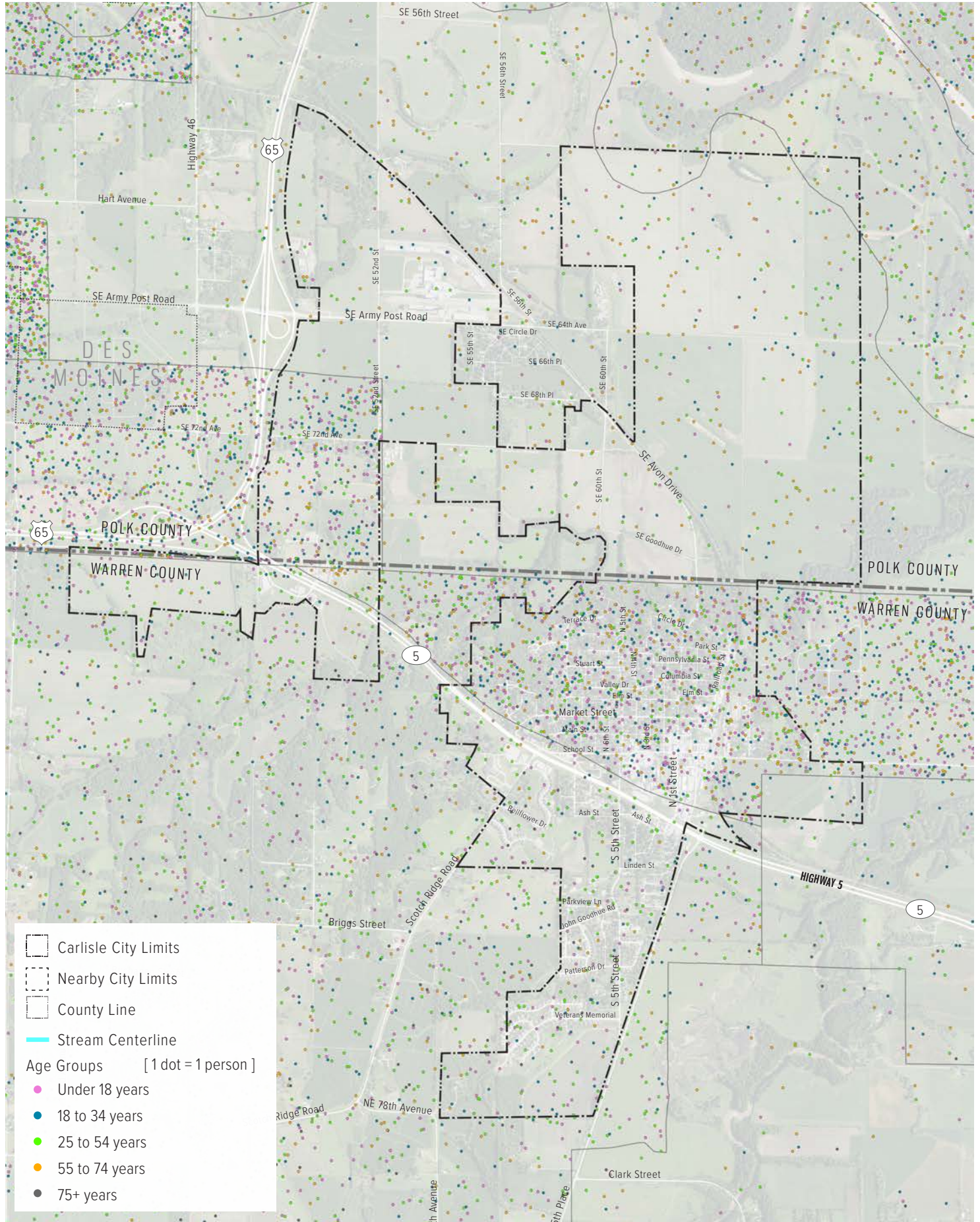
Source: U.S. Census Bureau, ACS 5-Yr Estimates 2018

Table 1.1 Age Cohort Change (2000-2010)

Age Cohorts	2000	2010	Net Change	Cohort Change
0-4 Years	277	223	54	223
5-9 Years	276	366	-90	366
10-14 Years	261	355	-94	78
15-19 Years	240	294	-54	18
20-24 Years	192	143	49	-118
25-29 Years	245	200	45	-40
30-34 Years	239	155	84	-37
35-39 Years	263	279	-16	34
40-44 Years	242	355	-113	116
45-49 Years	247	287	-40	24
50-54 Years	231	215	16	-27
55-59 Years	154	242	-88	-5
60-64 Years	155	151	4	-80
65-69 Years	155	177	-22	23
70-74 Years	85	155	-70	0
75-79 Years	84	106	-22	-49
80-84 Years	78	42	36	-43
85+ Years	73	34	39	50

Source: U.S. Census Bureau, ACS 5-Yr Estimates 2018

Figure 1.7 Age Group Dot Density Map (2018) by Block Group



POPULATION PROJECTIONS

Population projections were completed for the City of Carlisle, Iowa. The 2018 estimated population is 4,069 according to the U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates. Growth rates between 1990 and 2017 and building permit data were assessed to create a set of population projections. Projections for 2020-2040 are shown in Table 1.2 and Figure 1.8 below.

Average Projections

The 2040 average population projection is 5,381 people. The population projections for 2040 ranged from a low of 4,069 to a high of 6,002 people. To account for this variation, the average projection was calculated and use for projection modelling.

Brief Projection Methodology Description

- 1. Building Permit** - uses average household size and number of new residential construction building permits for 2013-2019
- 2. Hamilton-Perry** - simplified cohort component methodology

used for sub-county areas that mimics birth and death rates from 2000-2010.

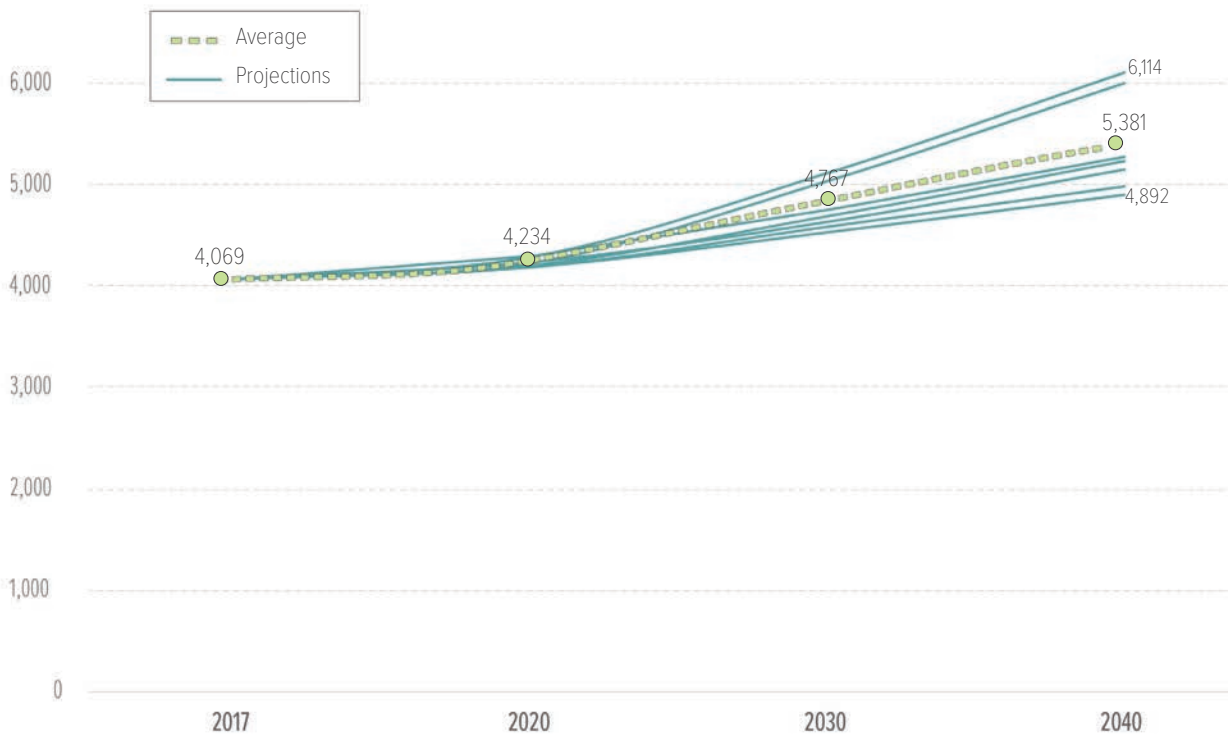
- 3. Trend A** - average ten-year growth rate between 1990 and 2010 projected into the future (8.1% / ten years)
- 4. Trend B** - average ten-year growth rate between 2000 and 2010 projected into the future (10.8% / ten years)
- 5. Trend C** - average annual growth rate between 2010 and 2017 projected into the future (1.1%/year)
- 6. Trend D** - average annual growth rate between 2010 and 2015 projected into the future (1.8%/year)
- 7. Trend E** - five-year growth rate between 2010 and 2015 projected into the future (9.1%/five years)
- 8. Average** - average 2020, 2030 and 2040 projections

Table 1.2 Population Projections Summary (2020-2040)

Year	B. Permit	Hamilton Perry	Trend A	Trend B	Trend C	Trend D	Trend E	Average
2018	4,134	4,134	4,134	4,134	4,134	4,134	4,134	4,134
2020	4,188	4,239	4,189	4,296	4,205	4,291	4,230	4,234
2030	4,586	4,640	4,527	4,762	4,692	5,122	5,039	4,767
2040	4,983	5,159	4,892	5,278	5,235	6,114	6,002	5,381

Source: Confluence with inputs from City of Carlisle and U.S. Census Bureau

Figure 1.8 Population Projections, 2020-2040



Source: Confluence with inputs from City of Carlisle and U.S. Census Bureau

HOUSEHOLDS & FAMILIES

There are an estimated 1,547 households living in Carlisle as of 2018. Of the 1,547 households, approximately 761 are married couples and 487 are non-family households, meaning they members are not related through blood, marriage or adoption. The overall average household size in Carlisle is 2.62 persons. There are approximately 1,060 families living in Carlisle with an average family size of 3.26 persons.

Just over 600 households in Carlisle have their own children under 18 years living with them, representing around 39% of all households. Around 36% of households have one or more persons 60 years and over living in them. Just under 30% of households are people living alone.

Nearly 75% of all households are owner-occupied with the remaining 26% being composed of renters. Table 1.3 and Figure 1.9 show how household sizes vary by housing occupancy status. Unsurprisingly, nearly 33% of owner-occupied households are four or more person households compared to 16.4% of renter-occupied units. Over 40% of renter-occupied households are one-person households which is fairly typical of rentals in the region.

Figure 1.10 shows a visual comparison of average household sizes across housing units in Carlisle, including by housing tenure/ occupancy. The average owner-occupied household size is 2.84 which is higher than the average renter-occupied household size of 1.99.

Table 1.3 Household Sizes (2018)

Household Size	Owner-Occupied		Renter-Occupied	
	Count	Share	Count	Share
One-Person	274	23.9%	176	43.8%
Two-Persons	319	27.9%	84	20.9%
Three-Persons	180	15.7%	76	18.9%
Four or more Persons	372	32.5%	66	16.4%
TOTAL	1,145	74.0%	402	26.0%

Source: ACS 2018 5-Year Estimates, U.S. Census Bureau

Figure 1.9 Owner & Renter Occupied Household Sizes (2018)

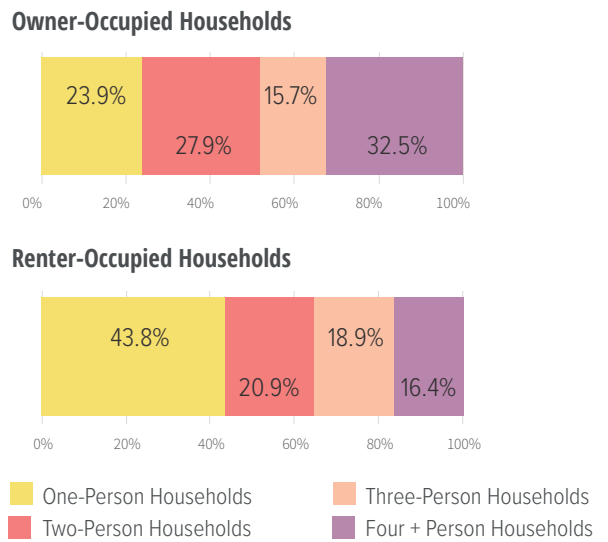
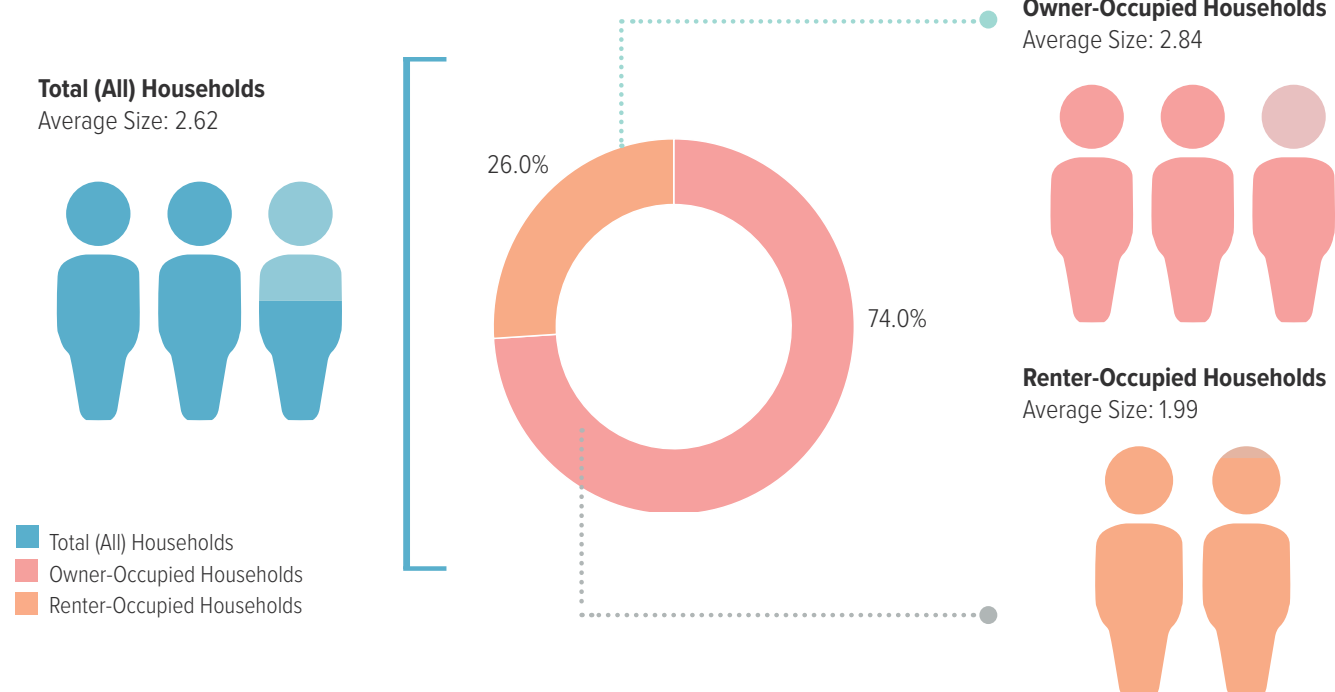


Figure 1.10 Household Sizes (2018)



DIVERSITY

Racial Diversity

Generally, Carlisle is a racially homogenous community with approximately 94% of residents identifying as White alone. There is just under 3% of people who consider themselves two or more races. There are approximately 51 Asians in Carlisle, which form 1.3% of the total population. The 2018 data indicates there are zero Black or African-American, American Indian or Alaska Native, or Native Hawaiian & Other Pacific Islanders. However, previous years have indicated otherwise suggesting the sample size considered for the 2018 data may underrepresent these racial groups. Overall, Carlisle is less diverse than the State of Iowa as shown in Table X.X.

Hispanic or Latino Population

Approximately 75 residents identify as Hispanic or Latino, representing 1.8% of the total population. This is lower than the State of Iowa as a whole. However, the total estimated Hispanic or Latino population has increased in Carlisle since 2010 indicating the community may be heading towards a more ethnically diverse community.

Table 1.4 Race / Ethnicity, Carlisle & Iowa (2018)

Race	Carlisle		Iowa	
	Count	Share	Count	Share
White alone	3,922	94.9%	2,827,889	90.3%
Black or African-American alone	0	0.0%	109,911	3.5%
American Indian and Alaska Native alone	0	0.0%	11,549	0.4%
Asian alone	45	32.5%	75,083	2.4%
Native Hawaiian & Other Pacific Islander alone	0	0.0%	3,129	0.1%
Some other race alone	10	0.2%	39,168	1.3%
Two or more races	157	3.8%	157	0.0%
Ethnicity	Carlisle		Iowa	
	Count	Share	Count	Share
Hispanic or Latino	101	2.4%	183,296	5.9%

Source: U.S. Census Bureau, ACS 5-Yr Estimates 2018

EDUCATIONAL ATTAINMENT

Figure X.X shows the educational attainment level for Carlisle residents in 2018. Over half of Carlisle residents age 25 or older have some college (no degree) or a high school diploma. Over 20% have a Bachelor's degree. Less than 10% have a graduate or professional degree.

Incomes & Education

Figure X.X shows the median household income by level of educational attainment for Carlisle residents in 2018. Overall, the median household income is \$47,705. Those with bachelor's degrees have a median income of \$55,000. The highest educational level group, graduate or professional degree holders earn the most on average with a median income of \$65,000.

Figure 1.11 Educational Attainment (2018)

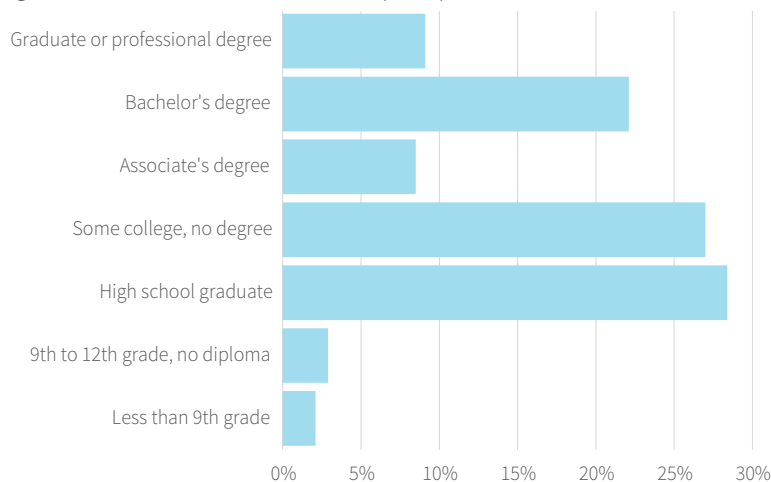


Figure 1.12 Median Household Income by Educational Attainment (2018)

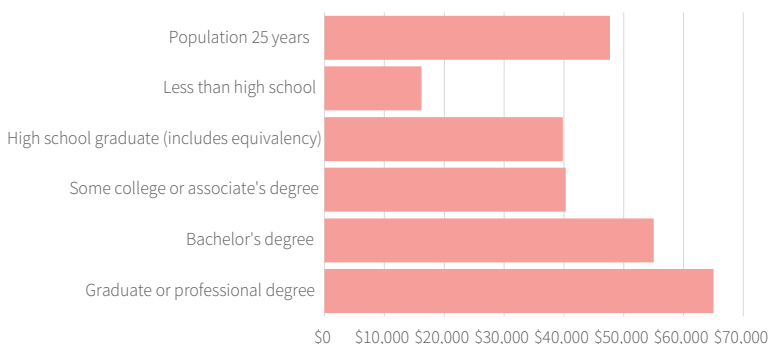
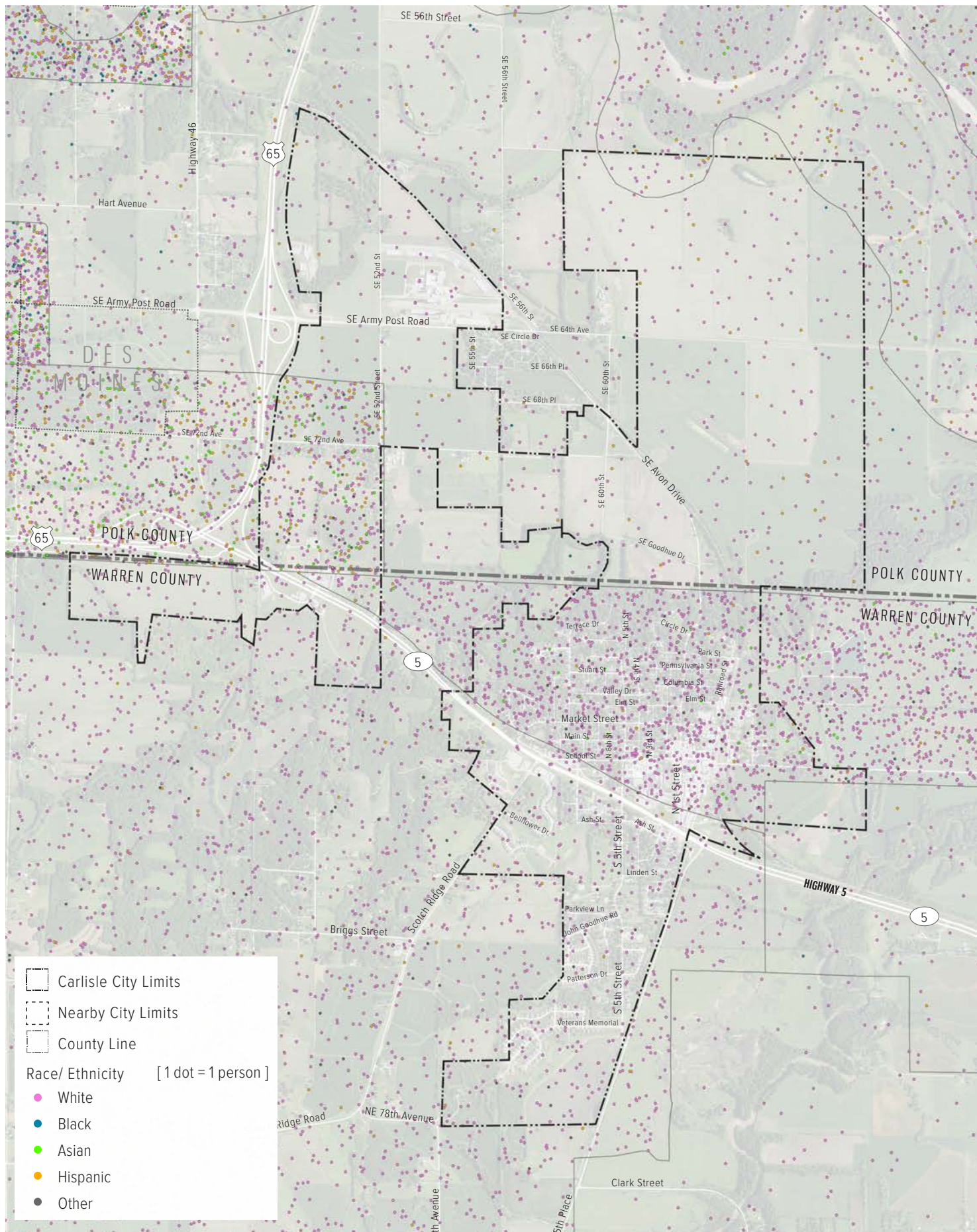


Figure 1.13 Race / Ethnicity Dot Density Map (2018) by Block Group



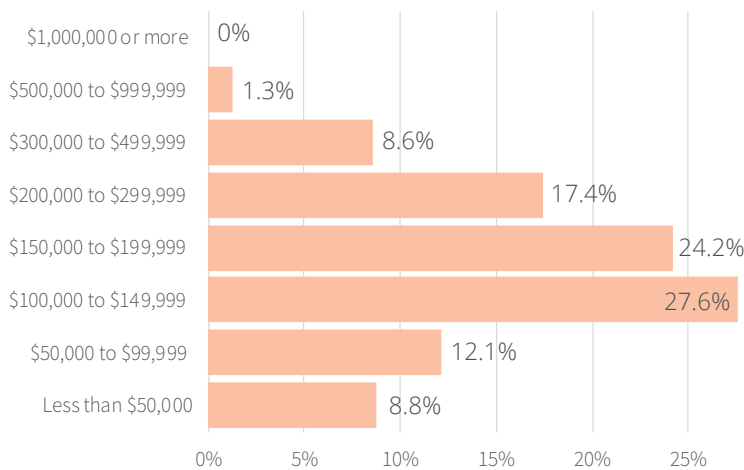
HOUSING

Housing Distribution

Figure X.X shows the distribution of housing by type in Carlisle. Currently, the dominant housing type in Carlisle is single-family detached homes. There is some housing diversity in Carlisle today as the community has several smaller apartment buildings, a small number of townhomes and some manufactured home developments. Given floodplain and land use incompatibility issues, future residential growth will likely need to occur south of Highway 5 as an extension of the newer residential growth that has already been occurring in the area.



Figure 1.14 Owner-Occupied Housing Values (2018)

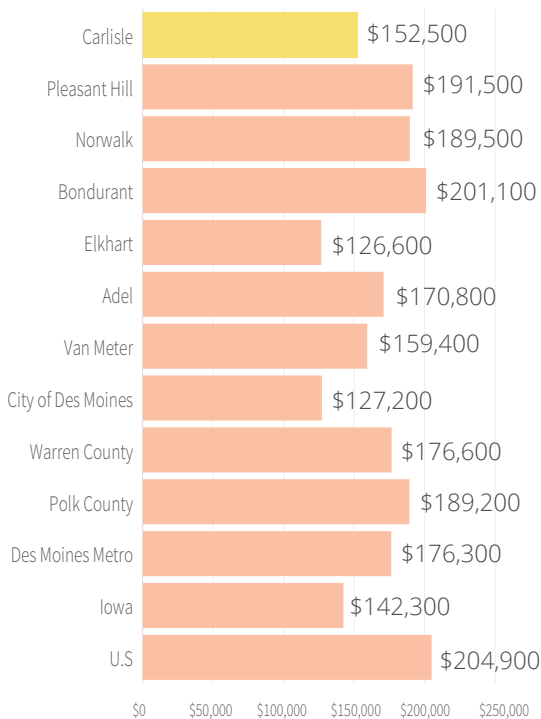


Home Values

Figure X.X shows the estimated breakdown of owner-occupied home values for Carlisle in 2018. The majority of homes fall into the mid-range values of between \$100,000 to \$149,999 (27.6%) and \$150,000 to \$199,999 (24.2%). Around 20% of homes are valued lower than \$100,000. Another 17% are in the \$200,000 to \$299,999 range.

The overall median home value for Carlisle is \$152,500. Figure X.X compares the median home value for Carlisle to its counties, peer communities and the Des Moines metro area.

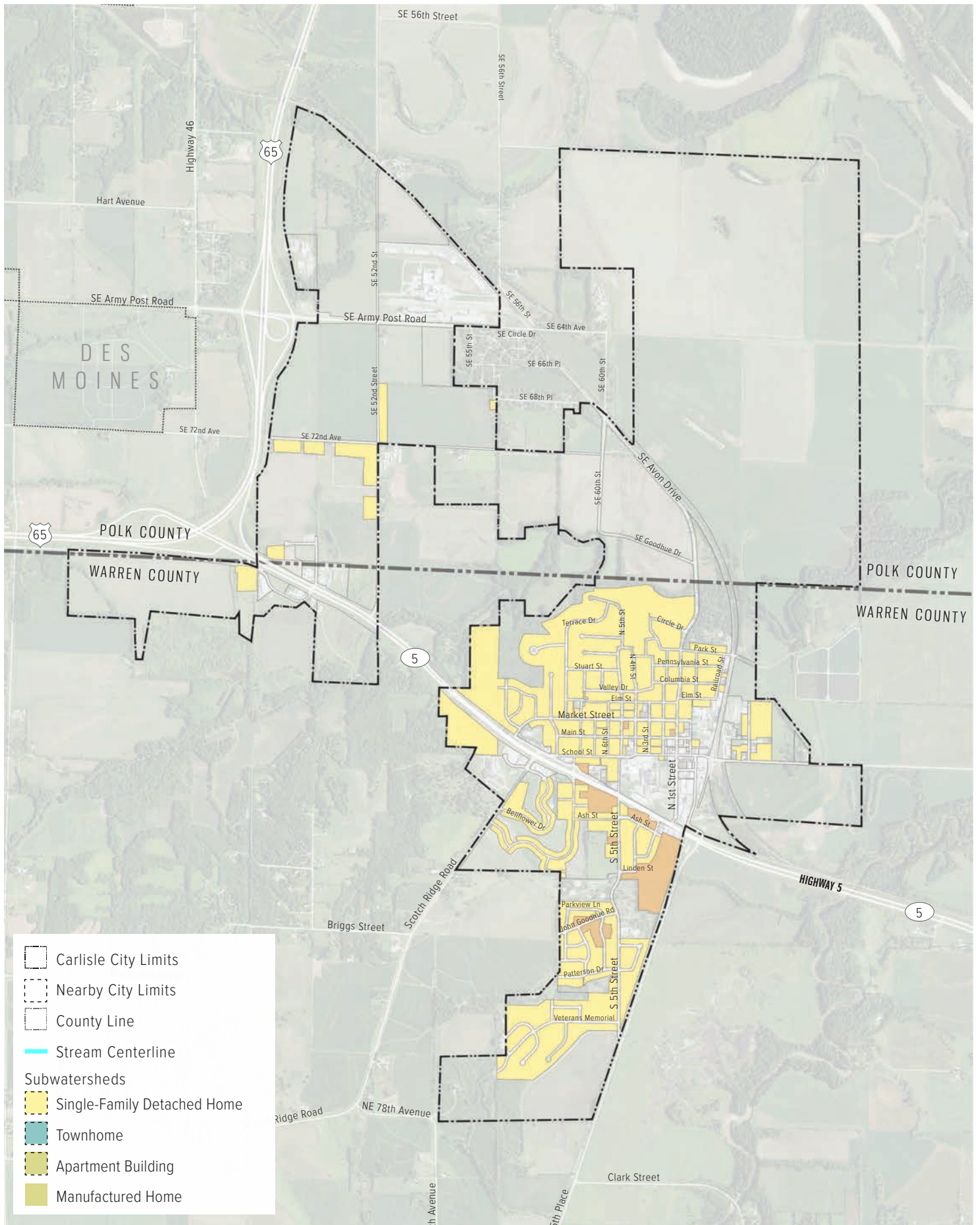
Figure 1.15 Home Value Comparison (2018), Carlisle & Nearby Areas



Home Value Comparison

Compared to other communities in the metro, Carlisle has a lower median home value for owner-occupied housing units. The median \$152,500 value in Carlisle is more in line with home values in Van Meter (\$159,400) and Iowa (\$142,300) as a whole. Median values are lower than Carlisle is City of Des Moines (\$127,200) and Elkhart (\$126,600). Other communities located along Highway 5 including Pleasant Hill and Norwalk both have significantly higher median homes values with \$191,500 and \$189,500 respectively. Overall, the modest home values in Carlisle suggest Carlisle is one of the more affordable communities within the Des Moines metro. However, home values alone do not predict affordability as will be discussed in the following section.

Figure 1.16 Existing Residential Land, Carlisle



HOUSING COSTS

Housing costs and housing affordability have a major impact on the overall quality of life in a community. Housing costs vary widely between homeowners and renters in Carlisle. Homeowners represent nearly three-quarters of Carlisle’s population with renters occupying the remaining 26%.

Renters

Figure X.X shows the breakdown of estimated rents for Carlisle renters. In 2018, there were an estimated 382 renters living in Carlisle with a median gross rent of \$759. Nearly half of renters in Carlisle pay between \$500 and \$999 per month in gross rent. Another nearly 32% pay between \$1,000 and \$1,499. The remaining 21.2% pay less than \$500 per month in rent.

Rent alone does not indicate the relative affordability of Carlisle for renters. Generally, rent or other housing costs should be less than 30% of one’s household income. If a household puts 30% of household income towards housing, they are considered cost burdened. Figure X.X overviews the percentage of household income that goes towards housing for renters in Carlisle. Approximately 36% of Carlisle renters are considered cost

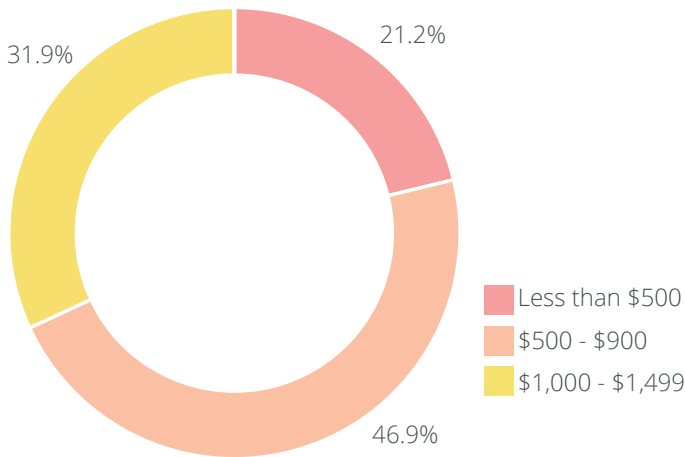
burdened for housing. Another 20.5% are nearly cost burdened, contributing between 25% and 29.9% of household income towards housing costs.

Homeowners

Figure X.X shows monthly housing costs of homeowners in Carlisle as of 2018. The median monthly housing cost for the 803 Carlisle homeowners with a mortgage as of 2018 is 1,254. There are approximately 342 homeowners without a mortgage living in Carlisle whose housing costs are significantly lower with an average of \$482. Most (78.3%) of homeowners with a mortgage pay between \$1,000 to \$1,499 or \$1,500 to \$1,999 per month.

In terms of affordability, homeowners are in a considerably better position than Carlisle renters. Over 70% of Carlisle homeowners with a mortgage pay less than 20% of household income to housing costs. Only around 15% of homeowners with a mortgage are considered cost burdened. This affordability difference is not unusual as a general rule, but does highlight a disparate condition between renters and homeowners.

Figure 1.17 Gross Rent (2018)



Median Rent: \$759

Figure 1.19 Rent as % of Household Income (2018)

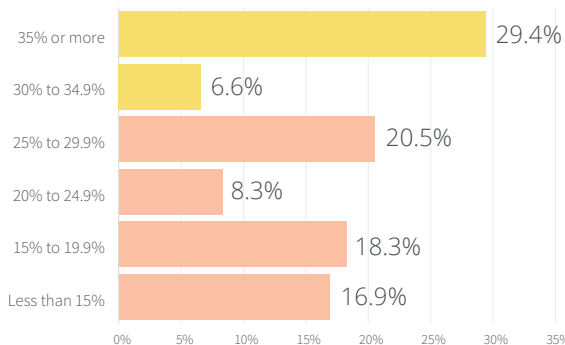
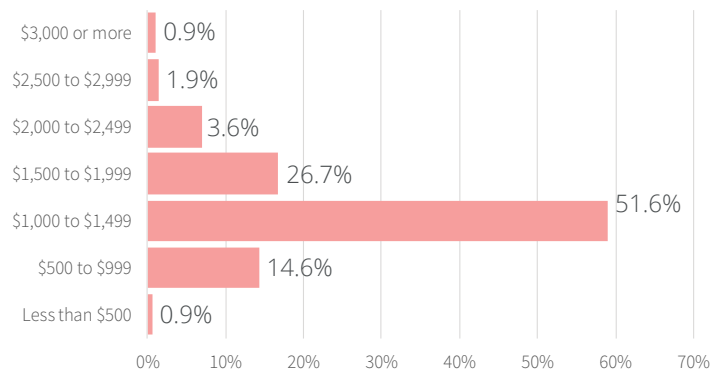


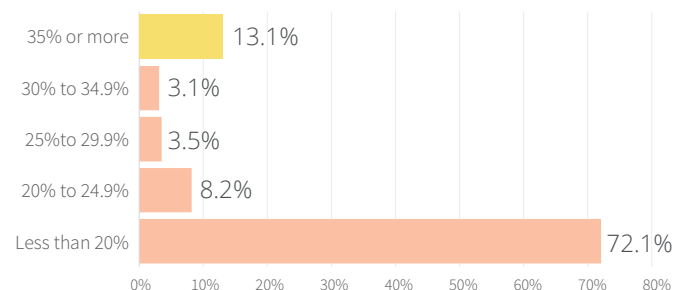
Figure 1.18 Owner-Occupied Monthly Housing Costs (2018)



Median Monthly Housing Costs: \$1,254

Figure 1.20 Monthly Housing Costs as % of Household Income (2018)

Owner-Occupied Housing Units with a Mortgage



INCOMES

Figures X.X - X.X explore how household income levels range for Carlisle residents. Income levels help understand the spending power of communities. Figure X.X shows the median household income by housing tenure. Figure X.X shows the percentage of Carlisle households by income bracket for 2018 by renter and owner-occupancy status. Figure X.X shows how Carlisle’s median household income compares to peer communities, the region and the state.

To the right, Figure X.X shows that overall, renters in Carlisle have a significantly lower median household income than homeowners, \$30,000 to nearly \$85,000. The total occupied housing unit median household income is \$67,009.

Figure 1.21 Median Household Income by Housing Tenure

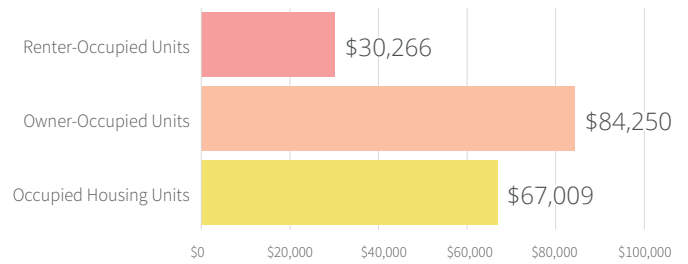
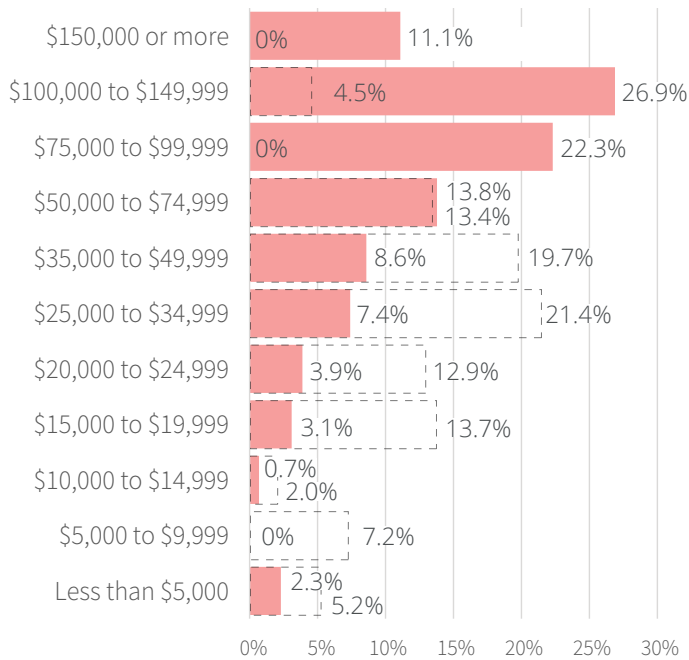


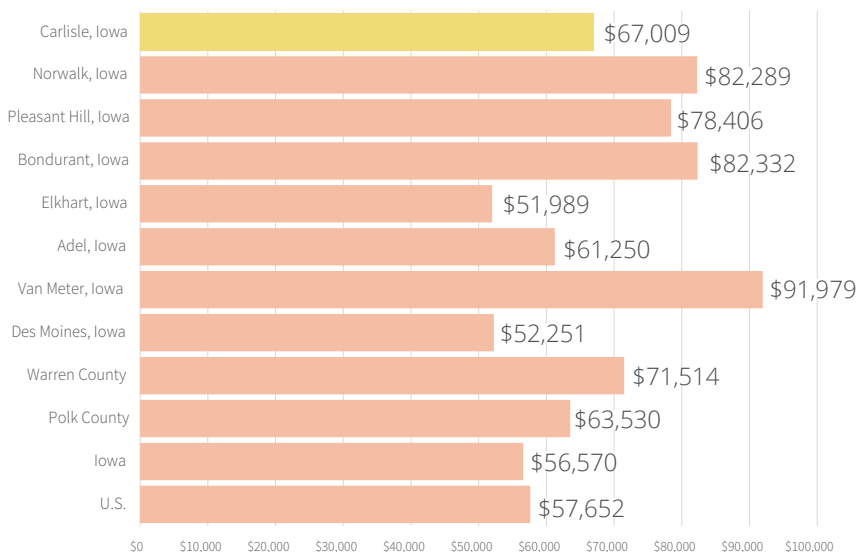
Figure 1.22 Households by Income Bracket & Housing Tenure (2018)



Renters & Homeowners in Carlisle

Renters and homeowners in Carlisle seem to face different economic circumstances. Figure X.X shows the percentage of households by income bracket divided by homeowners and renters. Homeowners, shown in light red, are more likely to earn in the higher household income categories of \$75,000 or more per year. Renters, shown in black dashed line with no fill, are much more represented by the low to mid-range household incomes of between \$25,000 to \$49,999 per year. There is a roughly equal percentage of homeowners and renters in the \$50,000 to \$74,999 income bracket. While 4.5% of renters do earn between \$100,000 and \$149,999 per year, nearly 27% of homeowners earn that same amount, a difference of over 20%. This differential can be seen in various factors throughout this report.

Figure 1.23 Median Household Income Comparison (2018)



Median Household Income Comparison

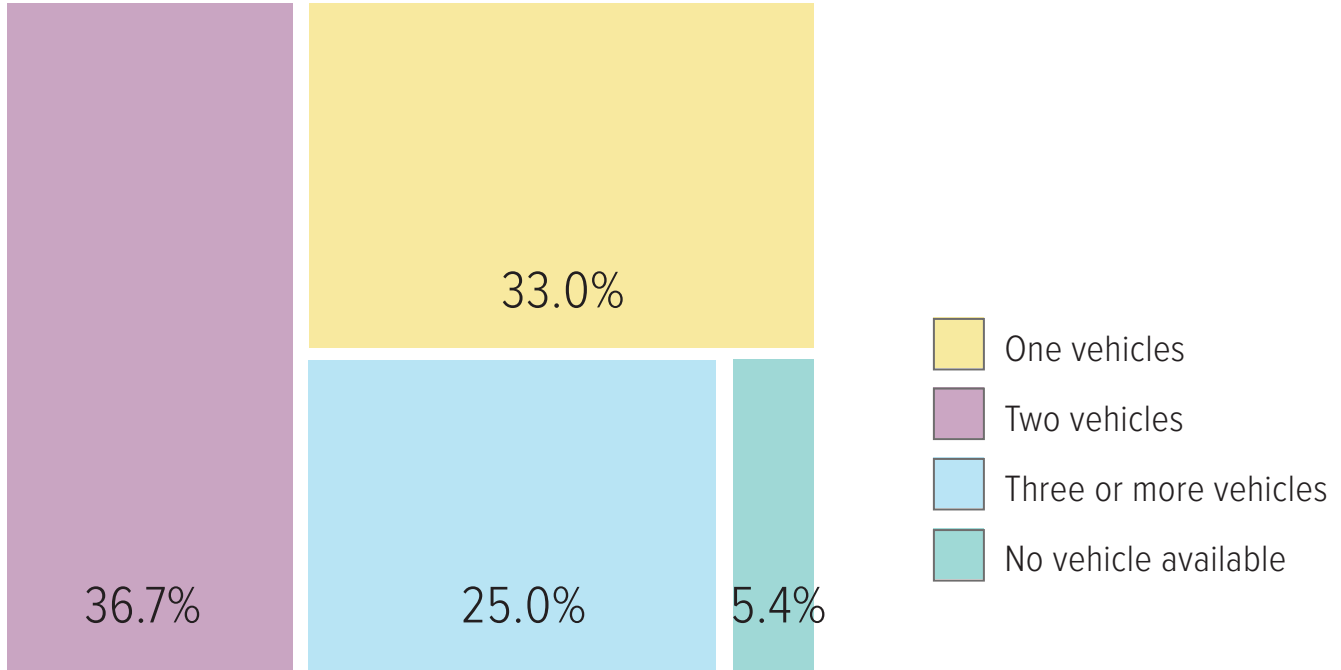
The median household income for Carlisle (yellow) is compared to neighboring and peer communities in the Des Moines metro, Polk/Warren County, Iowa and the United States (orange) in Figure X.X. Generally, Carlisle’s median household income is lower than other communities located along Highway 5 and east of Des Moines. The median income is slightly higher than Polk County and slightly below Warren County’s median. Carlisle’s median income is higher than the City of Des Moines, the City of Adel, and the City of Elkhart. The median income is also higher than the State of Iowa and United States.

VEHICLES AVAILABLE

Figure X.X shows the number of vehicles available to households in Carlisle. Nearly 40% of households have two vehicles available for use. Closely behind two vehicle households are one vehicle households, which account for 33% of households. Around one-quarter of households have three or more vehicles while less than 6% have no vehicle access.

Overall, Carlisle has a high amount of vehicle ownership, however, public transportation options should still exist to help those without and those that are not able to drive.

Figure 1.24 *Carlisle Households Vehicles Available (2018)*



JOB IN CARLISLE

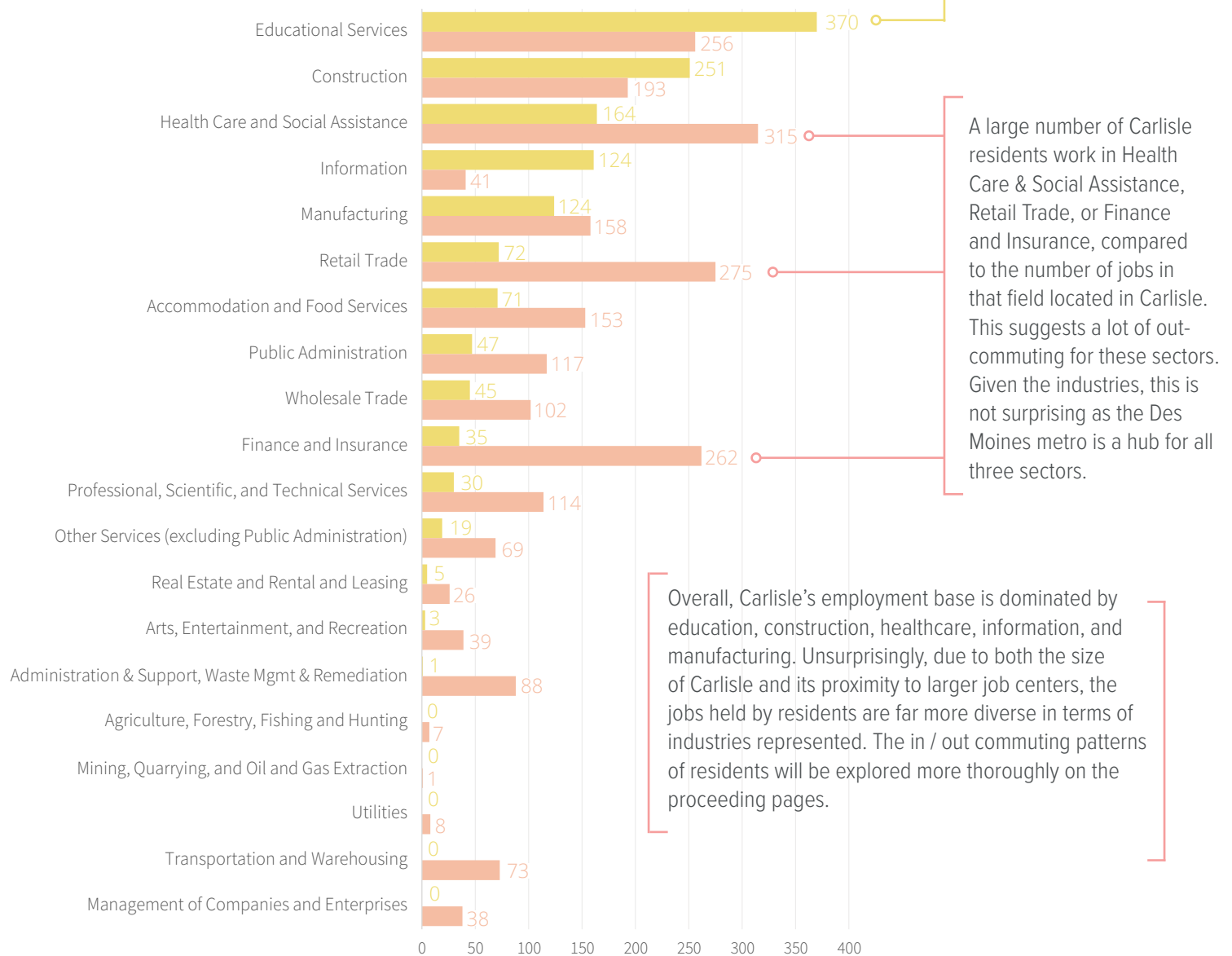
Figure X.X shows the total number of jobs by industry sector for Carlisle. The data breaks down jobs by those jobs located within Carlisle and those jobs held by Carlisle residents. The yellow bars represent Carlisle-based jobs. The largest industry by total number of jobs is Educational Services. Construction, health care and social assistance, and information are the next most prominent industries.

The orange-red bars represent the total number of Carlisle residents in different industry sectors. The top three industries for Carlisle residents are Health Care and Social Assistance, Retail Trade, and Finance and Insurance.

The divides between these two job types represent where there is worker inflow / outflow in the community, a topic discussed in more detail in the following pages.

The industry with the most Carlisle-based jobs is Educational Services, which employs around 370 people. This makes sense given Carlisle's status as the school district base. Another major industry is Construction employing just over 250 people.

Figure 1.25 Carlisle Jobs (Carlisle Based & Resident Jobs)



A large number of Carlisle residents work in Health Care & Social Assistance, Retail Trade, or Finance and Insurance, compared to the number of jobs in that field located in Carlisle. This suggests a lot of out-commuting for these sectors. Given the industries, this is not surprising as the Des Moines metro is a hub for all three sectors.

Overall, Carlisle's employment base is dominated by education, construction, healthcare, information, and manufacturing. Unsurprisingly, due to both the size of Carlisle and its proximity to larger job centers, the jobs held by residents are far more diverse in terms of industries represented. The in / out commuting patterns of residents will be explored more thoroughly on the proceeding pages.

WORKER PROFILE

Below, some characteristics of workers with jobs based in Carlisle and Carlisle residents that also work. Overall, there are 1,398 jobs based in Carlisle and 2,335 Carlisle residents that work. The characteristics that are discussed include:

- Worker Age
- Worker Earnings
- Worker Race
- Worker Ethnicity
- Worker Educational Attainment
- Worker Sex

Worker Age

Over half of Carlisle-based jobs are held by workers age 30 to 54 years. The remaining workers are closely divided between younger (age 29 or younger) and older workers (age 55 or older). The age breakdown for Carlisle resident workers is very similar to the Carlisle-based jobs. Table X.X shows the comparison.

Worker Earnings

Table X.X shows the breakdown of earnings per month for workers of Carlisle jobs and Carlisle resident workers. Generally, Carlisle resident workers are more likely to earn the highest earning category of more than \$3,333 per month.

Worker Race

Nearly 94% of Carlisle-based jobs are held by White alone workers. Another 3.3% of Carlisle workers are Black alone. Nearly 2% of workers are Asian alone. Generally, Carlisle resident workers are less diverse with 97% White alone and fewer Black alone (0.9%) and Asian alone (0.8%) than Carlisle-based job workers. Table X.X shows the comparison.

Worker Ethnicity

Approximately 3.4% of Carlisle workers identify as Hispanic or Latino. By comparison, 2.8% of Carlisle resident workers identify as Hispanic or Latino.

Worker Educational Attainment

Educational attainment levels are summarized for workers age 29 or above. The roughly 24% of workers age 29 or younger do not have educational attainment data available. Carlisle resident workers have a similar educational attainment level breakdown as shown in Table X.X.

Worker Sex

Slightly more Carlisle workers are female (50.7%), but overall the job divide is mostly evenly split. By comparison, slightly more Carlisle resident workers are held by males (50.4%).

Table 1.5 Worker Age (2017)

Worker Age	Carlisle Jobs Workers		Carlisle Resident Workers	
	Count	Share	Count	Share
Age 29 or younger	342	24.5%	565	24.2%
Age 30 to 54	741	53.0%	1,280	54.8%
Age 55 or older	315	22.5%	490	21.0%
TOTAL	1,398	100.0%	2,335	100.0%

Table 1.6 Worker Earnings (2017)

Worker Earnings (per month)	Carlisle Jobs Workers		Carlisle Resident Workers	
	Count	Share	Count	Share
\$1,250 or less	305	21.8%	471	20.2%
\$1,251 to \$3,333	469	33.5%	667	28.6%
More than \$3,333	624	44.6%	1,197	51.3%
TOTAL	1,398	100.0%	2,335	100.0%

Table 1.7 Worker Race / Ethnicity (2017)

Worker Race / Ethnicity	Carlisle Jobs Workers		Carlisle Resident Workers	
	Count	Share	Count	Share
White Alone	1,308	93.6%	2,266	97.0%
Black or African-American Alone	46	3.3%	21	0.9%
American Indian / Alaska Native	5	0.4%	4	0.2%
Asian Alone	27	1.9%	19	0.8%
Native Hawaiian or Other Pacific Islander	2	0.1%	1	0.0%
Two or more Races	10	0.7%	24	1.0%
Hispanic / Latino	48	3.4%	66	2.8%
TOTAL	1,398	100.0%	2,335	100.0%

Table 1.8 Worker Educational Attainment (2017)

Educational Attainment	Carlisle Jobs Workers		Carlisle Resident Workers	
	Count	Share	Count	Share
Less than high school	90	6.4%	152	6.5%
High school / GED	327	23.4%	527	22.6%
Some college / Associate's degree	356	25.5%	573	24.5%
Bachelor's degree or advanced degree	283	20.2%	518	22.2%
Educational attainment not available*	342	24.5%	565	24.2%
TOTAL	1,398	100.0%	2,335	100.0%

INFLOW / OUTFLOW OF JOBS

The inflow/outflow of Carlisle jobs and workers is depicted in Figure X.X. The diagram shows the number of people who work in Carlisle and live elsewhere, live in Carlisle and work elsewhere, and those that both live and work in Carlisle.

Outflow Jobs

Over 2,000 people leave Carlisle for work – almost twice as many than commute into Carlisle from elsewhere. Given Carlisle’s location within the Des Moines metro, however, this is not surprising.

Inflow Jobs

Just over 1,150 people work in Carlisle but live elsewhere. These jobs are held by people that are often considered potential

residents of a community. These people usually already spend a significant amount of time in the community and may be willing to live in the community were it for some other factor such as housing.

Interior Flow Jobs

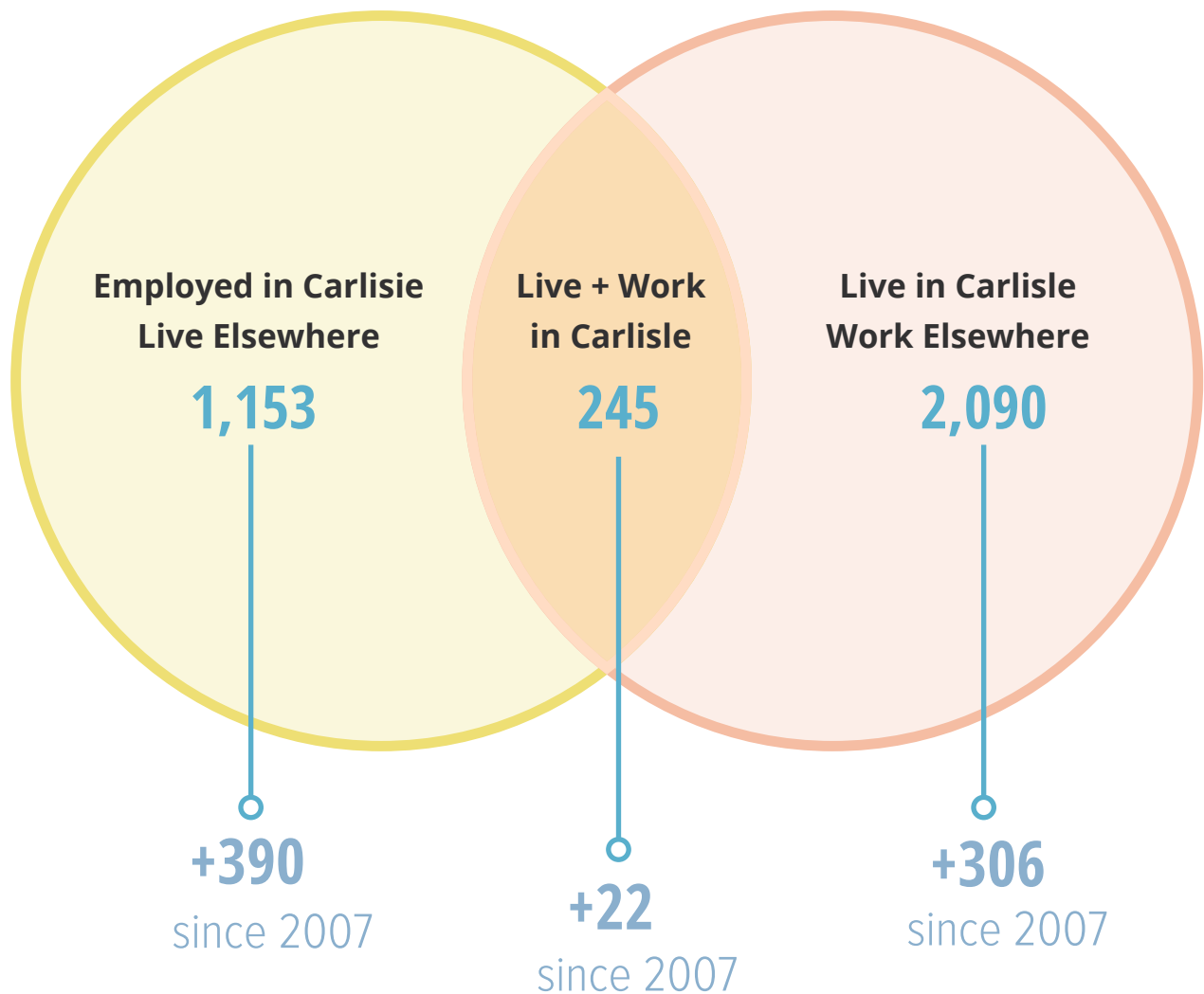
Interior flow jobs are those held by people who both live and work in a community. In Carlisle, there are just under 250 people who fall into this job category. This number is relatively small compared to the total number of jobs located in Carlisle. A large majority of Carlisle jobs are held by non-residents.

Figure 1.26 Worker Inflow / Outflow (2017)

INFLOW JOBS



OUTFLOW JOBS



EXISTING LAND USE

The existing land use composition in Carlisle is depicted in Figure 1.28. Existing land use was determined by reviewing parcel data information from Warren and Polk Counties as well as visual inspection of aerial photography. The existing land use divides Carlisle into the following categories: Low-Density Residential, Multi-Family Residential, Commercial, Public /Semi-Public (including parks), Industrial and Undeveloped / Open Space. Figure 1.27 shows the breakdown by total acres.

Undeveloped / Open Space

Within the Carlisle city limits, just over 70% of land is still undeveloped or agriculture land. A large amount of this land falls under the floodplain - presenting financial and environmental obstacles to development. Other areas of the undeveloped land

Low-Density Residential

Low-density residential is a major land use within Carlisle, second only to undeveloped / open space. The low-density residential land is mainly composed of single-family detached homes. There are two distinct residential areas within Carlisle – north and south of Highway 5. The homes north of Highway 5 are typically older and more modest in value. Low-density residential land accounts for just over 15% of the total existing land use.

Multi-Family Residential

There are several multi-family residential within Carlisle. Much of the multi-family land is located adjacent to Highway 5. There is a large area of apartments near Highway 5 and a large mobile home community also south of Highway 5. Multi-family residential can be found on approximately 1.3% of the land in Carlisle.

Commercial

The main commercial areas of Carlisle exist along Highway 5 and along First Street into the downtown. A few commercial enterprises also line the train tracks east of downtown Carlisle. There is also a growing commercial hub at the interchange of Highway 65 and Highway 5. Commercial land represents approximately 3.0% of land in Carlisle.

Industrial

There are a few areas of industrial developed within the city limits. A few parcels near the train tracks have industrial uses but the main area is in north Carlisle near the General Mills site. Industrial land represents just over 3.5% of land uses in Carlisle today.

Public / Semi-Public

The public / semi-public land in Carlisle includes city or county-owned land, schools, parks and cemeteries. The largest sources of public / semi-public land in Carlisle are schools and parks. Public / semi-public land accounts for 5.6% of land uses in the community.

Figure 1.27 Existing Land Use Composition (2020)

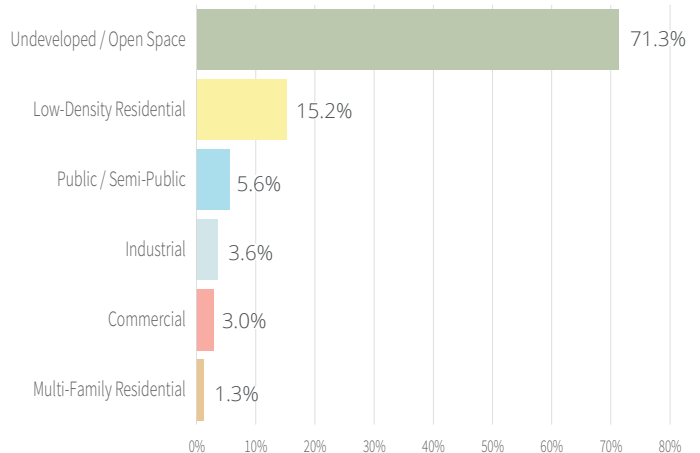
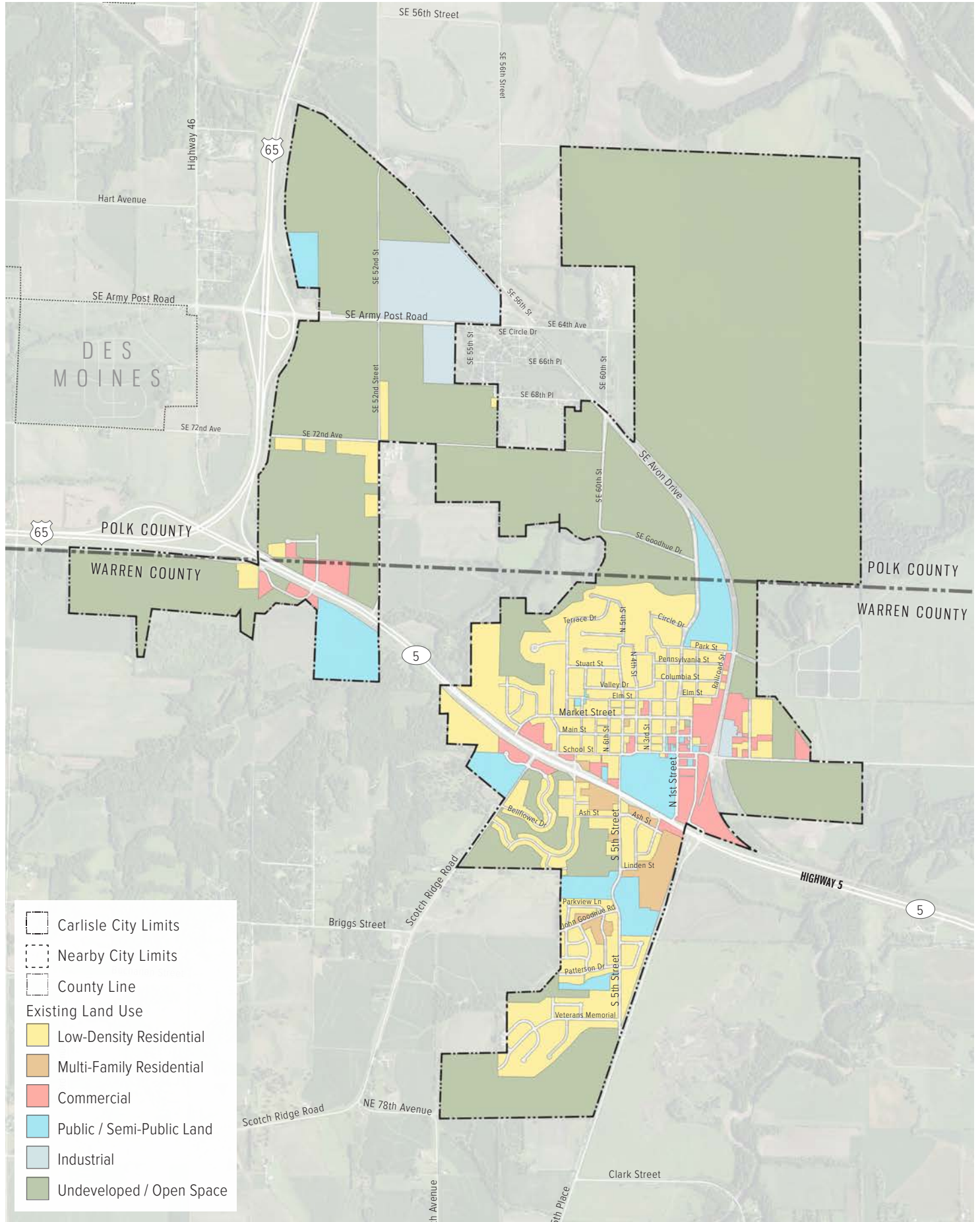


Figure 1.28 Existing Land Use Map



- Carlisle City Limits
- Nearby City Limits
- County Line
- Existing Land Use
- Low-Density Residential
- Multi-Family Residential
- Commercial
- Public / Semi-Public Land
- Industrial
- Undeveloped / Open Space

EXISTING PARKS

Figure X.X shows the existing parks in Carlisle. Carlisle has approximately 98.4 acres of parkland. In terms of geographic distribution, both the area north of Highway 5 and south of Highway 5 both have parkland and open space available.

Level of Service

Currently, Carlisle maintains approximately 98.4 acres of parkland. This parkland is divided among five main parks: Carlisle City Park, Water Tower Park, South Park Complex, Carlisle Recreational / Aquatic Center, and the Scotch Ridge Nature Preserve. Currently, the Scotch Ridge Nature preserve is mainly unprogrammed but serves as the trailhead for the Carlisle Nature Trail. However, the City does have a Scotch Ridge Nature Preserve Master Plan that details how the park is envisioned to develop in the future. This master plan should continue to be implemented. Other dedicated greenspace in Carlisle includes the property south of the middle school, which has a conservation easement put in place by the property owner that limits future development on the property. While not under city control, the area is utilized by the school district on occasion for outdoor activities. School facilities in general also help to round out the park and recreation amenities available to Carlisle residents.

Based on it's current population, Carlisle exceeds the recommended level of service of 10.5 park acres per 1,000 residents. Today, Carlisle has approximately 23.8 acres per 1,000 residents. Much of this ace total comes from the Scotch Ridge Nature Preserve. Table X.X shows the breakdown for existing demand. Despite its high level of service, Carlisle should continue to expand its park access as neighborhood growth continues to ensure access remains consistent. Table X.X shows the future estimated demand based on 2040 average population projections.

Table 1.9 Carlisle Parks Existing Level of Service Analysis

Park Demand	Existing Demand
Existing Population Estimate	4,134
Total Park Acres	98.4 acres
Existing LOS	23.8 acres / 1,000 residents
Recommended LOS	10.5 acres / 1,000 residents
Park Acres Needed	0.0 acres

Source: Confluence, with inputs from the Planner's Estimating Guide, City of Carlisle and Warren / Polk County Tax Assessor

Table 1.10 Carlisle Parks Demand Estimates - 2040

Park Demand	Future Demand (2040)
2040 Average Population Projection	5,381
Total Park Acre Demand	56.5 acres
Existing Park Acres	98.4 acres
Park Acres Needed in 2040	0.0 acres

Source: Confluence, with inputs from the Planner's Estimating Guide, City of Carlisle and Warren / Polk County Tax Assessor

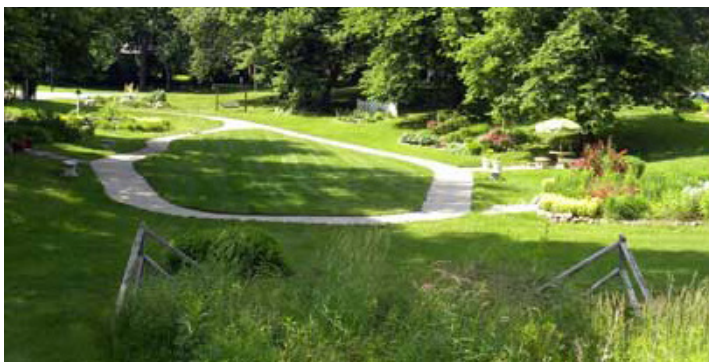
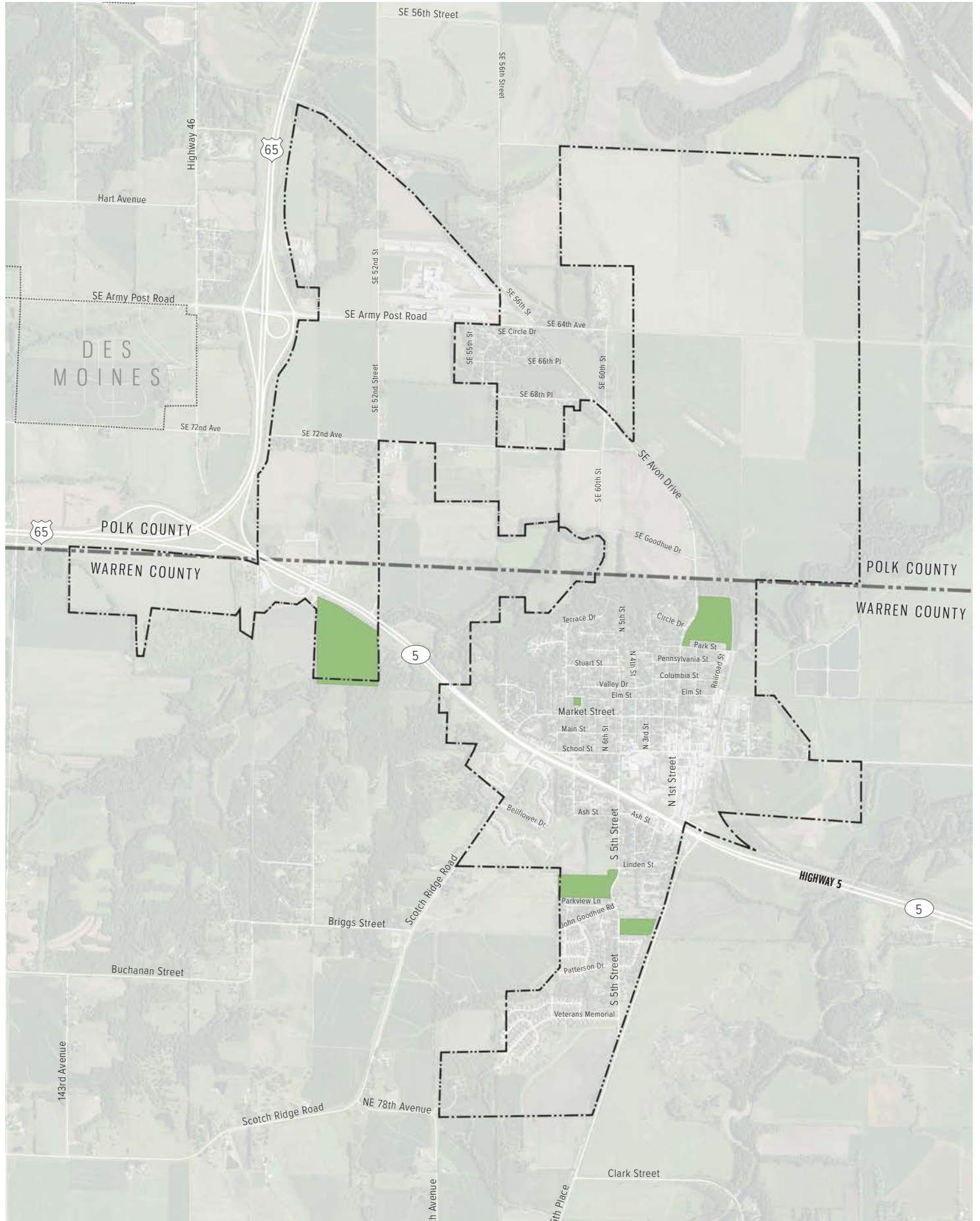


Figure 1.29 Existing Park Walk Time Analysis



NATURAL FEATURES

It is important to catalog the location of natural features within a community as part of the long-range comprehensive planning process. Natural features are often sensitive to change and perform important ecological functions that benefit the immediate community and beyond. Once lost or damaged, these areas are difficult or costly to repair or replace. The following natural features in Carlisle have been identified: floodplains, streams, watersheds, tree cover and grasses, agricultural land, and slopes. Each feature's approximate location has been mapped over the following several pages. Collectively, these areas represent land that should be preserved and conserved as Carlisle develops and grows.

Floodplain & Streams

Floodplains are land that is inundated with water during and after heavy rainfall or snowmelt. Typically, floodplain is found in the low-lying land adjacent to streams and other water bodies. The federal government, specifically FEMA, a division under the Department of Homeland Security, is responsible for identifying the boundaries of floodplain throughout the United States. Floodplain land can be divided into many categories, but the two most common ones are the 100-year and the 500-year floodplain. The 100-year floodplain includes land that has a 0.1% chance of flooding in any given year and the 500-year floodplain is land that has a 0.2% chance of flooding in any given year.

New development should typically not occur within the floodplain to avoid the high cost of flood insurance and the negative environmental side effects of having permeable land in the floodplain. When the floodplain is left undeveloped with permeable grasses, trees, or shrubs, the water can be absorbed back into the ground. This process can help naturally filter water as well as slow it down to prevent flooding events in more developed areas. Figure 1.30 shows the 100 and 500-year floodplain boundaries in the Carlisle area. Due to the community's proximity to the Des Moines River, a large amount of the city limits is part of the 100-year floodplain.

Watersheds

Watersheds are the geographic areas in which all water within an area flows into the water system that will lead to a shared output point such as a bay or reservoir. Watersheds can be large, stretching across multiple states and including large streams. Watersheds can also be smaller and include only a few streams. Figure 1.36 shows identified wetland areas.

Tree Cover & Grasses

Tree cover provides multiple environmental and economic benefits to communities. Trees absorb carbon dioxide and release oxygen, act as a natural habitat for wildlife, and provide shade while preventing urban heat island effect. In addition to cleaning the air and other ecological functions, the cooler temperatures gained from the built-in shade and reduced urban

heat island effect lower the cost of cooling homes. Additionally, tree cover can increase property values because of the scenic background trees offer. Figure 1.32 shows the approximate tree cover in Carlisle based on 2016 land cover data analysis performed by the Iowa Department of Natural Resources. Efforts should be made to protect and enhance the tree cover in Carlisle.

Figure 1.33 shows the grassland in Carlisle based on the same 2016 land cover data analysis. Grassland is typically permeable – allowing rainwater and snowmelt to naturally re-enter the water system underground and reducing the severity of flooding.

Agricultural Land

Iowa is fortunate to have large swaths of productive farmland throughout the state. As a community on the edge of the metro area, Carlisle has acres of farmland comprising much of the area surrounding the community. Once agricultural land is made apart of the built environment, the farmland is often lost forever. Industries such as corn and soybean contribute a significant amount of the Iowa GDP. Thoughtful consideration should be given before agriculture land is re-zoned to become developed as residential or commercial developments. Figure 1.35 shows the agricultural land.

Slopes

Figure 1.34 shows the estimated slope for the Carlisle area using hill shade data. The areas with the highest amount of slope, the steep hilly areas are shown in red and orange. The flatter land is shown in dark and light green. Slopes are sensitive environmental features that are prone to erosion. Erosion of slopes can lead to a loss of topsoil, loss of habitat / biodiversity, and water quality issues, just name a few. Hilly areas are also aesthetically pleasing and make for a tranquil environment.

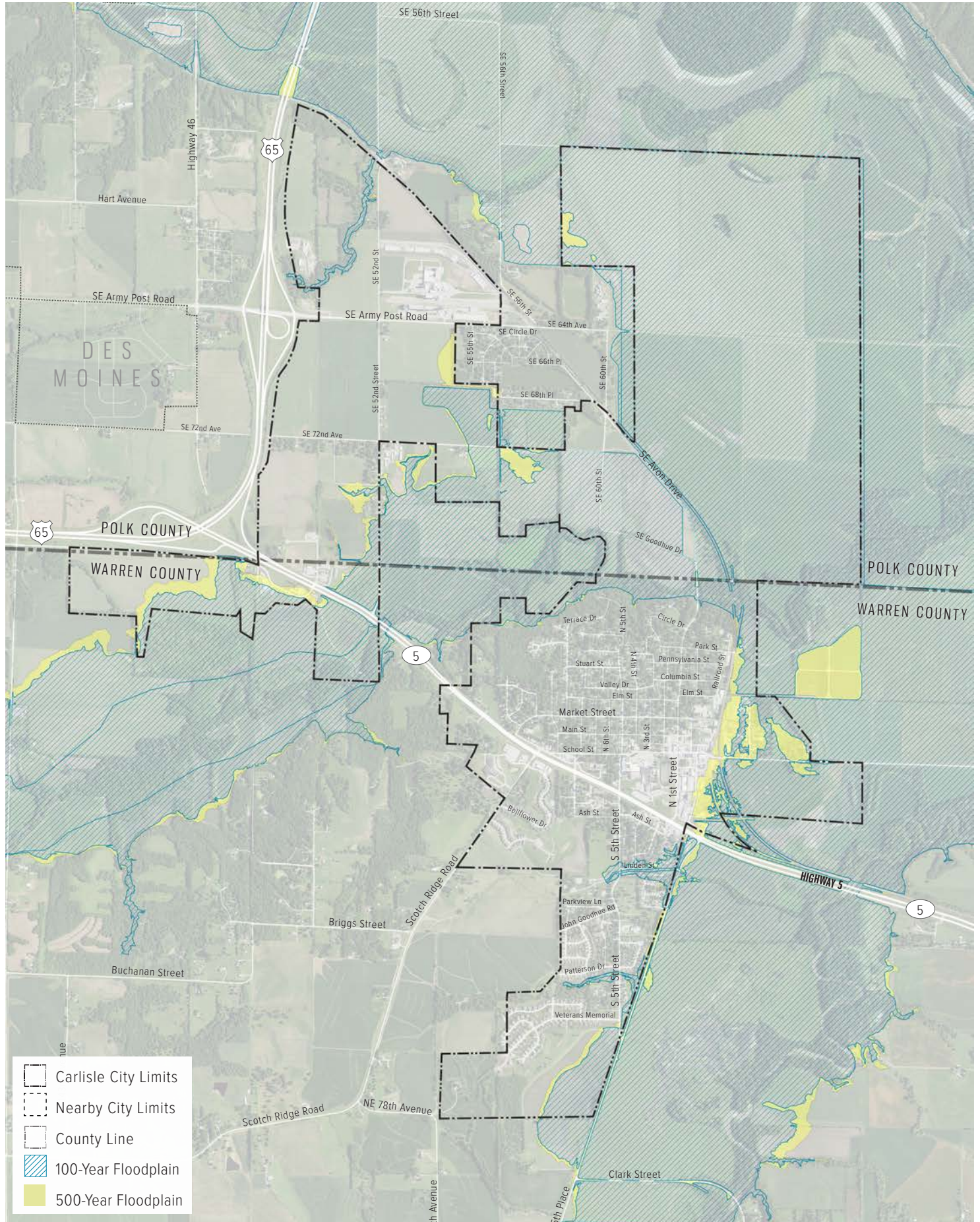
Wetlands

Wetlands are areas of land that are saturated with water for at least a portion of the year. There are many ecological functions associated with wetlands including:

- Recharge groundwater and improve water quality
- Reduce flooding or severity of flooding
- Regulate climate
- Support recreational activities
- Wildlife habitat
- Filter stormwater

Figure 1.36 shows the approximate location of known, or delineated wetlands in the Carlisle area. Once formally recognized, wetlands have certain protections under federal law. Generally, development in wetlands should be avoided unless suitable wetland mitigation (replacing or restoring wetland elsewhere) can take place. Four wetland types are shown in Figure 1.36 including riverine, lake/pond, freshwater emergent and freshwater forested.

Figure 1.30 Floodplain Map








-  Carlisle City Limits
-  Nearby City Limits
-  County Line
-  100-Year Floodplain
-  500-Year Floodplain

Figure 1.31 Watersheds & Streams Map

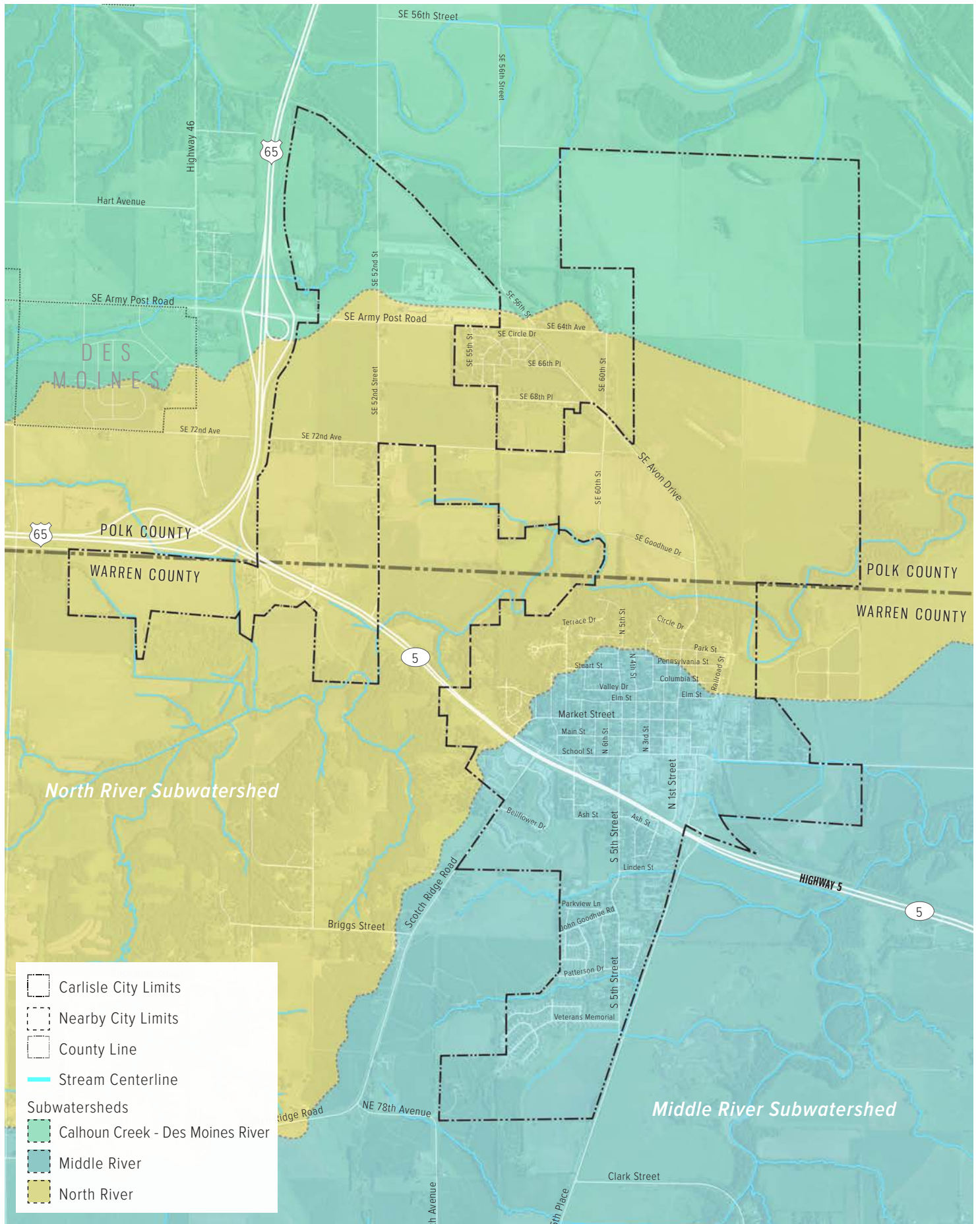


Figure 1.32 Tree Cover & Grasses Map (2016)

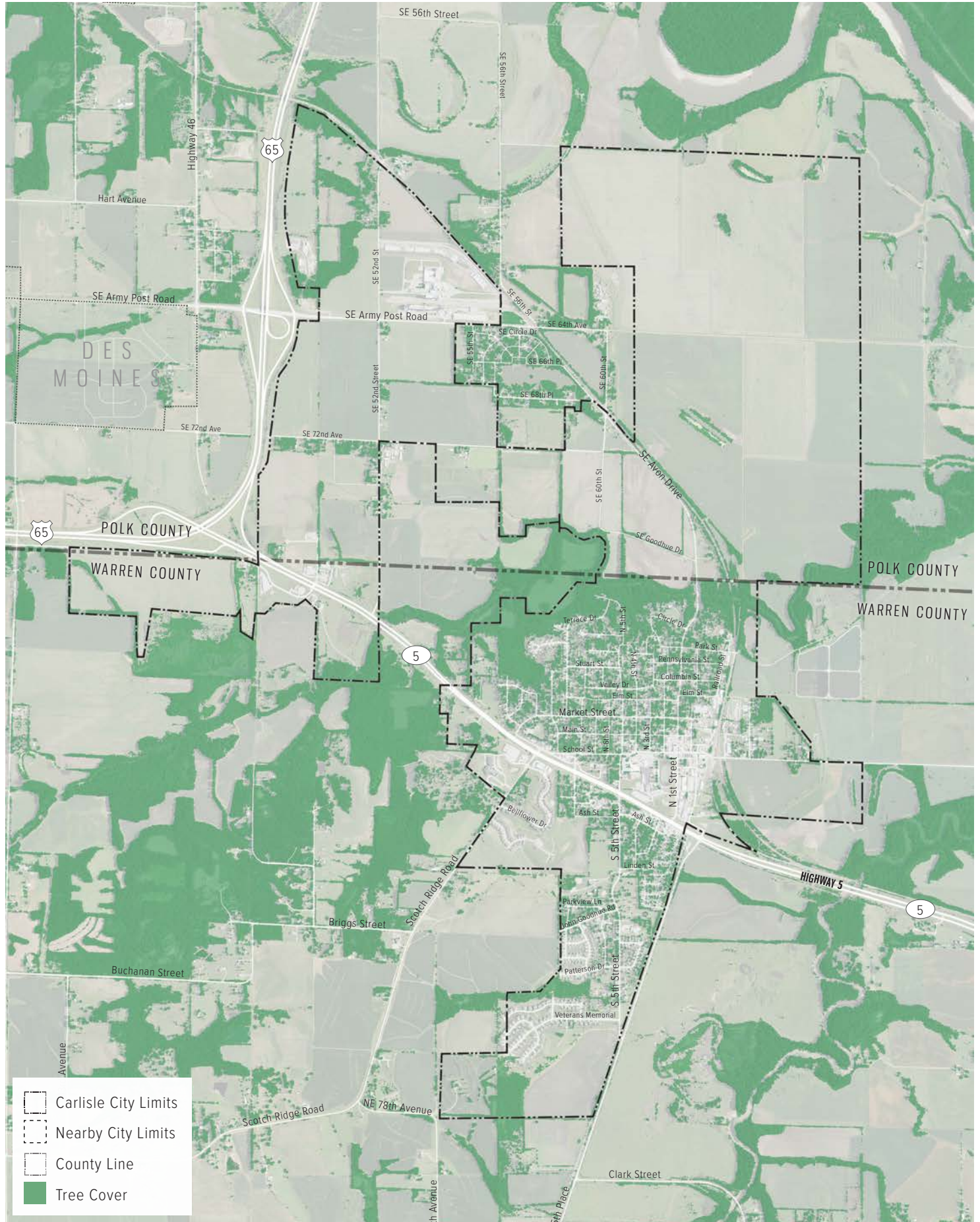


Figure 1.33 Grasses Map (2016)

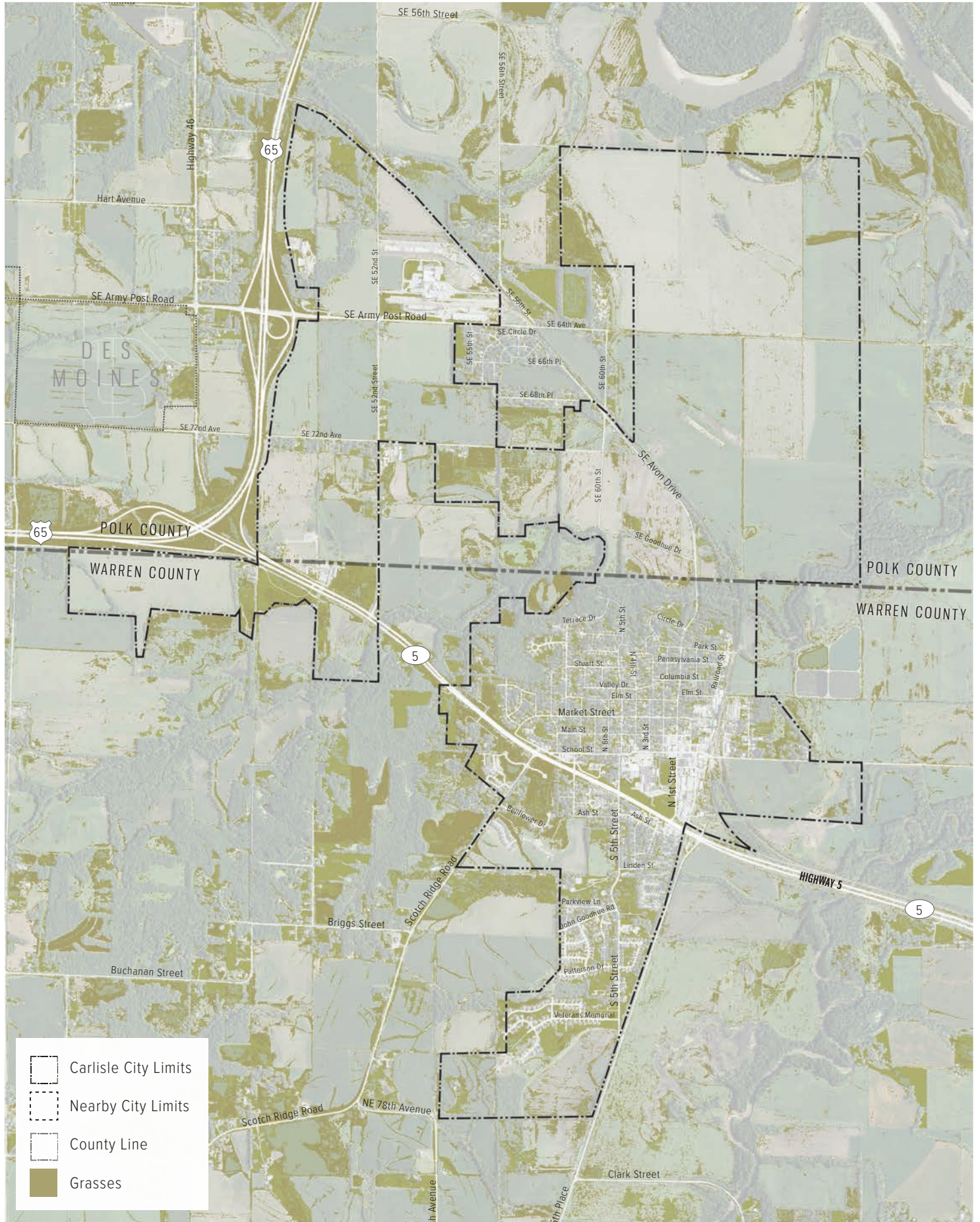


Figure 1.34 Slope Analysis Map

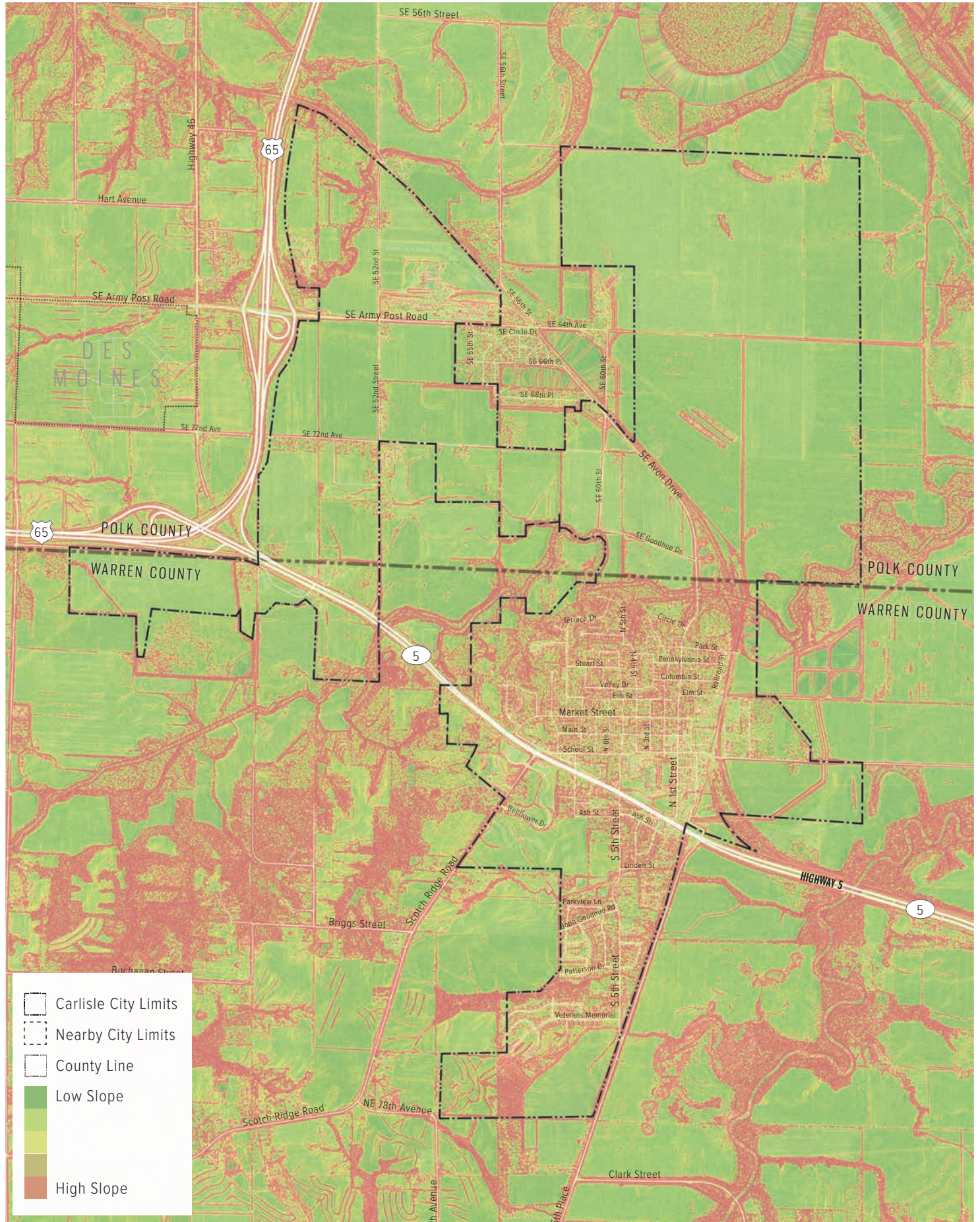


Figure 1.35 Agricultural Land Map (2016)

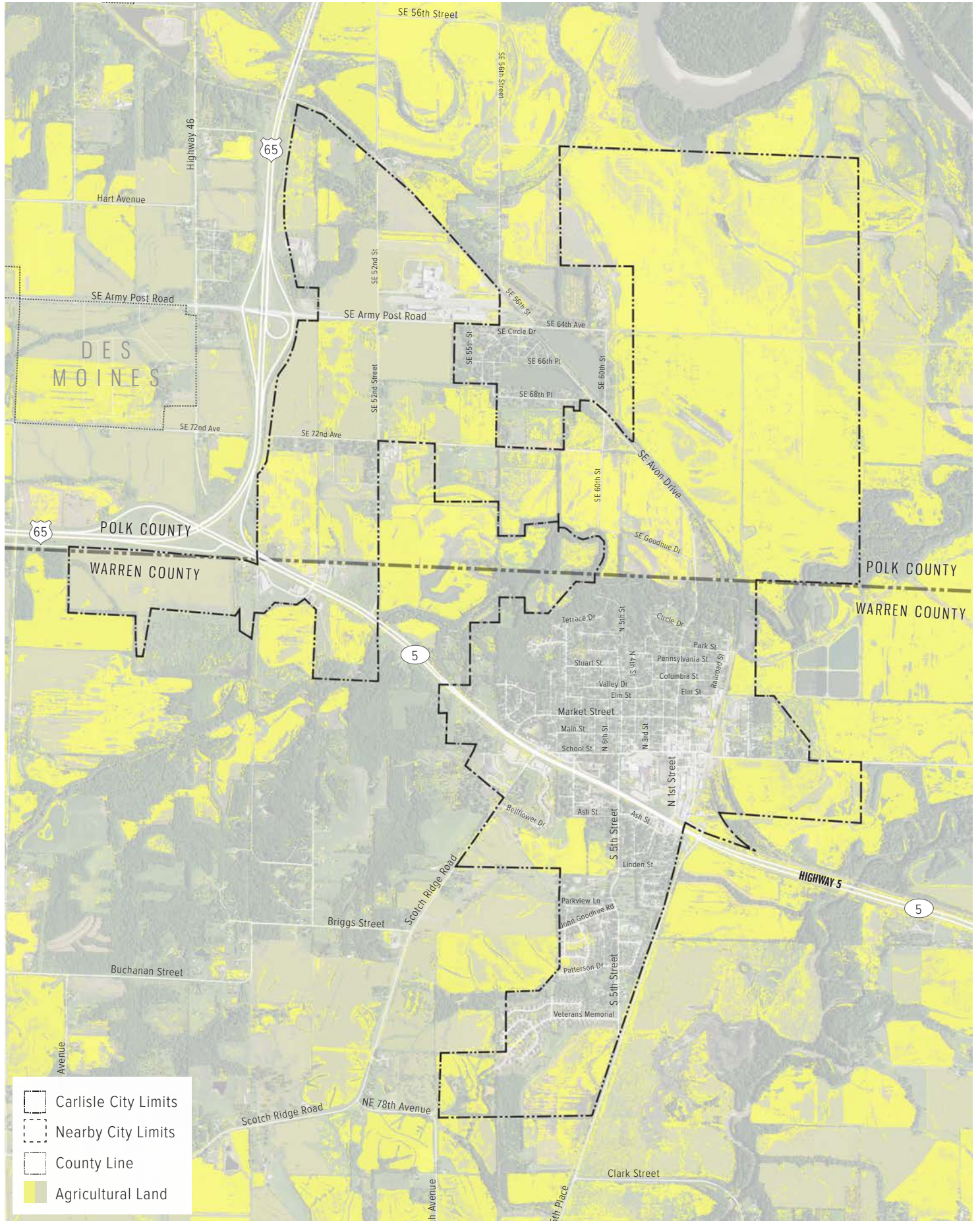
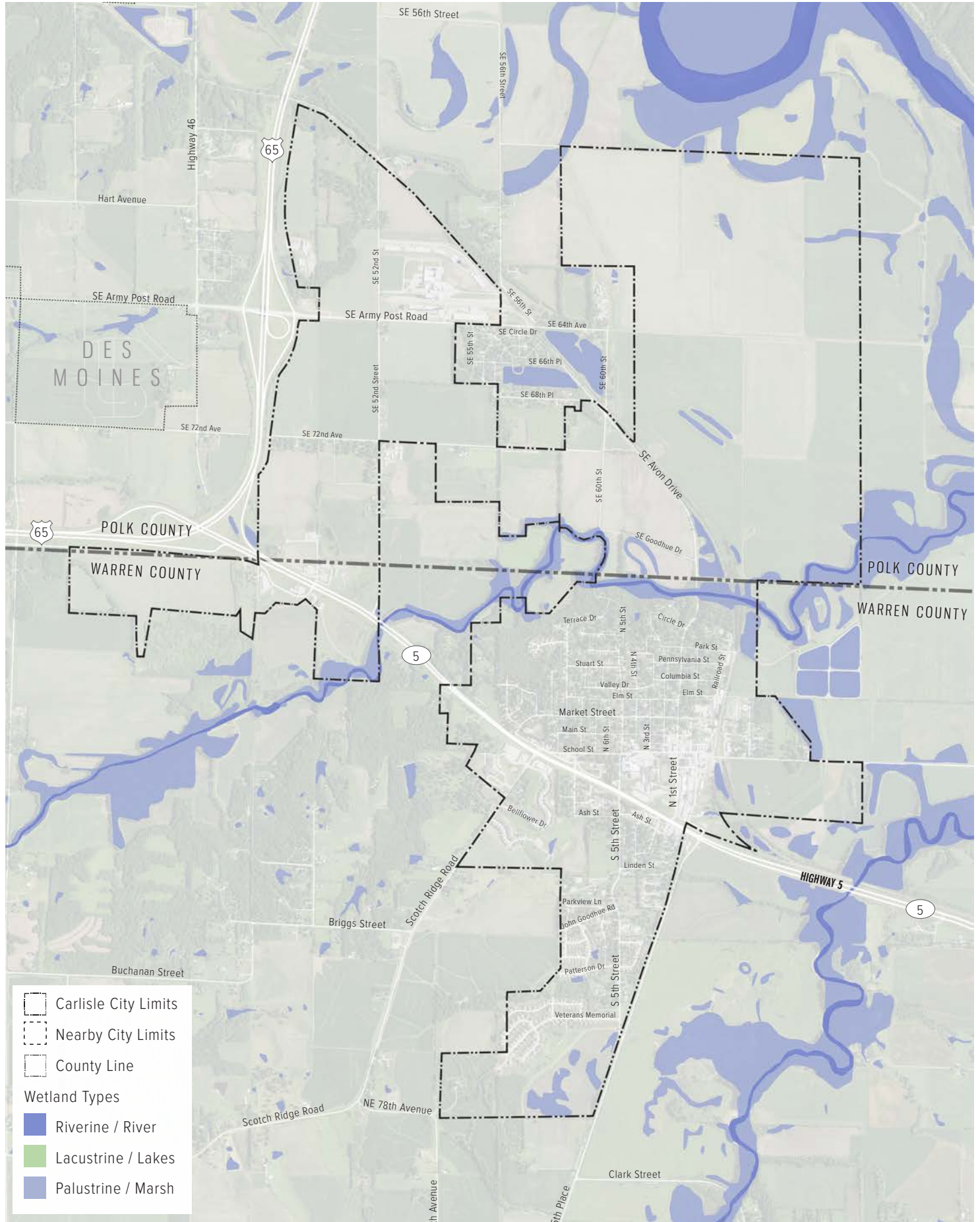


Figure 1.36 Wetland Map



2. COMMUNITY VISION

WHERE DO WE WANT TO BE?

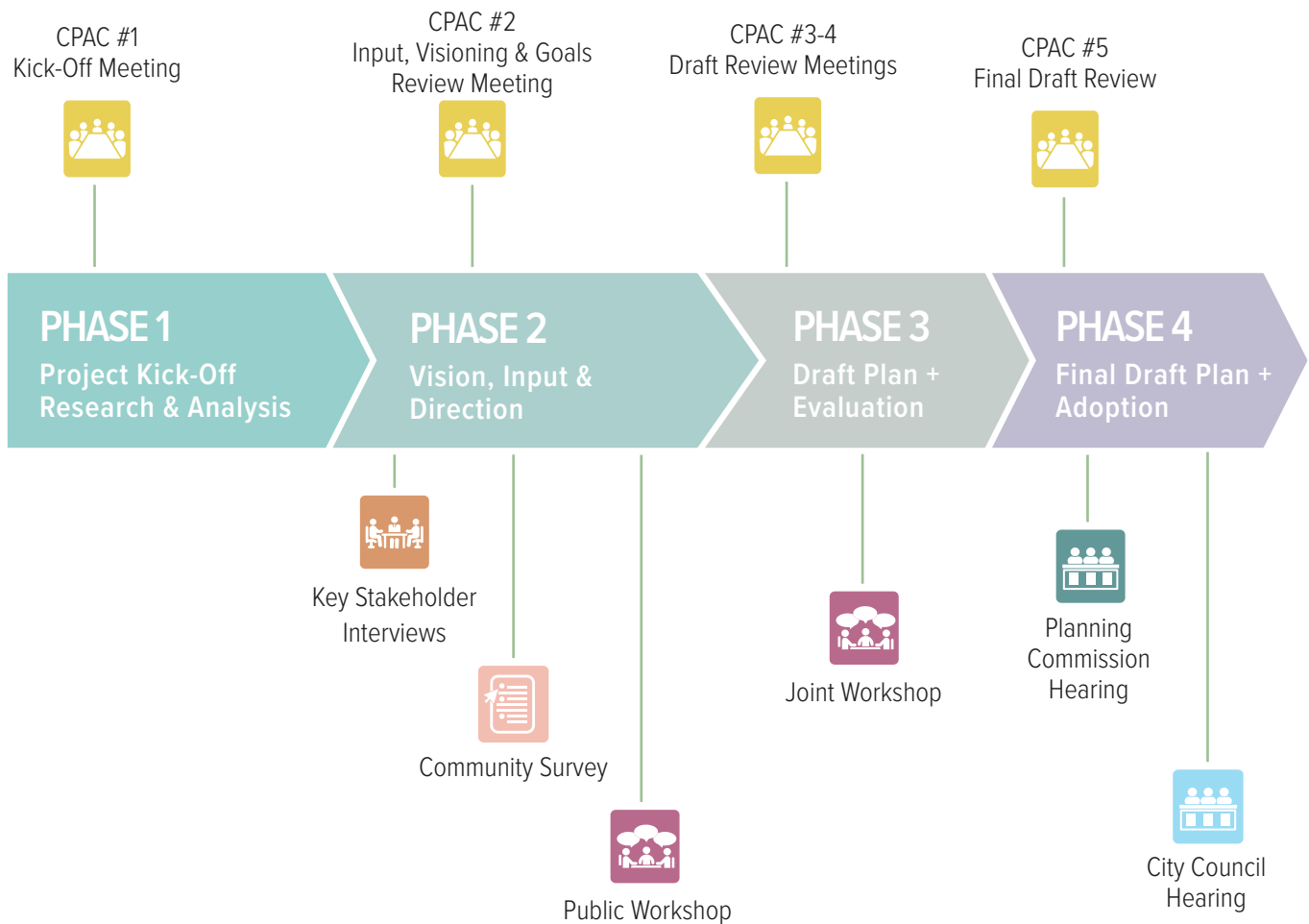
PUBLIC ENGAGEMENT PROCESS

Public engagement in the planning process is critical – this plan must reflect the goals and priorities held by community members. Alongside the existing conditions analysis, public input is the second key component of a comprehensive plan. It is only through engagement with residents and discussions amongst staff and key stakeholders, where the answer to the question ‘Where do we want to be in the future?’ can be answered.

Where does Carlisle want to be?

As discussed in the plan introduction, the second key objective of a comprehensive plan is to determine where the community wants to be in the future. To answer this question, the Grow Carlisle comprehensive plan followed an engagement strategy designed to provide flexible options to engage with the planning process.

Public Engagement Process Schedule



COMPREHENSIVE PLAN ADVISORY COMMITTEE

Comprehensive Plan Advisory Committee

To help facilitate the planning process a Comprehensive Plan Advisory Committee (CPAC) was formed. The CPAC was composed of City staff, elected officials and members of the community. The roles of the CPAC is to guide decision-making and help represent the thoughts and priorities of the community. One major responsibility of the CPAC is to review and provide comment on drafts of the planning document. The CPAC met several times throughout the planning process. The results of the kick-off meeting are described on the following pages.

CPAC Members include:

- Drew Merrifield, Mayor
- Stephany Goodhue
- Katy Wasko,
- Kylie Sloan,
- M Monson
- Bryce Amos, Carlisle Schools Superintendent
- John Sinclair, People’s Bank

Postcard Exercise

The first exercise completed by the Comprehensive Plan Advisory Committee was a postcard exercise. Each member was given a fake postcard with the prompt: “Dear Friend / Family, it is the year 2040 and you should visit me here in Carlisle because...”. They were asked to fill-in the postcard with text describing the future Carlisle and what they hope to be able to see, do or experience. The purpose of this exercise is to give members an opportunity to envision the future.

CARLISLE COMPREHENSIVE PLAN
Carlisle, Iowa

Dear Friend/Family,
It is the year 2040 and you should visit me here in Carlisle because...

*We have a great downtown with local shops and restaurants.
There are great community events / festivals every season.*



CARLISLE COMPREHENSIVE PLAN
Carlisle, Iowa

Dear Friend/Family,
It is the year 2040 and you should visit me here in Carlisle because...

We have everything the big cities have with a small-town feel.



CARLISLE COMPREHENSIVE PLAN
Carlisle, Iowa

Dear Friend/Family,
It is the year 2040 and you should visit me here in Carlisle because...

They have a great downtown to spend the afternoon exploring.



CARLISLE COMPREHENSIVE PLAN
Carlisle, Iowa

Dear Friend/Family,
It is the year 2040 and you should visit me here in Carlisle because...

We are a hub on the bike trail which brings in many visitors every weekend. There are activities for everyone. Our businesses are thriving and our schools are growing with plenty of land to build new schools and new residential housing.



COMPREHENSIVE PLAN ADVISORY COMMITTEE

CARLISLE COMPREHENSIVE PLAN
Carlisle, Iowa

Dear Friend/Family,
It is the year 2040 and you should visit me here in Carlisle because...

We are a cute quaint town and we could browse the small-town stores and spend time at the city parks.



CARLISLE COMPREHENSIVE PLAN
Carlisle, Iowa

Dear Friend/Family,
It is the year 2040 and you should visit me here in Carlisle because...

We have been awarded best small town to live. Our great balance of business of all kinds has attracted families and working professionals. We are a classic small-town.



CARLISLE COMPREHENSIVE PLAN
Carlisle, Iowa

Dear Friend/Family,
It is the year 2040 and you should visit me here in Carlisle because...

Great place to raise a family. A growing community with amenities and recreational opportunities, but still has the quintessential small-town Iowa feel.



CARLISLE COMPREHENSIVE PLAN
Carlisle, Iowa

Dear Friend/Family,
It is the year 2040 and you should visit me here in Carlisle because...

We have opened our new sports complex.



Notecard Exercises

The second exercise completed by the Comprehensive Plan Advisory Committee was a series of notecard exercises. Each member was given two three notecards. They were then given four prompts and asked to write-down their responses. Responses have been turned into word clouds (the bigger the word, the more common the response) or summarized through bullet points. The notecard exercise results are below and on the following page.

What are the biggest opportunities for Carlisle?



COMPREHENSIVE PLAN ADVISORY COMMITTEE

Notecard Exercises

What are the biggest challenges for Carlisle?



What is your one big dream for Carlisle?

- Keep the small-town feel
- New roads and sidewalks
- Sports complex
- Schools with great facilities for sports, arts and education opportunities
- Family comes to town for visit and decides to move to town
- Youth sports complex
- Great, award-winning schools with plenty of space for new / larger classrooms and athletic facilities (top of the line) and music/art facilities

What is your one big fear for Carlisle?

- Carlisle turning into a “Bondurant” - growing way too fast and the community not keeping up
- We lose ourselves and grow too fast
- We become a Grimes or Waukee
- Small group deciding future vs majority
- Overrun with discount chain stores - losing local business
- Loss of growth potential through landowner stagnation
- Lose small-town feel
- Inability to get our young people to come back to Carlisle after college / trade school. Our schools are graduating very intelligent students, let’s bring them back here!

KEY STAKEHOLDER INTERVIEWS

Key Stakeholders in Carlisle

A group of key stakeholders were identified by the City and Comprehensive Plan Advisory Committee early in the process. These stakeholders were meant to represent important and different segments of the Carlisle population. A long list of key stakeholders were invited to sit down one-on-one with the consultant team hired by the City to complete the comprehensive plan. During these sessions, stakeholders were encouraged to be candid in the strengths, opportunities and challenges facing Carlisle. The list of stakeholders who met with the consultant team is below. A summary of the key takeaways and priorities is listed in the following section.

- Denny Woodruff - Park Board / former mayor & councilmember
- James Kirby – St Elizabeth Church
- John Sinclair – Local banker / CPAC Member
- Lorin Ditzler – Keep Iowa Beautiful / Warren County Hometown Pride Community Coach
- Rachel Gocken – Warren County Economic Development
- Rich Clark – PVC Partners + Developer for Corteva
- Tim Osterhaus – Little League
- Tommy Thompson – Public Works Superintendent / long-term resident
- Tony Rhinehart – Public Works Operator / long-term resident

Key Takeaways / Priorities

Water Capacity, Growth and Future Needs

There are no specific capacity issues with Carlisle's water service today as the system is currently at around 50% capacity. The only known needed facility over time will be a second elevated storage facility, likely on the south side of town. Stakeholders emphasized that they do not want to lose local control over water in Carlisle.

Sanitary Treatment Lagoons

There is a potential capacity issue with the current sanitary sewer lagoon system in place east of Carlisle city limits. This capacity will further be impacted if Environmental Protection Agency (EPA) or Iowa Department of Natural Resources change their standards.

Stormwater Management

As Carlisle grows, a stormwater management plan will be needed for new development. A solid set of stormwater policies would help ensure new growth does not have a negative effect on stormwater management in town.

Highway 5 Safety Concerns / Street Circulation Plan

Many stakeholders brought up the safety concern of Highway 5. Some sort of street circulation plan is needed to help alleviate some traffic issues that may continue to occur as the community develops. A street master plan should also include requirements for urban road profiles including curb & gutter.

Neighborhood Preservation

Stakeholders expressed some concern about older neighborhoods in Carlisle falling behind some of the newer developments. They want the city to help avoid older neighborhoods degrade in quality.

Park System Funding

Stakeholders said the City should make sure that park system improvements and expansion is being properly funded.

Job Creation - Attracting the Right Industries

A few stakeholders mentioned a desire for the City to attract industries with good jobs to the City. In particular – they do not want to see only industries such as storage facilities that take up valuable land while providing very few full-time jobs.

Senior and Affordable Housing

Stakeholders discussed the need for more senior and affordable housing. Further, the senior and affordable housing should be put in places other than just along Highway 5. They also said affordable should be more than just subsidized housing and truly meet a range of incomes.

KEY STAKEHOLDER INTERVIEWS

Key Takeaways / Priorities

Scotch Ridge Road and Highway 5

There were several mentions of how bad the traffic was at the intersection of Scotch Ridge Road and Highway 5. Stakeholders mentioned that kids are not using the breezeway and between the Fareway and middle school traffic the area is an issue.

1st Street / Downtown Improvements

Stakeholders pointed out the need for Carlisle to allocate funding towards 1st Street improvements including archways, gateways, signage, picnic tables, band shelter and bike racks. The sort of improvements could help bring residents and visitors off Highway 5 or the Summerset Trail and into downtown Carlisle.

Trail Expansion / Summerset Trail

The two trails in Carlisle were both mentioned as strong community assets. The Summerset Trailhead should be more connected to the downtown to encourage people to visit the downtown. Others thought the idea of some trail-centric retail near the trail head would be a great idea. This could include a brewery, brew pub, or bike store. The second trail in Carlisle that starts near the People's Bank along Highway 5 should also be better marketed because it is a really great amenity. A connection to the Des Moines trail system is critical for Carlisle.

North Carlisle Economic Development

Many stakeholders brought up the strong development potential of north Carlisle along Highway 65. They said the area is a good location for industrial or business park uses because of the excellent trucking access. The north side of Carlisle is sewerable and can be served by a loop water system once the new line through Avon Estates is completed. Some said the city should consider acquiring and assembling land for industrial / commercial development. Others mentioned that Army Post Road would need improvements to carry increased traffic – this could be possibly funded through a RISE Grant.

Safe Routes to School

The need for safe routes to school was brought up by several stakeholders. Highway 5 in particular represents a major challenge for children wanting to walk or bike to school.

Sports Fields & Youth Recreation

Some stakeholders indicated that youth sports such as softball or baseball should be run through the City instead of through volunteer organizations. They said it has become difficult to find volunteers and run the program. They mentioned the City may be able to monetize the program by holding tournaments or through concession sales.

Housing Prices

Stakeholders mentioned that housing costs in Carlisle are very fair.

Pace of Growth

Most stakeholders agreed that some level of growth is expected in Carlisle, however, most feel as if the pace of growth should be slow and steady. Fast growth, such as what has been seen in other metro communities such as Bondurant or Waukee, is not preferred.

Indoor Recreation Space

There was some mention of the need for indoor recreation space in Carlisle.

Business Attraction / Growth

Stakeholders mentioned the desire for additional business and job growth in Carlisle. Stakeholders indicated that tax abatement or incentives offered by the city should focus on business and job growth rather than residential growth.

School District

The quality of the school district was repeatedly brought up during the stakeholder interviews. In particular, stakeholders liked the smaller class size and the ability of students to more easily participate in activities because of the school size.

KEY STAKEHOLDER INTERVIEWS

Key Takeaways / Priorities

Retail & Restaurants

Several stakeholders mentioned the desire for residents to have more local places to eat and shop. Sit-down restaurants in particular were brought up. People were very appreciative of the grocery store in town.

Workforce Housing

Some stakeholders brought up the need for workforce housing. As the Des Moines region grows, as it is expected to do so in the next twenty plus years, workforce housing will be needed across the metro including in Carlisle. The stakeholders believe that work force housing will help attract more workers that can be employed in north Carlisle's industrial land.

Public Gathering Spaces

Some stakeholders mentioned the need for Carlisle to create some additional public gathering spaces for community events.

Higher Density Residential

Some stakeholders mentioned that some additional higher density residential could be built in the south side of the community rather than clustering all the housing along Highway 5.

Keep Carlisle "Natural Choice"

One stakeholder referenced the city motto of "Natural Choice" stating that Carlisle should work to make sure it remains the natural choice. Mainly this refers to the natural land and more rural setting of the community.

Public Art & Streetscapes

Several stakeholders believe there could be streetscape improvements made to some of Carlisle's roads including the addition of public art. Several people mentioned the medians present along Highway 5 are unattractive and could have plantings or other more attractive features.

Community Gateways

Some stakeholders believe the entry gateways into Carlisle could be improved and made more attractive.

Messaging Problem

A few stakeholders mentioned that most people they meet from other metro communities are surprised to hear how close and how short of drive Carlisle is from downtown Des Moines. They believe there may be a messaging issue that prevents people from living or visiting Carlisle from within the metro area.

COMMUNITY SURVEY

A community survey was available for over two months between February and April of 2020. The 12 question survey was divided into four section:

- Respondent Profile
- Where are we?
- Where do we want to be?
- How do we get there?

In total, there were 56 completed surveys. While the response rate was relatively low, the responses came from a wide cross-section of the community. The responses from this survey were critical to understanding where Carlisle wants to be in the future. A summary of the survey findings are below.

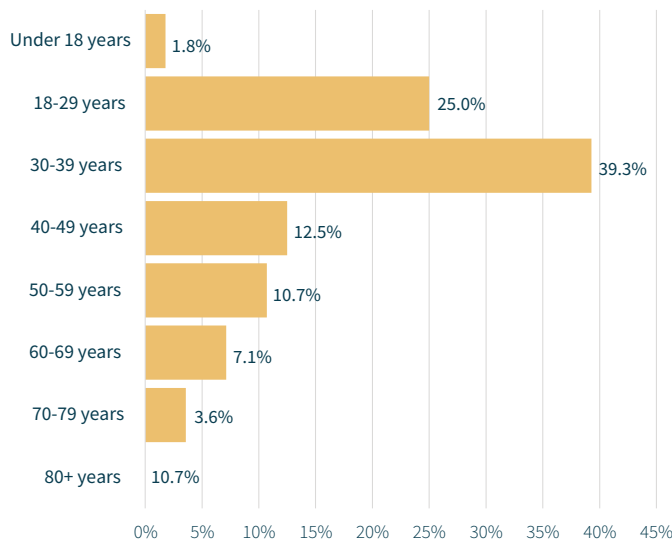
Respondent Profile

Nearly 85% of respondents live in Carlisle. Another 8.9% do not live in Carlisle but do live within the Carlisle school district. Approximately 3.6% do not live in the city. Figure X.X shows the make-up of respondents.

The majority of survey respondents were between the ages of 18 to 29 years (25.0%) and 30 to 39 years (39.3%). Approximately 1.8% of respondents were under 18 years old. All other ages groups had some representation except for age 80+ years. Figure X.X shows the breakdown.

When asked how long the respondent had lived in Carlisle, there were a wide variety of responses. Approximately 23.2% of respondents said they had lived in the community for either 5 to 9 years or 20+ years. Another nearly 20% said 10 to 19 years. Over 30% have lived in Carlisle for under 2 years (14.2%) or 2 to 4 years (16.1%). Overall, the response breakdown, shown in Figure X.X, indicates a wide cross-section of the community participated in the survey despite total response rate being low.

Q2 - What is your age?



RESPONDENT PROFILE
Let's get to know you...

1. Do you live in Carlisle?
- Yes
- No, but I live in the Carlisle Community / PEACH School District
- No

2. What is your age?
- Under 18 years
- 18 to 29 years
- 30 to 39 years
- 40 to 49 years
- 50 to 59 years
- 60 to 69 years
- 70 to 79 years
- 80+ years

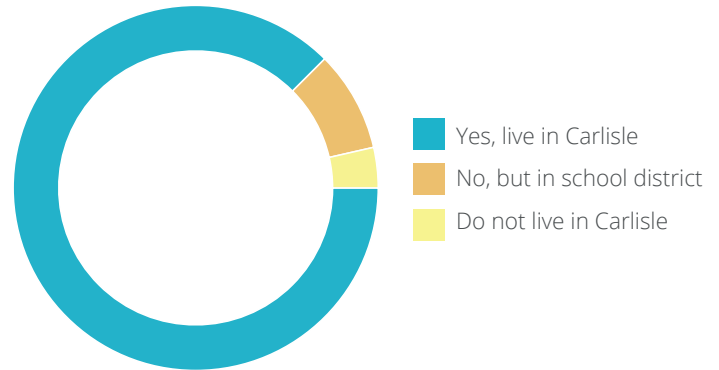
3. How long have you lived in Carlisle?
- Under 2 years
- 2 to 4 years
- 5 to 9 years
- 10 to 19 years
- 20+ years
- I do not live in Carlisle

WHERE ARE WE NOW?
Tell us about Carlisle today...

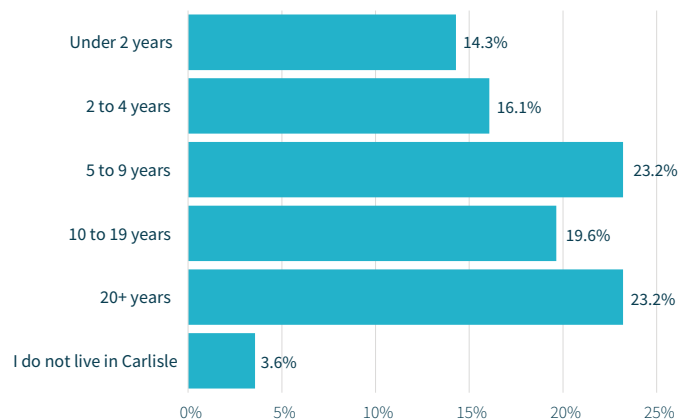
4. What is the best thing about Carlisle?
- Write in answer

5. Why do you live in Carlisle? (Select all that apply)
- I grew up in Carlisle
- High quality of life
- Rural / small-town feel
- School district
- Housing options
- Proximity to Des Moines / metro
- Natural environment / scenery
- Low cost of living
- Recreation opportunities
- Safe community
- Other (write-in response)

Q1 - Do you live in Carlisle?



Q3 - How long have you lived in Carlisle?



COMMUNITY SURVEY

Where are we now?

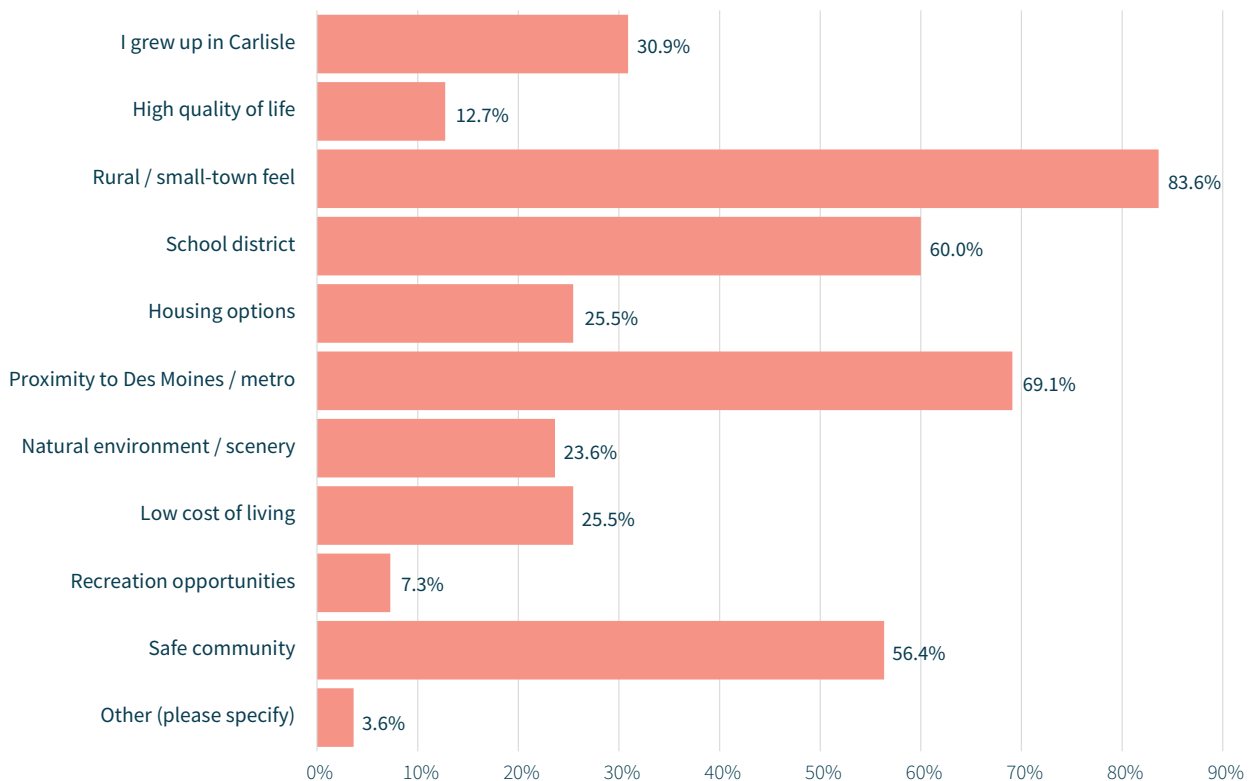
The first ‘Where are we now?’ question asked respondents to write-in the best thing about Carlisle. This open-ended question format allows for more creative and personal responses. The word cloud below shows the themes heard throughout the responses. The larger the word, the more prevalent the theme or idea came up in the responses. Based on survey responses, the best things about Carlisle are: small-town feel, close-knit community, the school system, the people, the location, the amenities, the trail, and the fact that the community is close to Des Moines.

Q4 - What is the best thing about Carlisle?



Question 5 asked respondents to identify all of the reasons they live in Carlisle from a list. Figure X.X shows the percentage of selections per response. The most selected options include rural / small-town feel (83.6%), proximity to Des Moines / metro (69.1%), School district (60.0%), and because it is a safe community (56.4%).

Q5 - Why do you live in Carlisle? Select all that apply.



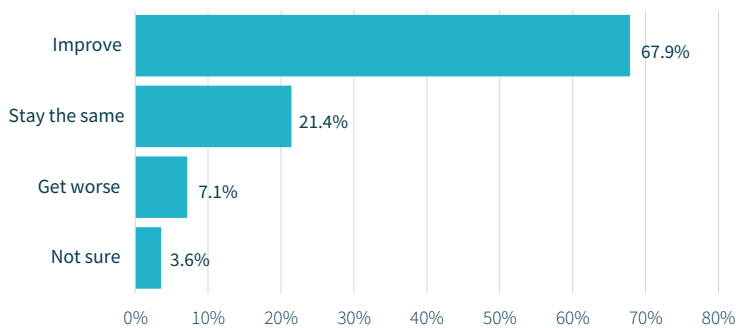
COMMUNITY SURVEY

Where are we now?

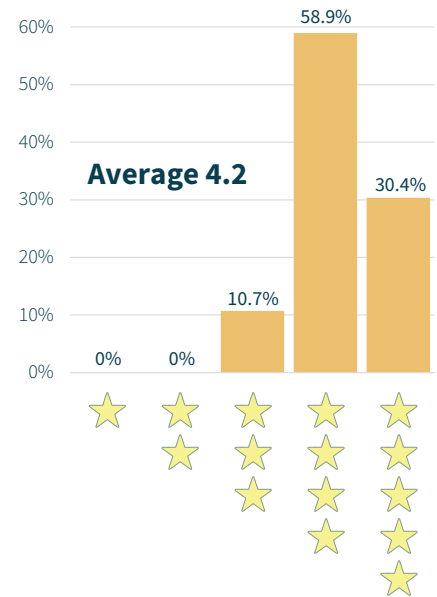
Question 6 asked respondents to rate the quality of life in Carlisle based on a five star rating system (1 = lowest, 5 = highest). Figure X.X shows the breakdown. The overall average star rating for quality of life was high – 4.2 stars. Fortunately, no one selected a one or two star quality of life. Nearly 60% of respondents rated the quality of life a 4/ 5 stars and another 30% said 5 out of 5 stars.

As follow-up, question 7 asked respondents to consider how they think the quality of life in Carlisle may change over time. Figure X.X shows the responses. Nearly 70% of respondents said they thought the quality of life would improve over time. This is a very positive result. Another 21.4% said they thought the quality of life would stay the same. Given the high quality of life rating today, this is also a good sign. Only 7.1% said they thought quality of life would get worse over time. It is difficult to build optimism from residents so this answer bodes well for Carlisle.

Q7 - Over time, you expect the quality of life to:

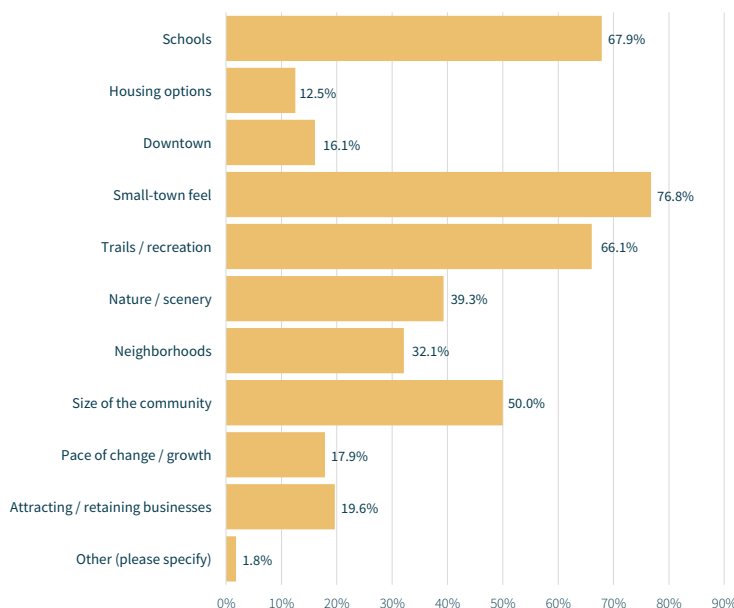


Q6 - How would you rate the quality of life in Carlisle?



The final ‘Where are we now?’ question asked what Carlisle was doing well. There were a long list of possible answers as shown in Figure X.X. The things respondents said the City was doing well were small-town feel (76.8%), schools (67.9%), trails / recreation (66.1%), and size of the community (50.0%). The options that were not selected as frequently indicate respondents think the city could improve on the following: housing options (12.5%), downtown (16.1%), pace of change / growth (17.9%), and attracting / retaining businesses (19.6%). This sort of information is crucial in comprehensive planning and these responses give Carlisle much to consider.

Q8 - What is Carlisle doing well? Select all that apply.

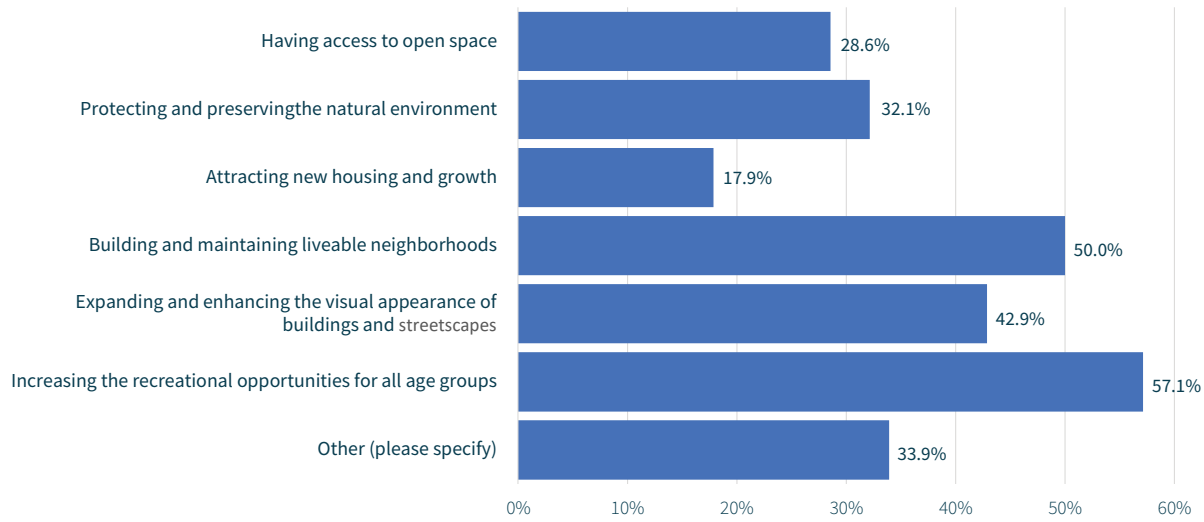


COMMUNITY SURVEY

Where do we want to go?

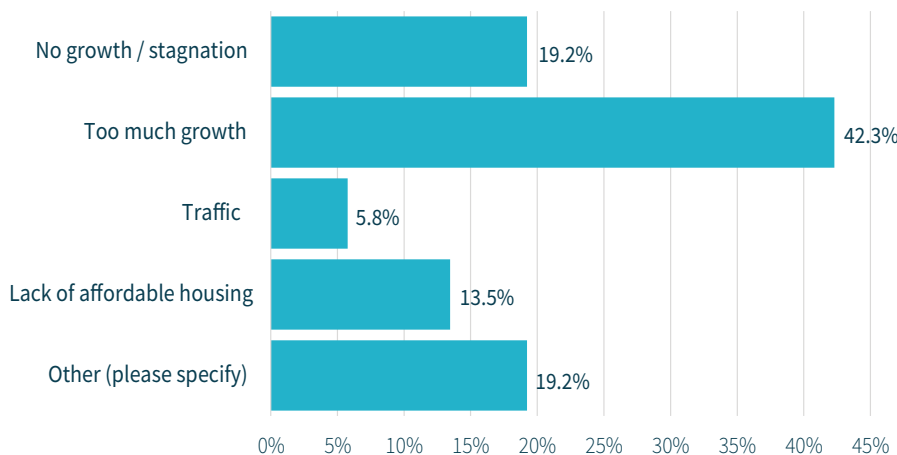
The third section of the survey asked respondents questions based on determining the answer to the question ‘Where do we want to go?’. The first ‘Where do we want to go?’ question asked respondents what objectives the City should prioritize to improve the long-term quality of life in Carlisle. They were asked to select up to three responses. Figure X.X shows the responses. There was less clear consensus on the most preferred objectives compared to other question responses. However, the two most common objectives selected were increasing the recreational opportunities for all age groups (57.1%) and building and maintaining livable neighborhoods (50.0%).

Q9 - What objectives should the City prioritize to improve the long-term quality of life in Carlisle? Select up to three.



Question 10 asked respondents to select what, if anything, worries them about the future of Carlisle. The options were no growth / stagnation, too much growth, traffic, lack of affordable housing, or other. Figure X.X shows the responses. The most common answer was too much growth with 42.3% of the responses. Another nearly 20% worried about no growth or stagnation within the community.

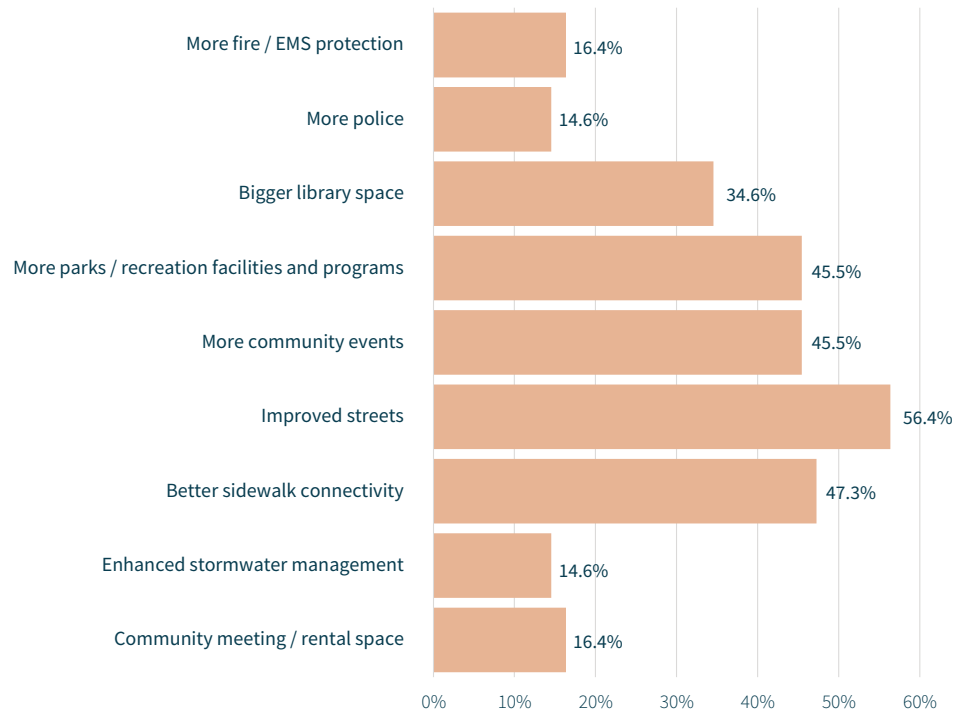
Q10 - What, if anything, worries you about the future of Carlisle?



COMMUNITY SURVEY

Question 11 asks about the type of public facilities respondents would most like to see in the future. They were asked to select up to three responses. There were nine options to choose from. This question again saw a wide range of responses. The most common selections were improved streets (56.4%), better sidewalk connectivity (47.3%), more community events (45.5%) and more parks / recreation facilities and programs (45.5%). Figure X.X shows the complete breakdown. The two least selected options were more police (14.6%) and enhanced stormwater management (14.6%).

Q11 - What public facilities would you most like to see in the future? Select up to three.

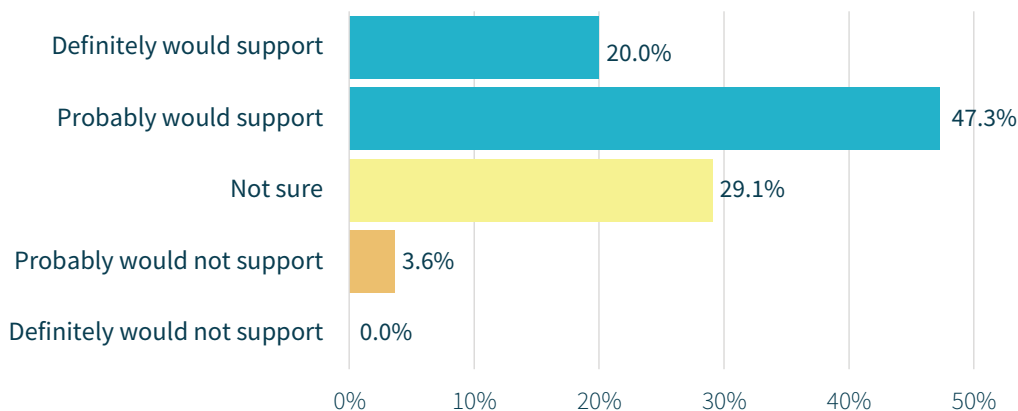


How do we get there?

The fifth and final section of the survey had one question and revolved around the question, 'How do we get there?'

Q12 - Would you hypothetically support the City in the following efforts?

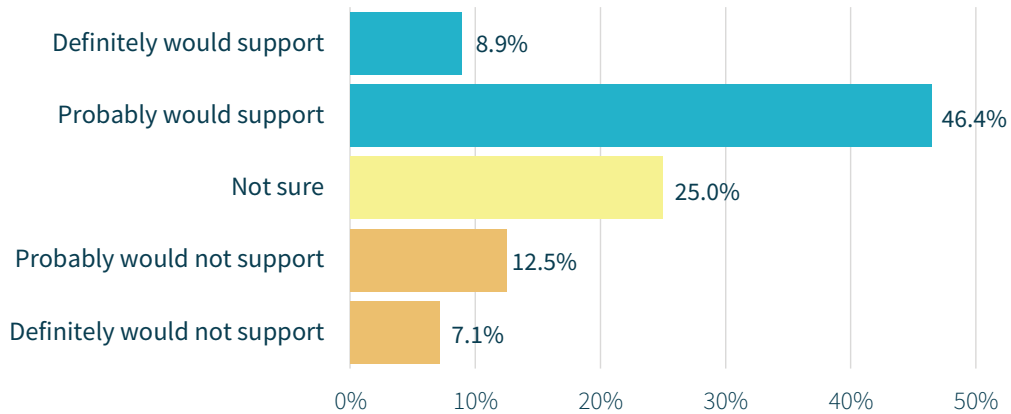
Attracting business growth through financial incentives



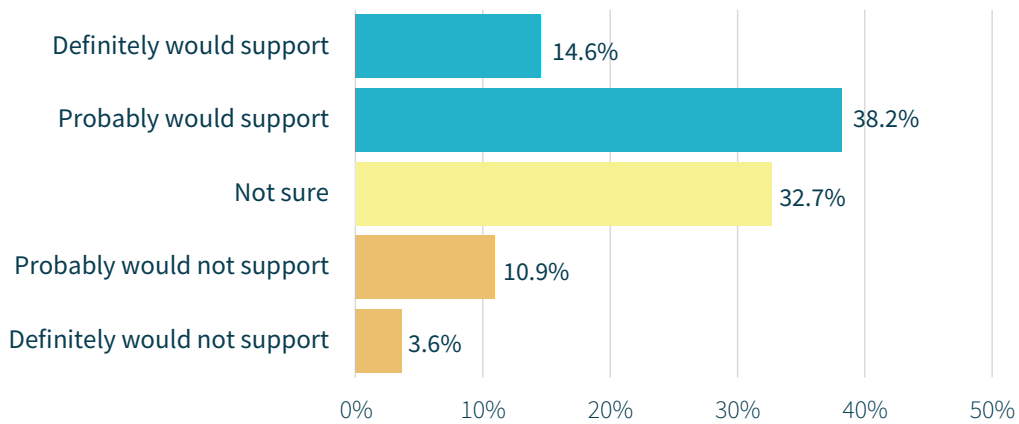
COMMUNITY SURVEY

Q12 - Would you hypothetically support the City in the following efforts?

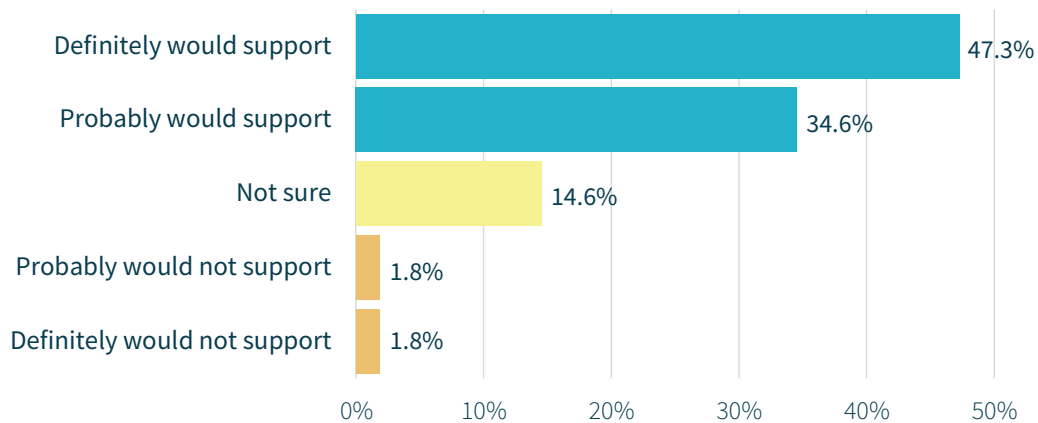
Offer incentives for residential growth such as property tax abatement?



Zoning code changes to promote more variety of home sizes / densities



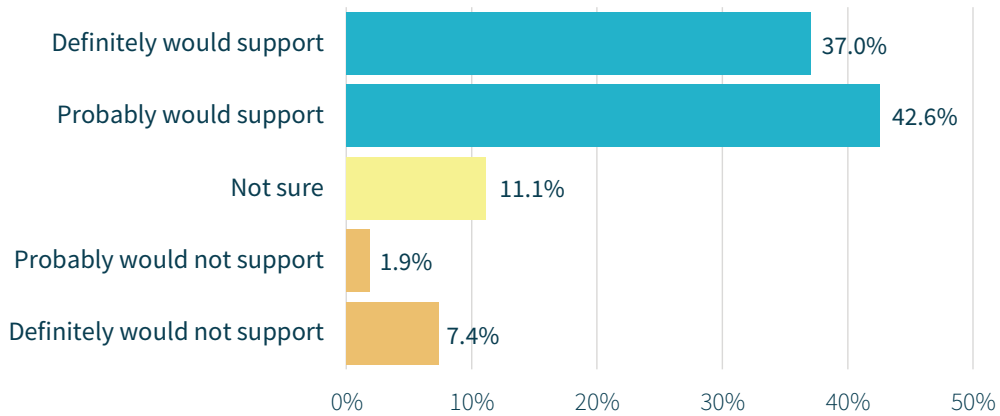
Ordinances that protect sensitive natural features from development



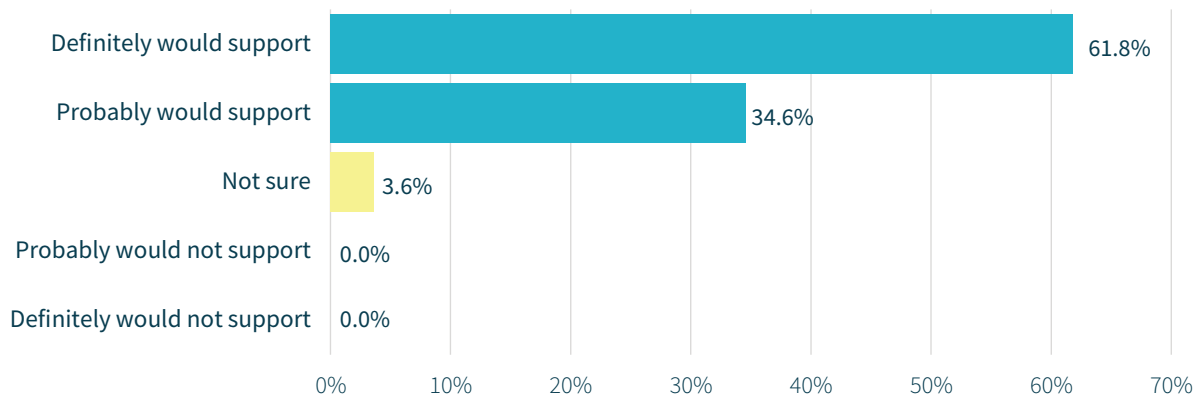
COMMUNITY SURVEY

Q12 - Would you hypothetically support the City in the following efforts?

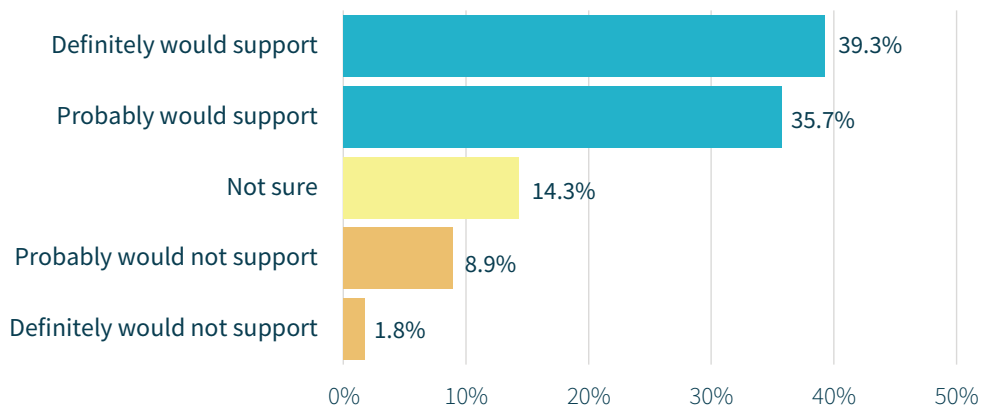
Funding for more parks and trails



Funding for improved streets / infrastructure

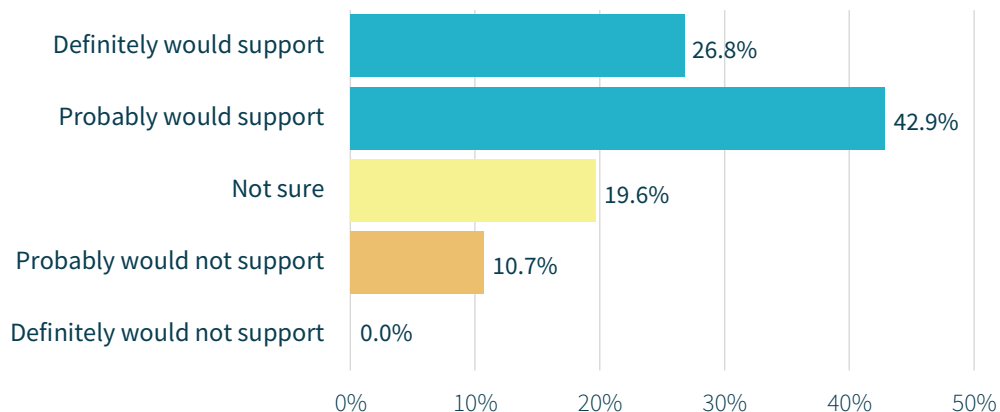


Efforts to improve façade and streetscapes in downtown Carlisle



Q12 - Would you hypothetically support the City in the following efforts?

Funding to create a home improvement fund for homeowners struggling to maintain their properties



Key Takeaways / Priorities

Small-town Feel with Big City Amenities

Respondents really enjoy the small-town feel of Carlisle, but there was almost equal mention of enjoying the convenient access provided by the proximity of Carlisle to Des Moines and the big city amenities that offers.

Three S's

In almost all the questions, respondents gravitated to three main S's: schools, safety, and small-town feel. These separate but interconnected features indicate that as Carlisle plans for future growth and development it should do so in a way that keeps the overall character of the community and does not promote too much growth too fast.

High Quality of Life

Respondents rated their quality of life high and most think it will either stay the same or continue to improve (Q7, 89.3%). Satisfaction with the status quo and optimism about the future are difficult to create from scratch so the community is sitting in an excellent position on quality of life.

Parks & Trails

Respondents indicated they enjoyed the parks and trails offered in Van Meter and they would support expansion of these important amenities (Q11, 45.5%; Q12, 79.6%).

Mixed Views on Growth

There were mixed views on growth in Carlisle. Many respondents worried about too much growth too fast (Q10, 42.3%) but nearly 20% said they were worried about no growth or stagnation (Q10, 19.2%). Later, many respondents indicated they would definitely or probably support more business growth through financial incentives (Q12, 67.3) and over half said they would probably support or definitely support residential growth through incentives (Q12, 55.3%). Overall, the takeaway is that measured growth is good, especially if it brings more business and amenities.

Public Facilities

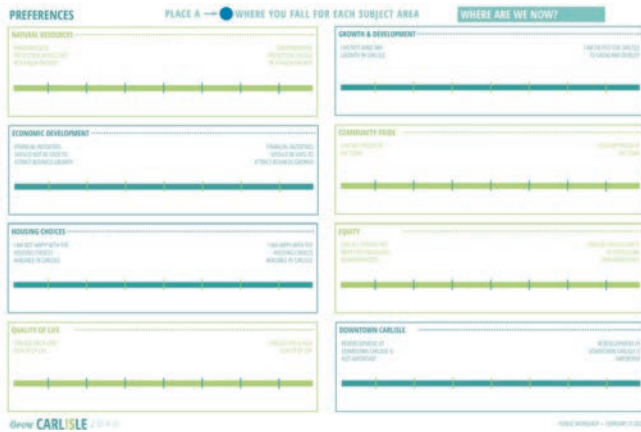
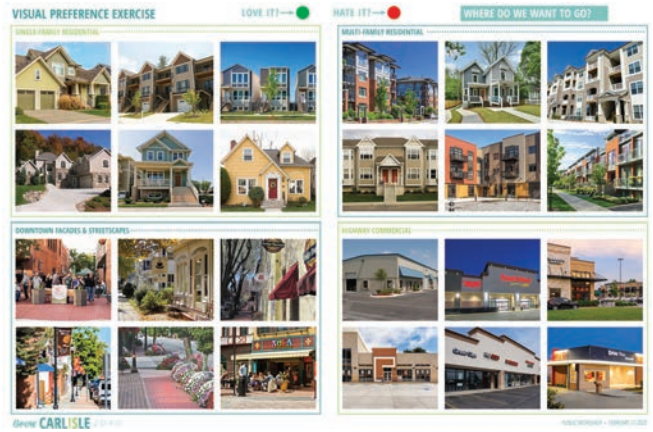
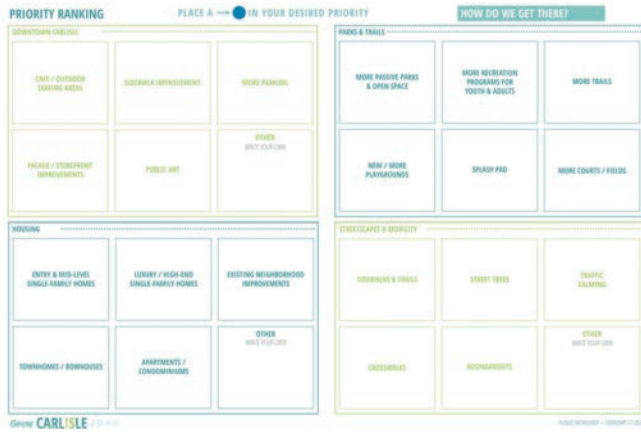
When asked what public facilities respondents would most want to see there was a lot of different responses, however, the most commonly selected facilities were improved streets (56.4%), better sidewalk connectivity (47.3%), more parks/recreation facilities and programs (45.5%), and more community events (45.5%).

Community Improvement Efforts

When asked about a variety of different community improvement efforts and whether respondents would support each effort, there was generally widespread agreement on funding or incentives the community could use to improve the quality of life and services available in Carlisle.

PUBLIC WORKSHOP

The Grow Carlisle Comprehensive Plan held a public workshop for the community on February 27, 2020 at the Carlisle City Hall. The purpose of the workshop was to give the public an opportunity to learn more about the comprehensive planning process and to provide input through a series of engagement boards and exercises. While the meeting has low attendance, it is important to provide this opportunity for the public to participate. The engagement exercise boards were kept up in the Carlisle City Hall for the public to participate in at their leisure. Below are images of the engagement exercises available at the public workshop and some images of the results.



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STRATEGIC OPPORTUNITIES FOR CARLISLE

Based on feedback heard from City staff, elected officials, stakeholders, community members and businessowners a strategic opportunities map has been creating to show potential redevelopment ideas for the community.

Streetscape Improvements

Connecting southern and northern Carlisle neighborhoods will be key to the long-term unity and strength of community as Carlisle continues to grow. These connections should be safe for all modes of transportation and all ages of users. Key routes in Carlisle were identified as warranting additional streetscape improvements to enhance the user experience of the roadway.

Residential Growth

The strategic opportunities map calls for expanded areas of low and higher density residential growth in Carlisle over the next twenty plus years. Due to floodplain and incompatible land uses in north Carlisle, all future residential growth has been placed south of Highway 5. The proposed low-density residential areas are shown in yellow with orange hatch and the higher-density residential is shown in orange with brown hatch. While most of the proposed future residential land is low-density there is proposed higher density residential growth placed along land fronting Scotch Ridge Road south of the existing city limits today. Residential growth in these areas would ideally occur in stages that were tangent to existing residential areas to help the growth feel organic and connected to the rest of the community.

Commercial Growth

Proposed commercial areas are mainly placed along arterial roads. Strategic placement of commercial areas near the Highway 65 and Highway 5 intersection to serve the motoring public as well as local residents. There is also a proposed commercial area near the Summerset Trailhead. This commercial area should be trail-centric and help create a destination for bicyclists. Trail-centric retail could include a bike shop, brewery or brew pub.

Trail Expansion

While sidewalks should be a priority for all streets, multi-purpose trails have been identified in the planning area. These trails match proposed trails in the Scotch Ridge Nature Park Master Plan. Some trails are planned through more natural areas such as the northern loop and others are planned to help expand trail access through proposed new residential areas. A key component of trail expansion will be connecting Carlisle to the greater Des Moines trail system. The Summerset Trail already brings in trail users to Carlisle and a connection to the Des Moines trails will make Carlisle even more of a destination for trail-centric activity and retail.

Industrial / Industrial Business Park Land

The northern portion of Carlisle is a prime location for industrial and industrial business park development. The area has excellent connectivity to Highway 65 which connects the area to Interstate 80 and 35 as well as the Des Moines International Airport. There are also limited competing or incompatible land uses around the area to create friction between residential neighbors or uses.

Floodplain / Agriculture / Open Space

While the floodplain surrounding Carlisle can present challenges to growth, it also provides several benefits. Part of the rural feel or Carlisle is because of the mostly undeveloped floodplain, agriculture and open space surrounding the community. There is a built-in protection of the atmosphere this land helps to create. The strategic opportunity maps shows all areas with floodplain as undeveloped / agriculture / open space for the future of Carlisle. Areas with significant tree cover were also shown as open space as much as possible while still providing ample opportunity for nearby growth and development.

Key Gateways

Two gateways and several key intersections were identified on the strategic opportunities map. Gateways are the areas where positive impressions of a community can be made. These areas let visitors know they have arrived in a different community. Boundary lines can simply be municipal signage, but true gateways include enhanced amenity features such as special entry or directional signage that helps set the tone and atmosphere of a community.

Key Intersections

Key intersections are areas of high activity where different modes of transport will interact more frequently. Improvements in these areas should heavily focus on enhancing pedestrian safety while having the least impact on the corridor's efficiency. Intersection improvements could include marked pedestrian crosswalks, mid-block crosswalks or patterned pavement. The intersections must be improved to promote pedestrian connectivity between north and south Carlisle – a key component of maintaining the small-town feel of Carlisle as it grows.

Downtown Connection & Enhancements

The connection to downtown from Highway 5 and the Summerset Trail should be enhanced. Streetscape improvements such as pedestrian amenities can help bring visitors and trail users off Highway 5 or the Summerset Trail and into the downtown. Further, the enhancement of downtown will provide multiple benefits to the community. Many residents want additional places to dine-out and smaller retailer establishments. Historic, older downtowns like Carlisle make excellent locations for this type of commercial activity. Downtown enhancements can include better

3. COMMUNITY PLAN

HOW DO WE GET THERE?

Community Plan - How Do We Get There?

The third section of the Grow Carlisle 2040 Comprehensive Plan is the Community Plan, which outlines a strategy for how Carlisle gets where it wants to be. The section builds on the existing conditions analysis (where is Carlisle today?) and is shaped by the public input process (where does Carlisle want to be in the future?). It has two main components: (1) a Future Land Use Map and (2) Goals & Major Objectives.

Future Land Use Map

One of the most important components of a Comprehensive Plan, especially for a growing community like Carlisle, is the future land use plan and the related future land use map. The Future Land Use Map creates a vision for the physical growth and development of the Carlisle area. It is a reference for the city, Carlisle residents and the development community to use when planning for growth and expansion in the area.

As noted in the introduction, the Future Land Use Plan should be

consulted when reviewing rezoning requests and development proposals (including subdivisions within the City's 2-mile extra-territorial review area) to determine if they are consistent with the Comprehensive Plan. Rezoning requests should only be approved if they are consistent with what is designated on the Future Land Use Map. If the zoning desired for a given property is inconsistent with its land use designation, the designation on Future Land Use Map should be first amended accordingly prior to approving such a rezoning.

Goals & Major Objectives

The Community Plan is framed around ten major goals and objectives. These goals and major objectives will make up the structure of the Community Plan and implementation strategy. Action items are specific steps and activities the City should take. Policies represent on-going principles by which the City should adhere when approving new development or planning future public infrastructure investments.

Goals & Major Objectives

1. Keep being a great place for people of all ages to live and grow
2. Continue to invest in quality of life improvements
3. Preserve the small-town feel as Carlisle grows
4. Provide a safe and efficient transportation and mobility system
5. Expand trail and recreation facility access and be known as a trail-centered community
6. Support a strong economic base that reflects the city's strategic location
7. Foster growth and development of commercial and business centers
8. Focus on the long-term success of the downtown as a retail attraction and the heart of Carlisle
9. Plan for thoughtful and cohesive neighborhood growth
10. Protect natural environmental features in the community and ensure growth occurs in a sustainable and manageable manner

FUTURE LAND USE CATEGORIES

A set of land use categories have been created for the Grow Carlisle 2040 Comprehensive Plan's Future Land Use Map. These future land use categories provide ample opportunities for both growth and redevelopment in Carlisle. The categories provide several options for residential growth that appeal to residents of all ages, income levels and stages of life. There are several land use categories meant to attract commercial, office and industrial growth within the community along key corridors and revitalize downtown.

Open Space / Agriculture

The Open Space/Agriculture land use category is for land that should remain agricultural or other very low intensity uses. Carlisle is surrounded by a large amount of floodplain and rolling agricultural land. This land use category helps to direct growth to those areas in the planning boundary most suited for development. Residential development in the agriculture land use category should be limited to no more than one dwelling unit per 40 acres.



Low-Density Residential

Low-Density Residential includes areas with traditional lower-density single-family homes with lot sizes ranging from 1 to 5 dwelling units per acre. It is predominantly composed with single-family detached units but will also include some bi-attached homes or duplexes. The category also allows for small lot housing to try and increase flexibility, density and affordability within the housing stock. Other uses commonly found in the category include religious, educational, institutional, and public and private recreational areas.



Multi-Family Residential

Multi-Family Residential includes areas with a mixture of townhomes, rowhouses, apartments or condominiums as well as single-family detached homes. There will likely be a mixture of housing types with an overall density of 5 to 12 dwelling units per acre for townhomes / rowhouses and 12 or more dwelling units per acre for apartments or condominiums. Other uses commonly found in the category include religious, educational, institutional, and public and private recreational areas.



Public / Semi-Public

The Public / Semi-Public land use category includes publicly owned land such as city hall, the library, and fire / police facilities. It also includes semi-public land such as cemeteries. Institutional facilities such as schools and college land fall into this category.



FUTURE LAND USE CATEGORIES

Neighborhood Commercial

The Neighborhood Commercial land use category is for smaller-scale commercial activities occurring near lower density residential areas that serve the immediate neighborhood.



Highway Commercial

The Highway Commercial land use category is designed for commercial activity that may occur near major highways with the intent of providing commercial products and services to both local residents and the traveling public. This land has been strategically placed along Highway 5 and 65. Typical uses include gas stations, car washes, car dealerships, fast food and sit-down restaurants, convenience stores, hotels, banks and auto-repair stores.



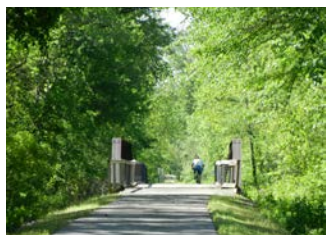
Downtown

Downtown Carlisle is a special land use category for the historic downtown core of Carlisle. The special mixed-use district will help support long-term redevelopment in Carlisle. The category should promote human-scale multi-story buildings with a strong preference for first-floor retail, office or other commercial uses. Other uses will include parks and recreation or other public facilities. Façade and streetscape improvements should be focused on this historic commercial area to enhance the pedestrian experience.



Parks and Recreation

The Parks and Recreation land use category is set aside for public, private and semi-private recreational land such as parks, trails, golf courses, greenways, and recreational fields. Ownership may be private but is often public and available for all residents and visitors.



FUTURE LAND USE CATEGORIES

Light Industrial / Business Park

The Light Industrial / Business Park is designed for business park office complexes and light industrial uses. Business park uses include larger office complexes or corporate campuses. Light industrial uses include warehouse and distribution facilities and activities such as testing, fabrication, manufacturing assembly or processing of materials that are in refined form and do not require transformation that creates smoke, odor, dust, vibrations, soot or other noxious elements. All activities are contained within the building with no outdoor storage. Limited support retail would be allowed including gas stations, convenience stores or coffee shops.



Industrial

The Industrial land use category is set aside for more intense industrial uses such as the large-scale assembly of goods and material processing. These uses may include outdoor storage as well as all uses allowed in the Light Industrial / Business Park category. Generally, industrial uses should be located away from residential areas.



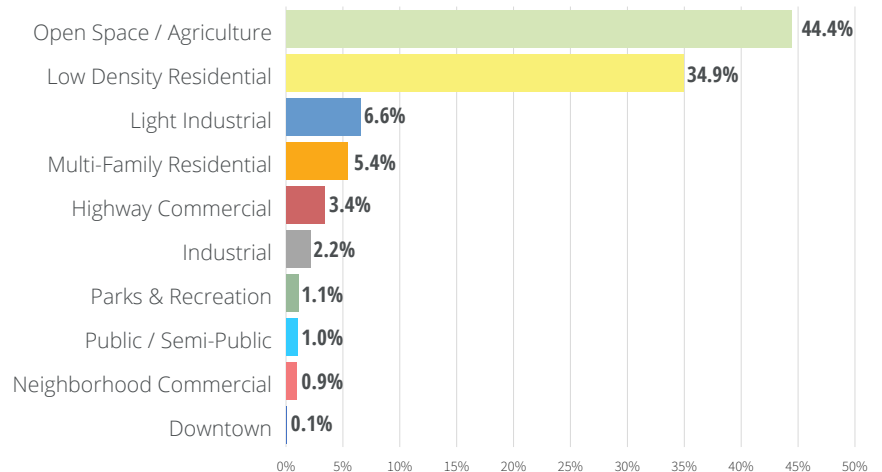
Future Land Use Breakdown

Table X.X summarize the land use breakdown for the Future Land Use Plan for Carlisle. The largest land use remains Open Space / Agriculture with over 5,300 acres representing 44.0% of the future land use map. The second most common land use remains Low-Density Residential, which accounts for over 35% of the planning boundary. Multi-family Residential represents 5.3% of the future land use. Commercial land uses, including Downtown, account for a combined 4.4% of the planning boundary. Light Industrial / Business Park and Industrial account for a combined nearly 9% of the future land use plan.

Table 3.1 Future Land Use Composition

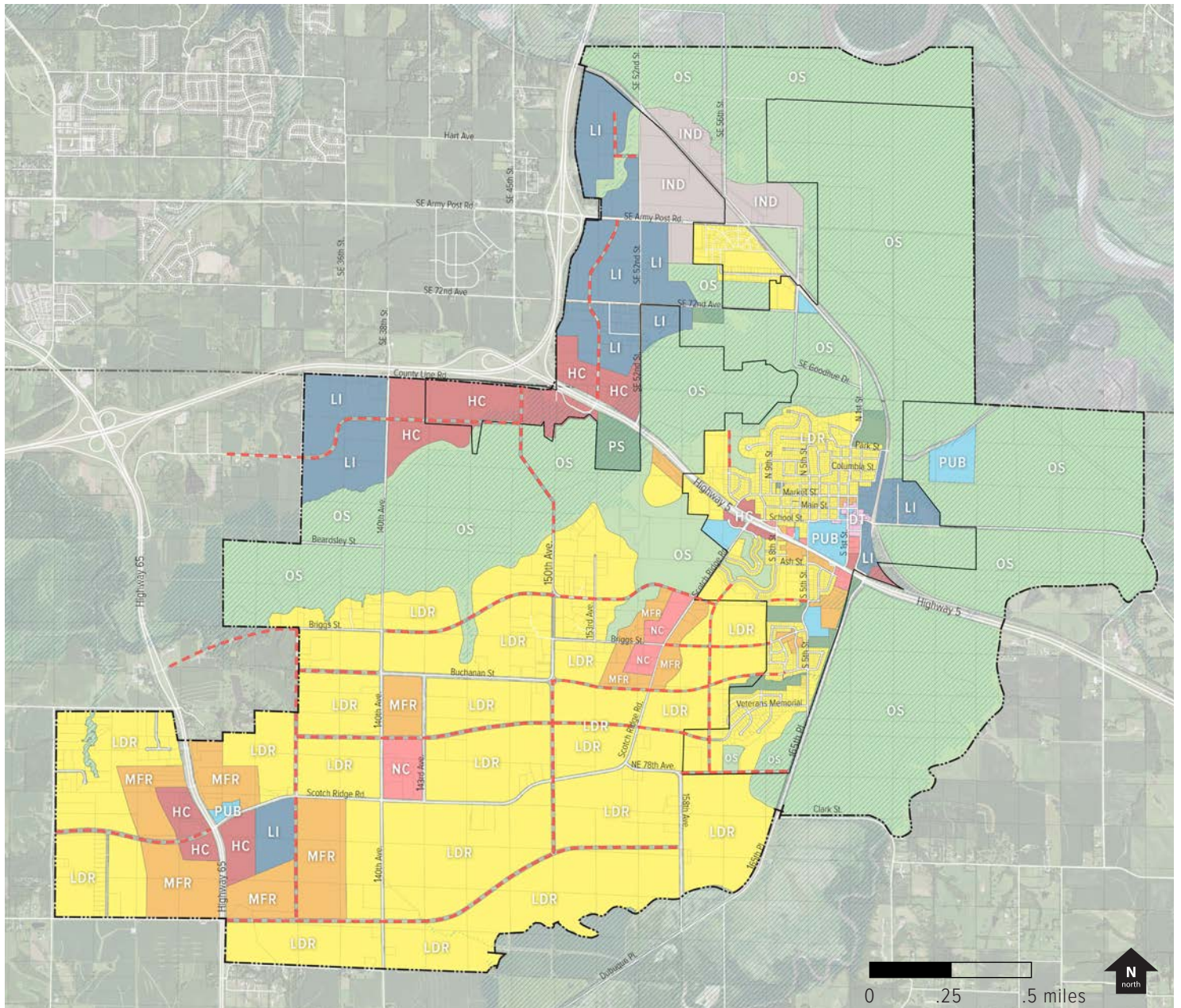
Future Land Use	Count (acres)	Share (%)
Open Space / Agriculture	5,327.8	44.4%
Low-Density Residential	4,187.3	34.9%
Light Industrial / Business Park	788.6	6.6%
Multi-Family Residential	651.3	5.4%
Highway Commercial	407.9	3.4%
Industrial	260.5	2.2%
Parks & Recreation	132.0	1.1%
Public / Semi-Public	117.6	1.0%
Neighborhood Commercial	112.6	0.9%
Downtown	8.6	0.1%
TOTAL	11,994.2	100.0%

Figure X.X Future Land Use Composition



FUTURE LAND USE MAP

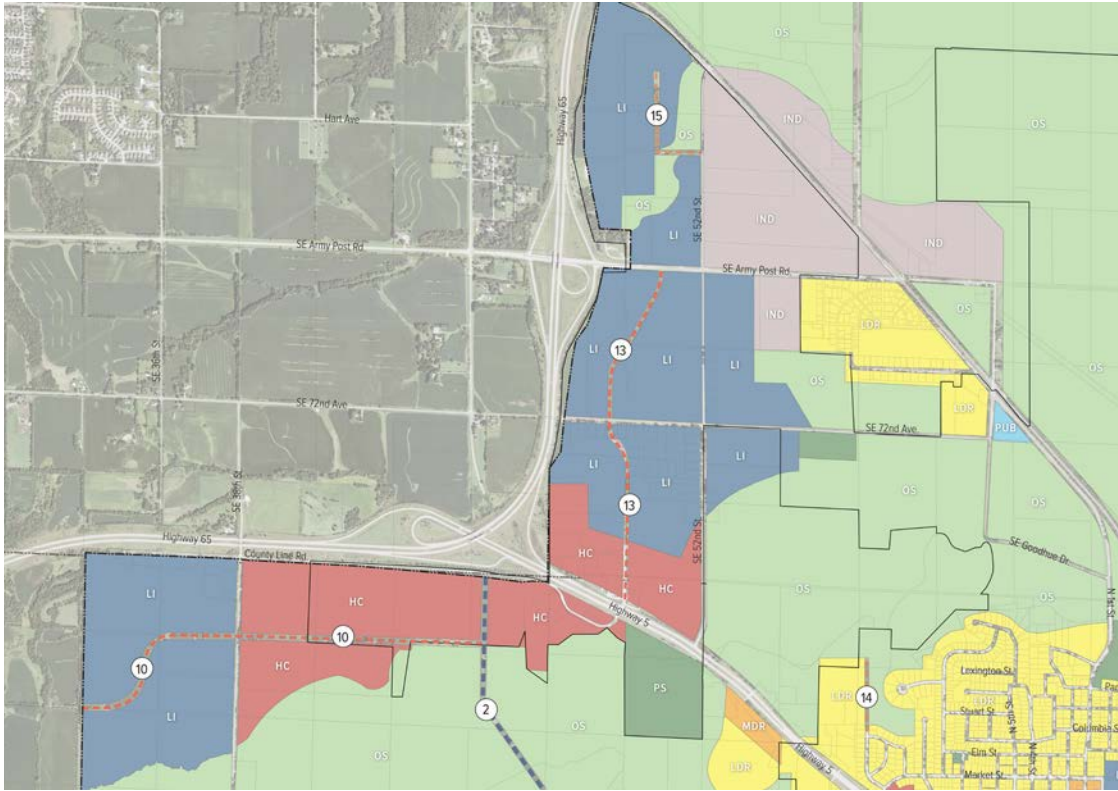
Figure 3.1 Future Land Use Map



- | | | |
|----------------------|---------------------------------|----------------------------------|
| Planning Boundary | Future Land Use Category | Downtown |
| County Boundaries | Open Space / Agriculture | Public / Semi-Public |
| Carlisle City Limits | Low-Density Residential | Parks & Recreation |
| Floodplain | Multi-Family Residential | Light Industrial / Business Park |
| Proposed Streets | Neighborhood Commercial | Industrial |
| | Highway Commercial | |

FUTURE LAND USE MAP

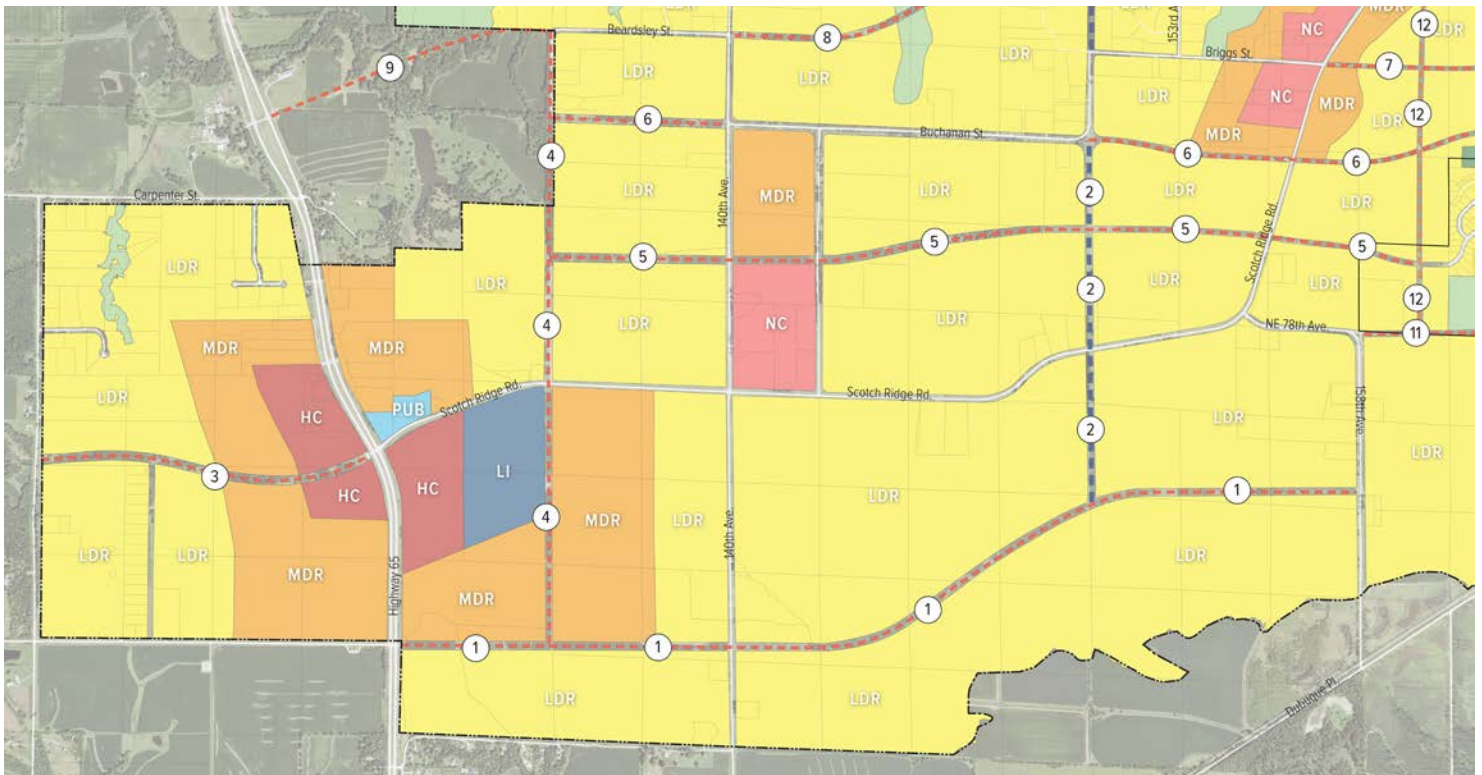
Figure 3.2 Future Land Use Map



Highway 5 / 65 Commercial & Industrial Growth Areas

The high-value land with visibility and frontage to Highway 5 and Highway 65 are set aside for highway commercial, industrial / business park and industrial growth. These areas are suitable for the high-value land near the interchange. Further, Light Industrial / Business Park and Industrial uses are well suited for the northern area of Carlisle due to the existing uses and roadway system.

Figure 3.3 Future Land Use Map



Scotch Ridge Road Growth Corridor

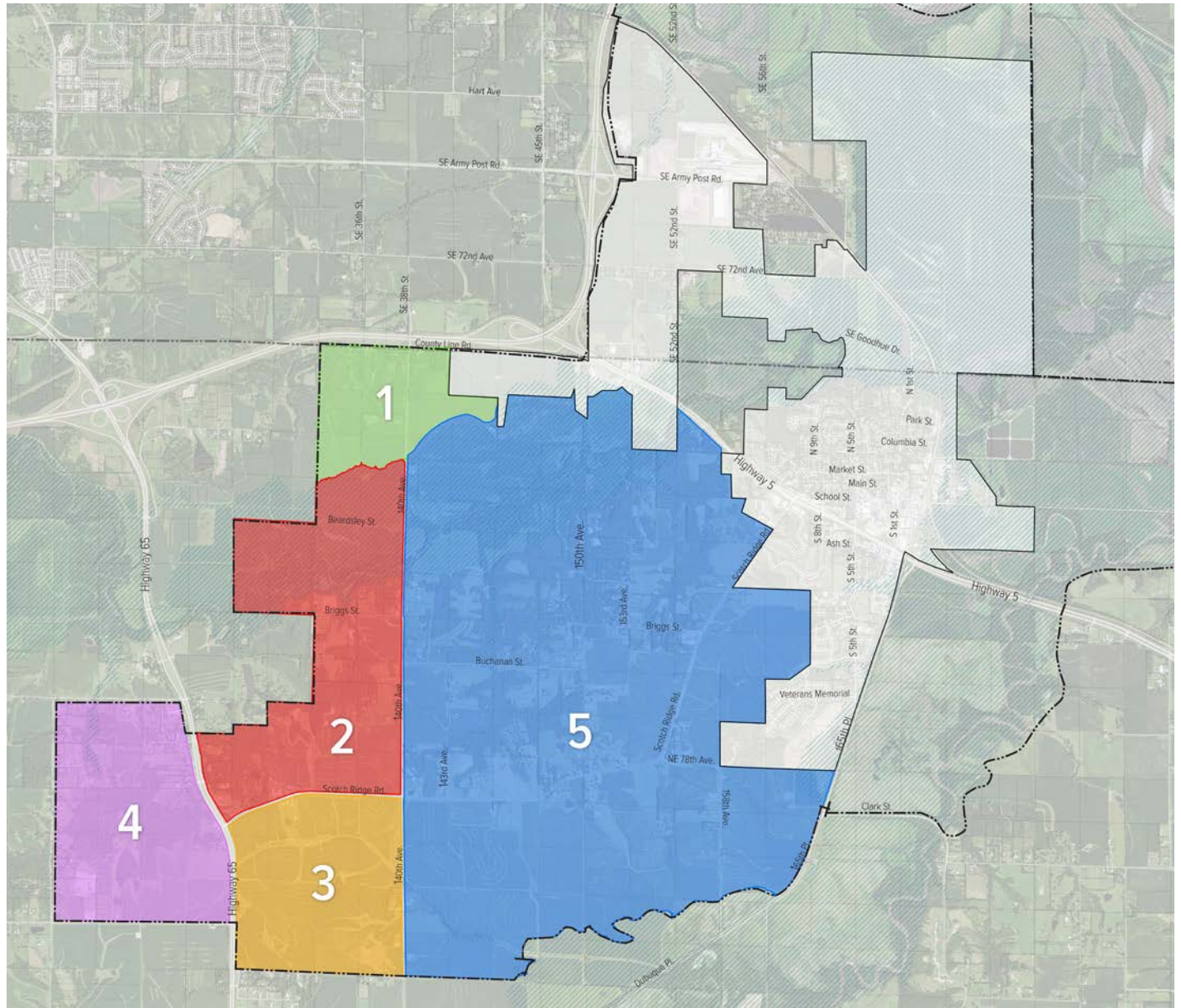
The floodplain boundaries in Carlisle push residential growth in the community south and west of the existing City limits towards Highway NAME. Along with low-density residential growth, a series of commercial and multi-family residential nodes have been identified at intersections in the residential growth areas.

ANNEXATION PRIORITIES

Annexation Priorities

The following map identifies the annexation priorities for the City of Carlisle. In order to protect the Carlisle’s potential growth boundary, Areas 1, 2, 3, and 4 should be a priority for annexation. Annexation within Area 5 should occur as development warrants. Due to their limited development potential, the areas not identified on this map should be low priority for annexation.

Figure 3.4 Annexation Priorities Map



- Annexation Priority 1
- Annexation Priority 2
- Annexation Priority 3
- Annexation Priority 4
- Annexation Priority 5
- Planning Boundary
- Existing City Limits

GROW CARLISLE RECOMMENDATIONS

1 Keep being a great place for people of all ages to live and grow

Ideally, communities should be built for everyone from age 2 to 92. This means thinking holistically about how well your community serves people from all ages when it comes to things like housing, amenities, transportation, mobility and community events. All these factors have a major impact on the livability of a community for different ages. Having a wide range of ages in a community will help create a diverse, well-rounded set of residents. Below are some best practices for Carlisle to consider.

Housing for All Ages

Housing needs change throughout the course of one’s life, which is true in urban, suburban and rural communities. Carlisle is a community that offers a more rural feel with a suburban distance to more urban amenities. There are a wide range of people who may be attracted to the combination of location and amenities offered by Carlisle, many of which will be at different places in their lives. Currently, Carlisle has a decent mix of housing types - mainly single-family detached homes with a variety of multi-family options such as apartments and townhomes. Younger people may want to rent as they try and build up wealth to purchase a home. Families may want single-family homes for purchase, while others may want rentals still for different reasons. Older residents may want to age in place; however, they may also want to be able to transition into either smaller townhomes or assisted living facilities. Housing diversity helps to ensure residents of all ages, incomes and life stages have options that meet their needs. Carlisle should actively consider the need for a diverse range of housing types when planning for future residential growth.



Amenities for All Ages

Having the right type of amenities available in a community can have a big impact on its quality of life for residents. While the relative importance of different amenities will vary based on age, lifestyle and even income, there are a few absolutes for a well-rounded community. Facilities like a community center, grocery store, pharmacy, daycare, senior care facilities or organizations - all of these amenities help make a community livable for residents of all ages. Some of these amenities may be replaceable with delivery or other online services but having civic organizations and facilities in particular help make a community great.

Carlisle meets the needs for many of these amenities today, but a long-term commitment to providing these amenities will be needed in a twenty-year plan. For example, Carlisle currently meets the facility space needs for community center and recreation center facility space based on its population. However, there are plans in place to transform the existing recreation center into the new library space which will negatively impact the level of service for recreation space while simultaneously increasing the library services. Further, just meeting the facility space requirements alone is not sufficient – Carlisle must continue to thoughtfully evaluate the quality, range of services and programming of their amenity spaces to make sure they continue to meet the community needs. This information can come from routine discussions with or surveying of residents on amenity preferences.

Table 3.2 Community Center Demand Estimates - Existing

Existing Population	4,134
Facility Space	
Existing Facility Space (Sq. Ft.)	3,920
Existing LOS Per Resident (Sq. Ft.)	0.95
Recommended LOS Per Resident (Sq. Ft.)	0.75
Facility Space Needed to Meet LOS (Sq. Ft.)	3,101
Additional Facility Space Needed (Sq. Ft.)	0.00

Source: Confluence w/ inputs from Planner’s Estimating Guide

Table 3.3 Community Center Demand Estimates - 2040

Average Population Projection 2040	5,381
Facility Space	
Existing Facility Space (Sq. Ft.)	3,920
Future LOS Per Resident (Sq. Ft.)	0.73
Recommended LOS Per Resident (Sq. Ft.)	0.75
Facility Space Needed to Meet LOS (Sq. Ft.)	4,036
Additional Facility Space Needed (Sq. Ft.)	116

Source: Confluence w/ inputs from Planner’s Estimating Guide

1. Keep being a great place for people of all ages to live and grow

Tables X.X-X.X show the existing and future demand for community center and recreation center facility space based on Carlisle’s existing and projected future populations. These standards represent nation-wide averages for the various facility types and should be used as general guidelines. Some communities are opting to merge community and recreation facility space to lower the number of facilities they need to maintain and operate. This could be an option for Carlisle to consider moving forward.

Table 3.4 Recreation Center Demand Estimates - Existing

Existing Population	4,134
Facility Space	
Existing Facility Space (Sq. Ft.)	4,500
Existing LOS Per Resident (Sq. Ft.)	1.09
Recommended LOS Per Resident (Sq. Ft.)	0.55
Facility Space Needed to Meet LOS (Sq. Ft.)	2,274
Additional Facility Space Needed (Sq. Ft.)	0.00

Source: Confluence w/ inputs from Planner’s Estimating Guide

Table 3.5 Recreation Center Demand Estimates - 2040

Average Population Projection 2040	5,381
Facility Space	
Existing Facility Space (Sq. Ft.)	4,500
Future LOS Per Resident (Sq. Ft.)	0.84
Recommended LOS Per Resident (Sq. Ft.)	0.55
Facility Space Needed to Meet LOS (Sq. Ft.)	2,960
Additional Facility Space Needed (Sq. Ft.)	0.00

Source: Confluence w/ inputs from Planner’s Estimating Guide

Transportation for All Ages

As people get older, their ability and desire to drive an automobile will often evolve. Carlisle is close to the amenities and health care hubs of Des Moines and West Des Moines, but without access to or the ability to safely drive a car this distance can be a significant barrier. The distance coupled with a lack of consistent public transit options can be a deciding factor on the decision of where to live as one ages. Young adults and teenagers without licenses may also be facing similar dilemmas when it comes to entertainment and retail options. Carlisle should consider transportation issues for all ages and lifestyles including those who do not have safe access to a vehicle either by choice or age.

Mobility for All Ages

Mobility refers to the ability to get around in a community, often in a non-motorized manner, typically associated with pedestrian and bicyclists. Mobility is often enhanced through the use of sidewalks, trails, signalized crosswalks, streetscape improvements and slower speeds roads. Mobility, especially the ability to walk safely from your home to amenities such as the grocery store, pharmacy, or school are important quality of life factors for residents young and old. Sidewalks and trails provide a dedicated space for pedestrian activity. Signalized crosswalks and other intersection improvements allow motorists and pedestrians to understand where and when it is safe to cross a road. Generally, slower vehicle speeds can also improve mobility by decreasing the severity of accidents and making pedestrians and bicycles more comfortable walking along certain arterial roadways. Prioritizing mobility throughout Carlisle will help make Carlisle an attractive place for residents of all ages to live and grow.

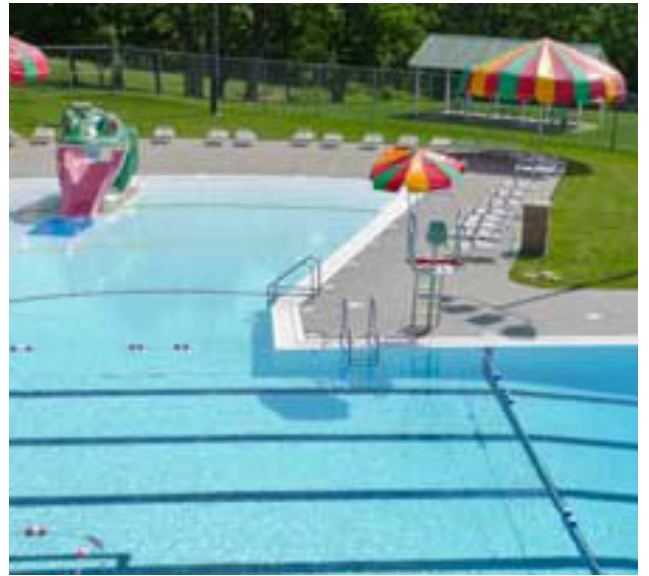


GROW CARLISLE RECOMMENDATIONS

1. Keep being a great place for people of all ages to live and grow

Parks for All Ages

Parks are an important amenity feature for children, but they also serve an important purpose for residents of all ages. Young adults and teenagers need space for things like social gatherings and recreational sport teams. Older residents need space for passive recreation and activities such as pickleball. Open space and outdoor recreation opportunities are critical for community and public health - a fact made more concrete than ever in light of COVID-19. Carlisle should evaluate the cross-generational needs and offerings of their parks and recreation system - using surveys to identify voids when necessary.



Community Events

Community events allow for social interaction between residents that may not otherwise have opportunities to meet. These encounters can help foster important social bonds between residents that strengthen their sense of community. In particular, community events can provide an additional opportunity for people from different ages and backgrounds to find common interests and share experiences. As Carlisle grows, the interactions and community events will help maintain that small-town feel.



1. Keep being a great place for people of all ages to live and grow

Goals & Action Items

KEEP BEING A GREAT PLACE FOR PEOPLE OF ALL AGES TO LIVE AND GROW

No	Action Item
P1	Provide opportunities for a mixture of housing types to meet the needs of different age groups including low and higher density residential development options.
P2	Prioritize mobility and safety within Carlisle for motorists and pedestrians through enhanced streetscape features such as sidewalks and signed or signalized street crossings.
P3	Provide a parks and recreation system that meets the needs of users of all ages and abilities.
P4	Continue to provide quality outdoor spaces that provide safe gathering spots for Carlisle residents and their guests.
P5	Encourage community events that bring people from all backgrounds together to encourage social interaction and a sense of community.
A1	Continue to evaluate the need for different amenities, including services, organizations or institutions that may currently be missing from Carlisle.
A2	Continue to work with regional transit agencies to provide access to public transit to provide transportation options for residents young and old and those who do not wish to drive a vehicle.

GROW CARLISLE RECOMMENDATIONS

2

Continue to invest in quality of life improvements

A high quality of life is a defining characteristic for a community that has the regional context, size and location like Carlisle's. Job and population attraction are important to Carlisle as they would be in most communities, but the quality of life offered to residents of Carlisle is what differentiates it as a Des Moines metro community. Carlisle is close enough to Des Moines to provide access to entertainment / cultural amenities. It is also close enough to be considered a suburb yet maintains a distinctly rural character and sense of place. Maintaining Carlisle's high quality of life is a key objective for the City to pursue as part of the Growth Carlisle Comprehensive Plan.

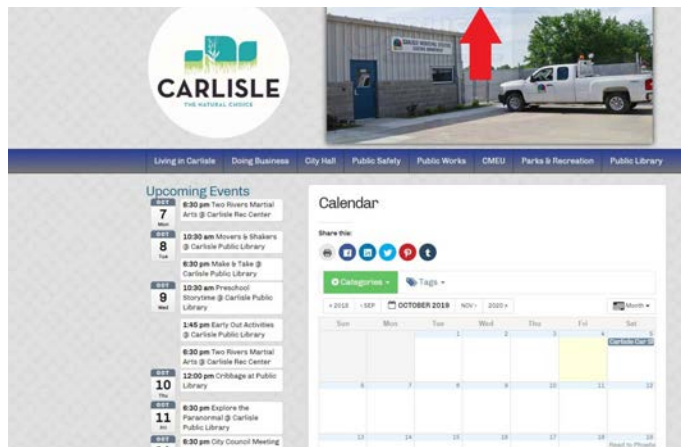
Parks and Recreation

A quality parks and recreation system is a key aspect of a community's quality of life. Continuing to maintain, improve and expand as necessary the Carlisle park system should be a priority. Carlisle has made great strides in expanding its trail system and improvements to the park system need to match these efforts. As Carlisle grows, it will need to balance maintenance and upgrading of the existing park facilities with the need to add park space and facilities for new areas of town. As summarized in Table X.X, Carlisle currently exceeds national standards for total park acres based on its existing and projected population. However, distribution of neighborhood parks as Carlisle grows will be a key park planning component.



Community Events

In addition to helping support aging in place, Community events help to create a sense of place, provide opportunity for interaction and friendship and should be part of any quality of life strategy in a community. When a community feels like they know their neighbors and have shared experiences, this can have a net positive impact on quality of life. Community events can include larger community-wide gatherings as well as neighborhood block parties. Creating and supporting additional opportunities for social interaction between residents should be a goal of Carlisle as it grows in population.



2. Continue to invest in quality of life improvements

Downtown

A vibrant downtown area can help to improve the quality of life in a community. Strong downtowns can create a sense of place and pride for residents. They can help attract visitors and tourism to the community, which brings in tax revenue to the community. Downtown businesses and restaurants provide a walkable retail environment for residents and visitors to enjoy. Downtowns can be enhanced through streetscape improvements, quality public spaces and outdoor seating. Downtowns also make a good spot for community events and gatherings which also contribute to a high quality of life. Specific downtown improvements in Carlisle are discussed later under goal / key objective number seven.



Retail

The ability to purchase goods and services necessary for daily life easily can contribute to the overall quality of life in a community. Carlisle benefits from its strategic location near to the retail and entertainment amenities offered in Des Moines, West Des Moines and other larger metro communities. However, daily needs such as grocery and other conveniences are best provided locally so people do not need to drive into another municipality to pick up essentials. Carlisle's decision to use incentives to attract the Fareway grocery store was an example of investing in quality of life for residents. Actions like this, which have a tangible benefit to residents, should continue where appropriate.



GROW CARLISLE RECOMMENDATIONS

2. Continue to invest in quality of life improvements

Safety
 Low crime rates and a sense of safety are key components contributing to quality of life. Issues relating to crime did not come up during the engagement process and there does not appear to be any issues relating to safety concerns in Carlisle today. As the community grows, Carlisle should continue to fund and adequately staff their police presence and encourage community interaction between law enforcement and residents so that growth in population does not have to mean growth in crime. Good relationships between law enforcement and the community as well as strong bonds between neighbors can help to deter crime in an area.

Tables X.X-X.X show the existing and future police facility space, land and personnel estimates for Carlisle. Currently, Carlisle meets the

Table 3.6 Police Facility & Land Demand Estimates - Existing

Facility Space	
Existing Population Estimate	4,134
Existing Facility Space (Sq. Ft.)	1,200
Existing LOS Per Resident (Sq. Ft.)	0.29
Recommended LOS Per Resident (Sq. Ft.)	0.65
Facility Space Needed to Meet LOS (Sq. Ft.)	2,687
Additional Facility Space Needed (Sq. Ft.)	1,487
Land Area	
Existing Land Area (Acres)	0.33
Existing Land Area (Sq. Ft.)	14,375
Existing Land Area LOS Per Resident (Sq. Ft.)	3.48
Recommended Land Area LOS / Resident (Sq. Ft.)	3.00
Recommended Land Area (Sq. Ft.)	12,402
Recommended Land Area (Acre)	0.30
Additional Land Area Needed (Sq. Ft.)	0.00
Additional Land Area Needed (Acre)	0.00

Source: Confluence w/ inputs from Planner's Estimating Guide

Table 3.8 Police Existing Personnel & Facility Space

Carlisle Police Department	Existing (2019)
Police Personnel	8
Police Facility (Sq. Ft.)	1,200
Police Land Area (Acres)	0.33

Source: City of Carlisle / Warren County Tax Assesesor

Table 3.10 Police Existing Personnel Standards

LOS* Levels	Low	High
All Cities	1.98	2.65
West North Central Cities	1.69	1.97

* Level of Service per 1,000 residents

Source: Confluence w/ inputs from Planner's Estimating Guide

Table 3.7 Police Facility & Land Demand Estimates - 2040

Facility Space	
Average 2040 Population Projection Estimate	5,381
Future Facility Space (Sq. Ft.)	4,134
Future LOS Per Resident (Sq. Ft.)	0.68
Recommended LOS Per Resident (Sq. Ft.)	0.65
Facility Space Needed to Meet LOS (Sq. Ft.)	3,498
Additional Facility Space Needed (Sq. Ft.)	0.00
Land Area	
Future Land Area (Acres)	0.33
Future Land Area (Sq. Ft.)	14,375
Future Land Area LOS Per Resident (Sq. Ft.)	3.48
Recommended Land Area LOS / Resident (Sq. Ft.)	3.00
Recommended Land Area (Sq. Ft.)	12,402
Recommended Land Area (Acre)	0.30
Additional Land Area Needed (Sq. Ft.)	0.00
Additional Land Area Needed (Acre)	0.00

Source: Confluence w/ inputs from Planner's Estimating Guide

Table 3.9 Police Personnel Demand Estimates - Existing

LOS Levels	Low	High
All Cities	8	11
West North Central Cities	7	8

Source: Confluence w/ inputs from Planner's Estimating Guide

Table 3.11 Police Personnel Demand Estimates - 2040

LOS Levels	Low	High
All Cities	11	14
West North Central Cities	9	11

Source: Confluence w/ inputs from Planner's Estimating Guide

2. Continue to invest in quality of life improvements

demand for police personnel. In the future it will need between 9 and 14 full-time officers. When the conversion of the old city hall into the public safety building is complete, Carlisle will meet the facility space need now and in the future (2040).

Tables X.X-X.X summarize the current and future demand for fire / EMS personnel and facilities. Currently, Carlisle also meets the fire / EMS personnel and facility space demand estimates for today and 2040. The community is slightly under the recommended land area (.03 acres now, 0.10 acres in 2040).

Carlisle should continue to meet or exceed the level of service demand estimates for police and fire / EMS.

Table 3.12 Fire / EMS Facility & Land Demand Estimates - Existing

Facility Space	
Existing Population Estimate	4,134
Existing Facility Space (Sq. Ft.)	7,539
Existing LOS Per Resident (Sq. Ft.)	1.82
Recommended LOS Per Resident (Sq. Ft.)	0.40
Facility Space Needed to Meet LOS (Sq. Ft.)	1,654
Additional Facility Space Needed (Sq. Ft.)	0.00
Land Area	
Existing Land Area (Acres)	0.21
Existing Land Area (Sq. Ft.)	9,148
Existing Land Area LOS Per Resident (Sq. Ft.)	2.21
Recommended Land Area LOS / Resident (Sq. Ft.)	2.50
Recommended Land Area (Sq. Ft.)	10,335
Recommended Land Area (Acre)	0.24
Additional Land Area Needed (Sq. Ft.)	1,187
Additional Land Area Needed (Acre)	0.03

Source: Confluence w/ inputs from Planner's Estimating Guide

Table 3.14 Fire / EMS Personnel & Facility Space - Existing

Carlisle Police Department	Existing (2019)
Fire / EMS Personnel	
Fire / EMS Facility (Sq. Ft.)	1,200
Fire / EMS Land Area (Acres)	0.33

Source: City of Carlisle / Warren County Tax Assesesor

Table 3.16 Fire / EMS Personnel Standards

LOS* Levels	Low	High
All Cities	1.48	1.63
West North Central Cities	1.07	1.27

* Per 1,000 residents

Table 3.13 Fire / EMS Facility & Land Demand Estimates - 2040

Facility Space	
Average 2040 Population Projection Estimate	5,381
Existing Facility Space (Sq. Ft.)	7,539
Future LOS Per Resident (Sq. Ft.)	1.40
Recommended LOS Per Resident (Sq. Ft.)	0.40
Facility Space Needed to Meet LOS (Sq. Ft.)	2,152
Additional Facility Space Needed (Sq. Ft.)	0.00
Land Area	
Future Land Area (Acres)	0.21
Future Land Area (Sq. Ft.)	9,148
Future Land Area LOS Per Resident (Sq. Ft.)	1.70
Recommended Land Area LOS / Resident (Sq. Ft.)	3.00
Recommended Land Area (Sq. Ft.)	12,402
Recommended Land Area (Acre)	0.31
Additional Land Area Needed (Sq. Ft.)	4,305
Additional Land Area Needed (Acre)	0.10

Table 3.15 Fire / EMS Personnel Demand Estimates - Existing

LOS Levels	Low	High
All Cities	6	7
West North Central Cities	4	5

Source: Confluence w/ inputs from Planner's Estimating Guide

Table 3.17 Fire / EMS Personnel Demand Estimates - 2040

LOS Levels	Low	High
All Cities	8	9
West North Central Cities	6	7

Source: Confluence w/ inputs from Planner's Estimating Guide

GROW CARLISLE RECOMMENDATIONS

2. Continue to invest in quality of life improvements

Recreation and Cultural Amenities

Recreation and cultural amenities are added features in a community that give it a sense of self and identity. Currently, Carlisle has a community center, recreation center, numerous parks, an outdoor aquatic facility, historic downtown core, educational facilities and the Summerset Regional Trailhead. Carlisle should continue to support and promote these cultural and recreational amenities. It is these added features that contribute to the high quality of life enjoyed by Carlisle residents.

Tables X.X-X.X shows the estimated demand for community and recreation center space based on Carlisle’s existing and future population demand estimates. Currently, Carlisle meets demand for both community and recreation facility space based on its population. However, since the recreation center is being transformed into library space, Carlisle may need to consider the need for a larger community center to provide access to amenities such as community meeting rooms or gym space. A new, larger community space could serve the dual role of community and recreation center.

Table 3.18 Community Center Demand Estimates - Existing

Existing Population	4,134
Facility Space	
Existing Facility Space (Sq. Ft.)	3,920
Existing LOS Per Resident (Sq. Ft.)	0.95
Recommended LOS Per Resident (Sq. Ft.)	0.75
Facility Space Needed to Meet LOS (Sq. Ft.)	3,101
Additional Facility Space Needed (Sq. Ft.)	0.00

Source: Confluence w/ inputs from Planner’s Estimating Guide

Table 3.19 Community Center Demand Estimates - 2040

Average Population Projection 2040	5,381
Facility Space	
Existing Facility Space (Sq. Ft.)	3,920
Future LOS Per Resident (Sq. Ft.)	0.73
Recommended LOS Per Resident (Sq. Ft.)	0.75
Facility Space Needed to Meet LOS (Sq. Ft.)	4,036
Additional Facility Space Needed (Sq. Ft.)	116

Source: Confluence w/ inputs from Planner’s Estimating Guide

Table 3.20 Recreation Center Demand Estimates - Existing

Existing Population	4,134
Facility Space	
Existing Facility Space (Sq. Ft.)	4,500
Existing LOS Per Resident (Sq. Ft.)	1.09
Recommended LOS Per Resident (Sq. Ft.)	0.55
Facility Space Needed to Meet LOS (Sq. Ft.)	2,274
Additional Facility Space Needed (Sq. Ft.)	0.00

Source: Confluence w/ inputs from Planner’s Estimating Guide

Table 3.21 Recreation Center Demand Estimates - 2040

Average Population Projection 2040	5,381
Facility Space	
Existing Facility Space (Sq. Ft.)	4,500
Future LOS Per Resident (Sq. Ft.)	0.84
Recommended LOS Per Resident (Sq. Ft.)	0.55
Facility Space Needed to Meet LOS (Sq. Ft.)	2,960
Additional Facility Space Needed (Sq. Ft.)	0.00

Source: Confluence w/ inputs from Planner’s Estimating Guide



2. Continue to invest in quality of life improvements

Educational Opportunities

During the engagement process, many people brought up the quality and size of the local school district as one of the best things about living in Carlisle. Specifically, the smaller class sizes and ability to participate in extra curricular activities was mentioned. As the community and school district face growth pressures, maintaining smaller class sizes should be encouraged to help preserve this feeling among residents. Carlisle should continue to work with the Carlisle Community School District to assist them in any future expansion, growth or redevelopment. Carlisle should also consider specifically highlighting the school district in any marketing campaign for the community via brochures or the community website.



Goals, Policies & Action Items

CONTINUE TO INVEST IN QUALITY OF LIFE IMPROVEMENTS

No	Action Item
P1	Prioritize the revitalization of Downtown Carlisle.
P2	Support Carlisle’s retail offerings that help provide for the daily needs and conveniences of Carlisle residents.
P3	Maintain a mix of housing types as Carlisle grows to help provide housing that meets the needs of different household income levels and phases of life.
P4	Continue to be a safe community that has a strong relationship between public safety personnel and residents.
P5	Support Carlisle’s existing recreation and cultural amenities.
P6	Continue to support the Carlisle Community School District, especially as it relates to growth and expansion needs over time.
A1	Continue to monitor and evaluate on an annual basis the need for additional recreation and cultural amenities as the community grows.
A2	Highlight Carlisle’s school district in any marketing materials or marketing campaigns for the community.

GROW CARLISLE RECOMMENDATIONS

3

Preserve the small-town feel as Carlisle grows

The public engagement completed for the Grow Carlisle Comprehensive Plan revealed that one of the most important and most often heard desires from residents was to maintain the small-town feel of Carlisle. Carlisle is expected to continue to feel growth pressures as the Des Moines metro area continues to attract more residents. A strategy to preserve the community's small-town feel as it grows is needed.

Avoid Leapfrog Development

Leapfrog development occurs when residential subdivisions are built at some distance away from existing built-up areas in a community. When leapfrog development occurs, it can hinder the sense of community because the development does not feel cohesive or organic in nature. Development, particularly residential development, that physically connects to an existing neighborhood can more easily feel part of the community. As Carlisle grows, residential development should be encouraged in places adjacent to existing built up areas. Incremental growth near to established residential areas will help maintain that small-town feel residents enjoy.



Neighborhood Connectivity

Similar to the benefits derived from new residential development occurring adjacent to existing neighborhoods, neighborhood connectivity also helps to preserve the small-town feel. Existing and new neighborhoods should all aim to be connected with easy and efficient pedestrian and vehicular connections. One of the inherent benefits of living in a smaller community is the ability of residents, especially children, to safely walk to their schools, parks or friend's homes. Without adequate pedestrian infrastructure in place this becomes untenable. Efficient vehicular connections mean avoiding unnecessary cul-de-sacs and other traffic inducing choke points in the transportation system. Allowing for redundant entrances into and out of a residential neighborhood allow easy connectivity for residents.

Community Events

Community events can help create bonds between residents whether it is annual, semi-annual, monthly or special one-time only events. Part of the small-town feel residents have in Carlisle is about the people who live here and the connections that exist between residents. Community events bring residents together and can play a key part in forming social connections and relationships between residents. These relationships can increase quality of life, enhance people's sense of belonging and safety, and contribute to the small-town feel of a community. As Carlisle grows, continuing to highlight, promote and offer new and evolving community events will be a key element of the small-town feel strategy.



3. Preserve the small-town feel as Carlisle grows

Neighborhood Preservation

Neighborhood preservation encompasses the set of actions and strategies that can help to avoid creating an us versus them or a new versus old mentality between neighbors and residents. There is already a natural age divide between homes and neighborhoods in Carlisle. Carlisle neighborhoods north of Highway 5 consist of older homes. Conversely, neighborhoods south of Highway 5 are significantly newer. Environmental constraints as well as existing land use patterns will likely push most residential growth south of Highway 5 near the Scotch Ridge corridor. Over time, these physical and age differences between neighborhoods could create some possible divide among residents. In addition to quality neighborhood creation through things like cohesive and connected development, neighborhood preservation efforts can help to lessen the perceived differences of the neighborhoods in a community.

Neighborhood preservation efforts can vary widely in their cost to support, fund and implement. Options include programs such as an exterior home improvement grant for aesthetic enhancements such as painting, gutters, siding and doors. Or, interior focused grants for certain modernization improvements in older homes such as adding a second bathroom or upgrading kitchens. Financial incentives could also include tax abatement on the increment of residential improvements made to older properties. Continued code enforcement efforts can also help identify and incentivize neighborhood and home upkeep. Other efforts that help support neighborhood preservation are streetscape improvements such as signage, sidewalk enhancements and extensions, crosswalks and street trees. Collectively, these efforts in targeted areas of Carlisle could help improve the overall aesthetics and quality of life in Carlisle, reducing the likelihood of us versus them disputes between neighbors new and old.

Goals, Policies & Action Items

PRESERVE SMALL-TOWN FEEL AS CARLISLE GROWS

No	Action Item
P1	Avoid leapfrog residential development and promote residential development adjacent to existing neighborhoods.
P2	Continue to extend and improve sidewalk connectivity throughout Carlisle.
P3	Require new residential subdivisions to have sidewalk connectivity to nearby or adjacent residential areas.
A1	Continue to host community events and promote cultural celebrations in Carlisle.
A2	Consider creating a series of programs to financially incentivize or assist homeowners in older homes to make facade and modernization improvements through grants, a revolving loan fund or tax abatement on improvements.
A3	Continue to work with landlords to ensure rental properties in Carlisle are safe and of high quality.
A4	Work with neighborhood leaders to identify possible neighborhood-specific signage or branding.

GROW CARLISLE RECOMMENDATIONS

4

Provide a safe and efficient transportation and mobility system

Transportation generally refers to the system in which goods and people move through an area. Typically, transportation is often more associated with motorized transport methods such as cars, vans, trucks, transit, boats, rail or aviation. Within these transportation modes are different trip types and purposes - it may be personal travel, travel for work, freight or commercial enterprises, to name a few. Mobility refers more so to the ability to move freely and easily and is more often emphasizes non-motorized transport methods such as walking or biking. Streets, rail lines, sidewalks and trails, and airport facilities are all part of the transportation and mobility system of an area.

Like most communities, Carlisle's transportation system serves many roles: local roads and sidewalk travel to get people from their homes to nearby locations such as parks, downtown, the grocery store, school or work in Carlisle. There are also many people who commute out of town or commute into Carlisle for work that will mainly utilize a different transportation system (arterial and collector streets).

One highway runs through Carlisle (Highway 5), serving as the main arterial roadway in and out of the community. One Railroad, the Union Pacific, traverses through Carlisle along the East edge of the community. There are a total of 2 crossings on School Street, and 1 crossing on Park Street.

Carlisle is also served by a rural transit authority, HIRTA, offering on-call transit services to and from the Des Moines region. Carlisle is part of the Des Moines metropolitan area which is primarily served by the Des Moines International Airport with several other regional or small municipal airports located within the greater area.

This chapter reviews the existing street system and classifications. It describes and explains the reason behind a series of proposed new streets and street extensions. A review of the sidewalk and trail system in Carlisle is provided. Lastly, the public transportation, and aviation history of Carlisle is reviewed.

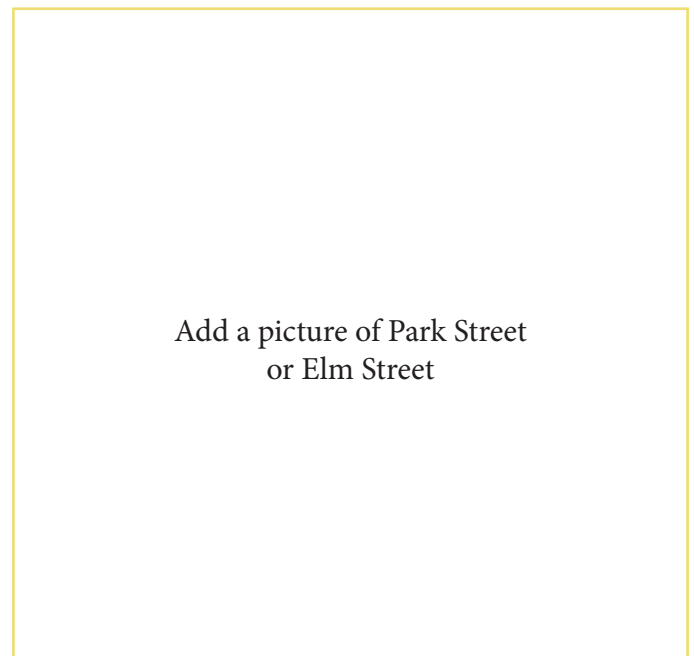
Street Classifications

Streets are generally categorized into a hierarchy or classification based on purpose, size and traffic levels. The four road types identified within Carlisle are State Highway, Arterial streets, Collector streets and Local streets. Each street hierarchy has been defined below.

Local Streets

Local streets are those roads that provide access to properties bordering them. Residential properties are typically found along local streets, but they may also have other land uses such as commercial areas. The goal of local streets is typically to provide safe access to neighborhood services and facilities. Speed limits on local roads is usually 25 mph or less. In Carlisle, the standard right-of-way (ROW) width for a local street is sixty (60) feet with two (2) lanes.

Examples: Park Street, Elm Street, N 9th Street



4. Provide a safe and efficient transportation and mobility system

Collector Streets

Collector streets are low to moderate capacity streets that connect local streets to arterial roadways. While collector streets have more traffic than local ones, residential land uses can often be found along collector streets. The design of collector roads will vary significantly based on the urbanity of an area and the traffic levels. Speeds on collector streets are generally between 20 and 35 mph. In Carlisle, the standard ROW width for a collector street is seventy (70) feet with between 2 and 3 lanes.

Examples: N 1st Street, School Street

Add a picture of N 1st Street

Arterial Streets

Major arterial streets are high-capacity roads whose primary purpose is to deliver traffic from collector streets to freeways or expressways. Many arterial streets have limited access and street facing land uses because of the amount of travel generated on them. Typically, the distances traveled on arterial streets are longer and speeds faster. The number of lanes will vary between four to ten, depending on the traffic flow and location. In Carlisle, the standard ROW width for an arterial street is one hundred (100) feet with between 3 and 5 lanes.

Examples: Highway 5, Highway 65

Add a picture of Highway 5

State Road Classifications

At the state level, Carlisle's current road system is considered to be primarily composed of local roadways with two arterial highways intersecting the community. Figure 8.1 shows the Iowa highway and street map for Carlisle.

Examples: Highway 5, Highway 65

Add a picture of Highway 65

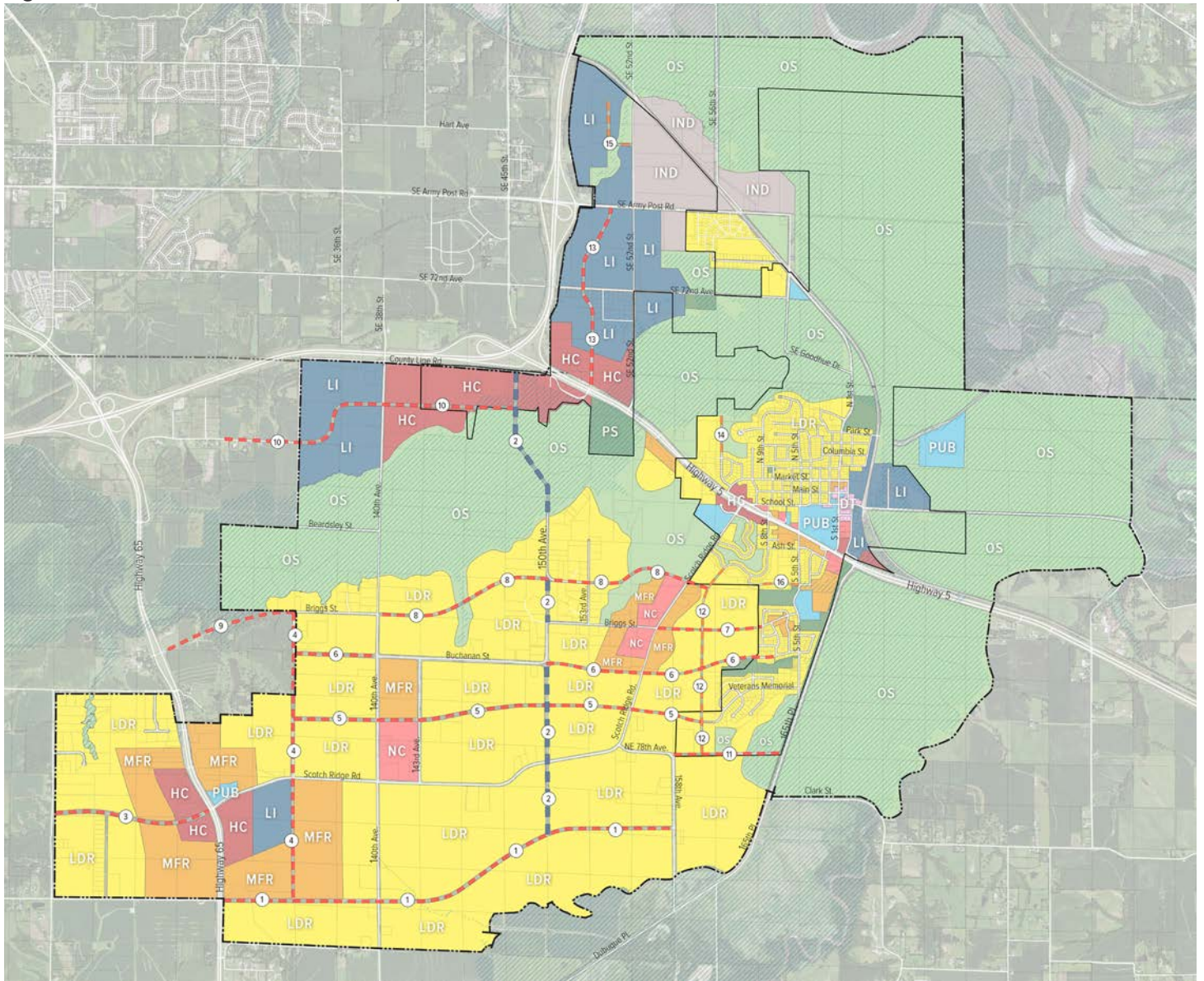
GROW CARLISLE RECOMMENDATIONS

Provide a safe and efficient transportation and mobility system

Future Streets

A series of proposed street expansions have been incorporated into the Future Land Use Plan to complement the land use pattern recommended in the plan. A brief description for each proposed arterial and collector street expansion is described below. Figure #.# shows the future street locations. New development should follow this plan, extending identified roadways and dedicating right-of-way as necessary to continue the creation of a road network to serve Carlisle.

Figure 3.5 Future Streets and Land Use Map



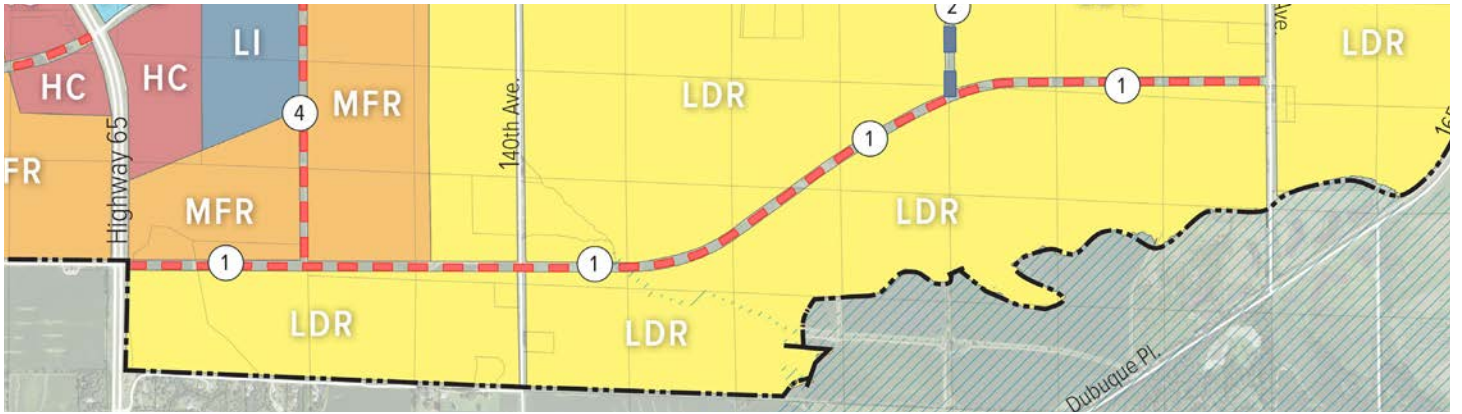
- | | | | |
|----------------------|-------------------------|--------------------------|----------------------------------|
| Planning Boundary | Proposed Streets | Open Space / Agriculture | Downtown |
| County Boundaries | Street Reference # | Low-Density Residential | Public / Semi-Public |
| Carlisle City Limits | Arterial Street | Multi-Family Residential | Parks & Recreation |
| Floodplain | Collector Street | Neighborhood Commercial | Light Industrial / Business Park |
| Existing Street | Local Street | Highway Commercial | Industrial |

4. Provide a safe and efficient transportation and mobility system

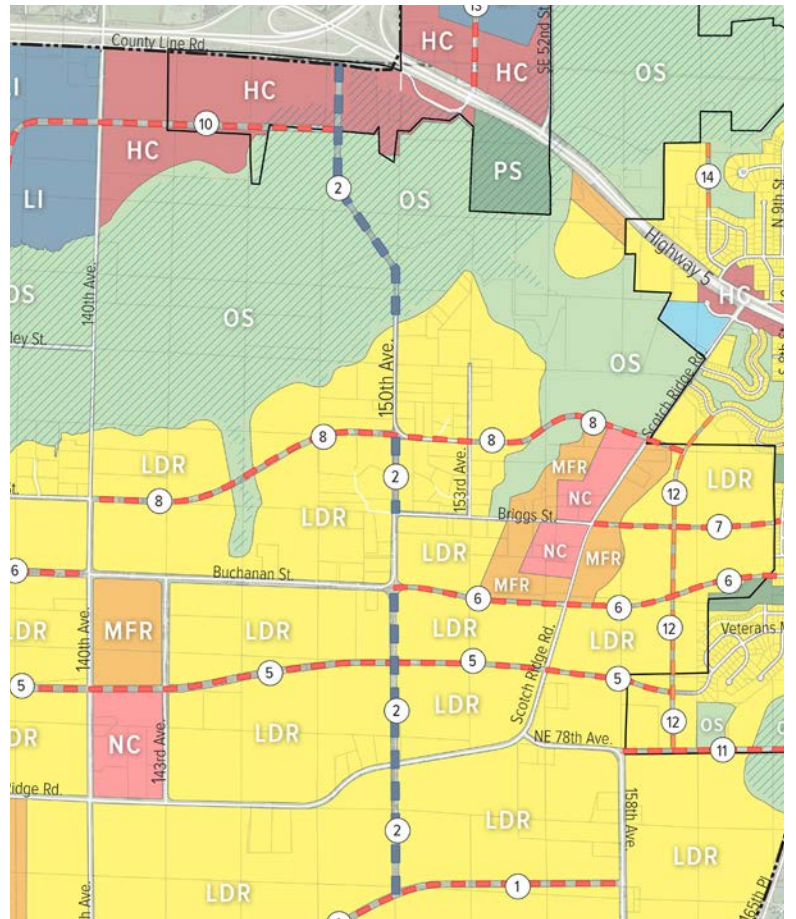
Future Streets

Proposed Streets and Connections

- 1 Extension of Dakota Street Between Highway 65 and 158th Avenue. (Collector)
 Carlisle needs an East-West Connector Between Highway 65 and 158th Street. This proposed road extension will provide connectivity to new proposed residential areas south of Scotch Ridge Road.



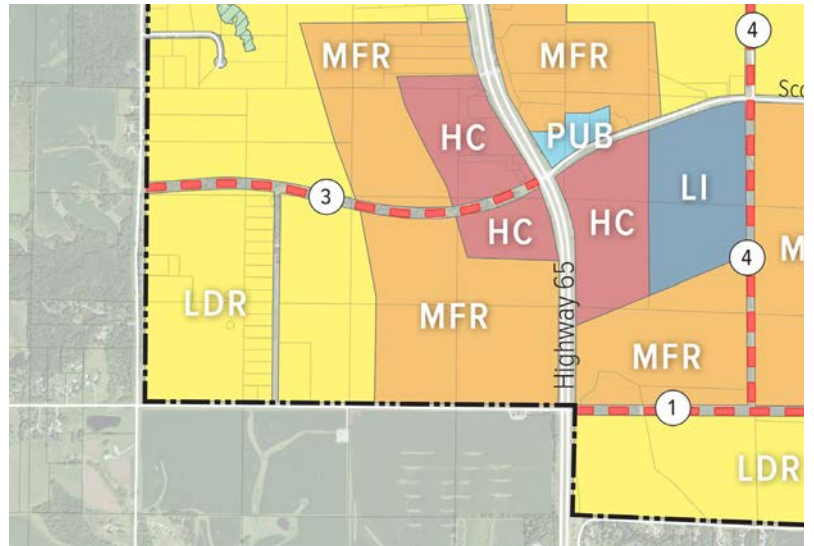
- 2 Extension of 150th Avenue Between Dakota Street and East County Line Road. (Arterial)
 The connection between Dakota Street and East County Line Road will provide a new North-South corridor through the community, including a new proposed bridge of the North River.



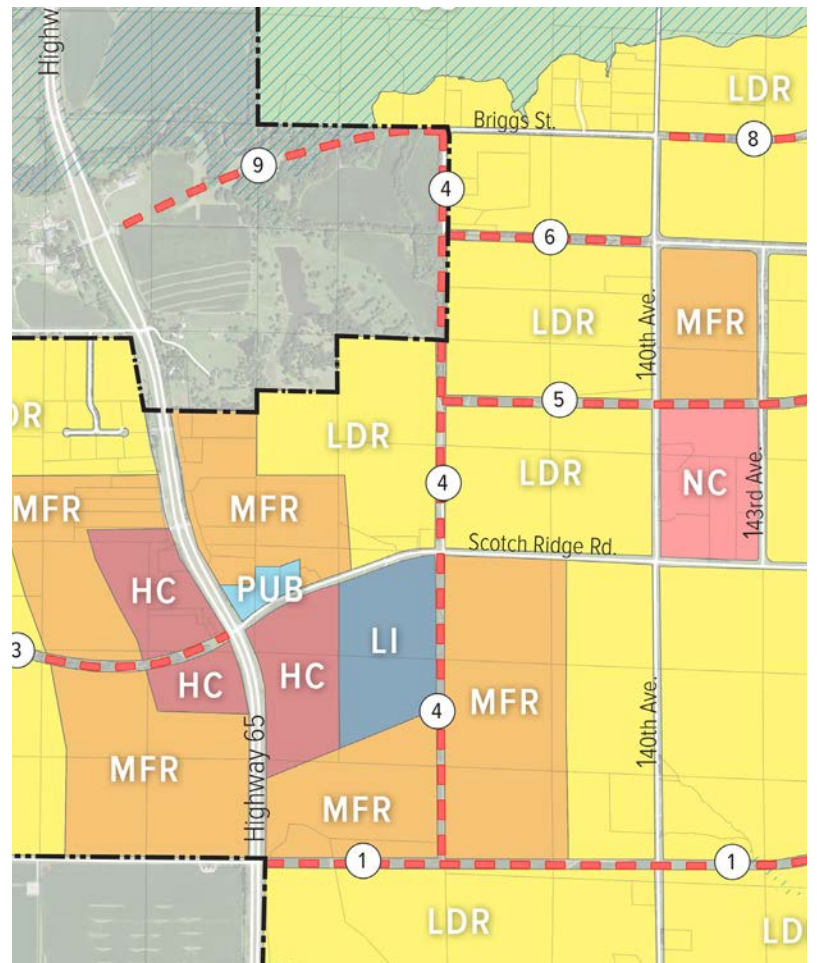
GROW CARLISLE RECOMMENDATIONS

Provide a safe and efficient transportation and mobility system

- 3** Scotch Ridge Road Extension East of Highway 65 (Collector)
 The extension of Scotch Ridge Road to the West of Highway 65 will open up additional commercial ground along Highway 65 for development along this busy corridor.



- 4** 135th Avenue Between Dakota Street and Briggs Street (Collector)
 The connection of 135th Avenue between Dakota Street and Briggs Street will provide a North South corridor through the commercial area south of Scotch Ridge Road and the Residential Area North of Scotch Ridge Road.



4. Provide a safe and efficient transportation and mobility system

- 5 Veterans Memorial Drive (Collector)
The extension of Veterans Memorial Drive between the current dead end within the residential subdivision, and 135th Avenue will provide another corridor from the far East limits of Carlisle to 135th Avenue.
- 6 Extension of Patterson Street Between 150th Avenue and the Extension of Buchanan Street (Collector)
The connection between Patterson and 150th Avenue will provide an East West corridor between 150th and South 5th Street.
- 7 Extension of Briggs Street to the end of John Goodhue Road (Collector)
The extension of Briggs Street to the current end of John Goodhue Road will provide another east – west connection from 150th Street and South 5th Street.



- 8 Briggs Street Connection Between 140th Avenue and The Extension of Juniper Drive (Collector)
Briggs Street will be extended from 140th Avenue bending north to make a connection to the Extension of Juniper Drive.



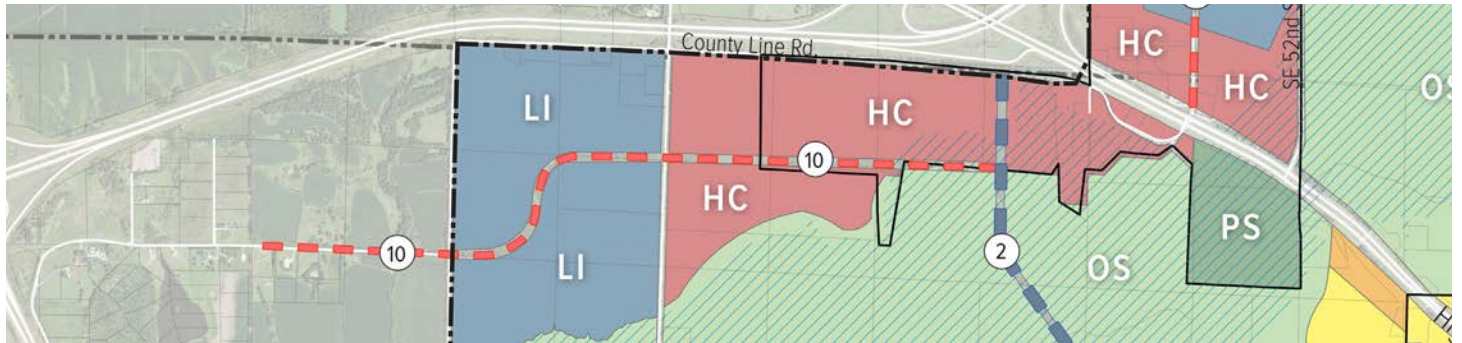
- 9 Briggs Street Connection Between 140th Avenue and Highway 65 (Collector)
Briggs Street will be extended West to make another connection with Highway 65 where a current connection point exist on the East side of the Highway



GROW CARLISLE RECOMMENDATIONS

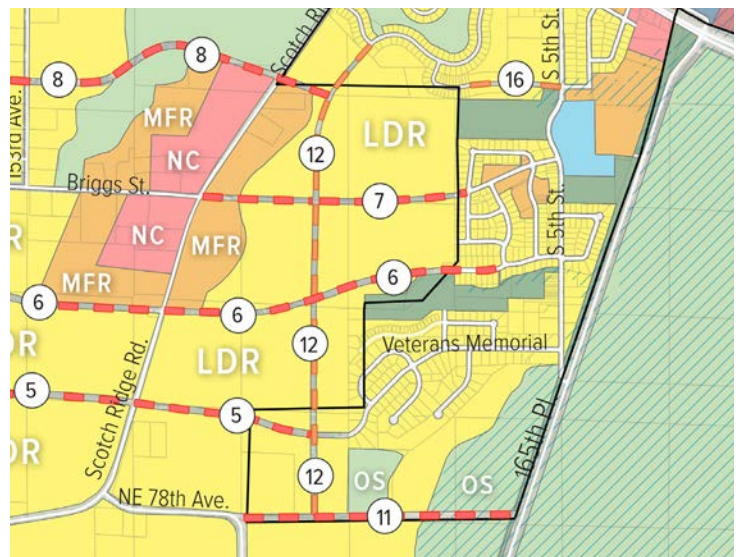
Provide a safe and efficient transportation and mobility system

- 10 Adams Street Connection Between 135th Avenue and the proposed 150th Street. (Collector)
This extension will provide a new East West Corridor from Highway 65 to the extension of 150th Avenue



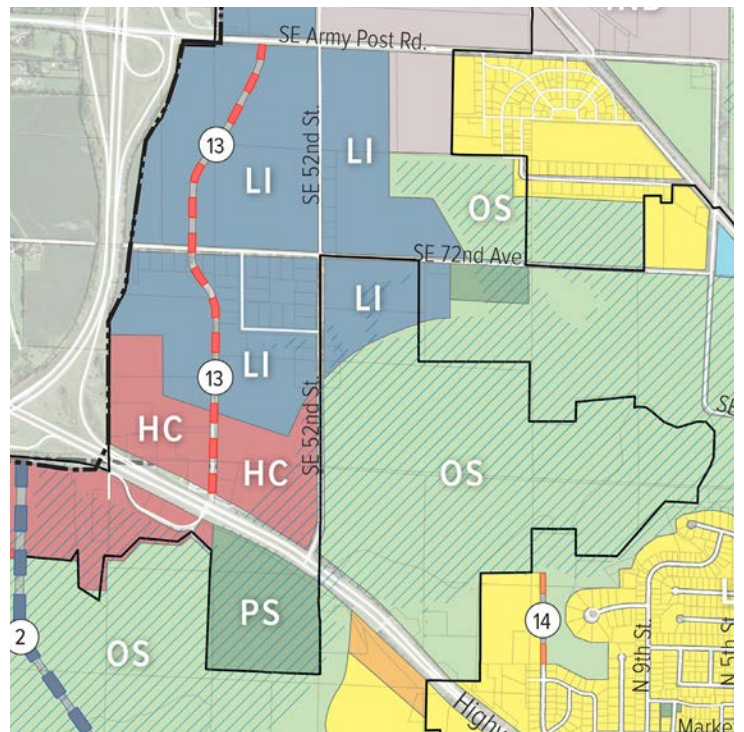
- 11 Extension of NE 78th Avenue to 165th Place (Collector)
This extension will facilitate a new street connection from Highway 65 to 165th Place along the East Corporate Limits of the City of Carlisle

- 12 Juniper Drive Extension to NE 78th Avenue (Local)
This extension will a new connection to the South on the East side of Scotch Ridge Road to Juniper Drive.



- 13 Gateway Drive from Highway 5 to SE Army Post Road (Collector)
The extension of Gateway Drive from its current dead end to Army Post Road will facilitate additional Highway Commercial and Industrial Development within the City of Carlisle.

- 14 Pleasant Street Extension (Local)
The Extension of Pleasant Street to the North of its current dead end will facility a small number of additional single family lots within the current core of the City.



4. Provide a safe and efficient transportation and mobility system

- 15 New industrial road North of Army Post Road at SE 56th Street and SE 52nd Street (Local)
This new roadway would facilitate additional industrial ground new the UP Rail Lines



- 16 Extension of Linden Street to the West of South 5th Street to Connect with Proposed Residential Streets to the West. (Local)
This Extension will eliminate some dead end streets and facilitate better traffic flow in the residential neighborhoods.



GROW CARLISLE RECOMMENDATIONS

Provide a safe and efficient transportation and mobility system

Sidewalks and Mobility

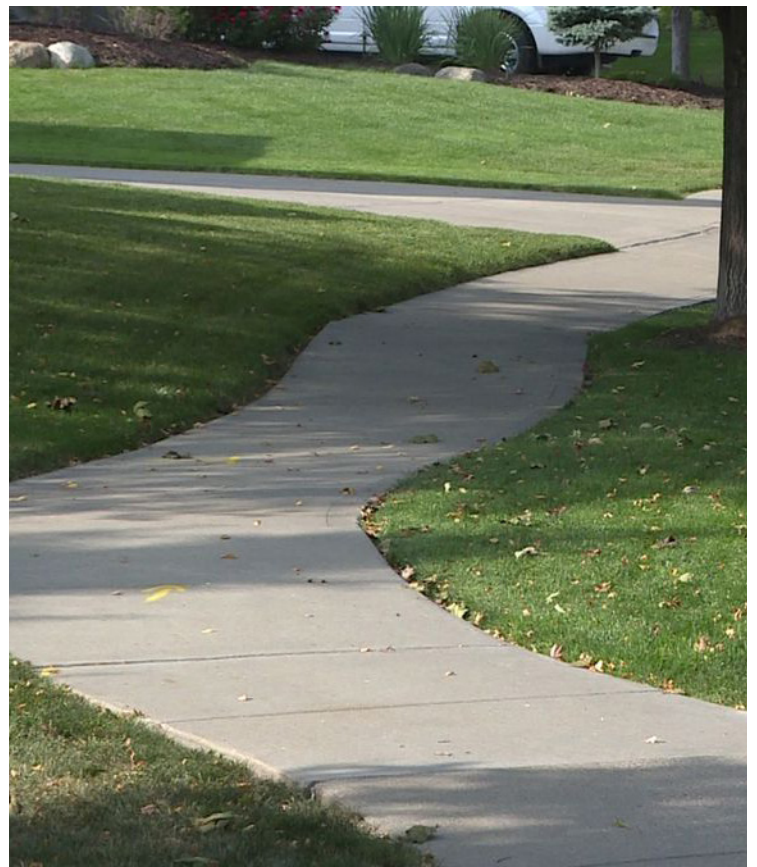
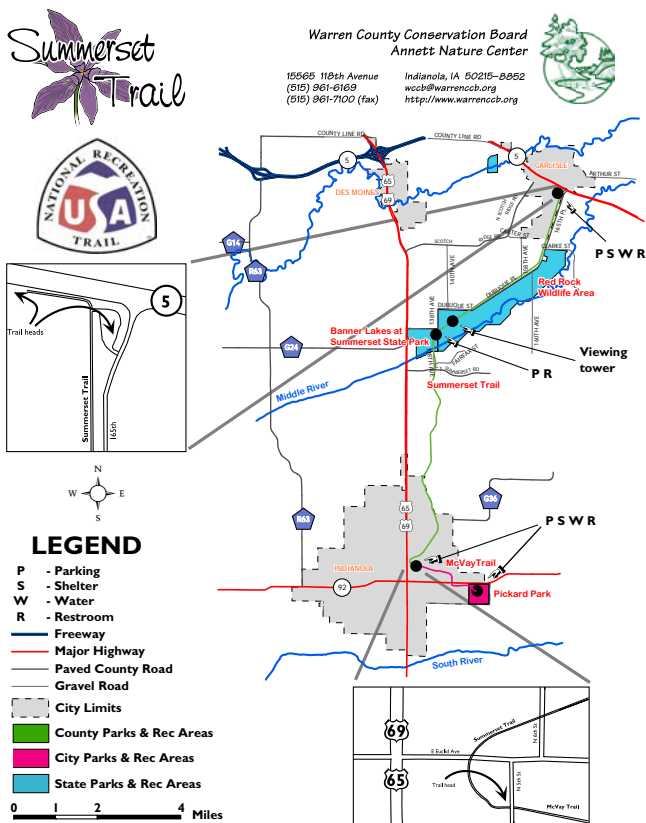
The U.S. Department of Transportation (DOT) lists sidewalks as the preferred accommodation for pedestrians because of the safety, mobility and health benefits associated with their use. Sidewalks and trails can be the great equalizers of a community by allowing for a means of transport of residents, young and old, with or without access to a vehicle or transit. Sidewalks help support recreation and social interaction within a community in addition to decreasing the likelihood of pedestrian traffic deaths. According to the DOT, roadways without sidewalks are more than twice as likely to have pedestrian crashes as streets with sidewalks on both sides of the street.

Sidewalk coverage on the local and collector roads of the developed parts of Carlisle is not complete. A city-wide sidewalk initiative should be established with residents responsible for installing sidewalks. This is more urgent in the residential areas of the community and closer to the schools.

The Scotch Ridge Road Project which will start in 2022, on the South Side of Highway 5, will address the sidewalk gaps which exist near the Middle School. Sidewalks will be installed on both sides of Scotch Ridge Road, and the Traffic Signals will be upgraded to include pedestrian crossing signals.

Trails within the City of Carlisle include the Summerset Trail which starts at the Intersection of Highway 5 and 165th Place on the East edge of Carlisle. The Carlisle Nature Trail starts at the Gateway Drive Intersection Near Highway 65, and goes through the Carlisle Nature Park and across the North River. The trail then traverses through Danamere Farms and Connects to the Middle School. An underpass is present under Scotch Ridge Road. From there the trail travels through Lindhart Park, the Carlisle Aquatic Center, and connects to the Summerset Trail.

The City of Des Moines is planning trail extensions from the Easter Lake Spine Trail to connect to the Carlisle Nature Trail in Carlisle. This expansion will provide over 16 miles of trail between Easter Lake and Indianola, and hundreds more mile through Des Moines and South of Indianola.



4. Provide a safe and efficient transportation and mobility system

Other Transportation and Mobility Options

Public Transportation

Public transportation services in Carlisle is primarily delivered through the Heart of Iowa Regional Transit Agency (HIRTA), the regional transportation service provider for central Iowa. HIRTA provides door to door transit services for Boone, Dallas, Jasper, Madison, Marion, Story and Warren County. All rides are open to the public including those individuals with disabilities.

Aviation Facilities

The main and largest airport serving the Carlisle area is the Des Moines International Airport which is located approximately 12 miles away in Des Moines. The Des Moines International Airport is a civil-military airport that connects to 25 major airline hubs and destinations. The Ankeny Regional Airport is also located approximately 20 miles away in Ankeny and mainly serves executive and corporate travel as well as some freight operations. There are several municipal airports located in central Iowa including Perry, Winterset, Knoxville, Newton, Ames and Boone, Iowa.

Goals, Policies & Action Items

PROVIDE A SAFE AND EFFICIENT TRANSPORTATION AND MOBILITY SYSTEM

No	Action Item
P1	Limit the use of cul-de-sacs and dead-end streets and require collector streets connect through proposed developments to provide multiple streets in which to circulate traffic.
P2	Require new development construct sidewalks and trails.
P3	Require rural development to have paved streets built to City design standards and have at least one access point to a paved street network.
A1	Continue to evaluate methods by which to improve bike and pedestrian crossing points along Highway 5.
A2	Adopt and enforce Iowa Statewide Urban Design and Specifications (SUDAS) standards for use on all future roadway projects.
A3	Establish a city-wide sidewalk initiative with residents to install sidewalks with a special focus on residential areas and areas near schools.
A4	Continue to support the Easter Lake Spine Trail’s connection to the Carlisle Nature Trail in Carlisle to provide additional regional trail access for residents.

GROW CARLISLE RECOMMENDATIONS

5

Expand park and recreation facility access to complement the trail system

Carlisle already has a strong parks and recreation department and is fortunate to be surrounded by plenty of natural open space. The large amount of floodplain and associated tree cover as well as active agricultural land provides a strong sense of access to nature in Carlisle. Looking ahead, Carlisle should continue to expand and improve its park system as it grows to complement the already strong trail system.

Active & Passive Recreation

Active recreation refers to activities that require vigorous physical activity and can include sports (basketball, tennis, running) using facilities like courts and fields. Passive recreation includes those lower exertion physical activities such as bird watching or walking. Carlisle maintains a mixture of active and passive recreation activities today and should continue to prioritize both in the future. This can help to provide a balanced park system that is accessible to all age groups.



Inclusive Playgrounds

A relatively recent shift in park and playground best practices has been for communities to incorporate universal or inclusive facilities into their facility portfolio. Inclusive playgrounds are those that include special equipment or design for users of all ability levels including those with limited mobility, sensory, visual or hearing impairments. These parks, while specially designed, are still enjoyable to children of all ages and abilities and can easily be integrated into a park for all. Additionally, inclusive playgrounds can be regional draws that attract users from across the metro area and could assist in attracting families to Carlisle in the future. One example of an inclusive playground is a Miracle League Park, which allows all abilities to participate in baseball through the use of specialized rubber turf. There are some grant programs available to assist in the building on Miracle League Parks and other inclusive playgrounds that the City of Carlisle may want to explore.



5. Expand park and recreation facility access to complement the trail system

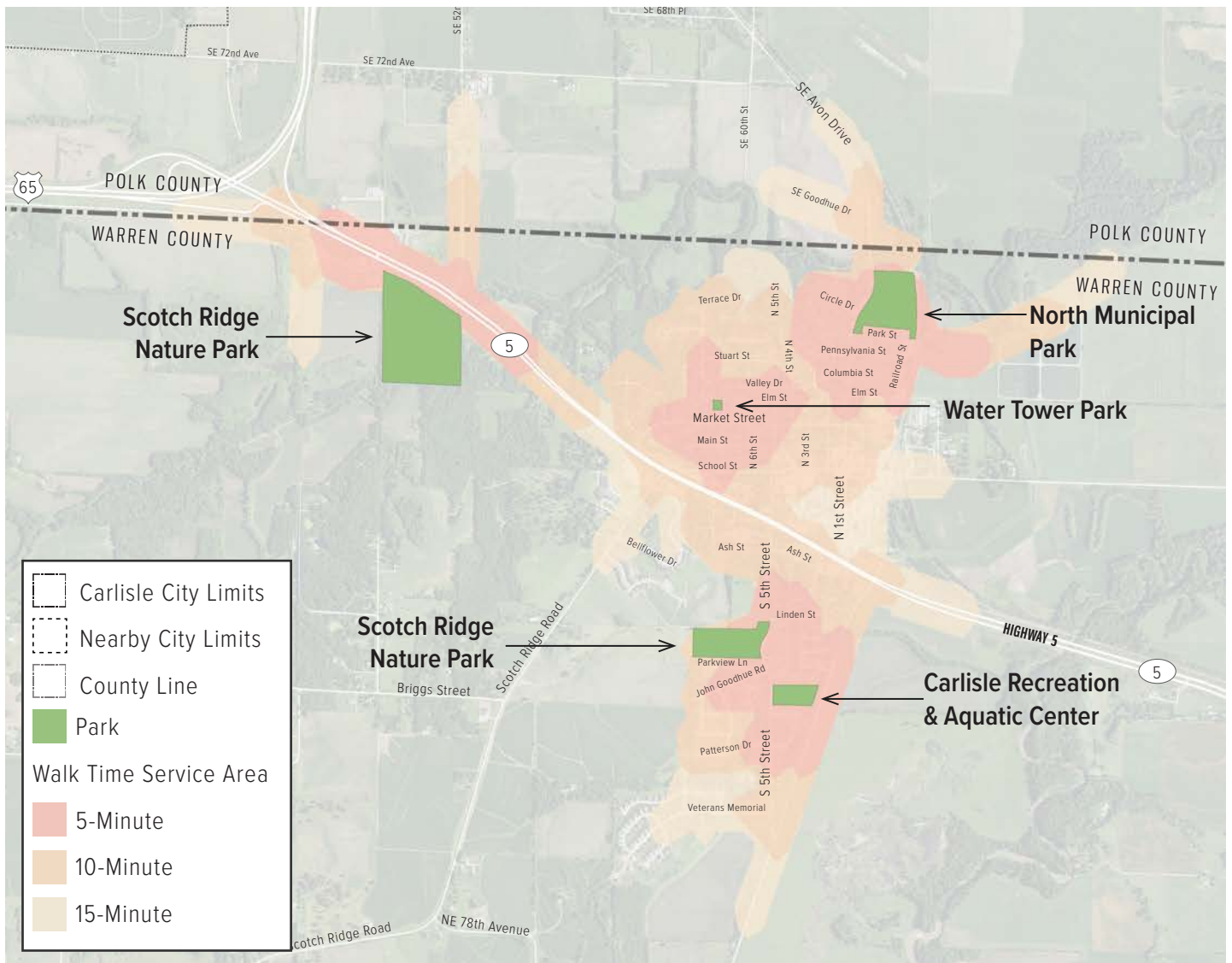
Routine Maintenance & Monitoring

Carlisle should continue to monitor the parks and recreation needs of residents over the next twenty years to ensure the city maintains what it has and replaces facilities, as necessary. One way to accomplish this is through regular life cycle analysis of its park facilities, equipment and program to evaluate if a particular facility or equipment is still functional and/or desired by the community. This process is aided by routine public outreach on park facilities and programs through surveys or stakeholder interviews. Over time, park and recreation trends will continue to evolve and Carlisle should be aware of these changes and phase out facilities or programs that no longer meet the needs of residents.

Walkable Park Access

Figure X.X shows the walk time analysis completed for Carlisle’s parks. Ideally, Carlisle should aim to have all residents live within a 5-, 10- or 15-minute walk time of a park. When the walk time analysis service areas are compared to the residential areas of Carlisle, it indicates that most residents likely live somewhere close to this walk time service area. However, crossing Highway 5 as a pedestrian will likely continue to be an inherent barrier to park access between the portions of Carlisle north and south of Highway 5. As Carlisle’s boundary grows, neighborhood park access should expand to meet this recommended service level of a 5-, 10- or 15-minute walk time.

Figure 3.6 Carlisle Parks Walk Time Analysis Map



GROW CARLISLE RECOMMENDATIONS

5. Expand park and recreation facility access to complement the trail system

Maintaining Level of Service

As Carlisle grows in population, so too should the number and distribution of parks and recreation facilities. Currently, Carlisle maintains approximately 98.4 acres of parkland. This parkland is divided among five main parks: Carlisle City Park, Water Tower Park, South Park Complex, Carlisle Recreational Center, and the Scotch Ridge Nature Preserve. Currently, the Scotch Ridge Nature preserve is mainly unprogrammed but serves as the trailhead for the Carlisle Nature Trail. However, the City does have a Scotch Ridge Nature Preserve Master Plan that details how the park is envisioned to develop in the future. This master plan should continue to be implemented. Other dedicated greenspace in Carlisle includes the property south of the middle school, which has a conservation easement put in place by the property owner that limits future development on the property. While not under city control, the area is utilized by the school district on occasion for outdoor activities. School facilities in general also help to round out the park and recreation amenities available to Carlisle residents. Carlisle should continue to seek opportunities to partner with the Carlisle Community School District to share playground and recreation facilities.

While Carlisle will likely continue to meet the acre demand for park space as it grows in population, the City should continue to expand park facilities as new residential areas develop. Neighborhood serving parks will help to increase the quality of these neighborhoods. To help fund this expansion, Carlisle should adopt ordinances that require new residential developers to assist the City in providing neighborhood parks and recreation facilities through policies such as a neighborhood parkland dedication ordinance.

Table 3.22 Carlisle Parks Existing Level of Service Analysis

Park Demand	Existing Demand
Existing Population Estimate	4,134
Total Park Acres	98.4 acres
Existing LOS	23.8 acres / 1,000 residents
Recommended LOS	10.5 acres / 1,000 residents
Park Acres Needed	0.0 acres

Source: Confluence, with inputs from the Planner’s Estimating Guide, City of Carlisle and Warren / Polk County Tax Assessor

Table 3.23 Carlisle Parks Demand Estimates - 2040

Park Demand	Future Demand (2040)
2040 Average Population Projection	5,381
Total Park Acre Demand	56.5 acres
Existing Park Acres	98.4 acres
Park Acres Needed in 2040	0.0 acres

Source: Confluence, with inputs from the Planner’s Estimating Guide, City of Carlisle and Warren / Polk County Tax Assessor



5. Expand park and recreation facility access to complement the trail system

Goals, Policies & Action Items

EXPAND PARK AND RECREATION FACILITY ACCESS TO COMPLEMENT THE TRAIL SYSTEM

No	Action Item
P1	Require new residential development to assist the City in providing neighborhood parks and recreation facilities for the new residents.
P2	Strive to have all residents live within a reasonable walk-time of a park.
A1	Consider adopting a neighborhood park land dedication requirement for new residential development.
A2	Evaluate opportunities to partner with the Carlisle Community School district to share playground and ball field facilities.
A3	Routinely evaluate existing park facilities and programs to ensure proper maintenance is provided and facilities and programs are still relevant to community members.
A4	Consider adding an accessible inclusive playground to Carlisle in the future.



6

Support a strong economic base that reflects the city's strategic location

A strong local economy can be achieved through a combination of effective business attraction and retention strategies. It is important to focus both on attraction and retention because both will be needed to maintain a resilient local economy for Carlisle. Carlisle's strategic location should be at the cornerstone of these strategies.

BUSINESS ATTRACTION

Carlisle has several areas prime for industrial or commercial development. Some of the growth areas are suitable for larger-scale industrial development such as in the northern portions of Carlisle near Army Post Road and along Highway 65. Others are better suited for smaller commercial development such as along Highway 5 or downtown. Many factors go into where businesses choose to locate including available workforce, facilities, business climate, quality of life and typical costs in the area.

Workforce

Workforce relates to the skills and education levels of potential workers. Given Carlisle's location within the metro, this could include local and metro-wide residents. Carlisle has excellent access to two highways that make a commute into Carlisle easy from anywhere in the Des Moines area. Carlisle is not far from the educational facilities and job training programs available at the Des Moines Area Community College (DMACC) or Iowa State University only about an hour north of town.

Facilities

Facilities refer to the transportation, telecommunication and utility infrastructure available as well as the availability of buildings and land. Carlisle has access to two important Highways (5 and 65), which offer easy access to the Interstate system (80 and 35) while avoiding the traffic associated with Interstate 235. Carlisle is fortunate to have local control over many of its utilities including water, sewer and some of its electricity. This allows for more control over the price of these necessary utilities. The northern areas of Carlisle have plenty of flat undeveloped land with highway access. Downtown Carlisle has many older historic buildings available to rent or renovate. The regional Summerset trailhead also makes for an attractive location for trail or recreation-centric retail or restaurant options like a bike store, brewery or brewpub.

Business Climate

Business Climate refers to the permitting and development process and regulatory system within the community. Many mentioned in the engagement process that the City is good to work with on projects. Being a good business partner is a key strategy to successfully attracting businesses. Communities are good business partners when they are consistent, steady and professional when dealing with issues and development. Communities should aim to strike a balance in the development review process to allow for quality design and development that benefits the community while not being overly onerous on those completing the development.

Quality of Life

Quality of life factors include things such as housing (diversity and cost), crime rates, recreation, cultural amenities, and educational opportunities. This is another factor in which Carlisle has plenty of positive attributes while also significant competition within the metro. Specific possible improvements to these factors are discussed in different sections, however, Carlisle should make sure to market the existing quality of life and any improvements made as they occur.

Typical Costs

The costs associated with business development include property tax rates, wages, and energy and utility costs. Locally, Carlisle can continue to review the costs of property taxes for commercial and industrial development as well as charges for water, sewer

Common Business Location Factors

Workforce: skill and education levels; occupations; training and development partners; workforce participation

Facilities: transportation, telecommunications, and utility infrastructure; buildings and land

Business Climate: permitting and entitlement processes; development regulations

Quality of Life: housing costs, crime rates, recreation and cultural amenities, and educational opportunities

Typical Costs: trends in tax rates, energy / utility costs, wages

Source: Business Attraction Programs Local Planning Handbook, Metropolitan Council

6. Support a strong economic base that reflects the city’s strategic location

and electricity. Carlisle should aim to be competitive with regional rates and trends.

RETAIN EXISTING BUSINESSES

As important as business attraction is for a community, the retention of existing businesses is equally, if not more, important. Existing businesses have already established roots and formed relationships within the Carlisle community. They provide jobs, goods and/or services for local residents. Business retention can best be handled by encouraging civic involvement by local businesses, meeting regularly with existing businessowners to hear from them directly about their concerns and future ideas and by investing resources into maintaining and developing infrastructure and facilities most important to existing businesses.

Image Source: Business Attraction Toolkit, British Columbia Ministry of Jobs, Tourism and Skills Training



Goals, Policies & Action Items

SUPPORT A STRONG ECONOMIC BASE THAT REFLECTS THE CITY’S STRATEGIC LOCATION

No	Action Item
P1	Support building facade, wayfinding signage, and streetscape improvements in Downtown and on Highway 5 to support economic development activity.
A1	Identify and work with local property owners to market shovel-ready sites.
A2	Coordinate with the Public Works Department about potential large water-usage industries.
A3	Annex strategic locations around Carlisle to promote economic development in the community and protect is growth areas.
A4	Expand infrastructure development in key growth areas.
A5	Identify funding to make road improvements to key arterials near the industrial and business park core of Carlisle.
A6	Continue to coordinate development efforts with the Warren Economic Development Authority to attract businesses and investment in the community.
A7	Create a marketing strategy that highlights the strategic location and high quality of life offered by Carlisle.



Foster growth and development of commercial and business centers

Commercial and business center growth in Carlisle will mainly occur along Highway 5, especially near the Interstate 65 interchange. Downtown Carlisle will attract its own special type of uses and users. Light industrial, business park and industrial users will likely be attracted to the northern areas of Carlisle. Incentives, the land use plan and transportation and access improvements will help to support this development.

Incentives as Necessary

Carlisle has used incentive packages to attract businesses in the past - notably, the Fareway grocery store in 2014. When the last local grocery store in Carlisle closed its doors, the community was left with no grocery store within an 8-mile radius of the community. The community worked alongside the Warren County Economic Development Corporation (WCEDC) to create an incentives package that included land purchase and property tax abatement to entice Fareway to locate a new store in the community. Having access to fresh and healthy food is an indispensable amenity and strong benefit for Carlisle, especially as it relates to the overall quality of life. This is an example of how incentives can be an excellent tool to encourage economic development and promote quality of life. Carlisle should continue with this tradition of making strategic investments in itself as a place to live and work. Incentives could also help attract business park or industrial users to the northern parts of the planning boundary.

When using incentives, the City should continue to carefully evaluate the cost and benefits of the package based on the situation, working with the Warren County Economic Development Corporation staff as needed. The City should consider offering the following business incentives and financial assistance. The decision to provide incentives and support should be tied to the relative, long-term property tax value that will be generated by the new business or existing business expansion as well as its general impact on community.

Industrial and Office Buildings

The City should consider providing a limited term property tax rebate through TIF on a portion of new taxable building valuation being constructed within the City. Additional consideration should be given for businesses that will be constructing public infrastructure (public streets, sewers, water mains) that is of general benefit to the community or adjoining properties. Considering that the mechanism to provide this tax rebate is through TIF, any such rebate will need to be for a project or series of projects large enough to warrant establishing the necessary Urban Renew Plan and TIF district.

The City may consider providing part or all of any local matching funds necessary to access state incentives programs. This will be subject to the availability of City funds and the amount of new taxable building valuation proposed to be constructed within the City.

Retail Businesses

Retail development is not driven by incentives. Typically, retailers will only locate to an area when they determine there is adequate market demand (often measured in rooftops) to meet their revenue generation goals. Therefore, the City should only entertain providing a limited term property tax rebate through TIF on a portion of new taxable building valuation for a retail use that is of extreme importance to the community, such as the past project involving the grocery store development.

New Residential Development

In general, incentives should not be provided for residential development. However, the City should consider providing tax rebate for a senior oriented, age-restricted housing development that is geared towards keeping Carlisle residents in the community as they age. Furthermore, the City may wish to consider providing tax rebate for a portion of the cost of public infrastructure a developer installs that will support additional growth and development within the City.

Existing Building Improvements

The City should evaluate creating programs to support or incentivize property owners to renovate and improve existing buildings and owner-occupied single-family dwellings. Priority should be placed on providing the local match as may be required for various grant programs.

7. Foster growth and development of commercial and business centers

Land Use Plan

The Future Land Use Plan created as part of the Grow Carlisle 2040 Comprehensive Plan was designed to promote a mixture of employment and residential growth. Most of the commercial growth areas exist along Highway 5, especially near the intersection with Highway 65. The Future Land Use Plan supports the commercial development of this area. Additionally, the land use plan encourages complementary neighboring land uses to these commercial areas near the interchange. It is important that with limited high visibility sites near the interchange, that high-value retail uses are prioritized in these areas. Low-value uses such as storage units do not provide enough value on the high-visibility land. Retail uses that encourage visitors and patrons should be promoted in this area.

The Future Land Use Plan also encourages continued industrial business park and industrial development in the northern portion of the community along Highway 65. This area already has a mainly industrial character and is an ideal location for a continuation of this land use. New residential land is diverted away from this area to prevent unnecessary interactions between incompatible land uses. Carlisle should actively pursue and support light industrial, business park and targeted industrial users in this area to help support the community’s tax base.

Transportation and Access Improvements

Carlisle is fortunate to have two major highways run through and near its border, which provide direct and efficient transportation routes to the greater Des Moines market area. As a community on the edge of the Des Moines metro’s southeastern boundary, Carlisle has the opportunity to not only serve its immediate residents, but also residents from the more rural parts of unincorporated Polk and Warren County. Carlisle will likely never have the commercial and business draw of Des Moines or West Des Moines, but there are opportunities because of its transportation system to attract key commercial and business development within the community. Maintaining the efficiency and safety of these corridors will be key to any economic development strategy in Carlisle. Continued improvements to the look and feel of Highway 5 will help to attract additional commercial / retail development to Carlisle’s main commercial corridor. Improvements to the road system in the northern portion of the community to help support light industrial, business park and industrial users will also help to maintain and attract businesses and industry to the area.

Goals, Policies & Action Items

FOSTER GROWTH AND DEVELOPMENT OF COMMERCIAL AND BUSINESS CENTERS

No	Action Item
P1	Maintain a robust incentives plan or policy that offers incentives to jobs or industry that provides good jobs or improves the quality of life for residents.
P2	Continue to work with state and county economic development partners to promote economic development in Carlisle.
P3	Reserve high visibility commercial land for high value retail uses and reserve business park/industrially designated land for new business uses that will bring positive tax revenues to the City.
P4	Preserve and enhance key transportation routes within Carlisle.
A1	Actively seek and attract new commercial users to the area near the interchange of Highway 65 and Highway 5.
A2	Improve the aesthetics of the Highway 5 corridor through streetscape improvements such as planted medians, sidewalks, lighting and street furniture.
A3	Continue to improve the safety of key intersections and crossing points on Highway 5.

GROW CARLISLE RECOMMENDATIONS

8

Focus on the long-term success of the downtown as a retail attraction and the heart of Carlisle

While Highway 5 is an important highway commercial corridor for Carlisle, the Downtown represents a unique opportunity to support a sense of place, help attract visitors to Carlisle and preserve a central gathering space for the community. Downtown revitalization should be encouraged as Carlisle continues to grow as a community.

First-Floor Occupancy

One key element of a healthy downtown is having a collection of first-floor retail, service and restaurant tenants and occupants. First-floor occupants are drivers of the experience of visitors to any downtown. First-floor occupants that provide goods and services are attractors for downtown. These businesses give people a reason to come and spend time in an area. When residential uses occupy first-floors of downtown landscapes they bring in the residents but do less to contribute to the overall vibrancy of a downtown. Whenever possible, Carlisle should encourage downtown buildings to attract and maintain retail, service or restaurant tenants downtown. Any streetscape standards or zoning overlay districts in the downtown should be designed and created to promote retail, service or restaurant first-floor occupants.



Healthy downtown first-floor occupant examples (left and right)

Facade Improvements

Facades are the exterior facing outdoor features of a community. Facade improvements can consist of things such as masonry repairs, painting, reconstruction or replacement of historic features, adding of awnings or canopies, updated signage or lighting, or replacement of features such as gutters and downspouts. Facade improvement programs provide a financial incentive to complete these updates either through direct partial payment or a non-interest loan program. Program rules could dictate the type and style of renovations deemed appropriate for a cohesive and authentic downtown feel, look and experience.

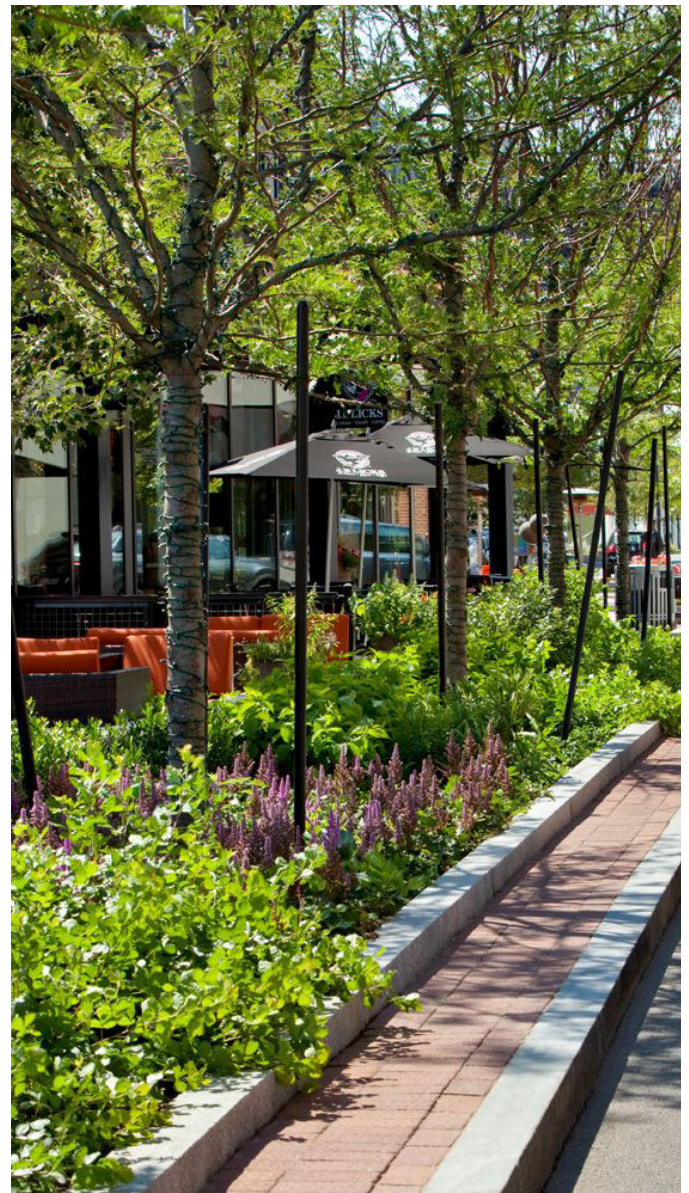


Facade Improvement examples -

8. Focus on the long-term success of the downtown as a retail attraction and the heart of Carlisle

Streetscape Enhancements

Streetscapes refer to the appearance and visuals of a street. There are strong connections between streetscape design and the overall experience of users - both vehicular and pedestrian users. Streetscape features will vary based on the size and function of a roadway. The expectations of highways are very different than the expected features of a walkable downtown street. Downtown streetscapes usually serve to slow down traffic, provide safe and efficient parking for visitors and residents, and provide a pleasant experience for pedestrians through street trees, furniture and safe intersection design, among other features. These sort of improvements increase the quality of life in all areas of a community but are especially effective in walkable commercial areas like Downtown Carlisle. When people have an enjoyable experience walking through a center or district, they may be more likely to return or want to spend extended periods of time eating outdoors, walking or shopping in an area. Any revitalization effort for Downtown Carlisle should pay special attention to streetscape enhancements.



Streetscape Improvement Examples

GROW CARLISLE RECOMMENDATIONS

Focus on the long-term success of the downtown as a retail attraction and the heart of Carlisle

Support Connection Between Downtown and Highway 5 / Summerset Trail Head

It is both a benefit and a challenge for Downtown Carlisle that its physical location is separate from Highway 5. The benefits are that the traffic is slower, the area encourages pedestrian activity and the scale of buildings is more human scale at 1 to 2 stories. Overall, while small, Downtown Carlisle feels like a separate area of the community. The challenges are that the motoring public does not see Downtown from Highway 5 and there is enough distance that people would need a special reason to make a turn onto N 1st Street to head Downtown. Downtown is also similarly separated from the popular regional Summerset Trailhead, which brings people into Carlisle but may not be bringing visitors into the Downtown specifically.

While one large sign does indicate that additional shopping and restaurants exist if one turns onto N 1st Street, cars and bicyclists must first cross a busy highway. While there is also a sidewalk on N 1st Street, the overall streetscape and experience is not especially aesthetically pleasing or interesting. Enhancing the visual draw and safety of Downtown Carlisle to this unique regional amenity will be key to re-making Downtown Carlisle as an amenity feature of the community and region. People need to know that they are close to a Downtown area to explore and likewise need places to shop and dine once they get there. Strengthening the connection between Highway 5 and the trailhead to Downtown Carlisle should be a priority of any downtown revitalization plan.



Wayfinding signage to help attract users from Highway 5 / the Summerset Trailhead to Downtown Carlisle

8. Focus on the long-term success of the downtown as a retail attraction and the heart of Carlisle

Outdoor Space & Seating

Quality outdoor spaces equipped with seating and gathering spaces are important features of a strong and vibrant downtown. More than ever, COVID-19 has shown how important quality outdoor gathering spaces are for a community. Some restaurants are only surviving in spite of social distancing because of outdoor seating and the accompanying airflow. Al fresco dining is a popular feature in many healthy downtowns. Options for additional outdoor seating, including stateries, a concept made popular during the pandemic should be explored in Carlisle. Public gathering spaces for community events or safe, outdoor social interaction should also be identified. Outdoor areas provide a safe option for gathering and community events such as concerts or festivals. Encouraging existing and future events in the Downtown will help support momentum in the Downtown. Carlisle should explore additional gathering spaces in the Downtown such as the greenspace near the intersection of Garfield Street & School.



Potential location for new outdoor gathering space in Downtown Carlisle, northwest corner of Garfield & School Street around the Carlisle Chamber of Commerce building (left) Outdoor dining / seating (right)

Goals, Policies & Action Items

FOCUS ON THE LONG-TERM SUCCESS OF THE DOWNTOWN AS A RETAIL ATTRACTION AND HEART OF CARLISLE

No	Action Item
P1	Encourage downtown buildings to be developed with first floor retail uses and upper story apartments and office uses when possible.
A1	Continue to support façade improvements for downtown buildings.
A2	Evaluate streetscape and wayfinding signage improvements that will enhance and strengthen downtown.
A3	Identify a location for a flexible downtown gathering spot that provides a parklet, event space and outdoor seating options.
A4	Work to strengthen the relationship between Downtown and Highway 5 / the Summerset Trailhead along N 1st Street to encourage visitors to and revitalization of the Downtown.

9

Plan for thoughtful and cohesive neighborhood growth

As Carlisle continues to experience residential growth over the next several decades, there are several best practices that the community can follow to help ensure the residential growth is thoughtful and creates growth that feels cohesive and organic.

Subdivision Best Practices

A comprehensive review of the community's subdivision regulations and zoning code is often a recommended step after a comprehensive planning process. This ensures that subdivision code and zoning districts correlate with the recommended goals, policies and action items included in the planning process. There are many best practices for subdivision regulation that can improve the growth and development of Carlisle now and in the future.

Subdivision improvements suited for the City of Carlisle include:

- Requiring new residential subdivisions to have sidewalk connectivity to nearby or adjacent residential areas
- Limiting the use of cul-de-sacs and dead-end streets in residential subdivisions
- Requiring streets to connect to and through existing and future neighborhoods
- Requiring new development to provide sidewalk and trail connections to adjoining neighborhoods and plan for connections to future neighborhoods.
- Requiring new development to fully be served by adequate public infrastructure including paved streets, sidewalks, trails and municipal water and sanitary sewer service
- Requiring new development to fully be served by adequate public infrastructure including paved streets, sidewalks, trails and municipal water and sanitary sewer service.
- Denying approval for rural subdivisions within the City's 2-mile extra-territorial review area that either do not meet the City's subdivision regulations or are not consistent with the Comprehensive Plan's Future Land Use Map
- Encouraging proposed rural development to annex into the City and connect to City water and sanitary sewer service



9. Plan for thoughtful and cohesive neighborhood growth

Smart Growth Principles

According to Smart Growth America, smart growth refers to the approach to development that encourages a mix of building types and uses, diverse housing and transportation options, development within existing neighborhoods, and community engagement. The approach relies on the use of ten key guiding principles, which include:

- Mix land uses
- Take advantage of compact building design
- Create a range of housing opportunities and choices
- Create walkable neighborhoods
- Foster distinctive, attractive communities with a strong sense of place
- Preserve open space, farmland, natural beauty and critical environmental areas
- Strengthen and direct development towards existing communities
- Provide a variety of transportation choices
- Make development decisions predictable, fair and cost effective
- Encourage community and stakeholder collaboration in development decisions

Collectively, applying these principles to growth and development decision-making in Carlisle will help to create a vibrant, healthy and walkable community that is attractive to residents and visitors. Many of these principles are addressed directly or indirectly throughout the community plan.



Walkable neighborhood example (top left), Community engagement (bottom left), mixed-use development (right)



Plan for thoughtful and cohesive neighborhood growth

Universal Design

The U.S. Access Board defines universal design as the process of designing products and environments for people of all ability levels, to the greatest extent possible, without the need for adaptation or specialized design. In residential development, Universal Design relates to the design of entrances, doorways, corridors, and other smaller details of home construction to ensure the home is accessible to everybody, now and in the future. There are many resources available to help homeowners understand the relevant standards and ideas for Universal Design Integration. The City of Carlisle can support Universal Design by a combination of education and incentives.

Education

- **Awareness Strategy** - develop an awareness strategy (website / mailers / social media posts).
- **Educational Materials** - develop handout materials and website reference / resource links oriented towards homeowners, remodelers, builders and developers.
- **Informational Sessions** - coordinate separate informational / instructional sessions for homeowners and builders.

Incentives

- **Forgivable Loans or Grants** - offer forgivable loans or grants for homeowners making universal design improvements.
- **Grant Funding** -when applying for development grants, incorporate requirements for the use of universal design principals. Tie city incentives or local matches to inclusion of universal design principals.
- **Update of Zoning Code** - consider creating density bonuses for multi-family residential developments, via a Special Use Permit process, and/or a reduction in permit fees to builders utilizing universal design principals. Update the zoning code to allow the above density bonuses and other minor deviations from the zoning code regulations to support universal design improvements.
- **Waive or Reduce City Fees** - waive or reduce building permit fees and other development fees for construction projects that incorporate universal design elements.



Universal Design Shower Retrofit Example (top)
Universal Design Kitchen Retrofit Example (bottom)

Universal Design Standards

Principle 1: Equitable Use
The design is useful and marketable to people with diverse abilities.

Principle 2: Flexibility in Use
The design accommodates a wide range of individual preferences and abilities.

Principle 3: Simple and Intuitive Use
Use of the design is easy to understand, regardless of the user's experience.

Principle 4: Perceptible Information
The design communicates necessary information effectively to the user.

Principle 5: Tolerance of Error
The design minimizes hazards and the adverse consequences of unintended actions.

Principle 6: Low Physical Effort
The design can be used efficiently and comfortably and with a minimum of fatigue.

Principle 7: Sized for Approach / Use
Appropriate size and space is provided to approach, reach, manipulate and use.

9. Plan for thoughtful and cohesive neighborhood growth

Goals, Policies & Action Items

PLAN FOR THOUGHTFUL AND COHESIVE NEIGHBORHOOD GROWTH

No	Action Item
P1	Require new residential subdivisions to have sidewalk connectivity to nearby or adjacent residential areas.
P2	Limit the use of cul-de-sacs and dead-end streets in residential subdivisions and require streets to connect to and through existing and future neighborhoods.
P3	Require new development to provide sidewalk and trail connections to adjoining neighborhoods and plan for connections to future neighborhoods.
P4	Seek to adhere to Smart Growth Principles in the growth and development of Carlisle.
P5	Promote the use of Universal Design standards in new development and home rehabilitation to better provide housing options for people of all ages and abilities.
P6	Require new development to fully be served by adequate public infrastructure including paved streets, sidewalks, trails and municipal water and sanitary sewer service.
P7	Require new development to fully be served by adequate public infrastructure including paved streets, sidewalks, trails and municipal water and sanitary sewer service.
P8	Deny approval for rural subdivisions within the City’s 2-mile extra-territorial review area that either do not meet the City’s subdivision regulations or are not consistent with the Comprehensive Plan’s Future Land Use Map and encourage proposed rural development to annex into the City and connect to City water and sanitary sewer service .
A1	Continue to extend and improve sidewalk connectivity throughout Carlisle.
A2	Review and update the City’s zoning and subdivision regulations to ensure they address the goals and policies of the adopted comprehensive plan.
A3	Annually review the City’s adopted Comprehensive Plan and make updates or revisions to policy and actions items as may be warranted.
A4	Update subdivision regulations to promote street and pedestrian circulation in new neighborhoods and between existing and new neighborhoods.

10.

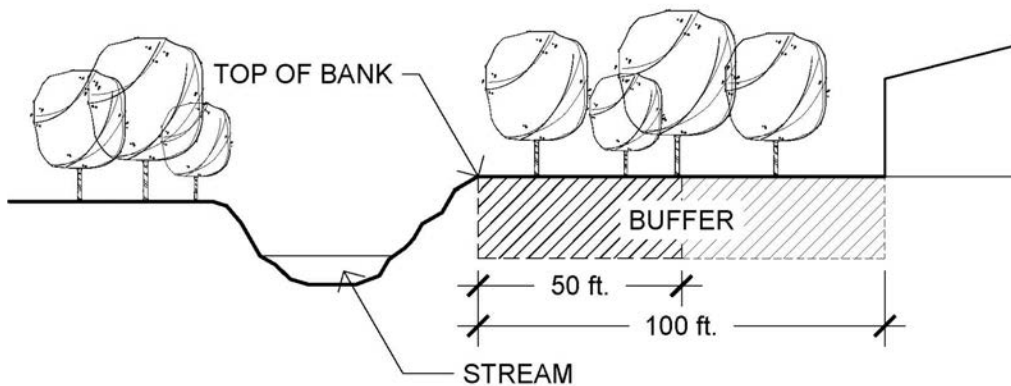
Protect natural environmental features in the community and ensure growth occurs in a sustainable and manageable manner

Carlisle is surrounded by natural features all of which play a role in how and where land around Carlisle will develop. Whether it is the Des Moines river to the north and the resulting floodplain that surrounds much of the community or the rolling farmland to the south, growth in Carlisle should occur in a way that allows for development while also preserving these key environmental features.

Stream Buffers

The area around streams are environmentally sensitive and significant. The land is sensitive to erosion through development or loss of shrubs and tree cover. Often, it is through this area where pollutants can enter the watershed through stormwater or snowmelt runoff. The area is important because when high water events or flooding does occur and water spills over the stream bank, having undeveloped land around the streams allow for better filtration and absorption of flood water. Trees, grasses and shrubbery all help to slow and capture floodwater and provide a natural way for water to be reabsorbed into the ground. To help protect streams and floodplains, many municipalities have adopted stream buffer ordinances that prohibit development within a specified distance, usually around 100 feet, on either side of certain streams. There are many model stream buffer ordinances in place throughout metro municipalities.

Figure 3.7 Stream Buffer Model Diagram



Water Conservation

Water conservation includes strategies aimed to reduce the amount of water used by increasing our water efficiency. Water conservation methods at a municipal level include education campaigns to inform residents about how to efficiently use water, outdoor watering ordinances that encourage or prohibit more than once or twice weekly lawn or landscape watering, promoting the use of rain barrels for watering, toilet replacement programs that incentivize new high-efficiency toilets, as well as monitoring and updating water conservation goals by the City.



10. Protect natural environmental features in the community and ensure growth occurs in a sustainable and manageable manner

Water Pollution

Water pollution has two main sources: point source and nonpoint source. Point source pollution can be traced to a single, identifiable source such as a wastewater treatment plant or a leaking septic system. The Environmental Protection Agency regulates point source pollution. Nonpoint source pollution comes from a wide variety of sources such as agricultural runoff or stormwater runoff and is typically harder to trace and prevent. Most water pollution prevention strategies at a municipal level include proper management of wastewater / sewage treatment for point source pollution and a list of prevention strategies for nonpoint source pollution. Nonpoint source pollution can come from oil, grease and toxic chemicals from urban runoff, excess fertilizer from agriculture and residential land, bacteria from pet waste and eroding stream banks. Certain land use regulations and education campaigns about how to avoid water pollution from households and the community sources are a key component of water pollution prevention.



Wetland Protection

Wetlands are those areas of land that are either fully or partially inundated with water for at least a portion of the year. They can range from streams, to lakes or ponds, to bogs to swamps or marshes. Wetlands are a major source of biodiversity, help with water filtration, improve water quality, are an important habitat for flora and fauna, and a popular source of recreation. Wetlands already retain protection through federal legislation that regulates their status. However, the community can go one step further and embrace wetlands in the area. High quality wetlands can be made a part of plans or designs for development such as a multi-family housing complex.









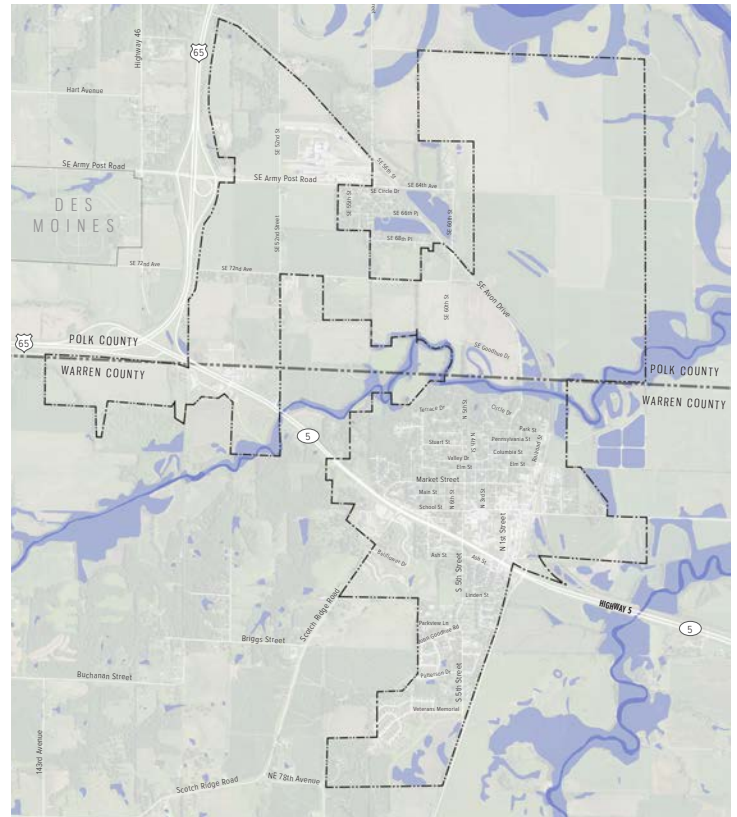
-  Carlisle City Limits
-  Nearby City Limits
-  County Line
- Wetland Types**
-  Riverine / River
-  Lacustrine / Lakes
-  Palustrine / Marsh

Figure 3.8 Designated Wetland Map (2002)



GROW CARLISLE RECOMMENDATIONS

Protect natural environmental features in the community and ensure growth occurs in a sustainable and manageable manner

Tree Preservation

Trees provide many environmental, economic and social benefits to communities. One serious threat to tree cover, especially residential tree cover, is tree diseases. For certain time periods, the tree species planted along streets were fairly homogeneous with streets filled with elm, oak or Ash trees. Over the past few decades, tree diseases or pests such as Dutch Oak Disease or the Emerald Ash Borer have devastated tree cover in communities. To avoid this fate in the future, tree species diversity should be required for any new residential development or tree plantings. Policies such as requiring that for any one tree removed for re-development, one or two more trees are planted elsewhere to make up for the loss, can help to promote best practices for urban tree cover.

Agriculture Preservation

Carlisle, especially south of town, is surrounded by agriculture. This farmland helps contribute to the rural, small-town feel enjoyed by many residents today. When you visit Carlisle, you truly feel separated from the more urbanized areas of Des Moines yet are actually closer to downtown Des Moines than many western suburbs. While it is inevitable that some farmland will be developed as Carlisle and the Des Moines region grows, it is important to remember that farmland is itself a finite natural resource. Once farmland is developed and made part of the built environment it is very unlikely the land will be used for agriculture again. Central Iowa is home to some very productive land and decisions about developing agricultural land should not be taken lightly.

Figure 3.9 Tree Cover Map (2009)

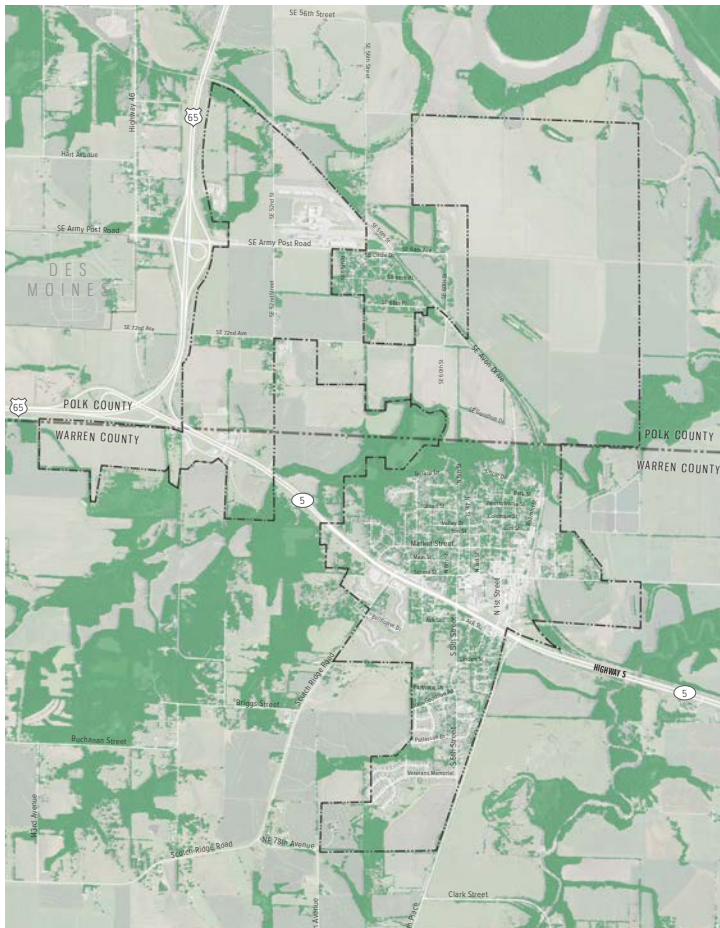
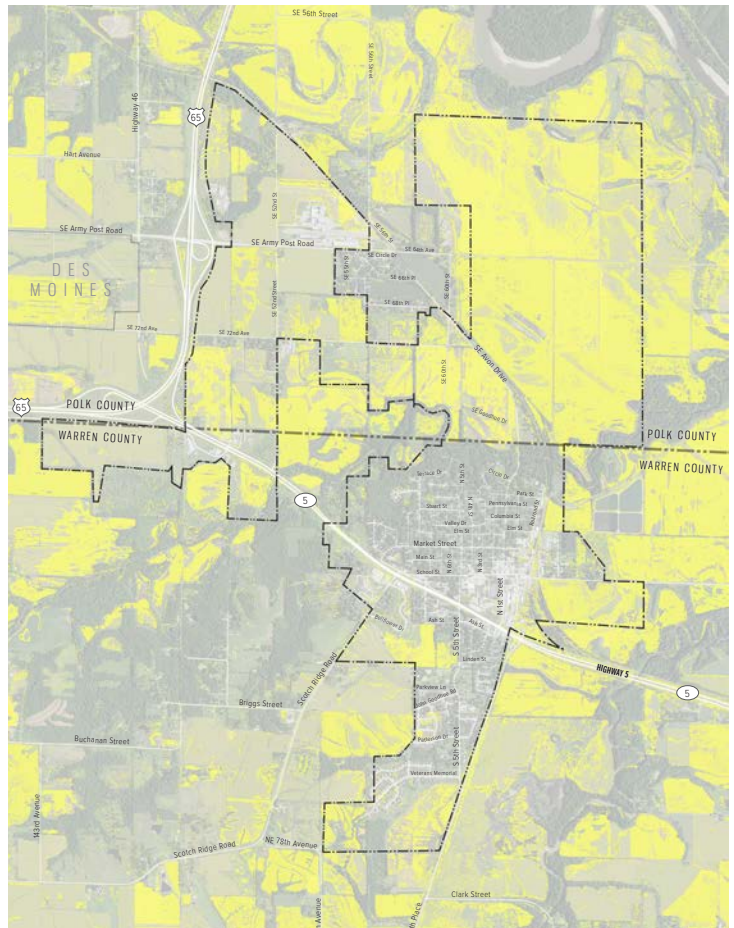


Figure 3.10 Agricultural Land (2009)



- Carlisle City Limits
- Nearby City Limits
- County Line
- Tree Cover

- Carlisle City Limits
- Nearby City Limits
- County Line
- Tree Cover

10. Protect natural environmental features in the community and ensure growth occurs in a sustainable and manageable manner

Goals, Policies & Action Items

PROTECT NATURAL ENVIRONMENTAL FEATURES IN THE COMMUNITY AND ENSURE GROWTH OCCURS IN A SUSTAINABLE AND MANAGEABLE MANNER

No	Action Item
P1	Focus residential growth only in areas identified as residential on the Future Land Use Plan to preserve key environmental features and buffer incompatible land uses.
P2	Do not approve single-family subdivisions in areas that fall within the Agriculture / Open Space category on the Future Land Use Plan.
P3	Encourage the preservation and enhancement of high-quality wetlands into valued greenspace.
P4	Protect, preserve and increase tree cover as Carlisle grows.
P5	Continue to enforce the City’s Flood Plain Regulations and prohibit new development within the 100-year or 500-year floodplain.
P6	Promote structural and non-structural stormwater management best practices for new development, redevelopment and when updating or maintaining city infrastructure.
P7	Preserve existing agricultural land within the undevelopable areas of Carlisle.
P8	Promote water conservation strategies at home and at a municipal level.
A1	Consider adopting a stream buffer ordinance to provide a 100-foot buffer around type 1 perennial streams to limit development in sensitive areas and protect property from potential flooding and stream bank erosion.
A2	Update the zoning regulations to require tree species diversity in new residential and commercial development.
A3	Educate homeowners and businesses about best practices for source point water pollution prevention.