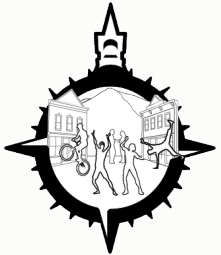


# CRESTED BUTTE COMMUNITY PLAN



November 2024



## DESIGN CHARRETTE REPORT

September 9-13, 2024  
Crested Butte, Colorado





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For all current Community Plan updates, engagement opportunities, and resources, [please visit the Community Plan website at this link.](#)

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## INTRODUCTION

The Town of Crested Butte's Community Plan (CP) aims to improve the livability, functionality, and sense of community in Crested Butte by leveraging the Town's development regulations and community resources to stimulate free market investment in affordable housing and community-serving businesses and non-profits.

Guided by the Community Compass strategic goals, the CP is tasked with evaluating, planning, and recommending updates to the Town's zoning code to encourage the free market to act as a bigger partner in providing affordable housing, businesses, and organizations. This process follows four steps: discovery, desire, design, and discussion, which aligns with the Community Compass decision-making framework. The CP is in the design phase, developing design alternatives for community consideration.



### About this Report


From September 9 - 13, 2024, the Town of Crested Butte (Town) hosted a five-day visioning and design charrette. This event, attended by elected officials, community members, business owners, non-profit leaders, Town staff, others, and was facilitated by Torti Gallas + Partners. The workshop built on the foundation of the Community Compass to brainstorm opportunities and identify strategies to enhance the Town's livability and functionality through its built environment and regulatory framework.

**The following report summarizes the five days of collaborative presentations and work with the Crested Butte community.**

## COMMUNITY PLAN PROCESS

**Phase 1: Discovery** (March- May 2024): The first phase focused on data collection and analysis, including a policy review, economic market study, and review of the housing needs assessment, which culminated in better understanding the challenge and defining the goal.

**Phase 2: Desire and Continued Discovery** (June- August 2024): Phase two continued data analysis and added Community Outreach through summer Compass Navigation events, surveys, block parties, and targeted stakeholder and focus group interviews, which culminated in draft measures of success to guide the plan.

 **Phase 3: Design** (September- December 2024): In this phase, community outreach continues, including September's design charrette. The charrette interactively sketched alternative future build-out scenarios for the Town, which were guided by and filtered through the success measures. After the charrette, the Community Plan advisory committee will work through refining alternatives, which will culminate in a draft plan.

**Phase 4: Discussion** (January - April 2025): In the final phase, community outreach continues to refine the alternatives and draft plan, which will culminate in recommendations to inform an update to the Town's Zoning Code and Design Guidelines and Standards in 2025.

## ABOUT THE CHARRETTE

**A design charrette is an intensive workshop uniting people from diverse backgrounds to explore design options for a specific area, and in this case, the full 10 by 10 block grid of the Town of Crested Butte.**

The CP design charrette engaged the community in sketching ideas for potential changes to the Town's zoning code using hand sketching, computer drafting, 3D modeling, and digital renderings. To accommodate varying schedules, the charrette included opportunities for engagement at all times of the day to allow town staff, designers, and community members to discuss Crested Butte's context, present background analysis, and collaborate on design alternatives.

### CHARRETTE TEAM

#### Town Staff

- Troy Russ, *Community Development Director*
- Mel Yemma, AICP, *Project Manager, Long-Range Planner*
- Jessica Earley, *Planner III*
- Madison Manning, *Planning Technician*

#### Torti Gallas + Partners

- Neal Payton, *Principal in Charge*
- Chris Jonick, *Director of Architecture*
- Rogelio Huerta, *Project Manager, Urban Designer*
- Betina Sason, *3D Visualization Specialist, Urban Designer*

#### Zanetta Illustration

- JJ Zanetta, *Renderer*

The charrette began with the design team walking the Town to gain firsthand impressions. They toured main thoroughfares, the intimate alleys, commercial corridors, and residential neighborhoods, observing Crested Butte's historic charm and identifying areas of opportunity. The Design Studio at the Crested Butte Center for the Arts served as the team's workspace and had 10-20 daily visitors through the open studio hours.

The Community Plan advisory committee and Town staff, including the Town Manager, Public Works, Housing, Sustainability, and Parks Recreation Open Space and Trails departments met throughout the week to discuss feedback on emerging concepts.

The charrette featured three public presentations during the evenings, with free childcare offered: a Monday Kick-off, a Wednesday Pin-Up, and a final Friday Presentation, each building on the previous work and gathering feedback. Attendance grew from 24 on Monday to over 50 by Friday.

**No design alternatives or policy recommendations were finalized during the charrette.** It was an interactive workshop fostering community participation. This report recaps the discussed concepts and outlines the next steps to refine these ideas into design alternatives, and ultimately a draft Community Plan document, for community consideration.

Monday, Sep 9th	Tuesday, Sep 10th		Wednesday, Sep 11th		Thursday, Sep 12th		Friday, Sep 13th	
9AM - 10:30AM <b>Town Tour</b> TG+P team tours the Town, Areas of Potential Change	9AM - 12PM <b>Team Works in Studio</b> Open to the public	9AM - 10AM <b>Team Check in Meeting</b>	9AM - 12PM <b>Team Works in Studio</b> Open to the public	9AM - 10AM <b>Team Check in Meeting</b>	9AM - 12PM <b>Team Works in Studio</b> Open to the public	9AM - 11AM <b>Advisory Committee Meeting</b>	9AM - 12PM <b>Team Works in Studio</b> Open to the public	9AM - 10AM <b>Team Check in Meeting</b>
10:30AM - 12PM <b>Design Studio Setup</b> CFTA								
12PM - 1PM <b>Lunch</b>	12PM - 1PM <b>Lunch</b>		12PM - 1PM <b>Lunch</b>		12PM - 1PM <b>Lunch</b>	12PM - 1PM <b>Staff Meeting</b>	12PM - 1PM <b>Lunch</b>	
1PM - 4:30PM <b>Design Studio Setup</b> CFTA	1PM - 5:30PM <b>Design Team Works in Studio</b> Open to & the public		1PM - 4:30PM <b>Design Team Works in Studio</b> Open to the public		1PM - 5:30PM <b>Design Team Works in Studio</b> Open to the public		1PM - 4:30PM <b>Design Team Works in Studio</b> Open to the public	
4:30PM - 5:30PM <b>Prepare for Presentation</b>			4:30PM - 5:30PM <b>Prepare for Presentation</b>				4:30PM - 5:30PM <b>Prepare for Presentation</b>	
5:30PM - 8PM <b>Kick-off Presentation &amp; Table Exercise</b>			5:30PM - 8PM <b>Interim Public Presentation</b>				5:30PM - 8 PM <b>Final Public Presentation</b>	



## ROLE OF ZONING

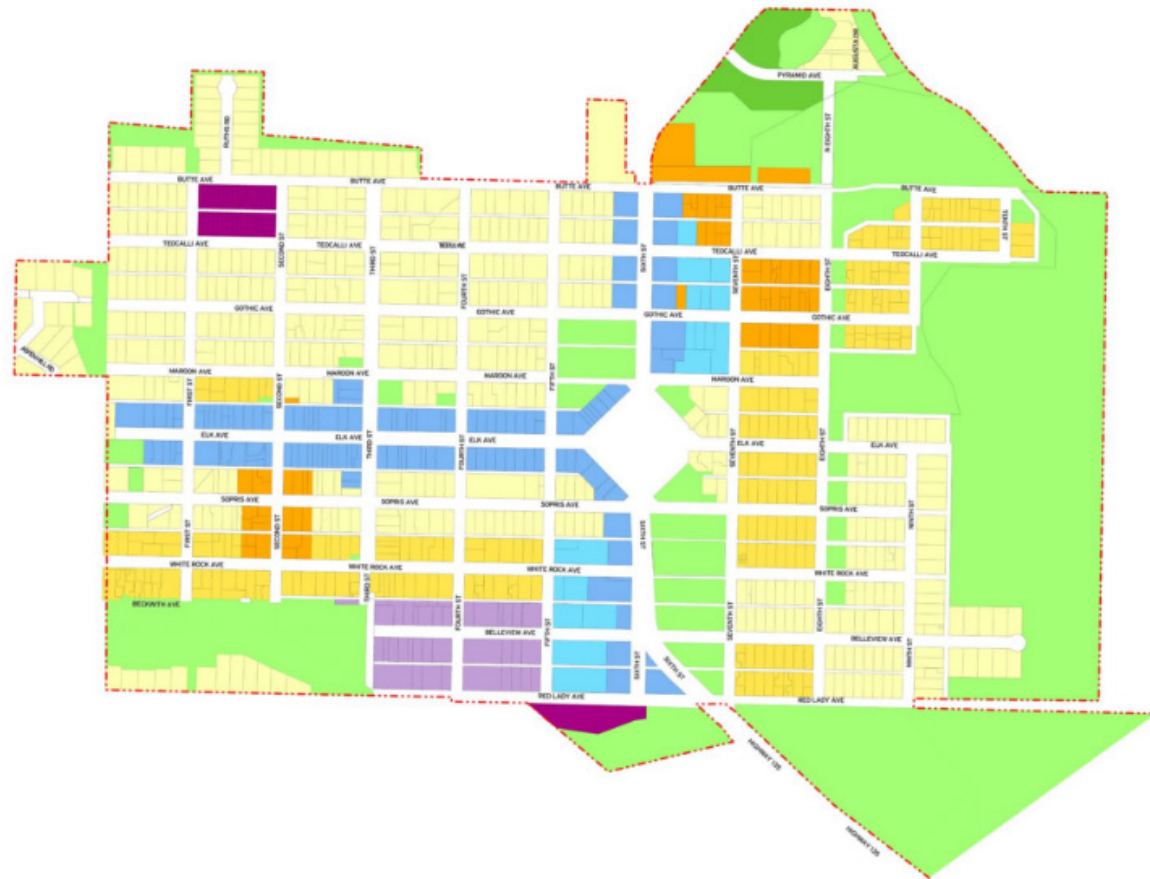
The Community Plan is all about leveraging the Town's development framework and zoning code to stimulate more free market investment in affordable housing, businesses, and organizations.

### Crested Butte's Current Zoning Map

Zoning is the framework towns and cities use to partition areas into different land uses and regulate how development occurs. The Town adopted its first zoning ordinance in 1961, now evolved into Chapter 16 of the Town's municipal code. The Town has 23 zoning districts, each with specific intents governing their look, feel, and function, contributing to the overall structure of the Town.

The map to the right amalgamates similar districts to illustrate their prevalence within the Town limits. These groupings share overarching development intentions but differ slightly in regulations due to factors like location, historic status, and environmental conditions.

*For a detailed review of Crested Butte's development regulations, refer to the [Policy Review Report from the Discovery Phase at this link](#).*



### Simplified Zoning Map

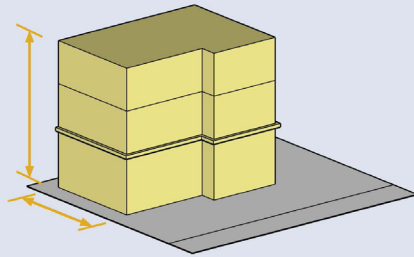
Similar zoning districts are grouped together in this map to illustrate how prevalent certain land uses are in the Town.



#### LEGEND

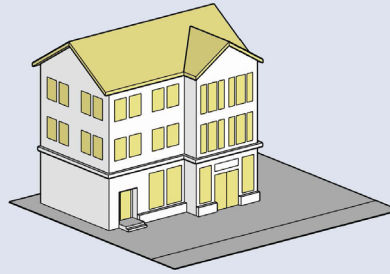
- Single Family Zones
- Low Residential Zones
- Moderate Residential Zones
- (C) Commercial
- (M) Mobile Home
- (T) Tourist
- Business Zones
- Public Zones

# ZONING 101



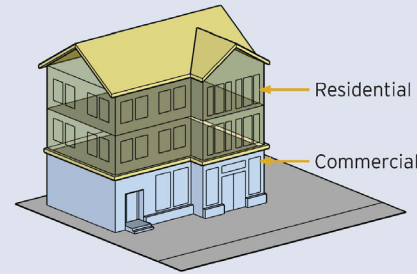
## Lot and Form

- Lot size
- Building size
- Building placement



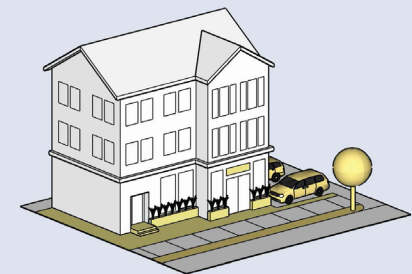
## Building Exterior

- Windows and doors
- Entry features (porches, stoops, awnings)
- Roof types



## Use and Density

- Types of uses (residential, commercial, mixed use, etc.)
- Placement of uses
- Maximum building area (FAR)



## Site Design

- Site features (signs, walls/fences, lighting, landscaping)
- Parking, circulation, access
- Snow storage

## New Zoning Can...

- Simplify rules and reduce permit review times
- Introduce objective design standards
- Incentivize pedestrian-oriented development
- Promote sustainable development practices

## New Zoning Can NOT...

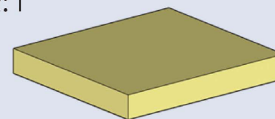
- Regulate or change building code requirements
- Treat signs differently based on their content
- Override State or Federal regulations such as ADA

## What is FAR?

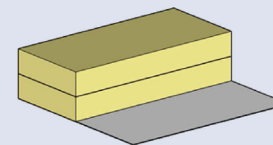
Floor area ratio (FAR) is the measurement of a building's floor area in relation to the size of the lot that the building is located on. FAR is expressed as a decimal number, and is derived by dividing the total area of the building by the total area of the lot (building area ÷ lot area).

### EXAMPLE

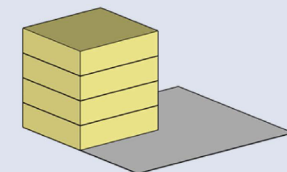
FAR: 1



1 story  
(100% lot coverage)



2 stories  
(50% lot coverage)



4 stories  
(25% lot coverage)



# ZONING YIELD ANALYSIS

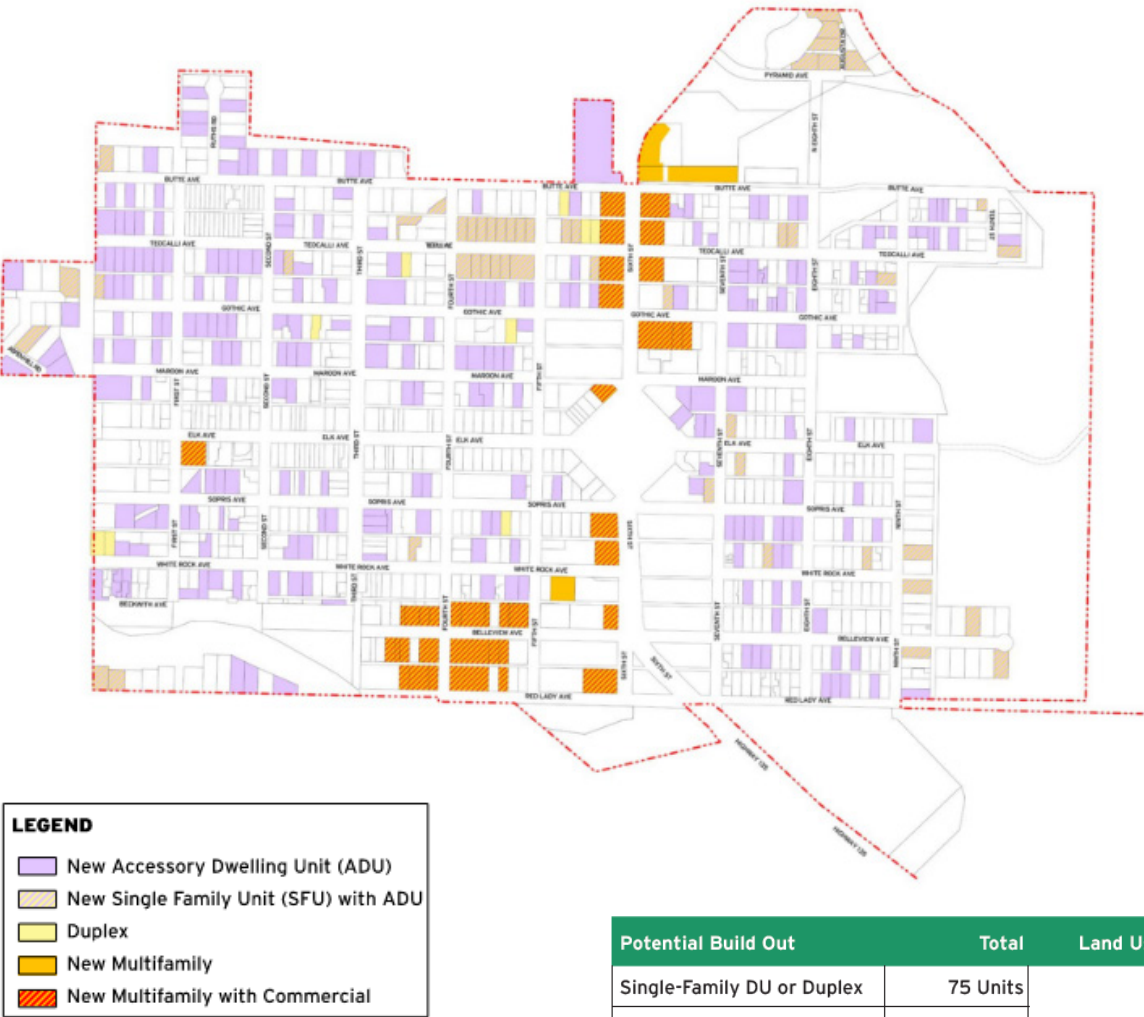
A zoning yield analysis (or “build-out” analysis) estimates the total number of new homes and commercial square footage that could be developed under the Town’s existing zoning, assuming all buildable land is maximized without changes to current zoning and subdivision regulations. This analysis helps test development regulations and envision possible future scenarios, especially useful for towns like Crested Butte facing housing supply pressures and limited land availability.

The map to the right illustrates where potential development is possible within the Town’s existing zoning regulations

*Caveats of the yield analysis:*

- The analysis presents an “end point” scenario with no specific timeframe.
- It does not address price points or guarantee that new units will meet community needs.

Understanding the challenges and opportunities in the Town’s existing zoning and yield analysis, the design charrette explored potential adjustments to the Town’s code to support the CP goal.



**Zoning Yield Analysis Diagram**  
This map illustrates where potential development is possible within existing zoning regulations.

Potential Build Out	Total	Land Use Total
Single-Family DU or Duplex	75 Units	606 Units
Accessory DU (ADU)	308 Units	
Multi-Family DU	223 Units	
*with underground parking	*272 Units	*655 Units
Net Commercial		258,218 sf
*with underground parking		*366,503 sf

## THE COMMUNITY PLAN CHALLENGE

Crested Butte's yield analysis estimates a potential build-out of up to 655 residential units and 258,218 commercial square footage. However, several challenges and constraints could prevent this build-out from being achieved, and there is no guarantee these units will meet community needs.

The Town's development regulations guide private market investment, influencing the Town's look, feel, and function. Historically, these regulations have evolved to address new challenges, but **Crested Butte is at a pivotal crossroads, facing a paradox of increasing economic investment and a deepening community affordability crisis.**

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

**Addressing these challenges will require a regional approach, but it is crucial to identify ways to facilitate more affordable housing and essential community-serving goods and services within the Town itself.** Bringing housing closer to jobs and services and promoting community investments where infrastructure and amenities already exist are key pieces of the puzzle that touch on several of the Town's strategic goals.

**However, with limited resources, the Town cannot sustainably continue to subsidize community needs while the free-market favors investing in luxury serving amenities.** A comprehensive review of the Town's development regulations is needed to realign market forces with the needs of a functional and livable community.





## Challenges with Crested Butte's Current Code

**There are several challenges Crested Butte is facing with its existing code, including:**

### *Market Forces*

The yield analysis does not account for market forces and economic conditions that will greatly influence future development. Factors such as housing demand at achievable price points and construction costs can lead to much less construction than the theoretical limit. As construction proceeds and available floor area ratio (FAR) decreases, the value of the remaining capacity increases, making new housing, especially affordable housing, more expensive. This also impacts commercial space, driving up rents and making new commercial space prohibitively expensive for many local businesses or non-profits.

Additionally, the current demand for single-family homes, including vacation homes, exacerbates the issue. About 60% of developable land is zoned for single-family homes, restricting other housing types and inflating land values. The FAR linked to primary dwellings encourages maximum build-out, resulting in high-cost homes inconsistent with Crested Butte's historic housing stock and unaffordable for most of the workforce. The challenge lies not only in the number of housing units but also in the types of housing permitted.

### *Cultural & Social Forces*

While the Zoning Analysis identifies 308 potential ADUs, it is likely only a small fraction will be built due to existing regulations and cultural preferences. Many homeowners are reluctant to rent to strangers or find the potential income insufficient to overcome perceived bureaucratic hurdles and risks. They may also lack knowledge on how to start the process or the up front capital to construct an ADU. Social factors also play a role; existing uses on some sites are valuable to the community, reducing the likelihood of redevelopment.

### *Intertia*

Some property owners may have no interest in new development, finding current uses sufficient either through personal use or rental income. For example, an owner with a property that could theoretically add more units might find the risks and effort of redevelopment not worthwhile. Others may overvalue their land, deterring potential developers. Absentee owners might prefer collecting revenue without considering redevelopment.

### *Height Limits*

The current code specifies a height limit of 35', which is sufficient for residential buildings but problematic for mixed-use buildings with ground-floor commercial space.

Residential floors typically require 10'-3" each, totaling 30'-9" for three stories, plus a 3' parapet, leaving only 1'-3" for ground clearance.

Retail spaces need at least 14' clear heights, plus an additional foot for plumbing and duct work between floors, requiring a minimum height of 40', excluding height for elevators, stairways, and mechanical equipment.

Additionally, some zones offer bonuses for higher FARs up to 1.9, but these are rarely utilized due to requirements like subterranean parking and the necessary building heights. Typically, each 1.0 FAR requires two floors of building, so an FAR of 1.9 would need four floors, which is often impractical.

### *Parking Requirements*

Despite Crested Butte's walkability, its parking requirements resemble those of suburban, car-dependent areas. Meeting these requirements in higher-density areas often reduces build-out potential.

### *Perception of Difficult Process*

Some property owners may be deterred from additional development by the perception of insurmountable bureaucracy and red tape, whether this perception is accurate or not.

**In summary, while the yield analysis provides a snapshot of potential development under current regulations, it cannot predict future construction, housing supply, or affordability due to dynamic economic, cultural, social, and regulatory factors.**



## COMMUNITY PLAN OPPORTUNITIES

The Community Plan aims to approach Crested Butte's challenges through leveraging the Town's development regulations to achieve better balance between community-serving needs within an amenities-based economy.

By understanding the constraints and factors that may inhibit Crested Butte's potential build-out, the CP will test concepts and ultimately propose code changes for community evaluation.

**This approach will help the Town better balance community-serving needs for its community to thrive, while ensuring the Town can maintain its cherished small-town character and charm.**



### STRONG COMMUNITIES STRATEGIES

Crested Butte is not alone in its challenges, many towns and cities across the country are updating their zoning codes to encourage more affordable housing. The Town received a grant from the Colorado Department of Local Affairs' Strong Communities program to support this effort. As a condition of the grant, Crested Butte must evaluate and adopt at least one Strong Community strategy, which align with some constraints from the Yield Analysis:

- **Higher Density:** Identify areas for higher densities to promote affordable housing for the local workforce while maintaining the Town's character.
- **Multi-family Housing:** Evaluate permitted and conditional uses for different multi-family housing types across different zones.
- **Inclusionary Zoning:** Evaluate density bonuses to incentivize workforce housing and deed-restricted commercial development.
- **Land Programs:** Identify Town-owned parcels or potential acquisitions for infill development of affordable housing and essential services.
- **Parking Standards:** Incorporate recommendations from the 2023 Transportation Mobility Plan to reduce parking requirements.
- **Alternative Building Options:** Evaluate barriers to alternative building methods that reduce construction costs, in line with historic preservation.



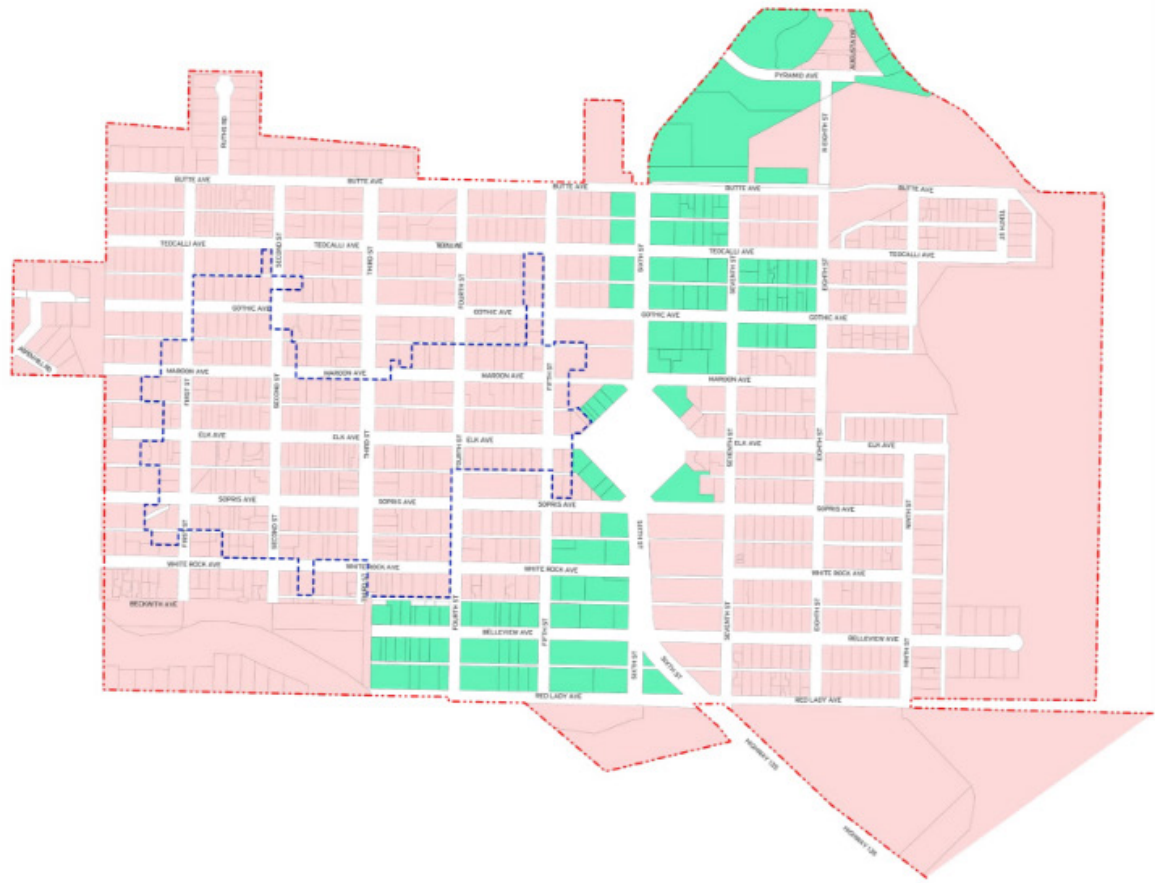
## Framing Different Opportunities

### Areas of Stability and Potential Change

Crested Butte's 23 unique zone districts, and their neighborhoods and alleys, each contribute differently to the Town's overall character. Evaluating potential zoning changes requires a nuanced approach, rather than a broad application across the entire Town. The CP identifies areas of stability and areas of potential change as a framework for testing different concepts and considering zoning updates.

**Areas of Stability:** These are built-out areas with a distinct character that the community likely wants to preserve. Here, smaller, incremental policies can be implemented to enhance affordable housing opportunities without major changes.

**Areas of Potential Change:** These areas are eligible or more likely for future redevelopment and have significant build-out potential. Larger regulatory or incentive-based changes can be considered in these zones to align with a collaboratively developed vision for the community.



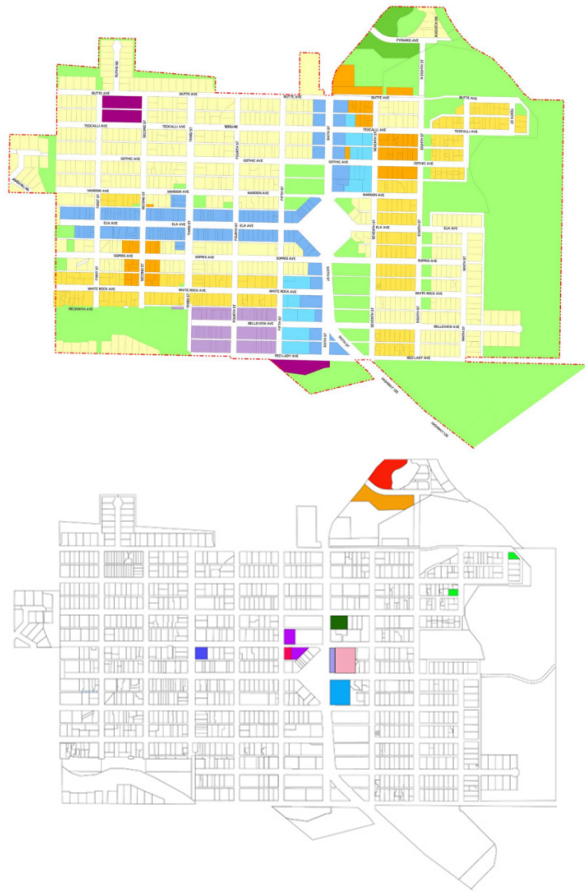
**Areas of Likely Stability and Potential Change**  
This map illustrates areas where more strategic interventions are necessary to protect the existing historic context, in pink, and where bold opportunities can be explored to meet the needs of a livable community, in green.

#### LEGEND

- Areas of Likely Stability
- Areas of Potential Change
- Historic Core Boundary

## Two Tracks of Community Development

Within the areas of potential change and stability, the charrette explored two pathways of community development:



### Two Tracks of Community Development

These maps illustrate the framing of looking at both the zoning code and its influence on market development (Top) and opportunities to re-envision Town-owned parcels and/or facilities (Bottom).

## (1) The Zoning Code and its Influence on Market Development

### Leverage for Affordable Housing and Commercial Space:

The charrette explored how adjustments to the zoning code could incentivize the development of deed-restricted affordable housing and commercial spaces. For instance, allowing reduced setbacks in exchange for affordable housing units can create a balanced give-and-take, resulting in a mix of market-rate and affordable units. The specific mix will depend on the extent of the zoning changes and prevailing market conditions.

**Tradeoffs:** Any potential modifications to the zoning code serve as leverage in negotiations with developers. For example, reducing setbacks in return for deed-restricted housing units could encourage a diverse mix of market-rate and affordable units in future developments. The actual composition of this mix will depend on the scope of changes and market dynamics.

**Incremental Development Timeline:** The timeline for market development is incremental and influenced by various market, cultural, and social factors. Given Crested Butte's size and current development scale, incorporating incentives into the zoning code could potentially lead to the gradual development of 5-7 single-family homes and 3-5 accessory dwelling units (ADUs) per year, along with 0-2 commercial developments every five years. While the CP will identify potential build-out scenarios for the Town, these projections are likely to be achieved gradually and may never reach full realization.

## (2) Town-Owned Land/Facilities and Opportunities for Re-Envisioning

### Potential for Supporting Community Plan Goals:

The Town owns several facilities and vacant parcels that present re-envisioning opportunities to align with the CP's goals. Any new development or redevelopment on these sites would need to comply with the zoning code regulations discussed previously.

**Tradeoffs:** Developing Town-owned property offers the potential for projects to include 100% affordable housing units and/or commercial spaces, as the Town would have control or could leverage partnerships to achieve specific outcomes. However, the Town's limited resources and capacity mean that not all opportunities can be pursued simultaneously. Projects will need to be prioritized and phased over the long term, based on available resources and funding.

**Incremental Development Timeline:** The implementation of Town-owned opportunities within the CP is anticipated to unfold over a phased horizon of 20-25 years, contingent on funding and resource availability.

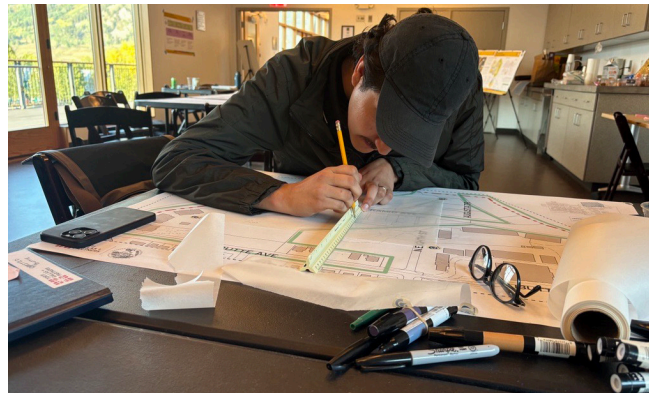
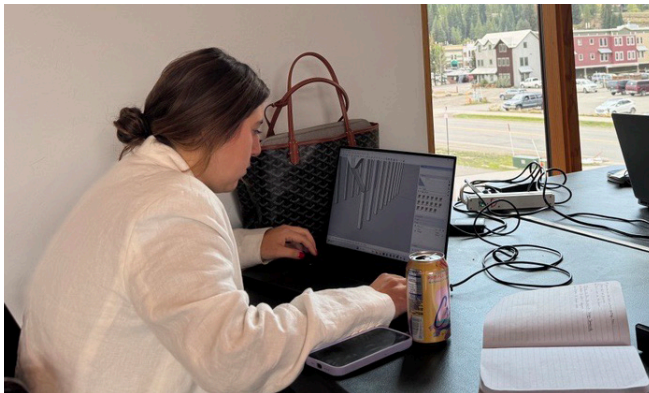


## Charrette Concept Testing

The charrette explored what potential zoning tweaks or re-envisioning could look like at the following sites:

Hand sketching, computer drafting, 3D modeling and digital renderings were all employed to facilitate meaningful discussion and help illustrate design intent. With the caveat that these design exercises are theoretical thought experiments of potential projects, the regulations and standards necessary to achieve these designs will be extrapolated from them to provide appropriate zoning and policy recommendations in the ultimate CP document.

Areas of Potential Change	Areas of Likely Stability
<p><b><u>Zoning Code/Market Possibilities</u></b></p> <ul style="list-style-type: none"> <li>Sixth Street Station</li> <li>Alpine Lumber</li> </ul> <p><b><u>Town-Owned Possibilities</u></b></p> <ul style="list-style-type: none"> <li>Town Parcel 1 and 2 (Slate River Annexation)</li> <li>4-Way/Tennis Courts</li> </ul>	<p><b><u>Zoning Code/Market Possibilities</u></b></p> <ul style="list-style-type: none"> <li>Neighborhood Alley Strategy (with concept test on the alley between Whiterock and Sopris between Fifth and Fourth Streets)</li> </ul> <p><b><u>Town-Owned Possibilities</u></b></p> <ul style="list-style-type: none"> <li>Station One/308 Third Street</li> </ul>



**Varied Drawing Methods:** Hand drawing on trace paper with pencils and markers as well as 3D computer modeling allowed the project team to study design scenarios employing whichever technology was best suited for the task.

**Iterative Process:** As the design team developed different design solutions, the public was encouraged to provide their thoughts either by speaking with team members or by writing their comments on sticky notes.

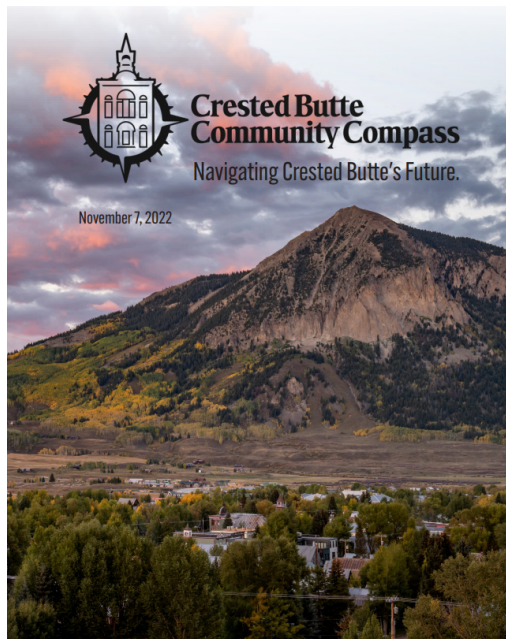
**A Note on Renderings:** Renderings can effectively visualize a site's potential, but they are conceptual and should be viewed with caution, as they do not precisely represent the final appearance.

Pictured here, a team member sketches in changes over an illustrative perspective based on participants' feedback.

## Using the Compass: Success Measures

While a review of the Town's existing code, potential build out, and market conditions lay the foundation for what was explored at the charrette, it's important to ensure any actions align with the Crested Butte community's underlying values.

Prior to the charrette, the CP identified draft measures of success, as part of the Community Compass decision-making framework, to serve as guardrails or a rubric to vet potential actions that emerge from the charrette to ensure they align with the community's values and expectations. **Success measures were generated by understanding how the community's values of authentic, connected, accountable, and bold relate to the CP's challenge and goal.**



### CP SUCCESS MEASURES

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



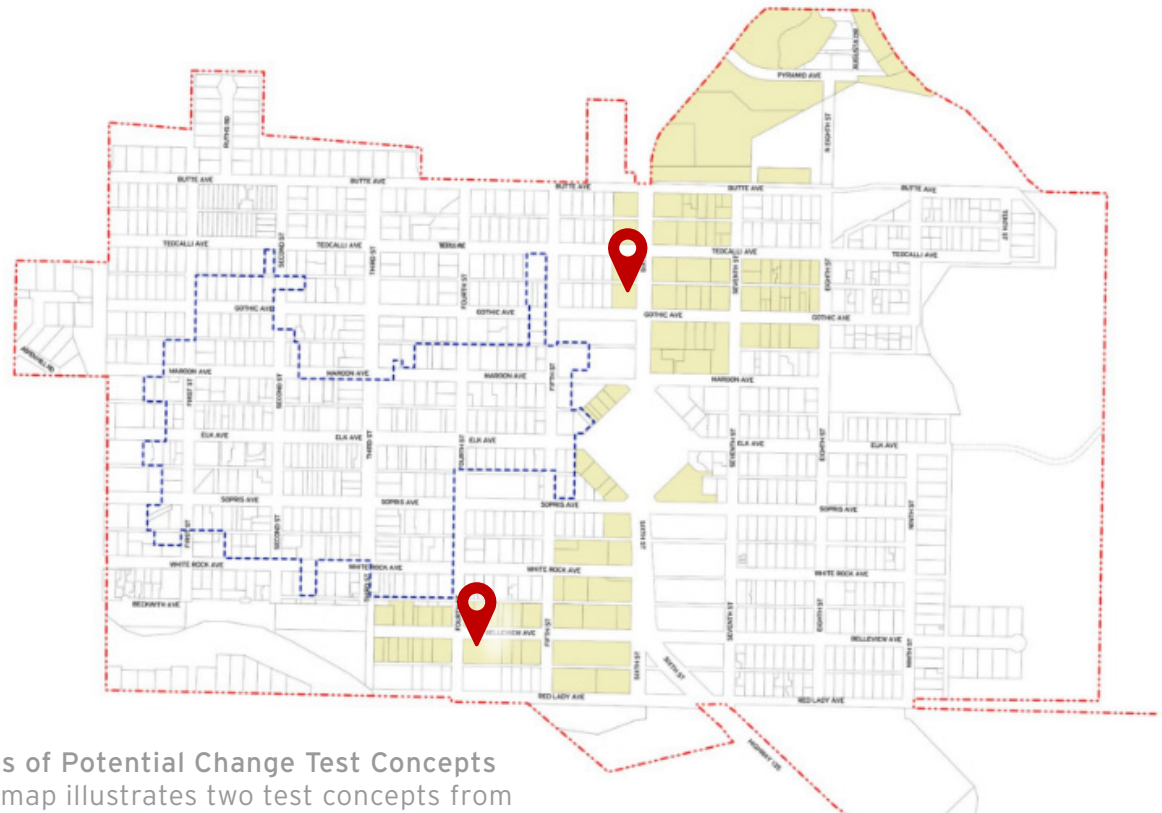


## ZONING CODE TEST CONCEPTS: AREAS OF POTENTIAL CHANGE

The areas of potential change within the Town proper represent the best opportunities for community-centered development due to their location, regulatory context, and existing utilities. Several factors influence the likelihood of property development or redevelopment:

- **Building-to-Property Value Ratio:** A low building value relative to the total property value suggests underutilization and a higher likelihood of redevelopment. However, this ratio alone doesn't indicate immediate development, as other factors, such as debt-free ownership, also play a role.
- **Development Opportunity:** Vacant areas like the Sixth Street Corridor may face high development pressures, while older, underdeveloped properties, such as those on Bellevue Avenue, may experience new investment or reinvestment.

Overall, while most of Crested Butte remains stable, there are several opportunities to consider within these identified areas of potential change.



### Areas of Potential Change Test Concepts

This map illustrates two test concepts from the charrette within the areas of change, on the Bellevue Avenue and on Sixth Street.

#### LEGEND

- Areas of Potential Change
- Historic Core Boundary



## Opportunities to Consider

The Sixth Street Corridor, including the adjacent Tourist zone, R4 zone, and Slate River Annexation, are underutilized yet highly visible assets within the Town. Given Sixth Street's role as a key connector, it holds potential to meet community-serving needs.

Located at the southern end of the Sixth Street Corridor, Bellevue Avenue features commercial businesses on large lots along the Town's edge. These lots can be encouraged to offer diverse development opportunities within a five-minute walk of the town center.

Zoning requirements in each corridor, such as allowed uses and building placement, greatly influence development feasibility. Potential zoning changes to consider include:

- **Lot Coverage:** Reconsider maximum lot coverage, minimum open space, and parking requirements to facilitate mixed-use development. This could involve allowing larger (but not taller) buildings in exchange for deed-restricted housing or commercial space.
- **Height Bonuses and FAR Adjustments:** Allow for greater building height and floor area ratio (FAR) adjustments in certain areas to protect views and neighborhood character while promoting flexibility and build-out potential. Taller buildings in some areas could be exchanged for deed-restricted housing or commercial space. Particularly on Bellevue Avenue, increasing allowable height could incentivize mixed-used buildings without blocking views, as it abuts Gibson Ridge.

- **Adjusting Land Uses:** Modify permitted and conditional use allowances to prioritize or incentivize community-serving needs.
- **Inclusionary Zoning:** Strengthen inclusionary zoning requirements through the Town's Resident Occupied Affordable Housing (ROAH) program to mandate more deed-restricted units based on building size or jobs generated.
- **Flexible Architectural Guidelines:** Construction standards and costs could be simplified with more flexible architectural design guidelines, which the Historic Preservation Plan is exploring.
- **Financial Incentives:** Explore public/private partnerships and programmatic tools, such as incubator space and business support programs, to complement the regulatory framework.



## AN EMERGING VISION

Prior to the charrette, a survey on the Compass Navigation efforts gauged initial community perceptions regarding the various zoning tools described to the left ([full survey results available here](#)). Building on the results, community discussions and feedback from the charrette identified the following themes for areas of potential change:

- **Openness to Change:** The community expressed a willingness to embrace changes in specific areas.
- **Increase Mixed-Use Buildings:** There is support for increasing mixed-use buildings and incorporating more residential units into these zones.
- **Diverse Housing Types:** Introducing a wider variety of housing types is a priority.
- **Height and Density Incentives:** Experiment with height and density incentives in certain areas to promote development.
- **Small Business Support:** Encourage creative solutions to support small businesses.
- **Parking Requirements:** Leverage on-street parking and the town's pedestrian-friendly nature to reduce parking requirements.
- **Public Spaces:** Retain and enhance public spaces to foster community connectivity and vitality.



## Bellevue Avenue: Alpine Lumber Test Concept

### About Bellevue Avenue and the Test Site

Bellevue Avenue is on the southern end of the Sixth Street corridor and is primarily characterized by commercial businesses on large lots abutting the southern edge of town. These large and single use lots can be encouraged to provide more diverse development opportunities within a five-minute walk of the center of town.

The design team explored the development potential of three sites that currently operate as Alpine Lumber because they are large contiguous sites that may face redevelopment pressure in the near future.



#### View of Bellevue Avenue, Existing

A 3D digital model view of the existing lumber yard area.

### Current Code Challenges

Existing zoning regulations limit buildings to a maximum of three stories and significantly restrict residential uses by allowing no more than 3 residential uses (400-600 sq ft each) on a parcel, as well as maxing total residential square footage to 50% of the total building square footage.

Given that the site abuts Gibson Ridge, ensuring views remain unobstructed, and recognizing the benefit of additional housing near Elk Avenue, the design team proposed innovative solutions beyond current zoning constraints.



#### Conceptual View of Bellevue Avenue, Potential

A 3D digital model view of what development may achieve without blocking views.

### Charrette Concept

Following extensive iterations, the charrette produced a design alternative featuring three mixed-use buildings that range from three to four stories, with a total of 19,300 sq ft of commercial space, 62 residential units, and 110 parking spaces (96 on-site, 14 on-street).



A 3D digital street section of Bellevue Avenue illustrating potential mixed-use development.



## Code Changes to Consider

This concept includes the following changes to the current code to consider:

- Reduced minimum setback from 20 ft to 5 ft
- Reduced minimum parking requirements to:
  - 1 space per dwelling unit
  - 1 space per 1,000 sf of commercial space.
- Increased maximum height from 3 to 4 stories
- Increased residential allowance to more than 3 units on a parcel and 50% of the total building square footage



## Iterations

Conceptual artist renderings underwent several iterations based on community input. Initially, a rendering depicted Bellevue Avenue with Western Victorian architecture. However, some community members suggested that Bellevue should better reflect its light-industrial history. Consequently, a second iteration was produced, showcasing buildings with an industrial aesthetic reminiscent of warehouses and lofts.

Two different conceptual artist renderings representing Western Victorian architecture (Top) and a more industrial design (Bottom).





## Concept Feedback

The following feedback on sticky notes was provided on the evolving concept throughout the week, categorized by topic:

### Building Height and Design

- "Full 3 story height; flat roofs that act as snow storage vs dumping onto the ground"
- "Prioritize preserving the character while also increasing density. Cap at 3 stories (already some ex. in town) and do not offer "air space rights" that allows the height to be exceeded."
- "3 floors max; wood/natural materials; not the brick walls"
- "Variation in roof lines - more congruent w/esthetic of historic town"
- "Bellevue Ave - wood siding is more CB style than Brick"
- "4 floors/taller is awesome because taller buildings = vertical instead of horizontal growth"
- "No 4th floors. Too high. Not CB walkable"
- "Don't love 4-story, but could allow if adds more ADUs on Bellevue only. Wood, using dormers for 4th story, not boxy Telluride style."
- "The facades are too close to the street, plz let the sun in. Its icy"

### Transportation and Mobility

- "Can we offset parking by assigning some of the town's 2500 spots?"
- "Covered parking w/solar PV production?"

- "322 Bellevue on street parking is needed"
- "Sidewalks! Yay!"
- "Underground parking. Good location for deed restricted or long-term rentals."
- "Bike lanes are such a good idea \*not on street"

### Commercial and Residential Mix

- "50/50 mix of deed-restricted and market price residential"
- "We need a lumber yard in town"
- "We actually DO need a lumber yard in town for all the construction, etc."
- "Commercial area - lumber yard. Bellevue is UGLY. Needs to be "gentrified." Affordable housing yes; Cleaning up - making lumber yard area nicer. YES!"
- "Bellevue Cool on afford housing here but what kind of commercial - hopefully for local owned community necessities, not tourism"
- "The commercial zone needs to remain in place. Don't make me get in a car to get a can of paint at Riverland."
- "If you put too many people in the C zone, you will drive out noisy light industrial"

### Land Uses and Amenities

- "Allow on-site alcohol consumption"
- "Any way to carve out some outdoor restaurant patio space? South facing in the sun? Need more brick oven style patios"
- "Allow food service with dining bars & gathering for locals"

- "Public art; gathering space/plaza; murals"
- "Would love to see effort given to landscaping. Trees really soften the streetscape."

### General Feedback

- "Wayyy to dense"
- "Disgusting!!"
- "Awesome! Not ugly, I like this layout"
- "Appropriate density and use! Good stuff"
- "This is awesome! Remember Anthracite Place? Its fine!"
- "Love it!"
- "Don't like the look + need real affordable housing; tiny homes"



**Conceptual Plan along Bellevue Avenue**  
Stratting both sides of Bellevue Avenue, this conceptual sketch plan frames the street with buildings and provides parking at the rear of the parcels, accessed from the alleys.

## Sixth Street: Sixth Street Station Test Concept

### About Sixth Street and the Test Site

The Sixth Street corridor parcels are underutilized yet highly visible assets within Crested Butte. As a major connector through the town, Sixth Street holds significant potential to address community-serving needs. District-specific requirements, including permitted uses and building placement, significantly impact development feasibility.

The design team explored the build-out potential of the vacant parcels on the west side of Sixth Street, between Gothic and Butte Avenues. Known previously as Sixth

Street Station, these sites were once approved for a luxury hotel by BOZAR. However, the development plan has since expired, and the site is now under new ownership.

### Current Code Challenges

Existing zoning regulations vary based on land use and occupancy. In many cases, allowable densities are not achievable due to restrictions on building height and parking requirements. Additionally, underground parking is currently incentivized with a FAR bonus. However, the high costs associated with underground parking typically result in higher-end developments to justify the expenses.

### Charrette Concept

The design concept developed during the charrette evolved through multiple iterations, balancing floor area ratio (FAR), building height, and on-site parking.

This final concept includes 25,000 square feet commercial space, 80 residential units, and 125 on-site parking spaces. An FAR of 1.0 was achieved with an average height of 3 stories, but the overall height of those three stories exceeded the current 35' maximum height to 38' to provide a more leasable ground floor and a parapet.



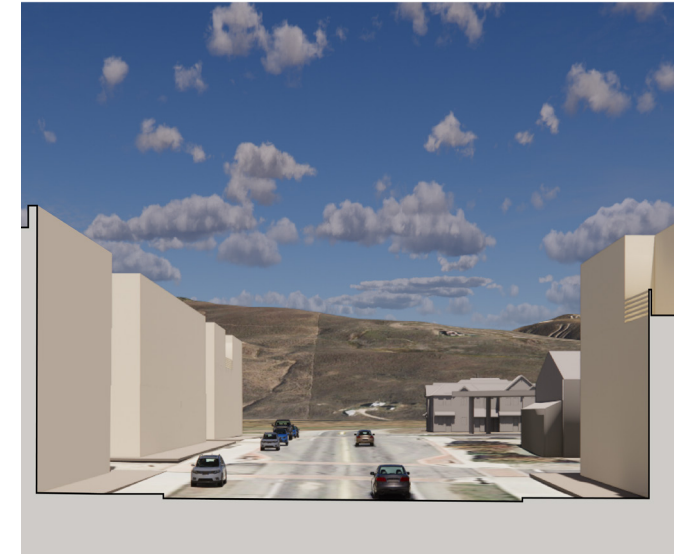
View of Sixth Street, Existing

A 3D digital model view of the existing Sixth Street Corridor.



Conceptual View of Sixth Street, Potential

A 3D digital model conceptual view of mixed-use development enlivening the main thoroughfare to and through Crested Butte.



A 3D digital street section of Sixth Street illustrating the width of the street in comparison to potential height of framing buildings.



## Code Changes to Consider

This concept includes the following changes to the current code to consider:

- Increased front setback from 5 ft to 10 ft
- Increased maximum height from 35 ft to 38 ft
- Reduced minimum parking requirements to:
  - 1 space per dwelling unit
  - 1.8 space(s) per 1,000 sf of commercial space
- Consideration of prohibiting underground parking to reduce development costs



## Iterations

Massing and building height were explored through both 3D digital modeling and artist renderings. The initial sketch (pictured left) envisioned Sixth Street with three-story mixed-use buildings. In response to concerns about the building height overlooking the softball field, a revised version (pictured bottom left) was developed. This version stepped the building down as it moved away from Sixth Street, gradually transitioning to better align with the smaller-scale buildings to the west.



## Responding to Feedback

Two different conceptual artist renderings representing a three-story building (Top) and a revised version that steps the height down to two-stories (Bottom).



## Concept Feedback

The following feedback on sticky notes was provided on the evolving concept throughout the week, categorized by topic:

### Building Height, Mass, and Design

- "Too much bulk. This really hurts the view."
- "Looks like Summit Co; density; Blocks views; Too tall"
- "Way too much mass. See East side of 6th. Much nicer than this monolith"
- "SCALE!! Too dominant, generic, and unrelated to town"
- "Affordable housing yes but be careful with keeping character of town. This seems off to me in design."
- "Too much mass; blocks views; looks like something in Atlanta"
- "More variability in bldg. It would make this feel more CB. Some tall is good for Density but all tall feels too much."
- "This image feels too 'citified' more character, less cleanliness"
- "How do we keep CB character and add density? 2nd story doors to nowhere? Wood siding?"

### Affordable Housing

- "Require deed restricted housing on all 3rd floors in B1, B2, T, Commercial"
- "I have a hard time believing that if these structures were built via private owners they would result in 'affordable'"

## Commercial Uses

- "Commercial would pull people off Elk"
- "If this commercial zone is developed, must consider the squeeze on residential parking and potential traffic on/around bad dog alley - what about town ploughing the alley for safe passage? Underground parking for development?"

## Materials

- "Consider wui. Fire resistant plant materials near structures. Crevice gardens."

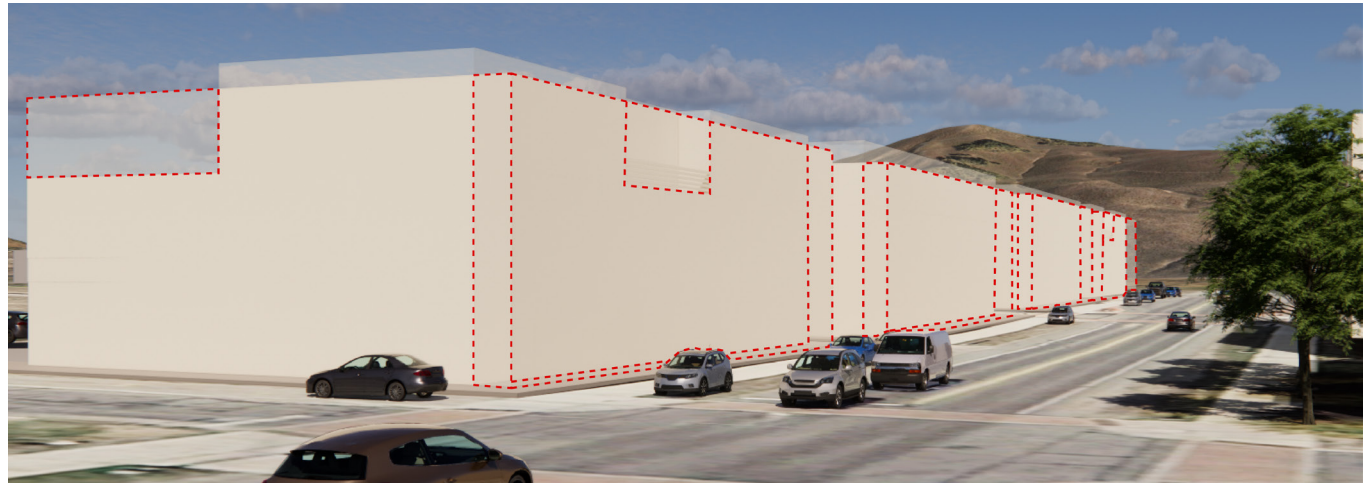
## General Feedback

- "Sucky."



## Responding to Feedback

The rendering was revised throughout the week in response to feedback regarding height.



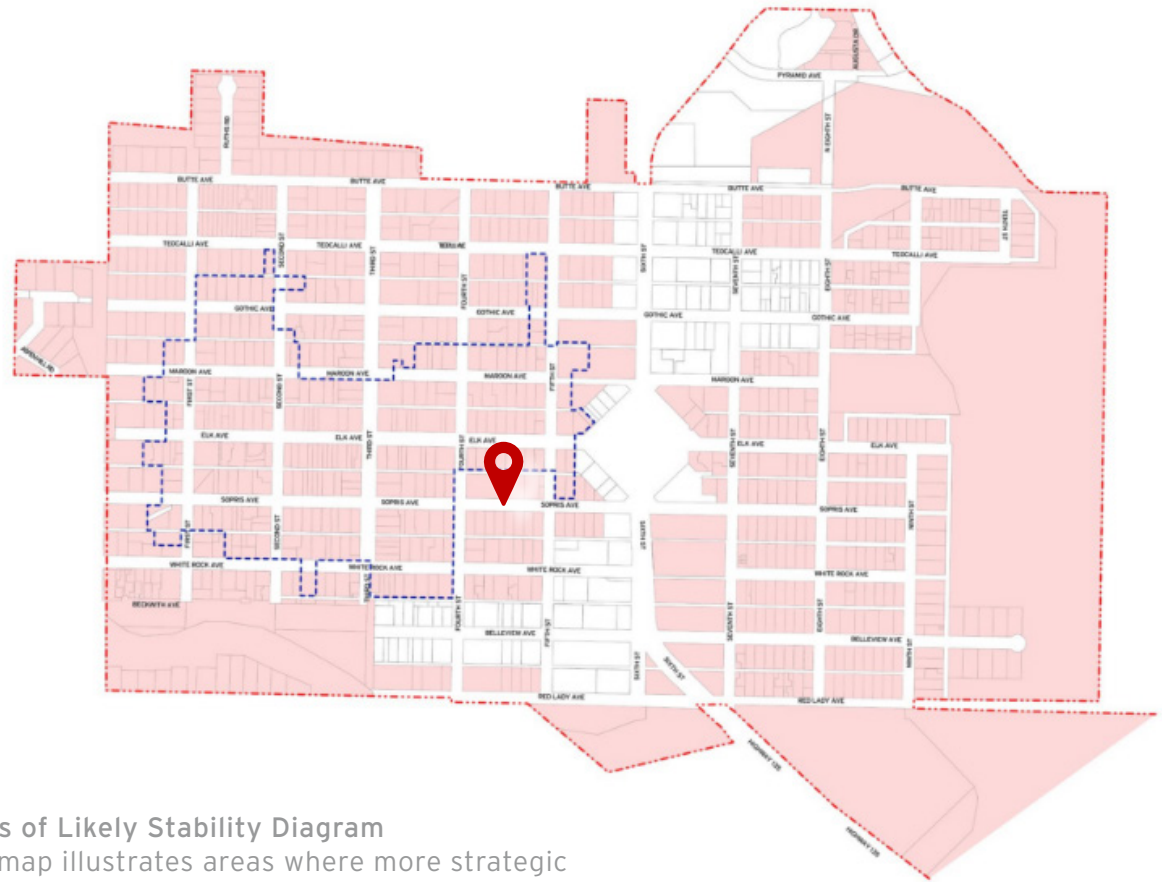
## Conceptual Massing Diagram

A 3D digital massing model was produced to illustrate how FAR can be moved around the building to achieve a site's development potential while responding to height and view considerations.



## ZONING CODE TEST CONCEPTS: AREAS OF STABILITY

Areas of likely stability in Crested Butte are those that are historic, embody the character of the community, and feature zoning districts where residential development is limited and carefully regulated to maintain the surrounding context.



### Areas of Likely Stability Diagram

This map illustrates areas where more strategic interventions are necessary to protect the existing historic context in the Town.

#### LEGEND

- Areas of Likely Stability
- Historic Core Boundary

## Opportunities to Consider

Despite their stability, these areas still present development opportunities that merit further exploration, especially by building on Crested Butte's history of accessory dwelling units (ADUs) and smaller building types. Potential approaches include:

- **Regulatory Incentives for ADUs:** Consider incentives such as increased building height, FAR bonuses for both primary buildings and ADUs, setback adjustments, and/or reduced parking requirements to encourage ADU development.
- **Flexible Architectural Guidelines:** Introduce more flexible design guidelines to simplify construction standards and costs, including pre-approved building plans for ADUs and streamlined approval processes. The Historic Preservation Plan is contemplating more flexible architectural guidelines outside of a buffer zone around the National Historic District core.
- **Diverse Density Allowances:** Explore density options through a variety of building types, such as duplexes, triplexes, or quads, to better utilize available space while respecting neighborhood character.



## AN EMERGING VISION

Prior to the charrette, a survey on the Compass Navigation efforts gauged initial community perceptions regarding the various zoning tools previously described ([full survey results available here](#)). Building on the results, community discussions and feedback from the charrette identified the following themes for areas of stability:

- **Refine Existing Regulations:** Focus on targeted adjustments or tweaks to current zoning.
- **Incentivize ADUs:** Further encourage the development of accessory dwelling units.
- **Explore Micro-Lots:** Consider the feasibility of micro-lot development.
- **Parking Requirements:** Leverage on-street parking and the town's pedestrian-friendly nature to reduce parking requirements.
- **Re-evaluate Land Uses:** Review and update permitted and conditional uses to align with community needs.
- **Rethink Community Facilities:** Identify opportunities to rethink and improve community facilities.



## Residential Neighborhoods: ADU Incentive Test Concept

### About ADUs and the Test Site

Crested Butte's block pattern, characterized by narrow, unpaved alleys, offers a unique opportunity for infill development within established residential neighborhoods. These alleys, which historically provide services and access to the rear of lots, retain an authentic charm and create ideal spaces for accessory dwelling units (ADUs). ADUs serve as a valuable tool for adding more residents near services and amenities, promoting affordable housing throughout the community in a way that blends seamlessly with the existing neighborhood character.

The design team explored various methods for integrating more ADUs into typical Crested Butte lots, using the alley between Sopris and Whiterock Avenues, between Fourth and Fifth Streets, as a test area. The team assessed the feasibility of potential incentives to determine whether they could be physically implemented on standard lots in Crested Butte.

### Current Code Challenges

Currently, ADUs are permitted and incentivized through subsidized tap fees, with the condition that they must be rented long-term to a community member. While the Town's ADU program has seen success, with a total of 93 ADUs currently, the construction of new ADUs has stalled since 2016 due to shifts in market conditions and social dynamics. Regulatory incentives could be used to entice property owners to develop ADUs beyond the financial tap fee subsidy.

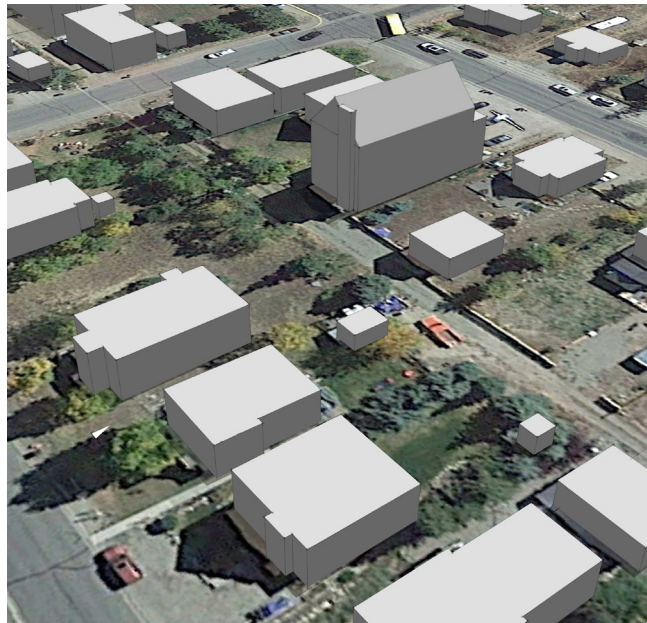
### Charrette Concept

One of the key incentives explored during the charrette is allowing a second ADU on properties, enabling owners to add an additional ADU without restrictions, in exchange for ensuring that one of the ADUs is designated as a long-term rental (a current requirement).

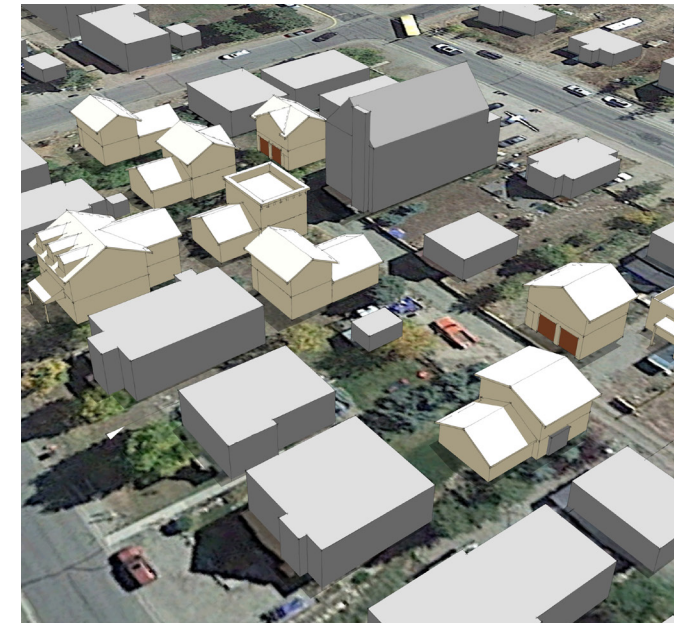
### Code Changes to Consider

The diagram on the next page illustrates the changes needed to accommodate two ADUs on a property, including:

- Reduced minimum front setback from 20 ft to 10 ft
- Retained 10 ft setback between Primary and ADU; 5 ft between Primary/ADU and non-garage Accessory Structure
- Allowance of 2nd non-restricted ADU or non-garage accessory structure with a deed-restricted ADU required to be a long-term rental
- Excluded garage floor area from maximum FAR calculation



**3D Model View of Typical CB Block, Existing**  
This 3D digital model view shows a typical CB residential block and alley.



**3D Model View of Typical CB Block, Potential**  
This 3D digital model view illustrates potential ADU development within existing houses.

## Concept Feedback

While the ADU concept was not presented until the Friday night presentation, the following feedback was shared about ADU strategies and incentives throughout the week:

- "ADUs Allow property owners ability to build a "mini" ADU duplex - one side must stay deed restricted, and other side could be owner use (guest room, art room, studio, office). Doesn't have to be same square footage on both sides."
- "ADUs Tax rebate incentive program for renting out ADU long term (might encourage owners to build ADU - it's expensive to build so renting it out does not offset the cost of building it)"
- "ADUs Could consider waiving tap fees or design review fees involved in the construction process to encourage (and offset costs) building of ADUs"
- "Long term ADUs are great - find a way to incentivize"
- "Financial incentives to construct"
- "Cultural issues about desire to have someone in the backyard"
- "With wealth disparity, are there enough incentives to motivate owners to build?"
- "Property owners are frustrated they can't use ADU. If 2, one could be rented and the other for homeowner use."
- "Could decrease minimum house size."
- "Livable ADUs; full kitchens; storage"
- "More ADUs; more carrot, less stick"
- "Sketch plan of a lot split between Primary Building and ADU: Allow for separate ownership"
- "Smaller ADUs - stack 2 studios"
- "Pre-approved plans or modulars"
- "Bring the costs down somehow"
- "Let people live in them in the summer?"
- "Tell ADU success stories"
- "Allow 2 instead of 1"
- "Town-wide alley/snow strategy is needed as a part of a meaningful ADU strategy"
- "ADUs - carrots over sticks"
- "Mandate that ALL ADUs be rented to local (earning 100% income in Gunnison County) - if not, implement a HUGE yearly fee that goes to affordable housing"



### Conceptual Artist Rendering of Alley ADUs

ADUs can be added to alleys to provide much needed residential units without compromising the character and utility of low density neighborhoods.

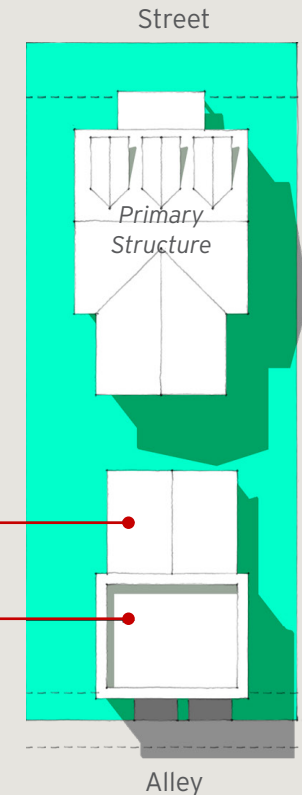
## ADU Incentive Program

### Incentives for Providing Deed Restricted ADU

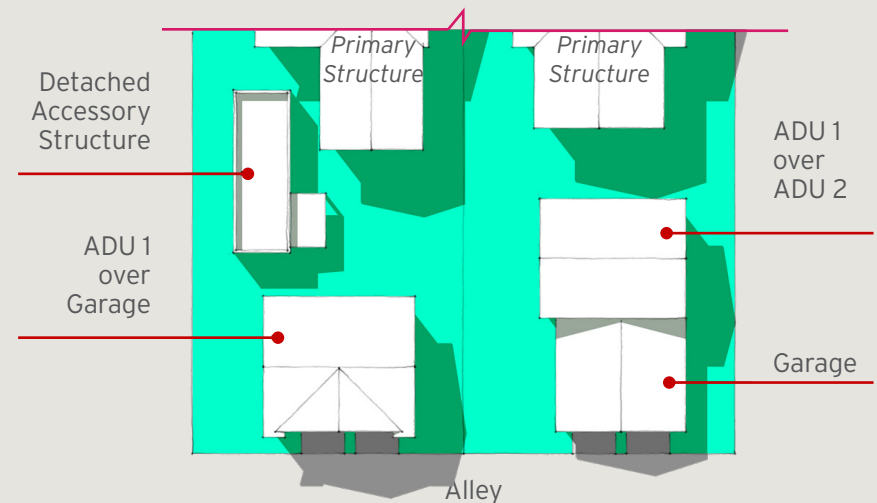
- Reduced 10' Front Setback
- 2nd ADU or Accessory Structure (1 deed restricted, 1 non-restricted)
- Garage Area excluded from Maximum Floor Area Calculation

Attached ADU 2 or Accessory Structure

ADU 1 over Garage



### Sample Configurations





## TOWN-OWNED OPPORTUNITIES

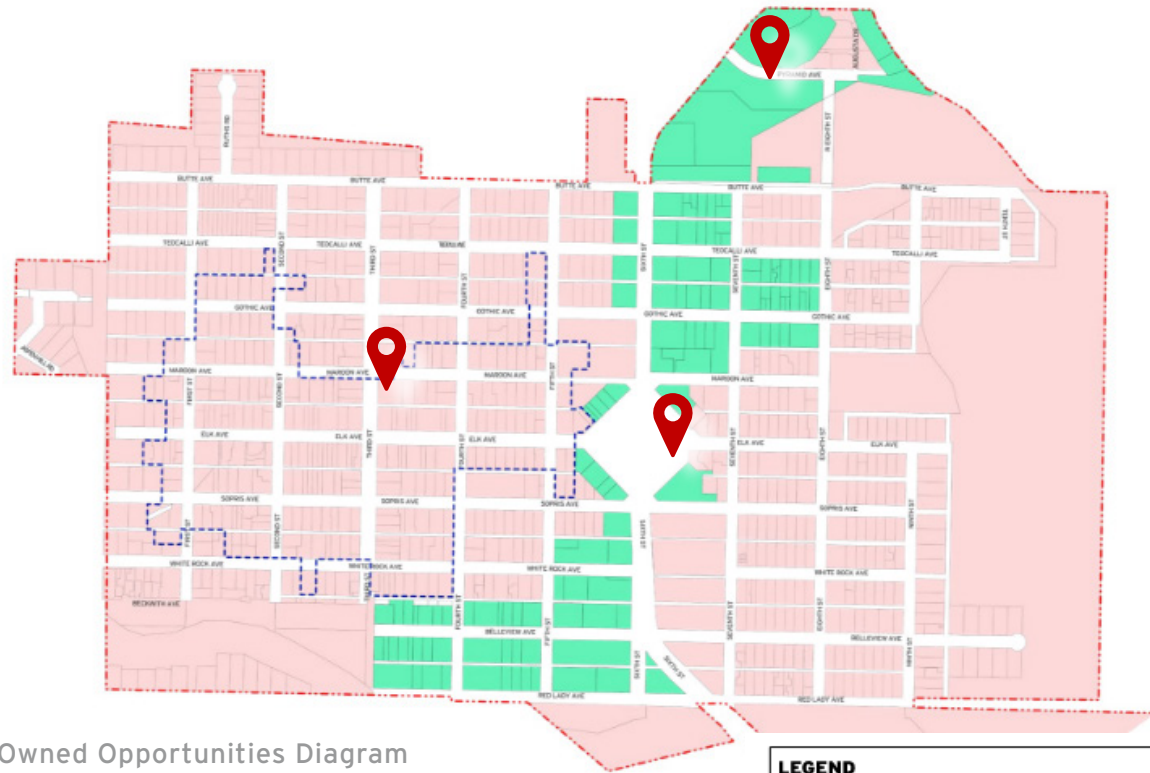
The Town owns several facilities and vacant parcels that present opportunities for re-envisioning in alignment with the goals of the CP. Any new development or redevelopment on these sites will need to comply with the zoning regulations outlined previously.

Developing Town-owned properties offers the potential to create projects that include 100% affordable housing units and/or commercial spaces, as the Town can leverage control or partnerships to achieve specific outcomes. However, due to limited resources and capacity, not all opportunities can be pursued at once. As such, projects will need to be prioritized and phased over the long term, depending on available funding and resources.

Several opportunities were identified and build upon the Town's Facilities Plan. The final CP document will include a prioritized list of these opportunities, with a 20-25 year timeline, subject to funding and resource availability.

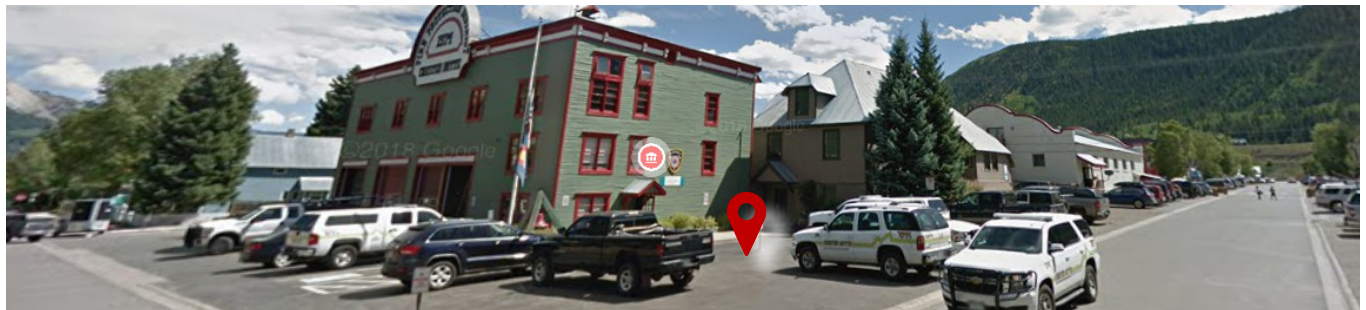
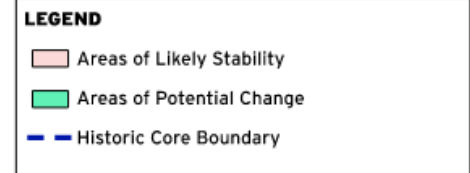
During the charrette, three specific re-envisioning opportunities were explored to gather community feedback:

- Town Parcels 1 and 2 at the Slate River Annexation
- Station One Fire station
- Four-Way stop/Tennis Courts



**Town-Owned Opportunities Diagram**

This map illustrates three Town-owned parcels and facilities that were discussed at the charrette.



## Slate River Annexation

The Slate River Annexation area, consisting of parcels TP1 and TP2, is located at the northern edge of Crested Butte, adjacent to the future Fire District station. These parcels are owned by the Town and are subject to deed-restricted affordable housing covenants and a 30-foot height limit. The design team explored different approaches to accommodate affordable housing on TP1 and a variety of community-serving uses on TP2.

### Charrette Concepts

**Version 1** includes 45 residential units and 45 surface parking spaces spread across 9 buildings, offering a

variety of unit types to cater to a diverse range of residents. While this version offers diversity in building types, it escalates overall costs due to the increased number of buildings and associated materials and labor. This version also includes a recreational area on TP2, featuring relocated public tennis courts (from the Four-Way Stop), a children's playground, and public restrooms.

**Version 2** maintains 45 residential units and 45 parking spaces, but consolidates the design into 3 buildings, reducing costs by minimizing exterior building envelopes and using repetitive floor plans. The design draws inspiration from the Town's ongoing Mineral

Point project just south of this site. TP2 in this version is improved with a 28-unit senior assisted living center and 2 public tennis courts.

**Version 3** also provides 45 units and 45 parking spaces, but consolidates the development into a single building. This option maximizes building efficiency and mass, with many viewing this as an appropriate solution due to the site's location on the outskirts of Town and proximity to the larger Fire District station. TP2 is also used to provide 28 senior residential units, but instead of tennis courts, a medical building is included.



**Conceptual Plan for TP1 and TP2, Version 1**  
This version utilized a three different building types and sizes on TP1 along with public recreation space on TP2.



**Conceptual Plan for TP1 and TP2, Version 2**  
This version utilized three buildings (like already in construction in Town) on TP1, and senior assisted housing and tennis courts on TP2.



**Conceptual Plan for TP1 and TP2, Version 3**  
This version utilized one building on TP1, and senior assisted housing and a non-emergency medical building on TP2.



## Code Changes to Consider

All three versions respect the 30-foot height limit but propose reducing parking requirements to 1 space per residential unit and .5 space per senior residential unit. While all versions achieve the same number of units, they vary in massing, character, and cost.

## Concept Feedback

The following feedback on sticky notes was provided on the evolving concept throughout the week, organized by concept:

### Version 1 (TP1 Detached Buildings with TP2 Park Space)

- “Don’t like big buildings coming into town on Hwy”
- “Agree tennis courts should move to Sledding Hill”
- “Why not? The 4-way can be used in a different way. Concerns about water treatment plant?”

- “Like idea of moving tennis courts off Elk. Creating Rec. Space on Pyramid will be valuable to future housing in that area”
- “Safe drop off/pathways for kids; busy intersection”
- “TP 1 A great place for a senior assisted living center. To get in give existing home to town.”
- “Aperture won’t like this [upside down smiley face]”
- “I like the smaller buildings better than mineral point or the one huge building”
- “Smaller apt. units look nicer, also if there’s a fire, one unit is more containable than 1 huge warehouse of dwellings.”
- “Too much open space; go bigger building; more units to match the size of the fire [station]”
- “More consolidated buildings = more open space!”
- “Fewer building footprints to help achieve more affordable construction costs”

### Version 2 (TP1 3 Mineral Point Buildings with TP2 Senior Assisted Living and Tennis Courts)

- “Is assisted living a need? Or is it a senior center?”
- “I’d love senior assisted living here but who will run it?! We need to consider on-site housing for nurses, doctors that will need to be here FT. What’s the appropriate ratio? We will need specialists to coordinate visits at regular intervals.”
- “Smaller buildings for this area. Nicer transition out of town.”
- “Too similar to Mineral Point”

### Version 3 (TP1 Single Large Building with TP2 Senior Assisted Living & Medical Office Building)

- “[Heart] medical is super needed”
- “Yay for medical and senior living”



## Station One Fire Station

Station One on the corner of Third Street and Maroon Avenue will soon be reimaged to serve other community needs since the Fire District is currently building a new facility outside of Town. The building's reuse will ultimately be programmed according to community input. The Town's Facilities Plan, and subsequent suggestions by community members include co-working/affordable office space for local non-profits and business, indoor recreation/dance space, community gathering space, small business incubation space, and more.



## Charrette Concepts

**Version 1** (left) removed parking spaces at the corner of Third and Maroon and instead provided a public plaza for farmers markets, food pop-ups, or other community events.

**Version 2** (right) added space to the historic building so that it could more easily adapt to future uses. Given the historic nature of the building, access and circulation (stairs and elevators) need to be reorganized to allow the building to fulfill any future public use.



## Concept Feedback

The following feedback on sticky notes was provided on the evolving concept throughout the week:

- "This could also be a really attractive outdoor space. Bigger is not necessarily better."
- "Community center owned by town"
- "Public art; teens youth activities; indoor kid runaround space"
- "Practice space for local musicians?"
- "A small hotel downtown, next to all the restaurants, would be good"
- "Should be affordable houses + businesses - Glo"
- "Teen center; Youth center; Food trucks; Community gathering space; Art"
- "Housing upstairs, community space below. Addition is good."
- "No additions to Fire House; Historic feel would be lost"
- "I love small parks; great to have park here to right of Fire House"

**Fire Department Sketch Plan, Version 1 (Left)**  
This version provides an open air plaza to serve as a public space link between Creek Park and 3rd and Elk, the center of Town.

**Fire Department Sketch Plan, Version 2 (Right)**  
This version provides an addition to the historic Fire Station in order to facilitate its adaptive reuse.



## The Four-Way Stop

The Four-Way Stop, located at the intersection of Sixth Street and Elk Avenue, is a central and historic site in Crested Butte, originally platted as the town's plaza. Currently, it serves as a large parking lot, visitor center, and tennis courts.

Building upon the Town's Facilities Plan and Transportation Mobility Plan, Four-Way was identified as a long-term re-envisioning opportunity for to meet evolving community needs, including:

- A potential relocation of the library in the long-term to serve as a civic anchor and to better serve the library's needs, which are limited at their current location
- A visitor education and stewardship hub to foster collaboration between public land agencies and the Chamber of Commerce, promoting active stewardship education
- Space for small business incubation to extend the vitality of Elk Avenue
- A transit and mobility hub with bike/car share programs and improved transit connectivity
- Integration of community housing, particularly senior housing, due to the site's proximity to services

## Charrette Concepts

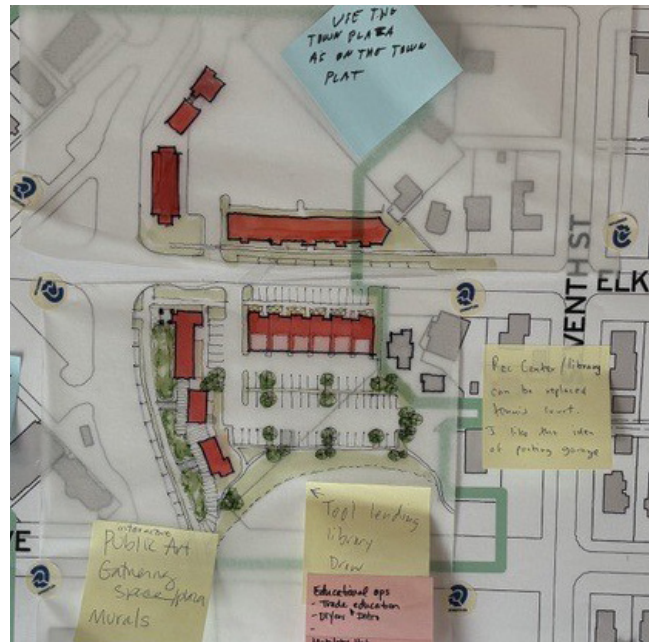
The design team looked to re-envision the Four-Way with framing buildings to create an arrival point instead of a throughway.

A civic institution, such as a library, could anchor the square and retail and residential buildings could further define and animate the site. Live/work units, a transportation and mobility hub and other community-serving uses could improve the awkward intersection into a community hub.

Although the Town has expressed a strong desire to retain and expand outdoor recreation, the tennis courts currently sited here would be relocated elsewhere in Town so that this area could better serve the needs of the community.

## Concept Feedback

The following feedback on sticky notes was provided on the evolving concept throughout the week, organized by topic:



## Community Uses

- "Use the plaza"
- "Use the town plaza as on the town plat"
- "This is a better use than tennis courts and is a better place to extend commercial"
- "Why not use the plaza diamond as found on the town plat"
- "Tool lending library"
- "Rec center/library can be replaced tennis court. I like the idea of parking garage"

## Affordable Housing

- "Good location for free market units. But keep buildings small/low. Preserve views."



## The Four-Way Stop

Sketched plans, 3D digital models and artist renderings explored the potential for this site.

## Concept Feedback (cont.)

- “Sr housing must be affordable also include staff housing for assisted living team.”
- “Aging in place @ no. end of the valley - what's % of need + projection in CB? The need is greater in Gunnison”

## Design and Historic Character

- “Buildings too tall; very suburban; doesn't maintain Historic aesthetic; funeral home vibe”
- “Love this idea; we can make it more Crested Butte in the design process”
- “Keep Elk like Elk all the way down. Historic feel; Get the large buildings out of the center. Keep the center historic wherever possible. Thanks”

- “This looks sterile. We respect the look of our historic buildings”

## Transportation and Mobility

- “Roundabout”
- “But intersection unsafe”
- “Make the old Fire Station a parking garage but keep the old façade - this can be done and would look the same”
- “Parking garage somewhere. 4-way? Where the fire department is?”
- “Community events at existing parking lot needs to be considered”

- “I like the idea of a redesign and making this a better utilized space for community including underground parking, replace tennis courts, apartment units. What can we do to incentivize ppl to park not drive on Elk if we add parking?”
- “Three story parking structure at the 4-way stop - could be underground. Would add much needed parking.”
- “Parking garage is a great idea”
- “We need more parking, not less.”

## Other Feedback

- ““Air space” rights. If you have the right to build to 3 stories and build 2, could sell the extra to a neighbor who could build 4.”



### The Four-Way Stop

Sketched plans, 3D digital models and artist renderings explored the potential for this site.





## NEXT STEPS

Following a productive and informative design charrette, the next step is to continue the design phase, refining the tested concepts and integrating them with considerations for zoning code adjustments to help achieve the CP goals. Additionally, a draft list of Town-owned opportunities will be developed and prioritized.

The CP advisory committee will further refine these concepts, utilizing the Town's zoning tools to create alternative approaches for community review in the Draft CP document.

As we transition into the discussion phase this winter, the Draft CP will be presented at a community meeting and open house in mid-February, kicking off a community feedback period.

**For all current Community Plan updates, engagement opportunities, and resources, please visit the Community Plan website at this link.**

### 3-D Model

The models to the right show the Town of Crested Butte as it's built today (Top), while the model below adds the concepts explored at the charrette (Bottom).

