

## **Compass Navigation Committee: Meeting #3**

*September 18, 2024*

*9:00am – 12:00pm (optional light breakfast from 8:30am – 9:00am)*

### ***Town of Crested Butte Council Chambers***

*Zoom option is available for the public. Please register here:*

[https://us02web.zoom.us/webinar/register/WN\\_h0xKc-vXQV2YAHKnBh6GKg](https://us02web.zoom.us/webinar/register/WN_h0xKc-vXQV2YAHKnBh6GKg)

### **Meeting Purpose:**

- Update on the Compass Navigation process
- Create time and space for reconciling tradeoffs and discussion
- Community Survey and Community Plan Design Charette – Key Takeaways: Understanding our interconnected policy tools

### **Meeting Agenda:**

***Optional: Networking Coffee & Muffins (8:30am – 9:00am)***

**(1) Welcome & Introductions (9:00am – 9:05am)**

**(2) Compass Navigation Updates + Q&A (9:05am – 10:00am)**

- (a) Summer Outreach Update*
- (b) Transportation Mobility Plan Implementation*
- (c) Historic Preservation Plan – Recommended Preservation Strategy*
- (d) Climate Action Plan – Action Alternatives*
- (e) Community Plan – Process Update and Success Measures*

**(3) Breakout Exercise: Understanding our Community Plan Tools (10:00am – 11:35am)**

- (a) Introduction: Design Charrette Summary and Key Takeaways*
- (b) Breakout Groups: Areas of Likely Stability, Areas of Potential Change and their toolkits*
- (c) Report Out*

**(4) Next Steps: Where We Go From Here + Q&A (11:35am – 11:45am)**

**(5) Public Comment (2 minutes per comment / adjourn at 12:00pm)**

***Optional: Compass Navigation Committee Lunch (12:00pm – 1:00pm)***

## **Meeting Materials: Packet Distributed on September 9, 2024**

### **Packet Materials**

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### ***Supporting Documents (via links)***

- Outreach Materials
  - [Navigation Survey Results](#)
  - [Block Parties Feedback Summary](#)
- Historic Preservation Plan
  - [Refined Draft Historic Preservation Plan](#)
- Climate Action Plan
  - [Proposed climate actions ranked by cost effectiveness](#)
  - [Proposed climate actions and success measures.](#)
- Community Plan
  - [Policy Review Summary](#)
  - [Economic Market Study by Hoffman Strategies Group](#)
  - [Housing Needs Assessment Phase One](#) *(Phase Two expected September 10)*
- [Crested Butte Community Compass Document](#)

## **Attachment A: Navigation Committee Roster**

*The Compass Navigation Committee is comprised of the advisory committees from the Transportation Mobility Plan (TMP), Historic Preservation Plan (HPP), Climate Action Plan (CAP), and Community Plan (CP) (formerly referred to as the Infill Plan).*

<b>Name</b>	<b>Committee Representation</b>	<b>Affiliation</b>
Ian Billick	Navigation Committee Only	Mayor
Anna Fenerty	Transportation Mobility	Town Council
Ed Schmidt	Transportation Mobility	BOZAR
Glo Cunningham	Transportation Mobility	
Cal Fenerty	Transportation Mobility	
Chris Hensley	Transportation Mobility	
Gabi Prochaska	Historic Preservation	Town Council
Mallika Magner	Historic Preservation	Mayor Pro Tem
Erik Nauman	Historic Preservation	BOZAR
Andrew Hadley	Historic Preservation	
Molly Minneman	Historic Preservation	
Andris Zobs	Historic Preservation	
Beth Goldstone	Climate Action	Town Council
Donny Davol	Climate Action	BOZAR
Nicole Blaser	Climate Action	
Gesa Michel	Climate Action	
Valeda Scribner	Climate Action	
Kent Cowherd	Community	Town Council
Roxana Alvarez Marti	Community	BOZAR
Danica Ramgoolam	Community	
Jim Starr	Community	
Jessica Welborn	Community	

### **Navigation Team – Staff Contacts**

*Please note the following Town Staff in support of the Compass Navigation Committee*

<b>Name</b>	<b>Plan Affiliation</b>	<b>Contact</b>
Troy Russ, Community Development Director	<ul style="list-style-type: none"> <li>Director for Navigation and each plan</li> </ul>	Truss@crestedbutte-co.gov
Mel Yemma, AICP, Long-Range Planner	<ul style="list-style-type: none"> <li>Project manager for Navigation (<i>please contact Mel for any Navigation Committee needs</i>)</li> <li>Plan lead for Transportation Mobility</li> <li>Plan lead for Community Plan</li> </ul>	Melyemma@crestedbutte-co.gov
Jessie Earley, Current Planning Manager	<ul style="list-style-type: none"> <li>Plan lead for Historic Preservation</li> </ul>	Jearley@crestedbutte-co.gov
Dannah Leeman, Sustainability Coordinator	<ul style="list-style-type: none"> <li>Plan lead for Climate Action</li> </ul>	Dleeman@crestedbutte-co.gov
Madison Manning, Planning Technician	<ul style="list-style-type: none"> <li>Compass Navigation support</li> <li>Plan support for Historic Preservation and Community Plan</li> </ul>	Mmanning@crestedbutte-co.gov

# **Attachment B: Compass Navigation Individual Plan Updates**

## **Compass Navigation: Summer Outreach Recap**

As part of the ongoing efforts to engage the Crested Butte community in the Compass Navigation process, a series of events were held throughout the summer to gather input and foster community dialogue. These events offered residents multiple opportunities to get informed, share their vision for the Town's future, and stay involved in the decision-making process.

**Outreach Events and Estimated Attendance:** Throughout the summer, we hosted various events designed to meet the community where they are. Below is a summary of the key events and engagement opportunities:

- **Coffee with Council:** Held on June 11, June 25, July 8, July 22, August 5, and August 19, these sessions provided residents with a casual environment to engage with Town Council members. Each session saw an estimated attendance of 1-5 people, bringing together a small yet dedicated group of community members for each discussion.
- **Town Staff Tabling Events:** Town staff held six tabling events at various locations, ranging from high-attendance gatherings like Alpenglöw to more casual settings outside the post office. These events provided opportunities for between 5-15 interactions per event, allowing staff to collect data for the census and gather 1:1 feedback on Compass Navigation planning efforts.
- **Town Block Parties:** Four block parties were hosted throughout the summer at different locations, times of day, and days of the week. Attendance at these events was strong, averaging between 50-120 people. These gatherings generated substantial feedback and fostered stronger community connections. The block parties were a highlight of the summer, drawing large crowds and fostering a sense of community. For a detailed overview of the block party activities, photos, and more, please visit [Block Party Recap](#).

**Digital Engagement:** Our digital outreach efforts also saw significant engagement:

- **E-blasts:** Since the beginning of the summer, the Town has sent bi-weekly e-blasts summarizing upcoming community engagement events, open surveys, and important public notices. Our email outreach efforts reached over 1,200 residents, with an average open rate of 45%. We have also gained 59 new subscribers to the e-blast since May of this year.
- **Social Media:** The Town executed a broad communications strategy throughout the summer to aid with outreach efforts, including paid digital marketing with Meta, consistent local advertising with flyers and the CB News, the KBUT calendar, and email marketing.

**Acknowledgment of Ambassadors:** A special thank you goes out to our community ambassadors who played a crucial role in spreading the word and encouraging participation in these events. Your efforts in connecting with residents, sharing information, and facilitating Coffee with Council sessions, block party attendance, and survey participation were invaluable to the success of this summer's outreach.

**Survey Overview:** We also conducted a community survey as part of the engagement process. The survey gathered important insights into the community's vision for Crested Butte's future and asked targeted questions on the different tools being discussed in each plan. The results for each plan will be integrated into each plan's update presentation at the meeting. Below are the overarching themes that emerged from the survey results:

- **Doing Nothing is Not an Option:** More action was generally desired to increase the things we want to see more of in our community (e.g., housing, small town feel, affordability) and to reduce the things we want to see less of (e.g., congestion, traffic, uncontrolled growth).

- **Complex Challenges Require Tailored Solutions:** The complex and interconnected challenges we face require an integrated suite of complementary tools, not blunt instruments, to reflect our community values and meet our shared goals.
- **Transportation, Climate Action, and Affordable Housing are Priorities, but not the Only Priorities:** Retaining our sense of community, reducing traffic and congestion, and reducing energy use and greenhouse gases is a must for meeting our strategic and must be prioritized alongside our quality-of-life goals for an authentic, connected, accountable and bold community.
- **Tradeoffs are Everywhere and the Devil is in the Details:** Everything should be on the table as we explore creative, innovative and flexible policy tools but we must pay close attention to the outcomes we are trying to achieve and always be on the lookout for unintended consequences (both negative and positive).

**A Connected Community:** Despite several different local and regional engagement efforts happening simultaneously over the summer, the community remains highly engaged with the issues and initiatives within the Compass Navigation umbrella and beyond. For a full summary of the survey results, please [click here](#).

## **Transportation Mobility Plan: Implementation Update**

The TMP sets a long-term roadmap to support the Community Compass goal to “de-emphasize cars and focus on walking, biking, rolling, and transit” through an approach of improving alternative mobility choices, managing parking convenience, and integrating land use with transportation. [The final TMP document can be viewed here.](#)

After a year-long community engagement process, the TMP was adopted by the Town Council on March 4, 2024, but engagement doesn’t stop at adoption. There will be several continuing community engagement opportunities to participate in TMP implementation, particularly this fall as it relates to the implementation items of pacing parking management and this winter when it comes to participating in the design of the Red Lady roundabout.

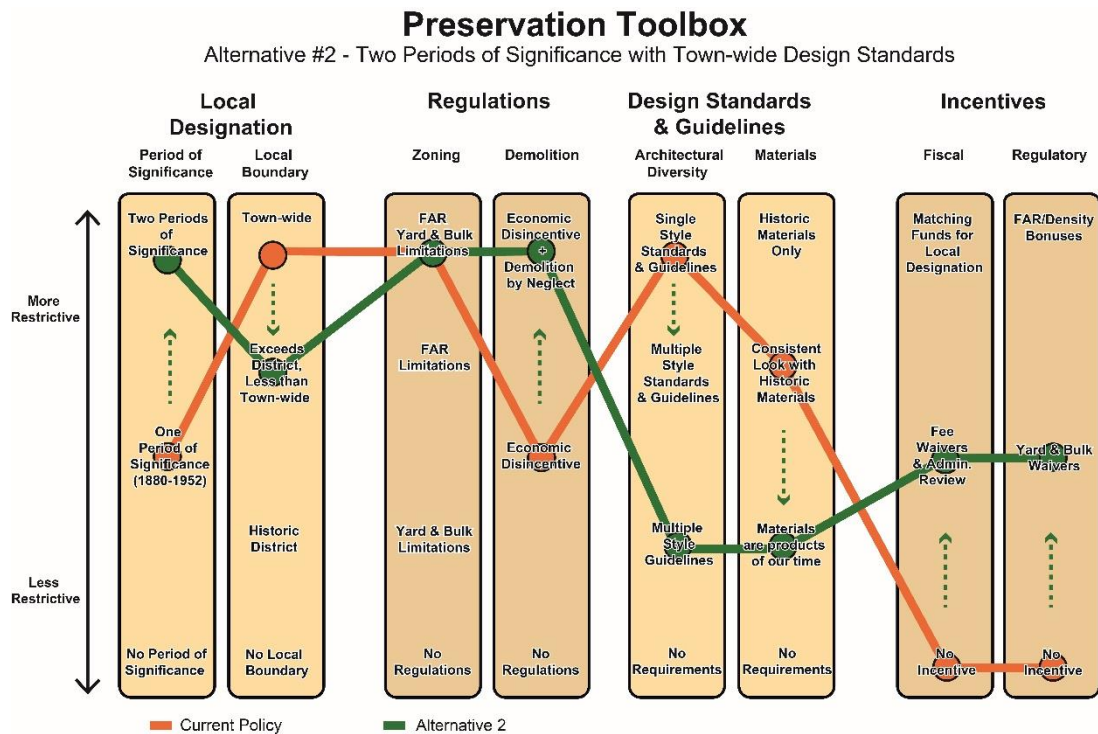
**Parking Management:** The Town Council is continuing discussions on pacing parking management implementation in the Town. They will discuss potential changes to winter parking management as it relates to neighborhood or Gunnison Valley local permits on Monday, September 16 at 6pm to discuss parking management. [The agenda and packet will be available here one week before the meeting.](#) The map below shows the current consideration for a Winter 2024 expansion to the Town’s parking management program.

**Red Lady Roundabout Design:** The Town is in process of finalizing a CDOT access permit for the improvement to the Red Lady intersection, which is tied to the expansion of the Crested Butte Community School. Once the access permit is secured, the Town will release a request for proposals this fall to initiate preliminary engineering and design of the Red Lady roundabout. This process will include a public engagement component for community feedback, which is anticipated to kick off in January.



## Historic Preservation Plan: Final Draft Plan and Recommended Preservation Strategy

At the last Navigation Committee meeting, the Draft Historic Preservation Plan was presented, which included three alternative preservation strategies. Since that meeting, the Town solicited feedback on the draft plan through a public comment period, the Navigation Survey, and a property owners meeting. Using that feedback, the HPP Advisory Committee refined the three alternatives, into one recommended strategy that is a refined version of alternative 2.



This strategy includes celebrating and preserving an additional period of the Town's history, its recreation/ski era of the 1960s-1980s, increasing demolition regulations as well as increasing financial and regulatory incentives for historic structures to better support its preservation program. Finally, the recommendation identifies a need to develop a new set of design standards and guidelines outside of the district that allow for increased design creativity in ways that are consistent with the Town's existing mass, scale, form and history of simple and modest design. Read about the recommended strategy for each toolbox column in further detail on page 26 of the draft plan at [this link](#).

This recommended strategy will be shared and discussed with the Navigation Committee at this meeting. After this meeting, the final draft will be discussed at a BOZAR and Town Council work session on October 7 the final draft will be refined and then brought to BOZAR on October 29<sup>th</sup> for consideration of a recommendation to Town Council.

## Climate Action Plan:

### Progress Update:

The Crested Butte 2030 Climate Action Plan (CAP) goal is to "act on the urgency of climate change by setting the example of what is possible for mountain communities to take responsibility for our climate impacts and strategically drive down Crested Butte's GHG emissions." This plan is a continuation of the work accomplished in the 2019 CAP and will contain a roadmap to addressing the community's GHG emissions sources.

The CAP is being developed in 4 phases under the Community Compass framework:

1. **Define the challenge and develop a goal statement to address the challenge.**
2. **Commit to a community engagement strategy.**
3. **Identify success measures.**
4. **Create alternatives and filter the solution through success measures.**
5. **Make decisions based on informed consent.**

The CAP is currently in Phase 3 of development, which includes proposing climate actions and filtering those actions through identified success measures. The graphic and table below outline the process to date. Staff sought public comment at the Compass Navigation public engagement events in Summer of 2024 as well as received ample feedback from the Compass Navigation Survey.



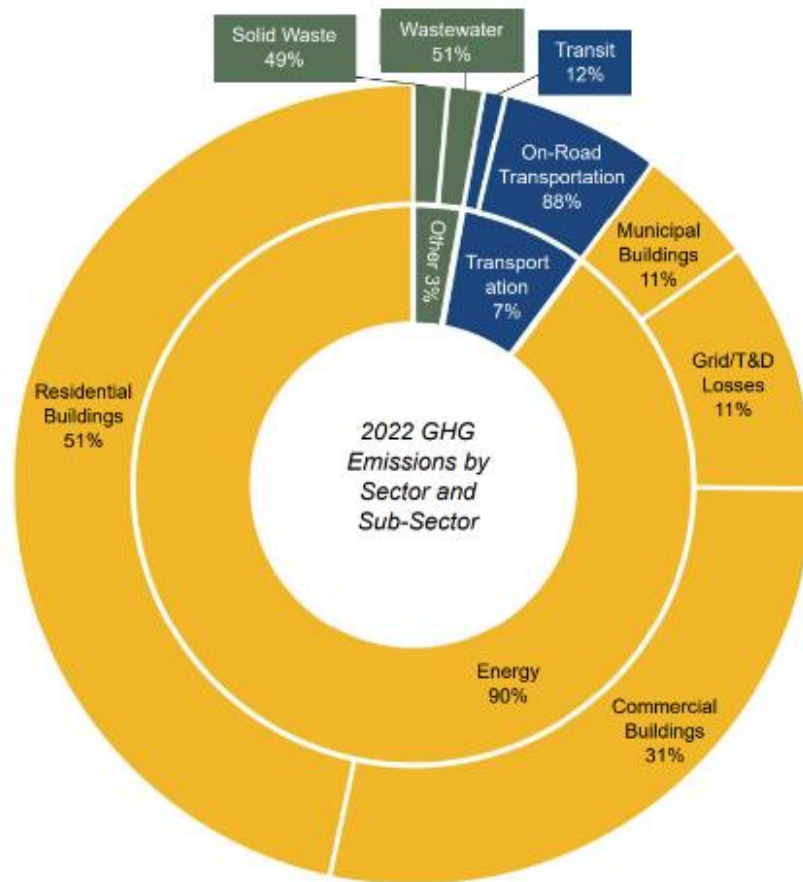
Phase 1 - Understand the challenge and the goal. 2022 GHG Emissions Inventory. (Jan – Mar 2024)	Phase 2 - Identify success measures. (Apr – May 2024)	Phase 3 – <i>Finalizing this phase</i> Develop alternatives (June – July 2024)	Phase 4 Drafting the Plan. - <i>Current Phase</i> (July – December 2024)
Community Engagement: CAP Launch Webinar (Jan 18)	CAPC Meeting #2 (Thursday, Apr 25, 3-5pm): Provide 2022	Quarterly Navigation Committee Meeting #2 (Wed, Jun 5, 9am-	CAPC Meeting #5 (Thursday, Sep 5, 3-5pm): Review proposed

<p>– an intro webinar for the community to launch the 2030 CAP planning process and likely goals of the plan.</p> <p><b>Town Council Work Session (Monday, February 5):</b> Joint work session with Town Council and BOZAR to provide overview of the CAP and Navigation process.</p> <p><b>CAPC Meeting #1 (Thursday, Feb 25 3-5pm):</b> Define the challenge and goal statement</p> <p><b>Quarterly Navigation Committee Meeting #3 (Wed, Mar 27, 9am-12pm):</b></p> <p><b>Data Analysis: 2022 GHG Emissions Inventory</b> by consultant team and staff</p>	<p>GHG Inventory overview, firm up challenge and goal statements, &amp; define success measures.</p> <p><b>CAPC Meeting #3: (Thursday, May 16, 3-5pm):</b> Firm up success measures, alternatives discussion</p>	<p><b>12pm):</b> Navigation committee meeting, emphasis on CAP alternatives</p> <p><b>Community Engagement:</b> Climate Summit (June 28)</p> <p><b>Town Council Work Session (Monday, June 17: Joint work session with Town Council and BOZAR:</b> Navigation progress and CAP success measures and alternatives</p> <p><b>CAPC Meeting #4 (Thursday, Jul 25, 3-5pm):</b> Refine alternatives with GHG modeling</p>	<p>climate actions, cost benefit analyses, and success measures</p> <p><b>Quarterly Navigation Committee Meeting #3 (Wed, Sep 11, 9am-12pm):</b> Navigation committee meeting, emphasis on Community Plan (TBD)</p> <p><b>Community Engagement:</b> <u>Climate Poetry Slam (Sep 26, 6-8 PM)</u></p> <p><u>Public Comment Period</u> Draft CAP will go out for a 30-day public comment period</p> <p><b>CAPC Meeting #6 (Thursday, Nov 14, 3-5pm):</b> Public comment review and refine draft plan</p> <p><b>Quarterly Navigation Committee Meeting #4 (Date&amp; Topic TBD)</b></p>
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## 2022 GHG Emissions Inventory Update:

The Town of Crested Butte and Brendle Group conducted a 2022 greenhouse gas (GHG) emissions inventory (EI) to inform GHG emissions reduction strategies for the 2030 Climate Action Plan. The first draft of the GHG EI calculated a 16% increase in total community emissions from 2017 levels. This increase was contributed to accounting for transmission and distribution (T&D) losses (the amount of energy lost from production plant to end use for both natural gas and electricity) in 2022. These T&D losses were not included in the 2017 methodology, resulting in what appeared to be a sharp increase in emissions.


Staff worked with Brendle Group at the request of Town Council to normalize 2017 data to include T&D losses for more comparable EI years. Following Brendle’s revisions, the draft GHG EI now shows a 5% increase in total emissions from 2017 to 2022. The images below outline the updated EI values and key findings:





**23,670 MTCO<sub>2</sub>e**  
total community  
emissions in 2022




**Significant  
methodology  
changes**  
from 2017 to  
2022



**5% increase**  
in calculated  
community  
emissions between  
2017 and 2022



**1,800 MTCO<sub>2</sub>e**  
total municipal  
emissions in  
2022, 8% of the  
community total



**Building energy  
sector**  
electricity and  
natural gas are the  
largest source of  
emissions

## CHANGE IN EMISSIONS: 2017 TO 2022

The key drivers of change in emissions between 2017 and 2022 include:



### Increased:

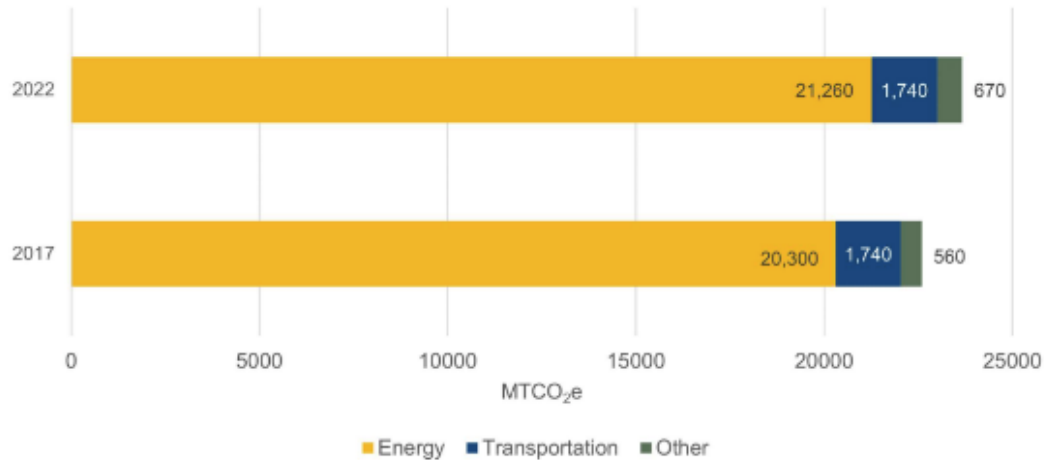
- Natural gas usage
- Vehicle miles traveled
- Solid waste generation



### Reduced:

- Electricity use
- Emissions factors (electricity, natural gas, vehicle efficiency)

Town of Crested Butte Community Emissions, 2017 and 2022



Sector	2017 (MTCO <sub>2</sub> e)	2022 (MTCO <sub>2</sub> e)	Change
<b>Energy</b>	<b>20,300</b>	<b>21,260</b>	<b>+5%</b>
Commercial Buildings	8,750	6,680	-24%
Grid / T&D Losses	1,970	2,390	+21%
Municipal Buildings	Included in Commercial	1,150	N/A
Residential Buildings	9,580	11,040	+15%
<b>Transportation</b>	<b>1,740</b>	<b>1,740</b>	<b>0%</b>
On-Road Transportation	1,740	1,530	-12%
Transit	Not calculated	210	N/A
<b>Other</b>	<b>560</b>	<b>670</b>	<b>+20%</b>
Solid Waste	240	330	+38%
Wastewater Treatment	320	330	+6%
<b>Total Emissions</b>	<b>22,600</b>	<b>23,670</b>	<b>+5%</b>

### Emissions Forecast:

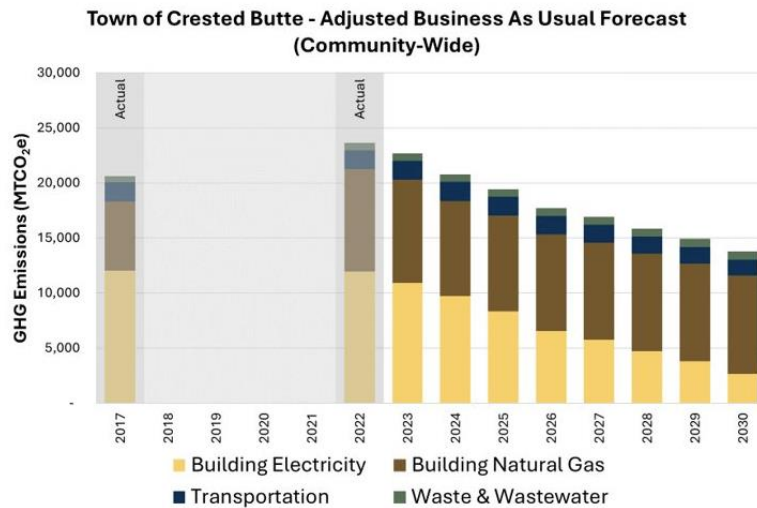
Brendle Group also conducted 2030 emissions forecast as part of the EI. This forecast, which is called an Adjusted Business as Usual (ABAU) forecast, informs the Town on how community emissions are expected to change by 2030 with the Town's current policies and programs and external forces. The most recent forecast was updated with Tri-State's announcement that it will now likely reach an 89% reduction in GHG emissions and allow for an increase in local renewable energy generation from its cooperatives by 2030. The image below outlines anticipated community emissions reduction to 2030 from 2022 levels:

# Updated Community Forecast (ABAU\*)

**Updated Aug 2024:**

**42% decrease from  
2022 by 2030**

(up from 35% based on TriState  
goals)



This significant projected emissions reduction is contributed to a few factors:

## ***Building Energy***

- Tri-State forecasting 89% reduction in emissions by 2030
- GCEA planning additional 5.2 MW of local solar by 2025
- Town of Crested Butte electric building code

## ***Transportation***

- CO Advanced Clean Cars & Trucks requiring EV sales of up to 82% by 2032
- Town of Crested Butte EV fleet transition
- Non-EV increased fuel economy

This forecast helps to inform staff, Council, and the community which additional proposed climate actions will be most meaningful to Crested Butte.

## **Proposed Action Alternatives**

Staff and Brendle Group presented draft climate actions organized into three potential strategies, also known as “alternatives”. Each alternative was modeled for GHG emissions reduction potential from 2022-2030, and Brendle provided a high-level analysis of GHG emissions reduction potential in 2030. The discussion and comments are summarized below. Please reference [CAPC Meeting Agenda #4, Attachment B](#) for a full list of community and town alternative strategies & proposed climate actions. A summary of the actions and their GHG emissions reduction potential are included below.

### ***Alternative Strategy 1: Climate Incentives***

This GHG emissions reduction strategy focuses mainly on providing community education, some programming, and providing financial or regulatory incentives to reduce community emissions. The Town will focus on being an example in its municipal GHG emissions reduction actions. With utility level GHG emissions reductions, assumed vehicle efficiencies, and proposed actions, we anticipate a 41% reduction in GHG emissions in 2030 from 2022 levels.

## Alt 1: Climate Incentives

- ✓ Focus on community education and financial or regulatory incentives to reduce emissions.
- ✓ Waste status quo.



### Building Energy Use

Sub-Sector	Is there <i>additional</i> action taken in this Alternative?	GHG Impact (2025-2030 Cumulative, MTCO <sub>2</sub> e)
Design Standards & Guidelines	Yes, but not modeled	0
New Construction Building Code	No	0
Existing Building Redesign Building Code	Yes	(1,293)
Reporting	Yes	(108)
Programs & Incentives	Yes	(241)

### Energy Supply

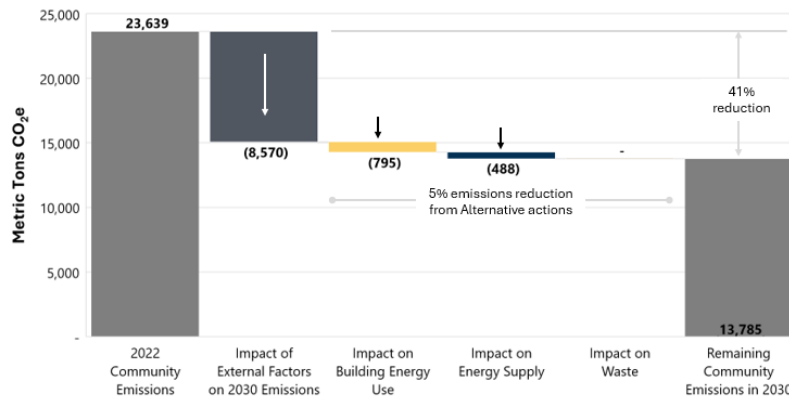
Sub-Sector	Is there <i>additional</i> action taken in this Alternative?	GHG Impact (2025-2030 Cumulative, MTCO <sub>2</sub> e)
Local Generation	Yes	(859)
Utility Generation	Yes	(679)
Advocacy	Yes, but not modeled	0

### Waste

Sub-Sector	Is there <i>additional</i> action taken in this Alternative?	GHG Impact (2025-2030 Cumulative, MTCO <sub>2</sub> e)
Waste Infrastructure	No	0
Waste Upstream	No	0
Waste Downstream	No	0
Waste Programs / Incentives	No	0

## Alt 1: Climate Incentives

Alternative Impact on 2030 Emissions - Community-Wide



### Alternative Strategy 2: Buildings-Focused Climate Action

This strategy concentrates action on our largest emissions source, buildings, and mainly existing buildings. It heavily emphasizes regulatory action and incentivization on new and existing buildings in town limits and sets the stage for Town to be a strong, bold leader in its municipal building electrification and energy efficiency. This strategy keeps current waste actions at the status quo to highlight emissions reduction potential when we focus on only our buildings. With utility level GHG emissions reductions, assumed vehicle efficiencies, and proposed actions, we anticipate a 42% reduction in GHG emissions in 2030 from 2022 levels.

## Alt 2: Buildings-Focused Climate Action

- ✓ Focus on buildings as largest emissions source, specifically existing buildings.
- ✓ Emphasis on regulatory action and incentivization.
- ✓ Waste status quo.



Building Energy Use		Actions & Impact	GHG Impact (2025-2030 Cumulative, MTCO2e)
Sub-Sector	Is there <i>additional</i> action taken in this Alternative?		
Design Standards & Guidelines	Yes, but not modeled		0
New Construction Building Code	Yes		(39)
Existing Building Redesign Building Code	Yes		(1,293)
Reporting	Yes		(301)
Programs & Incentives	Yes		(285)

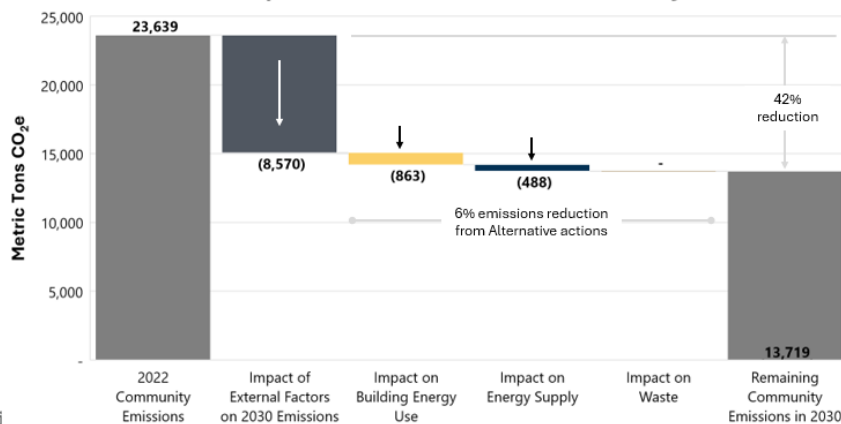
Energy Supply		Actions & Impact	GHG Impact (2025-2030 Cumulative, MTCO2e)
Sub-Sector	Is there <i>additional</i> action taken in this Alternative?		
Local Generation	Yes		(859)
Utility Generation	Yes		(679)
Advocacy	Yes, but not modeled		0

Waste		Actions & Impact	GHG Impact (2025-2030 Cumulative, MTCO2e)
Sub-Sector	Is there <i>additional</i> action taken in this Alternative?		
Waste Infrastructure	No		0
Waste Upstream	No		0
Waste Downstream	No		0
Waste Programs / Incentives	No		0

## Alt 2: Buildings-Focused Climate Action

Alternative Impact on 2030 Emissions - Community-Wide



### Alternative Strategy 3: Ambitious Climate Acceleration

This third GHG emissions reduction strategy shows the GHG emissions reduction potential should the Town “dial up” and commit to increasing its efforts across all measured community emissions sectors. This strategy ramps up building efficiency and electrification from alternative 2 and includes significantly more effort from the Town on waste reduction strategies. With utility level GHG emissions reductions, assumed vehicle efficiencies, and proposed actions, we anticipate a 45% reduction in GHG emissions in 2030 from 2022 levels.

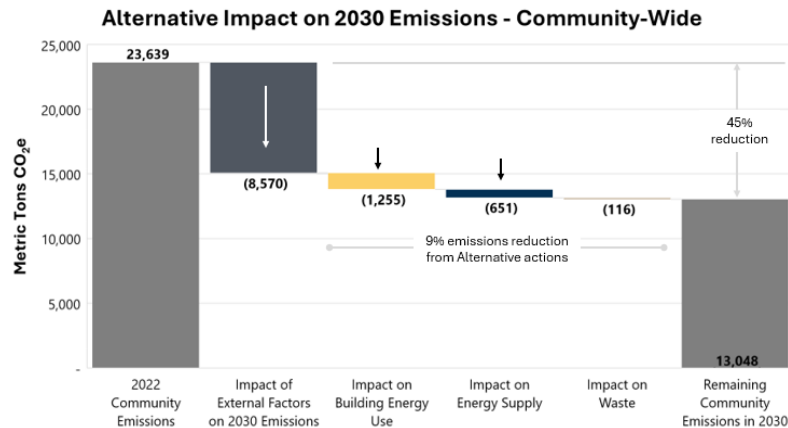
## Alt 3: Ambitious Climate Acceleration

- ✓ Dialing up across all sectors.
- ✓ Increased building efficiency and electrification.
- ✓ Increased focus on waste compared to other alternatives.



Building Energy Use		
Sub-Sector	Is there <i>additional</i> action taken in this Alternative?	GHG Impact (2025-2030 Cumulative, MTCO2e)
Design Standards & Guidelines	Yes, but not modeled	0
New Construction Building Code	Yes	(39)
Existing Building Redesign Building Code	Yes	(3,683)
Reporting	Yes	(301)
Programs & Incentives	Yes	(293)
Energy Supply		
Sub-Sector	Is there <i>additional</i> action taken in this Alternative?	GHG Impact (2025-2030 Cumulative, MTCO2e)
Local Generation	Yes	(1,673)
Utility Generation	Yes	(660)
Advocacy	Yes, but not modeled	0
Waste		
Sub-Sector	Is there <i>additional</i> action taken in this Alternative?	GHG Impact (2025-2030 Cumulative, MTCO2e)
Waste Infrastructure	Yes, but not modeled	0
Waste Upstream	Yes, but not modeled	0
Waste Downstream	Yes	(459)
Waste Programs / Incentives	Yes, but not modeled	0

## Alt 3: Ambitious Climate Acceleration



Brendle Group and staff refined these initially proposed climate action alternative strategies and agreed upon a “goldilocks” list of actions that boldly address our community’s greatest sources of emissions. These proposed actions fall under three sectors: Energy Supply, Building Energy Use, and Waste. This scenario also incorporates sectors that could minimally impact GHG emission reduction, such as some waste actions, but have been prioritized by the community’s feedback. The assessments also include Town-specific actions.

You may review the list of proposed climate actions with the links below:

- [Proposed climate actions ranked by cost effectiveness](#). This list includes all proposed climate actions for the 2030 Climate Action Plan ordered by the most cost-effective (dollars per metric ton of carbon dioxide equivalent avoided, \$/MTCO2e) to the least cost-effective actions.

- [Proposed climate actions and success measures](#). This list shows how each proposed climate action has been evaluated against the 2030 Climate Action Plan success measures and co-benefits.

## Next steps

- Brendle Group and staff will continue to refine the draft CAP
- *September 26, 6-8pm, The Eldo - Climate Poetry Slam & Open Mic Night*: The town will solicit public feedback on the proposed actions at this event and utilize this to further refine the draft CAP
- *Oct 7 – Joint BOZAR and Council Work Session*: Staff will bring to Council the drafted climate action plan and proposed actions for discussion
- *Approximately 10/18/2024* - The Draft CAP will be released to the public for a 30-day comment period

## **Community Plan: Process Update and Charrette Framing**

This Navigation meeting will provide an update on the Community Plan's process, including its challenge, goal, and draft success measures.

Then, the breakouts will provide a discussion on key takeaways and emerging alternatives from the Design Charrette. **The navigation committee is encouraged to attend the design charrette, whether through one or all of the Community Meetings or by joining the open design studio at your convenience to best inform the breakout discussions.** *An overview of the charrette and framing of the discussions are provided in this section.*

### **Process Overview:**

The CP is using a 4-step process for the Community Plan, further described below:

1. Discovery
2. Desire
3. Design
4. Discussion

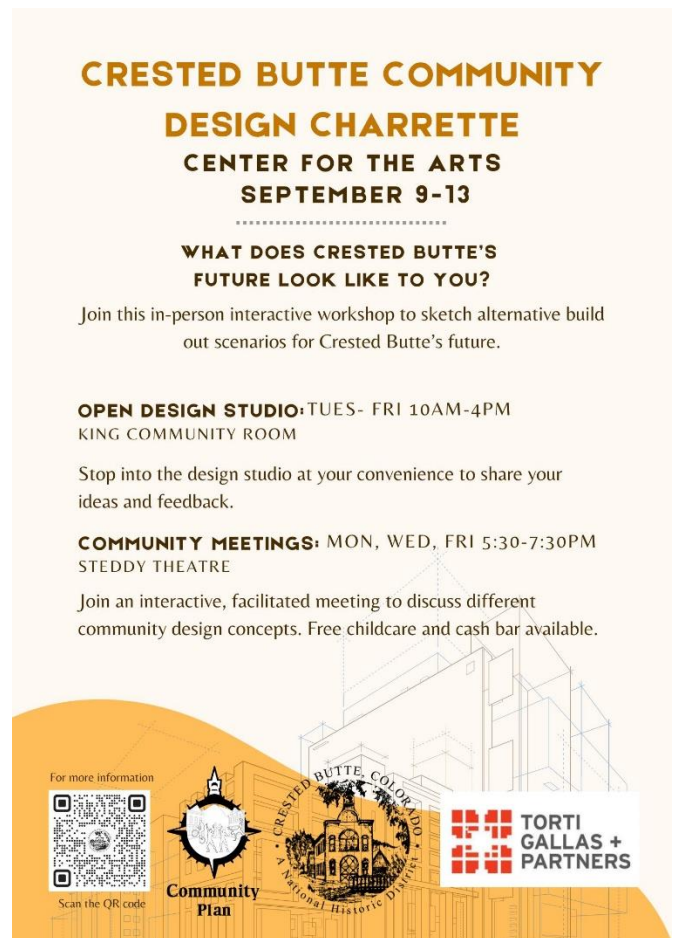
Within this process, the CP is intentionally following the Community Compass decision-making framework of:

1. Understand the challenge and define the goal. (Discovery)
2. Commit to a community engagement strategy. (Desire)
3. Develop success measures based on the community's values. (Culmination of Discovery/Desire)
4. Identify alternatives and filter them through the success measures. (Design)
5. Make decisions based on informed consent. (Discussion)

### **Recently Wrapped Up: Phase 1 Discovery and Phase 2 Desire (March – August 2024):**

**Discovery Overview:** *The CP recently wrapped up its discovery phase in conducting [policy review](#), an [economic market study](#), and reviewing the [Phase 1 Housing Needs Assessment report](#) (Phase 2 is coming soon). The culmination of the discovery phase resulted in a refined challenge and goal statement for the Community Plan:*

**Challenge Statement:** Crested Butte is at a pivotal crossroads, facing a paradox of increasing economic investment and a deepening community affordability crisis. As Crested Butte and its surrounding region grows, high land values and high construction pricing combined with current development regulations are skewing investments toward luxury uses and amenities, overshadowing and underproducing essential community needs. This results in increasing reliance on significant public subsidies for community development. Despite substantial public investment in affordable housing, the challenge persists, eroding the community's livability, functionality, and tight-knit social fabric. The consequences are compounding beyond community affordability into transportation challenges and environmental pressures, due to rising costs of living, increasing lengthening work commutes, and pushing essential goods and services down valley.



Addressing these challenges will require a regional approach, but it is crucial to identify ways to facilitate more affordable housing and essential community serving goods and services within the Town itself. Bringing housing closer to jobs and services and promoting community investments where infrastructure and amenities already exist are key pieces of the puzzle that touch on several of the Town's strategic goals. However, with limited resources, the Town cannot sustainably continue to subsidize community needs while the free-market favors investing in luxury serving amenities. A comprehensive review of the Town's development regulations is needed to realign market forces with the needs of a functional and livable community. The Community Plan offers a chance to evaluate and leverage the Town's development regulations to better balance tourism and amenities demands with the needs of Crested Butte's full-time community.

**Goal Statement:** Improve the livability, functionality, and sense of community in Crested Butte by leveraging the Town's development regulations and community resources to stimulate free market investment in affordable housing and community-serving businesses and non-profits.

**Desire Phase Overview:** *Additionally, this summer, through the Compass Navigation effort, the Town initiated a community-wide outreach campaign for the Community Plan. This outreach included stakeholder interviews with Torti Gallas and Partners, several community events including a Public Policy Forum and four neighborhood block parties, and a comprehensive Navigation survey. Each of these outreach opportunities were designed to inform the community of the challenges the Town is facing and solicit feedback on initial areas of potential change and tools to evaluate in developing the Community Plan.*

*By synthesizing the discovery data, challenge and goal statements, and initial community feedback, draft measures of success were identified to inform development of design alternatives for the Community Plan. These draft success measures will continue to be refined through feedback received by the Navigation committee, at the charrette, and subsequent outreach.*

**Draft Success Measures:**

- ✓ Ensure that new regulations and incentives align with Crested Butte's physical character, preserving the Town's mass, scale, orientation, and the integrity of the historic district and historic resources.
- ✓ Increase full-time occupancy in the Town.
- ✓ Increase the quantity, variety, distribution, and opportunities for mobility of deed restricted housing units in the Town.
- ✓ Increase opportunities for the establishment and retention of community-serving businesses within the Town.
- ✓ Strengthen social connections by maintaining or enhancing community gathering spaces in the public realm.
- ✓ Maintain rough edges and polish only when necessary.
- ✓ Support the Town's transportation mobility goals by increasing opportunities for people to live closer to where they work.
- ✓ Support the Town's climate action goals by increasing opportunities for development efficiencies.

**Current Phase: Phase 3 Design (September – November 2024):**

**Design Phase Overview:** *The current design phase will refine the success measures, followed by design alternatives for community consideration. Both the success measures and initial alternatives will be framed by synthesizing the data and analysis from the discovery phase, with the desires of the community heard through the desire phase. The design effort will include a multi-day charrette (at the*

*Crested Butte Center for the Arts from September 9-13) to physically evaluate and design initial alternatives.*

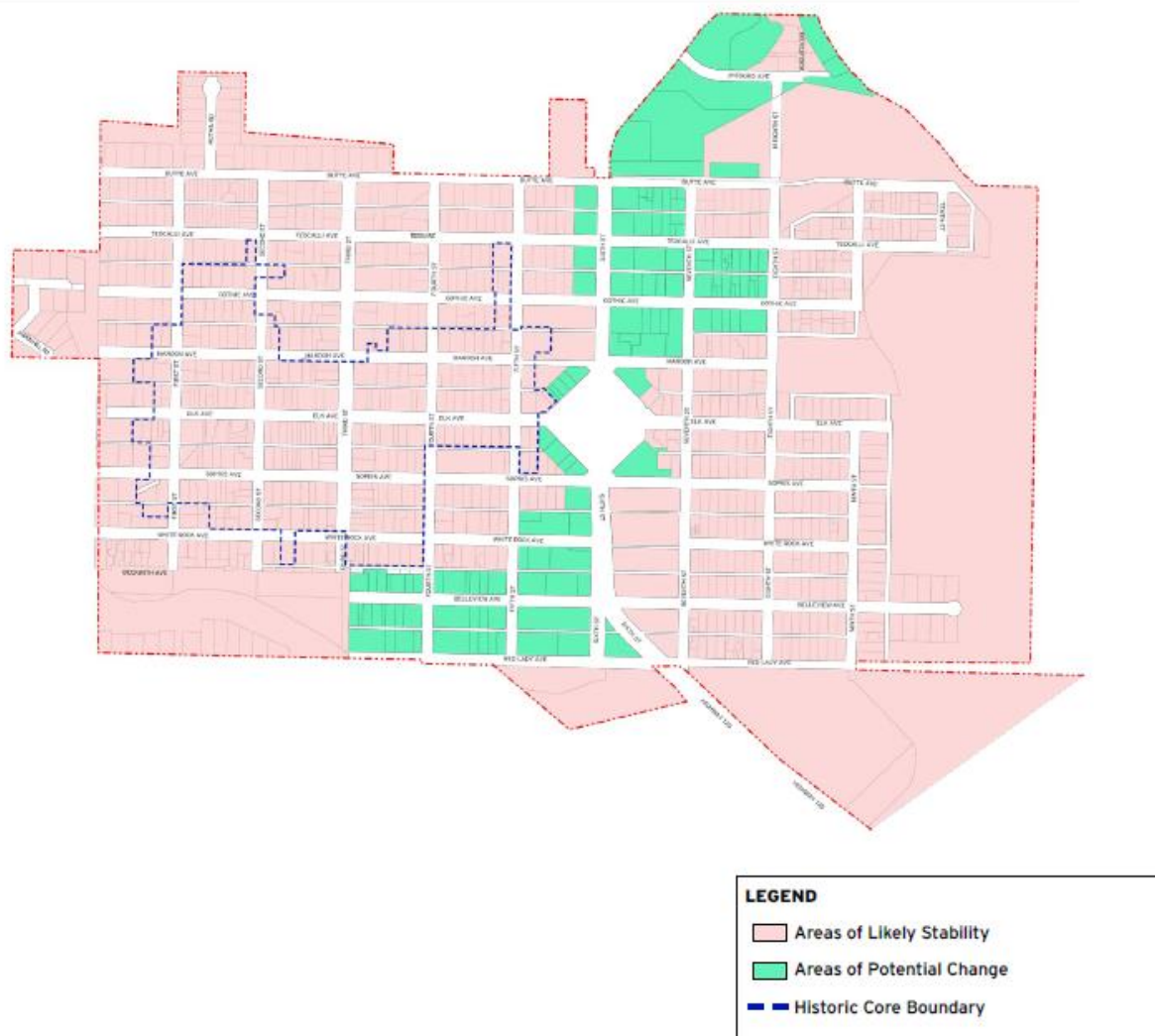
**About the Charrette:** A design charrette is an intensive, hands-on workshop that brings people together from different disciplines and backgrounds with members of the community to explore design options for a particular area. The Community Plan design charrette will bring together the community to sketch ideas on different actions or tools to consider changing in the Town's zoning code to show what they could physically look like. The charrette is a chance to bring ideas on a new housing or mixed-use development to life, or to explore what a potential additional story or different allowed building types in a certain area of town might look like. The charrette will be a week-long process from Monday, September 9 to Friday, September 13 and will contain the following program:

- **Open Design Studio: Tues – Fri from 10 am – 4 pm in the King Community Room**
  - Step into the design studio at your convenience to share your ideas and feedback.
- **Community Meetings: Mon, Wed, Fri from 5:30 – 7:30 pm in the Steddy Theatre**
  - Join an interactive, facilitated meeting to discuss different concepts. Free childcare and cash bar available.
    - Monday: Community Plan Overview, Charette Overview, and Initial Ideas Breakouts
    - Wednesday: Mid-Week Pin Up Discussion
    - Friday: Wrap Up and Initial Takeaways Discussion

The Community Plan advisory committee will additionally meet on Thursday, September 12 from 9 – 11am in the design studio to discuss emerging ideas from the charrette. The Navigation Committee will meet the week after the charrette on September 18 to discuss initial takeaways and committee members are encouraged to attend as much as the charrette as feasible to help inform the September 18 discussion.

**Charrette Framing: Areas of Stability and Potential Change:** To frame the charrette, page 31 of the Policy Review Summary identifies areas of likely stability and areas of potential change within the Town. The Town's different zone districts and neighborhoods are each unique and different parts of Town have different looks, feels, and functions. Evaluating any potential zoning change, whether regulatory or incentive focused, needs a nuanced evaluation rather than a broad brush across the entire Town. To consider potential changes, the policy review identifies different areas of the Town into areas of stability and areas of potential change as a starting point to consider evaluating and testing different zoning applications. The areas of potential change were also supported by the Navigation survey, where the top three zones prioritized for increasing affordable housing and essential goods and services include (1) Sixth Street Corridor, (2) Belleview Avenue, and (3) Slate River Subdivision.

- **Areas of Likely Stability** are areas of Town that have relatively built out potential, a very distinct character, and demonstrate a higher economic stability. As a result, these areas may not be acceptable to the community to consider changes to the zoning code. In areas of stability, smaller, incremental policies, actions, and programs can be considered to help improve and incentivize more opportunities for affordable housing.
- **Areas of Potential Change** are areas of Town that are identified as likely to experience future market driven re-development. These areas have significant build out potential in the zoning code, have economic disparity between their land values and existing building values. In these areas, larger regulatory or incentive based changes could be considered to realize a vision that is developed collaboratively with the community.



Different actions that will be explored within each area at the charrette is further described below and initial community perception to these actions can be viewed starting on page 77 of the [Navigation Survey results attachment](#). At the meeting, key takeaways as it relates to refinements of the actions including feedback received at the charrette will be shared and discussed in the breakout groups.

- **Areas of Likely Stability:** The Town’s historic core (including Elk Avenue) and lower density residential areas were identified as areas of stability as they are historic, mostly built out or stable economic conditions between the property’s land values to building value ratio and exhibit the character and feel of the community.
  - **Actions to Explore:** *There are still development opportunities within these areas of likely stability that merit exploration at the charrette, particularly to build on Crested Butte’s history of ADUs and smaller building types. These could include:*
    - Regulatory incentives for ADUs, such as increased heights, FAR bonuses for the primary building or ADU, setback adjustments, and/or reduced parking requirements
    - More flexible architectural design guidelines to simplify construction standards/costs, pre-approved building plans for ADUs, and/or streamlined approval processes

- Considering different density allowances through different building types in lower density zone districts (such as duplexes, triplexes, quads, etc.) through permitted or conditional uses.
  - Consider different density minimums in multi-family zone such as not allowing new single family homes in multi-family districts through conditional uses or elimination from the code.
  - *Additional Action Identified by Advisory Committee- Subdivision Regulation:* An additional tool to explore that was raised by the Community Plan advisory committee relates to subdivision and micro lots of existing residential lots. Adjustments to the minimum lot size and associated yard and bulk measurements could create a situation where a current residence could be subdivided to allow the sale of a micro-lot, or existing or future ADU as a primary unit. The division of property could motivate landowners to sell the small parcel property at market rates. The size of the parcel may make the new smaller lot more affordable to build on.
  - *Additional Action Identified by Council: Mobile home zone:* An additional tool to explore is to evaluate the mobile home zones to potentially allow foundations or additions in exchange for a deed restriction on the property.
- **Areas of Potential Change:** The areas of potential change in the Town represent the best opportunities to encourage community-centered development due to their location in the Town proper, their regulatory context, their redevelopment potential, and their existing site utilities. These areas include the Sixth Street Corridor/Slate River Annexation and Bellevue Avenue.
  - ***Actions to Explore: Sixth Street Corridor and Slate River Annexation:*** *The Sixth Street corridor including the adjacent Tourist zone, R4 zone, and Slate River Annexation are underutilized and highly visible assets within the Town. Given Sixth Street's role as the connector to and through town, it has the potential to provide the community-serving needs for Crested Butte. District specific requirements that regulate what uses are allowed, and how and where a building sits on a site can greatly impact the feasibility of whether it is built or not. Potential actions to explore in this area include:*
    - Taking into consideration site and land use factors, maximum lot coverages, minimum open space requirements, and parking requirements can be reconsidered to maximize the land value in the center of town with mixed-use development. This could mean allowing bigger buildings (more FAR, not taller) in exchange for deed restricted housing or commercial space.
    - Building height bonuses and FAR adjustments can also be considered to both protect views and neighborhood character, while also allowing greater flexibility and build out potential. This could mean allowing taller buildings in certain areas in exchange for deed restricted housing or commercial space.
    - Adjusting land uses (by modifying permitted and conditional use allowances) can be a tool to leverage to serve community-serving needs.
    - Stronger inclusionary zoning requirements (through the Town's ROAH program) could help require more deed restricted units based on the size of a building or jobs generated by development.
    - More flexible architectural design guidelines could simplify construction standards and costs.

- In addition to these regulatory tools, financial incentives through public/private partnerships, or other programmatic tools, such as incubator space and programs should be explored in these areas to complement the regulatory framework.
- Additional Action identified by Town Council: An additional tool or program to explore includes land banking opportunities as well as beginning to plan for potential development or redevelopment opportunities of Town-owned properties (such as projects identified in the [Town's facilities plan](#)) to develop incubator spaces, mixed-used spaces or other programmatic areas to support community serving businesses and non-profits.
- *Bellevue Avenue: Bellevue is recommended to explore the same actions as listed above for Sixth Street and the Slate River Annexation, with one notable difference regarding exploring heights. Due to this area's site constraints and location, an increase in allowable height would provide an economic incentive for mixed-use buildings that would not block views, as Bellevue abuts the bench and Gibson Ridge.*

**Looking Ahead: Phase 4 Discussion (December 2024 – March 2025):** The fourth phase of discussion will focus on vetting alternative development scenarios with the community, which will lead to the creation of the draft plan document. The fourth Navigation Committee is anticipated to occur prior to the publication of the draft plan, for the committee to vet the refined alternatives.

Additional community outreach will occur in this phase to solicit feedback on the draft plan. Once the plan is refined, finalized, and adopted, the Town will use recommendations from the plan to begin the process of updating its subdivision regulations, zoning code (including the design standards and guidelines), and the building code.