

CRESTED BUTTE SOUTH PROPERTY OWNERS ASSOCIATION  
COMMERCIAL AREA MASTER PLAN (CAMP) AMENDMENT

Advisory Group Meeting Minutes

Thursday, May 23, 2018

**Attendees:** Clark Atkinson, Dom Eymere, August Hasz, Chris Hawkins, Margaret Loperfido, Jeff Moffit, Cathie Pagano, Rich Saperstein, Molly Sloan, Al Smith, Mark Trautman, Kevin Van Horn, Pat Wallace, Ben White, Shay Wycoff

**Presenters:** Alex Joyce and Alex Steinberger from Cascadia Partners

**Public in Attendance:** Wes Bellamy, Cathy Frank, Joe Frank, Laura Guccione, Lori Holgate, Chris Laggis, David Neben, Mark Tardiff

Dom called the meeting to order at 6:11 pm, welcomed all in attendance and introduced the meeting's presenters, Alex Joyce and Alex Steinberger. The agenda tonight will focus on Cascadia Partners' presentation followed by a question and answer session.

**Update on the Progress to Date**

The CAMP Advisory Group was created in 2016 made up of community members, tasked with amending the current SAR document as identified in the POA's Strategic Plan. After 26 months of regular meetings, summaries and surveys, a final draft of the SAR and commercial area standards have been developed. The last of the remaining open items will be discussed at an upcoming work session on June 7<sup>th</sup> with the Advisory Group. The next CAMP meeting will be held on Thursday, June 14<sup>th</sup>. At that meeting, the Advisory Group will be reviewing the final draft for adoption and recommendation to the Board of Directors. The document will be published on the website for review and final comment by the community and prior to the Board of Directors approval at the July 11<sup>th</sup> Board meeting. After the Board's approval, time will be scheduled with the Board of County Commissioners for adoption by the County. Cathie Pagano addressed a question regarding the length of the time it will take for County review. The amount of work done to date should help move this through the County and it was estimated at approximately four months.

**Cascadia Partners Presentation**

Alex Joyce, Managing Partner for Cascadia Partners provided a brief overview of the company's background. With expertise in code diagnosis, market feasibility and master planning, they were tasked to clearly define the key components of the SAR rewrite that are needed to get it right. Code standards, main street building analysis and a strategic map are the main deliverables. Tonight's presentation will include a strategic map of the proposed Village Center as well as their recommendations based on code standards and main street building analysis.

Alex kicked off the presentation identifying the key components of the Strategic Map and explaining the interaction of the areas within the Village Center. He reviewed each slide, sighting examples, standards and justification for the suggested recommendations. The goal is to define the vision and then make sure the standards support the vision. The Strategic Map identified the

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main components of the Village Center: the perimeter Circuit, the Focal Points for public interaction, the Main Street and Residential zone areas and parking.

Some of the main points discussed during the Strategic Map presentation included the importance of the circulation within the Circuit and creating a Main Street atmosphere. Research shows that people prefer to stroll and meander therefore dead-end streets within business districts are not as successful. Two sided main streets work better than one sided; retail likes to face retail. Creating Focal Points or intersections for public interaction, opportunity for centers of activity such as plazas, parks, seating areas are important at the natural intersections of the Village Center. Creating an east-west Main Street bookended by these public spaces was suggested at the center of Block 6. Building form is key as you approach these Focal Point intersections. Land use becomes less important than the building form as it will be a permanent structure for years to follow however uses within the structure will evolve and change over time. The Residential portion of the Village Center lends itself to the northern half of Block 6 along the Haverly corridor. Residential style buildings such as apartments and townhomes were suggested.

On street parking will be important for the retail vitality of the businesses within the Village Center. It is the most efficient use of parking. Head in parking limits the ability to provide sidewalks which is important to create pedestrian friendly circulation. It will be critical to pursue funds to improve and provide as much street parking as possible.

Alex moved on to the Market-Feasibility Analysis slides. He defined the components of what is being referred to as a “Main Street Building” as it relates to building height. An active ground floor is typically taller for a more comfortable customer experience and to provide adequate lighting, ranging between 15’ to 18’ high. Additional floors with residential/office spaces range between 10’ to 12’ high. The remaining top feature such as the cornice or parapet ranges from 3’ to 5’.

A comparison chart outlining the standards of the Current SAR, Draft SAR and Cascadia Partners’ recommendations was discussed for each of the following categories: Floor Area Ratio (FAR), Building Height, Setbacks and Parking. As each category was discussed, group discussions ensued identifying questions to the benefits and the challenges of developing the Village Center as it relates to the SAR addendum.

Discussion focused on the location of what is being proposed as the Main Street area, building design and heights and how to limit multiple stories to protect views. Alex clarified the main street would not be considered for the perimeter lots since many of those lots have currently been build out as residential. Main Street areas for Block 6 should focus on the Circuit perimeter and the areas that are across from current perimeter commercial land use. It would not be encouraged along the areas that are primarily residential, for example along Haverly Street or within the northern half of Block 6 where residential is more logical.

Members asked about limiting the building to 2-stories as opposed to 3-stories and Alex shared the analytics of how that impacts market feasibility based on the commercial building requirements related to infrastructure such as parking, land use, snow storage and circulation. Comments were

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also made to try to explain that all buildings will not be built to the maximum height. Building design elements will focus on the pedestrian experience impacted by such things as transmission of natural light, building separation and human scale.

Alex walked through each category, going through the specific points for each Zone standard recommendation, Floor Area Ratio (FAR), Height, Front Setback, Side Setback and Parking.

Floor Area Ratio (FAR) was defined as how much floor area you may build out on an entire lot (floor area of building divided by lot area). Cascadia recommended a slightly higher FAR of 2.0, than what is currently being proposed.

Clarification was asked about the building height recommendation and the measurement criteria for flat and gable roofs. Flat roofs will be measured to the absolute top and gable roofs will follow the Gunnison County equation, measuring to the midpoint of the gable.

It was suggested to provide a flexible front setback as long as that flexibility provides some community benefit or active space, such as an outdoor seating area. Side setbacks vary based on lot location (perimeter, Pioneer Plaza, etc.). It is recommended to allow 0' or 5' as long as it is consistent with fire code requirements.

Commercial parking requirements were suggested to generalize the parking for all commercial as 1 per 1000 square feet in order to provide ultimate flexibility for the life of the building should the type of commercial use change. Residential parking suggestions were more specific as it related more to number of units instead of what is being proposed specific to number of bedrooms. Alex gave a brief overview at the substantial development costs for parking. Each type of parking unit (individual spaces, open parking lots, enclosed garages) adds significant cost to a project therefore impacting the market feasibility. As presented, Cascadia's recommendation was to assign parking based on a unit, 0.75 per unit on average. Several members commented on the limitations of reducing parking and suggested the parking requirements should also take into consideration not just transportation vehicles but recreational vehicles.

Alex concluded by showing two scenarios of the market feasibility of building within CB South based on current Draft Camp Standards and Cascadia's suggested changes. Based on suggested changes, the return on investment increased. Cathie also added that the information presented by Cascadia Partners today is to provide assistance to us by identifying the impacts of the suggested CAMP changes and help CB South determine what will work for the community as well as initiate activity. Impacts are inevitable and the community will need to determine what it is willing to accept in order to bring vibrancy to the vacant Village Center core.

### **Public Comment and Discussion**

The question and answer session opened up and focused on estimating density, concerns for traffic and how to determine estimates in size to help the community understand future impacts. Parking was also a key discussion item. Alex answered each of the questions based the firm's resources used for their analytics and data gathering of current trends. The group was also reminded that the Village Center will not be developed nor at full build out overnight. As the buildout evolves, we



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will be able to continually gather more information regarding how the community uses the Center and impacts of vehicular, non-motorized, bus and pedestrian circulation. The question arose about the completion of a traffic study to confirm the proposal would be able to handle the growth. It was agreed that a traffic study would be helpful in the future and should be budgeted. The completion of the SAR addendum would be a key component to have prior to the completion of such study. It was also suggested to partner with Metro regarding subdivision data that they have collected. Dom confirmed that Metro has been brought into the loop and will be involved as we move forward.

The remainder of the meeting's discussion continued regarding parking and parking requirements, snow storage, building height and infrastructure funding. Several of the questions were outside of the current scope of work at this time and are exercises that would take place after the approval of the SAR rewrite. A question specific to the process of the Design Charette was raised. Several folks offered up their perspective on the process and all agreed that the more specifically written code will benefit both the community and developer, allowing for more clarity and less tensions among all parties. Chris Hawkins added that the Design Charette process may not be required if decisions are made to include the Cascadia Partners recommendations.

The next steps will be to meet with the Advisory Group to review and determine the outstanding components of the SAR draft and make decisions on incorporating the recommendations from tonight's presentation.

**Next meeting** – The next two meetings will be an Advisory Group work session on Thursday, June 7<sup>th</sup> at 6 pm. and the monthly CAMP Advisory Group Meeting on Thursday, June 14<sup>th</sup> at 6 pm.

**Adjourn** – 8:05 pm