

## TRANSPORTATION



When the Town was incorporated automobiles did not exist. The Town was not designed for automobiles and part of the charm of the Town today is that it is a community where pedestrians and the design and scale of historic houses and streets can continue to interact.

### **Community Character**

The major transportation issues facing the Town are maintaining the community character, provision of trails, street maintenance, snow plowing and snow storage, and maintaining the streets after they are paved. The facilities cost to plow snow, which includes most of the maintenance equipment is discussed in the Snow Plowing and Traction Control section of the Land Use Plan.

Transportation is an important subject to the residents of Crested Butte as demonstrated by the comprehensive analysis of the subject over the years. The following is a brief summary of past transportation studies. Recommendations generated during these studies that are applicable to the Middle Slate River Valley (MSRV) are included in the Transportation Policies. Following the summaries of the transportation studies are discussions about Mountain Express (a public bus service between Crested Butte and Mt. Crested Butte), trails, nordic trails, air transportation, roads and the Crested Butte Master Street Plan.

## TRANSPORTATION STUDIES

### 1. Gothic Road Study

The “Gothic Road Study” by Merrick and Co., conducted circa 1976, identified two alternate routes to Mt. Crested Butte - one through what is now Skyland and one west of Sunlight Ridge.

### 2. Transportation Development Program for Crested Butte

Transplan Associates created the first “Transportation Development Program (TDP) for Crested Butte” in 1980. Based on the information in the TDP, several TDP updates, and the newly incorporated Transit Elements to the Statewide Transportation Improvement Plan (STIP) – Region 10, Mountain Express has been applying for federal grants to help fund the system since the 1980s.

### 3. Transportation, Alleys and Parking Report

In 1992 a committee of Crested Butte citizens developed a “Transportation, Alleys and Parking Report” (TRAP) to address transportation concerns in Crested Butte. The report analyzed speed, alternative transportation, tourist transportation, parking, snow-plowing, alleys, bridges and air pollution.

### 4. Transportation and Sustainable Development in Crested Butte

In 1996 Gary Sprung, a Town Council member, wrote a nine page document named “Transportation and Sustainable Development in Crested Butte” with 20 recommendations on "how to get there."

### 5. 1998 Crested Butte Transportation Plan

The “1998 Crested Butte Transportation Plan” was conducted in response to the changing quality of life in Crested Butte due to motorized traffic. The community was being so impacted by motor vehicles that it was difficult to cross Sixth Street during busy times of the year. Speeds on Whiterock Avenue made it dangerous for pedestrians and bicyclists, and the general congestion in downtown was unpleasant for residents and visitors. In 1997 the Colorado Office of Energy Conservation provided funding for a valley wide look at ways to conserve energy through transportation planning. In the fall of 1997 the Crested Butte Roundtable, consisting of 17 members, began meeting to address transportation. The group identified five major problem areas and 24 action steps to improve traffic flow. The 1998 plan was adopted by the Town Council as an additional appendix to the Upper Gunnison Valley Transportation Plan. It was the intent at the time of adoption that when the Land Use Plan, the Three Mile Plan and subdivision regulations were revised, the findings of this plan should be added.

### 6. Upper Gunnison River Valley Transportation Plan

Beginning in 1997, many steps leading toward a regional transportation plan in the Upper Gunnison River Valley were lead by Charlier Associates, Inc. Throughout the process the public was involved. Community surveys were returned from 497 residents and 52 businesses. A project advisory committee met regularly and several roundtables were held to discuss issues, guide the consultant's work and review data, strategies, and policies as they were developed. Deliverables from that process included:

- a. “Trends and Conditions Report” (May 1998)

This report was the basis for the many plans that followed. It found there were 3,147 housing units in seven zones from Round Mountain north, and that there could be as many as 9,831 units at build out. These numbers included single family, multifamily and resort accommodations because at peak usage times all of these units translate into numbers of people affecting traffic volume. Existing traffic volumes for Crested Butte at the four way stop were 6,500 vehicles per day. Total vehicles counted per day in six locations from Round Mountain north, were 32,100. Assuming a 10% reduction in automobile trips had been made in the Crested Butte/ Mt. Crested Butte area for anticipated transit usage, the low range of daily increase in traffic generated by new housing was projected to be an additional 10,391 vehicles for Mt. Crested Butte and 1,693 for Crested Butte. Total vehicles per day at the four way stop in the low projection were 19,000, which exceeds the capacity of a two lane roadway.

The report did not project traffic for the portion of the unincorporated area from Round Mountain north; however, it did say that the whole unincorporated valley from Crested Butte to Gunnison was projected to generate as many as 21,650 auto trips per day. The occupancy rate at the Gothic Road and Treasury Road intersection in Mt. Crested Butte was 1.44 people per vehicle. The rate at State Highway 135 and Crested Butte South was 1.34.

The report indicated that Alpine Express, a private transportation service, with 30 vehicles, carried an average of 60,000 riders per ski season from the airport in Gunnison to Mt. Crested Butte and 650 per day in winter. The average number of commuter trips between Gunnison and Mt. Crested Butte were 25,000 per ski season and 250 on peak days. Mountain Express, with 14 vehicles, carried 760,000 people per ski season, and 14,000 on a peak day. (In calendar year 2003 Mountain Express served 505,000 passengers with 16 vehicles and Alpine Express served about 30,000 passengers.)

b. "Transportation Alternatives Report" (June 1998)

This report presented a list of possible alternatives for consideration for the upper Gunnison River valley. It was not meant to be an exhaustive list but a shortened list of practical and feasible alternatives that included community concerns and interest. In the Crested Butte area about 40 alternatives were considered addressing:

- 1) Transit
- 2) Bicycle/pedestrian
- 3) Transportation Demand Management (TDM)
- 4) Motor vehicles
- 5) Land use

c. "Upper Gunnison River Valley Transportation Plan" (August, 1998)

Community Roundtable discussions were held in July 1998 testing all of the transportation ideas generated for applicability, feasibility, and effectiveness. This plan was adopted and approved by the Town Council in August 1999. It was also adopted by Mt. Crested Butte and Gunnison County. A summary of each major topic area follows:

1) Transit

There was strong interest in expanding services provided by existing providers (Mt. Express and Alpine Express). Park and rides, intercept lots, and shuttle services were seen as essential to encouraging more use of transit by employees

and visitors. Other major issues of this part of the plan included increasing subsidies for the Shuffle transit system (a service of Alpine Express for commuters between Gunnison and Mt. Crested Butte) to provide more regional commuter routes; forming a Regional Transportation Authority to pay for transit services; extending service to Crested Butte South; and developing a gondola between Crested Butte and Mt. Crested Butte.

2) Bicycle/Pedestrian

The emphasis here was on safety improvements and completing existing networks. In some cases new programs needed to be initiated (e.g., safe routes to school and bicycle parking).

3) Transportation Demand Management (TDM)

TDM addresses demand. It deploys a wide array of strategies including bus passes, flex time, ride sharing, and construction of Park-N-Ride lots.

4) Motor vehicles

To widen or not to widen Gothic Road and State Highway 135 was the question during many debates among Roundtable participants. Ultimately, the concern with preserving the area's character shifted focus to transportation strategies which could, it was hoped, obviate the need for building new by-passes or constructing four-lane highways to meet projected travel demand. Within municipalities, traffic calming was needed.

5) Land Use

This section recommended policies that should be politically feasible and perceived as having a close relationship to transportation issues.

Recommendations included developing:

- i. a multi-jurisdictional housing authority to develop housing opportunities near work designed to reduce commuting
- ii. a county land use plan to help direct growth and decrease motor vehicle trips
- iii. design/location standards (such as density bonuses) to help direct growth and decrease motor vehicle trips
- iv. an accelerated design review process for projects within urban growth boundaries as an incentive to help direct growth and decrease motor vehicle trips
- v. a county-wide impact fee to charge new development its fair share of maintaining county roadway capacity

Alternatives not selected included the following:

- 1) In some cases proposed options were abandoned in favor of other solutions. (e.g., recommendations were made for TDM and safety improvements to the Gothic Road rather than a bypass of Crested Butte, four-laning Gothic Road, or installation of a reversible lane on the Gothic Road)
- 2) In other cases, the perception was that more discussion was needed within the community (e.g., pedestrian mall on Elk Avenue in Crested Butte).
- 3) Some ideas were accepted as good in theory but too difficult to implement politically, (e.g., county zoning)
- 4) Other ideas were viewed as too complex, abstract, or perhaps too distantly related to transportation to merit a high priority (e.g. transferable development rights and adequate public facilities ordinances)

- 7. The West Elk Scenic and Historic Byway Corridor Management Plan**  
This plan was prepared for the West Elk Byway Steering Committee by EDAW (a landscape design and environmental planning company) in 1999. The plan covers a route from Crested Butte to Paonia, to Hotchkiss, to Gunnison and back to Crested Butte. A spur to Carbondale from Paonia is also included. This plan discusses the intrinsic qualities, the resources to be protected, interpretation (roadside exhibits), trails, highway conditions and safety, and marketing of the Byway. While not specific to Crested Butte, the plan includes Crested Butte and crosses the Middle Slate River Valley.
- 8. Sixth St. Corridor Improvement Plan**  
This plan was prepared by Charlier Associates in association with Rolland Engineering. The plan builds on the recommendations of the Upper Gunnison Valley Transportation Plan and makes specific recommendations for Sixth Street in Crested Butte. The plan was adopted by resolution of the Town Council in February 2000 as the basis for the planning and improvements of the area that are located within the geographic scope of the Plan. Except for the traffic calming elements at the north and south entrances to town, the scope of the Sixth Street Plan is entirely within the existing town limits of Crested Butte.
- 9. The Mountain Passenger Transport System Feasibility and Location Study**  
This plan began in April 2000 as a response to the growing need for an improved transit system between Crested Butte and Mt. Crested Butte. The study considered various transit technologies including a detachable gondola, a pulse gondola, an aerial tramway, a funicular, a light rail system and expanded bus service. Gunnison County, Crested Butte, Mt. Crested Butte, and Crested Butte Mountain Resort jointly provided funding for the study. In the near term, a regional bus system with expanded service in the upper valley will be a competitive travel mode, serving both residents and tourists. In the long term, a gondola system will be a more reliable and cost effective transit system. Implementation of the recommendations takes place over the course of 15 years in anticipation of the valley's build out. Specific recommendations include:

  - a. Develop a county-wide impact fee system to finance transit infrastructure and vehicles
  - b. Preserve the necessary right-of-way associated with the recommended gondola alignments
  - c. Form a rural transportation authority to finance transit operations
  - d. Develop an expanded bus transit network
  - e. Plan for and develop three transit centers in Gunnison, Crested Butte, and Mt. Crested Butte
  - f. Develop park-and-ride facilities for access to both the bus and gondola transit systems
  - g. Plan for and develop a gondola transit system along one of the recommended alignments
- 10. Gunnison County Transportation Plan**  
At the same time that the Upper Gunnison River Valley Transportation Plan was developed, a regional transportation plan was created for the Gunnison Valley and the counties of Region 10. Other regional plans were also created throughout Colorado so that all transportation projects would qualify for federal "Intermodal Surface Transportation Efficiency Act" funds. Policies and vision statements of that plan, which the Town of Crested Butte agrees with, are reflected in the transportation policies section of the Crested Butte Three Mile Plan.

#### 11. **Town of Crested Butte Parks and Recreation Regional Master Plan**

Although the 2010 Parks and Recreation Regional Master Plan is not a transportation plan, additional trail connections and trailheads, new trails, a perimeter trail and maintenance of existing trails are recommended.

#### **Recommendations of the Transportation Plans That Have Been Implemented**

1. Construct sidewalks along Sixth St. in Blocks 36, 55, and 56
2. Improve signage
3. Continue use of drainage dips which also serve to slow traffic
4. Add additional bicycle racks throughout town
5. Create a fleet of bicycles for public use
6. Acquire and use more and better sidewalk snow removal equipment
7. Plow pedestrian bridges
8. Continue the gravel paths on 6th St. from Butte Ave. to Red Lady Ave
9. Conduct experiments at Elk Ave. and 3rd St. to reduce pedestrian/motor vehicle conflicts
10. Begin two hour parking on Elk Ave
11. Ban all snowmobiles from streets in Crested Butte
12. Create 30 foot drop-off areas on Elk Ave. for visitors
13. Develop alleys to accommodate deliveries and trash pickup
14. Develop parking at Big Mine Park and 6th St. and Elk Ave.
15. Plow snow from Elk Ave. onto the space between the curb and the sidewalk and remove it when the snow piles are too large to hold more snow
16. Maintain intersection parking setbacks
17. Encourage new development on Sixth St. to locate all parking behind buildings
18. Change the Zoning Code to require two parking spaces per residential unit
19. Locate affordable parcels to store snow that has been removed from Elk Ave
20. Eliminate infringements on alley rights-of-way
21. Plow and remove snow from the commercial alleys
22. Move dumpsters into alleys
23. Change the no skiing in Crested Butte ordinance to allow skiing in residential alleys to trails at the edge of town (Modified to allow skiing on designated streets)
24. Construct a pedestrian bridge over Coal Creek at Butte Ave
25. Replace the town watering truck engine that is a major source of pollution
26. Encourage the County to place chip and seal on Kebler Pass Road to the old Keystone Mine Road
27. Replace the street cleaner with a machine that produces less dust
28. Enhance pedestrian facilities such as crosswalks, traffic calming, trails and bicycle storage
29. Seventh St. and Red Lady Ave. intersection redesign and construction
30. Construct affordable housing in Crested Butte and Mt. Crested Butte
31. Obtain rights-of way for bike paths for commuting and build such trails
32. Construct and place traffic calming features throughout town
33. Expand Mountain Express and down valley transit service

#### **MOUNTAIN EXPRESS**

Mountain Express is a public bus system founded in 1978 and operated by a board of directors comprised of two Council members from each of the Towns of Crested Butte and Mt. Crested

Butte, and one member at large chosen by the other four directors. The primary purpose of the system is to move people between Crested Butte and Mt. Crested Butte in the winter. Summer and off season routes are also operated and “circular loops” are provided inside the Town of Mt. Crested Butte during the ski season but none are provided in Crested Butte. A circulator bus route in Crested Butte was tried during the winter of 2006/07 but ridership numbers did not justify continuing the circulator.

The system is funded by a 1% sales tax in both towns dedicated to transportation as well as a portion of a 1% admissions tax (including lift tickets) in Mt. Crested Butte and federal operating and capital grants.

Between 1986 and 1993, ridership increased from under 300,000 per year to 755,000. Ridership peaked in 1998 at just over 900,000 and hovered just above 500,000 passengers in 2001, 2002, and 2003. During the past four years, ridership averaged 604,000 riders with the peak in 2008 at 631,000 riders.

In 2003 the average cost of operating a bus was \$22.50 per hour. Operating and administrative expenses then totaled \$778,563. In 2003 the fleet ran for 12,517 hours and 142,955 miles. Therefore, the average cost of operating a bus in 2003 was \$62.20 per hour or \$5.44 6.80 per mile. This translated into a cost of \$1.53 per passenger carried. In 2010 the average cost of operating a bus was \$74.02 per hour. The cost per passenger carried was \$1.86 in 2010.

## **TRAILS**



### **The Need for Trails**

Present and future Crested Butte residents utilize and will utilize trails for recreation and transportation purposes. The existing trail system provides a minimum level of trail connections

and service to the existing residents. In recognition of this fact, the Crested Butte Mountain Bike Association was created in 1983 and the Gunnison County Trails Commission was appointed in 1995. Both groups are working with land owners, the Town, and the County to create and maintain trails throughout the MSR.V.

While residents of new development will benefit from existing trails, trailheads and completed and interconnected trails, new development and new residents generate new demand and will detrimentally impact the existing trail system. New residents will require additional trails and trail connections to obtain access to the major trail system and to maintain the present minimum level of trail service for the Town. Existing residents will receive a reciprocal benefit and advantage from the creation of new trails and trail connections within new development when existing residents use new trails in new development.

Trails are used primarily by pedestrian and bicycle riders in Crested Butte. Bicycles are the primary form of transportation for many residents of Crested Butte. Despite the fact that Crested Butte receives nearly 20 feet of snow in an average year, bicycles can be seen on the town streets and trails, every day of the year. Bicycles are an alternative to polluting and, equally important in Crested Butte, they are the most convenient means of transportation to get from one part of our small town to another. Skis, babies and groceries are transported via bicycles. The use of non-motorized transportation decreases air pollution and traffic congestion, increases automobile and street safety and resultant parking problems are minor when compared to automobiles.

Air pollution was a major issue in the MSR.V for years as demonstrated by scientific studies conducted by Virginia Polytechnic Institute and Virginia State University in the 1980s which helped the Town come to the conclusion that a ban on wood burning devices, that do not meet EPA and State standards for operation, was necessary in 1986. The reduction of pollution caused by automobiles and other sources is important in this valley and the use of alternative methods of travel such as bicycles and the provision of trails to encourage alternative transportation, is essential.

The development of land without dedication of new and connecting trails will sever existing trail systems and render the existing trail systems inaccessible to new residents. As new development occurs, new trails will be necessary to enable new residents to access the system and to access public lands. Where trails terminate or fail to make connections with other trails, the use of alternative forms of transportation will decrease within the community.

In 1994, when asked how important a trail system is in providing non-motorized vehicle routes throughout the Slate River Valley, 67% of respondents ranked it 10, very important on a scale of 1 to 10. The results of the 2004 Land Use Survey showed that 73% of the respondents felt that new development should provide summer trails and 82% supported public access to public lands when land is developed.

### **Trail Design**

Trails are most efficient for alternative forms of transportation where the trails are wide enough to accommodate bicycle, pedestrian, and occasional equestrian traffic. Trail design is discussed in detail in the Crested Butte Parks and Recreation Regional Master Plan. Trail rights-of-way of no less than 15 feet in width are adequate to reasonably accommodate these varying uses. For safety and reasonable use, the traveled portion of hard surfaced trails should be not less than six (6) feet in width. Primitive single track trails used for mountain biking and hiking can also be appropriate.

Trails should generally avoid wildlife habitat, water features and wetland areas to avoid conflicts with wildlife. Nordic trails that use wetland areas during winter months only are more acceptable but should be used to cross wetlands rather than use the wetlands as the target for trail area.

### **Existing Trails**

As can be seen below, much work has gone into the provision of trails for residents and visitors to the Crested Butte area. To date, there are over 40 miles of trails or trail easements within three miles of Crested Butte. The discussion below elaborates on past work to establish trails and demonstrates that trails are important amenities to the community. The system of summer trails on private and public lands in the MSRVA is shown on the Transportation and Trails map. Major trails and trailheads include the following:

1. The Mt. Crested Butte Recreation Path is a connector trail. The right-of-way for the path was provided over an eight-year period in five major segments:
  - a. Most of the right-of-way for the path was obtained in 1996 during an annexation to Mt. Crested Butte that failed to materialize. Now, most of the trail passes through land preserved as open space by the Crested Butte Land Trust.
  - b. The north end of the path crosses Gunnison County land just prior to entering Mt. Crested Butte.
  - c. Sissy LaVigne donated another substantial portion during the approval process for the Moon Ridge Subdivision.
  - d. Right-of-way for a spur to the Slate River Road in Three Valleys Subdivision was added when the subdivision was approved. The path can be used by pedestrians and bicycle riders.
  - e. The Town of Crested Butte built a 1,600 foot long section from the Slate River bridge to Elk Avenue in 2004-2005. Except for the Three Valleys Subdivision section, the Recreational Path is a non-motorized connector trail, that is also used by pedestrians, skiers, and equestrians for recreational use.
2. The Lower Loop follows the greenway along the Slate River northwest of Town and connects Crested Butte with Gunsight Pass and Oh-be-joyful Creek. Loops back to Town are available via the Upper Lower Loop or along the Slate River Road. The Lower Loop is a non-motorized multiple use trail (pedestrians, bicycles, horses).
3. The Green Lake Trail is a non-motorized multiple use recreation route through Trappers Crossing and the Gunnison National Forest from Crested Butte to Green Lake on Mt. Axtel.
4. The Upper Loop and the Upper Upper Loop trails are multiple use recreation routes on private and Gunnison Forest Service lands and connect Mt. Crested Butte with Skyland and Brush Creek Road.
5. Tony's Trail and the McCormick Ranch Road are multiple use recreation routes and can be used to access the Upper Loop from Crested Butte. Multiple use access on the McCormick Ranch Road was given to the Town during the annexation of the Verzuh Ranch Subdivision.
6. Long Lake Trail is a recreation route. It begins on private property in the Pristine Point Subdivision, and goes to Meridian Lake on Gunnison National Forest land. The trail across the private land was obtained during the development of Pristine Point Subdivision.
7. The Baxter Gulch Trail begins on Town land and crosses the Kroft property, two Trappers Crossing lots and 10 Hidden Mine Ranch Subdivision lots to connect the Town land near the County shops with the Forest Service land at the north end of Whetstone Mountain. This trail is a good example of the efforts that go into making trails since it took nearly 20 years to obtain all the easements, the threat of law suits, and the trail is yet to be built.
7. Snodgrass Trail is a seasonal, recreational trail on Snodgrass Mountain. Because some of the trail is on private land used for cattle grazing, the section of the trail which connects to Washington Gulch is closed during the late summer and fall to all users.

9. Trails on Crested Butte Mountain, in the area of the ski runs, are maintained by Crested Butte Mountain Resort (CBMR). This trail system is on both public and private land and open to the public.
10. The American Discovery Trail, a coast-to-coast trail linking the nation's principle east-west trails and shorter local and regional trails into a nation-wide network, dips into Gunnison County and uses the Upper Loop and a spur comes into Crested Butte along Tony's Trail and the McCormick Ranch Road.
11. The Kebler Pass Trailhead is used during winter months primarily by snowmobilers accessing the terrain on Kebler Pass and the Townsite of Irwin. The road is closed to automobiles and trucks during winter months because snow avalanches cross the Kebler Pass Road.
12. In the winter, the Slate River, Washington Gulch and Brush Creek Trailheads are parking areas for people changing modes from motor vehicles to skis or snowmobiles.

Since 1990, the Crested Butte Mountain Bike Association has sponsored 5-6 volunteer work days per year to build and maintain non-motorized trails on private and forest service land in the vicinity. In 2011 the Gunnison County Trails Commission also began sponsoring work days.

**The Trail Standard**

The present ratio of lineal feet of trails to the number of existing residential units in the MSRV provides reasonable access, alternate transportation routes and convenience to the Town residents. This minimum ratio should be maintained with new development to ensure the new growth will not render the trail system inadequate or incapable of serving the Town's residents.

**Table T 1  
Existing Trail Lengths**

TRAIL NAME	Trail Length	
	(feet)	(miles)
Baxter Gulch Trails	15,023	2.85
Budd Trail	6,766	1.28
Butte Pasture easement	668	0.13
CB Perimeter Trail (not Tommy V or Verzuh) (incudes Kapuhson, Paradise, Woods Walk)	13,456	2.55
Carbon Creek Trail	278	0.05
Chocolate peak trail easement	199	0.04
FS 436	24,852	4.71
FS 565	8,947	1.69
Green Lake Trail (incl. Big Mine park)	20,172	3.82
Buckhorn Ranch (Gunnison Trails Comm easement)	2,882	0.55
Hidden River Ranch easement	2,500	0.47
Kochevar, Eve trail easement	2,402	0.45
Larkspur trail easement	1,281	0.24
Lower Loop Trail (not Gunsight pass rd.)	25,420	4.81
Lupine Trail	8,950	1.70
McCormick Ranch Road	4,863	0.92

New Deli Trail	7,546	1.43
Pristine Point public access	4,821	0.91
Mike's Mile (Railroad Grade)	4,277	0.81
Mt CB/CB Recreation Path	10,014	1.90
Saddle Ridge (road pedestrian easement not trail)	2,720	0.52
Tony's Trail	3,833	0.73
Totem Pole Park	212	0.04
Sadle Ridge trail easement along Gothic Rd.	1,941	0.37
Skyland Trails, Trail 435	7,102	1.35
Trapper's Crossing Lot 4 Trail easement	945	0.18
Treasury Hill Trail	708	0.13
Upper Loop Trail	7,043	1.33
Upper Upper Loop Trail	17,386	3.29
Verzuh/Tommy V. Trail	2,402	0.45
West Side Trail	11,104	2.10
Wood's Trail	970	0.18
Woods Walk Trail minus Perimeter Trail	6,530	1.24
<b>TOTAL Summer Trails</b>	<b>228,212</b>	<b>43.22</b>
<b>Existing summer trails per res. Unit</b>	<b>61.4</b>	

Table T 1 Notes:

1. Sources: Latitude 40, Crested Butte G.I.S. office, Jennifer Rose, who worked for Latitude 40 in 2004 measuring trails, and NCW Associates.
2. Snodgrass Trail is not included because there is no permanent trail easement.
3. Some trails on Crested Butte are not included because they were, at least partly, built by the corporation, not the community.
4. Mt. Crested Butte Recreation Path, and other trails within Mt. Crested Butte town limits are not included in this list.

Table T 1 lists the public trails in the MSRV in 2011. Some trails are located entirely within private land and within the MSRV (eg. Woods Walk trails). Other trails begin in the MSRV and continue outside the MSRV (eg. Green Lake Trail). Some trails are located entirely on National Forest Service land but are necessary to link trails and, were built by volunteers from the vicinity of Crested Butte (eg Tony's Trail). Only the trail lengths within three miles of Crested Butte are in Table 1.

Table T 1 indicates there were 228,212 lineal feet of public trails in 2011 in the MSRV. Our latest count, using Gunnison County Assessor data and the Town Census, indicates there were 3,718 residential units in the MSRV in December 2010. In order to maintain the existing ratio of trails to residential units as new development occurs within the MSRV, at least 61 feet of trail for each residential unit should be dedicated for public use when subdivisions are approved. (228,212 feet of trails ÷ 3,718 dwelling units = 61.4 feet of trail per dwelling unit)

There are other trails that have not been counted in this evaluation. For instance, there are more trails on Crested Butte that are maintained by CBMR. Since these trails are considered amenities for CBMR guests and were not created by volunteers or required as part of development approvals, they have not been included in Table T 1. Some trails on Snodgrass Mountain are outside the three mile area and others are accessed by crossing Allen family property. There are

no easements for the trails on Allen family property making them permanently accessible to the public so they are not included. Other trails used by residents of the MSR/V or the unincorporated upper East River valley are not included because they are located more than three miles from Crested Butte (eg. Strand Hill Trail).

All trails in Table T 1 are summer trails. Nordic trails, such as the Smith Hill Ranches trail, where the easement allows for summer and nordic skiing use are also included in Table T 1. Trails only for for Nordic use were not included in the trails when determining the number of feet of trail per residential unit because sometimes they overlap with summer trails and because there is no trail built for most of them. While many property owners allow the Nordic Center to set track on their property, there are very few easements to use the snow when setting Nordic trails.

The Paradise Park Trail was constructed in 2004. The cost to construct the Paradise Park Trail was a total of \$25,270 including labor, materials, culverts, and equipment rental. The Paradise Park Trail is 1,749 feet long. Therefore the cost per foot was \$14.45. Since land is not included in this cost, the cost may be low and using this figure may be conservative.

The Crested Butte Rec Path Extension in the Verzuh Annexation has been designed and it is estimated the cost will be \$237,681 to build this trail, excluding the gravel that will be added to the Paradise Park Trail as part of the Rec Path Extension project. Grant funds have been awarded for this project and it is expected to be built in 2012. This trail includes 300 feet of board walk crossing wetlands. The trail is .45 miles long so the cost per foot for this trail will be \$100.03. The cost of land is not included.

Other trail related findings in the 2004 Land Use Survey included:

- The ability to get around without a car is valued by 78% of the respondents.
- Few people feel paved trails are important with an average response of 3.24 on a scale of 1 to 10.

Other trail related findings in the 2010 Town of Crested Butte Parks and Recreation Regional Master Plan included:

- 92% of respondent households have a need for walking and hiking trails, more than any other recreation facility.
- 75% have a need for mountain biking trails.
- The most important trail to create is a perimeter trail around the town that can link all of the trails together and offer residents and visitors convenient access to the network of trails at the edge of the community.
- The Town would benefit from a regional trail linking Crested Butte to Gunnison.

### **Proposed Trails**

The Crested Butte Trail Plan, which is located in the Transportation Policies section of this Plan, indicates the general location of trails identified by the Town Planning Commission and the public in the vicinity of Crested Butte. It is not intended to indicate the exact location of trails, rather it indicates that if land is to be developed, trails in the general location of those on the plan should be provided. Land owners are encouraged to allow a trail to be built by the Town or others in the general locations shown on their land prior to development .

## Nordic Trails



Photo by Lou Beckman

The Crested Butte Nordic Council negotiates easements across private lands for nordic trails and maintains the trails each winter. The Nordic Council is funded by trail fees and through grants. Many nordic trails are located on Crested Butte Land Trust property. Nordic trails maintained by the Nordic Council in the vicinity of Town include the following:

1. Trapper's Crossing trails  
As a result of negotiations between Crested Butte and the subdivider, there are two nordic ski easements crossing private lots in Trappers Crossing at Crested Butte and Trappers Crossing South located west and south of town.
2. Verzuh and McCormick Ranch Subdivisions  
During the Verzuh Annexation and the simultaneous McCormick Ranch Subdivision processes, summer and nordic trails were created on the Verzuh and McCormick Ranch Subdivisions. These trails connect Skyland with the Town.
3. Mt. Crested Butte Recreation Path  
This recreation path is also a nordic trail.
4. Town Ranch  
The Town Ranch trails are maintained by the Nordic Council and the public uses them for free.
5. The Riverbend Extension  
The Riverbend extension connects the Town Ranch with the Riverbend Subdivision
6. Pooch's Paradise is a trail that leaves the Peanut Lake Road near the west boundary of town and connects to the trails at Peanut Lake and the Magic Meadows.

There are many more nordic trails further away from Town and they are mapped in the Crested Butte Parks and Recreation Regional Master Plan.

In 1995 the Gunnison National Forest Service worked with a citizens group, that later become known as the Gang of Nine, to designate winter trail uses in the valleys surrounding Crested Butte and throughout Gunnison County. Designations for valleys in the three mile plan area were as follows:

1. Kebler Pass, East           Emphasis on snowmobiling,  
cross-country skiing discouraged
2. Slate River                   Emphasis on general non-commercial use
3. Washington Gulch       Emphasis on cross-country skiing,  
snowmobiles and dog sleds discouraged

## **AIR TRANSPORTATION**

A 4,500 foot air strip exists southeast of Crested Butte at the Buckhorn Subdivision. The subdivision design allows for flying into the airport and parking planes next to homes adjacent to the runway. Although there have been commercial flights to Aspen and Telluride in the past, none are allowed with the current “private airstrip” designation. In the summer of 2004 the airstrip was used for charter flights to fly people in and out of Denver and Montrose while the larger airport in Gunnison was being repaved. Charter flights are private and not commercial.

Helicopters were proposed for moving skiers around in the National Forest in 1993. In October, 1993 the application for a one year trial permit was denied by the Gunnison National Forest after much public concern was expressed. That concern continued into 2011 when the owners of the Keystone Mine proposed doing baseline investigations and using helicopters to help collect data. The public expressed strong negative views about the use of helicopters.

## **ROADS**

The major paved arterial roads in the MSRVA include:

1. State Highway 135 that begins in Gunnison and ends at Elk Avenue in Crested Butte
2. the Gothic Road that begins at Elk Avenue and serves Mt. Crested Butte along with the Slate River Road, Washington Gulch, Gothic and other areas to the north
3. Kebler Pass Road which is a summer road that accesses the Somerset area and Paonia (chip sealed)
4. Brush Creek Road to Buckhorn Subdivision (chip sealed)

Most county roads in the MSRVA are gravel including the following major gravel arterial roads:

1. Slate River Road
2. Washington Gulch Road, above Meridian Lake Park Subdivision
3. Kebler Pass Road above Trappers Crossing Subdivision
4. Brush Creek Road east of Buckhorn Subdivision

Skyland, Saddle Ridge, and Meridian Lake Park subdivision roads are paved or chip sealed. Most other subdivision roads are gravel. Gravel has been the surface of choice for many years because it is less expensive to maintain and can be rebuilt each spring after winter rutting.

Paved streets and gutters in Crested Butte require less maintenance and can better direct runoff water than gravel roads in densely populated areas. The Town of Crested Butte paved most of the town streets with funds from two bonds, one in 1987 and one in 1992. After 1992 the voters did not agree to bond for street paving so the funds raised by the Street and Alley mill levy have been used as they accumulate to complete town street paving and to repave portions of town streets as they age and deteriorate. By 2000 most of the streets in town were paved. The Town estimates that a paved street will need to be resurfaced with chip and seal every five years and repaved

every 15 years. Most of the streets that were paved in 1987 were repaved in 2004 because they were showing signs of wear and considerable time was being spent on maintenance.

There are no planned improvements to major roads in the MSRV. Future Gothic Road improvements or a new access may be required if the 1,975 units that are approved, but not built, in Mt. Crested Butte are constructed and if there is no alternative transportation system to Mt. Crested Butte. In 1993 the average daily traffic on the Gothic Road in the summer was about 5,000 and in the winter it was about 4,000. Since 1997 the County has made the following traffic counts on the Gothic Road:

**Table T 2  
Traffic Counts on the Gothic Road**

	Winter (January)	Summer (July)
1997	4,656	5,284
1998	5,221	2,556
1999	5,087	6,143
2000	4,733	6,184
2001	4,498	6,228
2002	5,219	6,262
2003	5,174	6,536
2004	4,406	6,706
2005	5,136	6,957
2006	5,110	
2007	5,918	7,450
2008	5,615	6,526
2009	4,967	6,864
2010	4,955	7,091

Note: The days included in traffic counts vary from year to year. All winter counts include most of January. All summer counts include most of July. There is no count for July in 2006.

In 1998 the Upper Gunnison River Valley Transportation Plan counted 6,500 vehicles per day at the 4-way stop in Crested Butte. The plan projected between 17,700 and 19,000 vehicles per day by the year 2020. Both projections are more than the capacity of an intersection like the four way stop, where two two-lane roads intersect.

A major problem identified by the Crested Butte Fire Protection District in 1993, which is still true today, is one that affects its ability to successfully protect life and property. In Mt. Crested Butte, there are a number of private roads with hairpin turns and road surfaces that are either too tight or too narrow to allow fire-fighting equipment to access home sites. This problem highlights the need to communicate with the fire district when reviewing development proposals and to require road standards that allow fire-fighting equipment to protect developments.

**CRESTED BUTTE MAJOR STREET PLAN**

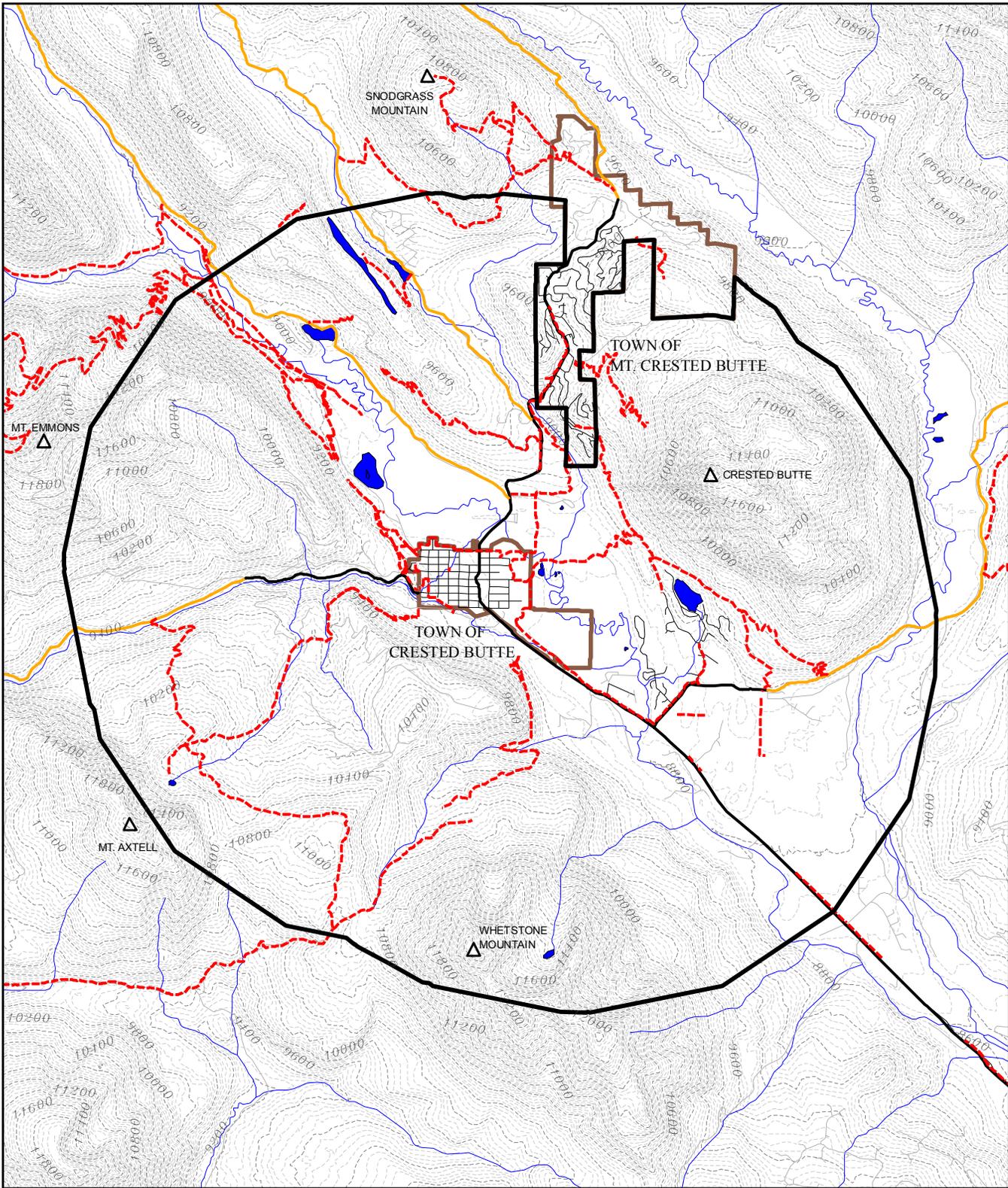
The Crested Butte Major Street Plan is intended to comply with CRS 31-23-212 and CRS 31-23-213 which allow municipalities to create major street plans and once created and certified to the county clerk, no plat of a subdivision shall be filed or recorded until it has been approved by the municipality’s planning commission.

The Major Street Plan envisions local roads on the lands east of the Gothic Road and north of Butte Avenue serving the proposed multifamily and single family neighborhoods south of the cemetery. East of the cemetery there is a generalized loop proposed for eventual use by an expansion of the Moon Ridge subdivision into areas that are not wetlands.

A local road is indicated north of Butte Avenue and west of the Gothic Road, on the Kapushion property, if that land is developed. This would be a local road serving a new residential neighborhood if wetlands can be avoided.

Completion of Teocalli Ave. and First St. is also shown on the Master Street Plan.

No other new streets or roads are contemplated by the Crested Butte Major Street Plan within three miles of Crested Butte. See the Major Street Plan map at the end of the Transportation policies.



### Transportation and Trails

3 Mile Boundary (MSRV) **Roads**

Streams

Town Boundary

Lakes

#### Major Arterial Roads

Paved

Gravel

Paved

Unpaved

#### 40' Topographic Contours

index

interval

Existing  
Non-motorized Trails



Drawn by: Hilary Mayes

Date: June 24, 2011

Filename: C:/project/areaplan/2011/transp&trails-2011.mxd

## **AGRICULTURE**

Irrigated lands are shown on the Irrigated Land map. Information from the U.S. Bureau of Reclamation; the Colorado Division of Water Resources; David Cooper, Ph.D. Ecologist; and aerial photographs was used to create the map. The Irrigated Land map on page 128 shows lands that have water rights for irrigation, whether or not they are currently irrigated.

When people move into the Middle Slate River Valley, they are moving into a social and economic system that has been evolving for 150 years – and a natural environment hundreds of thousands of years older than that. Ranching families have been stewards of the land in the Middle Slate River Valley since the 1880s. These family names include: Allen, Eccher, Guerrieri, Kapushion, Lacy, Malensek, Ochs, Niccoli, Rozman, Rozich, Ruland, Spann, Stratman, Trampe, Veltri, Verzuh and Yaklich.

Respect for property and people and a willingness to lend a helping hand are the values that knit rural communities together. New residents need to get to know their neighbors; who are valuable sources of information concerning what it takes to live in rural areas. Neighboring farmers and ranchers especially will appreciate new residents learning about their operations and understanding how they can co-exist with farmers and ranchers.

After nearly 35 years of ski area development in the Middle Slate River Valley, about twenty-five (25) percent of the privately-owned land in the Middle Slate River Valley is still owned by ranching families. In Colorado, an average of 141,000 acres per year, are converted to development.

When agricultural land in the valley is preserved, other important qualities such as views, air quality, and wildlife habitat are also preserved. Frequently people living in residential portions of the valley want to cross agricultural land to access public lands, establish trails on grazing land and otherwise recreate where agricultural families have been working the land for generations. The goals of the different people in the valley often conflict and it is important to help new residents and visitors understand the potential impacts they create.

### **Agricultural Issues When Land is Developed**

People moving into the rural portions of the valley need to learn to maintain fences to keep livestock off their land but allow wildlife to pass through. They need to learn how to live with irrigation ditches which may, or may not, be for irrigation of their land. They need to learn about noxious weeds, historic grazing operations, and the expenses ranchers and farmers incur to defend their historic agricultural practices that some new people infringe upon. Some of these issues are described below.

It is not intended that the policies and recommendations of the agricultural section should prevent conversion of agriculture land to other uses.

### **Noxious Weeds**

The wind blows. Seeds from noxious weeds can blow onto agricultural land from neighboring land. The Colorado Noxious Weed Act states that land owners are responsible for controlling noxious weeds on their property. Eradicating noxious weeds on agricultural land can be costly and time consuming. Noxious weeds can be introduced to parcels of land by the tires and tracks of machinery working on the land to install utilities and build roads. Developers and lot owners

need to recognize noxious weeds and take steps to eradicate them on their property so they do not spread to agricultural land.

### **Fences**

Agricultural fences are not always exactly on the legally described property boundary. Survey techniques have improved over the years but agricultural operators are used to using the land up to a fence. Often, irrigation and other improvements have been installed to the fence. When agricultural land is on the other side of the fence, and when the fence has been in place for over 20 years, it should be considered the boundary and developers of land should resolve fence location issues with agricultural operators prior to submitting plans for development

Developers and homeowners associations should maintain their side of a fence as has been done historically. Usually this means the right half of the fence is maintained by the land owner looking at the fence. Protective covenants should require homeowners associations to be responsible for the whole right side of the fence for the development, not each individual lot owner for their portion of the fence.

Pets should be kept under control and fences should be built that contain livestock but allow wildlife to pass through easily.

### **Irrigation ditches**

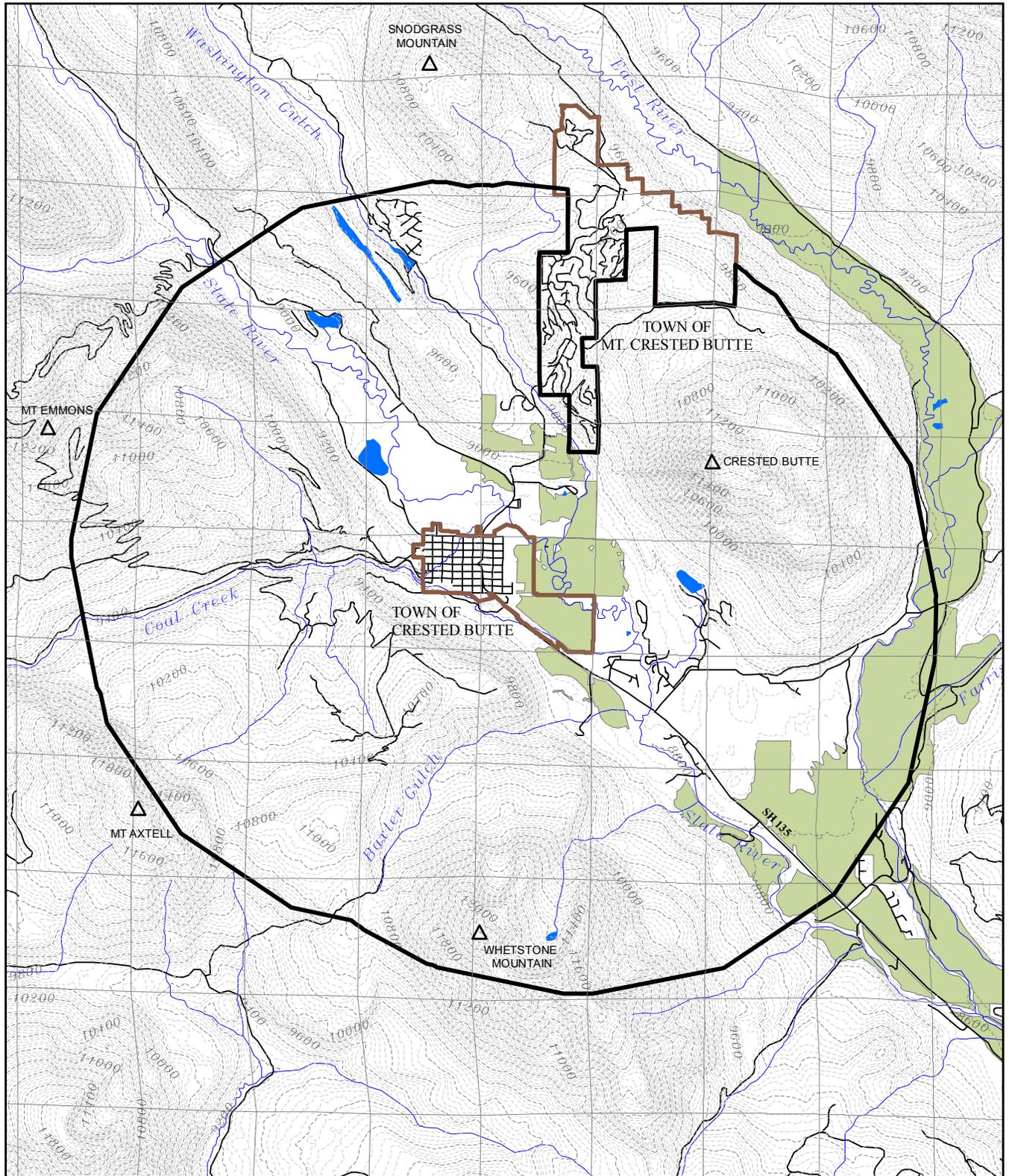
Historic access to irrigation ditches is needed. In Colorado, ditch owners have “right-of-access” to enter a property to access an irrigation ditch. Maintaining irrigation ditches requires walking access to inspect the ditches and may require access by backhoes to clean ditches or place partial flumes to measure the amount of water. To operate effectively, backhoes need 20 feet on both sides of an irrigation ditch. District water commissioners have the right to access irrigation ditches to inspect water flows.

Improvements for developments such as bridges over irrigation ditches should be discussed with ditch owners. Culverts replacing open ditches can create new issues for cleaning the ditches. Culverts can get plugged and cleaning out a culvert can be more time consuming than cleaning a ditch. Use of culverts should only be considered after discussion with ditch owners.

Irrigation ditches are often shared between water rights owners. When the amount of water in a ditch is low, the water rights are proportionate, if both decrees have the same adjudication date. For instance, if a developer owns 1 acre foot of water and a rancher has four (4) acre feet of water in the same ditch, with the same priority, the developer has 1/5 and the rancher as has 4/5 of the water. So if the amount of water cannot fully satisfy both water rights, then the developer has 1/5 of the available water and the rancher as 4/5 of the available water.

### **Grazing Practices**

Ranch families such as the Allen family and the Trampe family use private land in the Middle Slate River Valley for grazing. For instance the Allen family historically grazed the west side of Smith Hill and Anthracite Mesa in the early part of the summer and grazed the west side of the Slate River during the later part of the summer. Fences erected by developers can obstruct this grazing. As noted above, neighboring farmers and ranchers will appreciate new residents learning about their operations and understanding how they can co-exist with farmers and ranchers.



### Irrigated Lands

-  3 Mile Boundary (MSRV)
-  Town Boundary
-  Streams
-  Lakes
-  Roads
-  Section Lines
-  40' Topographic Contours index
-  interval
-  Irrigated Lands



SOURCE: U.S. Bureau of Reclamation, 1994; Colorado Division of Water Resources, 2005; David J. Cooper, PhD Ecologist, 1993; Town of Crested Butte Planning Department, 2005



## SOCIOECONOMIC TRENDS

### CRESTED BUTTE

#### Housing and Population Growth Since 1993

Crested Butte has conducted an annual census of people, housing units and dogs since 1992. The housing portion of the census counts the following:

types of dwelling units including:

- \* single family units
- \* multifamily units
- \* dwelling units in a business
- \* mobile homes
- \* accessory dwellings

uses of dwelling units including:

- \* long term rental
- \* owner occupied
- \* short term rental
- \* second home
- \* vacant

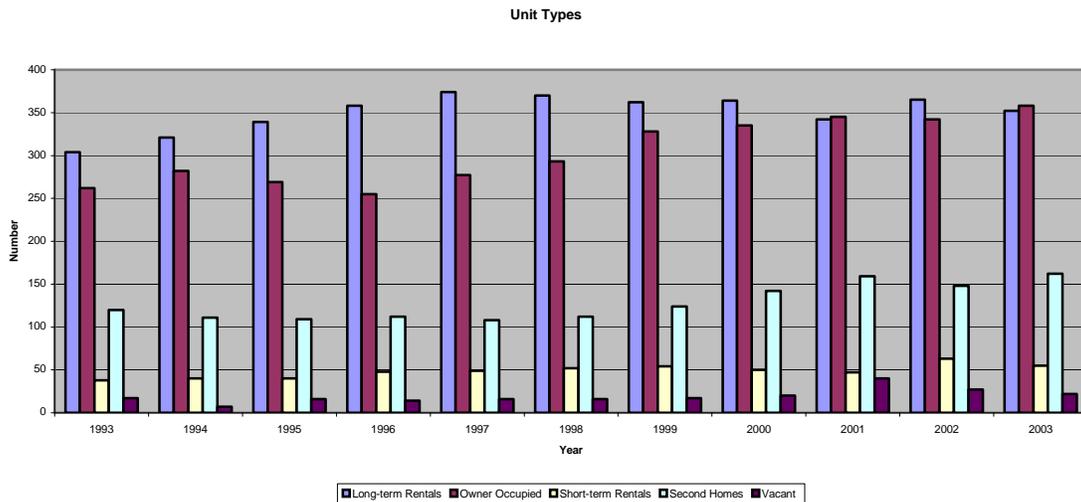
Using findings from the Town census in December 1993 the Town estimated there were 1,384 people and 741 housing units in Crested Butte. By December 2003 there were 1,537 people, 961 housing units and 328 dogs.

The average annual growth in residential units in Crested Butte between 1993 and 2003 was 24 units per year or 2.6%, a relatively high rate of growth. In 2003 there were 29.7% more dwelling units than in 1993.

Although the population of Crested Butte declined after 1998 and changed very little between 1999 and 2002, the average annual change in population between 1993 and 2003 was 1.0%. The ten-year change in total population was 10.5%.

**Chart SE1** displays the number of units by type and by year in Crested Butte.

**Chart SE 1**  
**Number of Units by Type and Year in Crested Butte**



## Major Findings About Dwelling Units in Crested Butte

- The number of owner occupied units is growing faster than long-term rentals:
 

	<b>1993</b>	<b>2003</b>	<b>Percent Increase</b>
Long-term rental units	304	352	16%
Owner occupied units	262	358	37%
- The number of second homes and short term rentals are also growing quickly:
 

	<b>1993</b>	<b>2003</b>	<b>Percent Increase</b>
Second homes	120	161	34%
Short-term rentals	38	55	45%
- The percentage of long-term occupied units compared to all units was 76% in 1993 and 74% in 2003. The number of long-term occupied units continues to be fairly high for a community so closely tied to a winter ski resort.
- When the number of second homes and short term rental units are combined, they account for 23% of all dwelling units in 2004.
- Non-local people own 45% of the dwelling units in Crested Butte. Tax assessment notices for these units are sent to out-of-town addresses. Some of the 45% are rented long-term. If a significant number of long-term rental owners decide to occupy their units, the number of long-term rentals could decline dramatically.
- For comparison purposes, a recent study of second home owners in four other Colorado Counties (Northwest Colorado Council of Governments Second Homeowners Study) found the following percentages of non-local ownership, based on the mailing address of the tax notices:
  - Eagle County      49%
  - Pitkin County     55%
  - Grand County     63%
  - Summit County    67%

The NWCCOG study also determined that all of these units were second homes.

## Buildout of Crested Butte

In 1993 the Crested Butte Planning Department made an estimate for the 201 Waste Water Facilities Plan that the upper limit of housing units, given the current zoning and town boundaries, was approximately 1,000 in Crested Butte. Since 1993, the following developments have been added to town:

- Kapushion Annexation
- Verzuh Ranch Annexation
- Beckwith Avenue re-subdivision
- Red Lady Estates
- Poverty Gulch
- Paradise Park

In addition, the number of commercial buildings with residential units has also increased substantially. Based on the current number of residential dwelling units and vacant lots in town and their zoning, the current projected number of dwelling units at buildout for Crested Butte is 1,288, leaving about 332 units to be built. **Table SE 2** displays the number of occupied units, second homes and short-term rentals that can be expected from the 332 units based on current percentages for each group.

**Table SE 2**  
**Number and Type of Additional Units Projected at Buildout**

	<b>% of 2003 Units</b>	<b>Number of Additional Units</b>
Owner occupied	37.6%	125
Long-term rentals	36.8%	122
Second homes	16.8%	56
Short term rentals	5.8%	19
Vacant and incomplete	3 %	10

**Population Estimate for Crested Butte**

In 2003 there were 1,537 people in occupied residential units in Crested Butte. Since the number of short-term renters and second home occupants can change with each occupancy, and since the Town has not developed its own figures for second home and short-term rental occupancy, we turned to the CB 2020 report of January 2001 for estimates of those numbers.

CB 2020 was the result of over two years of work sponsored by Crested Butte Mountain Resort with participation by Crested Butte, Mt. Crested Butte and Gunnison County. The purpose of CB 2020 was to try to estimate the total impact of full buildout in the upper East River valley. During that process estimates of occupancy were made for resident occupied housing, second homes and visitor accommodations. CB 2020 estimated that when second homes and short-term rentals are occupied they have an average of 3.9 people in single-family residential units and 3.5 people in townhouses/condos.

The specific units that are second homes and short-term rentals changes each year as new owners find new uses for their homes and for other reasons. Therefore, to estimate total population the average of the two occupancy rates were used. When the average single family and townhouse occupancy (3.7) is applied to the total number of existing second homes and short-term rentals, at 100% occupancy, there could be **799** people in second homes and short-term rentals in Crested Butte.

A spring 2004 pillow count found there were 144 rooms in hotels and bed and breakfasts in Crested Butte. If all 144 rooms were fully occupied, an additional **395** guests could be in town. Therefore, the total number of people who could be in Crested Butte at any one time, in existing units is **2,731** (1,537 + 799 + 395 = 2,731).

**Population Projection for Crested Butte**

**Table SE 2** projects an additional 56 second homes and 19 short-term rentals. Since we do not know if those units will be single family units or townhomes/condos, we have applied the average occupancy for these two unit types from the CB 2020 report (3.7 people per household) to project the number of additional people who could occupy those units in Crested Butte. At an average of 3.7 people per unit, the 75 units could be occupied by **278** people. This may be a conservative estimate, since extended families often use short-term rental houses and second homes.

**Table SE 3** presents the projected total population of Crested Butte at buildout when all units are occupied and assumes there will be no additional visitor accommodations.

**Table SE 3  
Total Projected Crested Butte Population**

	Current Estimate	Additional Units at buildout	Pple per Unit	Total people at buildout
Owner occupied and long-term rentals	1537	247	@ 2.15 =	531
Second homes and short-term rentals	799	75	@ 3.7 =	278
<u>Hotel and bed and breakfast occupants</u>	<u>395</u>			<u>.</u>
<b>Sub-total</b>	<b>2731</b>			<b>809</b>

Therefore, the total existing and projected (year round, second home and visitor) population of Crested Butte at buildout is projected to be **3,540** people (2,731 + 809). All town services will need to be provided for this total population.

Crested Butte population projections in 1993 were based on rates of 6%, 2.7% and 1.15% for high, medium and low rates of growth. The medium projection from 1993 of 1,547 people by 2003 was most accurate. Population projections in 2004 are based on the following:

- Low estimate: Actual average population growth between 1993 and 2003 was 1.0% per year. This is the rate used for the low estimate.
- Medium estimate: Residential unit construction between 1993 and 2003 was 2.6%. This percentage rate of growth was used to project the moderate growth rate.
- High Estimate: Residential unit construction slowed during the past three years, but between 1993 and 2001 the residential unit rate of growth was 3.6% per year. This is the rate used for the high estimate.

Population projections were made by applying the percentages above to the twenty years following the latest estimate of population in Crested Butte, 2003 to 2023. The cumulative projections for 2013 and 2023 are shown in **Table SE 4**.

	<b>Table SE 4 Population Projections</b>					
	<u>High 3.6%</u>	<u>3.6%</u>	<u>Medium 2.6%</u>		<u>Low 1.0%</u>	
	permanent population	with visitors	permanent population	with visitors	permanent population	with visitors
2003	1,537	2,731	1,537	2,731	1,537	2,731
2013	2,189	3,890	2,038	3,622	1,715	3,047
2023	3,118	5,540	2,635	4,682	1,894	3,366

Since many of these growth projections surpass the projected total population at buildout (3,540), the Town will either grow through annexations, reach its maximum buildout and begin to re-develop existing buildings, or reach its maximum buildout and new growth rates will begin. A combination of these three scenarios is likely. Exceeding the total population at buildout implies that services, such as the water treatment plant and wastewater treatment plant, that are currently sized for buildout, will need to be enlarged.

## **HOUSING DEVELOPMENT IN THE UNINCORPORATED UPPER EAST RIVER VALLEY**

In the 1993 Three Mile Plan, it was reported that most of the construction during the last 30 years had been in the two towns. A total of 352 dwelling units had been built in the Unincorporated Upper East River Valley, (the area north of Round Mountain and outside Crested Butte and Mt. Crested Butte). An update of the number of dwelling units and the population north of Round Mountain is presented in **Table SE 5**. The number of units in the subdivisions was counted in 1993, but the Town did not begin counting people in subdivisions outside the Town until 1997. When homes in the Gothic town site, along the Gothic Road, along SH 135 and up Cement Creek are counted, in 1993 there were 438 housing units and in 2003 there were 1,109 housing units in the unincorporated upper East River valley. In 1997 there were 1,171 people in the Unincorporated Upper East River Valley. By 2003 there were 1,684 people in that area. The six-year change in population was 44%. The ten-year change in units was 153%. When compared to the data presented above for the Town of Crested Butte, the Unincorporated Upper East River Valley has been growing much faster in people and dwelling units than the Town.

### **Housing Development in the Three Mile Area and North of Round Mountain**

**Table SE 5** displays the number of units in each of the subdivisions north of Round Mountain and in the towns of Crested Butte and Mt. Crested Butte in 1993 and 2003. The Table also displays the number of year round occupants (six months plus) for 1997, 2003 and at buildout and the total valley population when all units were occupied in 2003 and at buildout.

The count of units in the Unincorporated Upper East River Valley did not include unit types, as described above for Crested Butte, but some inferences can be made. In Crested Butte the number of people per residential unit is 1.6, when comparing the total year round population with the total number of units. Some subdivisions in the County north of Round Mountain have an average of two or more people per household (Allen Homesites, Buckhorn Filing 2A, Crested Butte South, Rivergreen, River Rim, Riverbend, Riverland, and Silversage). Based on the occupancy per unit in Crested Butte, where most dwelling units are occupied, it is fair to say that those subdivisions with an average of more than two residents per household have a high number of occupied units. Other subdivisions have less than one person per household (Avion, Crested Butte Meadows, Hidden River Ranch, Moon Ridge, Trappers Crossing at Crested Butte, and Trappers Crossing at Wildcat) indicating they are probably comprised mostly of second homes because so few people actually live in the subdivisions, when compared to the number of units.

The right hand column in **Table SE 5** projects the population of the valley when all units are occupied. The notes under **Table SE 5** explain the methodology for the table.

**Table SE 5** indicates that the total number of residential units is projected to be 10,320. The total valley population, if all 10,300 units are occupied, could be 24,549. The CB 2020 model assumed that second homes and visitor accommodations would be occupied at less than 100% rates, even in peak periods, meaning it is unlikely all 24,549 people would be in the valley at one time.

**Table SE 5  
Residential Units Approved, Built and Proposed  
Round Mountain, North**

Subdivision/Towns	Units				Population				
	Approved or Zoned	Built 5/93	Built 12/2003	Unbuilt 2003	6 mo. + Occupancy Feb 97	6 mo. + Dec 03	6 mo. + at Buildout	All Units Occupied 2003	All Units Occupied @ Buildout
Allen Homesites	22	18	16	6	47	33	45	35	49
Alpine Meadows	22	15	19	3	17	30	35	48	56
Brush Creek Estates	2	0	0	2	0	0	0	0	5
Buckhorn Ranch Filing 1	9	0	5	4	0	4	7	15	28
Buckhorn Filing 2A	14	0	3	11		6	28	7	32
Buckhorn Filing 2B	325	0	0	325		0	650	0	878
Butte Pasture	8			8				0	22
Cement Creek at CB South	5	1	1	4	1	1	5	3	15
Cement Crk Summer homes	16	16	16	0	1	0	0	58	58
Crested Butte Highlands	16	6	10	6	16	13	21	27	44
Crested Butte Meadows	17	6	10	7	17	8	14	31	52
Crested Butte Ski Ranches	8	0	0	8	0	0	0	0	22
Crested Butte South	953	119	420	533	506	894	2,028	909	2063
East River Ranch	9	0	4	5		5	11	11	25
Glacier Lilly Estates	20	3	15	5	8	16	21	43	58
Gothic	53	51	53	0	4	4	4	188	188
Gothic Mountain	14		1	13	0	0	0	4	50
Hidden River Ranch	17	0	3	14	0	2	11	9	54
McCormick Ranch	7	0	0	7		0		0	19
Meridian Lake Park F. 1,2,3	167	38	73	94	95	73	167	214	489
Moon Ridge	10	0	8	2	4	6	8	25	31
Pioneer Guest Cabins	9	9	9	0	1	2	2	31	31
Pristine Point	23	0	5	18	0	5	23	15	67
Red Mountain Ranch	39	0	16	23	0	16	39	47	114
Ridge (above CB So.)	7		3	4	6	4	9	8	19
Rivergreen	17	0	12	5	21	26	37	26	36
River Rim	11	0	10	1	0	21	23	22	24
Riverbend	63	41	69	-6	197	139	127	155	155
Riverland I (residential)	6	6	5	1	9	15	18	8	9
Riverland II(residential)	23	0	6	17	0	18	69	9	36
Saddle Ridge Ranch Estates	19	0	0	19		0		0	51
Silversage	22	0	9	13	0	19	46	20	48
Skyland	453	51	168	285	60	128	346	518	1397
Skyland Filing 3 phase 2	12			12				0	32
Staples East River Estates	6	2	3	3	8	4	8	8	16

**Table SE 5 (continued)**

Subdivision/Towns	Units				Population				
	Approved or Zoned	Built 5/93	Built 12/2003	Unbuilt 2003	6 mo. + Occupancy Feb 97	6 mo. + Occupancy Dec 03	6 mo. + at Buildout	All Units Occupied 2003	All Units Occupied @ Buildout
Trappers Crossing CB	24	5	14	10	10	7	12	46	78
Trappers Crossing South	8	0	6	2	1	6	8	18	23
Trappers Crossing Wildcat	36	0	14	22	8	11	28	43	111
Whetstone Vista	9	0	3	6	0	5	15	7	22
Whetstone Mountain Ranch	8	0	2	6	0	2	8	6	23
Wildbird Estates	6	6	6	0	7	10	10	15	15
Gothic Road between towns	10	4	11	-1	26	21	19	25	23
St. Hwy 135 (Round Mtn. to CB)	43	24	40	3	75	87	94	85	92
Slate River Road	6	3	6	0	2	10	10	15	15
Washington Gulch Road	4	4	4	0	2	0	0	14	14
Cement Creek Ranch	3	3	3	0	3	4	4	8	8
Irwin	63		18	45		10	35	58	203
<b>Subtotal Existing Subdivision</b>	<b>2,670</b>	<b>438</b>	<b>1,109</b>	<b>1,561</b>	<b>1,171</b>	<b>1,684</b>	<b>4,072</b>	<b>2,857</b>	<b>6,964</b>
Town of Crested Butte	1,288	741	961	327	1,465	1,537	2,060	2,336	3,145
Town of Mt. Crested Butte	4,004	1,165	1,488	2,516	673	707	1,902	2,359	8,408
<b>Subtotal Towns</b>	<b>5,292</b>	<b>1,906</b>	<b>2,449</b>	<b>2,843</b>	<b>2,138</b>	<b>2,244</b>	<b>3,962</b>	<b>4,695</b>	<b>11,553</b>
( Round Mtn. to Gothic)				0					
Unplatted, potential 35 ac lots	421			421				0	1,137
Freestanding less than 35 ac	88			88				0	238
<b>Subtotal res. units/populaton</b>	<b>8,471</b>	<b>2,344</b>	<b>3,558</b>	<b>4,913</b>	<b>3,309</b>	<b>3,928</b>	<b>8,034</b>	<b>7,552</b>	<b>19,891</b>
Hotel/lodge/B&B CB (rooms)	144	50	144	0				395	395
Hotel/lodge/B&B Mt. CB(rooms)	1,604	?	627	977				1,568	4,010
Lodge Skyland (rooms)	51	51	51	0				128	128
Lodge Buckhorn (rooms)	50	0	0	50					125
<b>Subtotal Hotel/Lodge/B&amp;B</b>	<b>1,849</b>		<b>822</b>	<b>1,027</b>				<b>2,090</b>	<b>4,658</b>
<b>Totals</b>	<b>10,320</b>		<b>4,380</b>	<b>5,940</b>	<b>3,309</b>	<b>3,928</b>	<b>8,034</b>	<b>9,642</b>	<b>24,549</b>

Notes: Mt. CB December 03 Population is the 2000 Census figure  
 Mt. CB Units and Population are based on CB 2020 report, January 10, 2001  
 CB South population = 2000 Census avg. pple / household \* number of units built  
 Population if **All Units** are **Occupied at Buildout** is based on the following:  
 # 2nd homes in subdivisions is: (# units in 2003) minus (pop. in 2003 divided 2.15)  
 # 2nd homes at buildout in subdivisions is: # 2nd homes in 2003 times (# of approved units divided by total # units in 2003)  
 Population is: # approved units minus # of 2nd homes X 2.15 + 2nd homes X 3.6 (Avg. of SFR and Apts. 2nd home occupancy in CB2020)  
 2.7 occupants (the average # of occupants in all existing subdivisions at buildout) were assigned to each approved unit in all new subdivisions with zero units in 03  
 Population in unplatted and freestanding lots is 2.7 pple/unit from CB2020 local resident occupancy  
 Proposed subdivisions is 2.7 pple/unit from CB2020 local resident occupancy  
 CB occupancy is the actual 2.15 pple/occupied unit

Mt. CB, Skyland and Buckhorn hotel occupancy is 2.5 pple/unit from CB 2020  
Hotel/Lodge occupancy

Mt. CB res. units are the CB 2020 occupancy rates for single family, townhouse/condos and apts

## **NORTHWEST COLORADO COUNCIL OF GOVERNMENTS SECOND HOME OWNERS STUDY**

While calculating the total population of the valley it was projected that as many as 40% of the dwelling units would be second homes if current trends continue. CB 2020 projected as many as 31% would be second homes. Since both analyses project a significant number of second homes and since second homes present particular circumstances to the community compared to year-round occupied units, it may be useful to review some key findings of the recent study of second home owners by the Northwest Colorado Council of Governments (NWCCOG) in Eagle, Grand, Pitkin, and Summit Counties and of a national study of second home owners “The Second-Home Boom” from American Demographics, June 2003:

1. Compared to the average single property homeowner, second home owners spend five times as much on:
  - a. lawn care
  - b. home security
  - c. pest control
  - d. housecleaning
2. Compared to the average single property homeowner, second homeowners spend four times as much on contributions to:
  - a. churches
  - b. charities
  - c. educational groups
3. The growth rate of second home buying nationally is now about 5% per year, up from less than 2% in the 1990’s.
4. Given six age groups, the largest age group of second homeowners in the NWCCOG study was 55-64.
5. The 2000 US Census indicated there were about 25 million people who were 55-64. It also indicated there were 39 million people who were 45-54 and 44 million who were 35 to 44. If second home owners continue to be mostly 55-64 years old, and if other trends remain the same, then this means the number of second home owners could grow dramatically over the next twenty years.
6. Residents and second homeowners value some topics the same. Results of the four county study and the 2004 Crested Butte Land Use Survey are presented below:

**Table SE 6  
Comparison of NWCCOG Survey with  
2004 Land Use Survey Results**

Topics Respondents Value	NWCCOG Four Counties		Crested Butte	
	Residents	2nd Homeowners	Residents	2nd Homeowners
Air Quality	91%	95%	95%	97%
Water Quality/Quantity	91	91	93	92
Scenic/Visual Quality	90	95	96	97
Wildlife habitat	84	81	82	70
Arts and Culture	54	56	66	70
Public Transportation	44	51		

Local workforce housing is valued similarly by residents and second home owners in the four county study area, but not in Crested Butte:

Local workforce housing	41	44	72	47
-------------------------	----	----	----	----

7. The four county study and the Crested Butte survey found that other topics are not similarly valued by residents and second home owners, such as:

**Table SE 7  
Differences between the NWCCOG Survey Findings  
and 2004 Land Use Survey Findings**

Topics Respondents Value	NWCCOG Four Counties		Crested Butte	
	Residents	2nd Homeowners	CB Residents	2nd Home- owners
Recreational opportunities	79%	91%	Summer	89%
			Winter	87
Parks/trail systems	78	89	Summer Trails	74
			Nordic Trails	51
Health Care services	77	63		
Education (K-12)	59	35		
Transportation infrastructure	49	63		
Adult Education	40	25		

8. Second homes (construction and spending) represent 34% of the total outside money coming into the NWCCOG four county study area. Other major money coming into the economy includes: winter visitors, 28%, resident income 18%, and summer visitors 14%.
9. Second homes generate 44% of basic jobs in the four county study area compared to winter visitors 25%, resident income 14%, and summer visitors 11%.

The NWCCOG second home owner study came to the following conclusions:

1. Second homes are the largest economic driver in the study area.
2. Second homes cause job growth and the need for more workers.
3. Second homeowners are in competition with local workers for both the existing housing market and the limited supply of developable land for future housing.
4. Community services (schools, health services, etc.) are also squeezed for space.

5. Second homes are crowding out all other users in the competition for land use.

Until Gunnison County is included in such a study we will not know precisely how Gunnison County compares, but it seems reasonable to expect that since some key survey results in the four county study were similar to results in the 2004 Land Use Survey, that we can expect similar results within the Middle Slate River Valley.

### **Commercial Development**

In 1984 the Towns of Crested Butte and Mt. Crested Butte crafted a joint policy statement that discouraged business and commercial development in the unincorporated County north of the Brush Creek Road. In 1991 the Towns reaffirmed their commitment to that Joint Policy Statement. The Joint Policy Statement also said that all development should be required "...to tie into an existing centralized water and sewer facility, or if this is not feasible at the present time, then provide a system utilizing the best available technology."

In 1982 Gunnison County approved the Riverland Industrial Park. In 1996 the Industrial Park was enlarged. In 2005 a proposal was made to add more commercial land adjacent to the Riverland Industrial Park.

In 2003 the Town analyzed the number of residential units and the amount of commercial square footage that could be built in the upper East River valley, given existing approvals. This number was then compared to communities similar to Crested Butte to see if there was an obvious need for more commercial space outside the towns. When the figures were assessed, the Town found that there is adequate commercial space approved in Crested Butte and in the unincorporated County to handle the number of residential dwelling units approved in these jurisdictions. Mt. Crested Butte was determining the number of square feet of commercial space in the South Village when this evaluation was done so neither residential units or commercial space in Mt. Crested Butte were included in this analysis.

**Table SE 8  
Comparison of Commercial Space to  
Number of Dwelling Units in Resort Communities  
January 2003**

	<b>Square Feet of Commercial Buildings</b>	<b>Number Residential Units</b>	<b>Square Feet of Commercial per Residential Unit</b>
Upper East River Valley	1,761,085	4,467	394
Aspen	1,408,804	4,906	287
Ketchum	1,300,000	3,265	398
Snowmass Village	205,078	3,605	57
South Lake Tahoe	1,110,000	14,066	79
Steamboat Springs	4,762,718	6,777	703
Telluride	454,415	1,233	369
Truckee	1,375,000	10,250	134

Note: Upper East River Valley numbers are at build out

Source: Crested Butte Planning Department

The implications and conclusions of the 2005 Crested Butte Area Plan Socioeconomic Trends chapter are: (not ranked in order of importance)

1. Less than one-half (½) of the number of approved units in outlying subdivisions have been built. Therefore, traffic generated by outlying subdivisions will be increasing substantially.
2. Annexations into the Town of Crested Butte may need to pay for and provide additional water and waste water treatment facilities.
3. Additional major public facilities in the Town may also trigger the need for additional water and waste water treatment facilities
4. The number of long-term rental dwelling units should be closely monitored because they are becoming a decreasing share of the total number of units. Although not discussed above, businesses in Crested Butte are dependent upon renters who work in their businesses.
5. Land will be needed to house workers who work at second homes.
6. Land will be needed for the businesses that serve the second homes.
7. The needs of businesses that cater to second home owners should be explored because, as indicated above and in the Housing section of the Crested Butte Land Use Plan, the types of businesses that have been growing in recent years tend to cater to the needs of second home owners. Land needs and secondary businesses are two subjects that may need more understanding.
8. Until demonstrated otherwise, it appears there is adequate commercial space for the number of dwelling units approved in Crested Butte and in the unincorporated upper East River valley.
9. Recreational facilities should be a major consideration when approving new subdivisions because second homeowners desire more recreational facilities, and at least 25% of subdivision units are projected to be second homes.
10. Expansion of State Highway 135, alternate transportation routes, and alternate forms of transportation may be needed since the number of units projected to be built outside the Town is five times the number that are projected to be built within the Town.
11. More effective and better regulations that discourage outlying development and encourage development in or near towns should be explored because a large percentage of the expected growth is projected to be outside Crested Butte and growth in outlying areas implies there will be issues particular to that type of growth that need to be addressed, such as the following:
  - a. the number of transportation trips per day
  - b. air quality affected by trips per day
  - c. parental trips for recreation
  - d. the potential change in the character of the landscape (loss of open space and wildlife habitat which residents and visitors value)

## **LAND USE IMPLICATIONS OF THE 2006 CRESTED BUTTE AREA PLAN**

### **The Land in the Middle Slate River Valley**

The Middle Slate River Valley (MSRV) includes approximately 39.6 square miles excluding the Towns of Crested Butte and Mt. Crested Butte. 39.6 square miles equals 25,371 acres. Of the approximate 25,371 acres, 49% of the land (12,465 acres) is owned by the federal government, 21% (5,233 acres) has been subdivided or otherwise developed, 12% (2,995 acres) has been preserved as open space in perpetuity, 1% (256 acres) is local government owned land such as the Town's reservoir, and 18% (4,536 acres) remains and has not been developed or preserved as open space. (See Developed and Undeveloped Land map on the next page.)

### **The Number of Units Allowed in the 1993 Crested Butte Three Mile Plan and the Number Approved**

The 1993 Three Mile Plan estimated there were 560 buildable acres in the MSRV that were suitable for development. Those acres had not been designated as either Hazard Areas or Resource Areas. The maximum average density per acre proposed by that plan was 3.95 units per acre. 560 acres times 3.95 units per acre meant that as many as 2,212 units could be added to the MSRV if all the buildable acreage was developed to the maximum allowed by that plan. If an average of the recommended acres was set aside permanently for each dwelling unit (3), then approximately 6,600 acres would have been permanently preserved as open space in the MSRV.

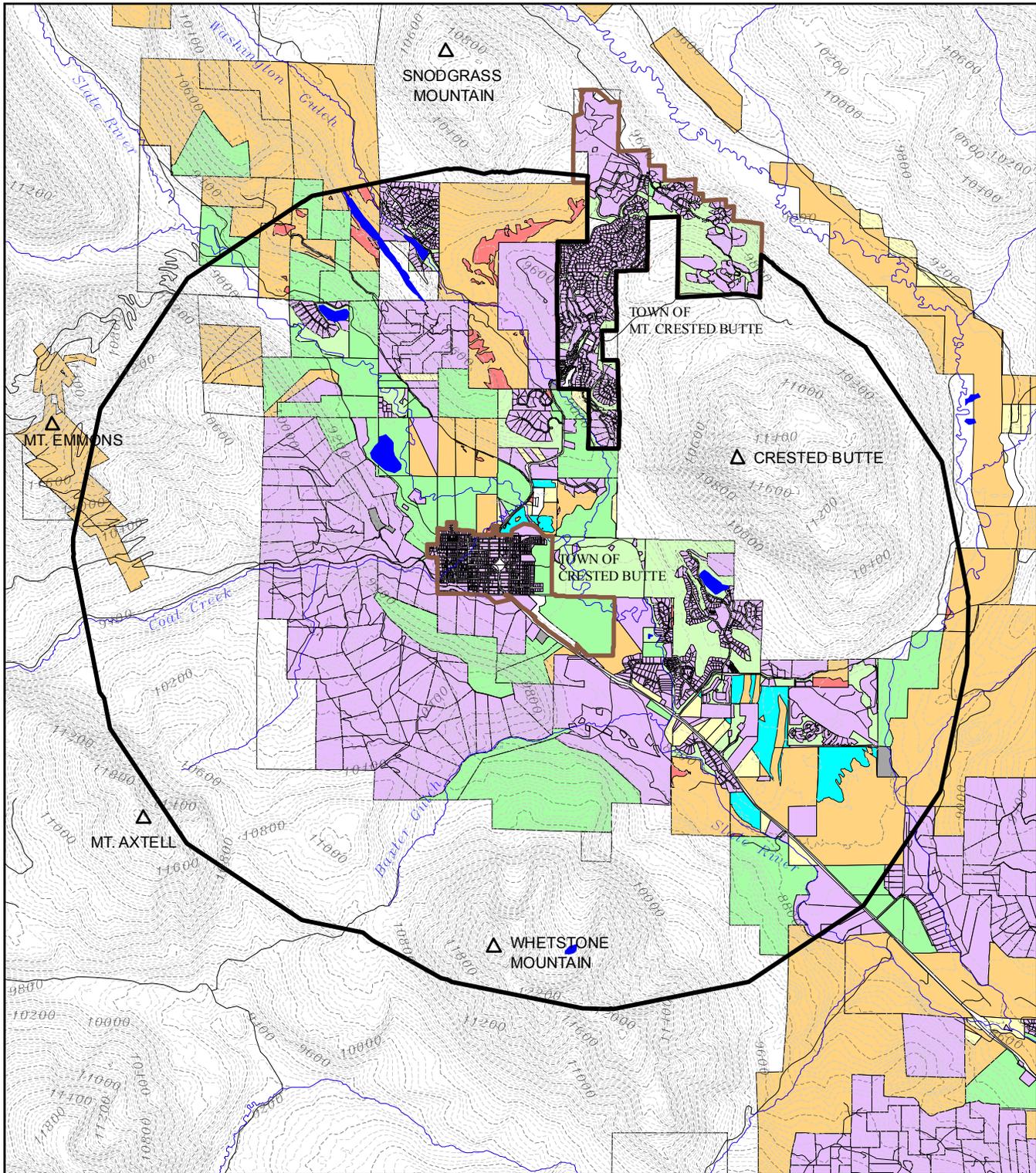
In fact, since 1993 only two annexations with associated developments have occurred. The Kapushion Annexation developed about 10 acres of land and added 33 single family lots to the Town. The Verzuh Ranch Annexation added 68 units to the Town. The associated McCormick Ranch Subdivision added seven more lots and 85 additional dwelling units were approved in the Paradise Park affordable housing subdivision.

The Kapushion Annexation preserved 110 acres of open space. The Verzuh Ranch Annexation preserved 274 acres of land as open space. 40 acres of the Verzuh Ranch Annexation open space are within the Town limits. The remaining open space is within the McCormick Ranch Subdivision. Most of the land included in the 35-acre lots in the McCormick Ranch Subdivision was counted as open space because:

- 35-acre lots were not excluded from the description of open space in the three mile plan
- there is a conservation covenant on those lots outside the building envelopes
- buildings can only be built in the building envelopes

No additional open space was provided with the Paradise Park Subdivision because the Town had participated in preserving 1,023 acres of open space during the previous 10 years.

In summary, 186 dwelling units were approved and 384 acres were preserved as open space through the annexation process. Excluding Paradise Park, an average of 3.8 acres were preserved as open space for each unit approved.



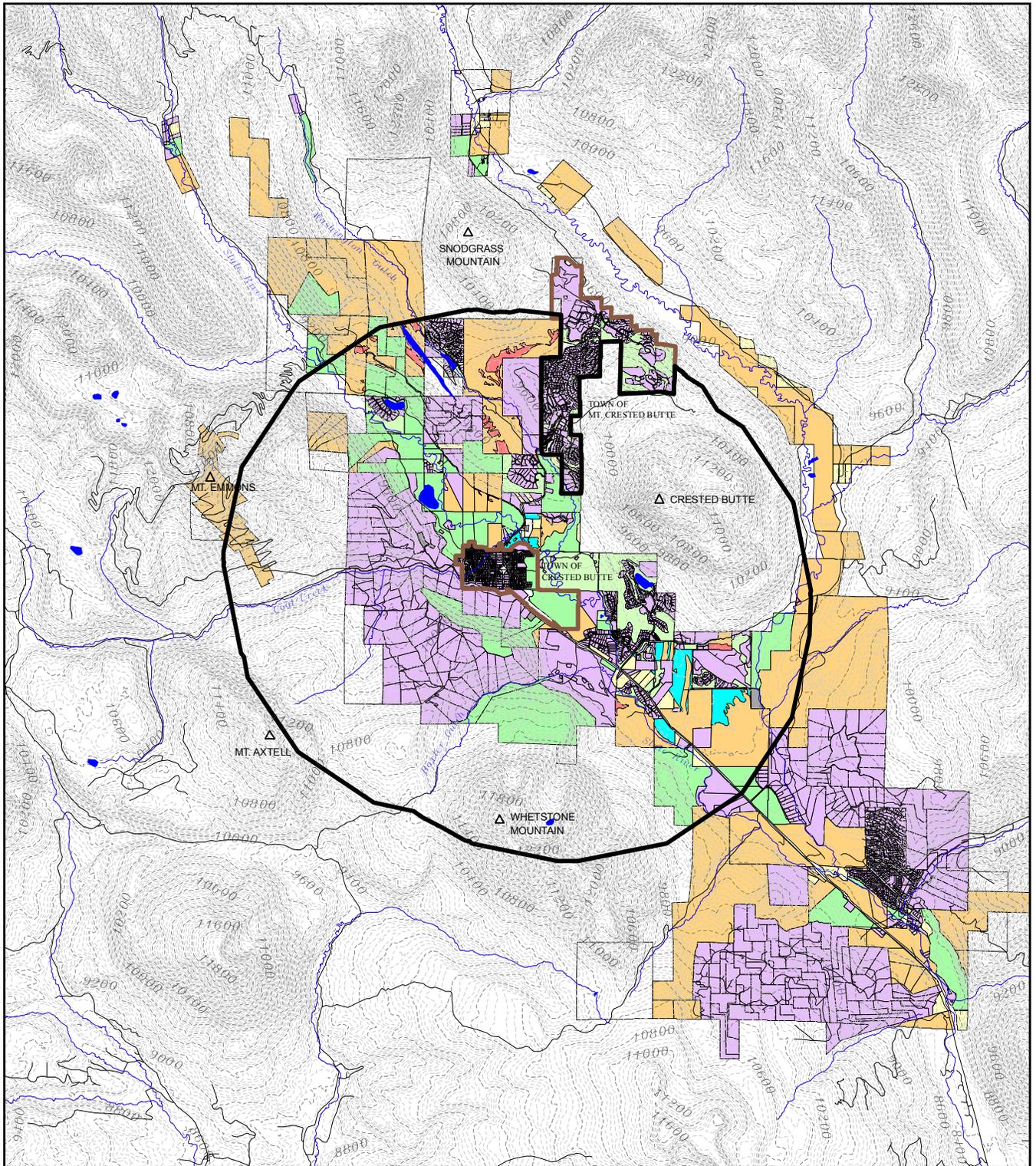
**Developed and Undeveloped Land #1 February, 2011**

- |  |  |
|--|--|
| 3 Mile Boundary (MSRV)                         | Developable Land - Excluding Hazard and Resource Areas (190 acres) |
| Town Boundary                                  | <b>Land Use</b>  |
| Streams  | Common Land or Recorded Document for Non-development Purposes      |
| Lakes  | Open Space   |
| Roads  | Subdivisions / Developed Land                                      |
| <b>40' Topographic Contours</b>                | Unsubdivided Land 35 acres and larger                              |
| ----- index                                    | Unsubdivided Land less than 35 acres                               |
| ----- interval                                 | State or Local Government  |
| Receiving Areas, Increased Density (253 acres) |  |



Drawn by: Hilary Mayes  
 Date: April 19, 2011  
 Filename: 3mileplan/developable1-2011.mxd





**Developed and Undeveloped Land #2 February, 2011**

- |  |  |
|--|--|
| 3 Mile Boundary (MSRV)                         | Developable Land - Excluding Hazard and Resource Areas (190 acres) |
| Town Boundary                                  | <b>Land Use</b>  |
| Streams  | Common Land or Recorded Document for Non-development Purposes      |
| Lakes  | Open Space   |
| Roads  | Subdivisions / Developed Land                                      |
| <b>40' Topographic Contours</b>                | Unsubdivided Land 35 acres and larger                              |
| ----- index                                    | Unsubdivided Land less than 35 acres                               |
| ----- interval                                 | State or Local Government  |
| Receiving Areas, Increased Density (253 acres) |  |



Drawn by: Hilary Mayes  
 Date: April 19, 2011  
 Filename: 3mileplan/developable2-2011.mxd

**The Number of Units Approved Outside Crested Butte, But Within the Middle Slate River Valley**

In addition to the annexations, the following subdivisions listed in Table LUI 1 were approved by Gunnison County since 1993 within the 1993 Three Mile area. Some of these subdivisions were begun prior to 1993 and some were begun after 1993 (see Table LUI 2):

**Table LUI 1  
Subdivisions Approved Within Three Miles of Crested Butte Since 1993.**

	<b>Number Of Units</b>	<b>Acres of Open Space</b>	<b>Acres of Open Space Per Unit</b>	<b>Total Acres</b>
Moon Ridge Subdivision	9	90	10	119
Riverland II	23	18	.78	46
Saddle Ridge Ranch Estates	19	72	3.79	55
Three Valleys Subdivision	4	0	0	16
Whetstone Vista	9	11.625	1.29	36.87
Brush Creek Estates	2	0	0	36.16
Avion	9	0	0	21
Buckhorn Ranch filing 2A	14	0	0	48
Buckhorn Ranch, Filing 2B	224	75.48	.34	224
Meridian Lake Park Filing 3	56	3.82	.07	74
Pristine Point	18	20.44	1.14	61
Silver Sage	22	6.45	.29	28
Butte Pasture	9	35.11	3.9	62.7
Skyland Filing 3 (Newport)	166	13.215	.079	96
<b>Total</b>	<b>582</b>	<b>346.14</b>		<b>923.73</b>

**Table LUI 2  
Subdivisions Proposed and Approved After the 1993 Three Mile Plan Was Adopted**

Moon Ridge Subdivision  
 Riverland II  
 Saddle Ridge Ranch Estates  
 Whetstone Vista  
 Three Valleys Subdivision  
 Butte Pasture

35-acre lot subdivisions with no dedicated open space were also created within the three mile area. They include the following:

**Table LUI 3  
35-acre Lot Subdivisions Since 1993**

	<b>Number Of Units</b>	<b>Total Acres</b>
Smith Hill Ranches	8	275
Whetstone Mountain Ranch	8	252
<b>Total</b>	<b>16</b>	<b>527</b>

Since 1993, a total of 582 dwelling units have been approved by Gunnison County within three miles of Crested Butte. A total of 346 acres have been preserved as open space in the developments where the 582 units are located. While three County-approved subdivisions include as much (or more) open space per dwelling unit than the amount of open space created through annexations to Crested Butte, 11 have less open space per unit. Most have considerably less open space and four have no open space. With the exception of Three Valleys Subdivision, it appears that most subdivisions begun prior to 1993 have less open space per dwelling unit than those initiated after 1993.

### **Cumulative Affect of the Policies of the 2006 Crested Butte Area Plan**

Approximately 4,536 acres of privately owned land in the Middle Slate River Valley are not developed or designated open space. If the policies concerning:

- Geology
- Natural wetlands (but not a 100 foot buffer)
- Floodplain
- Slope over 30%
- Wildfire (extreme, high and moderate)
- Avalanche
- Elk production areas
- Priority Views That Should Be Preserved from the Town Park (not the entire viewable area from that point)
- the one-quarter ( $\frac{1}{4}$ ) mile buffer along State Highway 135

are applied to the 4,536 acres, an estimated 927 acres remain as developable land in the MSR. The 927 acres are not designated as either Hazardous Areas or Resource Areas.

If the average single family block in Crested Butte is built with single family homes only, then the average density for such a block would be 4.65 units per acre, including one-half of the required streets to serve that block ( $16/(460*326/43,560)$ ). The maximum density in the R4 zone can be 14 units per acre ( $48/(460*326/43,560)$ ).

A minimum of one acre is required in the County for each dwelling unit if there is no central sewer system. A minimum of 30% of the land in each subdivision should be open space in the County but 10% of that land can be between the buildings so about 27% of the each site must be set aside for open space.

### **Three Development Scenarios**

1. If the County Land Use Resolution was used to guide development and 27% of the 927 acres were preserved as open space (250 acres) then 677 acres could be developed. If all of the buildable land was developed without central sewer, then approximately 677 dwelling units could be added to the MSR. (This number would be slightly lower to accommodate roads.) 677 units are one hundred sixteen percent (116%) of the units approved in the last ten years ( $677/582$ ).
2. The next scenario applies the average single family density of Crested Butte (4.65 units per acre) to all the land that has not been developed or preserved as open space (4,536 acres). If the land preserved as open space is all hazardous and resource areas, (eg. floodplain and wetlands) an average of three 3 acres would need to be preserved for each unit. An arbitrary 1,400 units would need 4,200 acres open space plus 301 acres of land to develop, including roads ( $1,400 / 4.65 = 301$ ). The 1,400 dwelling units

would require a total of 4,501 acres ( $4,200 + 301 = 4,501$ ). The total acreage required for the 1,400 units is very near the 4,536 acres that are available and are not federal land, existing developed land, or open space in the MSR.V.

This scenario assumes that Town densities and central water and sewer, along with all other utilities, would be extended between the Towns, north of Nicholson Lake, throughout lower Washington Gulch area and south of Buckhorn Ranch Subdivision.

3. The policies of this Plan identify lands most suitable for development (Receiving Areas) and allow higher densities there. (See Land Use Policies and the Developed and Undeveloped Land map on page 141 and 142.) Given the recommended bonus densities and the 235 acres that are most suited for development, a total of 187 free market units, or 378 affordable housing units, could be built on these lands. (See Appendix VI. for sample development scenarios)

If all of the remaining 4,301 ( $4,536 - 235$ ) acres of land (that are not federal land, not already subdivided or not open space) were developed as 35 lots, or one unit per existing parcel that is less than 35 acres, another 134 dwelling units could be added to the MSR.V. A total of 321 free market dwelling units could be added if the policies of this Plan are followed. ( $187 + 109$  units on 35-acre lots + 25 units on existing lots less than 35 acres = 321) If all units on the land most suited for development are affordable housing, the total number of dwelling units that could be added would be 512 ( $378 + 109 + 25$ ). When the 321 free market units are added to all approved units in the upper East River valley and the potential units on 35 acre parcels and on parcels less than 35 acres outside the MSR.V, the total number of units in the upper East River Valley could be 10,507, see Table LUI 4.

**Table LUI 4**  
**Total Units after applying the policies of This Plan**  
**Round Mountain to Gothic**  
**Approved, Zoned for, or allowed by This Plan**

Approved units in subdivisions	2,670
Approved or zoned for units in the Towns	5,292
Hotel, lodge, and B&B rooms,	1,849
Potential 35-acre lots outside the MSR.V	312
Parcels less than 35 acres outside the MSR.V	63
<u>Additional free market units within the MSR.V</u>	<u>321</u>
<b>Total</b>	<b>10,507</b>

Park land is another major issue for Crested Butte when residential subdivisions are approved. In addition to the open space discussed above, the Town approved 5.8 acres of parks for the 186 units approved. The only dedicated park lands in the County in the MSR.V are at Skyland and Buckhorn Ranch. All of the subdivisions approved by the County were reviewed under the old LUR. The new LUR requires open space to be provided and some of that open space should be used for park uses. Since both the LUR and this Plan require/recommend the provision of park land, this could also affect the total number of dwelling units.

## GLOSSARY OF TERMS

**Adequate urban facilities and services for new urban development** - means the availability of public central water; public central sewer; fire protection; emergency medical care; police protection; public transportation; developed parks; developed trails; electric, natural gas, cable and telephone utilities; and schools at the capacity necessary to accommodate proposed development. All utility lines should be underground. This list should not be considered comprehensive but only an example of the minimum services necessary.

**Commercial development** - includes all, primarily for profit: office, retail, restaurant, financial, medical, recreational, cultural, light industrial, industrial, and service uses.

**Developable Land** - is land that does not contain hazards to development and does not contain resources targeted for preservation in this Plan.

**Development** - includes residential, commercial, industrial, mining, timbering and any other activities that convert land from its natural state or historic agricultural use to a new human use.

**Elk Production Area** - That part of the overall range of elk occupied by the females from May 15 to June 15 for calving.

**Flooding** - is the overflowing of water onto land that is normally dry.

**Geologic Hazards** - are natural geologic conditions, and processes that, if unrecognized or inadequately planned for, can result in damage to structures and costly maintenance (especially for homes, other buildings, roads and utilities) or loss of life. (See also Hazard Areas.)

**Ground subsidence** - is the sinking of the land over man-made or natural underground voids.

**Hazard Areas** – land that contains flood, geologic, wildfire, steep slope or snow avalanche hazards as described in this Plan. Hazard areas are areas so adverse to past, current or foreseeable development as to constitute a significant hazard to public health and safety or to property. For the purposes of this Plan, hazard areas as mapped and included in this Plan are:

- land slides
- unstable slopes
- potentially unstable slopes
- rockfalls
- debris flow and debris fans
- seismic areas
- snow avalanche areas
- flood plains
- wildfire areas
- slopes at or exceeding 30%

**Landslide** - is a mass movement of natural material where there is a distinct surface of rupture, or zone of weakness which separates the slide material from more stable underlying material.

**Local housing** – is permanently deed restricted housing. The intended beneficiaries for such housing are people who cannot afford unrestricted sale or rental housing prices. At a minimum, the occupants of affordable housing are a variety of mixed income people who earn at least 80%

of their income in Gunnison County. “Earned Income” is defined by the Internal Revenue Service. (IRC S 32 (c)(2). Other restrictions such as maximum income, maximum assets and/or maximum resale price may also be a part of a deed restriction on local housing.

See definition in Section 15-3-2. Exclude the last sentence.

**Metastable; metastable equilibrium** - is a delicate, easily changed condition where movement can be initiated by slight upset of the natural state.

**Mineral** – means an inanimate constituent of the earth, in solid, liquid or gaseous state, which, when extracted from the earth, is usable in its natural form or is capable of conversion into usable form as a metal, a metallic compound, a chemical, an energy source, a raw material for manufacturing, or a construction material. Mineral does not include surface or ground water or geothermal resources.

**Mineral Resource Area** – means an area in which minerals are located in sufficient concentration in veins, deposits, bodies, beds, seams, fields, pools, or otherwise as to be capable of economic recovery.

**Mud flow** - a general term for a mass-movement land form and a process characterized by a flowing mass of predominantly fine-grained earth material possessing a high degree of fluidity during movement.

**Non-development purposes** - refers to the land that is permanently set aside when density transfers occur. Non-development purposes include but are not limited to such uses as agriculture, open space preservation, and view corridors that do not allow the construction of buildings and habitat preservation areas. The preferred method of ensuring land will be used for non-development purposes is via conservation easements which are three-party agreements.

**Oversteepen** - in a general sense, oversteepening is when a slope is made more steep, by whatever means, so that it will no longer stand in place. Instead it will slip, although the slipping may not occur immediately.

**Receiving Areas** - land where density may increase in compliance with Policy LU 5.

**Resource Areas** - land determined by the Town to be valuable to the residents of the community because it preserves:

- ecosystems
- wildlife habitat
- views of significant lands in the vicinity of Crested Butte
- the historical culture of the MSR/V

For the purposes of this Plan, Resource Areas include wildlife habitat, wetlands, Visual Resources and irrigated lands as shown on the maps of this Plan and labeled “Priority Preservation Areas” on the Preservation Priorities maps.

**Ridge top** - that area located at the upper elevation of a hillside, knoll or peak.

**Riparian areas** - are areas adjacent to streams or other water bodies that support vegetation adapted to wetter areas and that are not always wetlands but may contain wetlands.

**Sending Areas** - land that is preserved as open space and where density is transferred to a Receiving Area.

**Sensitive Visual Resource Areas** - are labeled "Priority Views That Should be Preserved" on the Sensitive Visual Resource Areas map.

**Skyline** - the point or line which occurs where the top of a ridge meets the sky and typically viewed as the ridge crest, peak or top of a hillside or knoll.

**Strip commercial development** – automobile dependent, low density, linear development that is oriented towards a highway and which frequently has parking lots located between the buildings and the highway. (See drawing Volume 2 page, 16.)

**Unstable or potentially unstable slopes** - are areas susceptible to landslide, mudflow, rockfall or accelerated creep of a slope-forming material.

**Urban development (new)** – includes:

- a. all residential, commercial, or industrial development on lots smaller than one acre, and
- b. the subdivision of land pursuant to C.R.S. 31-23-214 as amended and the Town's Subdivision Regulations excepting those parts of developments which will remain perpetually in open space and are created under the density transfer policies described in this Plan

**Urban facilities and services** - include the provision of central water and sewer services; paved streets and gutters; dry utilities including: electricity, telephone, cable, and natural gas (if available); police; fire fighting services; and emergency services.

**Water body** – a perennial or intermittent natural river, stream, lake, pond, spring, or wetland but does not include reservoirs, irrigation ditches, roadway drainage ditches, artificial lakes or ponds, or wetlands that are created and used for the primary purpose of agricultural operations.

**Wetlands** – See Section 17-1-100 of the Town Code.

**Wildfire hazard** - a wildfire phenomenon which is so adverse to past, current or foreseeable construction or land use as to constitute a significant hazard to public health and safety or to property. (C.R.S. 24-65.1-103 (21))