

**Community Values**

*Authentic*

*Connected*

*Accountable*

*Bold*

**Town Council**

**5-year Goals:**

*Approach community challenges through active collaboration and public engagement.*

*Accommodate growth in a way that maintains our rural feel.*

*Enable people who live and work here to thrive.*

*Retain the unique character and traditions of Crested Butte.*

*De-emphasize cars and focus on walking, biking, and transit.*

*Continue to passionately care for our natural surroundings and forever protect Red Lady.*

*Act on the urgency of climate change and prepare for the changes we expect from it.*

*Critical to our success is an engaged community and knowledgeable and experienced staff.*

**AGENDA**  
**Town of Crested Butte**  
**Regular Town Council Meeting**  
**Town Council Chambers**  
**507 Maroon Ave; Crested Butte, CO**  
**Monday, March 3, 2025**

Meeting information to connect remotely:  
<https://us02web.zoom.us/j/81234077341>

Join via audio: +1 719 359 4580 US +1 253 205 0468 US +1 669 444 9171 US +1 305 224 1968 US +1 309 205 3325 US +1 360 209 5623 US +1 386 347 5053 US +1 507 473 4847 US +1 564 217 2000 US +1 646 931 3860 US +1 689 278 1000 US  
Webinar ID: 812 3407 7341

*Public comments may be submitted at any time to the entire Council via email at [towncouncil@crestedbutte-co.gov](mailto:towncouncil@crestedbutte-co.gov).*

*The times are approximate. The meeting may move faster or slower than expected.*

**6:00 WORK SESSION**

1) Readiness for Electric Vehicle Plan Mt. Crested Butte/Crested Butte (REV Plan) Updates.

*Staff Contact: Sustainability Coordinator Dannah Leeman Gore*

**6:40** 2) Annual Review of Traffic Calming and Parking Management.

*Staff Contact: Special Projects Troy Russ and Interim Community Development Director Mel Yemma*

**7:00 REGULAR TOWN COUNCIL MEETING CALLED TO ORDER BY MAYOR OR MAYOR PRO-TEM**

**7:02 APPROVAL OF AGENDA**

**7:03 CONSENT AGENDA**

1) February 3, 2025 Regular Town Council Meeting Minutes.

*Staff Contact: Town Clerk Lynelle Stanford*

2) Selection of WRAP Contractor.

*Staff Contact: Public Works Director Shea Earley*

3) (First Reading) Ordinance No. 2, Series 2025 - An Ordinance of the Crested Butte Town Council Amending the Crested Butte Municipal Code, Adding Chapter 18, Article 5.5 and Adopting by Reference the Colorado Model Electric Ready and Solar Ready Code, and Amending Sections of Chapter 18 to Make Consistent with the Colorado Model Electric Ready and Solar Ready Code.

*Staff Contact: Special Projects Troy Russ and Building Inspector Astrid Matison*

4) Gunnison County and CO-135 Comprehensive Safety Plan Adoption.

*Staff Contact: Special Projects Troy Russ*

5) Residential Solid Waste Provider Selection.

*Staff Contact: Public Works Director Shea Earley and Sustainability Coordinator Dannah Leeman Gore*

*The listing under Consent Agenda is a group of items to be acted on with a single motion. The Consent Agenda is designed to expedite Council business. Council members may request that an item be removed from Consent Agenda prior to the Council's vote. Items removed from the Consent Agenda will be considered under New Business.*

**7:05 PUBLIC COMMENT**

*The public has the opportunity to comment during the public comment period at the beginning of every regular Council meeting. At this time people may speak for up to five minutes on any topic that is not on the agenda. The Mayor may limit public comments to no more than three minutes if it appears there will be many comments on a similar topic. The public comment period is a time for the Council to listen to the people. Council generally should not engage in a two-way conversation at this time nor should the Council feel compelled to respond to the comments. If Council chooses to discuss or take action on a subject brought up during Public Comment that discussion should be held at the end of the Council meeting under "Other Business to Come Before the Council."*

**7:10 STAFF UPDATES**

**7:15 LEGAL MATTERS**

**7:20 NEW BUSINESS**

1) Recap on Paradise Park Workforce Rental Housing Lottery of January 22<sup>nd</sup>, 2025.

*Staff Contact: Housing Director Erin Ganser*

**8:00** 2) GCEA Presentation on the Oh Be Joyful Solar Array.

*Staff Contact: Sustainability Coordinator Dannah Leeman Gore*

**8:30** 3) Appointment of a Council Member to PROST Plan Advisory Committee. 2  
*Staff Contact: PROST Director Janna Hansen*

**8:42** **COUNCIL REPORTS AND COMMITTEE UPDATES**

**8:45** **OTHER BUSINESS TO COME BEFORE THE COUNCIL**

**8:50** **DISCUSSION OF SCHEDULING FUTURE WORK SESSION TOPICS AND COUNCIL MEETING SCHEDULE**

- Monday, March 17, 2025 - 6:00PM Work Session - 7:00PM Regular Council
- Monday, April 7, 2025 - 6:00PM Work Session - 7:00PM Regular Council
- Monday, April 21, 2025 - 6:00PM Work Session - 7:00PM Regular Council

**9:00** **ADJOURNMENT**



Staff Report  
March 3, 2025

**To:** Mayor and Town Council

**Prepared By:** Dannah Leeman Gore, Sustainability Coordinator

**Subject:** Readiness for Electric Vehicles Plan Mt. Crested Butte/Crested Butte (REV Plan) Updates

**Summary:**

The purpose of this work session is for Town Council to provide feedback on the most recent draft of the Readiness for Electric Vehicles Mt. Crested Butte/Crested Butte Plan (hereto referred to as the REV Plan), formerly titled the “North Gunnison Valley Electric Vehicle Readiness and Infrastructure Plan”, following suggested revisions from Crested Butte’s Town Council meeting on Dec. 2, 2024, Mt. Crested Butte’s Dec. 17 Town Council meeting, and stakeholder input.

**Background:**

*What is a REV Plan?*

The “Readiness for Electric Vehicles Plan Mt. Crested Butte/Crested Butte”, or REV Plan, is a guiding, strategic document that outlines goals and strategies to support an expected increase in regional and visitor EV adoption and inform planners of data points such as: anticipated EV adoption over time, public charging utilization rates and origin of EV drivers, barriers to adopting EVs, strategies to accommodate EV drivers and EV infrastructure, and potential funding sources. The purpose and goals of this plan are:

- **Purpose:** “...to complement regional low-carbon transportation strategies and align with a “park once, then walk, roll, bus, or bike” mentality that is supported by robust public transit services and bicycle infrastructure. However, the reality of living in or visiting mountain communities is that, sometimes, a vehicle is necessary. The purpose of this plan is to ensure that when driving a vehicle is unavoidable, our communities will have the infrastructure, policy, and knowledge to allow that vehicle to be all-electric.”
- **Goal:** The Towns of Mt. Crested Butte and Crested Butte will lead by example in advancing electric vehicle readiness and align with Colorado’s ambitious EV goals. The Towns will prepare for widespread EV adoption by improving the accessibility and convenience of EV ownership and use for community members, fleets, and visitors. EV readiness efforts will be implemented in a way that complements regional low-carbon transportation strategies and meets the unique needs of the North Gunnison Valley.

### *Why is the Town participating in this plan?*

Marketing and sales of electric vehicles are increasing. Despite the federal administration change and sudden policy shifts, the state of Colorado has a 2023 Colorado Electric Vehicle Plan that includes a target of 940,000 light duty EVs on the road by 2030. Additionally, the Colorado Clean Cars standard, enacted in 2023, requires that EVs must make up 82% of dealer lots by 2032. In the third quarter of 2024, 28% of all new light-duty vehicles sold in Colorado were EVs (Colorado Auto Dealers Association, October 2024).

In November of 2023, the Town of Mt. Crested Butte (“Mt. Crested Butte”) approached the Town of Crested Butte (the “Town”) to engage in a joint, “North Valley” Electric Vehicle (EV) Readiness Plan, as Mt. Crested Butte was preparing to identify both fleet electrification and public charging strategies for their jurisdiction.

The Town of Crested Butte has two strategic goals in existing plans that support the jurisdictional collaboration of this plan:

- **2019 Climate Action Plan:**
  - o “Increase electric vehicle (EV) adoption through education, charging stations, and prioritized parking”
- **Transportation Mobility Plan (TMP):**
  - o “Incentivize electric vehicle chargers at trip origins”
  - o “Provide space for future public charging needs”

The Town already has an established ethos and strategy for addressing traffic and electric vehicles in our community through the TMP. More broadly, the Town is seeking to retain a “park once” environment, meaning that if someone drives here, the hope is that folks may walk, bike, bus, or roll to additional destinations. The TMP also instructs the town to consider incentivizing EV charging infrastructure at “origin” destinations to facilitate home or short-term rental charging rather than dedicating public space and funding to installing additional chargers, as at-home charging is likely to dominate EV charging needs in the future. Mt. Crested Butte is an “origin” destination for Crested Butte. Many of our visitors, who drive a significant portion of EV traffic in the northern Gunnison valley, stay in Mt. Crested Butte during their visit. Staff felt it was critical and prudent to collaborate on a regional strategy to address the forecasted increase in EV traffic and meet the unique needs of the northern Gunnison valley rather than risk the two communities having widely different EV approaches.

### **Previous Council Action:**

*Crested Butte Town Council (Dec. 2):*

During the Dec. 2 Crested Butte Town Council work session, Council members shared the following feedback on the draft EV Readiness Plan:

- Concerns around:
  - o EV infrastructure needs – Council asked staff to reframe recommendations and provide metrics that support GCEA informing the region when more charging infrastructure may be necessary.
  - o The definition of “underserved communities” and how the plan intends to address this population.

- The possible costs of facilitating jurisdictional events and outreach.
- A desire to see acknowledgement the shift in federal administration and change in possible funding opportunities.
- Consideration for how code changes can support fractional car ownership, or “car-sharing”.
- Asked staff to rethink recommendations or timelines on transitions to electric busses.
- Consider how we address EV home charging incentive programs for those who may not have the right place to park (i.e, garage or private parking)
- Recommendation to shorten the plan where possible

#### *Mt. Crested Butte Town Council (Dec. 17)*

During Mt. Crested Butte’s regular Town Council meeting on Dec. 17, 2024, Council shared the following feedback:

- Also discussed GCEA taking the lead and providing metrics on when more infrastructure is needed due to low charging utilization in the area.
- Requested additional metrics for tracking success and more Mt. Crested Butte specific recommendations for infrastructure and fleet electrification
- Supportive of at-home and “origin” strategies and recognized the importance of STRs and lodging adopting more charging infrastructure.
- Wanted to see stronger recommendations around Level 3 charging (also known as “DC Fast Charging”) in anticipation that this type of charging will become more popular.
- Recommendation to shorten the plan where possible

#### **REV Plan Mt. Crested Butte/Crested Butte Updates:**

Based on Town Council feedback from both jurisdictions, stakeholder feedback, and staff recommended revisions to the REV plan, staff worked with Brendle Group, the plan consultant, to incorporate the following changes:

- While the plan still estimates the likely amount of public charging needed to support local EV owners by 2030, it very clearly calls out that the region will work with GCEA to inform the communities when more public EV charging infrastructure is needed. Easily trackable metrics have been identified (p. 21), such as:
  - **Peak Demand** - the percentage of plugs that are in use during the one hour of highest usage in a year’s time
  - **Growth Rate:** the growth of EV adoption and/or charger utilization
  - **EV Driver Feedback:** increases in comments about lower charger availability and long wait times via popular EV driver applications
- Actions were reframed to be more opportunistic, and no implementation timeline is indicated. Rather, key metrics will be evaluated as needed to inform implementation with a heavy reliance on GCEA to inform the jurisdictions when more charging could be necessary.
- Recommendations on regional electric carshare and how code updates could support fractional car ownership are now included under the “Electrified Mobility (M) section (p. 28).
- Outreach and education strategies focus on partnership opportunities rather than standalone outreach.

- Questions framed around “underserved communities” were reframed into the question: “how does this increase charging access for the community?” (**Appendix D**).
- Action details deemed more relevant for implementation staff were appended into **Appendix E. Action Details**. This shortened the REV Plan body to 36 pages.
- Staff conducted a community survey regarding EV ownership and adoption. A summary of these results are now incorporated into the “Understanding Existing and Potential EV Drivers in the Region” section of the plan body and in **Appendix B. Community and Stakeholder Engagement**.

#### **Climate Impact:**

EVs improve local, street-level air quality because of their low-to-no tailpipe emissions. The decrease in emissions from EV conversion and EV charging will continue to compound as Tri-state continues to reduce carbon emissions with electricity generation to 2030.

#### **Financial Impact:**

The total cost of this project is \$38,839.50. The Towns received grant funding in the amount of \$28,877.00 through the CEO Local Government Electric Vehicle Readiness Planning Grant program. The remaining \$9,962.5 match requirement is shared equally between the two jurisdictions at \$4,981.25 each. Implementation costs will be evaluated as EV projects are identified through this plan and other regional planning efforts.

#### **Recommendation:**

Council members should review the “Readiness for Electric Vehicles (**REV**) Plan Mt. Crested Butte/Crested Butte” (attached) and utilize the work session to provide ask additional questions or provide comments on the plan so staff may make final modifications before proposing adoption.

#### **Attachments:**

- Draft “Readiness for Electric Vehicles (REV) Plan Mt. Crested Butte/Crested Butte”





## Staff Report

March 3, 2025

**To:** Mayor and Town Council

**Prepared By:** Troy Russ, Special Projects / Senior Community Development Advisor

**Thru:** Mel Yemma, Interim Community Development Director

**Subject:** **Work Session:** Summer 2024/Winter 2024-2025 - Traffic Calming/Parking Management Update

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### Summary:

Growth in vehicle traffic is eroding the pedestrian-first charm of Crested Butte and is a major contributor to greenhouse gas (GHG) emissions in the Valley. The Community Compass and the Town's Transportation Mobility PlanTMP outline intentional actions aimed to invest in transit, mitigate growth in vehicle traffic, protect the Town's pedestrian and townie experience, and lessen the environmental impacts associated with vehicle emissions.

The goal of the TMP is to keep Crested Butte a pedestrian and townie-first community by deemphasizing cars and focusing on walking, rolling, biking, and transit. The TMP is a long-range roadmap of actions that stem from three separate but integrated strategies:

- Improving transportation choices
- Managing parking convenience
- Integrating land use and transportation

Implementing the recommendations of the TMP requires continued community engagement to make sure the TMP's recommendations are implemented in a way that is aligned with the community's expectations and values.

This work session is the Town Council's annual review of Crested Butte's traffic calming and parking management programs. Each year the Town Council will be presented data and community feedback from the previous year's traffic calming and parking management actions, so the programs can be continuously fine-tuned to ensure they address the original intentions of the TMP.

### Previous Council Action:

There have been five previous Town Council actions that have framed this 2025 traffic calming and parking management work session.

- 1) The Crested Butte Community Compass adoption – November 7, 2022
- 2) The Crested Butte Transportation Mobility Plan (TMP) adoption – March 4, 2024
- 3) Crested Butte – Traffic Calming Policy adoption and Summer 2024 Program approval – April 1, 2024
- 4) Crested Butte – 2024/25 Parking Management Programs:
  - a. Summer Program approval – May 6, 2024
  - b. Winter Program approval – September 16, 2024.

### **Background:**

The adoptions of the Community Compass and the TMP installed a value-based decision-making framework, where the Town actively engages the community on transportation decisions from “concept through construction”.

Two specific recommendations from the TMP, traffic calming and parking management, were intended to address the dynamic livability challenges associated with increasing single occupant vehicles impacting the Town, speeding traffic and over-parked neighborhoods. Both programs were intended to address these challenges incrementally as they emerge or change over time. For example, traffic calming was needed on Maroon and Sopris Avenues when Elk Avenue operated as a one-way street and additional vehicles were required to navigate these parallel streets. The need for traffic calming on both of those streets diminished once Elk Avenue was converted back to a two-way street and traffic volumes returned to their historic levels.

This annual review of the Town’s traffic calming and parking management programs provides the Town Council the ability to review the previous year’s actions and to make necessary changes based on data and community feedback to ensure each effort can address any unintended outcomes and continue to meet the intentions of the TMP.

**Traffic Calming** - The Town’s adopted traffic calming policy has two criteria outlining how the Town manages seasonal traffic challenges annually on its residentially zoned streets using its 47 flowerboxes, 10 mid-block crosswalk signs, and its 23 mid-block “pop-up” speed limit signs. Note the complete Traffic Calming Policy is provided as an attachment to this report.

- Residentially zoned streets with the following two criteria:
  - i. An 85<sup>th</sup> percentile speed exceeding the posted speed limit.
  - ii. An average daily traffic (ADT) minimum of 300 cars per day
- Residentially zoned streets with one, or both, of the following criteria
  - i. Residential units fronting the street.
  - ii. School, park, or public use fronting the street.

These criteria are supported by a scoring system designed to identify which residential streets in town are facing the most difficult situations and prioritizes the distribution of Crested Butte’s limited traffic calming resources.

- Distribution Priority Methodology
  - i. Speed Data: 85<sup>th</sup> percentile speeds exceed the posted speed, 5 points per 1 mph from 16 to 20 mph and 5 points per 1 mph > 20 mph
  - ii. Average Daily Traffic: 10 points per 100 vehicles over 300 vehicles a day. Max 50 points
  - iii. Public use: 10 points within 300 feet of a school, park, or public venue
  - iv. A minimum of 45 points is needed.

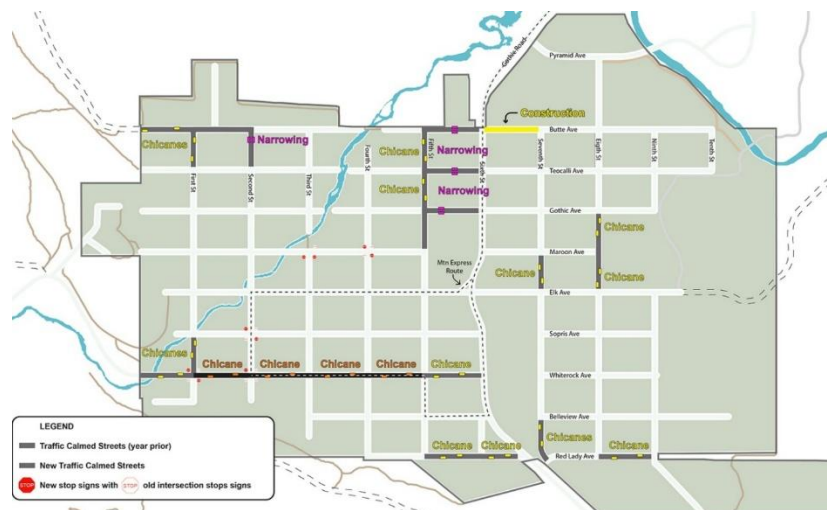


The Town's Traffic Calming Policy balances this technical approach to distributing its limited traffic calming resources with a commonsense criterion of activity monitoring the changes in travel patterns that wouldn't be captured in the data collected the previous summer. These include:

- Neighborhood Stability. These items evaluated annually should be weighed in the final determination of traffic calming resource distribution and warrant traffic calming measures regardless of the minimum criteria listed above.
  - i. Street impacted by regional traffic (Example: Kebler Road impacts on Whiterock)
  - ii. Streets impacted by traffic diverted from traffic calming measures.
  - iii. Streets impacted by traffic diverted from road or wet utility construction.
  - iv. Traffic anticipated from new residential construction (Example: Butte Avenue from Mineral Point in 2025/26)

Lastly, the Traffic Calming Policy follows the Town's decision-making framework, outlined in the Compass, and actively engages the community for an annual review of the program to gather feedback and hear what is working and what needs improvements.

During the summer of 2024, the Town distributed its traffic calming resources according to the new Traffic Calming Policy for the first time. The adjacent map shows the 2024 traffic calming measure distribution. Note, stop signs, while not considered traffic calming measures (they are traffic control devices) were added to five intersections: Fourth/Maroon, Third/Maroon, Second/Sopris, Second/Whiterock, and First/Whiterock.



**Data** - The performance of the 2024 traffic calming measures was not evaluated as the Town Council did not budget money for utilization of a third-party big data mobility provider (Streetlight). That said, staff previously analyzed the effectiveness of the chicane configuration and found they reduce traffic speeds by 2-4 mph. Staff assumed the street narrowing configuration used on Butte, Teocalli, and Gothic is more effective at speed reduction as it requires a yield condition which requires motorists to slow down.

Two challenges occurred in the summer of 2024 which delayed the distribution of the Town's flowerboxes.

- 1) Road reconstruction of Eighth Street and Elk Avenue (east of Sixth)
- 2) Supply chain issues in obtaining necessary Manual on Uniform Traffic Control Devices (MUTCD) "divert signs"

**Public Comment** - Staff did not observe, or hear from the community, that any unintended impact occurred with traffic being displaced to adjacent streets from the 2024 traffic calming plan.

However, staff did respond to several citizen concerns regarding the placement of a chicane on Red Lady Avenue between Seventh and Eighth at the Crested Butte Community School entrance. Their concerns were that placing traffic calming devices so close to the entrance contributed to congestion around the school. The chicane was removed from that block.

Staff did get complaints regarding the impact of the Eighth Street construction, channeling additional traffic to Butte Avenue. Butte Avenue was the only consistently open connection to Paradise Park during the reconstruction project. Butte Avenue residents asked for more traffic calming devices to mitigate the increase in traffic.

Additionally, staff facilitated a “transportation station” at the four Compass Navigation summer block parties to gather additional community feedback on the Town’s traffic calming and parking management programs.

The summary of community feedback gathered at the block parties is included as an attachment to this staff report. In the summary report, you will find a mix of community concerns and compliments regarding the town’s traffic calming initiatives. Some concerns were raised that the devices are dangerous and add speed to the residential streets, while other comments received emphasized appreciation and requests for additional flowerboxes to be distributed on their streets.

For the record, there is no evidence the flower boxes increase the overall travel speeds on a roadway. That said, staff does not doubt that there are occasional situations where a motorist may increase their speed to avoid a conflict. As for crash data, there were no reported incidents of a collision involving a flowerbox from the fire district, or Town Marshal since they were installed in the summer of 2021.

To summarize, there was no clear consensus, positive, or negative, given during the block parties regarding modifying the 2024 distribution of the flowerboxes other than to better coordinate their distribution with street resurfacing projects. Staff agrees with the observation that staff could have better coordinated the traffic calming effort with the known roadway construction projects.

**Parking Management** –Crested Butte’s parking challenges are centered around parking convenience, not a parking shortage. The Town has more parking spaces than the demand for using them.

In general, everyone wants to park immediately next to the intersection of Third and Elk, or near a Mountain Express bus stop, creating a parking challenge adjacent to those locations. Yet there are numerous available parking spaces within a reasonable walk to either location, including on-street parking spaces and the Town’s surface parking lots, including the 4-way.



The Town's parking management strategy is based on increasing parking turn-over along Elk Avenue and mitigating the over-parking occurring in neighborhoods near key destinations.

The program expanded from Downtown in the winter of 2024/25 to include residential streets within 500-feet of the Mountain Express bus stops along Sixth Street. Concerns were raised during the TMP that the neighborhood streets of Butte and Teocalli Avenues, between Fifth and Seventh Streets and Maroon and Elk Avenue between the 4-way parking lot and Seventh Street were being over parked by skiers, impacting the quality of life of businesses and residents along those streets (like Maroon and Sopris adjacent to Elk Avenue).



The initial implementation of parking management near Sixth Street requires cars that park on those residential streets for more than two hours to have a Skier Permit. Any resident of Gunnison County can acquire a skier permit free of charge. People wanting to park near the Mountain Express bus stops along Sixth Street simply need to provide evidence of their county residency to register for the new permit.

To date, 287 skier permits have been issued by the Town. 109 applications are on hold as they have not provided proof of residency.

Data - The last parking origin study was conducted for the 2022 winter season during the TMP. That study showed 90% of the cars parked in the 4-way parking lot did not reside in the Town of Crested Butte. Unfortunately, that analysis could not be updated this winter as the Streelight data was not collected due to budget constraints.

Parking utilization data collected by Interstate for December and January 2025 showed low parking utilization on residential streets and at the 4-way.

					4-way & Tennis Courts Utilization		
Parking Utilization		Butte Avenue	Teocalli Avenue	Elk/Maroon Avenue	(Capacity: Summer 150 Winter 115)		
Weekend Average	11PM	15%	29%	15%	Weekend Average	11PM	54%
	2PM	15%	35%	15%		2PM	81%
	6PM	13%	25%	6%		6PM	26%
Weekday Average	11PM	15%	32%	6%	Weekday Average	11PM	49%
	2PM	15%	35%	10%		2PM	64%
	6PM	11%	30%	5%		6PM	24%

Low snow amounts in January limited parking demand on Town streets and parking lots. Staff has requested Interstate provide parking utilization data for the 4-way and skier permit area for February 14-15 as they were the season's biggest powder days, as well as a holiday weekend. Staff will present those numbers at the council meeting as they are not available at the time the staff report was produced.

**Discussion:**

To consider modifying, or not, the proposed summer 2025 and winter 2025-26 traffic calming and parking management programs, based on 2024-25 data and community feedback.

**Climate Impact:**

No climate impacts were calculated. However, it is important to note parking management policies are a key factor in determining transit ridership. Transit is a key factor in decreasing the use of single occupant vehicles and reducing the impact their greenhouse gas emissions have on the climate.

**Financial Impact:**

No changes are recommended to the 2025 summer and 2025/26 winter, traffic calming and parking management programs. As a result, there are no changes requested to the Town of Crested Butte's 2025 Transit and Mobility Fund's allocation for traffic calming and parking management.

- 2025 Traffic Calming – No funds budgeted
- 2025 Parking Management - Expense \$98,537, Revenue \$50,000, Net **-\$48,537**

**Legal Review:**

No legal review was conducted.

**Recommendation:**

To discuss feedback on both programs and provide direction on each program moving forward for this year. Staff's recommendation is to continue the summer 2024 and winter 2024/25 traffic calming and parking management programs unchanged for the summer 2025 and winter 2025/26 seasons.

**Attachments:**

- 1) Town of Crested Butte's Traffic Calming Policy
- 2) 2024 Block Parties Feedback Summary
- 3) Interstate Parking – Winter Parking Counts – Raw Data

**MINUTES**  
**Town of Crested Butte**  
**Regular Town Council Meeting**  
**Monday, February 3, 2025**

Mayor Billick called the meeting to order at 7:16PM.

Council Members Present: Mayor Ian Billick, Beth Goldstone, Mallika Magner, Gabi Prochaska, John O’Neal, Kent Cowherd, and Anna Fenerty

Staff Present: Town Manager Dara MacDonald, Town Attorney Karl Hanlon, and Town Clerk Lynelle Stanford

Interim Community Development Director Mel Yemma, Community Development Director Troy Russ, Sustainability Coordinator Dannah Leeman Gore, Housing Director Erin Ganser, Parks, Recreation, Open Space and Trails Director Janna Hansen (via Zoom), and Finance Director Kathy Ridgeway (via Zoom) (for part of the meeting)

**APPROVAL OF AGENDA**

Prochaska moved and Magner seconded a motion to approve the agenda. A roll call vote was taken with all voting, “Yes.” **Motion passed unanimously.**

**CONSENT AGENDA**

**1) January 21, 2025 Regular Town Council Meeting Minutes.**

***Staff Contact: Town Clerk Lynelle Stanford***

Magner moved and Goldstone seconded a motion to approve the Consent Agenda. A roll call vote was taken with all voting, “Yes.” **Motion passed unanimously.**

**PUBLIC COMMENT**

Billick summarized written comments from Abby Whitaker (2) and Diana Graves.

Rebecca White, 718 Belleview Avenue; Jillian Liebl, 789 Pashuta Drive in Gunnison; Ben Hess, 709 Red Lady Avenue; Charles Robinson, 720 North Colorado Street in Gunnison; Colin Liepelt, 107 Aspen Lane; and Derek Harwell, 199 Haverly Street, spoke during the meeting.

**PROCLAMATION IN HONOR OF COMMUNITY DEVELOPMENT  
DIRECTOR TROY RUSS**

Magner moved and O’Neal seconded a motion to approve the proclamation for Troy Russ.

Billick read the proclamation.

A roll call vote was taken with all voting, “Yes,” except Fenerty voted, “No.” **Motion Passed (6-1).**

### **STAFF UPDATES**

MacDonald updated.

### **LEGAL MATTERS**

Hanlon provided updates.

### **PUBLIC HEARING**

**1) (Second Reading) Ordinance No. 1, Series 2025 - An Ordinance of the Crested Butte Town Council Amending Chapter 16, Section 16-1-20 and Section 16-5-520 of the Crested Butte Municipal Code to Accommodate the Colorado Natural Medicine Health Act Requirements.**

***Staff Contact: Community Development Director Troy Russ***

Billick opened the public hearing. Sylvia Salcedo and Chris Smith, 808 Gothic Avenue, commented.

Fenerty moved and Prochaska seconded a motion to approve Ordinance No. 1, Series 2025. A roll call vote was taken with all voting, “Yes.” **Motion passed unanimously.**

### **NEW BUSINESS**

**1) Initial Debrief on Paradise Park Workforce Rental Housing Lottery of January 22<sup>nd</sup>, 2025.**

***Staff Contact: Housing Director Erin Ganser***

The Council tentatively planned a special meeting for Wednesday, February 5<sup>th</sup>, 2025, beginning at 7:00PM, if needed, based on what the Housing Authority’s decision would be.

Abby Whitaker (via Zoom) spoke.

**2) Town Council Adoption of the 2030 Climate Action Plan.**

***Staff Contact: Sustainability Coordinator Dannah Leeman***

The Council deferred the decision to approve the 2030 Climate Action Plan. Donny Davol introduced himself and commented.

**3) Reconsideration of Property Manager Discussion.**



***Staff Contact: Town Manager Dara MacDonald, Finance Director Kathy Ridgeway, and Housing Director Erin Ganser***

Goldstone moved and Prochaska seconded a motion to follow the staff's recommendation and hire a property manager. A roll call vote was taken with Prochaska, Goldstone, Cowherd, O'Neal, and Billick voting, "Yes," and Fenerty and Magner voting, "No." **Motion passed (5-2).**

### **COUNCIL REPORTS AND COMMITTEE UPDATES**

O'Neal reported.

### **OTHER BUSINESS TO COME BEFORE THE COUNCIL**

Fenerty brought forth an issue, on which Billick elaborated.

### **DISCUSSION OF SCHEDULING FUTURE WORK SESSION TOPICS AND COUNCIL MEETING SCHEDULE**

- Monday, February 10, 2025 - 6:00 Work Session on Long Range Financial Planning
- **Meeting Cancelled** - *Tuesday*, February 18, 2025 - 6:00PM Work Session - 7:00PM Regular Council
- Monday, March 3, 2025 - 6:00PM Work Session - 7:00PM Regular Council
- Monday, March 17, 2025 - 6:00PM Work Session - 7:00PM Regular Council

### **ADJOURNMENT**

Mayor Billick adjourned the meeting at 9:53PM.

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Ian Billick, Mayor

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Lynelle Stanford, Town Clerk (SEAL)



## Staff Report

March 3, 2025

**To:** Mayor and Town Council  
**Prepared By:** Carolyn de Groot, Town Engineer Director  
**Thru:** Shea Earley, Public Works Director  
 Dara MacDonald, Town Manager  
**Subject:** **Award of a Professional Services Agreement for Engineering Services of the Wildfire Ready Action Plan - WRAP**

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### Summary:

The Town of Crested Butte (Town) issued a Request for Qualification (RFP) for the Wildfire Ready Action Plan (WRAP) on Jan 9, 2025 on Town's website and CB News (Jan 9, 16, 23, 30<sup>th</sup>). The Town received RFPs from three engineering firms on Feb 11<sup>th</sup>, 2025:

WWE/ SCWA / Olsson	\$199,960
<b>SGM / JW</b>	<b>\$199,931.75</b>
WSP	\$188,224

On February 20<sup>th</sup>, the Town convened a planning team comprised of community stakeholders, including Gunnison County, Upper Gunnison River Water Conservancy District, Colorado State Forest Service, and United States Forest Service to review submittals and recommend a preferred engineering firm. Based on that review, the planning team is recommending to contract with SGM-JW contracting team.

### Climate Impact:

As the effects of climate change continue to be seen, more and more emphasis will be placed on mitigation of wildfires for drinking water infrastructure and water quality. The development and implementation of this project will enable the Town to have improved water quality in the incidence of a wildfire and reduce debris flow into the town using mitigation of fluvial diversions, forestry mitigation and many other methods.

**Financial Impact:**

The 2025 Town budget includes \$200,000 for this project. The Town has been awarded \$150,000 WRW (Wildfire Ready Watersheds) Grant. The required 25% match for this project will come in the form of cash and/or in-kind matches.

**Recommendation:**

Staff recommends awarding the Professional Services Agreement for the Wildfire Ready Action Plan to JW Associates Inc. with SGM as subcontractor.

**Proposed Motion:**

I move to award a Professional Services Agreement for the Wildfire Ready Action Plan to JW Associates Inc. as part of the Consent Agenda.

**Commented [DM1]:** Is this grant also for the WRAP?  
Will we have expenses much beyond the \$199k for the engineers? What is the required match for the grants.  
Bottom line, how much expense will the Town incur from developing the WRAP?



## Staff Report

### March 3, 2025

**To:** Mayor and Town Council

**Prepared By:** Astrid Madison, Chief Building Official and Troy Russ, Special Projects

**Thru:** Mel Yemma, Interim Community Development Director

**Subject:** Ordinance 2, Series 2025, An Ordinance of the Crested Butte Town Council Amending the Crested Butte Municipal Code adding Chapter 18, Article 5.5 and Adopting by Reference the Colorado Model Electric Ready and Solar Ready Code, and Amending Sections of Chapter 18 to make Consistent with the Colorado Model Electric Ready and Solar Ready Code

#### Summary:

The Crested Butte Town Council is being asked to review and approve Ordinance 2, Series 2025 on first reading on March 3, 2025 and set the second reading and public hearing for March 17, 2025. The proposed ordinance amends Chapter 18 (Building Regulations) of the Crested Butte Municipal Code (the Code) to adopt by reference the State of Colorado's Model Electric and Solar Ready Code.

The State's Model Electric and Solar Ready Code emerged from House Bill (HB) 22-1362, which Governor Polis signed June 2, 2022. The House Bill requires local municipalities to adopt the Model Electric Ready and Solar Ready Code and includes a few electric vehicle (EV) ready and solar ready requirements above the Town's currently adopted EV and solar ready requirements.

#### Previous Council Action:

The Town's last updates to its Building Regulations occurred in July of 2023 when the Town Council adopted by reference the State's Plumbing and Fuel and Gas Codes. Prior to that, the Town Council adopted the ICC's family of Building Codes with above-code provisions to advance Crested Butte's climate action plan in August of 2022.

#### Background:

The Crested Butte Town Council regularly amends the Town's Municipal Code to adopt updates to the International Code Council's (ICC) family of building codes and the State of Colorado's adoption of their Electrical, Plumbing, and Fuel and Gas Codes.

While Crested Butte is a Home Rule Municipality, the Town utilizes the State of Colorado's Department of Regulatory Agencies (DORA), Division of Professional and Occupations, to provide

plumbing (including the fuel gas code), and electrical inspection services on behalf of the Town of Crested Butte.

In August 2022, the Town Council adopted the ICC's family of Building Codes with above-code provisions to advance Crested Butte's climate action plan. The above-code requirements adopted in 2022 include:

- **Commercial Buildings**
  - All electric construction (commercial kitchen's exempted).
    - Level 3 remodels required to be electric ready
  - Electric vehicle chargers and ready spaces, based on parking spaces generated
  - *Buildings less than 5,000 square ft*: Solar ready requirement
  - *Buildings more than 5,000 square ft*: Solar installation requirement
  - Additional specific provisions of the International Green Construction Code (IgCC)
- **Residential Buildings**
  - All electric construction
    - Level 3 remodels required to be electric ready
  - Electric vehicle ready charging requirements of one per dwelling unit
  - Department of Energy Zero Energy Ready Home (ZERH) Certification, which includes solar ready requirements
    - Level 3 remodels are **not** required to meet ZERH nor be solar ready

#### **Discussion:**

The State of Colorado's Model Electric and Solar Ready Code before Town Council requires some EV and Solar Ready requirements above what the Town adopted in 2022.

The proposed Ordinance incorporates the Colorado Model Code while maintaining the elements where the Town Code is more restrictive, which include:

- All residential remodels (Level 3) shall be solar ready
  - *The Town Code does not require Level 3 residential remodels to be solar ready.*
- New Commercial and multi-family buildings shall follow the State's more intensive EV parking requirements, as described in the following table. (No exceptions for affordable housing projects)

Building Type / Space Type	EVSE Installed Space	EV Ready Space	EV Capable Space	EV Capable Light Space
<b>All commercial buildings, except for R-2 occupancies, with 10 or less parking spaces.</b>	State Code: 0 spaces  Town Code: For when 2 or more spaces are required, 1 charger (Level II) shall be provided For when 5 or more spaces are required, 1 DC fast charger (25kW) shall be provided	State Code: 2 spaces  Town Code: For when 2 or more parking spaces are required 10% of all parking spaces (rounded up) shall be provided	State Code: 0 spaces  Town Code: 0 spaces	State Code: 0 spaces  Town Code: Does not reference EV Capable Light Space
<b>Commercial buildings, except for R-2 occupancies, with greater than 10 parking spaces.</b>	State Code: 2% of Spaces  Town Code: For when 2 or more spaces are required, 1 charger (Level II) shall be provided For when 5 or more spaces are required, 1 DC fast charger (25kW) shall be provided	State Code: 8% of Spaces  Town Code: For when 2 or more parking spaces are required, 10% of all parking spaces (rounded up) shall be provided	State Code: 10% of Spaces  Town Code: 0 spaces	State Code: 10% of Spaces  Town Code: Does not reference EV Capable Light Space
<b>R-2 occupancies with 10 or less parking spaces</b>	State Code: 0 spaces  Town Code: For when 2 or more spaces are required, 1 charger (Level II) shall be provided For when 5 or more spaces are required, 1 DC fast charger (25kW) shall be provided	State Code: 15% of Spaces  Town Code: For when 2 or more parking spaces are required, 10% of all parking spaces (rounded up) shall be provided	State Code: 10% of Spaces  Town Code: 0 spaces	10% of Spaces State Code:  Town Code: Does not reference EV Capable Light Space
<b>R-2 occupancies with greater than 10 parking spaces.</b>	State Code: 5% of Spaces  Town Code: For when 2 or more parking spaces are required, 10% (rounded up) shall be provided. For when 5 or more spaces are required, 1 space DC fast charger (25kW) shall be provided	State Code: 15% of Spaces  Town Code: For when 2 or more parking spaces are required, 10% of all parking spaces (rounded up) shall be provided	State Code: 10% of Spaces  Town Code: 0 Spaces	State Code: 30% of Spaces  Town Code: Does not reference EV Capable Light Space

Explanatory Note: Section CV502.2 defines the requirements for an EV capable light space, which is a new space type introduced in this code. EV capable light spaces require only conduit to be run and dedicated physical space for future electrical service equipment to be provided. Unlike the requirements for EV capable



spaces, EV capable light spaces do not require a building to provide sufficient electrical panel space or actual electric service capacity for future EV charging.

As a Home Rule Municipality, Town Council can adopt standards that are stricter than the State, but not less. Note, the many of the Town's Building Regulations, including the all-electric requirement, are more restrictive than the Colorado Model Code.

### **Climate Impact:**

HB 22-1362 and the Colorado Model Electric and Solar Ready Code aims to reduce greenhouse gas emissions Statewide by mandating making new buildings and major renovations more energy efficient, leading to lower carbon footprints through reduced energy consumption from electricity and fossil fuels used for heating and cooling.

The Bill incentivizes the adoption of electric vehicles and solar power by making new constructions "EV ready" and "solar ready." Some features of the Bill present higher standards than what Crested Butte requires (as presented above) and will accelerate the reduction of greenhouse gas emissions through reduced fossil fuel consumption. Specific environmental benefits of the Model Codes above the Crested Butte Code include:

- **Increased renewable energy adoption:** The required "solar ready" provisions encourage the installation of rooftop solar panels on all new residential buildings by ensuring necessary infrastructure is already in place.
- **Electrification of transportation:** By preparing buildings for electric vehicle charging stations, the bill accelerates the transition to electric vehicles.

### **Financial Impact:**

EV and Solar Ready requirements will marginally increase the construction costs for future Town-owned properties.

### **Legal Review:**

Legal counsel reviewed and improved staff's first draft of Ordinance 2, Series 2025 to ensure consistency with HB 22-1362 and the Colorado Model Electric and Solar Ready Code.

### **Recommendation:**

To set the public hearing for Ordinance 2, Series 2025 for March 17, 2025.

### **Proposed Motion:**

A Council member should make a motion to ***“approve Ordinance 2, Series 2025 on first reading and set the public hearing for March 3, 2025”*** followed by a second and roll call vote.

### **Attachments:**

- 1) Ordinance 2, Series 2025
- 2) Exhibit A – Ordinance 2



## Staff Report

March 3, 2025

**To:** Mayor and Town Council

**Prepared By:** Troy Russ, Special Projects

**Thru:** Dara MacDonald, Town Manager

**Subject:** Gunnison County and CO-135 Comprehensive Safety Plan Adoption

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### Summary:

The Town Council is being asked to adopt the Gunnison County and CO-135 Comprehensive Safety Action Plan (CSAP). The CSAP was developed in partnership with Gunnison County, the City of Gunnison, and the Town of Crested Butte. The CSAP aims to improve traffic safety outcomes in Gunnison County and the CO-135 corridor and serves as a guide for infrastructure investment and as a foundation for pursuing grant funding for implementing roadway improvements. Development of the CSAP is what allowed us eligibility to apply for the subsequent \$15M grant award for highway improvements.

The adoption of the CSAP concludes the plan's grant obligations. The City of Gunnison adopted the Plan on February 24<sup>th</sup> and Gunnison County adopted the Plan on February 25<sup>th</sup>.

### Previous Council Action:

The Town Council approved the Crested Butte Transportation Mobility Plan (TMP) March 4, 2024. Specific safety improvements identified in the Safety Plan are consistent with the recommendations of the TMP. Furthermore, the Town subsequently entered into an IGA with the Gunnison Watershed School District to co-fund the \$300,000 estimated design fees of the Red Lady roundabout on June 17 2024. It is important to note the design fee of the roundabout was not included in the total construction costs of the Red Lady roundabout in the SS4A Implementation Grant.

### Background:

The Gunnison County Comprehensive Safety Action Plan (CSAP) was developed in partnership with Gunnison County, the City of Gunnison, and the Town of Crested Butte. Gunnison County received a \$200,000 Safe Streets for All, Planning Grant from the Federal Highway Administration (FHWA) in 2023 and served as the lead agency in applying for planning funds and managing the planning effort. The Town of Crested Butte's local match contribution amounted to \$5,000 dollars and approximately \$7,500 of staff time.

At the outset of the CSAP's planning effort, a steering committee was established with representation from Gunnison County, Town of Crested Butte, and City of Gunnison staff. The steering committee met on a biweekly basis to ensure progress. The Comprehensive Safety Plan identified key safety improvements needed between the City Gunnison (Intersection US50 and CO-135) to Crested Butte (Intersection of Elk Avenue and Sixth Street (CO-135)).

The CSAP serves as a guide for infrastructure investment in the County and along the CO-135 corridor, and as a foundation for pursuing grant funding for implementing roadway improvements to address location-specific and systemic safety issues. Recommendations in the CSAP were developed following an analysis of crash trends on CO 135, bolstered by community input and stakeholder engagement.

#### **About the Plan:**

The CSAP aims to improve traffic safety outcomes in Gunnison County and the CO-135 corridor. The FHWA'S Safe System approach served as a guiding framework in developing the CSAP. Within the five Safe System elements, the Gunnison County CSAP aimed to address the following:

- **Safe Roads:** Recommended countermeasures are intended to alert all users to and accommodate for potential hazards posed by Gunnison County's rural setting and harsh climate.
- **Safe Speeds:** Recommended countermeasures are intended to reduce vehicle speeds at known conflict points on County roads, reducing the severity and likelihood of severe crashes throughout Gunnison County.
- **Post-Crash Care:** Collaboration with Gunnison County first responders led the inclusion of recommended improvements in radio communications through much of the most rural parts of Gunnison County, enabling more immediate post-crash response.

Between January 1, 2018 and December 31, 2022, the five most recent years of crash history from the Colorado Department of Transportation (CDOT), there were four people killed in 3 crashes and 72 people were severely injured in 36 crashes on CO-135.

Several factors are common to crashes on CO-135. Among crashes possibly related to weather, more roadway departures occurred in snowy conditions (19), whereas broadside crashes occurred at higher rates in foggy conditions (22). Speeding was a potential contributing factor in 29 crashes, although that is potentially underreported owing to drivers' role in admitting to speeding, and driving under the influence of drugs or alcohol was suspected in 11 crashes. Inexperienced drivers were cited as a contributing factor in 30 crashes. Pedestrians were involved in four crashes, concentrated at the northern and southern ends of the corridor, and bicyclists were involved in two crashes.

This plan provides a comprehensive series of potential improvements to address traffic crashes on all roads in Gunnison County and on CO 135. Specifically, the CSAP recommends systemically implementing countermeasures countywide, prioritizing those that address speed management, lane departure crashes, and intersection crashes:

- **Speed management:**

- Variable speed limits and message signs
- **Lane departure:**
  - Warning signs and markers, Shoulders, Rumble strips, Guardrail Lighting
- **Intersection:**
  - Lighting, Roundabouts, Increased sight distance, Auxiliary lanes  
Left-turn operations (at traffic signals) and Leading Pedestrian Intervals

**The CSAP's Role in Implementation Funding Opportunities:**

The planning effort concluded with a successful Safe Streets for All Implementation Grant application (which the Town of Crested Butte's supported through grant writing support from Sustainable Strategies), where the corridor was awarded \$15.265 million dollars with a local match requirement of \$3.186 million for the construction of eight key safety improvements, including the proposed single lane roundabout at the Intersection of Red Lady Avenue and CO-135, as shown in the table below.

	SS4A Federal Request	SS4A Non-Federal Match	Total Project Costs
SH 135 Corridor Improvements	\$ 2,450,400.00	\$ 612,600.00	\$ 3,063,000.00
<i>Edgeline Rumble Strips</i>	\$ 351,200.00	\$ 87,800.00	\$ 439,000.00
<i>Centerline Rumble Strips</i>	\$ 262,400.00	\$ 65,600.00	\$ 328,000.00
<i>Dynamic Message Sign</i>	\$ 400,000.00	\$ 100,000.00	\$ 500,000.00
<i>Install Guardrail</i>	\$ 588,800.00	\$ 147,200.00	\$ 736,000.00
<i>Sidewalks</i>	\$ 848,000.00	\$ 212,000.00	\$ 1,060,000.00
Post Crash Emergency Services	\$ 696,000.00	\$ 174,000.00	\$ 870,000.00
<i>Pre-arrival Dispatcher Software</i>	\$ 56,000.00	\$ 14,000.00	\$ 70,000.00
<i>Radio Site Equipment</i>	\$ 640,000.00	\$ 160,000.00	\$ 800,000.00
SH 135 (Main Street) and US 50 (Tomichi Avenue)	\$ 752,800.00	\$ 188,200.00	\$ 941,000.00
<i>Change Corner R Turn Radius</i>	\$ 745,600.00	\$ 186,400.00	\$ 932,000.00
<i>Leading Pedestrian Interval</i>	\$ -	\$ -	\$ -
Retroreflective Backplate	\$ 2,400.00	\$ 600.00	\$ 3,000.00
<i>Flashing Yellow Arrow</i>	\$ 3,200.00	\$ 800.00	\$ 4,000.00
<i>Add signal head</i>	\$ 1,600.00	\$ 400.00	\$ 2,000.00
SH 135 and Brush Creek Road	\$ 6,468,000.00	\$ 1,617,000.00	\$ 8,085,000.00
Minor Rd Stop Control to Roundabout	\$ 3,797,600.00	\$ 949,400.00	\$ 4,747,000.00
Bus Pullout	\$ 340,800.00	\$ 85,200.00	\$ 426,000.00
Pedestrian Underpass	\$ 2,329,600.00	\$ 582,400.00	\$ 2,912,000.00
SH 135 and Cement Creek Road	\$ 2,673,600.00	\$ 668,400.00	\$ 3,342,000.00
Minor Rd Stop Control to Roundabout	\$ 2,673,600.00	\$ 668,400.00	\$ 3,342,000.00
SH 135 and Red Lady Avenue	\$ 2,224,800.00	\$ 556,200.00	\$ 2,781,000.00
Minor Rd Stop Control to Roundabout	\$ 2,224,800.00	\$ 556,200.00	\$ 2,781,000.00
<b>Subtotal Budget for (C) Carrying Out Projects and Strategies</b>	<b>\$ 15,265,600.00</b>	<b>\$ 3,816,400.00</b>	<b>\$ 19,082,000.00</b>
<b>Total Budget for Activities (A), (B), and (C)</b>	<b>\$ 15,265,600.00</b>	<b>\$ 3,816,400.00</b>	<b>\$ 19,082,000.00</b>

**Discussion:**

The discussion should focus on the consideration of adopting the plan. The data, analysis, and recommendations are in their final form.

**Climate Impact:**

The Gunnison County and CO-135 Comprehensive Safety Action Plan confirms the need for a relocated RTA transit stops and pedestrian underpass at the Brush Creek intersection. The underpass will increase the likelihood of the residents of Whetstone riding transit and reduce carbon emissions generated by the residents of Whetstone.

**Financial Impact:**

None. The adoption of the Gunnison County and CO-135 Safety Action Plan closes the 2023 Safe Street for All Planning Grant Gunnison County that was awarded by the Federal Highway Administration. Approval of this plan has no impact on the \$15.2 million SS4A Implementation Grant for CO-135.

**Legal Review:**

Not required.

**Recommendation:**

Staff recommends Town Council adopt the Gunnison County and CO-135 Comprehensive Safety Action Plan.

**Proposed Motion:**

A Council member should make a “motion to adopt Gunnison County and CO-135 Comprehensive Safety Action Plan” as part of the Consent agenda.

**Attachments:**

- Gunnison County and CO-135 Comprehensive Safety Action Plan





## Staff Report

### March 3, 2025

**To:** Mayor and Town Council

**Prepared By:** Dannah Leeman Gore, Sustainability Coordinator

**Thru:** Dara MacDonald, Town Manager, Shea Earley, Public Works Director

**Subject:** **2025-2030 Municipal Refuse and Recycling Collection and Disposal Agreement**

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#### **Summary:**

Town Staff are recommending that Town Council approve the 2025-2030 Refuse and Recycling Collection and Disposal Agreement with Waste Management (WM) as part of the consent agenda.

#### **Background:**

The Town of Crested Butte (Town) published a Request for Proposal (RFP) for the Municipal Refuse and Recycling Collection and Disposal Agreement on 10/21/2024 on the Town website and in the 10/24/24 and 10/31/2024 editions of the Crested Butte News. Proposals were received by the Town until 04:00 p.m. on 12/9/2024. There was only one (1) qualified proposal, and it was reviewed by the Town Manager, Public Works, Sustainability, and the Finance Department.

In response to the Town's RFP, WM included in their proposal a commitment to help the Town implement a "Save-As-You-Throw" (SAYT) trash program and a possible private partnership with Elements Mountain Compost to offer a few options for composting services as part of this agreement: continuing the residential compost drop off program, a voluntary curbside pickup composting program, or a Town-wide curbside composting program.

#### **Previous Council Action:**

Public Works and Sustainability staff brought this proposal's additional waste programs to Town Council for discussion at the 1/6/2025 regular Town Council meeting. The discussion centered around understanding Council's support to incorporate SAYT or composting services into WM's 2025-2030 contract with the Town. Council overall gave support to continue exploring implementation of a SAYT trash program with WM and understand how the Town might utilize SAYT pricing to offset the cost of the Town's existing community compost program. Council did not give approval to incorporate composting services into this contract due to cost concerns for curbside pickup programs and a desire to see a more transitional approach should stepped-up composting services be considered in the future.

**Discussion:**

Staff have incorporated the following language into the WM agreement following the guidance provided by Town Council on 1/6/2025 on SAYT and composting services:

1. **PAY AS YOU THROW IMPLEMENTATION:**

a. Pay as you Throw: “Waste Management will assist the Town in implementing a Pay as you Throw (PAYT) waste program ideally by end of 2025. WM will provide necessary materials, including bins and educational materials, during implementation. The Town will structure pricing on 32-gallon, 64-gallon, and 96-gallon bins to further incentivize households to convert to smaller bin sizes in addition to WM’s fee schedule.

b. Composting program: “Waste Management will continue to assist the Town in exploring curbside composting options, specifically, solutions that pair with the PAYT program”.

**Climate Impact:**

SAYT trash programs incentivize users to throw away less trash to the landfill by making a smaller trash can a more cost-effective option. Incorporating the Town’s WM agreement with the exploration and possible implementation of these services addresses both the Town’s 2019 and draft 2030 Climate Action Plan’s goals on landfill waste diversion and emissions reduction.

**Financial Impact:**

The proposed rates provided by Waste Management in their RFP are below:

Service	Rate
96g (Weekly Trash & EOW Recycle)	\$ 28.13
64g Trash/96g Recycle (Weekly Trash & EOW Recycle)	\$ 24.13
32g Trash/96g Recycle (Weekly Trash & EOW Recycle)	\$ 23.52
Residential Food Waste Collection	See Food Waste Section in Proposal
Extra Bags (per bag)	\$ 6.00
Additional Trash 96G Cart	\$ 21.38
Additional Recycle 96G Cart	\$ 9.00
Bulky Pick-Up	\$ 50.00

Additional Services	Rate
Town Clean-up (1 30yd Roll-Off Free)	\$350/Roll-off
Yard Waste Event (2 30yd Roll-offs)	\$ 1,800.00
eWaste Disposal (Container provided free during event)	Cost/lb

Ancillary Fees	Rate
Overage Fee	\$ 30.05
Contamination Fee	\$ 5.96
Lost/Stolen/Damaged Cart Replacement	\$ 250.00
Container Exchange Fee	\$ 25.00

*Figure 1. Proposed rates included in the 2025-2030 Waste Management contract*

**Legal Review:**

The Town Attorney has reviewed the RFP and assisted in drafting the associated agreement.

**Recommendation:**

Town staff recommend that the Town Council approve Waste Management as the contractor to provide 2025-2030 residential refuse and recycling collection and disposal services.

**Proposed Motion:**

A council member should make a motion, followed by a second, to approve the 2025-2030 Refuse and Recycling Collection and Disposal Agreement for residential waste services with Waste Management as part of the consent agenda.

**Attachments:**

- Town of Crested Butte 2025-2030 Professional Services Agreement with Waste Management titled “Refuse and Recycling Collection and Disposal Agreement”



## Memorandum

**To:** Town Council

**From:** Dara MacDonald, Town Manager

**Subject:** Manager's Report

**Date:** March 3, 2025

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### Town Manager

- 1) No updates

### Sustainability

- 1) **2030 CAP Adoption** – Staff has moved the 2030 Climate Action Plan (CAP) for proposed adoption from March 3 to March 17 to allow for additional revision and review time.

### Public Works

- 1) The warm weather has forced Streets Staff to pivot back and forth between snow removal operations and storm water management and maintenance operations. With warm weather forecasted in the long-range forecast, Staff will continue to observe and address storm water issues as they arise.

### Marshals

- 1) With our weather varying from arctic, to spring, to winter and everything in between we have experienced a larger than normal number of slow speed crashes and hit-and-run incidents. Locals and visitors alike are reminded that 4-wheel drive means nothing if your vehicle has inappropriate tires, or you can't see out of the windows.
- 2) The police model EV Blazer we ordered in 2024 has finally arrived and is being outfitted.

### Parks, Recreation, Open Space and Trails

- 1) The last game of the adult Futsal league will be Thursday, February 27<sup>th</sup> from 8-10pm at the High School Gym. If you could use some diversity in your day, spectators are welcome to watch this high-level exciting game with an international flair.

- 2) Youth Lacrosse, Volleyball, and After School Sports began on 2/24.
- 3) Proposals are due on Friday, 2/28 for the PROST Plan. Seven firms were in attendance at the pre-proposal meeting and staff is hopeful that we will receive multiple good proposals.
- 4) Staff is working on a Met Rec Capital grant application for the Mineral Point Trail Project. Applications are due 3/14 and awards will be announced 5/28.
- 5) Joey Carpenter has been invited to the [Backcountry Snowsports Initiative and Winter Wildlands Alliance](#) annual hut trip meeting from March 10<sup>th</sup>-14<sup>th</sup> as part of the work he's produced for winter travel management planning and data collection strategies for the GMUG Winter Travel Management Planning group. The annual meeting will contain 16 people from across Colorado who work on winter recreation mapping, data collection, wildlife conservation, and land management planning. Participants will include land managers from federal agencies, 10<sup>th</sup> Mountain Division Hut System representatives, Backcountry Snowsports Initiative & Winter Wildlands Alliance staff, and Colorado Mountain Club association members.

#### Community Development

- 1) Town Council requested an overview of how the Ruby functions, which is attached to this staff report.
- 2) The Town plans to publish the Draft Community Plan for public feedback from March 7 to April 3. During this period, the Town will host a community presentation and open house at the Center for the Arts on Wednesday, March 19, from 5:30 to 7:30 p.m. Additionally, staff will conduct focus groups and interviews with architects, builders, developers, and other key stakeholders. Marketing and invitations for these events will go live by March 7 on the Town's Navigation and Community Plan webpages.
- 3) Community Development is working with the Clerk's Department to transition the administration of the parklet program. As part of this program, businesses have the option to construct their own parklet through submitting plans and receiving a permit from the Building division. The Building division is currently assisting with the first inquiry of the year regarding the construction of a custom parklet, which may be utilized for several restaurants with the same ownership.
- 4) The first tenant moved into Paradise Park on February 15<sup>th</sup>. Other tenants for the first six units will move in over the coming weeks, with timing largely driven by the terms of breaking their current leases. High Mountain Concepts anticipates that the last three units in phase 1 will be ready for TCO inspection by the end of April.

#### Town Clerk

- 1) Parklet applications will be ready to go the first week of March with a return deadline of Friday, March 28, 2025. One point of efficiency gained for the applicants will be running the parklet and liquor licensed premises changes concurrently. Thank you to the Community Development department for their ongoing assistance with the application process.
- 2) The Mardi Gras parade will be taking place on Tuesday, March 4, 2025, starting at the Four Way at 5:00PM, and proceeding on Elk Avenue to the Mallardi Theatre.

- 3) Staff is processing the special event application for the CB Ultra, train run race, planned for September 26 and 27, 2025, taking place primarily on trails and at the Community School. Due to the low impact on Town property and no requested closures, the application will be approved administratively.

#### Finance/HR/IT

- 1) HR Tech hiring – The Finance/HR/IT Department welcomes Emily Chodor, our new HR Technician. Emily will start to work on Wednesday, March 5<sup>th</sup>. She will spend her first two weeks training with Town's HR Manager, Rick DelaCastro and Director of Finance, Kathy Ridgeway.

- 2) January Preliminary Revenue Report -

TOWN SALES TAX JANUARY 2025								
Business Category	Total Amount 2025	Total Amount 2024	\$ Diff	% Diff	YTD 2025	YTD 2024	\$ Diff	% Diff
BARS/REST	\$179,026.15	\$170,631.88	8,394.27	4.92%	\$179,026.15	\$170,631.88	8,394.27	4.92%
ECOMMERCE	\$27,422.55	\$22,878.45	4,544.10	19.86%	\$27,422.55	\$22,878.45	4,544.10	19.86%
GROCERY	\$66,014.91	\$73,415.43	-7,400.52	-10.08%	\$66,014.91	\$73,415.43	-7,400.52	-10.08%
RETAIL	\$91,857.74	\$87,124.97	4,732.77	5.43%	\$91,857.74	\$87,124.97	4,732.77	5.43%
RETAIL:MMJ	\$10,907.74	\$13,099.97	-2,192.23	-16.73%	\$10,907.74	\$13,099.97	-2,192.23	-16.73%
LODGING	\$74,624.59	\$67,053.19	7,571.40	11.29%	\$74,624.59	\$67,053.19	7,571.40	11.29%
CONST/HRDWR/AUTO	\$37,217.12	\$39,164.05	-1,946.93	-4.97%	\$37,217.12	\$39,164.05	-1,946.93	-4.97%
SERVICE	\$32,873.65	\$33,703.24	-829.59	-2.46%	\$32,873.65	\$33,703.24	-829.59	-2.46%
<b>Grand Total</b>	<b>519,944</b>	<b>507,071</b>	<b>12,873</b>	<b>2.5%</b>	<b>519,944</b>	<b>507,071</b>	<b>12,873</b>	<b>2.5%</b>
<b>OTHER REVENUE SOURCES</b>								
<b>Vacation Rental Excise Tax</b>	85,166	83,790	1,376	1.6%	85,166	83,790	1,376	1.6%
<b>Tobacco &amp; Nicotine Tax</b>	16,111	16,818	(707)	-4.2%	16,111	16,818	(707)	-4.2%
<b>RETT</b>	532,151	86,205	445,946	517.3%	532,151	86,205	445,946	517.3%
<b>Carry Out Bag Fee</b>	435	602	(167)	-27.8%	435	602	(167)	-27.8%
prepared 2.24.25								

#### Upcoming Meetings or Events Council may choose to attend

March 19 – 5:30-7:30pm, Community Plan community presentation and open house, Center for the Arts

#### Upcoming Agenda Items

See attached **draft** list of upcoming Council agenda topics

\* As always, please let me know if you have any questions or concerns. You may also directly contact department directors with questions as well.





## Staff Report

### March 3, 2025

**To:** Mayor and Town Council

**Prepared By:** Erin Ganser, Housing Director

**Thru:** Dara MacDonald, Town Manager

**Subject:** Operating Analysis of the Ruby, Workforce Communal Housing

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#### Summary:

A member of the Council requested an operating analysis of the Ruby, a six-unit, communal workforce housing property purchased by the Town in July 2021 for \$2.3 Million.

#### Previous Council Action:

The Council approved purchase of the property the summer of 2021.

#### Background:

The Town purchased the Ruby (624 Gothic) to help house seasonal Town employees and improve recruitment. This staff report details operating costs, discusses past and planned capital improvements, and provides a history of occupancy broken out by town employees and local workforce for the last three full operating years from 2022 through 2024.

#### Discussion:

The Town purchased the six-room Ruby Bed and Breakfast at 624 Gothic Avenue in July 2021 for \$2.3 Million to provide housing options for seasonal Town employees.

#### *Net Operating Income*

Annual net operating income (NOI) and occupancy has fluctuated with variable property management and oversight from GVRHA as well as with implementation of a Town policy to hold a vacant room to support recruitment and response to employee housing emergencies. NOI for the three full years of operations is below. These values exclude capital expenditures, insurance, and Town staff time.

- 2022: \$6,597
- 2023: -2,002 (Implemented policy to hold a unit for Town employees, have since eased back and worked to fill units after an initial check on need with department heads, and had variable support with GVRHA property management due to turnover.)
- 2024: \$-221.50 (renovations in May 2024 limited occupancy)

Although none of the Town's employee housing units cashflow, the operating expenses of the Ruby are more extensive, driving down net operating income. As a communal living property, the Town carries all operating costs, such as utilities, common area supplies and cleaning, yard maintenance, plowing, and Wi-Fi, in addition to standard maintenance and capital improvements. With the transition to an in-house property manager, staff anticipate being able to curb some expenses. Historically, the Town has paid GVRHA \$12,000 annually for management of this property.

Current lease rates are \$500 per month, all inclusive of utilities and Wi-Fi, for single occupancy and \$750 for double occupancy for the five standard rooms. The two-room suite leases for \$750 for single or double occupancy and \$1,000 for triple occupancy. Rents will be increased with summer 2025 leases.

#### *Capital Expenditures*

- Exterior paint completed in 2024: \$28,000
- Interior renovation completed in 2024 (flooring/furniture/deferred maintenance): \$22,000
- Future expenditures include a \$25,000 drywell for storm drainage, and parking area and sewer line repairs in 2025 and a roof in 2027 estimated at \$80,000.

#### *Occupancy*

Occupancy trends for the three full years of operations are below broken out by Town employee and local workforce occupants. The property has served the purpose of housing seasonal Town employees, chiefly summer PROST employees, as well as many year-round employees caught between market housing options and/or waiting to secure one of the 13 Town employee rental units through the lottery. In addition to supporting Town summer employment needs and general workforce housing demand in the winter, the Ruby has provided much needed emergency housing for households evicted from the Frontier Lands mobile home park in Gunnison as well as individuals extricating themselves from unsafe living situations.

To ensure the units are available for summer employees, all winter leases end a week after CBMR closes, giving GVRHA and Facilities time to clean and make repairs. Until May 30<sup>th</sup>, units are prioritized for Town employees, requiring that they work at least 20 hours a week or work as a recreation coach with a full season commitment. A winter tenant may remain in place through the summer provided they take qualified employment with the Town. Town has less demand for winter seasonal employees. When units become available over the winter season, housing staff check with all departments to determine if there is a need for the unit before it is opened to local workers. Lease terms vary, not to exceed six months although extensions are common, assuming that the qualifications are met for Town employee priority for summer months.

*Ruby Occupancy by Year*



## Staff Report

### March 3, 2025

**To:** Mayor and Town Council

**Prepared By:** Erin Ganser, Housing Director

**Thru:** Dara MacDonald, Town Manager

**Subject:** Debrief on Paradise Park Workforce Rental Housing Lottery of January 22, 2025

**Summary:** This agenda item aims to review the Paradise Park Workforce Rental Housing Lottery held on January 22, address concerns arising from the process, and identify improvements for future lotteries.

Unfortunately, an error occurred during the January 22 lottery resulting in an objection from an excluded household, necessitating a redraw and prompting significant community concerns. Town staff sincerely apologize for inadvertently omitting a lottery ticket from the initial drawing for the two-bedroom units. This discussion will focus on identifying necessary improvements, which will be formalized in an amendment to the Affordable Housing Guidelines. Staff plan to return to the Town Council with proposed amendments to the guidelines on May 19 in advance of the next lottery for Paradise Park, aligning with an update to 2025 AMIs.

**Previous Council Action:** The Town updated its Affordable Housing Guidelines in November 2024 following a 1.5-year public process. The guidelines provide criteria for the qualification of tenants as well as conduct of lotteries. The guidelines are available on the Town's website: [Community Housing](#). The Town Council also held an initial debrief of the lottery on February 3. At the time, there was an objection open that has since been withdrawn, as such the Town Council did not discuss the lottery but solicited public comment about the lottery.

**Background:** On the evening of January 22, the Town conducted a lottery for the first nine units of the Paradise Park Workforce Rental project. The process included three separate drawings for each of the three unit types:

- Three three-bedroom units: seven households with 27 total tickets,
- A single one-bedroom unit: eight households with 26 total tickets, and
- Five two-bedroom units: 22 households with 92 total tickets.

The number of tickets each household received was based on their longevity in the local workforce, as outlined in the Affordable Housing Guidelines.

The lottery was held in the Town Council chambers with an option for participants to join via Zoom. Attendance was not mandatory—some participated in person, some online, some through a proxy and others did not attend.

At the lottery, three staff members facilitated the check-in process: Jessie Earley and Erin Ganser assisted in-person attendees, while Mel Yemma managed online participants. Each household was reviewed for their assigned number of tickets and confirmed for the relevant drawings. Raffle tickets were used, with staff splitting the double strips so each participant retained a copy. Tickets were placed into bins for the one- and three-bedroom drawings, while those for the two-bedroom drawing were set aside to ensure winners from the other lotteries were removed. Ten applicants participated in multiple lotteries.

The check-in process was challenging due to noise in the Council Chambers, making communication with online participants particularly difficult. Additionally, some attendees moved behind the dais to speak with staff and in one instance actually took control of their lottery tickets, instead of remaining in the designated public area and keeping the tickets in staff control, further complicating organization and clarity.

Erin Ganser conducted the lottery with assistance from Council Member Gabi Prochaska. As each ticket was drawn, the order was announced and displayed on a screen in the Chambers and online. All tickets were drawn to determine both the unit selection order and a waitlist in case of withdrawals or disqualifications. Between the lottery and lease-up, participants complete a background check and provide a security deposit. Withdrawals do happen, necessitating the need for a waitlist.

Every single ticket is pulled in each lottery to ensure all tickets were accounted for and all households were placed on the waitlist. Because households with multiple tickets continued to have their tickets drawn throughout the process, the process was somewhat lengthy. Tickets were placed on labeled sheets next to participants' names, enabling efficient post-lottery verification. After each drawing, Erin and Gabi audited the results by counting tickets and confirming that all were correctly included.

The three-bedroom and one-bedroom lotteries proceeded without issue. Before the two-bedroom drawing, tickets for households that had already secured units were removed. However, toward the end of the two-bedroom lottery, a participant raised an objection as their name had not been called. Upon review in the post lottery audit, Erin and Gabi confirmed that this participant's ticket had been mistakenly excluded. A search revealed the missing ticket at the end of a table near another bin.

Erin immediately announced that the drawing was invalid and would need to be redone. The second drawing followed the same procedure, ensuring all tickets were included. Unfortunately, a household that had originally won a unit in the first drawing did not win in the redraw but had left the building prior to completion of the audit. Erin called them as soon as the audit was complete.

Video recording of the lottery can be viewed here: [video1834652073.mp4](https://www.youtube.com/watch?v=video1834652073)

**Discussion:** From this lottery experience, it is clear that the pre-lottery check-in process was not sufficiently rigorous. Staff have identified several improvements to enhance the check-in process, minimize handling of tickets, and better manage participant involvement. These proposed changes are described below for Council to discuss and consider.

Historically and under the guidelines, lotteries have been used for buyer-qualified homeownership units as dictated by applicable deed restrictions. Staff employed the process for the Paradise Park

rental units to allocate these homes via lottery under the system defined in the guidelines that prioritizes longevity in the local workforce and larger households for larger units.

***Issues identified and opportunities for improvement:***

- **Consider a Different Lottery System:** During the lottery, staff asked participants for feedback on the pros and cons of an in-person versus a closed lottery and use of a digital drawing system.

Staff polled participants regarding the idea of a closed lottery, where there are no participants, only lottery administrators and oversight/representation from elected officials conduct the lottery using either the analog or digital process. Feedback from the community was mixed, with concerns about technology and government transparency, but appreciation for efficiency and avoiding the intensity of the in-person lottery. Conversely, there is appreciation for the in-person event to preserve Crested Butte's small-town sense of community and to keep the spotlight on the need for more housing.

Digital lotteries are a tool utilized by many Colorado housing agencies including but not limited to the Summit Combined Housing Authority, which represents seven jurisdictions, Aspen-Pitkin Combined Housing Authority, as well as all agencies that manage housing choice vouchers (Section 8) throughout the country. Other agencies have continued to work with analogue systems due to community concerns about transparency. Feedback was split again. Some participants favored a digital system with the intent of reducing the possibility of mistakes, expediting the process, and reducing potential for impartiality. Others indicated a distrust of technology and preference for greater transparency. Despite differing opinions, there was consensus that improvements could be made to the lottery process.

It should be noted that the process of qualifying for publicly funded housing and the lottery itself are intense and highly emotional. To qualify, applicants must complete a lengthy application and share tax, employment, and asset documentation, as well as

information about the make up of their household. Although in the past not all lotteries were oversubscribed, in recent years, the number of applicants is four to 25 times the number of available homes. The impacts of housing instability and insecurity run deep in the community and intensifies the lottery experience. Ensuring a transparent, well-structured, and fair lottery process is the Town's responsibility.

- Below are four potential lottery models for Council consideration:
  - **In-Person Only**
    - This approach would require all participants to attend in person, with the option to discuss whether attendance should be mandatory or if proxies would be allowed.
    - Process improvements could include using a more structured lottery system, such as a bingo ball machine instead of raffle tickets, not using a double set of lottery tickets that is split in half for the participant to have a record, or using a digital tool displayed on-screen in the Council Chambers.
    - Requiring in-person attendance ensures transparency, as all participants would witness the process firsthand, potentially reducing confusion or

misinformation. Additionally, in-person events allow for effective translation services to be available to participants.

- However, requiring in-person attendance may be challenging for some applicants who have work or family conflicts, who may be facing life challenges that inhibit their ability to participate, those who are trying to remove themselves from challenging living situations, or those trying to remove themselves from challenging living situations.

○ **Hybrid (In-Person & Virtual Participation)**

- This option allows both in-person and virtual participation. To improve the check-in process, virtual participants could be verified in a separate room through a designated staff member using headphones to minimize background noise and disruption
- A benefit of the hybrid model is that it accommodates those unable to attend in person or those who prefer or benefit from a degree of privacy.
- Drawbacks include the possibility of online participants missing key moments due to internet connectivity issues or difficulty following the process remotely. Additionally, it is difficult to provide effective translation services in a hybrid environment.
- Similar to the in-person model, Council may consider whether attendance (or the use of proxies) should be required.



- **Online-Only**
  - This approach would utilize a digital lottery system, either purchased or managed by a third-party administrator, without in-person participation. Although an analogue process could also be employed with an online only participation model.
  - A key advantage is there are fewer human contact points in the system, reducing potential for error, and it addresses concerns around impartiality.
  - However, some community members expressed concerns about the lack of personalization, as well as limited trust in digital systems and the Town.
- **Closed Lottery**
  - A closed lottery would be administered by staff (or GVRHA) with oversight/participation by at least one elected official. Results would be shared with applicants after the drawing. This format could use a digital or analogue approach.
  - While this approach minimizes the opportunity for human error and avoids the stress of attending and complications of administering a public lottery event, it also removes the transparency and communal aspect that some participants value.
  - This option could provide the most privacy for lottery participants during what can be a stressful and emotional process, particularly for those who may be trying to remove themselves from challenging living situations.
- Each option presents trade-offs between transparency, efficiency, privacy, and community engagement. The table below ranks the impact to these considerations by process type. Staff seek Council's direction on the preferred approach moving forward.

Considerations	In-Person Only	Hybrid	Online Only	Closed
Participant Privacy	Low	Medium	Medium	High
Transparency	High	Medium	Medium	Low
Scheduling Flexibility	Low	Medium	Medium	High
Translation Efficiency	High	Low	Medium	N/A
Room for Human Error	High	Highest	Medium	Low

- **Enhance Check-In Procedures:** Staff recommend that one staff member would direct traffic and crowd control, guiding participants in an orderly fashion to check-in and take their seats. Additionally, the check in process should be limited to a single staff person for in person check-in and to another for online check-in. While this approach will slow the process, it will reduce the number of people handling tickets, minimize interruptions, and improve accuracy. Additionally, online check-in can be improved by conducting the check-in in a separate room to reduce background noise, confusion, and interruptions.
- **Conduct a Pre- Lottery Ticket Audit in Addition to the Post-Lottery Audit:** In addition to confirming ticket numbers at check-in, staff recommend conducting an additional audit before each drawing. This process would involve publicly announcing each participant's name or applicant number, verifying their ticket allocation, and visibly placing tickets into the hopper in full view of the seated audience. If using a digital format, a similar pre-lottery

review process would be beneficial. Although this step will lengthen the event, it will significantly enhance transparency and ensure all tickets are properly accounted for.

- **Clarify Objection Process:** Staff recommend refining and clearly communicating the objection process to ensure participants understand that unit selection order is not final until the objection period concludes. This includes clarifying the two distinct objection periods:
  - **Pre-Lottery Objection Period:** Allows individuals or households to challenge their assigned number of tickets based on their qualifications before the lottery is conducted.
  - **Post-Lottery Objection Period:** Provides a window for participants to raise concerns about how the lottery was conducted. Staff recommend specifying in the guidelines what constitutes a valid objection. For example, a valid objection might involve a ticketing discrepancy or procedural error, while an invalid objection might stem from dissatisfaction with the results.
- **Additional Improvements:** Staff welcome additional feedback from Council, participants, and the public to improve the lottery process. Recognizing that the previous lottery did not meet the Town's intended standards, staff are committed to making necessary improvements to ensure fairness, transparency, and trust in future lotteries.

**Next Steps: Update Affordable Housing Guidelines:** Staff will incorporate feedback from this meeting to propose amendments to the Affordable Housing Guidelines, providing greater clarity on lottery procedures and improving overall processes. The proposed amendments will be presented on May 19<sup>th</sup> in advance of the next lottery, aligning with the scheduled update to the 2025 AMIs issued by HUD.

The allocation of publicly funded housing is a deeply personal matter for applicants but also maintains an obligation to transparency. Administering this process requires staff to walk a fine line between the two. This balance coupled with the trauma of housing instability and insecurity has the potential to create a caustic environment. Staff regret the personal attacks that have arisen among lottery participants and members of the public about qualifications or motives of lottery participants and remain committed to providing clear information to help all applicants through the process.

**Next Steps for Paradise Park:** The Paradise Park project has three phases of completion. The next phase includes two, two-bedroom units, which will be finished this summer. The final phase includes a triplex with a one-, two- and three-bedroom unit that will be finished around year end. A lottery will be held for each of these phases, incorporating the improvements identified at this discussion. Each lottery will re-establish the waitlist for the size units included in the lottery.

Vacancies will be filled from the waitlist established in the drawing order at the previous lottery for the specific unit type. The drawing order established at the final lottery (year end 2025) will be the waitlist which applicants will be pulled from to fill future vacancies. The waitlist will be purged routinely to remove parties that are no longer interested. Over time, staff will evaluate whether the list should be fully purged, and applications reopened to repopulate the waitlist.

**Legal Review:** The Town Attorney has been informed of the situation and is up to speed on what occurred and relevant documentation and has begun assisting with identifying amendments to the Affordable Housing Guidelines.

**Recommendations:** Council members should review and debrief the January 22 lottery, discussing the identified issues and proposed improvements. Based on this discussion, Council should provide recommendations for further enhancements to ensure a clearer, fairer, and more transparent lottery process moving forward.



## Staff Report

March 3, 2025

**To:** Mayor and Town Council

**Prepared By:** Dannah Leeman Gore, Sustainability Coordinator

**Thru:** Gunnison County Electric Association (GCEA)

**Subject:** GCEA Oh Be Joyful Solar Array Project Updates

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### **Summary:**

The purpose of this presentation is for GCEA to provide project updates to the Crested Butte Town Council on the Oh Be Joyful Community Solar Array (OBJ) and to inquire about the Town's commitment to be purchasers of renewable energy credits (RECs) from this community solar garden.

### **Background:**

The Town's partnership with GCEA's OBJ project (formerly known as Sunshine Park or Avalanche Park) stems from the 2019 Climate Action Plan's renewable energy strategies:

- Purchase renewable energy certificates (RECs) for the community
- Construct a local, utility-scale solar array

See page 18 of the 2019 Climate Action Plan (attached) for more plan details. With this plan, the Town committed to supporting GCEA's construction of a 1.1 MW Solar Array and subscribing to the RECs from the community solar garden once completed. Staff have been collaborating with GCEA and the project contractor, Outshine Solar, over the last 5-6 years to identify a suitable parcel and implement the project's construction. The project has been slow to implement because of siting and permitting delays and financial uncertainties. GCEA, however, has been negotiating with Outshine Solar to move the project forward and make the project financially viable. GCEA will present on OBJs updated project details in light of recent developments with the Outshine Solar and the federal administration change. See the attached memo from GCEA that outlines the project's development history.

### **Climate Impact:**

At the outset of this project, the Town intended to purchase enough RECs through OBJ to offset 100% of the Town's electricity use. Based on the Town's 2022 GHG Emissions Inventory, this could offset 800 MT CO<sub>2</sub>e of municipal emissions (44% of total town emissions, 3% of total community emissions). Note that renewable energy credits do not **reduce the production of emissions**, but they do compensate for emissions created from Town energy consumption.

### **Financial Impact**

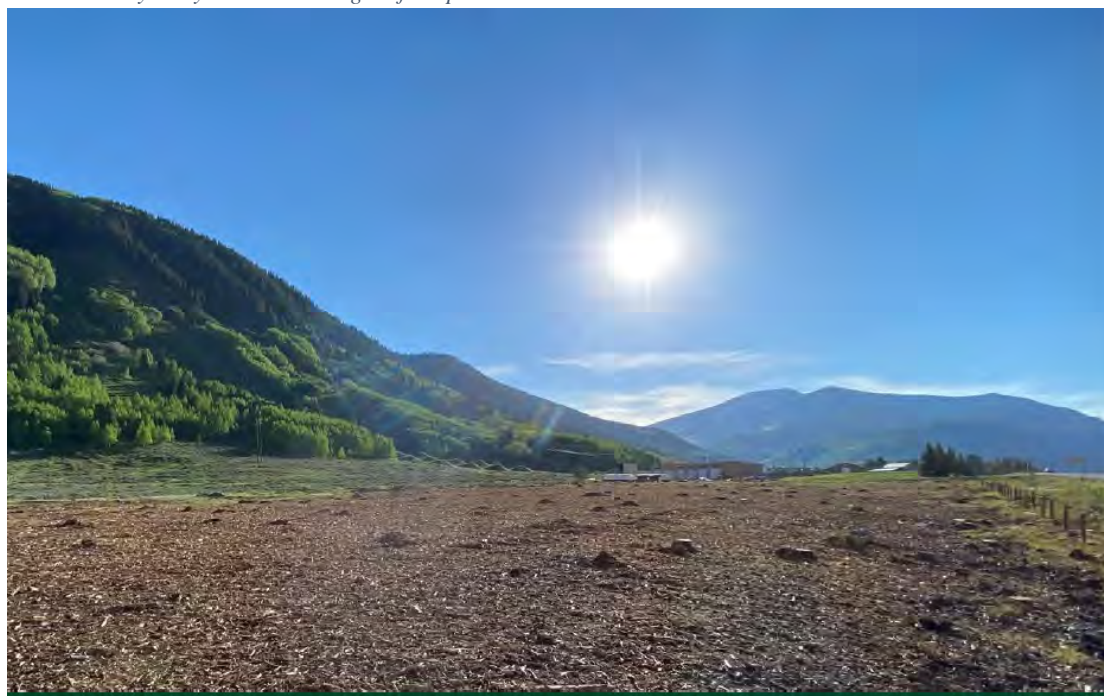
To date, the Town has contributed staff time, attorney fees for lease negotiations, and an Avalanche Hazard Analysis at the cost of \$7,800 to this project. The Town has also leased a Town-owned parcel to Outshine Solar along Hwy 135, locally known as “Avalanche Park” [map attached and property photo included below (fig. 1)].

2020 projections estimated that the Town could expect to pay between \$5,300 - \$21,000 annually to offset 100% of the Town’s electricity use, or an additional 25% of Town electricity costs. Current projections from GCEA estimate that the cost of purchasing RECs to offset 100% of Town’s electricity use to be \$33,803.53 annually in addition to base electricity costs. **Table 1** shows the Town’s electricity costs for municipal operations from 2022-2024 for context. The estimated annual cost per metric ton of carbon dioxide equivalent off set (\$/MT CO<sub>2</sub>e) on this project at current proposed pricing is \$43/MT CO<sub>2</sub>e annually. GCEA has stated that the price per kWh for RECs will not change over time. They also noted, however, due to the federal administration’s repeal of certain tax credits, significant financial uncertainties will occur beginning in 2026. GCEA will provide additional cost information during their presentation.

*Table 1. Annual utility costs for the Town of Crested Butte (2022-2024)*

<b>Year</b>	<b>Total annual electricity costs paid to GCEA</b>
2022	\$140,266.88
2023	\$149,556.04
2024	\$173,105.90

*Figure 1. Avalanche Park. Viewpoint is from the south side of the property facing north towards the Gunnison County Public Works Facility. Hwy 135 is to the right of the photo.*



**Discussion**

GCEA will present the status of OBJ and updated financial information to the Town.

**Attachments:**

- GCEA OBJ Project Memo
- Appendix A. Vicinity Map – Commercial Minor Impact Land Use Change Application
- 2019 Climate Action Plan



## MEMO

3/3/25

**To:** Mayor and Town Council

**Prepared By:** Janna Hansen, PROST Director

**Thru:** Dara MacDonald, Town Manager

**Subject:** PROST Plan Council Representative

During the January 21<sup>st</sup> Council meeting, staff requested Council participation in the PROST Plan Advisory Committee. This is an outline of expected roles and commitments.

### **Advisory Committee Members:**

#### Town Staff:

- Janna Hansen – PROST Director
- Joey Carpenter – Recreation, Open Space, and Trails Supervisor
- Jack Morgan – Parks Manager
- Mel Yemma – Interim Community Development Director
- Shea Early – Public Works Director

#### Community Partners:

- Jake Jones – Executive Director Crested Butte Land Trust
- Nick Catmur - Gunnison County Stewardship Coordinator - National Forest Foundation
- Melissa Mason – Parent, Coach, Engaged Community Member
- Derrick Nehrenberg – Executive Director Gunnison County Met Rec District

### **Advisory Committee Role:**

The role of the Advisory Committee is to provide leadership and direction to help guide the development of the PROST Plan. The planning process will follow the “five-step guide to making value-minded decisions” as outlined in [the Community Compass \(Chp.3 pg. 29\)](#). The committee will convene monthly for 1.5-hour meetings throughout the process. The following outlines the work that the Consultant will be doing and the associated review process and meetings of the Advisory Committee. The full scope of work can be viewed in [the RFP document](#).

***Step 1. Understand the challenge and define the goal. (March – May 2025)***



In this first step, the Consultant will concentrate on research, data collection, and analysis. This scope will include:

- Review of the following local, state, and regional plans:
  - Gunnison County Metropolitan Recreation District Regional Master Plan (Met Rec Plan)
  - Town of Crested Butte Community Plan (CP)
  - Town of Crested Butte Transportation Mobility Plan (TMP)
  - Town of Crested Butte 2030 Climate Action Plan (CAP)
  - Town of Crested Butte Community Compass (Compass)
  - Crested Butte South Parks Master Plan (CBS PMP)
  - Gunnison County Corridor Plan (Corridor Plan)
  - 2025-2029 Statewide Comprehensive Outdoor Recreation Plan (SCORP)
- An in-depth review of the Met Rec Plan and associated data and community survey results
- Review of the [2010 Parks and Rec Regional Master Plan](#)
- Review of the existing policies, services, and amenities offered by PROST
- Review of the [comprehensive bilingual survey](#) completed by 238 respondents seeking community input on the Compass Navigation plans
- Review of proposed residential development plans

#### **Expected Advisory Committee Meetings:**

- March (In-person) - Project kickoff meeting with Consultant
- April (hybrid) – Plans alignment meeting with community partners
- May (hybrid) - Advisory Committee meeting to finalize the challenge and goal statement

These efforts should culminate in a thorough **understanding of the challenge and a definition of the goal of the PROST Plan.**

#### ***Step 2. Commit to a community engagement strategy. (June – August 2025)***

Step 2 will introduce **an extensive community outreach strategy** designed to engage a diverse audience and should include:

- Targeted stakeholder and focus group interviews to offer diverse perspectives with specific focus on identifying challenges and opportunities. Interviews should include representatives from local club sports and non-profits, the Crested Butte Community school, open space and trails partners, and PROST program participants and staff.
- Two community parties/outreach events

#### **Expected Advisory Committee Meetings:**

- June/July 2 in-person meetings to conduct stakeholder interviews, facilitate community outreach events, and coordinate events
- August (hybrid) - Advisory Committee meeting to process and review findings from outreach events

#### ***Step 3. Define success measures. (August – September 2025)***

The feedback and insights gathered in Steps 1 and 2 should be synthesized to **develop measures of success**. The draft goal statement and success measures will be confirmed with the Town Council.

**Expected Advisory Committee Meetings:**

- September (hybrid) - Town Council presentation

*Step 4. Create alternatives and filter them through the success measures. (September – October 2025)*

In this step, recommended solutions should be developed and vetted with the Council, community, and Advisory Committee. A community meeting to provide input on recommendations will be included. These efforts should culminate in the **creation of alternatives that have been filtered through our success measures**.

**Expected Advisory Committee Meetings:**

- September/October (in-person) - Community outreach meeting
- October (hybrid) - Town Council to review revised goal statement and success measures as well as recommended solutions

*Step 5. Make decisions based on informed consent. (November 2025 – February 2026)*

In the final step, ongoing community outreach will further refine the recommendations into the draft plan. Additional feedback will be gathered through a comment period and stakeholder presentations. The feedback will be integrated to refine the draft recommendations into a preferred vision and implementation plan. This plan will be considered for adoption using the **informed consent decision-making model** by the Crested Butte Town Council.

**Expected Advisory Committee Meetings:**

- November (hybrid) – Prep for stakeholder presentations
- January (In-Person) - Stakeholder Presentation Meeting
- February (hybrid) - Town Council Meeting to present final plan and adoption

This schedule may change as the process develops, but monthly meetings can be expected throughout the process.