

Compass Navigation Survey Results

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About the Survey

In 2022, the Crested Butte Town Council adopted the [Community Compass](#), the Town's comprehensive plan, which identified Crested Butte's community values, a five-year strategic plan, and a decision-making framework that commits the Town to navigating the future together with the community.

Through four major planning processes, the Town is taking a comprehensive and integrated approach to implement the Compass goals, called **Compass Navigation**:

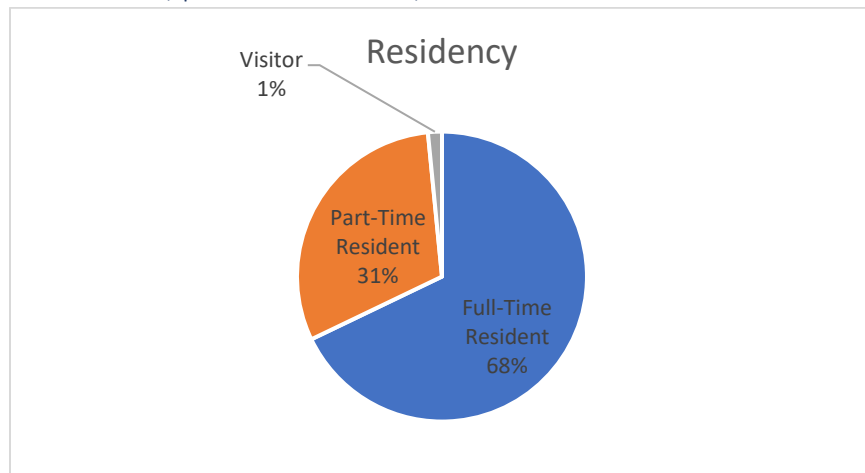
- **Transportation Mobility Plan (TMP) – *Facilitating a connected community***. The TMP sets a long-term roadmap to support the Community Compass goal to “de-emphasize cars and focus on walking, biking, rolling, and transit” through an approach of improving alternative mobility choices, managing parking convenience, and integrating land use with transportation.
- **Historic Preservation Plan (HPP) - *Maintaining Crested Butte's authenticity and unique character***. Guided by the Compass goal of “Retain the unique character and traditions of Crested Butte”, the HPP will establish how the Town can ensure its architectural identity is a reflection of Crested Butte's deep sense of community and its evolution over time.
- **Climate Action Plan (CAP) - *Taking action on climate in a bold and accountable way***. The CAP is guided by the Town's strategic goal to “act on urgency of climate change and prepare for the changes we expect from it”. This plan will identify how Crested Butte can set the example of what is possible for mountain communities and take responsibility for our climate impacts by strategically driving down greenhouse gas (GHG) emissions through integrated and intentional efforts.
- **Community Plan (CP) - *Supporting our core community values***. The CP will serve as the community map that touches every corner of Town and will seek to balance the Town's strategic goals to “enable people who live and work here to thrive” with “accommodate growth in a way that maintains our rural feel”. This plan will identify zoning and land use tools to define our ways of living by evaluating and recommending updates to the Town's zoning code to support improved access to attainable housing, affordable goods and services, and a vibrant local business scene.

The survey asked general questions about what respondents want to see more of or less of in Crested Butte's future, as well as specific feedback on the various tools being considered in each plan.

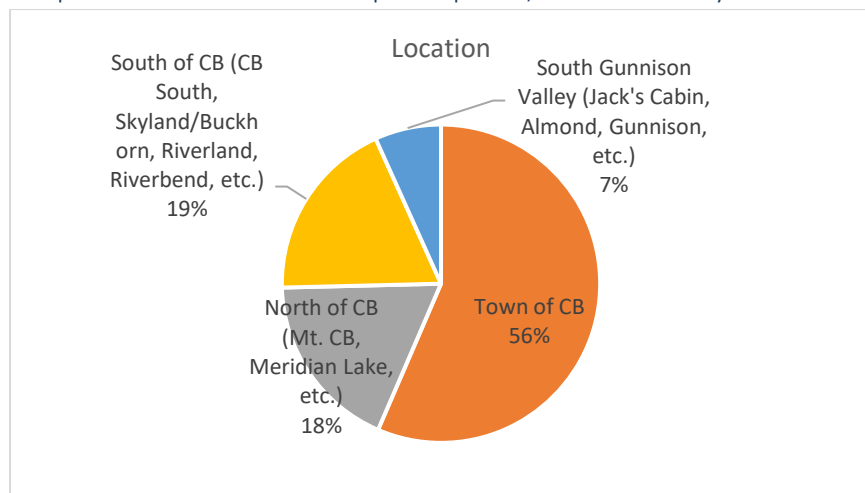
Survey Demographics

The survey received 238 completed survey results, broken down by the following demographics.

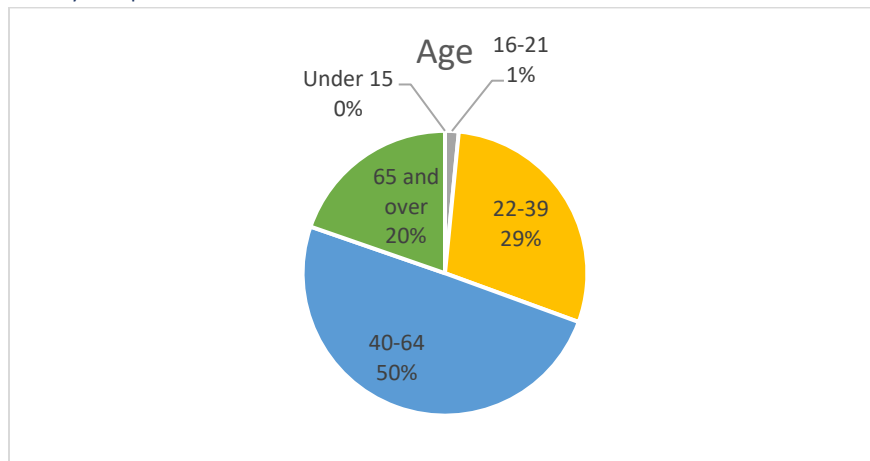
Are you a full-time resident, part-time resident, or visitor?



Of the full-time or part-time residents who participated, where do they live?



What age are survey respondents?



Part 1: Crested Butte's Future

Crested Butte is navigating multiple challenges and working towards seven community goals through Compass Navigation:

1. Approach community challenges through active collaboration and engagement.
2. Accommodate growth in a way that maintains the Town's and Valley's rural feel.
3. Enable people who live and work here to thrive.
4. Retain the unique character and traditions of Crested Butte.
5. De-emphasize cars and focus on walking, biking, rolling, and transit.
6. Continue to passionately care for our natural surroundings and forever protect Red Lady.
7. Act on the urgency of climate change and prepare for the changes we expect from it.

The Town is working towards comprehensively meeting several of these goals through four planning processes.

When you think about the future of Crested Butte, what's one thing you want to see more of (in one word or sentence)?

Open ended responses are grouped by category below:

Housing and Affordability

- Affordable housing (20)
- Affordable housing in Crested Butte, not Gunnison
- Affordable mixed-use development
- Affordable housing and garages/storage; considerably more diverse architecture
- Actually affordable housing
- Nurturing community by providing affordable housing
- Affordable housing for locals (3)
- Affordable housing and amenities for locals (e.g., Rec center)
- Affordable housing for local workers (3)
- Affordable housing + jobs
- Housing for people who work in town
- Housing that makes sense, we cannot be 100% historic and 100% environmentally friendly.
- Long-term rentals
- Affordable housing that perhaps looks differently than standard deed restriction
- Affordable grocery
- Housing for residents (2)
- Access to housing for lower to middle-income people to allow for people to live where they work and vice versa
- Enable people who live and work here to thrive by finding ways to reduce the burden of housing costs

- I wish there could be some way to cap rent, encourage long-term rentals over STRs or VRBOs so that our town stays as much about the locals as the tourism
- Locals not needing to leave due to loss of housing
- Housing for people taking a couple of years off to live in a ski town
- Nowhere for workers in town to live in town that is affordable
- More affordable housing to support the needs of our growing town
- Affordable housing and more clear pathways to become involved in the community. For example, I just moved here, and I don't know how to get involved in Move the Butte or Vinotok.
- I think you need to make sure people get housing. Especially workers. Someone died in your town because they could not afford to leave an abusive relationship. Your cops suck
- Affordable Housing (\$450k and under)

Community

- Locals (6)
- Community between locals and second home owners
- More focus on supporting the community of locals
- Working locals living in town
- Colorful community full of character that prides co-existing with nature and being mindful of our resources impacts
- An emphasis on locals
- Stop changing things for tourists
- Building strong relationships across different segments of our community
- More ski bums
- Ongoing community gatherings; CB does a good job of this now
- Support for locals: Housing, Parking
- Building upon adaptive sports and other opportunities for people with disabilities
- I think the future of CB could go in many directions depending on how we deal with important issues but to be able to continue into a good future we need to continue keeping the locals local
- Listening to locals
- Creative solutions that fit the Town culture NOT boilerplate consultant solutions. BE BOLD. Stop copying everyone else!
- Community fellowship and workforce
- For the town to prioritize locals and stop kowtowing to the second homeowners as saviors for the community
- I want to see more working-class locals not just living here, but thriving here
- Friendly local people and services. Events for locals
- Non-motorized, close-knit, inclusive community
- Actual locals

- Locals thriving, not second homeowners
- Locals living in town
- Places for people
- Locals living and working here and continuing our vibrant events and fun traditions
- I want to see more working-class people living and thriving in Crested Butte.
- More parks and public areas
- Preservation of the character of the community.
- Keep the historic character and community feel year-round.
- I would like to see more locals' parking spaces.
- People who work in upper East River valley able to live affordably in Town.
- Boldness and courage in prioritizing the needs, interests, and character of those who live, work, raise families, vote, and pay taxes here.
- Symbiosis between the wealth classes of Crested Butte.
- Assisting seniors to be able to stay here.

Preservation and Character

- Preservation (5)
- Historic buildings that keep character
- Authenticity and character true to a mountain town
- Attention to history and community rather than development
- Conservation of ranch land between CB and CB South and up Wash Gulch
- Stewardship of the town (buildings, parks, activities, character) and the surrounding mountains and valleys
- Preservation of natural spaces
- Historic preservation (2)
- Maintaining character and traditions.
- Preservation of Crested Butte
- Cultural preservation.
- Preserve the small town, welcoming feel.
- Creative solutions that fit the Town culture NOT boilerplate consultant solutions. BE BOLD. Stop copying everyone else!

Transportation and Infrastructure

- Parking (4)
- Bike lanes (3)
- Pedestrian and biking atmosphere that encourages interaction amongst the community
- Traffic cops
- Road maintenance and parking on Elk Ave

- Better traffic flow & more parking for visitors & greater Crested Butte (Skyland, CB South, Gunnison) residents during peak seasons including park-n-ride lot & parking garage
- Parking garage (2)
- Speed bumps in summer and less parking restrictions
- More parking
- More pedestrians
- Less traffic
- Parking spots
- Parking spaces
- Parking and parking garages
- Trails just for hikers
- Roundabouts and available parking
- Slower traffic in town, enforced.
- Enforcement of existing laws such as speed.
- Off-highway public transport.
- Better transportation in CB South.
- Rec center/rec paths/gondola that join the various neighborhoods.
- Trails connecting CB South and town - community engagement.
- I want to see continued accommodations to cyclists and pedestrians.
- Walking and bike use.
- Trails, especially rec path connecting whole valley.
- Clear understanding of bicycle laws and enforcement by the Marshall, and the Marshall be chartered with minimal law enforcement of obvious Zoning violations without requiring citizen complaint.
- Investments in and maintenance of road, pedestrian, public transit, and bike infrastructure.
- I want to see more respect for our slow speed limit. Walking on the side streets and biking is what most of us value about being in a small town. It's important that we're not risking our safety to be able to walk instead of drive, which helps to solve the parking problem.
- Safety for bikes and pedestrians.

Inclusivity and Diversity

- Inclusivity (2)
- Diverse experiences
- Diversity in fiscal well-being, age, engagement with the outdoors, and housing opportunities
- Cultural diversity
- Diverse economic community where people live and work together
- Inclusion
- More diversity

- Conscientious tourists

Environmental and Sustainability

- Sustainability (2)
- Natural conservation
- Respect & coexistence with the natural environment.
- Eco-friendliness.
- Protection of its natural beauty.
- More leave-no-trace action.
- Environmental stewardship.
- Resiliency and action toward climate change and historic preservation.
- Resilience.
- Gentrification.
- Open Space (3).
- Quiet nights & dark skies.
- Preservation/ walk and bikability.
- Understanding that we need to work with the 2nd homeowners as partners and not see them as enemies.

Economic Development and Local Businesses

- Local businesses (2)
- Local working people that actually live and work here.
- Economic development.
- Creative entrepreneurship.
- Innovative education.
- Restaurants (5)
- Owner-run restaurants
- Original stores like Chopwood, venues like Anthracite
- A nice, boutique hotel. There is nowhere nice for friends and family to stay when they visit unless they go up to the mountain.
- Restaurants and a more vibrant downtown.
- Affordable grocery.
- More affordable restaurants and bars that cater to locals and visitors alike.
- Affordable, funky restaurants and bars that cater to locals and visitors alike. Think: the old Brick Oven, not the new BruHaus

Health, Safety, and Well-being

- Health and wellness.
- Freedom through maintaining safety (low crime) and emphasizing education.

- Safety for residents.
- Enforcement of existing laws such

When you think about the future of Crested Butte, what's one thing you want to see less of (in one word or sentence)?

Open ended responses are grouped by category below:

Development

- Huge building projects that are for the rich
- Mansions (2)
- Expensive and fancy restaurants/shops
- Modern architecture
- Mega mansions
- Large houses (2)
- McMansions, traffic, damage to the surrounding areas, intolerance for our weirdness.
- Over development of the upper valley
- 10 million dollar houses
- Giant houses
- Massive remodels and building of big expensive homes that do not fit with the nature of what CB has historically been.
- Huge homes
- Development, as towns grow, our sense of community begins to shrink.
- Overdevelopment
- Less buying of million-dollar homes on the mountain.
- Gentrification
- Homogenization
- Loss of character
- Corporate restaurants
- Empty storefronts (2)
- Outside builders
- Mediocre work. Example: the potholes get filled in with sand and that does not fix the problem.

Tourism

- Short term rentals (3)
- Tourists, especially in July
- A tourism model that makes it hard for locals to live here.
- Over tourism

Environmental and Sustainability

- Habitat destruction
- Pollution (2)
- Noise pollution
- Environmental degradation
- Climate change impact
- Climate initiatives
- Over commercialization
- Wastefulness
- Single-use plastics
- Resources depletion (2)
- Less destruction to the natural charm of the town

Community Tensions

- Animosity between locals and second homeowners
- Fighting between "locals" and second homeowners
- Outside wealth and growth
- Division
- Divisiveness between newcomers and old-comers
- Less local housing problems.
- Resistance to 2nd homeowners
- Localism
- 2nd homes & expensive cars
- Second home owners (5)
- Empty homes (2)
- Empty second homes/trophy homes
- Corporate/outta-town/billionaire business owners
- Billionaires (2)
- Selling out to the highest bidder and throwing our community members/soul of our town under the bus for greed.
- Rich people
- Texans
- Trust fund brats, dark homes, mansions
- Control freaks running the show
- The attitude that disagreement is something to be vilified
- Divizness

- A CB that is only for the elite

Transportation and Infrastructure

- Stop getting rid of parking
- Less parking regulations
- Planters, tables, and chairs on Elk Ave.
- Realistic solutions for parking and traffic problems driven by an achievable standard not by a "Pollyanna desire".
- Parking on tiny streets
- Traffic (7)
- Cars (12)
- Vehicular traffic (3)
- Vehicle traffic, noise, and pollution
- Congested traffic during peak times
- Speeding cars
- Speeding traffic around town

Housing and Affordability

- Unaffordable housing
- Overpriced entry-level homes
- Locals moving away because they cannot afford their property taxes or find anywhere to live.
- Property tax increase
- Reduce town requirements that make building costs high
- Less restrictions on private ADU units as most are not rented as required

Addressing Challenges

- Overreaching "climate action" rules that make building our home impossible...
- Complaining at each other and empty businesses on Elk Ave.
- Small-town politics
- No realistic planning. Still thinking like it's 1990.
- Gay pride things
- Progressive Virtue Signaling
- Rules and regulations
- Exclusivity
- Regulations by town
- Control and mucking around by the town manager, council, mayor
- Government planning
- Bureaucracy

Recognizing that Crested Butte is unique, are there other towns or communities that have done a good job of managing change while retaining their individual identities...and why? What policies and actions do you think were most effective?

Open ended responses are grouped by category below:

Tourism and Short-Term Rentals Management

- I don't think I've seen other ski towns that have successfully navigated change. I think things like Building restriction, restrictions on short term rentals, better policing of tourists who violate traffic laws, and prioritizing the local community over tourism would go a long way.
- Stop being concerned about tourist and manage the town as a town.
- I think putting a stop to Airbnbs would be a good start.
- Regulating and limiting the number of short-term rentals and taxing them at a higher rate.
- No cars on 1st-4th of elk ave, delivery trucks only.
- Use zoning laws to reduce STR and follow through on heavy taxes for 2nd home ownership and empty houses.
- Singapore. Barcelona. Both have outlawed short-term rentals in residential homes.
- Breckenridge and Keystone. Making sure it's accessible to those living around and still welcoming tourists.
- Higher STR fees
- Closing roads to trailheads to cars and using a bus instead.
- Limits on growth. Limits on short-term rentals. Strict building codes.

Affordable Housing and Development

- Up until several years ago, it was us (CB). Now we're making things worse, often making the same mistakes that Aspen and Telluride made. I don't like going to those places because they are a weird Disneyland tourist trap, not a real town. But the current direction of town is taking us down the same path.
- I think having pub crawls by a municipality is insane.
- Maintaining character and traditions.
- Affordable housing and code simplification should be the number one priority, period.
- Not really sure.
- Affordable housing programs.
- The Lake/Mount Sunapee area. While the resort routinely sees 15,000-20,000 guests on the weekends in the winter and being a very popular lake and leaf destination in the summer and fall, the towns of Sunapee and Newbury have resisted attempts to develop the base area and the surrounding area.
- Housing vouchers that incentivize landlords to make their homes physically accessible.
- We need to build another trailer park.
- More housing for workers. Less tourists (we've got enough).

Community Preservation and Character

- Realizing that change is inevitable. Embrace it.
- I don't know what other towns do.

- We are the last Colorado ski town that hasn't completely lost its identity.
- Protecting the beauty of the small town. Building public rec paths and support of local business.
- No clue.
- The most effective policies are ones that prioritize the people who actually live and work here and make tourism possible.
- Protect Red Lady.
- Cultural days, trail clean up days, stricter law enforcement.
- Maintaining the historical feel of the town and not turning it into Disneyland or Boulder.
- Looking to European communities where historic preservation and public transport are a backbone.
- Preserving, empowering, and including the original culture.

Traffic and Transportation

- E-bike restrictions. I heard some places in CA have implemented restrictions and they are working.
- Higher tax on second homes and short-term rentals.
- The bike path network in the Roaring Fork valley is amazing.
- Flagstaff, AZ has a major bike and walk path.
- Use of roundabouts (Avon) to keep traffic moving and park n' walk lots (Vail Village).
- Adding bike lanes and improving walkability.

Community Engagement and Governance

- I'm not sure, but I think that education for community members would be helpful.
- Cooperation and respect.
- Good communication with open minds toward change that benefits everyone...including tourists, second home owners & locals.
- Town communication is great - keep it open and ask for residence opinions and to get involved.
- Engage the community in decision-making and planning.

Examples and Comparisons

- Fernie, B.C., Canada. Ski town with flair & a working mine.
- Telluride's preservation of the valley floor was a great step by them.
- Boulder did a great job by creating a permanent easement for walking paths and community gathering without cars.
- Aspen - they built affordable housing and still have a community despite all the issues.
- Columbia, South Carolina, the government facilitated growth but created parks and community space.
- Jackson Hole, WY - Limited chain businesses and emphasis on local character.
- Durango - Revitalized downtown with local shops and restaurants.
- Carmel-by-the-Sea, CA - Strict building codes and historic preservation.
- Sedona, AZ - Preserved natural beauty with limited development.

- Asheville, NC.
- Singapore. Barcelona. Both have outlawed short-term rentals in residential homes.

Other

- Haha. Good question.
- Probably.
- Don't know. (6)
- I don't travel much so little input here.
- I can't think of an example of a town that runs in a way I want.
- I don't think I've seen a popular town that has managed change well.

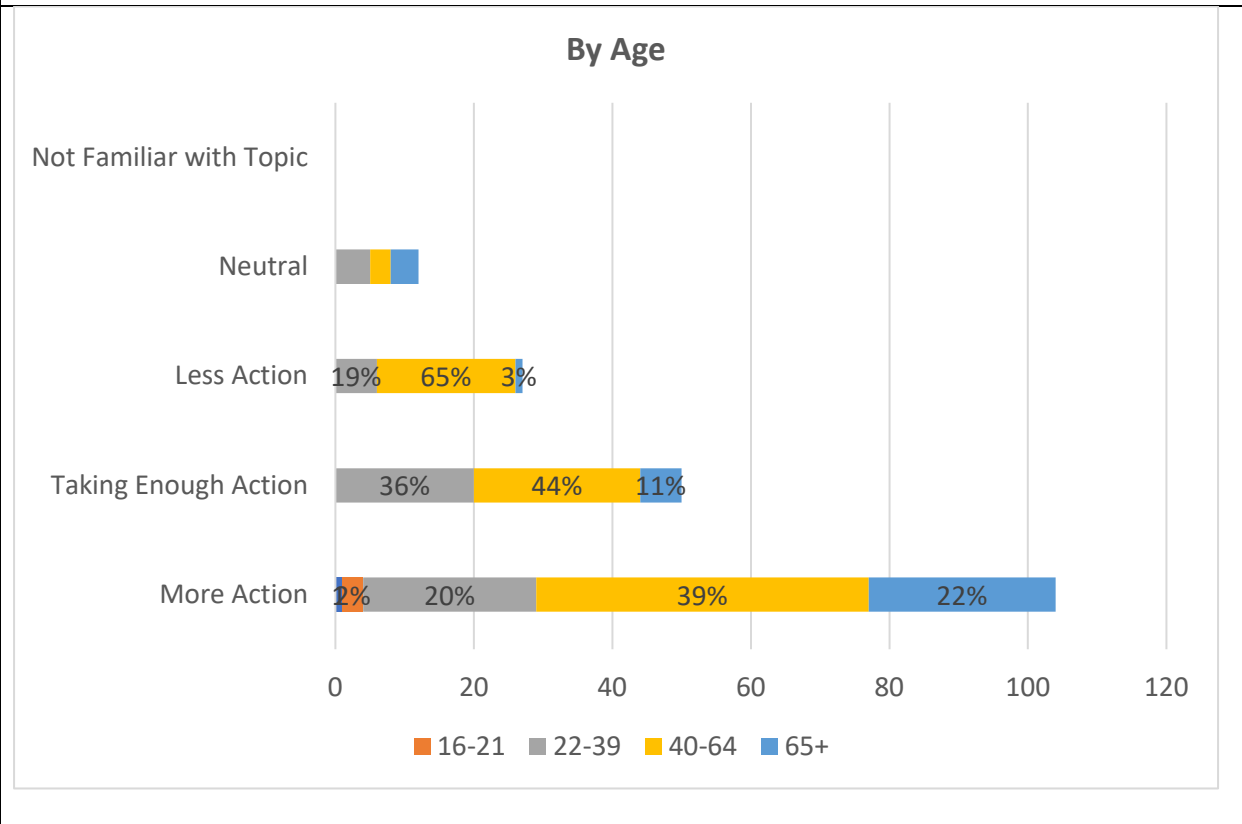
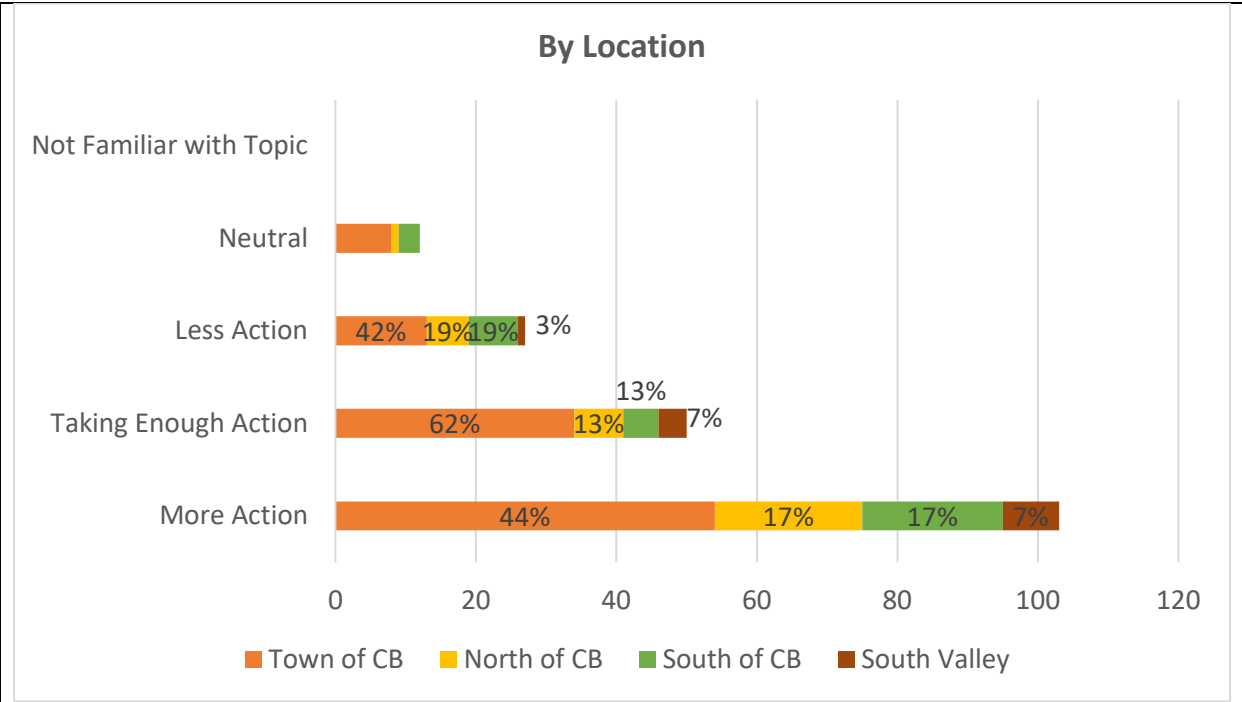
Part 1: Transportation Mobility Plan (TMP)

The goal of the TMP is to keep Crested Butte a pedestrian and townie-first community by deemphasizing cars and focusing on walking, biking, rolling, and transit.

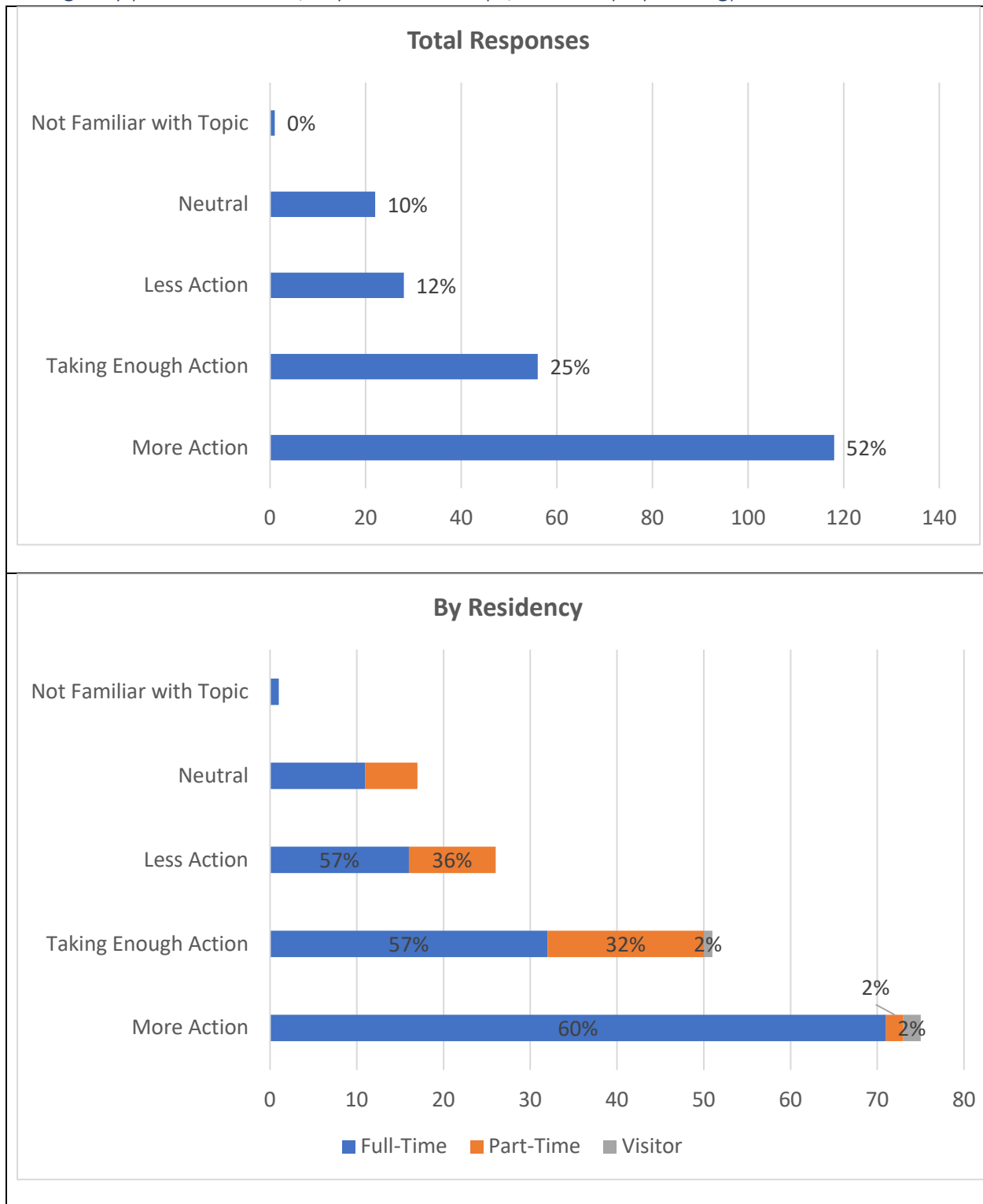
Would you like to see more or less action on the following transportation related actions?

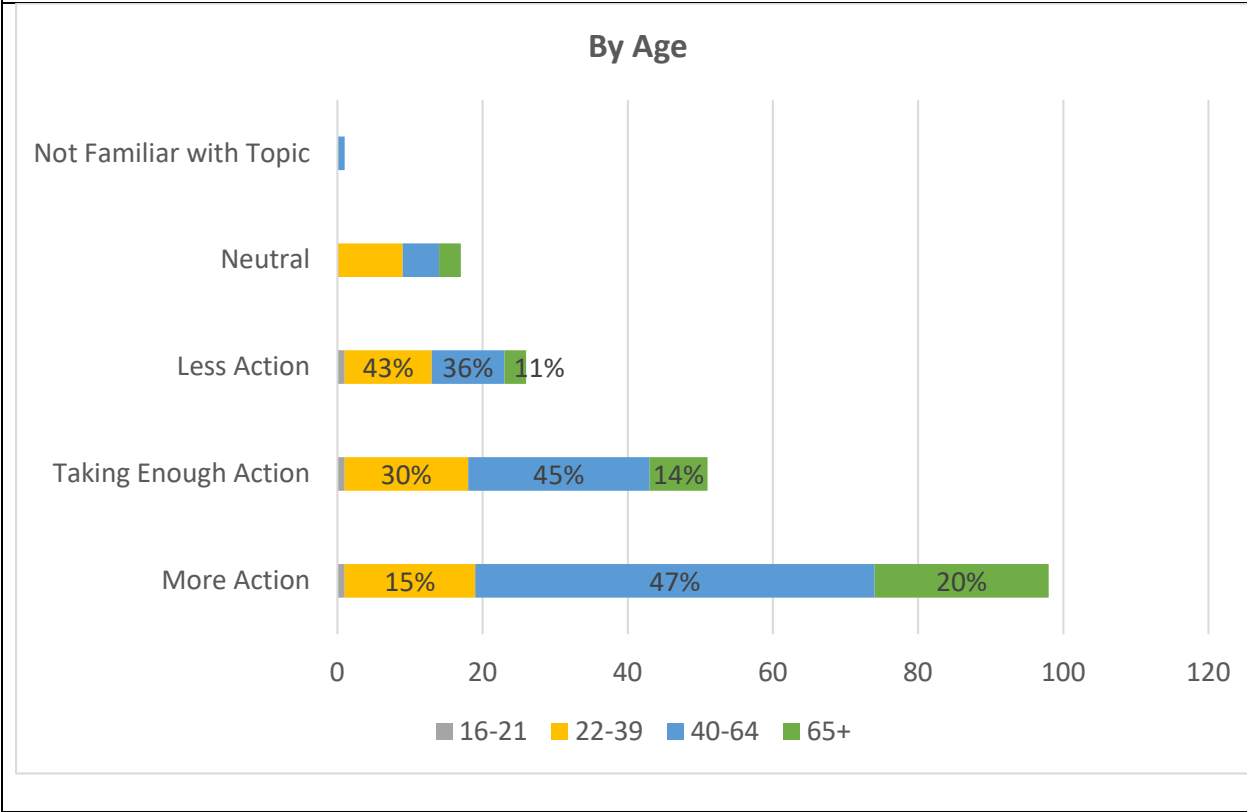
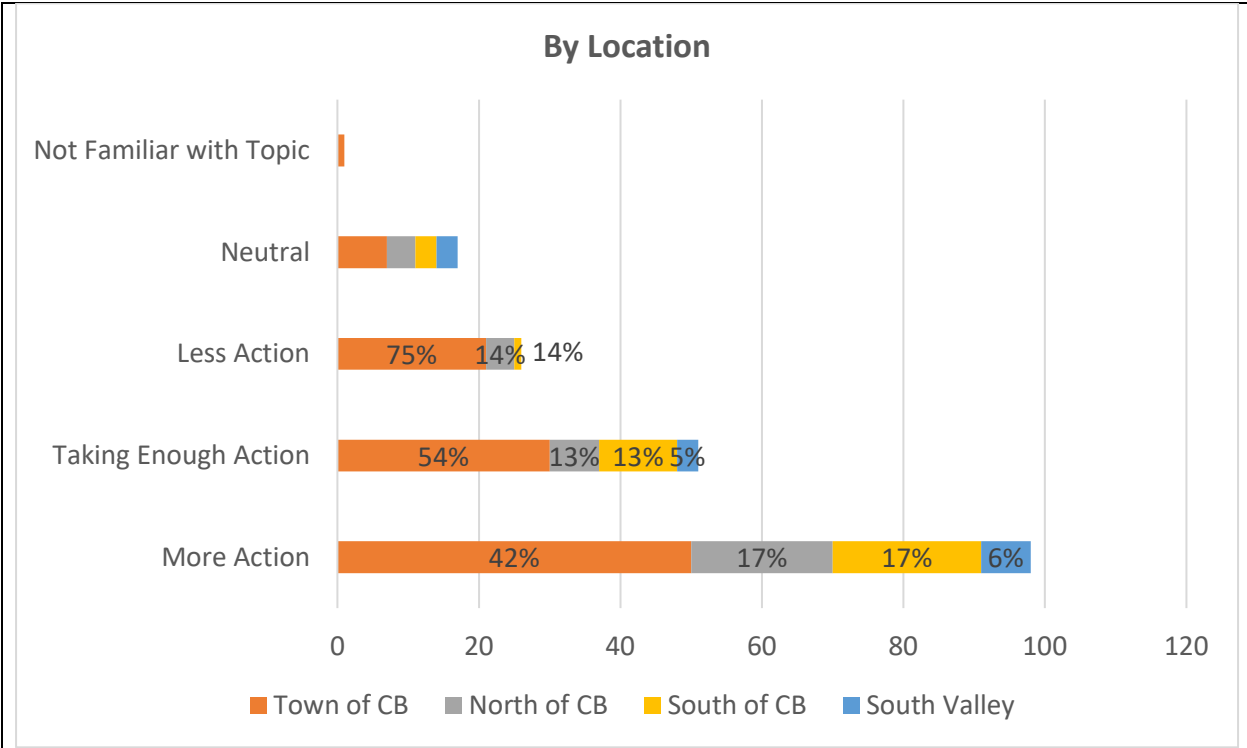
Programs that increase alternative travel choices (such as bike/car share, more transit routes/frequency, etc.)



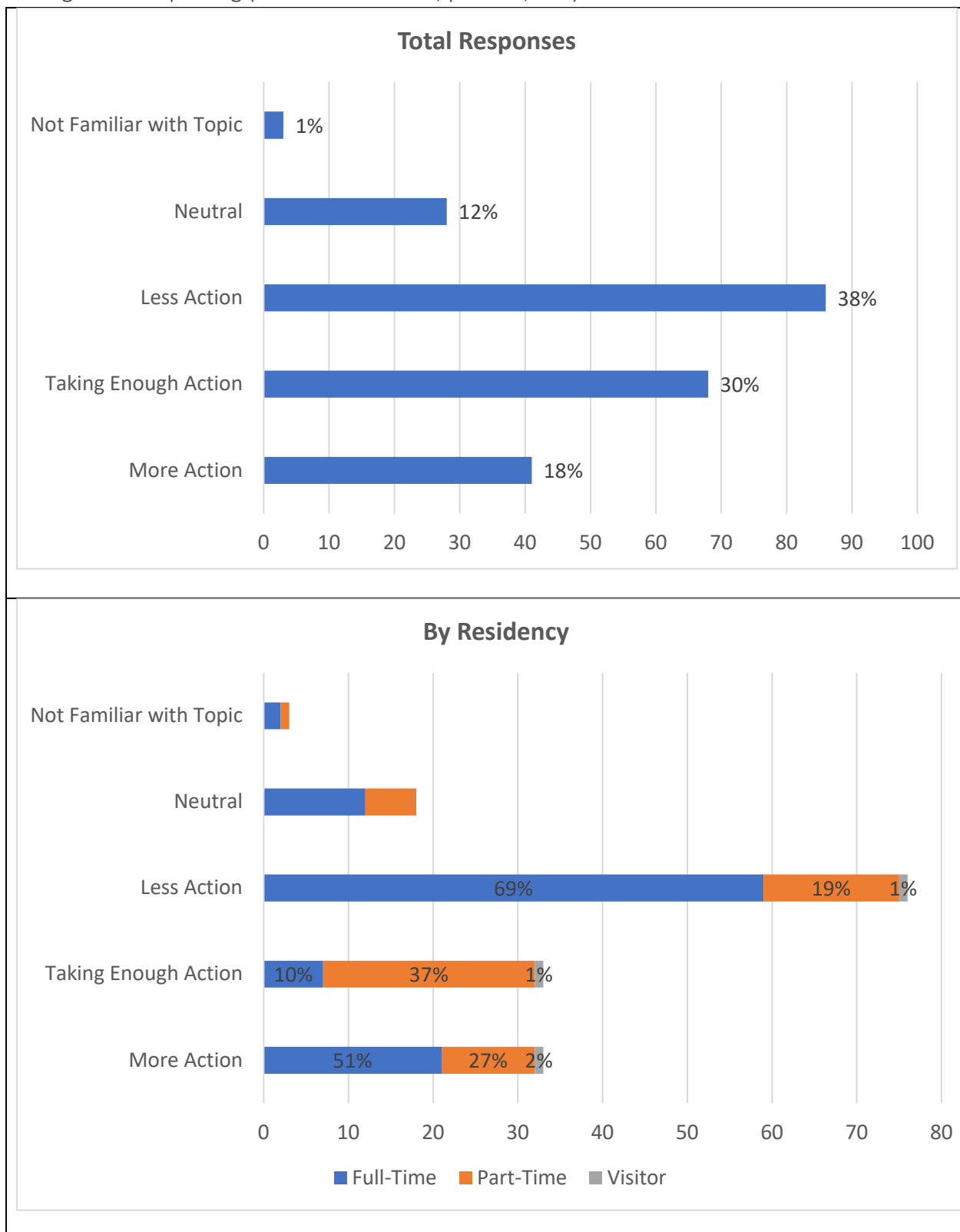


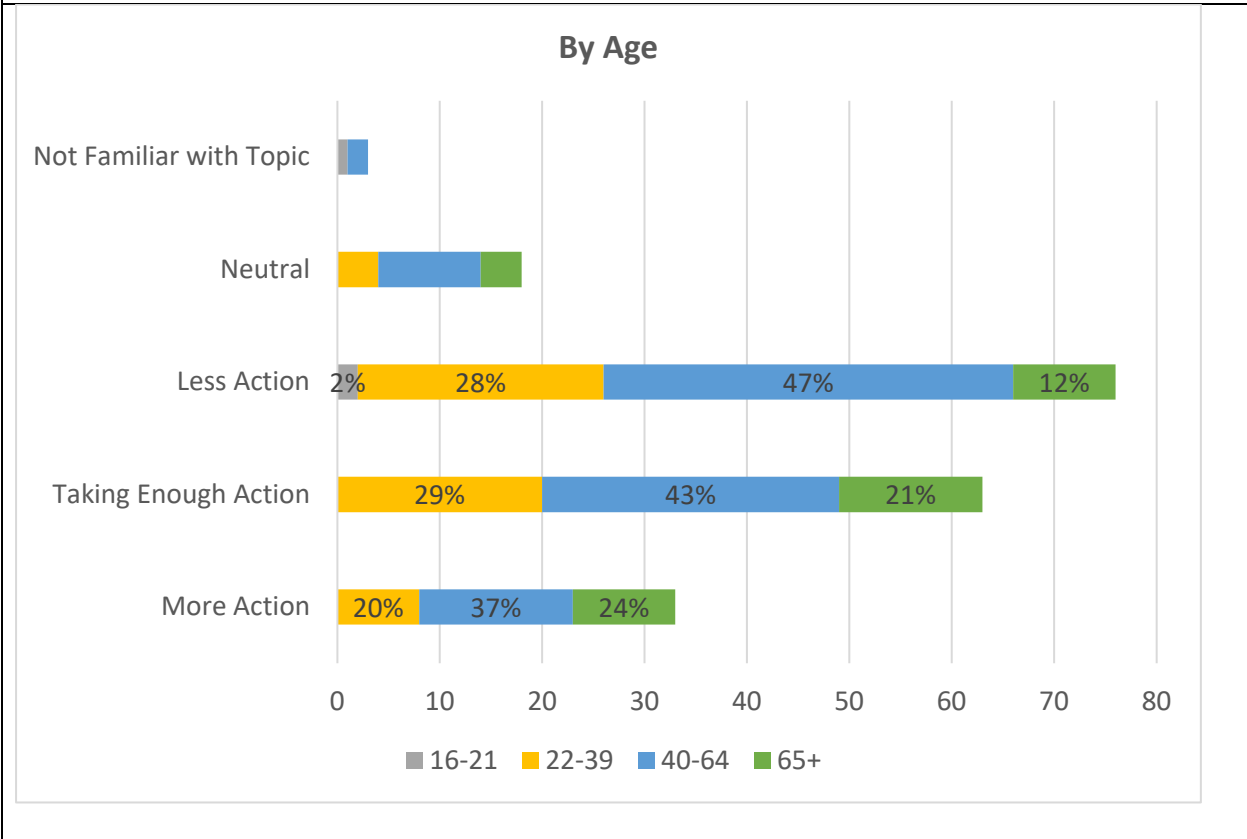
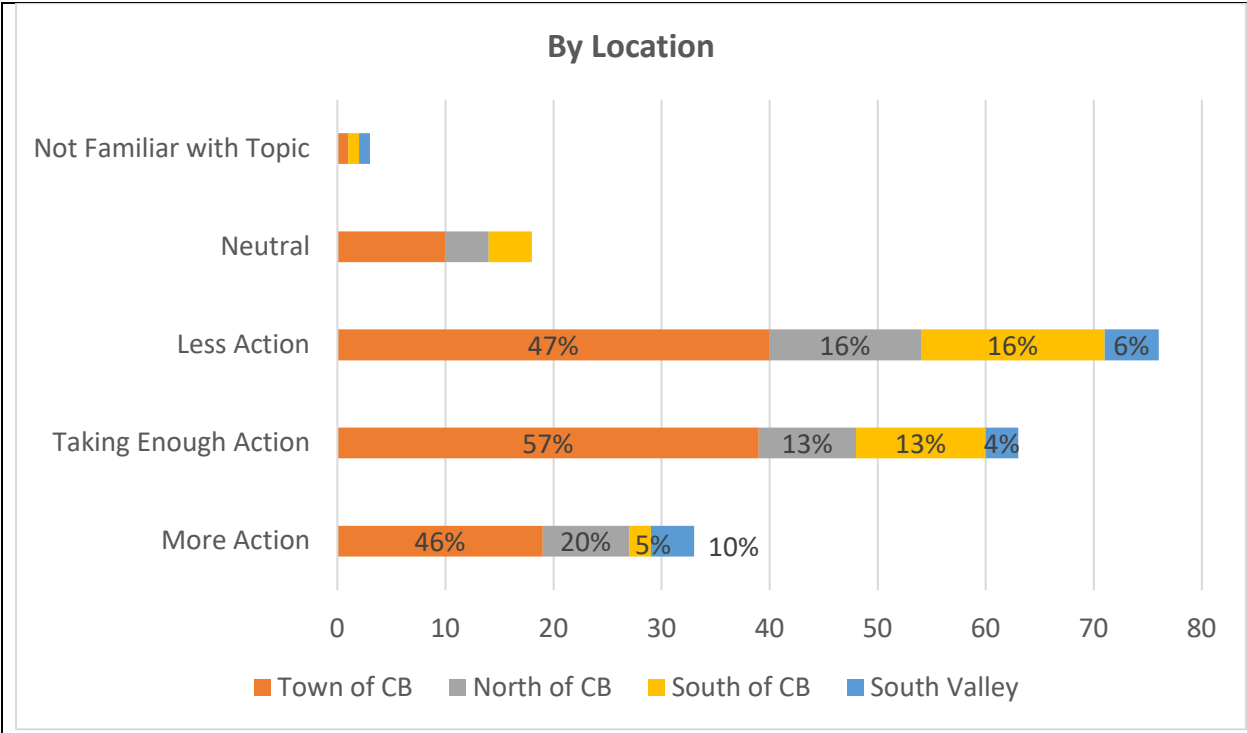
Infrastructure projects that improve safety and comfort (such as intersection improvements, strategically placed sidewalks, improved bus stops, streetscape planning)



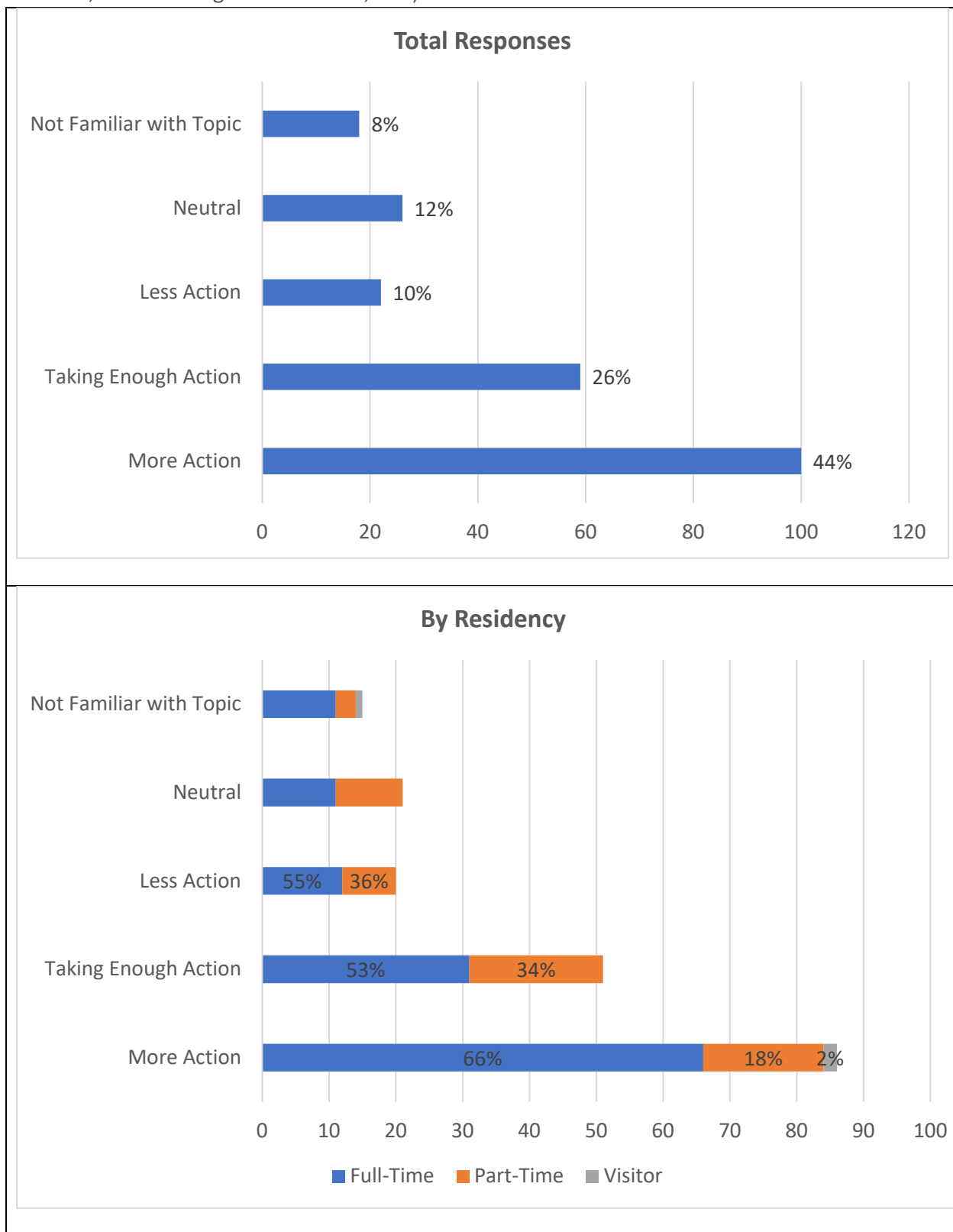


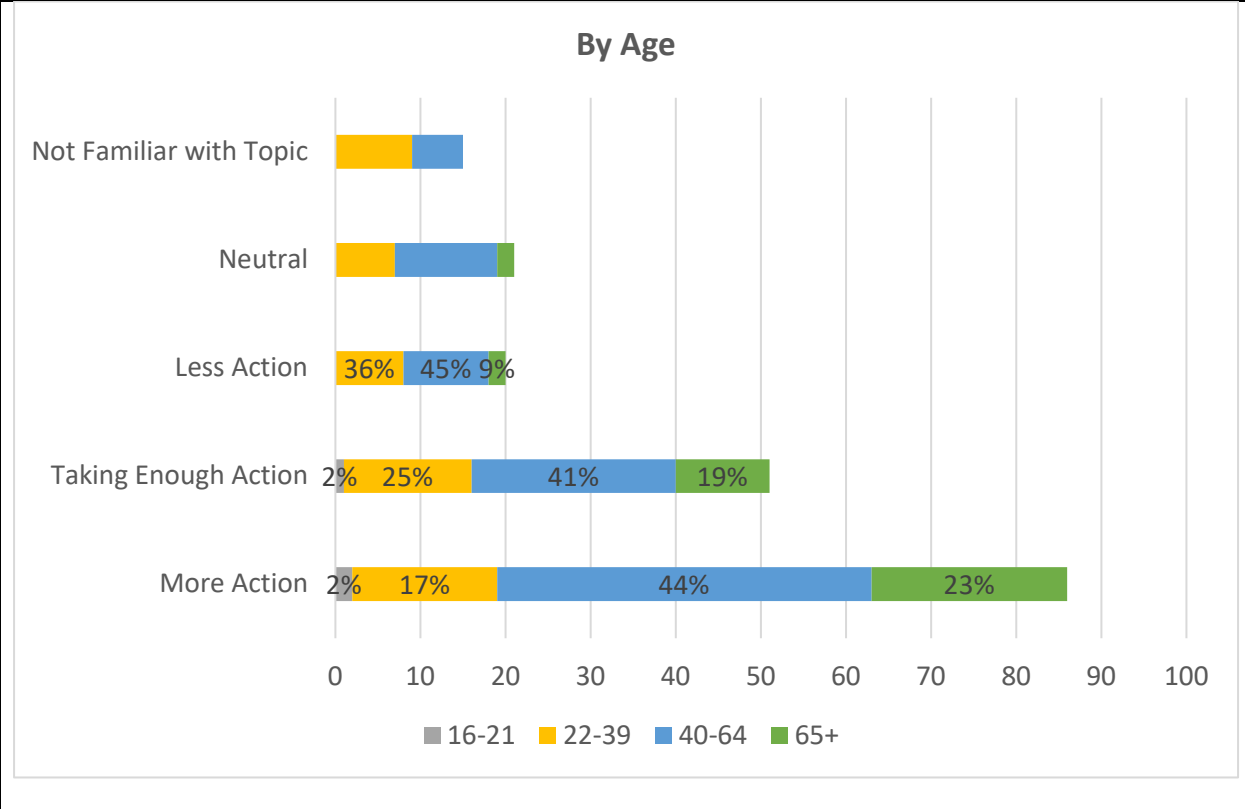
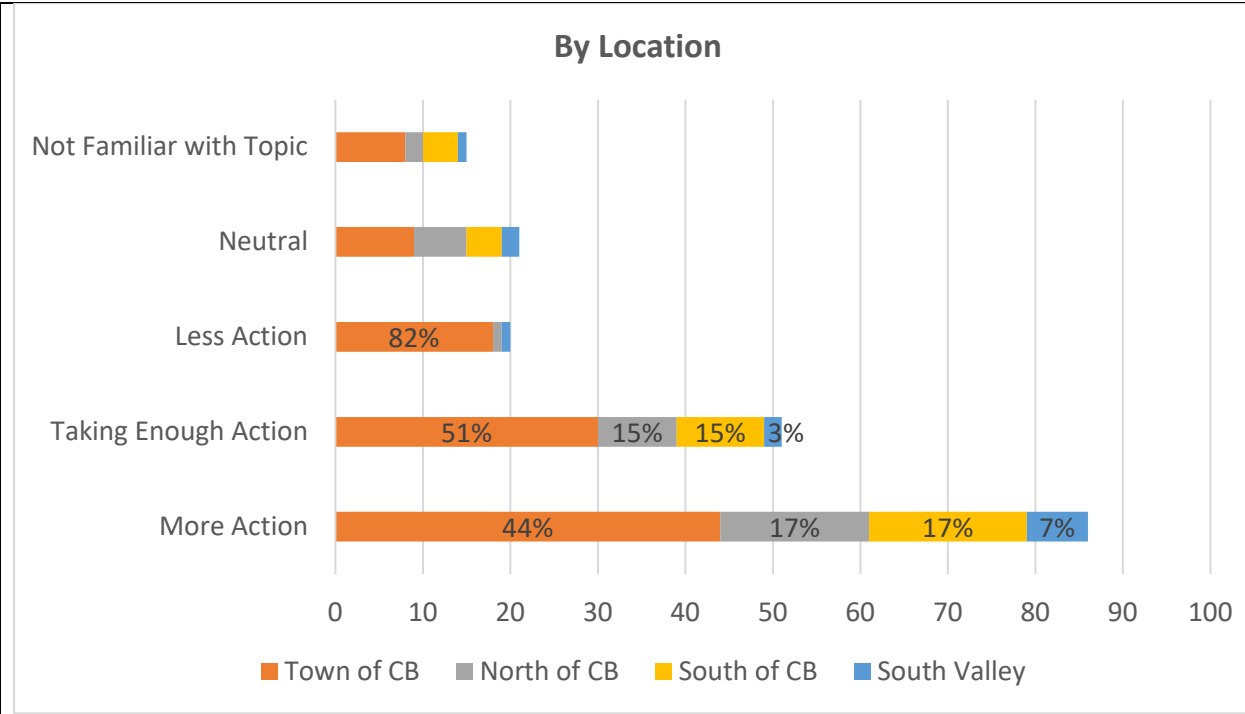
Management of parking (such as time limits, permits, etc.)





Integration of land use and transportation (such as advocating for new development to be transit oriented, near existing infrastructure, etc.)





Are there other transportation or mobility actions you would like to see implemented?

(Optional/Open-Ended)

- Make Elk car free. Keep in mind that some of us have young kids and riding the bus or taking public transportation isn't always an option. Provide parking passes to locals who live here permanently.
- More busses especially to Gunnison late at night
- allow parking near transit stops in town
- Enforcement of bicycle regulations as to vehicle code.
- I would like to see some of Elk Ave become a pedestrian only walking mall
- Sidewalks. For the safety of kids.
- More parking! No more flower boxes. Let's make this a working town again, where people can move around and do things. No more permit parking. Just enforce the 2 hour limit on Elk
- people drive here from Denver and Oklahoma. yes there are fewer parking spaces but I think a parking space, near, but outside town is needed with easy access to town.
- The reducing of parking is crazy. It seems town takes out a spot everyday. Also reducing spots near bus stops is elitism and does not solve the north valley transportation issues.
- Stop taking away parking
- Increased bus routes, more bus drivers so an extended bus route wouldn't mean an increased single loop but multiple different loops so more people could feasibly take the bus to commute or ski
- I would like to see less cars going to trailheads, how about a bus to take people where they want to go to bike, hike, camp?
- I think things are good as is. People need to appreciate the unique town that we are.
- The bus from Gunnison carries a huge number of my employees. It doesn't run often enough. We need more Gunnison/CB buses
- I'm not sure.
- Rec path from CB to CBS. Mtb CB to CB rec path open end to end all year.
- More signage for the rec path to keep bikers going on the road. Along with a speed limit both up and down the path. The ebikes are too fast going uphill and some bikers are way too fast coming down
- Informing visitors of public transportation and even having a shuttle bus from the 4way down Elk could help with parking on Elk
- I want to see a more coordinated effort across town and the organizations bringing tourists to the valley to reduce congestion. Just eliminating parking causes dangerous vehicle situations. We need a coordinated effort.
- Parking in town is confusing. Need to clarify where we can park.
- I'd like to see the staff and town council put pressure on the Forest Service to reduce parking in backcountry trailheads for visitors while retaining access for locals.
- Zermatt... get rid of cars
- Heated sidewalks
- Yes. Have police presence at busy times to keep traffic moving. Working intersections so we don't have big backups. incentives for using the bus. So many visitors drive everywhere.

- I think the 2 hour time limit is difficult for workers and should be extended or removed
- RTA could use one more circulating bus, to alleviate congestion.
- Traffic is not always a bad thing. When people have to wait in traffic they have time to think about how to make it from point a to b in a better way
- I would like to see more action taken so that locals not living in town can park to go to work and have a car accessible to drop kids off at activities or for construction have a vehicle handy
- More ski buses between town and mountain during peak times. Currently unsafe with people standing in the isles. Bring ski racks back on buses...whatever that takes! Figure it out
- If there is any way to combine the multiple transit agencies and find ways to employ more locals by raising wages that would be incredible. Right now it seems like we have free taxis in Mt CB for the winter tourists, an entire transit operation (mountain express) that only operates one bus route right now and contracts everything else to other transit agencies, and RTA which has improved over the years I have been here but is still not comparable to operations like the Summit Stage in Summit county. I would love to see more free public bikes and less cars on the road but I know for a lot of people visiting that just isn't going to happen. When restaurants are charging \$20 for burrito or \$14 for a beer CB is not attracting the type of people that want to ride a bike to dinner. Maybe an E-bike taxi type of system in town in the summer but then it's cold and icy for the other 9 months. Just some thoughts and not many ideas. How do we bring the working middle class back to CB??
- There's little enforcement on permit streets. Town can't seem to handle the rules they have. Put up town owned meters for use with a town created smart phones app. Have the funds go directly to a town account via the app. Hire someone to create this rather than have a third party who takes much of the funds.
- Shuttles to summit in Mt CB We are stuck using our car living up here
- I would like the first tracks program expanded especially for persons with disabilities
- Encourage people to take public transportation
- Bike rack trailer behind the express bus from CB to Mt. CB
- Nix Whetstone development
- Sidewalks to get pedestrians off streets. Bus transit to trail heads
- speed enforcement with photo radar ticketing. less tolerance from law enforcement on speeding. less wood planter obstacles that attempt to slow cars down.
- Whoa, these questions are so general as to be useless. More infrastructure projects could be helpful like a roundabout at the school, or a nightmarish eyesore like a big traffic light at the 4-way. It depends. Public transport is necessary (ski bus, Gunni bus), but texans are going to drive their Jeeps to dinner on Elk until you pry the keys out of their cold dead hands. 🤔
- Get rid of parklets
- I would like to see a bike path from CB to CB South...Off the road that will promote both recreation as well as commuting/transportation.
- Biking more
- If you want less traffic in town you need to provide more parking options coming into town not limited what you already have...which is not enough
- Give us our all day free parking near the 4 way back, quit paying an outside company to police stupid parking regulations and time limits, build a rec path away from the highway from CB South to town.

- Extending the bus route to go by 9th street? Seperate turning lane for the school? Red Lady Ave/9th Street is a mess during school hours.
- I can share that visitors are very impressed with the free buses and how they can walk so easily in town. They love the free parking at 4-way. A woman said CB is way ahead of Oregon!!
- Ability to transport more bikes on transit would help make biking/transit combos more feasible.
- CB to CB South trail. Expanded bus times especially later RTA buses going north
- Increased bus routes to nearby towns and even to places like Grand Junction or Denver. This will also increased eco tourism opportunities
- Enforce in town speed limits
- There is too much idling by cars and trucks. If we are truly wanting to be carbon neutral take that seriously. I live near the Gas Cafe - start there our street is the worst.
- Parking lot, a big one. We can charge them, that is CB's main priority, making money! More bike lanes!!
- The town all but ignores those of us with handicap placards. During the busiest times I can rarely find a parking space and the bus is not a viable option. You draconian parking regulations also make it very difficult for businesses that are off Elk but in the parking permit area. How are people supposed to know it is acceptable to frequent any of these businesses or churches when they park in fear of getting a ticket for wanting to have a meeting with a minister/priest or get a Camp4 and having to park around the corner?
- This town needs a parking garage right at the top of the 135 hill into town and a mtn express stop to take you in. This town is bikeable because it's dense, if we wanna build more build closer. (Also i know this is more of a county thing but a bike path to CB south would be incredible)
- Transportation would be greatly improved if the town stop putting obstacles in the streets. focus on fixing the streets and keeping them plowed, especially beyond the curbs like they used to.
- close elk to cars (select cross streets can flow thru)
- Bus stop at Buckhorn that goes to Town. By the time you drive to the Skyland stop, you are halfway to town. So you might as well drive the rest. Also, I would love to see a bike/walking path from Buckhorn to Skyland. It is super dangerous driving with bike/pedestrian traffic in that stretch.
- Yes, less.
- More boots on cars that park in handicap parking illegally
- School busses from CB south, more frequent bus routes from outer parts of Gunnison county like the first tracks
- Underground parking lot
- Find a way to lessen E-bike traffic in town.
- The current plan is ineffective and problematic without more parking. The majority of visitors get here via cars. The TMP addresses what to do once people are here, but ignores that people get here with a car. Some families come here with several cars and stay at a house with a single parking spot. Crested Butte needs to use existing open land that is owned by crested butte to build a large parking lot. The acres of land near the highschool seems like an ideal location. Then provide translation to that lot. Expecting to reduce car usage in town and reduce the number of cars in town without providing a place to park those cars is ignoring how people get to Crested Butte.

- CB must recognize that its transit and parking policies affect all residents in the North Valley. CB needs to have a regional approach in transportation which can guide development of transit, commercial and housing.
- Building underground parking garages could help with parking or a multi-level parking garage at the 4-way
- Bike Path from CBS. Rta bus stop near the school. Dogs allowed on RTA. CONSISTANT bus pick up in Cbs or bring back the Mt express 3 morning 3 afternoon buses! If I am not graunteed a bus for powder days or work days dealing with kid activities after school then what's the point and not worth the stress. If CBS parking in town gets limited then you continue to only hurt the locals! Unfortunately, we are the bastard child. And neither gunny or cb wants to deal with us. And we all live there and have no rights to vote!
- The more parking is limited the more "bad behavior" will develop such as parking in no-parking zones, parking on grass and irrational behaviors. Dial this down and don't forget to see the forrest, not just the trees. Businesses will suffer if no one comes. When businesses suffer, they close, jobs are lost and small towns stop existing
- Electrify E bus would really cut the noise level
- It is becoming increasingly difficult for people with disabilities to navigate crested butte with the increasingly limited parking options.
- Town council is creating a big parking problem where one does not exist. I live in CB South and use the RTA almost every day! I use it for work and play. But there are many times when RTA is late or full. Then I have to drive and limiting parking in CB will negatively affect local workers like me! Not all busy powdays fall on a weekend, so the school parking lot overflow plan has flaws. Did town council forget that snow consumes 1/3 of the 4 way lot winter reducing its capacity? Then what are we supposed to do. The hard work of building and creating transit infrastructure needs to happen BEFORE you reduce parking! Especially for a place like CB when the only way to get here is to literally drive!
- I would like to see an early morning (3:00/4:00 am) RTA route from Gunni to MTCB (maybe direct, only stopping at CBS, CB, and MTCB). There are many ski patrollers and snow removal personnel that would utilize this service in the winter.
- More transit options for areas outside town that are not already served, like Buckhorn Ranch, Skyland, and Larkspur. Limiting parking in town cannot work without this.
- More parking. Close off elk avenue for summer months to traffic. Allow pedestrians only access. Carts etc allowed. Stop elk ave bus. Useless. Folks can walk from 4 way. More charging stations for electric cars.
- More parking
- Temporary speed bumps in the summer will work. The chicanes just speed up vehicles like in race car driving.
- I think overall crested butte is extremely bike-able and alternative transport friendly. I wish there was a bike path connecting CB south to town, but otherwise feel like tremendous alternative transport options already exist. The mtn express buss is so amazing, as is the gunni-CB bus. I do wish there was a bus from CB to the Gunni Airport.
- Having transportation provide stops at new developments
- More parking spaces available around UCC for the church services and for the various community functions that occur there.
- A bus stop at the proposed RedLady roundabout (with intercept parking at the school) . Also , implementation of 7MPH speed limit in alleys
- During Winter, access to picnic area of Three Ladies park to leave backpacks and have a thermos of tea after a ski. Everyone drives to three Ladies park, but if you walk, nice to leave a backpack there.

- Rec paths connecting valley, Round a bouts instead of 4 ways
- infrastructure and land use ... as in MORE parking. Just wanting fewer cars does not give you fewer cars. Just more driving around looking for parking
- We should be able to x-country ski and/or take the bus from buckhorn to town
- a focus on nonmotorized vehicle safety
- Additional buses at the beginning / end of the ski day. We have stopped taking the bus at these times, particularly on weekends, because they are often completely full and therefore unreliable.
- Fast Tracks has been a fantastic addition. Great way to keep cars from clogging the town
- We have to offer easy parking. Meters and permits are not the answer. We should consider remote parking lot with public transportation (shuttles) to busy areas. Make it super easy to use public transport to shop, dine, ski, hike or bike. We must connect this system to Skyland, Buckhorn and CB South. It's a regional solution.
- We appreciate cutting down on cars by public transportation, bike share, encouraging consolidated growth.
- Round about are needed. Keeping CB historic is one thing but c'mon, get into the 21st century on some traffic mgmt.
- The towns (and state) are giving all these incentives for e-bikes in order to be more carbon neutral, to avoid congestion, and to alleviate parking. I really wish they would extend this to commuter bikes in general. I'm not a huge fan of e-bikes. I don't like the batteries, their heaviness. I think pedal bikes are still better for the environment, I want to feel more in control (e-bikes are heavier and harder to maneuver), and I want to take full advantage of commuting exercise. Many people I know got an e-bike b/c of the incentive, but they haven't changed their commuting habits b/c of it. I commute 5 days a week for work (and then a couple other times a week for pleasure/errands) on a cheap, used pedal bicycle from Mt CB to CB. It's not great. Poor brakes for that long downhill. Not well-fit because I bought it used at the right price. I would LOVE to get help in buying a proper pedal commuting bike just like all the people are getting to buy e-bikes (which I personally don't think they're using much for commuting)
- Since parking in town is difficult more transit schedules are necessary.
- 1. add roundabouts at the school & Brush Creek Road; 2. need RTA airport to Crested Butte public transit so that tourists don't need to rent cars & so that locals can take transit instead of private cars to the airport
- Moore on demand service
- There would be far less mobility issues without an incessant compulsion to attract more visitors to an already overwhelmed town.
- in-town trolley circulator during high season; encourage bikers to ride to trailheads rather than parking there
- We are a rural hard to get to area that A LOT of visitors DRIVE to. We will always need parking, elderly people can walk far. Why is parking be taken away BEFORE options are implemented? We have a HUGE population that lives outside of the town (the majority) and have long cold winters. People drive, have activities, get injured, work are late have to carry loads. It is NOT realistic to think we need less parking for OUR living population that is also aging. Pushing this through makes me want to drive MORE!
- Trail maps around town and at the bus stops, Museum, visitor center. Trail signage to Green lake, Woods walk, Deli trail, Tony's trail... Improve & expand the creekside walkways. We need better access to the west side trails, not all cars, bikes and pedestrians need to start at 1st & Butte. Add signage at the Butte

Ave bridge to Lower loop. Extend a trail to connect north end of 4th St to Butte ave bridge. (looks like there is town property fenced off by a private house)

- consideration of less abled (and older) people getting around town
- Summer speed bumps will work...as I just heard a a speeder and another on Red Lady Ave. Look at the speed control out at Buckhorn, go drive out there and see for your self. Horseshoe building was a terrible idea ad there is not much parking and ruined the neighborhood.
- I want CB to realize that the entire county, not just people who can afford to live in CB, uses CB and the ski resort and needs to be able to PARK. I have many reasons I can't take the bus.
- Engage a small van circulator bus Or Lift service from bus stops, neighborhoods to Elk, Arts center events.
- any actions that help manage traffic flow and information on residential streets
- Late night transit
- More free parking
- large parking locations outside of town to lessen the MVs in town
- more through streets in town.
- The shuttle service is the ultimate amenity. People don't recognize how amazing that service is and it should be protected and expanded. I don't know if it's possible here, but bike share kiosks like in Montreal were very convenient in the warmer months and kept cars off the road. Consider roundabouts instead of 4-way stops for the future.
- Towing and ticketing!! There is little to none done about enforcing parking in crested butte. Permit parking isn't enforced causing locals to not be able to access their homes or workplace easily.
- Parking availability for residents who don't have public transit option for whatever reason.
- BUILD US A PARKING GARGE - LOCALS COULD USE IT TOO FOR LONG TERM PARKING TO GET THEM OFF THE STREET
- Bike lanes
- more enforcement of our current speed limits and traffic in town
- Bicycle and pedestrian safety has been greatly compromised by an influx of impatient urban drivers. A separate issue; STR visitors should use their accommodations designated 'off street parking', not be allowed to park on street.
- We live in Gunnison but operate the Majestic. We (my husband and business partner) drive up each day with our two dogs, so the bus is not an option. When one of us has to come up alone, we take the RTA. We keep two bikes at the Majestic so we do not drive around town. It would be great if business owners had some sort of sticker that indicated their cars. I understand cracking down on parking for tourists and lazy people who live in town, but we need to be parked in town most days!
- Bike lanes - sidewalks
- STOP spending tax dollars on third party parking permit/enforcement companies and invest that money into expanding transit programs like first tracks to Meridian Lake, Brush Creek and other populated areas in the north end of the valley that are not served by transit.
- Speed limits in alleys, street accessed residential parking. Allowing residents to paint curb in front of driveways.
- I feel CB does a good job with transportation.

- Encouraging biking and alternative travel is great. You also need to look at the demographics and who is living and visiting. I am not biking to town from CB South. Many people do not have bikes who visit. People who bike are going to bike. Maybe there should be free electric scooters for people to ride. I would like to see town work on a rec path to CB South.
- Someone needs to acknowledge that long term the only viable solution for parking in a 10 year + planning window is more real estate for parking places. Our visitors will continue to increase and the need for parking spaces cannot be met without more land (not available) meaning multi level parking on existing land will be required. This is only a matter of when. Why not plan for it now and get ahead of it. Bicycle laws are not understood or enforced by the Marshall. Lack of enforcement of bicycle right's of way and bicycle illumination laws. An enforcement strategy and education about cycling has been amplified with the advent of e-bikes.
- Better bus stop access at Brush Creek and a more functional intersection where commuters turn into the school from the highway.
- Parking should be designed to ENCOURAGE more visitors, and not penalize them for trying to visit and support the local economy. Build a few parking garages, offer free trolleys, create parking for local employees
- less cars
- Transportation related planning needs to serve/provide seamless connectivity to CB South, Skyland, Buckhorn, Mt. CB, etc....
- Cars are "transportation and mobility". That's reality and to pretend it's not is a losing battle. Figure out how to support more transit without promoting the fantasy that cars are going away.
- More pedestrian friendly/bike friendly paths through town, especially during winter. More bridges over creeks. RTA access to/from airport.
- Perhaps a small shuttle van to go back and forth up and down Elk Ave. to encourage people not to drive.
- There is a large population in CB South which is forced to drive in to town. It would be great if there were a biking trail in to town for them.
- The bus needs to go to the airport. For real, quit pandering to alpine express
- Enforce & ticket parking violations, More attention needs to be made around accessibility issues. It's a dirty little secret that Crested Butte is not ADA compliant even when there's no snow on the ground, As the people that actually live here age, we don't want them to have to leave. We want them to stay, feel safe, and be accommodated year-round!
- The town needs to realize they are part of a greater community and that restricting things in town effects the entire area. Such as parking, we need to work on better north valley transportation before we restrict parking. Like it or not people need to drive in the valley.
- I think we need more paved trails. I don't like paved trails, but Hwy 135 is too dangerous for bikers. Bike garages in CB for folks living in CB south to leave their bikes safely when they are not in town. More encouragement of walking in the streets. Walkers are traffic calming. So are dogs sleeping in the street. New streets in subdivisions should be a long way from wetlands, like 4-500 feet. Narrow streets are key to slower traffic. Priority parking for low emissions vehicles in the vicinity of Elk and Third St. Physical separation of bike/pedestrian lanes from cars and trucks on arterial streets, like on Sixth Street and like they are building in Gunnison. Trails should be designed to protect wetlands and the natural environment. Developers should be required to provide links between trails, ike the fire department should have been required to provide a trail linking the Mt. CB trail to Slate River Road. DON'T SPOIL THE EXISTING TOWN GRID.
- Sidewalks

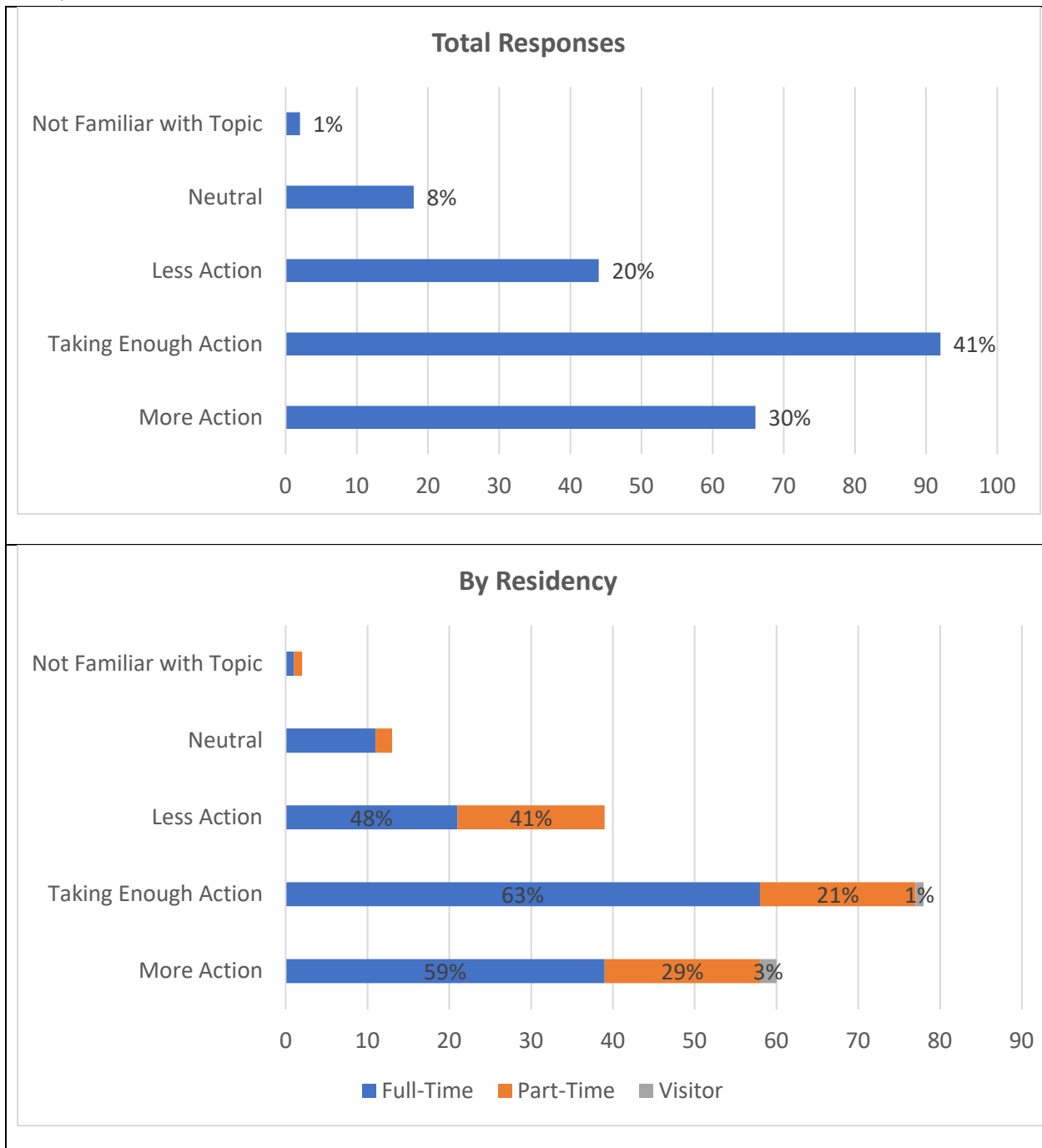
- NA
- Roundabouts, CB-to-CB South bike path, removal of barriers to river use (cattle fences, barbed wire across rivers, low bridges)
- I like the idea of more bus services, times, routes, trailhead access. However, like all services and expansion, I also worry if there is a large enough workforce to support the high demand of services.
- I would like to see more shuttles to trailheads such as 401 and Judd falls to reduce use and traffic on relatively sketchy roads. I would like to see more year round parking at bus stops such as the brush creek stop and river land stop.
- Additional safety measures near the school
- Safety for bikers and pedestrians. A crisis is imminent unless something is done to slow down cars in town / limit cars in town.
- N/A
- Shuttles to the back country. Our direct access to the back country in our backyard should be preserved as much as possible.
- Hike/bike commuter trail from CB South to CB
- Transportation to winter trailheads
- I think CB needs to allow for tourist parking to support local businesses and restaurants, and not be hostile to non-residents of town
- Car free areas? Bus routes to trailheads?
- Rec path continued to Cb south
- Yes. First, since we have forced our workforce down valley, we need more busses and way more often. The town bus is wonderful but we need more of them when it is busy. The parking regulations, restrictions, removal, and enforcement is a complete disgrace. First of all when implemented, forced people to park in their yards who previously parked on their street. Second, fire Interstate Parking. It costs way more than it makes and their employees are disgruntled and unhappy. Go back to the way it was, it was laid back and wonderful, and we could all go to work or go skiing or park in a lot overnight without worrying about being ticketed or towed. The police used to move my car for me instead of towing it if I forgot to move it during winter parking.
- It needs to be more vehicle friendly, Get the tables and chairs off the streets. It's better for all businesses when people can access them and park close. Stop the burden on the neighboring streets by allowing the cars to stay on Elk.
- Smaller and more frequent vehicles for moving between CB and Mt CB - the larges busses are rarely full

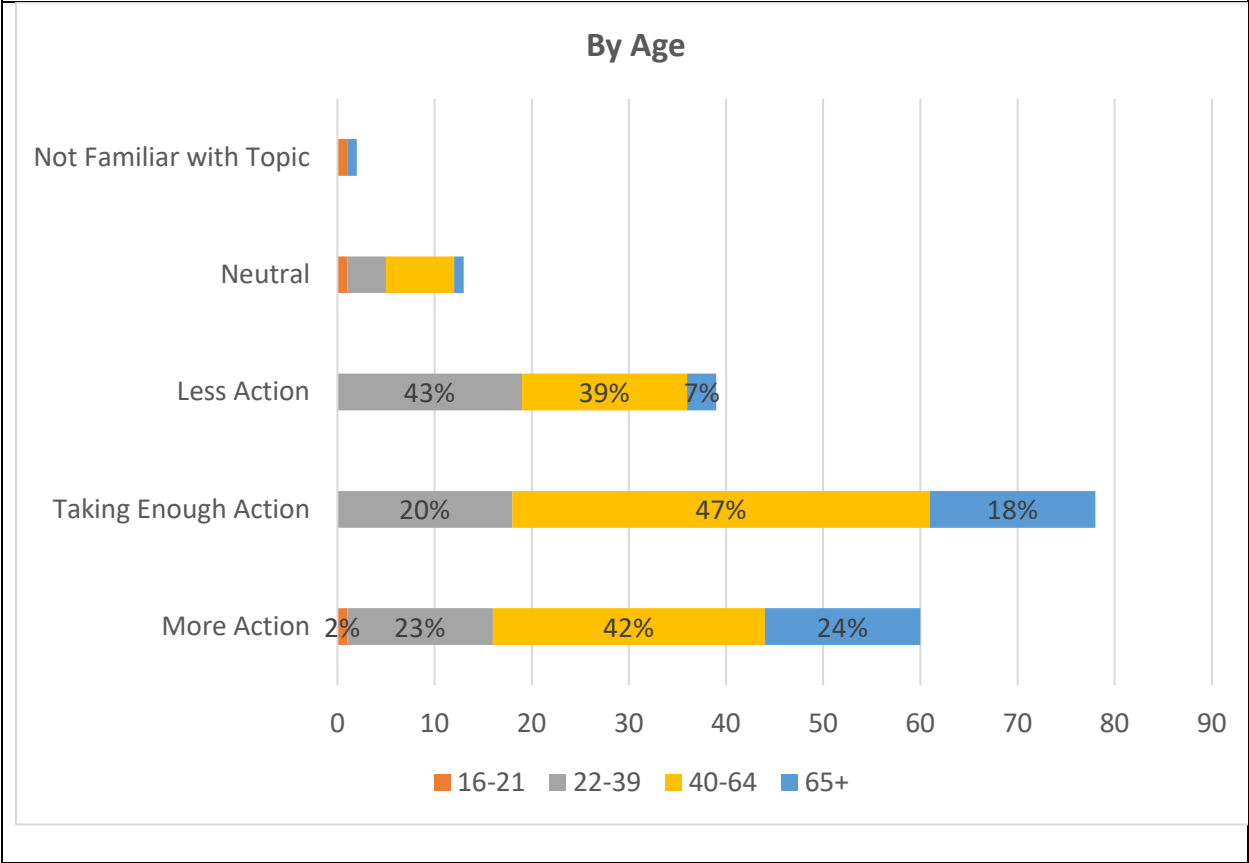
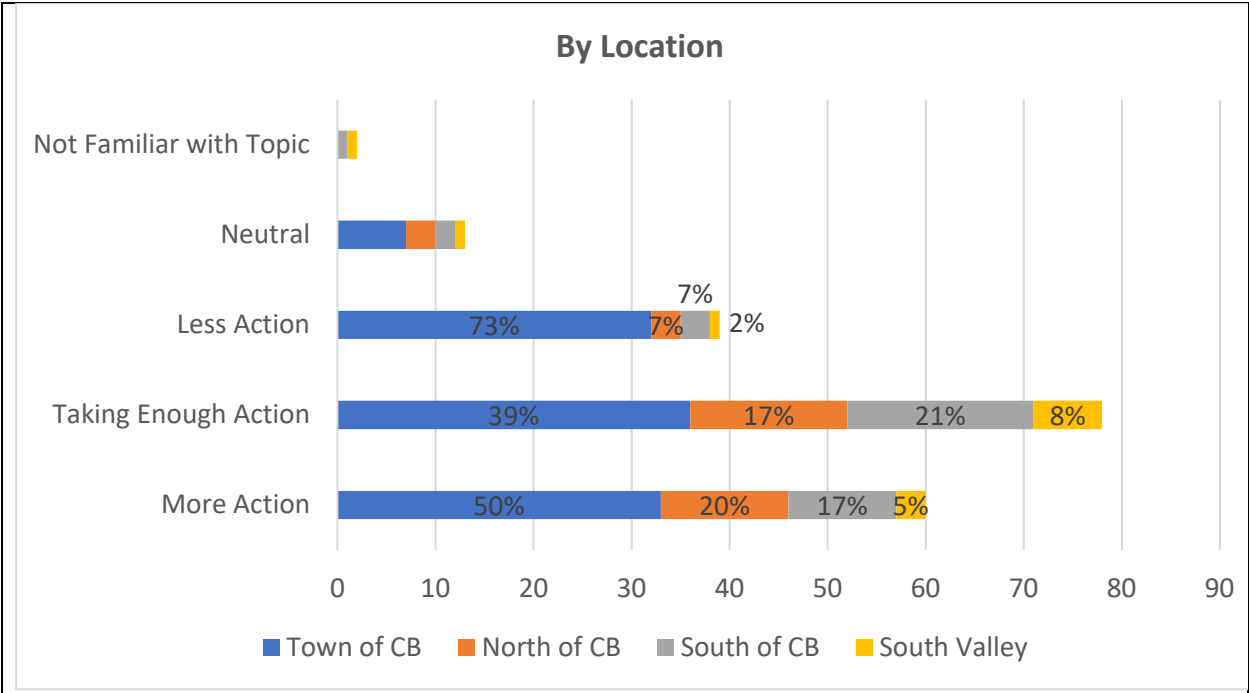
Part 2: Historic Preservation Plan (HPP)

The goal of the HPP is to ensure the Town's architectural identity is a reflection of Crested Butte's deep sense of community and its evolution over time.

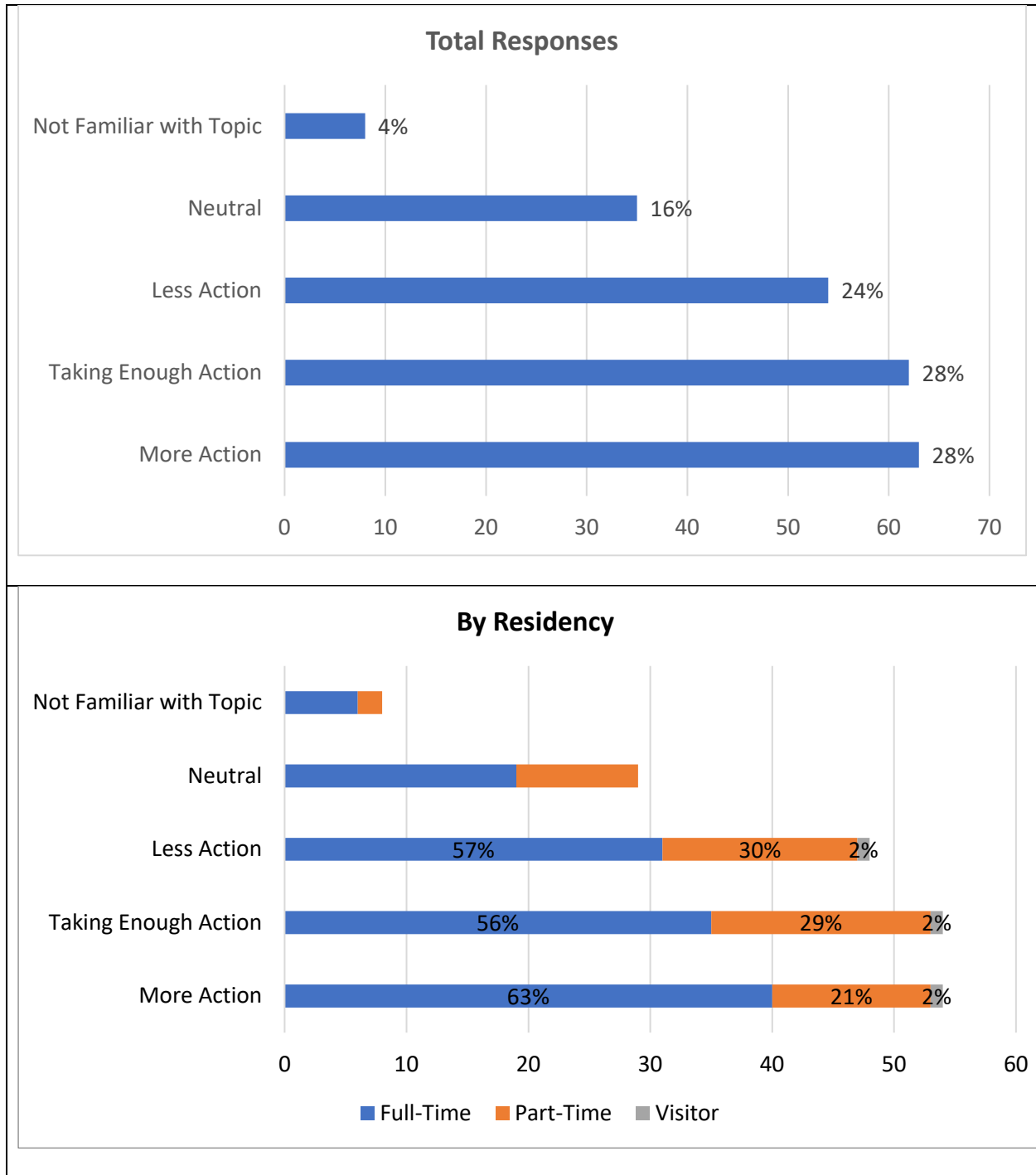
Would you like to see more or less action on the following preservation tools?

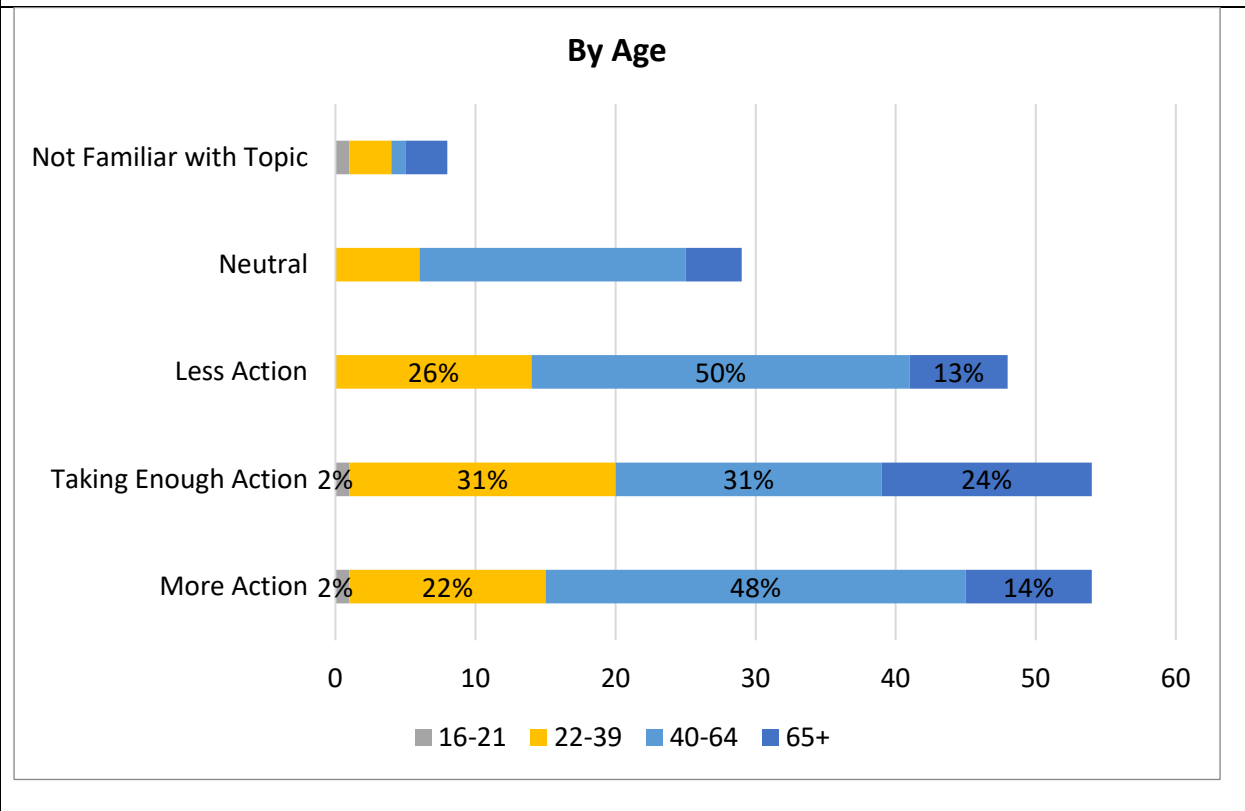
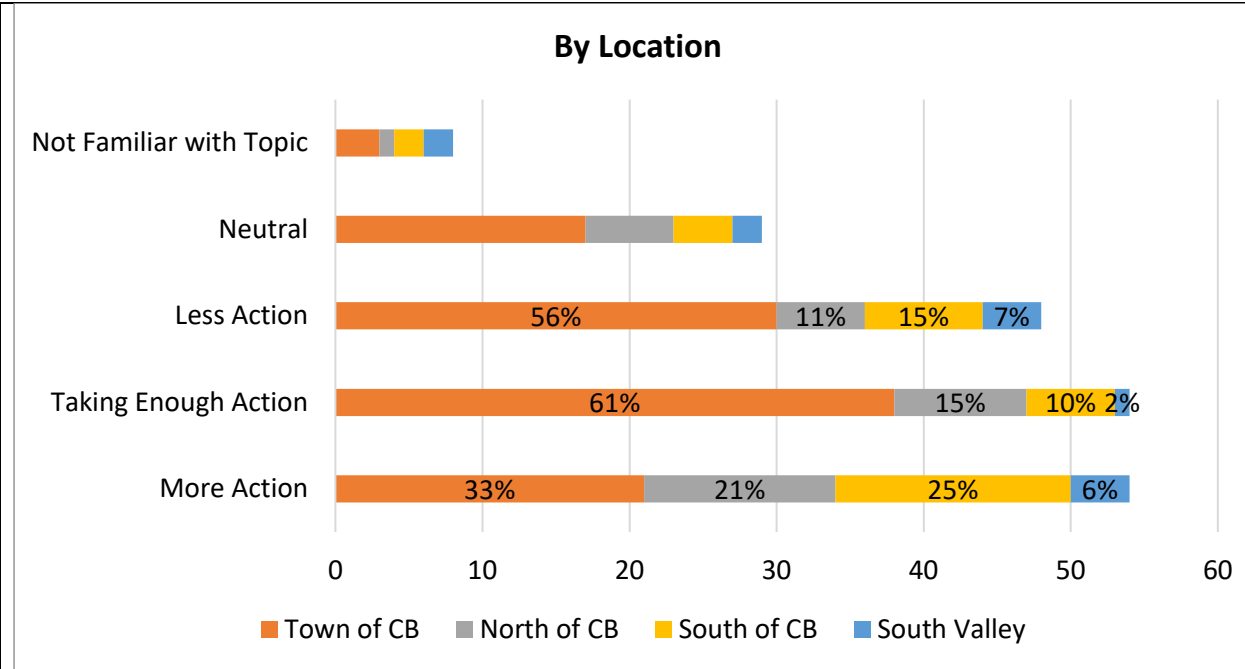
Maintain the current Town-wide local historic district boundary (meaning all new buildings and additions continue to represent the architectural style from the Town's mining history of 1880-1952)





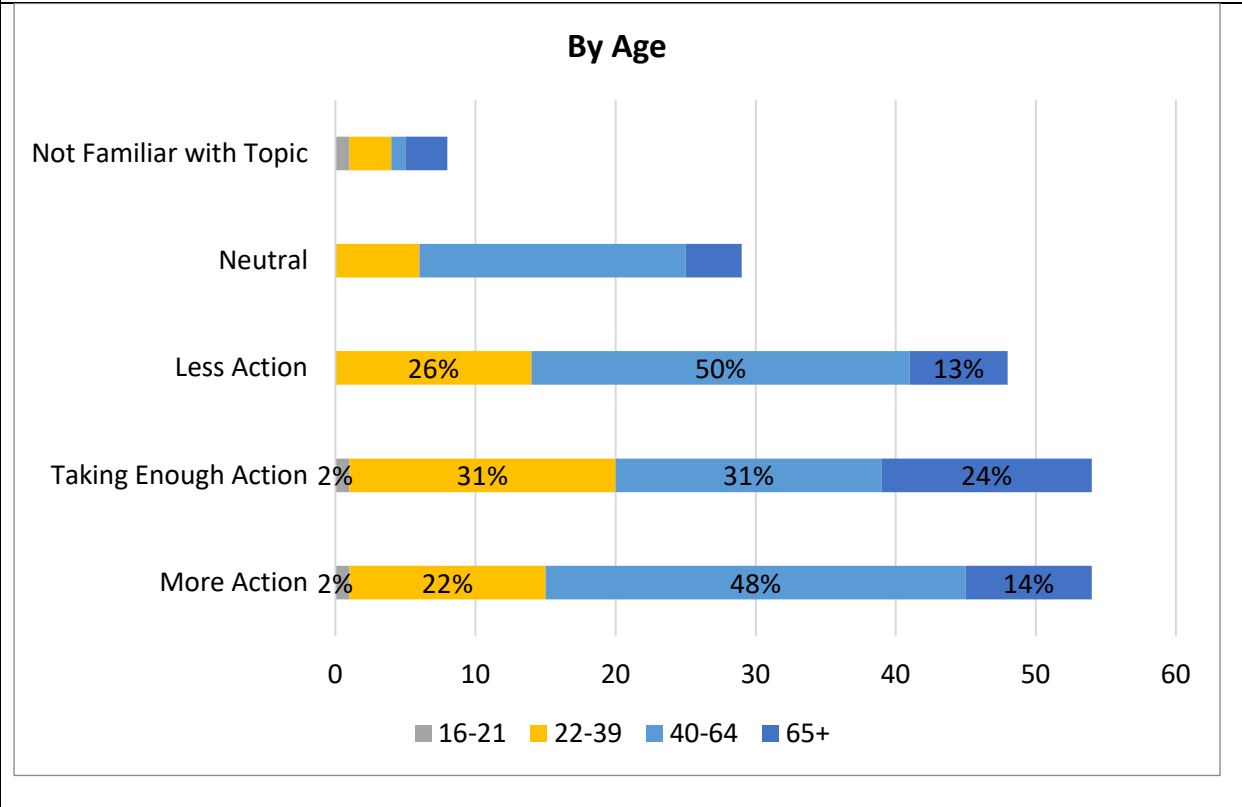
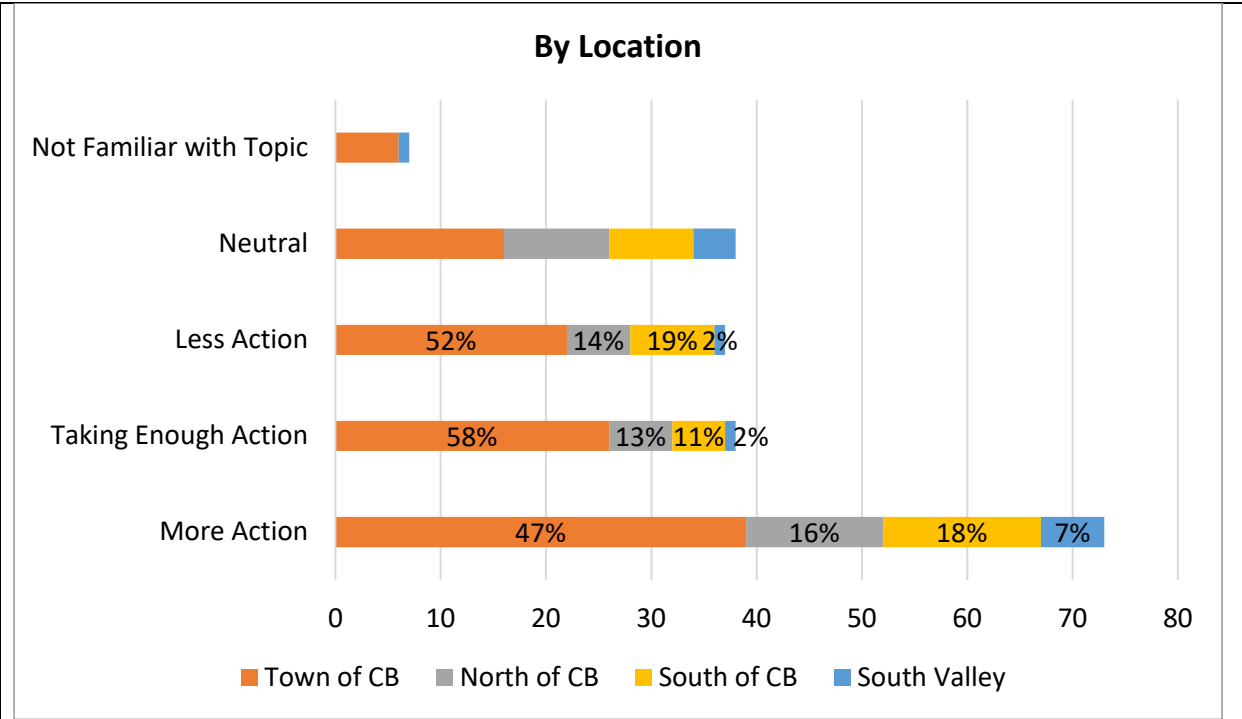
Officially recognize and preserve buildings that represent unique architecture outside of the current mining "period of significance" from the 1880-1952, such as a recreation/tourism era from 1960-1984.



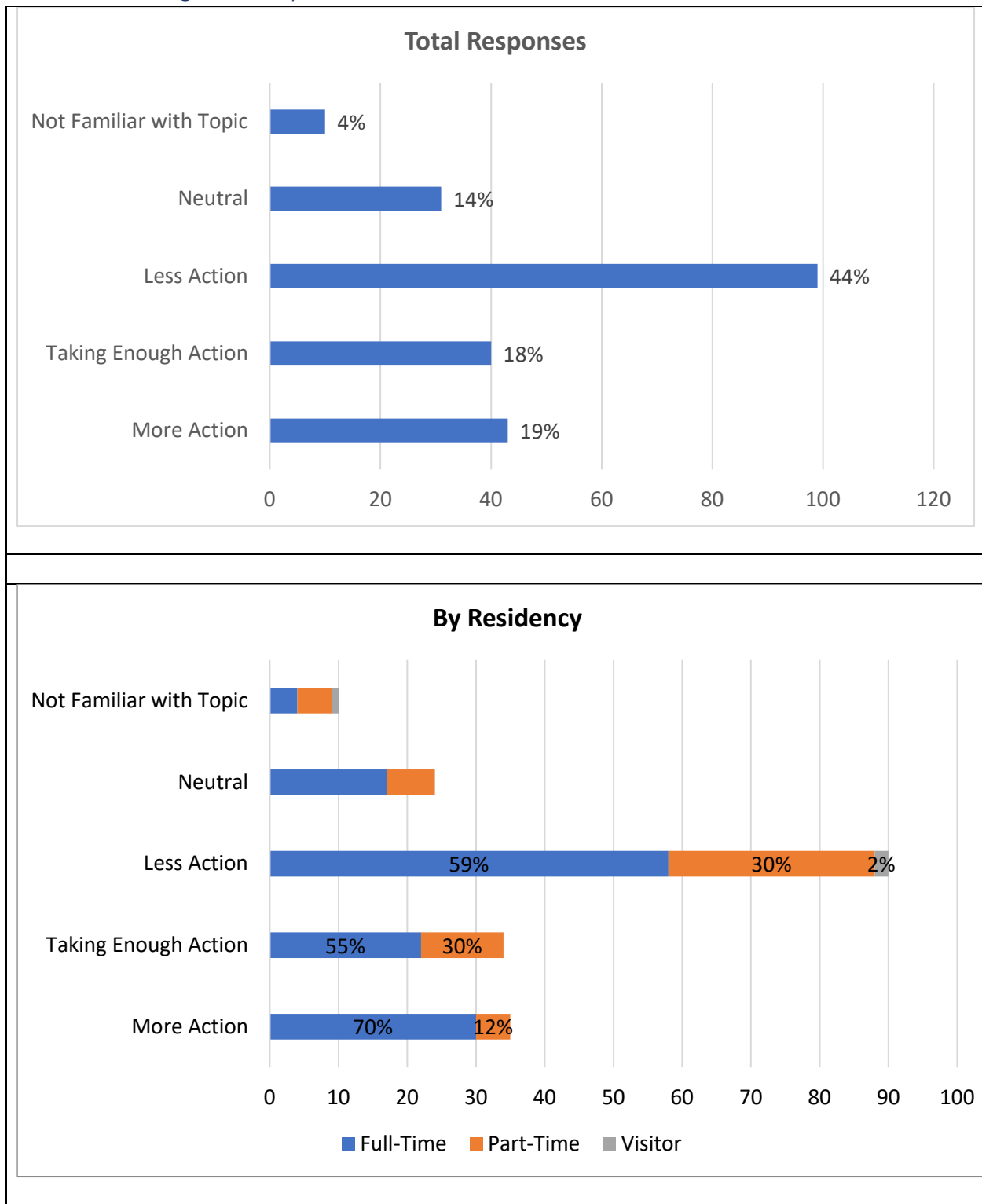


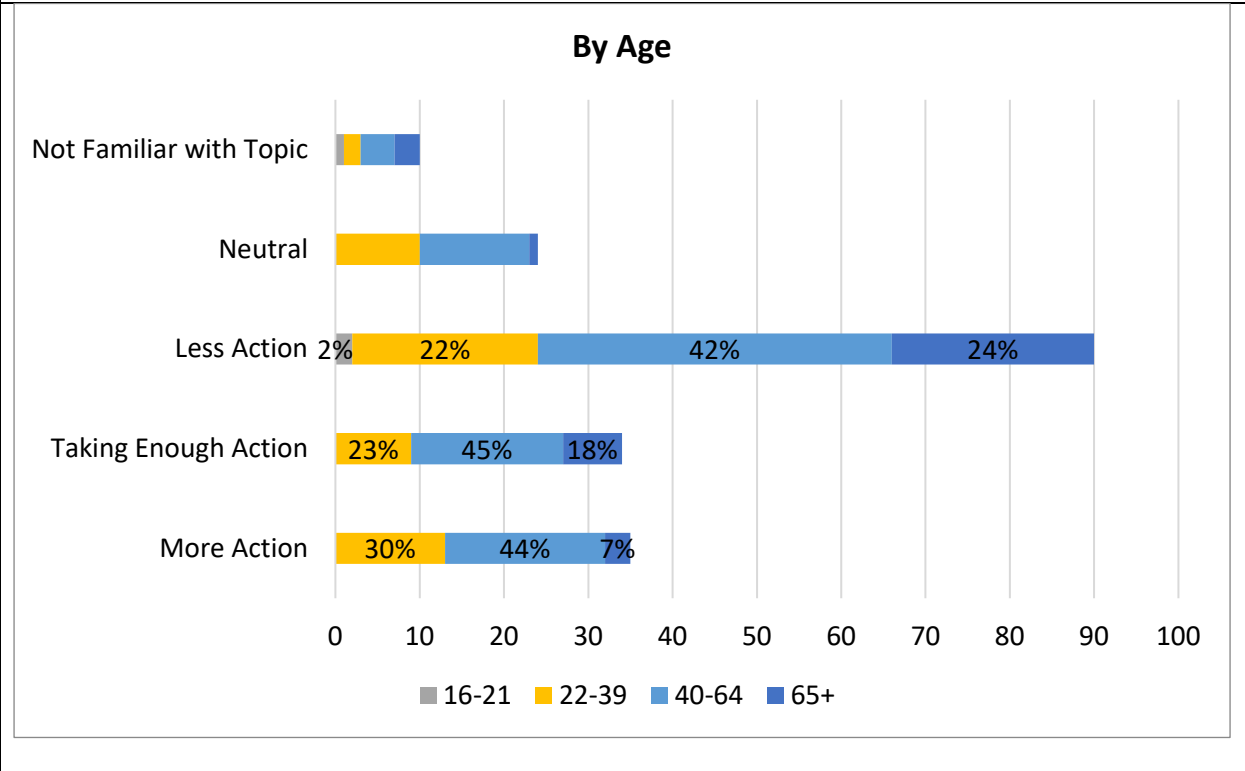
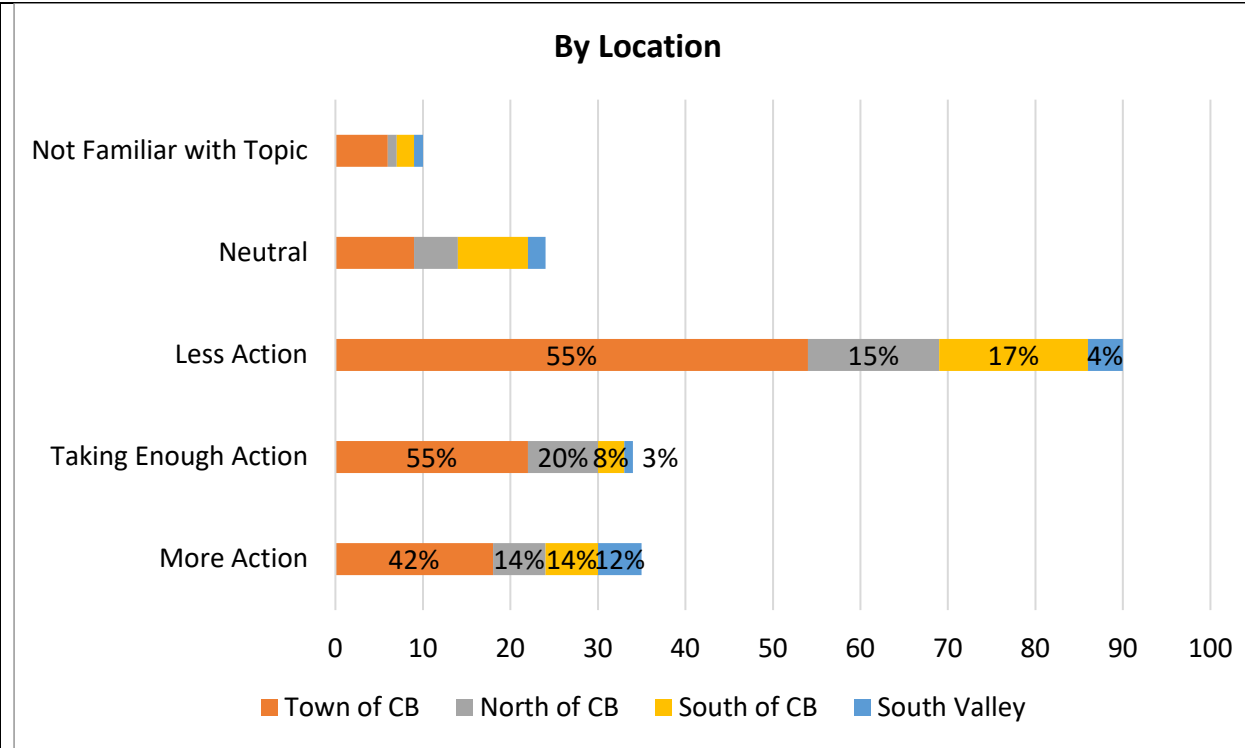
Allow buildings outside of the national historic district core (downtown area) more architectural style flexibility, with a limited range of supported design styles



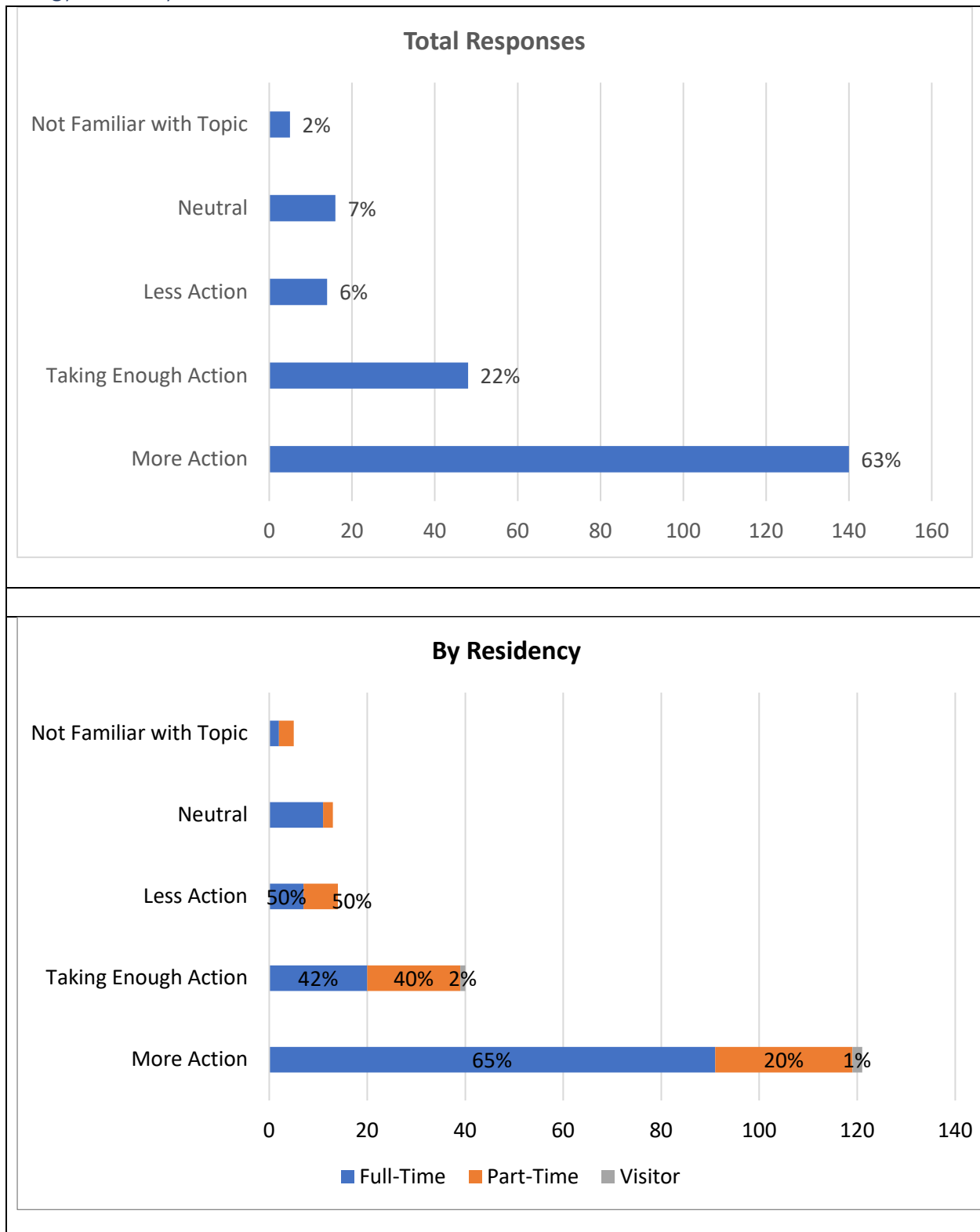


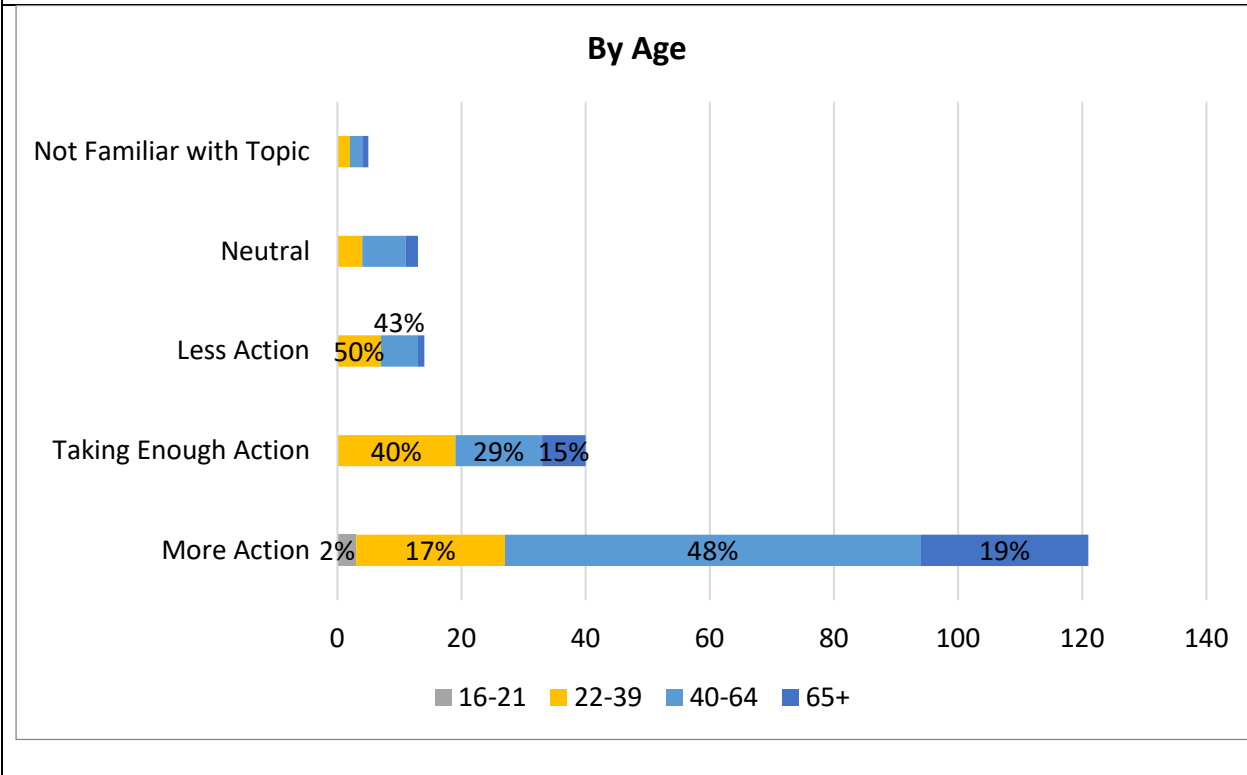
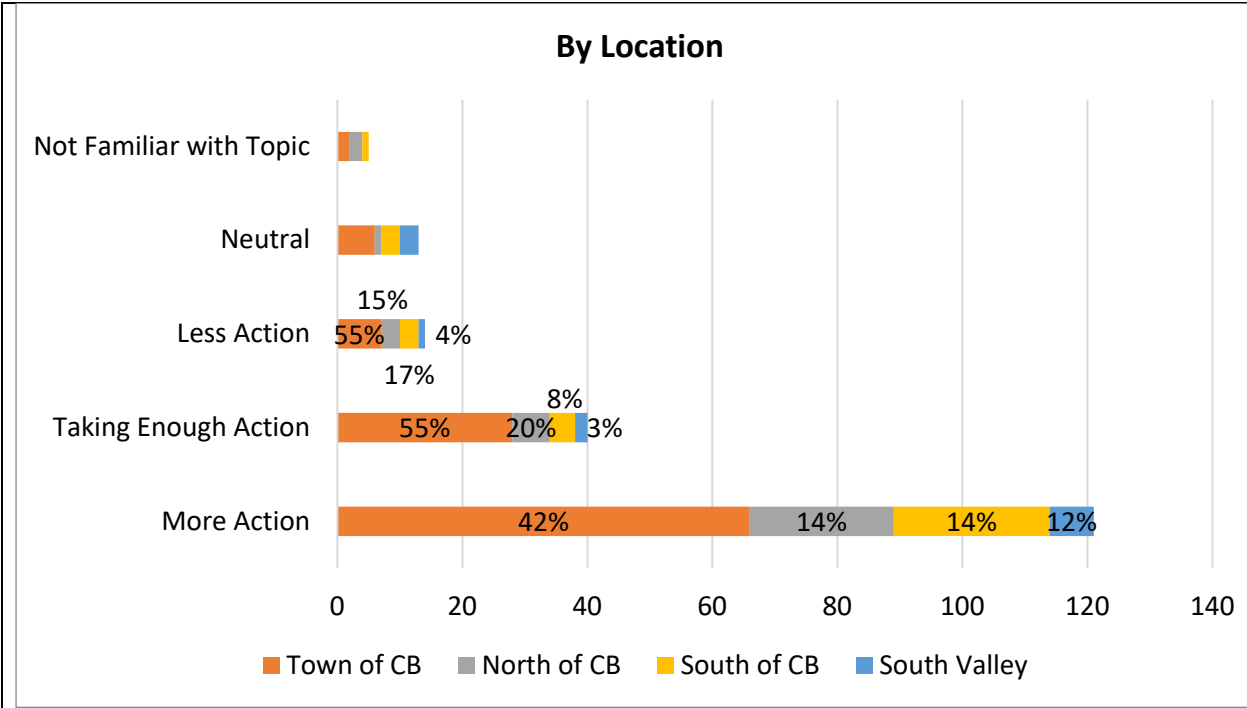
Allow buildings outside of the national historic district core (downtown area) to have complete architectural design flexibility



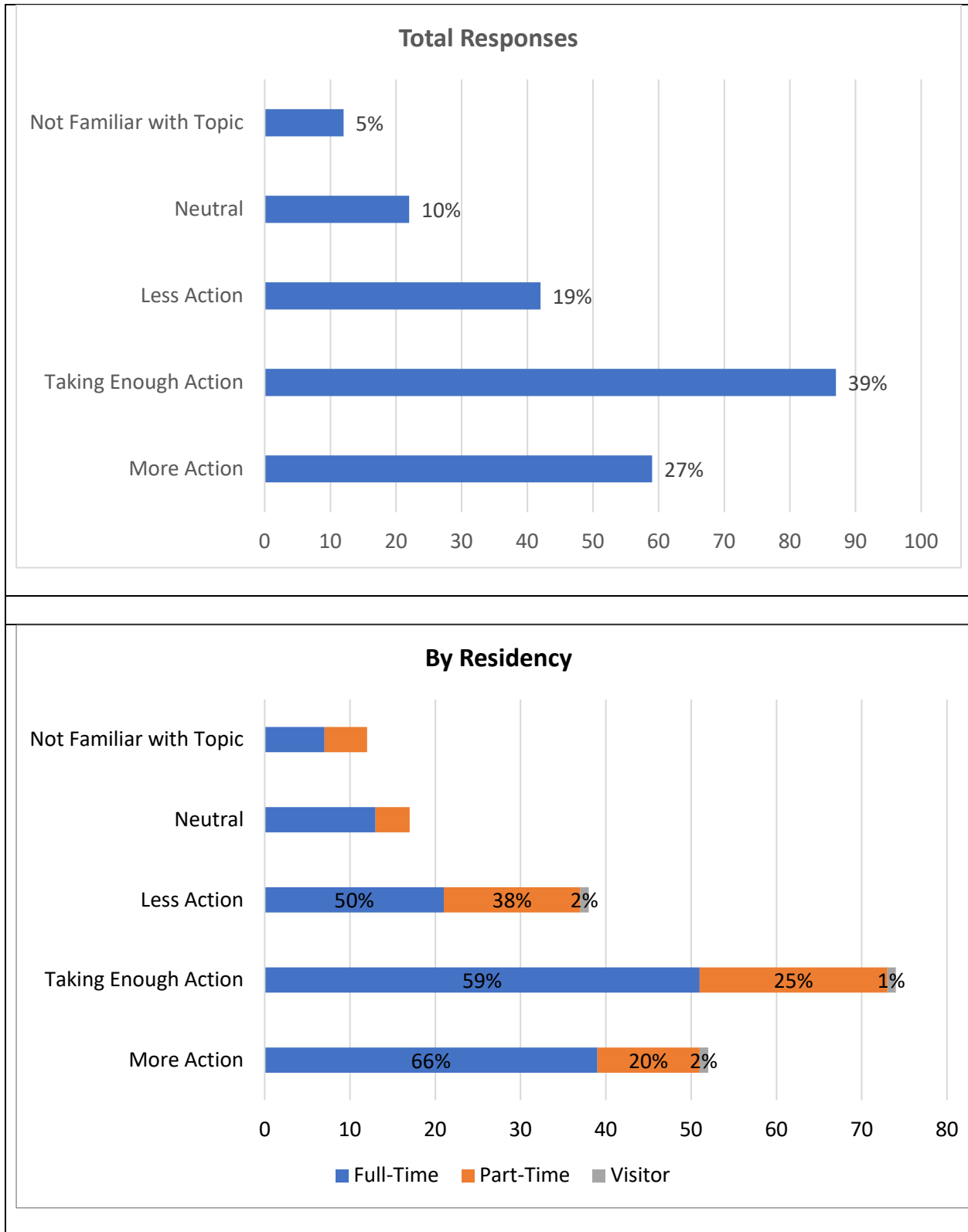


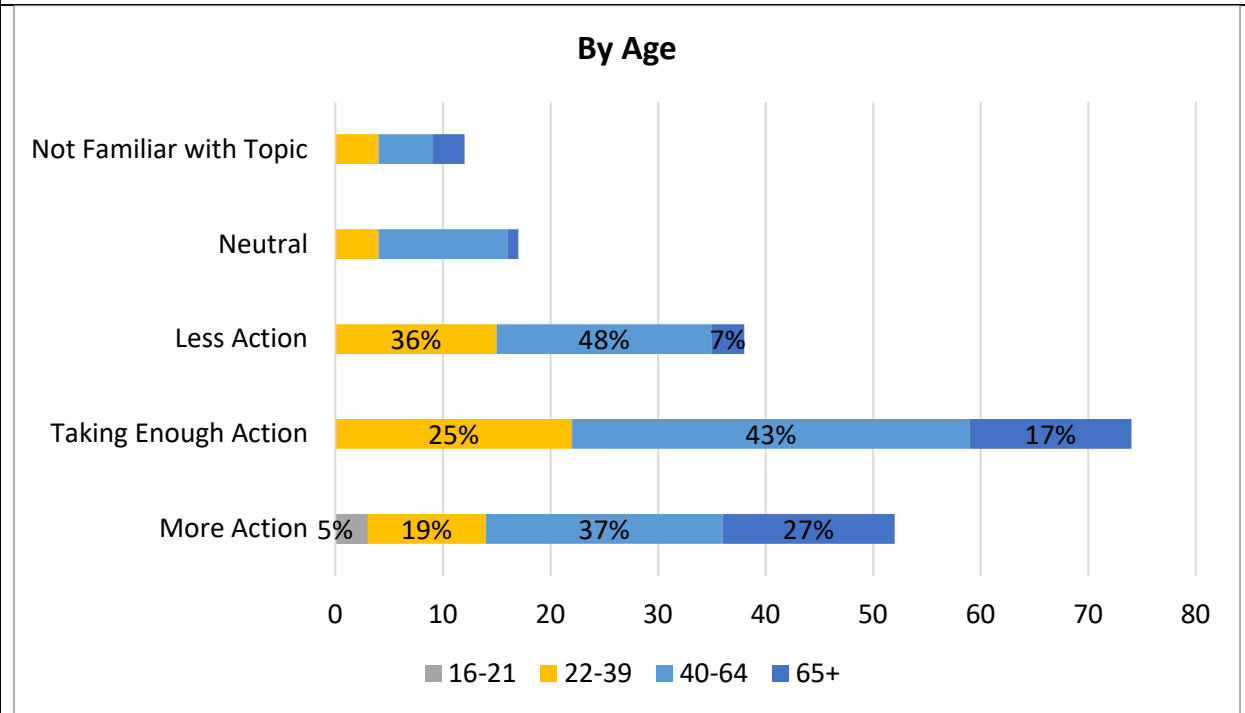
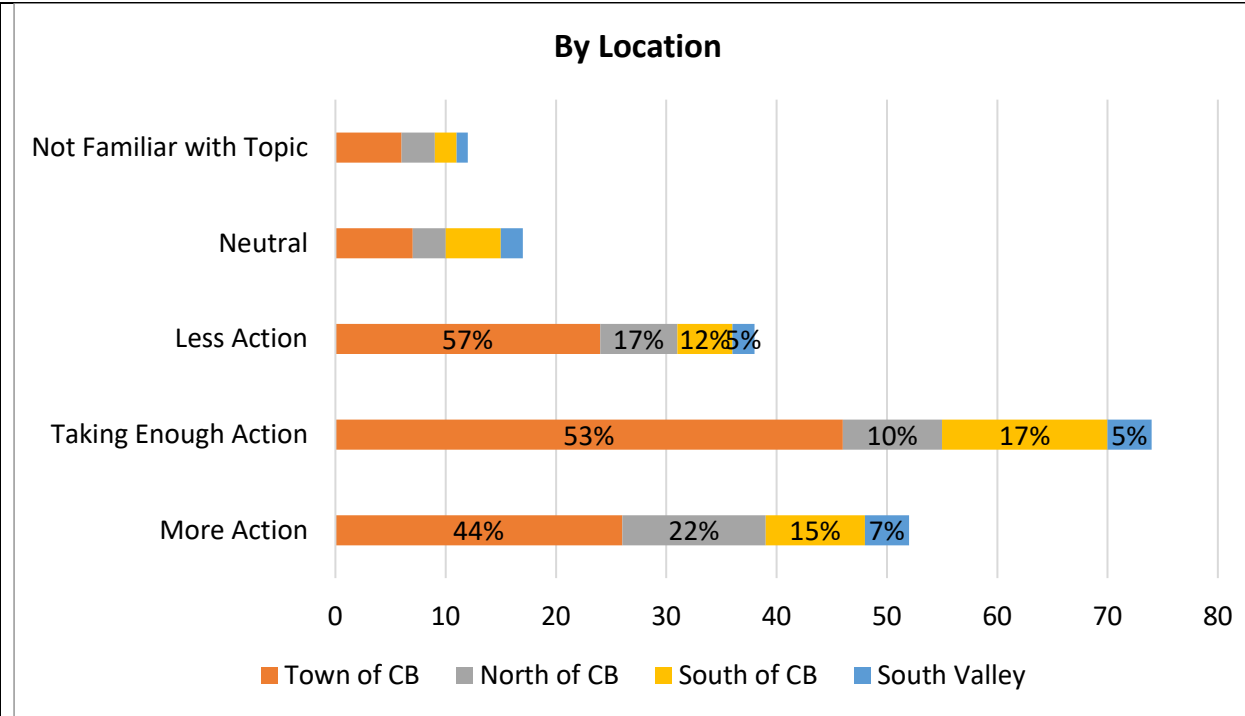
Allow materials used in new buildings to be more flexible and climate-friendly for improved energy efficiency and/or wildfire resistance



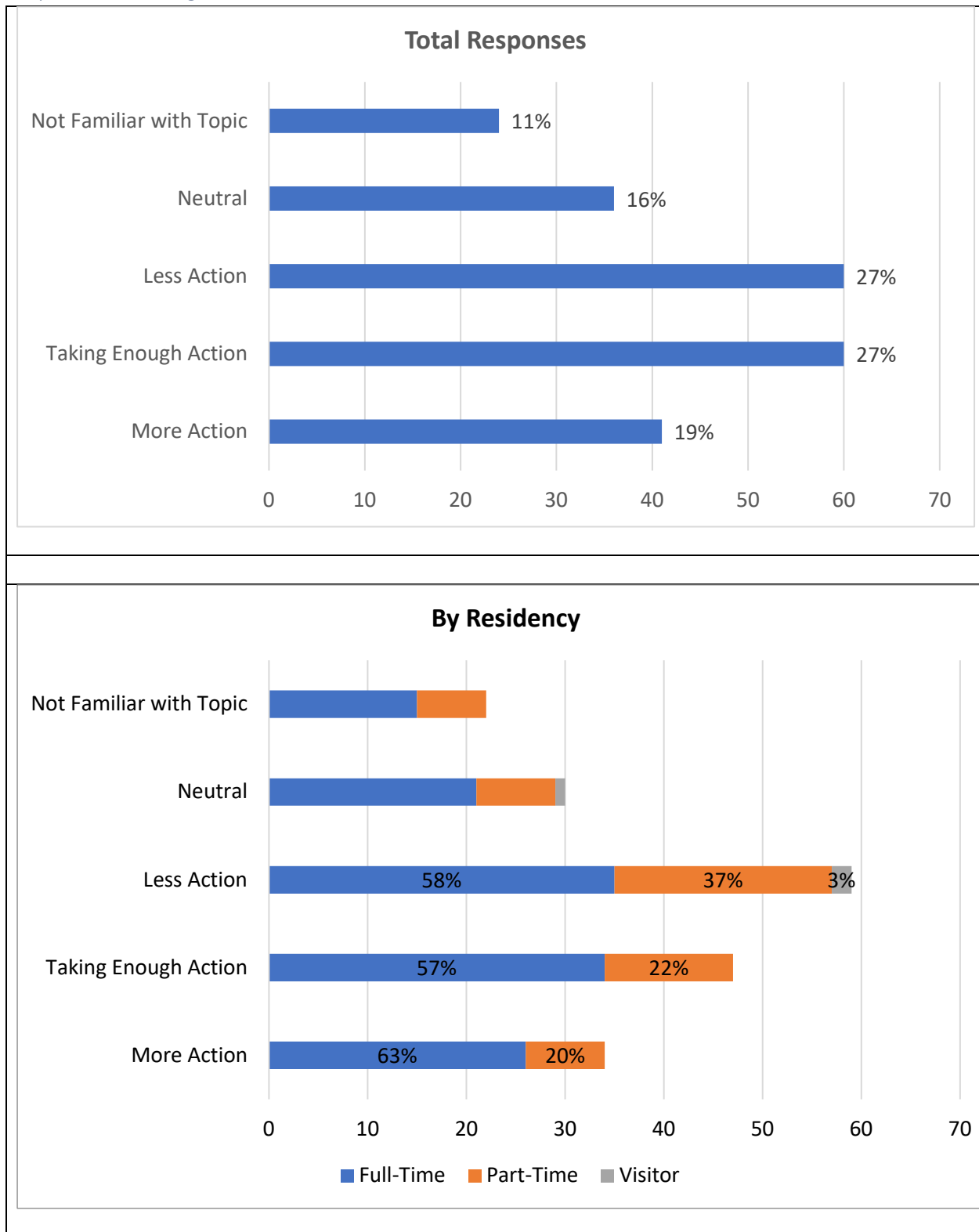


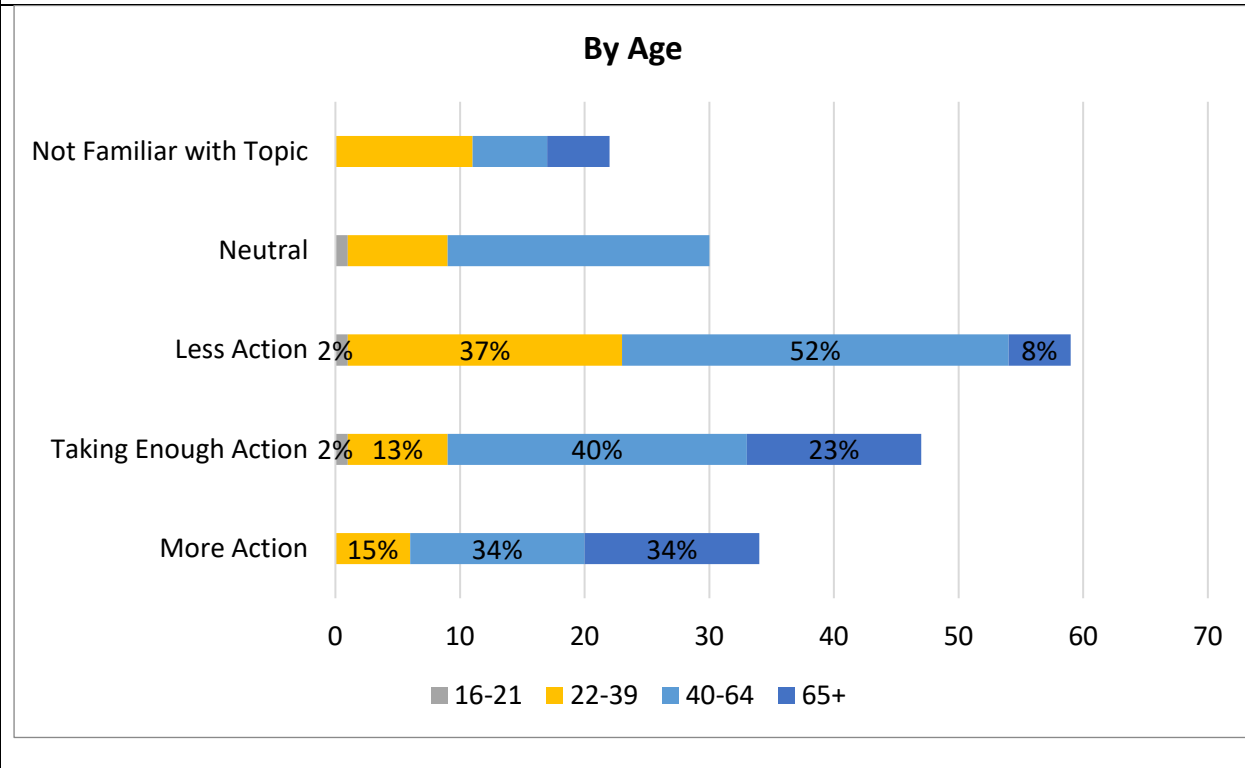
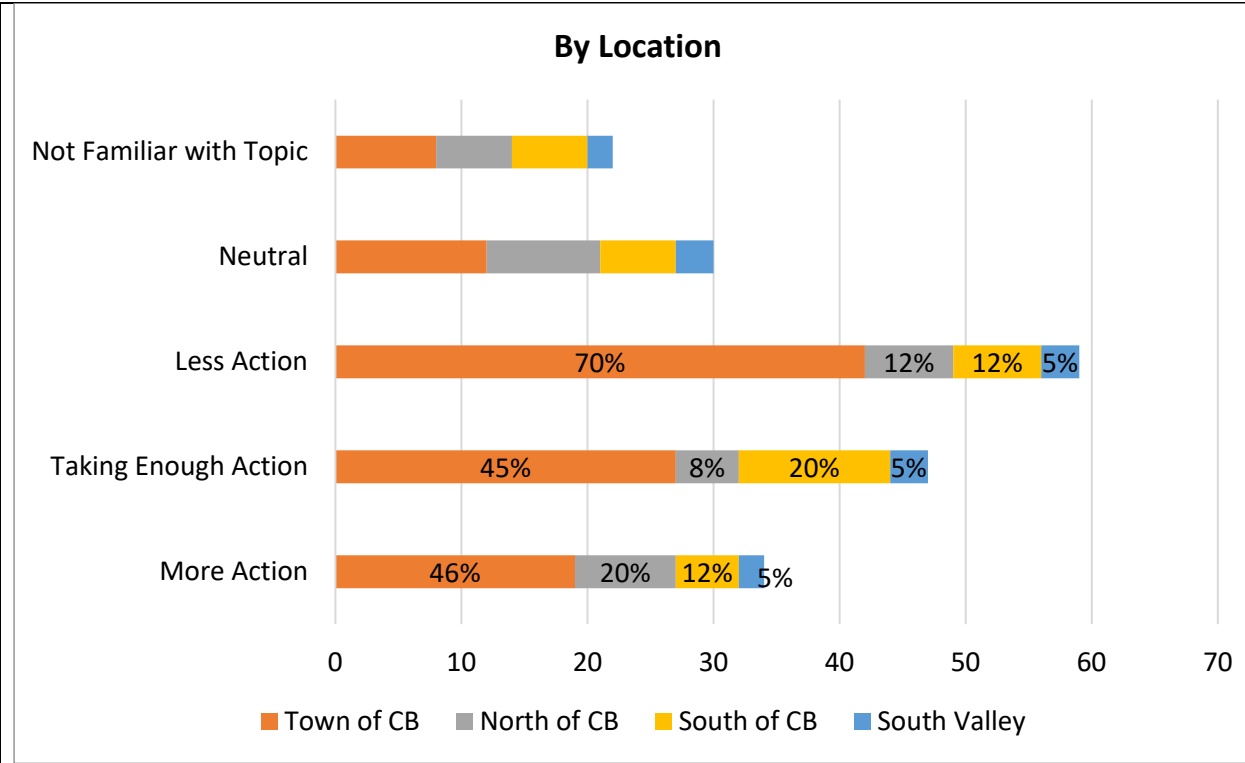
Further protect historic buildings through more stringent demolition limitations



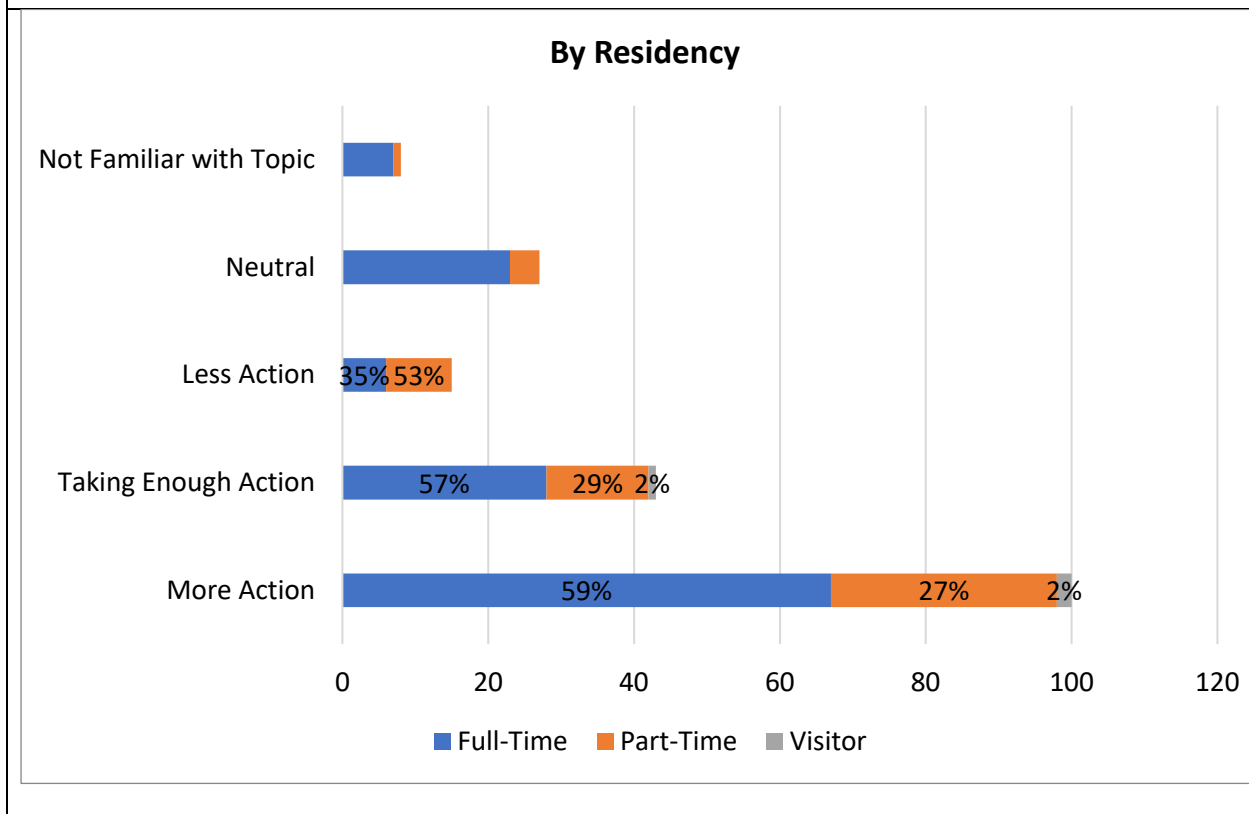
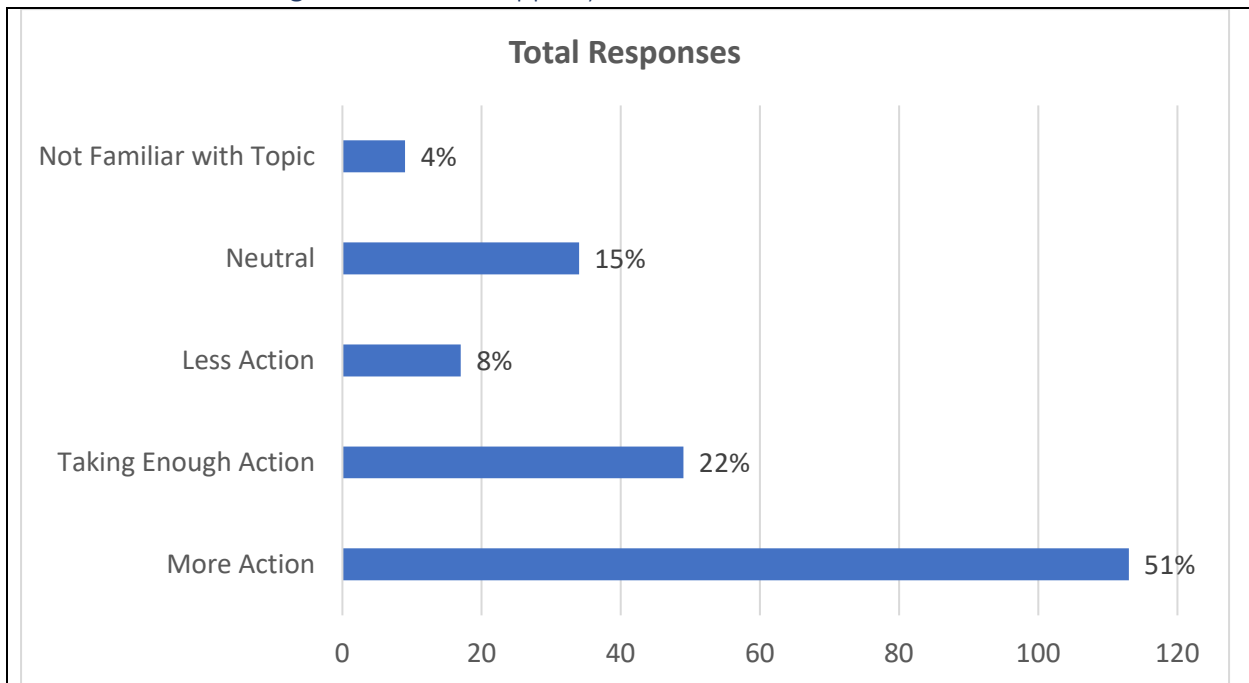


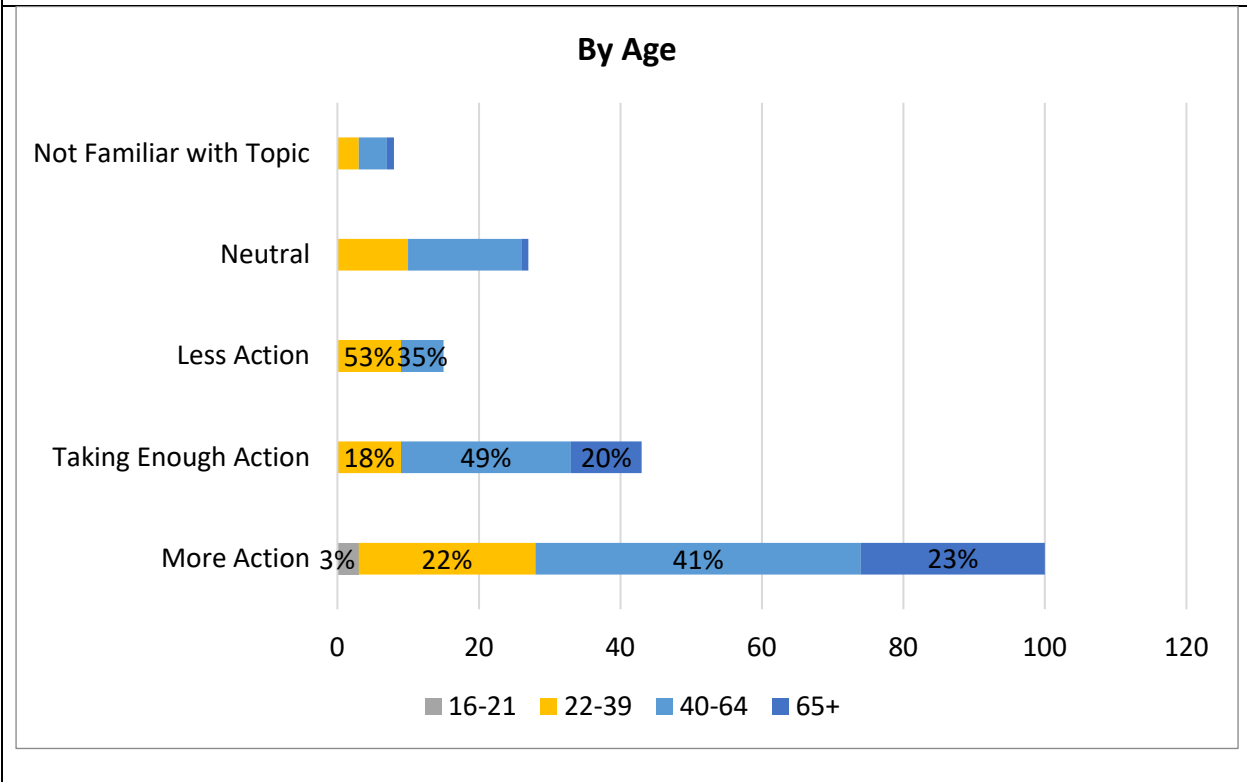
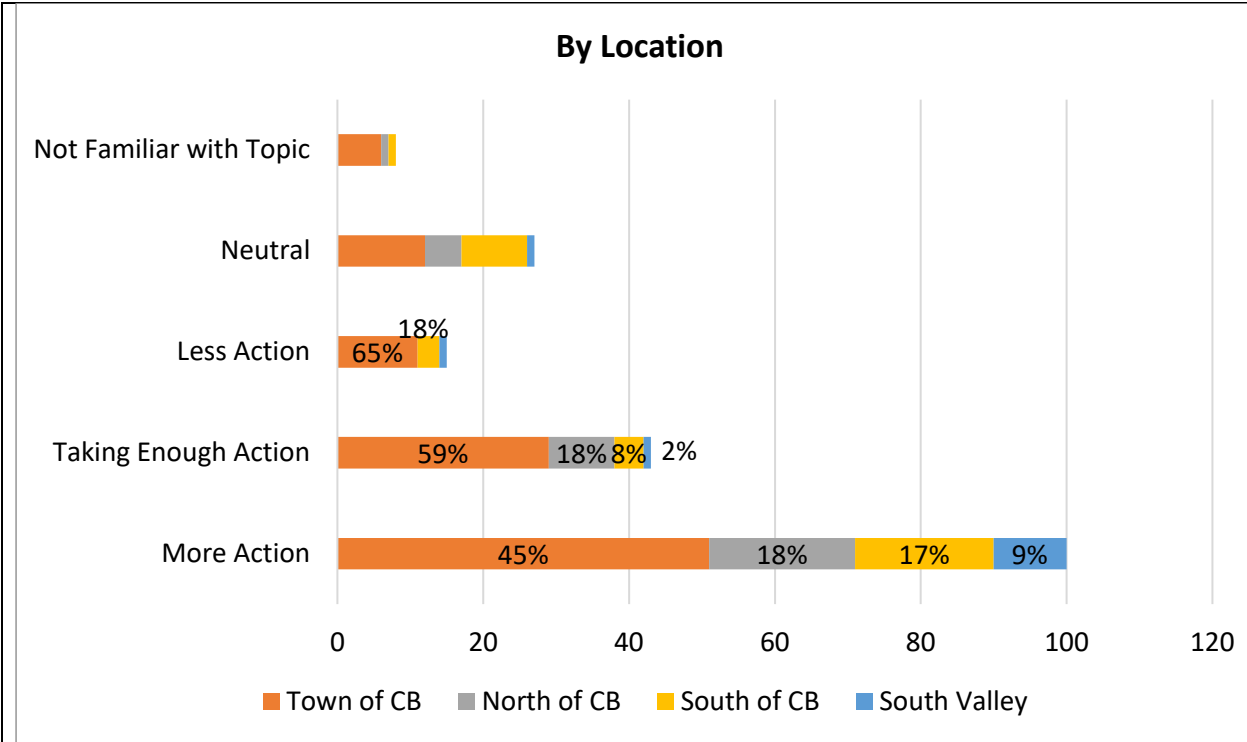
Require all buildings to adhere to stricter demolition limitations



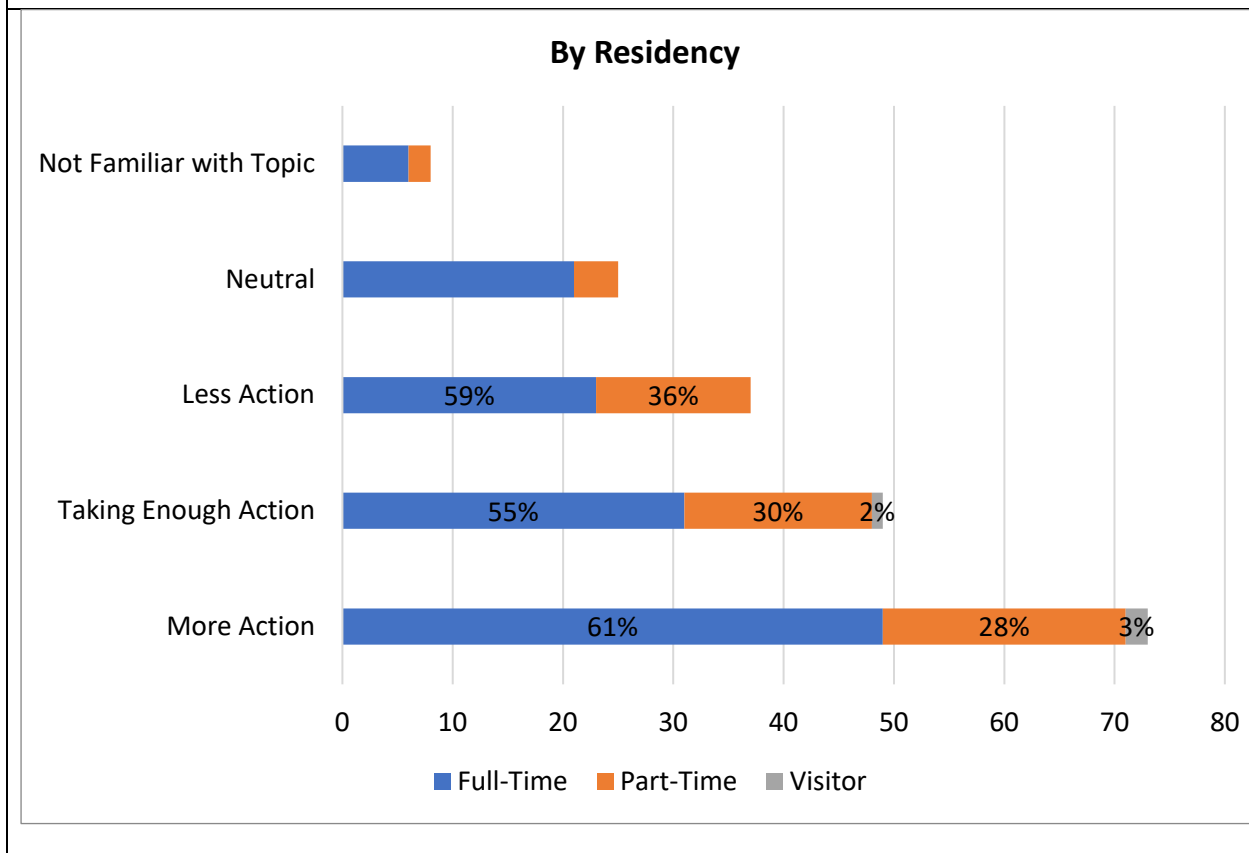
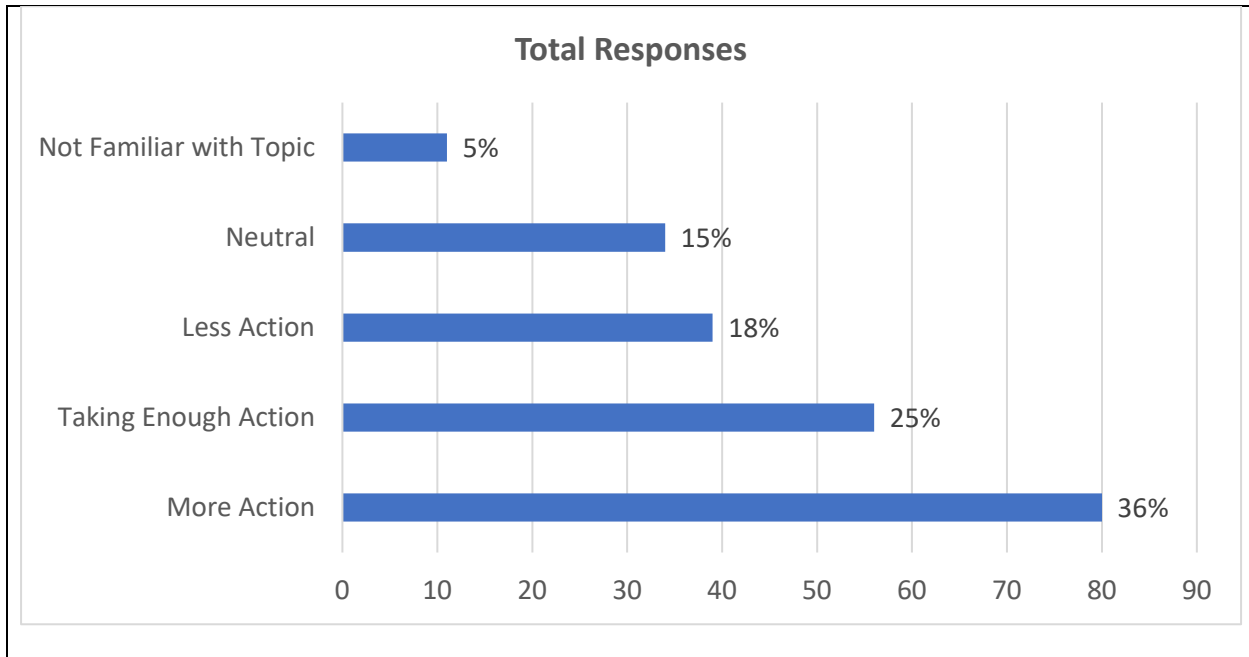


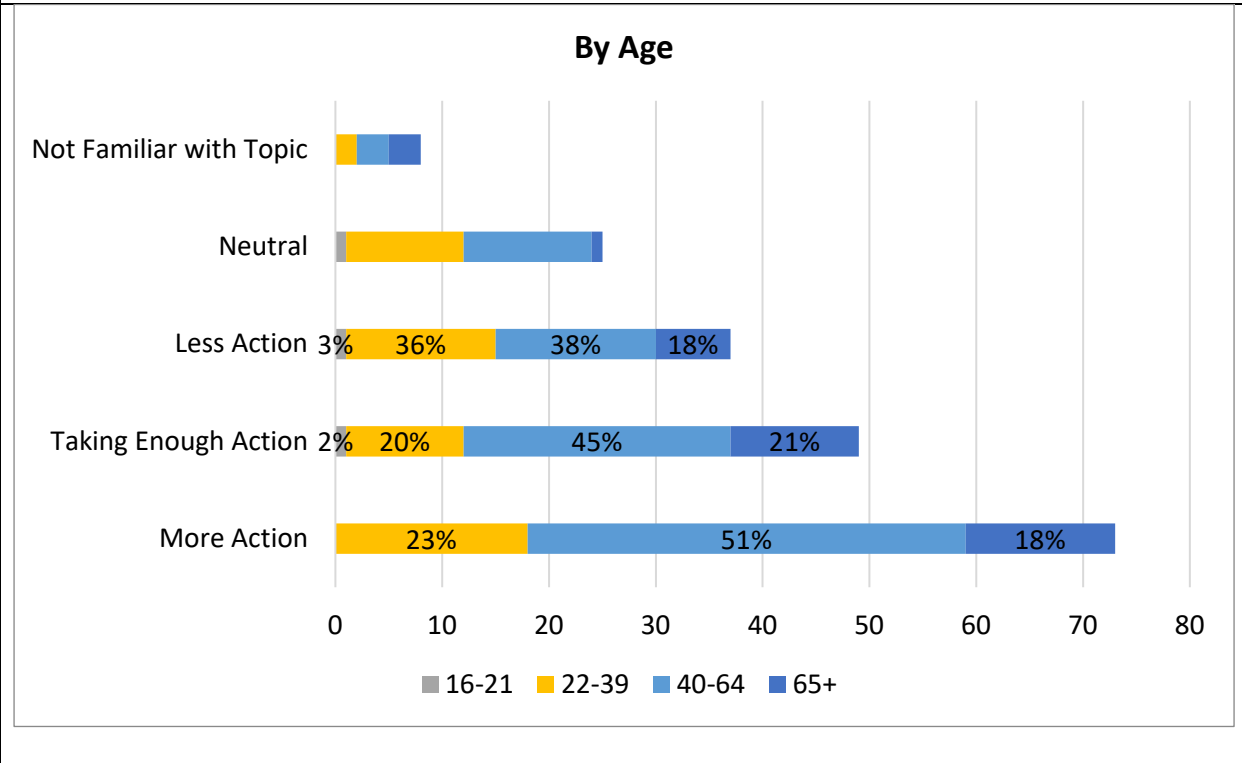
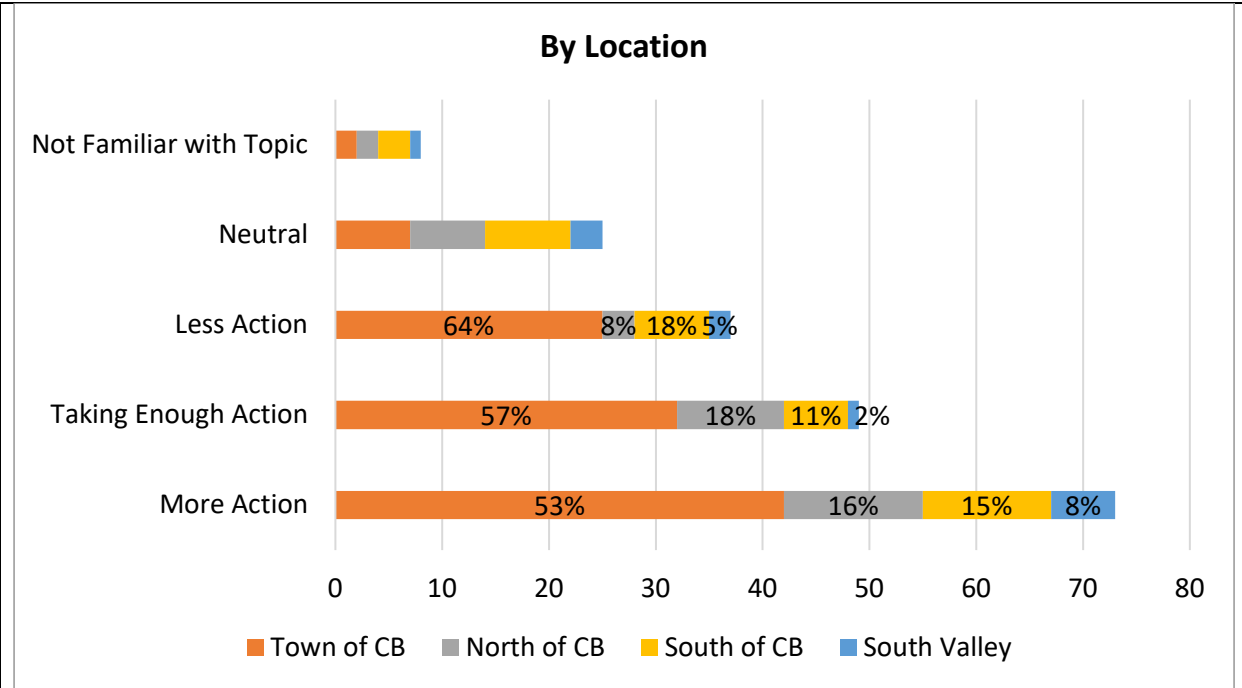
Provide financial incentives to preserve historic buildings (such as expedited review processes and/or historic building maintenance support)





Provide regulatory incentives to preserve historic buildings (such as being able to use more of the lot, build larger structures, or go higher than normally allowed to help incentivize owners to preserve historic buildings).





Are there other tools or actions you would like to see identified in the Historic Preservation Plan?
(Optional/Open-Ended)

- Encourage retention of mature landscaping when developing in town.
- Use a scalpel here, not an ax.
- There is no reason to preserve buildings from the 60's, 70's, and beyond. Many of them are ugly and would be better off demolished
- Town is attractive and nice to live in with human scaled structures, to residents and visitors. don't change it too much
- We need more flexibility so that all new houses do not look identical like they do now.
- I would like to see the structures looking the same as before but able to use current products
- I think businesses on elk and in historic buildings should get refurbished at the towns expense. I don't think keep businesses operating with old systems, electrical, or plumbing should be aloud. We need an overhaul on these buildings. Downtown is dingy, it's shitty looking. Most businesses have some kind of weird electrical, plumbing or both. If you want to keep the historic look, help the businesses out and DO SOMETHING WITH OUR MONEY.
- Allow more flexible to historic building can be preserved and continue to be safe and efficient. If a historic building is unsafe and too costly to preserve, let it go.
- The new clientele here doesn't need financial incentives. Keep the style consistent. However, give exceptions to affordable housing projects because keeping with "the style" may increase costs. It's ok to have two standards - 1 for affordable housing and 1 for everything else. It's fine. But don't give the new people more leeway with building a bigger or taller home unless they are giving significantly to affordable housing through an ADU or a \$1,000,000 contribution to the affordable housing program. It needs to be significant, not the \$250,000 the Kiltz and Mize swindlers settled on. These people have it, and if they want to be here, they should be a part of the solution.
- We definitely need apartments/dorms to house our workforce
- I love the preservation of our iconic buildings however want structures to use energy efficient materials
- Be thoughtful in what you demolish. These historic buildings are the core of what the city is. In Nashville they are tearing down many historic buildings being replaced by glass and steel. You can't go back once this happens
- I'm not sure what the answer is but it seems like CB is getting swallowed up by miniMansions that sit vacant while raising the cost of property in town. If places like CB south or the new Whetstone could create a new Elk Ave and draw businesses to the places people live it seems like that could eliminate some pressure on the small town of CB. But how do you get all these greedy elk Ave business owners to serve "locals" when they ca charge tourists twice as much. That's pretty off topic but how can we create that charming colorful unique CB experience in the surrounding areas?
- No
- Item 17 is confusing in its format. I do not want larger or higher structures, nor more use of a lot.
- give property owners of historic building more flexibility when it comes to town building codes, setbacks, height restrictions, etc. These owners are attempting to spend their own money to help preserve their historic buildings, so having the town inspectors take that into consideration would encourage more owners to preserve/restore their structures and not let them rot away because they dont want to deal with a town system that has bozar and building folks not working together towards the same goals.

- Geez, once again, I don't feel the question/answer format here can express my views. Q10... which time period are you asking about? 1880-1952 - yes, preserve that. 1960-1984 - no don't preserve that. and "Yes" to preserving interesting historical structures, but No to overly strict meaningless things. I was told to reduce the glass on my backdoor by 8", that I couldn't have skylights, and that if I built a garage the door couldn't face the street. There are three garage doors all facing the street near me, all on historic buildings. One was remodeled and the door was turned into a wall but they had to keep it looking like a garage door facing the street - next to my house which isn't allowed to have that. That kind of stuff drives me crazy. No, we don't want three story modern glass houses here, but there are endless stories of overly strict restrictions by the town. Also, one policy I feel is wrong is to require accessory dwellings to be rented to locals, even though I strongly support local's housing. At \$3-5M price points, rich people don't want the risk and requirement of renting to a local forever. Let them pay a fee that will be used to build a unit in an apartment building. (One friend of mine has a large historic garage she wants to fix up and convert to housing. She would rent to a local. But she doesn't want to HAVE to rent to a local - and forever, so the garage is being left a shambles. In her case, the town is losing housing from a policy meant to increase housing. ...We should certainly restrict building that changes this town into LA, but I feel like the nitpicking policies are detrimental to the town and its people.
- The last question is self defeating. Allowing more on historic sites destroys the historic mass and scale.
- Protecting buildings that are so dilapidated that they sit vacant and in disrepair is not constructive. Preserve the buildings that are preservable. Allow progress to happen where appropriate.
- We own a historic structure in town. The limits are very difficult to adhere to, but to maintain the character in town that seems to be necessary. However, it requires a substantial investment which limits who can own/buy/renovate such structures. You can't have it both ways...
- provide historic signage for historic homes and buildings
- You have sold out the small historic homes. Sad
- I'd like to see building regulation evolve to allow more density of housing units within town. I prefer to keep development within the existing town rather than sprawl into current open spaces.
- This is really important to keep CB the special place it is. With growth there is lots of pressure to not preserve our historic town. Please continue to make this happen! Thank you!
- Try to create accessible entrances whenever possible. Starting with adaptive sports to increasing building physical accessibility could make CB a hub for those with physical disabilities to visit.
- Let people fix only falling down buildings if they would like. It makes no sense to prevent people from fixing an eye sore.
- Keep the core historic, but use common sense when restoring. Keep the look without being obstructionists.
- Help small business owners with the expenses of preservation
- Many of these questions are challenging to respond to because I am unfamiliar with the impacts and parameters of these changes. I would like to see historic preservation. This is why some areas of Europe are so spectacular: because of their historic architecture, which allows the European culture to remain intact.
- Allow removal of historic sheds or outbuildings that could be replaced by garages/ADU. DO NOT EASE UP ON REQUIREMENTS THAT NEW BUILDS MUST REPRESENT THE TOWN'S MINING HISTORY.
- Use modern e efficient materials and keep height restrictions
- Crazy the Green Deed program or whatever it is saying some of the mega mansions qualify. Pure insanity as these mansions are by no measure efficient.

- I think that the restrictions on materials for the historic district are too strict. I think that new windows and siding has become virtually identical to the old. Maintenance would be lessened and the housing needs for Day laborer would be lessened.
- Housing values outside the historic district have increase more rapidly than inside the historic district. For example, the same \$/sqft of a historic house will probably end up selling for much less than the \$/sqft of new house because of the smaller windows, and more restrictive architectural approvals. I believe there should be more flexibility on historic district houses - to have porches and balconies like the new houses! Other incentives include: increase FAR for historic houses, no fees for remodeling, but new materials allowed for energy saving. The compass survey concluded all the houses look the same - yet housing values are increasing at record rates in CB! So I don't believe that this architectural homogeneity is really a problem! If you loosen the architectural restrictions outside the historic district, values for historic homes will continue to slide or stay flat, and you will not find individuals that want to own them and maintain them to the high levels desired by the town. The perfect example is the Church on Maroon which has been for sale over a year. It was redeveloped to high standards, but no-one wants to purchase the Church at the \$/sqft of newer houses. And it is difficult to sell because there aren't big windows nor views. I presume our miner's house will be the same sadly.....unless we are able to increase the FAR or add a balcony off the kitchen giving us the views that other newer houses have.
- restore AND modernize/
- Maintain historic core. And character. Incentivize restoration of historic alley buildings. Review demolition in order to protect significant buildings (filter system... if it's not significant allow demolition). Allow new construction more flexibility in materials (the most important issue is mass and scale of new buildings, not necessarily materials). Survey and identify newer significant buildings and award them "Structures of Merit" in order to educate owners of their significance and desire to preserve and incentivize preservation of these buildings. Allow new construction to be of it's time and not "look" historic. Regulatory incentives need to be compatible with historic resource- allowing bigger building may be in conflict with preservation of historic building. The incentives need to be carefully crafted. Question 12- I support the concept except the word "complete". I think there should be more flexibility but subject to review to ensure overall compatibility with town character (ie, focus on mass & scale)
- #11 question was a bit confusing to me, so I want to clarify. I want new buildings to have very few options for design and style. I would like new buildings to conform to the current style of the historic downtown
- Preservation of historic buildings should consider ongoing cost vis a vis the perceived value of keeping the structure.
- There seem to be a lot of out of town/state architects designing buildings that don't work functionally with the environment (flat roofs that don't shed snow; buildings built in areas with drainage issues).
- relax historic mandates to allow more dense housing outside core downtown area.
- I do not want large homes in CB. Size limitations is ecologically friendly and largely adds to character of CB
- Green deed or whatever is silly, mansions being built incorrectly that need air conditioning in winter is laughable.
- Consider bringing in preservation specialists for education seminars and newer technologies in preservation and restoration practices.
- Quit trying to control everyone
- Require or incentivize deed restricted ADUs that preserve the level of historic preservation agreed upon
- I would like to see more limitations on new building styles. Hopefully creating new housing that "fits" into our current historic style. I don't think that tall buildings that could "block our view" are necessarily bad. We have minimal building space and are wanting other improvements. I think that having 2-3 story buildings might help solve a few issues with housing and historic preservation.

- IT IS LONG SINCE TIME TO INCORPORATE MORE DESIGN FLEXIBILITY - TAKE A LOOK AT TELLURIDE - THEY ALLOW INTERESTING COMBINATIONS OF NEW AND OLD AND THEY HAVE THE SAME EXACT HISTORIC DESIGNATION THAT CB DOES, OR GET RID OF THE DESIGNATION ALTOGETHER
- Keep up the good work
- Allow flexibility to increase number and livability of ADUs. Allow solar energy harvesting on and around historic buildings. And allow efficient windows on historic buildings.
- Just a note - is it really so important for our buildings to look historic with the current state of the environment and our local workforce? If it's rich second home owners who want to tear something down to build something modern, sure - stop that. (But after the Slate River compound being built on wetlands - it kinda seems like rich second home owners don't need to follow the rules). But if it means building affordable housing units, who cares how it looks? There's going to be no one here to look at it if we don't tackle the bigger issues first.
- incentives for ADU's
- Do not take actions to preserve more architectural periods. The historic core is worth protecting and is being protected.
- More flexibility of design within the Historic District. (i.e. don't force all cars into the alleys!) Those alleys that have so many ADUs accessed through the alleys should be plowed by the town. Work to limit plowing of alleys (access from the Street). Work to limit end-to-end driving of alleys in summer and winter. Allow any kind of Windows you want. Consider subsidizing the replacement of historic service lines now that the town design puts them under stress. Don't encourage every square foot of open space in town to be an ADU. Drainage and backyards have their benefits.
- I am repeating this, but historic preservation and building code 2021 are in conflict. Find a way to get a balance or no one will be able to preserve and improve historic structures.
- Our buildings are falling apart and are huge fire hazards. Slapping a new coat of paint on an old turd is not fixing anything. It took a billionaire to be able to fix the Forest Queen. Very few people have the means to restore an old dilapidated building like that and adhere to the strict town codes. Why not be allowed to tear it down and build new that looks old would make much more financial sense. Also, understanding that CB is a coal mining town, it would still be nice to have some new brick or stone buildings.
- Current architecture lack of flexibility has resulted in new neighborhoods looking like cookie cutter subdivisions in suburban cities...same windows, same roof lines. I would consider an accessory dwelling I'd want to build it architecturally consistent with my home, not divergent from its design. Use the architecturally interesting west end of town guide new standards.
- height and size not mess up view shed
- Home designs post-Verzuh annexation make a mockery of our historic district. Homes from the past 25 years all look the same and in another 25 years will look like a terrible mistake. This is the fault of BOZAR guidelines and a misguided adherence to "historic" designs that simply dilute the uniqueness of actual historic structures. I think there are probably 5 or 6 variations of the "Crested Butte House" that have been repeated with slightly different dormers, siding and paint colors for the past 25 years. Yuck.
- I like loosening up the design guidelines outside of the historic district but "with a limited range of supported design styles". That caveat is important.
- Please make it so every house in town doesn't look alike. The houses built recently all look the same and makes the town look like cookie cutter. The historic houses and houses in the 59-80 are more interesting. Also please stop allowing everyone to build man caves without also helping add to local housing.
- Question 17. examples seem to fly in the face of preserving historic buildings. Go take a look at Aspen and how they added 6,000 sq. ft. to 600 sq. ft. historic buildings. How about incentives like staff approval of

minor changes to historic buildings like replacing single pane rotten windows with new windows. How about significantly increasing penalties for allowing a building to fall down. Jail time would be ok with me. Crested Butte is doing a fine job of preserving the look and feel of the town 100 years ago. Those new buildings in Aperture and Larkspur and even in Skyland with no peaks but just shed roofs seem out of place. However, I think the typical dormer in Crested Butte with a valley that allows ice to build up is just plain stupid and should be outlawed. Shed roof dormers make so much more sense and don't require people going up on the roof in winter with axes, etc. to clear the valley.

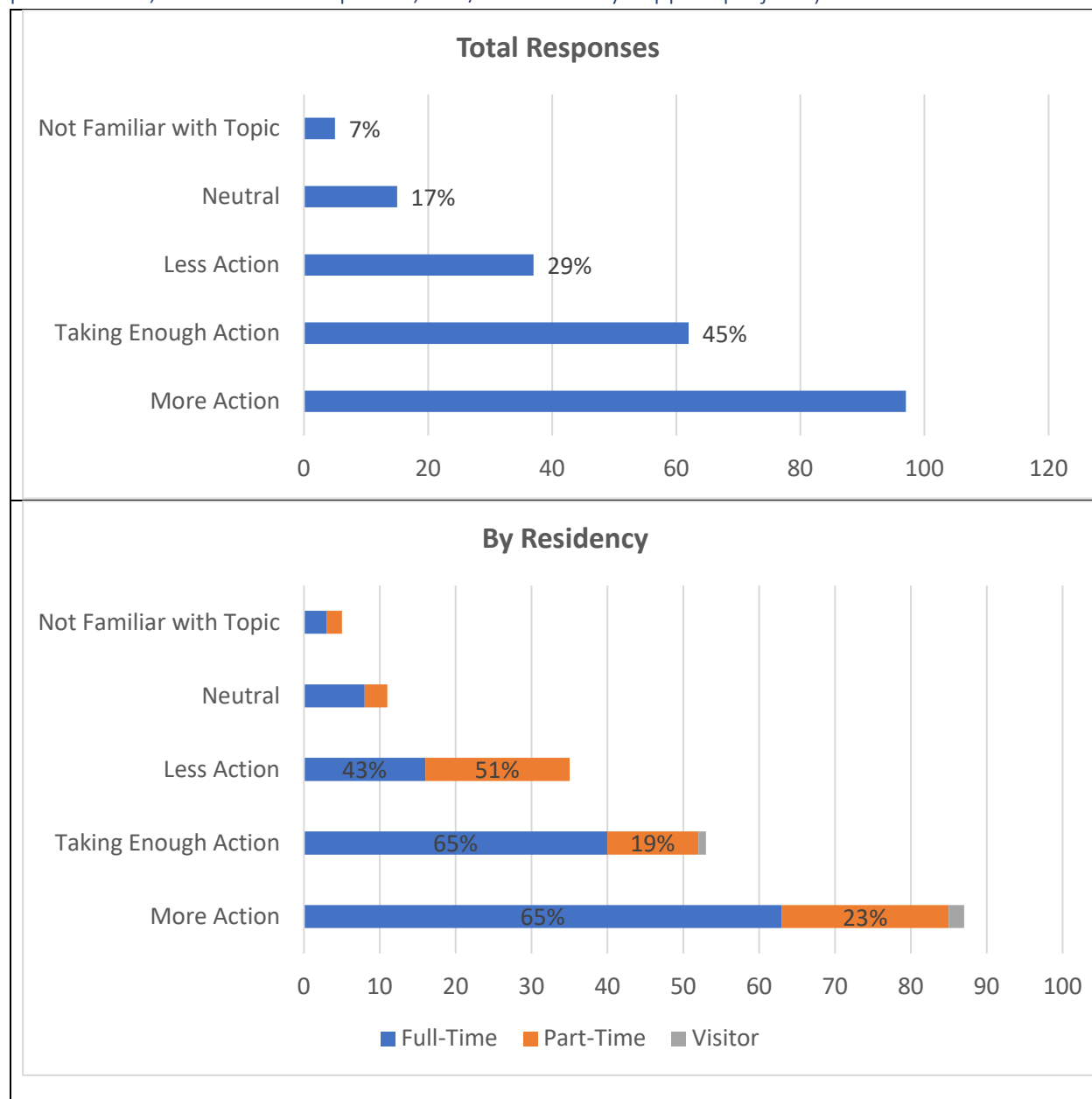
- Many of the structures built in the recreation/tourism era (1960-1984) are poorly constructed and have various architectural styles/building types which detract from the look and feel of Crested Butte. Preserving these buildings as "historical" or "historically significant" does not enhance the character of town. It disincentivizes homeowners from improving and enhancing the property due to costs and additional regulatory hurdles. It will "freeze" the building stock to the current configuration and eventually the poorly constructed homes will fall into disrepair similar to many of the oldest structures (see The Forest Queen, The Museum, 307 Elk (Dragon Fly Angler's building), The Company Store (before Stash took over the entire building), 230 Elk (CB Angler, Bjorkstam Hat Co, & T-Bar), Elk Mountain House (before Donita's moved out) or any number of other old residential structures scattered throughout town). By adding additional cost and regulation town is creating a situation where they have to give incentives (financial or otherwise) in order to get a property owner to improve their asset. That is a slippery (and costly) slope. I would highly recommend using a scalpel instead of a sledge hammer when it comes to regulation. Preserve the buildings that are worth preserving. Don't preserve them just because they were built on "X" date.
- NA
- More strategic focus on/ use of historic buildings via events, a CB history guide, open-house self-tours, etc
- I like the look and feel of Crested Butte's architecture. I do worry about the shift towards 'mountain contemporary' splattered across mountain towns. And I am also curious what plans the Town may have for abandoned buildings or historic buildings that are not functional/providing utility (the old sheriff/marshal building)
- Make decisions rapidly. Too slow and elongated in the current process.
- Not necessarily, but I think building upwards in Crested Butte defeats the point of Crested Butte.
- As a wildland firefighter and carpenter I believe it's definitely important to be aware of wildfire and its impact across the United States. However I deeply believe that if building code requires special material the cost of homes and building will only grow rapidly. As a carpenter who can build houses and maintain them, and a firefighter who can defend houses against fire, the single largest issue I face is not being able to afford a house in or around town. Fire mitigation is a homeowner's responsibility and the modern building materials fair well against fire. The biggest cause of structure fire during a wildfire is a house that is not properly taken care of (flammable rubbish in gutters, dried leaves piled closely to the house, the presents of ground fuels near ladder fuels, etc)
- Tax credits usually help with historic preservation.
- Incentivize multi family buildings off Elk
- Just consistent performance of BOZAR. Applied equally
- Just protect the core, but use common sense when contractors are trying to save buildings
- Never allow modern architecture within the city limits of Crested Butte

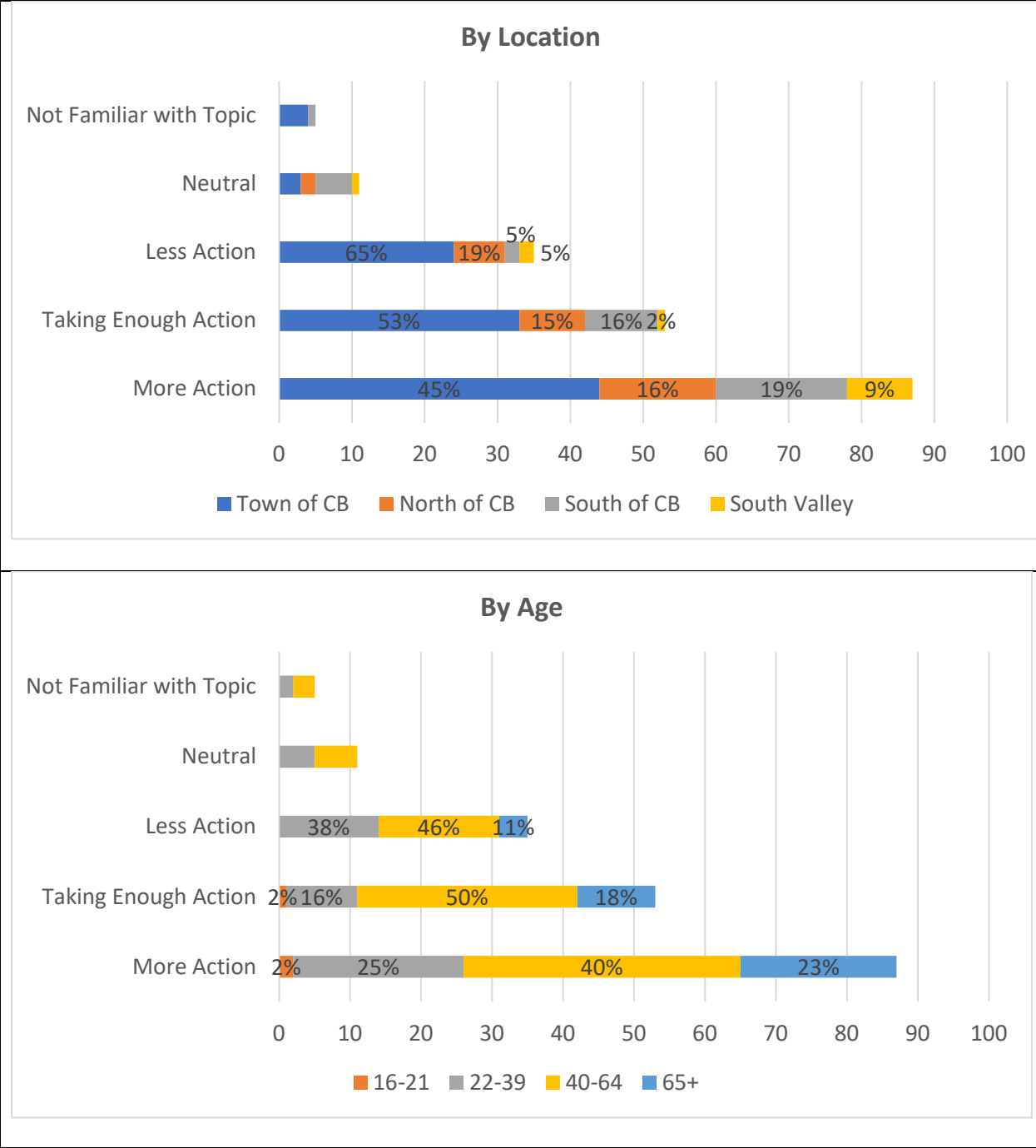
Part 3: Climate Action Plan (CAP)

The goal of the CAP is to act on the urgency of climate change by setting the example of what is possible for mountain communities to take responsibility for our climate impacts and strategically drive down Crested Butte's Greenhouse Gas (GHG) emissions. *Please note, transportation-related actions covered in the earlier section will also be part of the CAP strategy.*

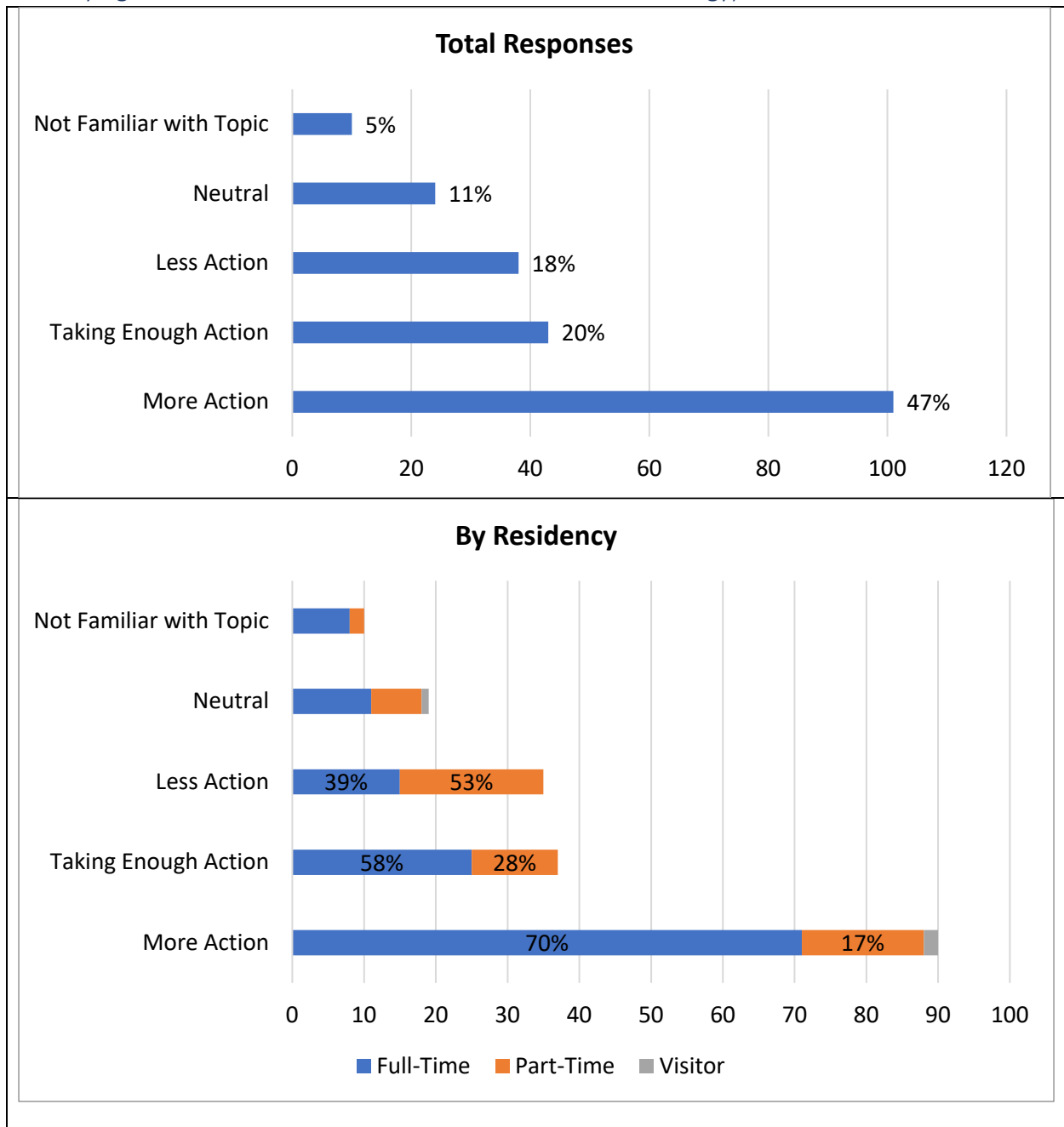
Would you like to see more or less action on the following climate action tools?

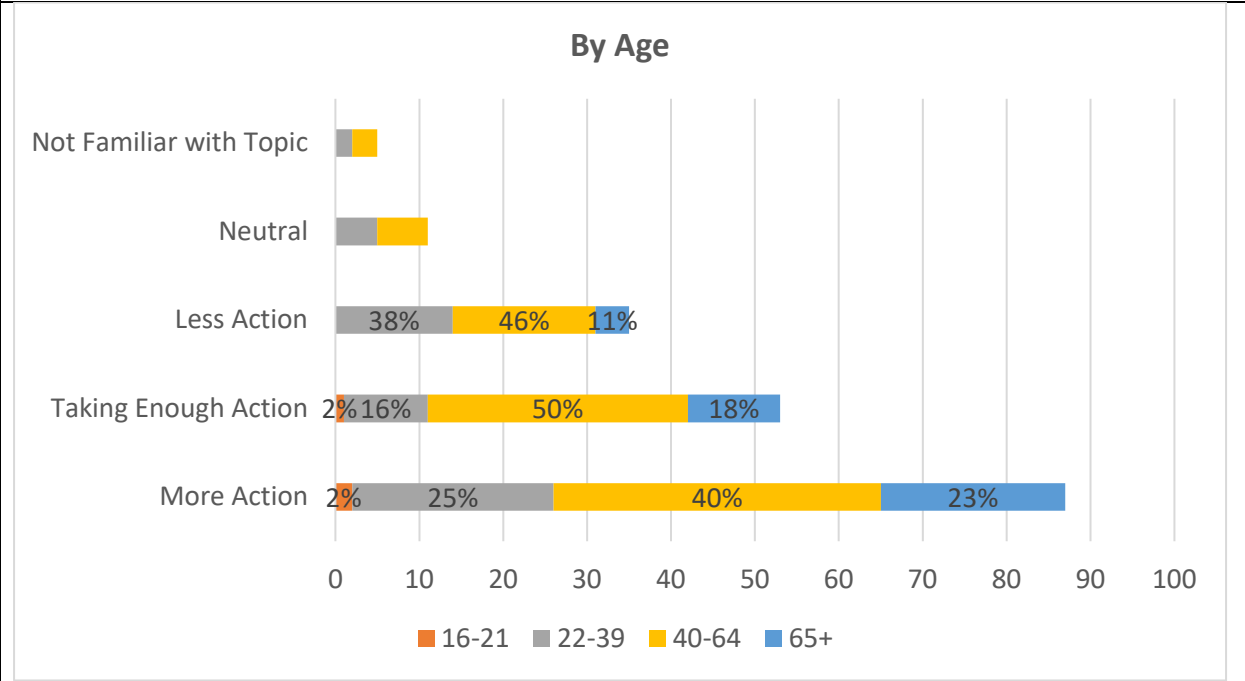
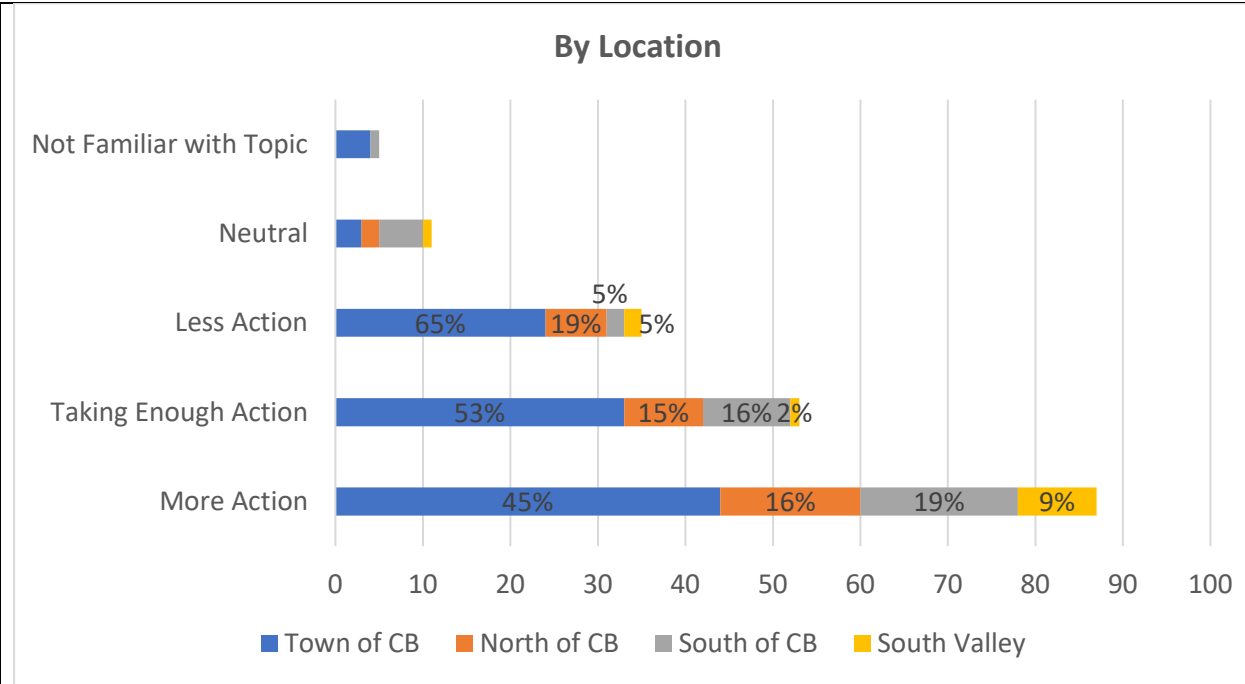
Invest in renewable energy projects within Town boundaries (such as property owner incentives, provide land, facilitate development, and/or financially support projects)



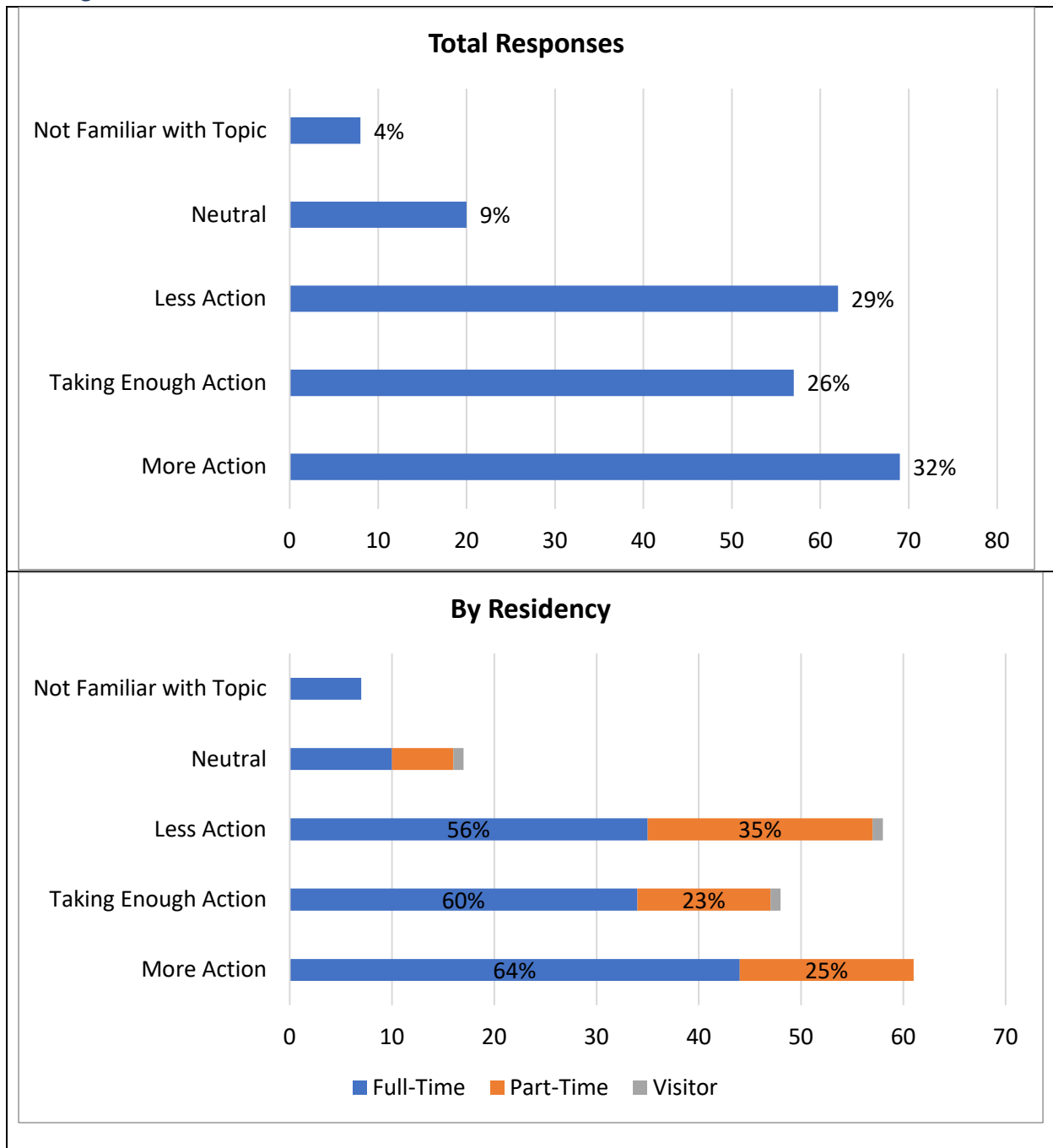


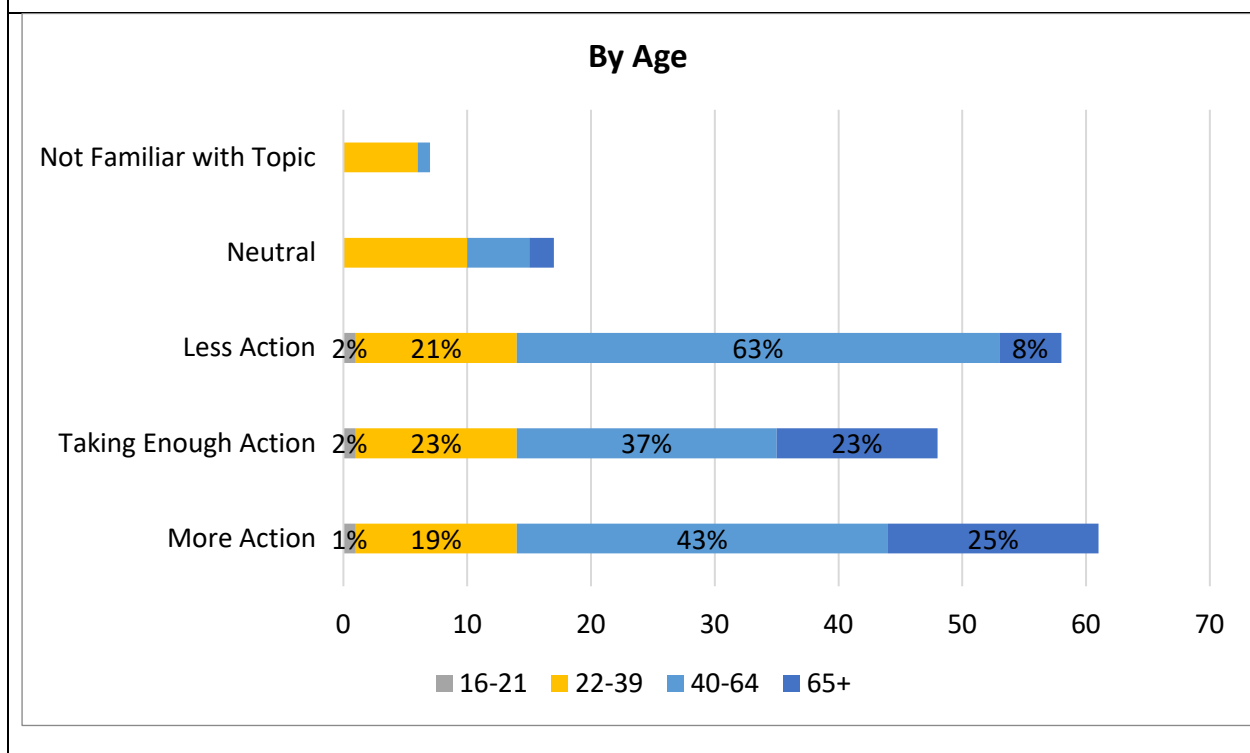
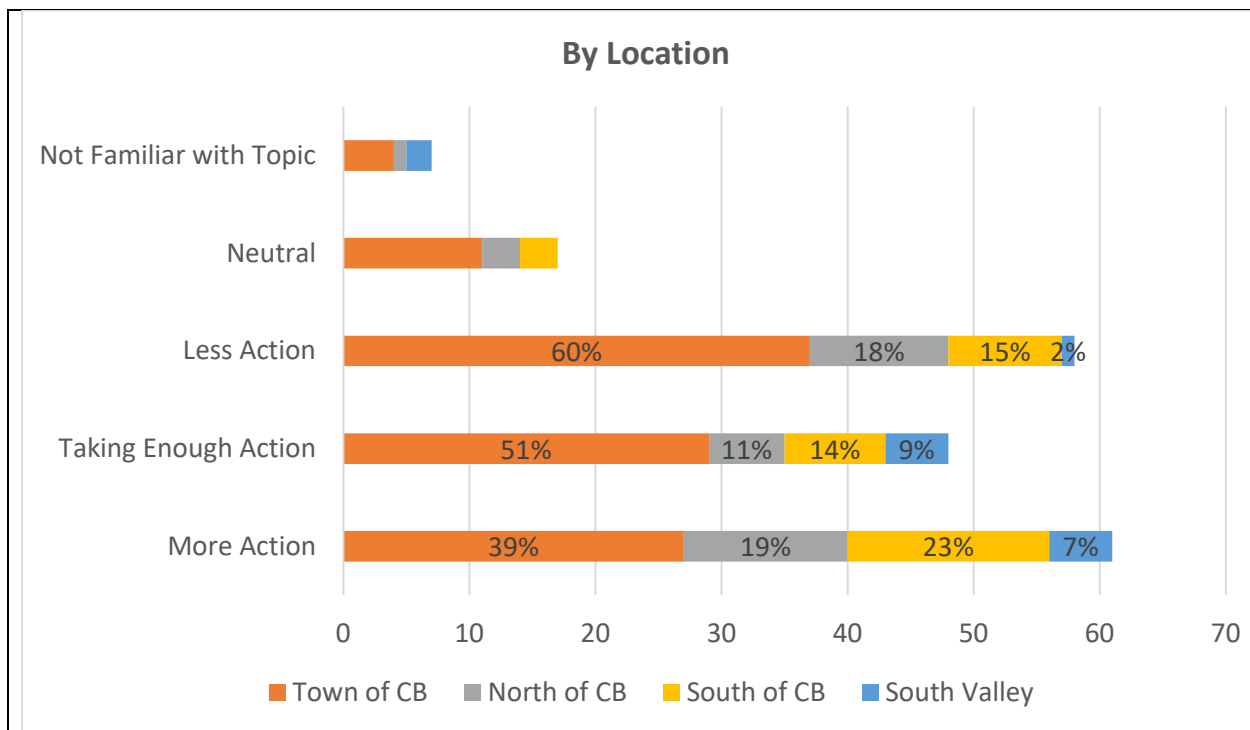
Advocate for utility-scale renewable energy transition (most likely outside Town boundaries, such as lobbying at the state or federal level for more renewable energy)



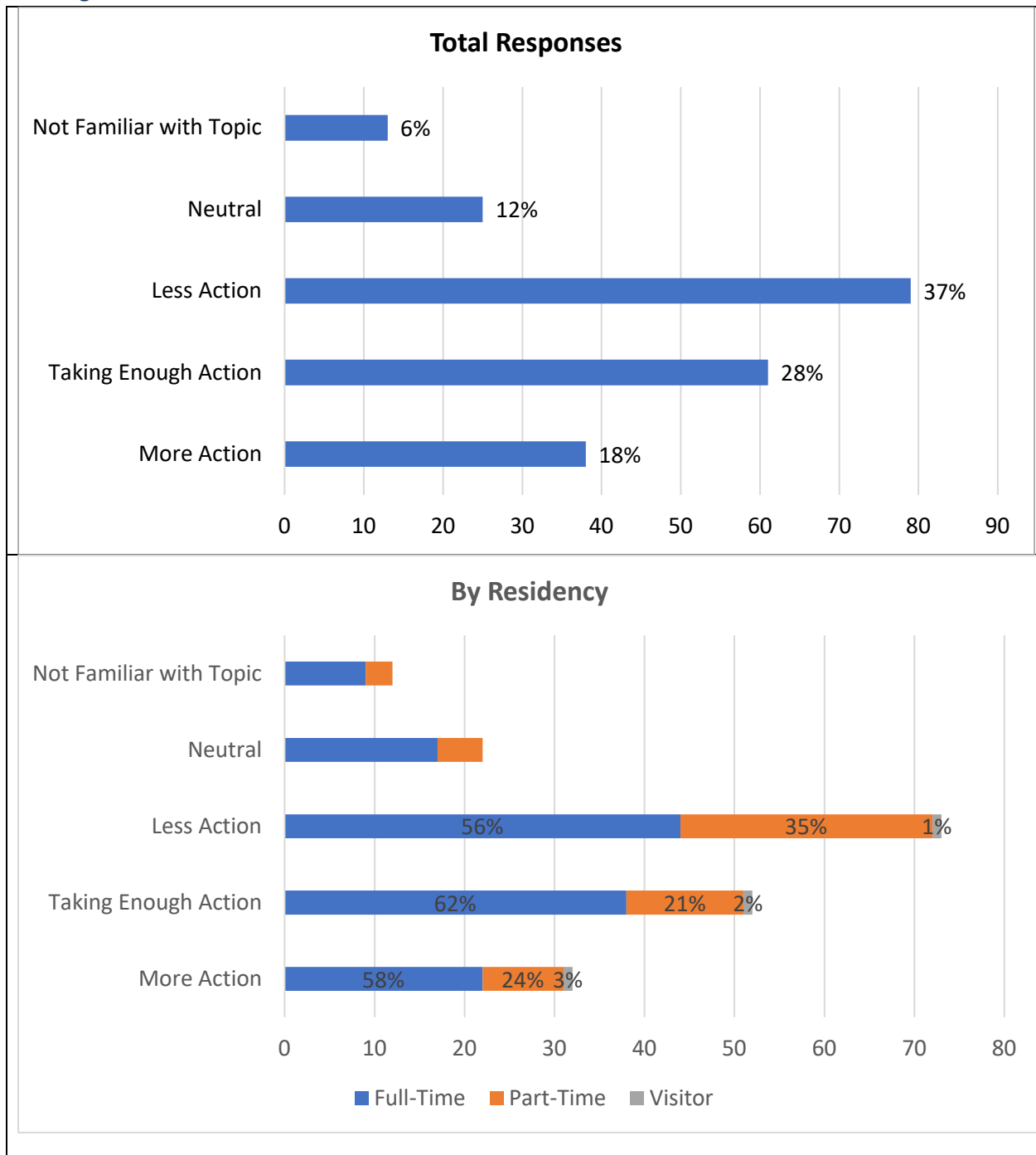


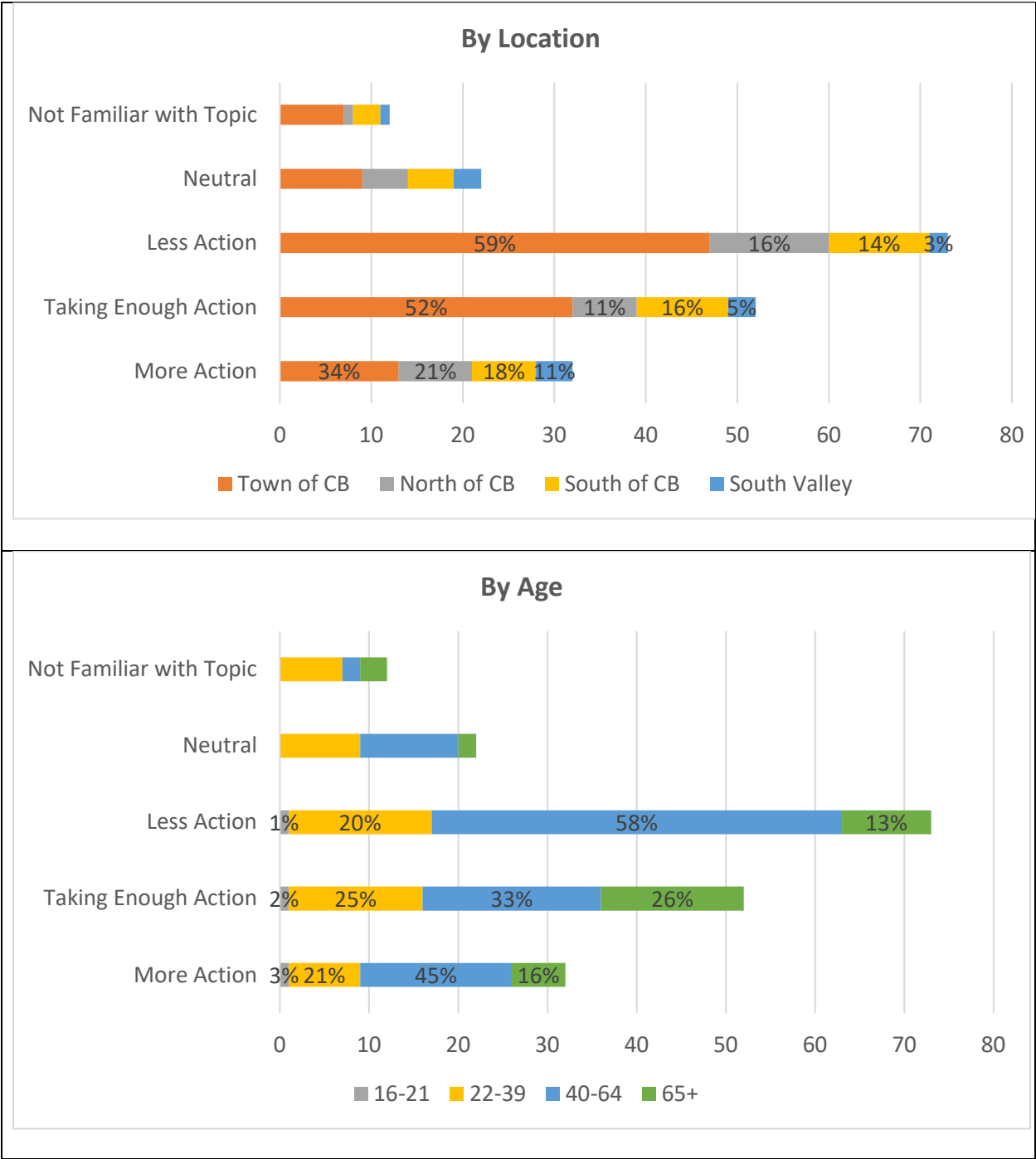
Building code updates to require additional energy efficiency and/or electrification in new buildings



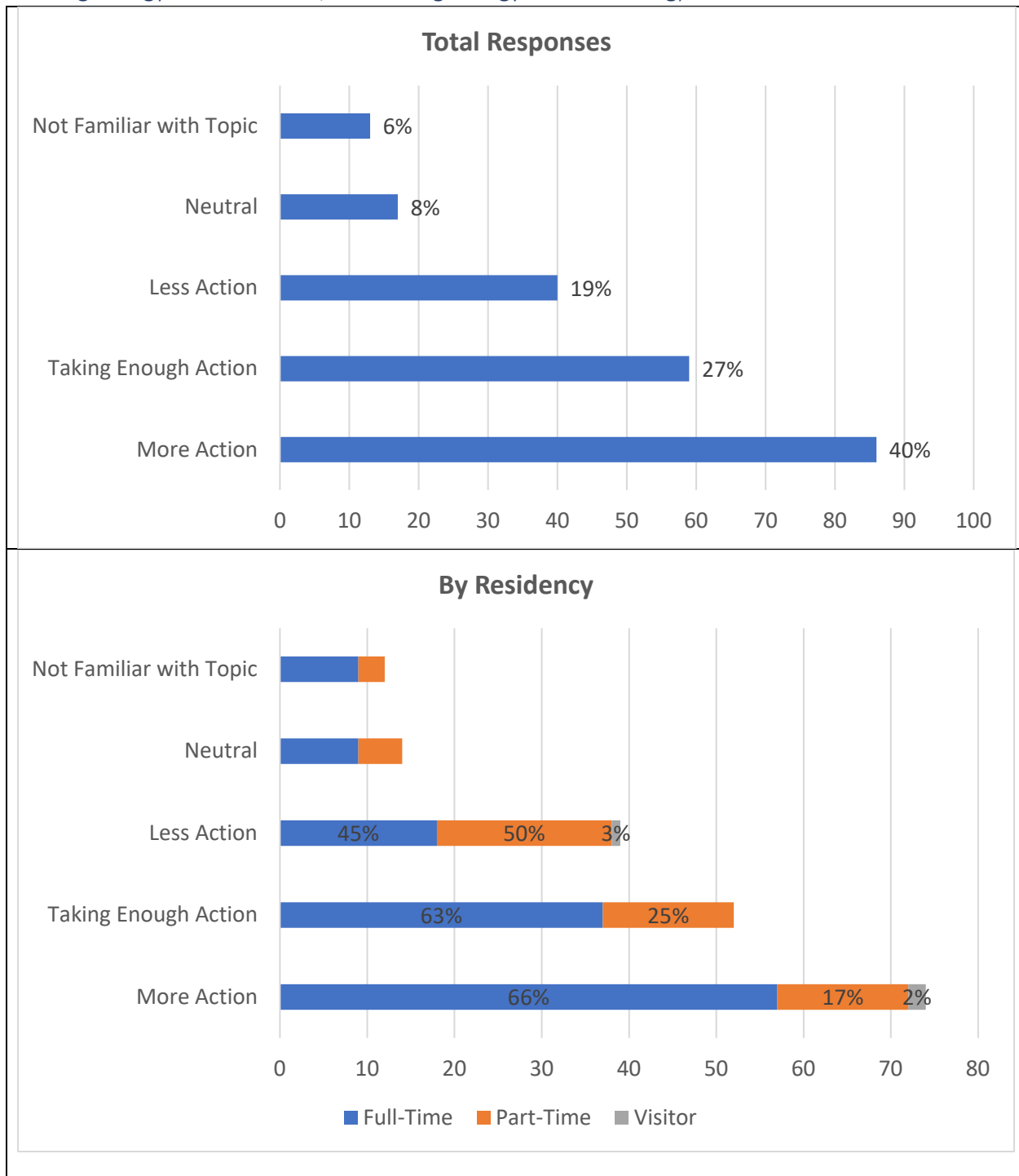


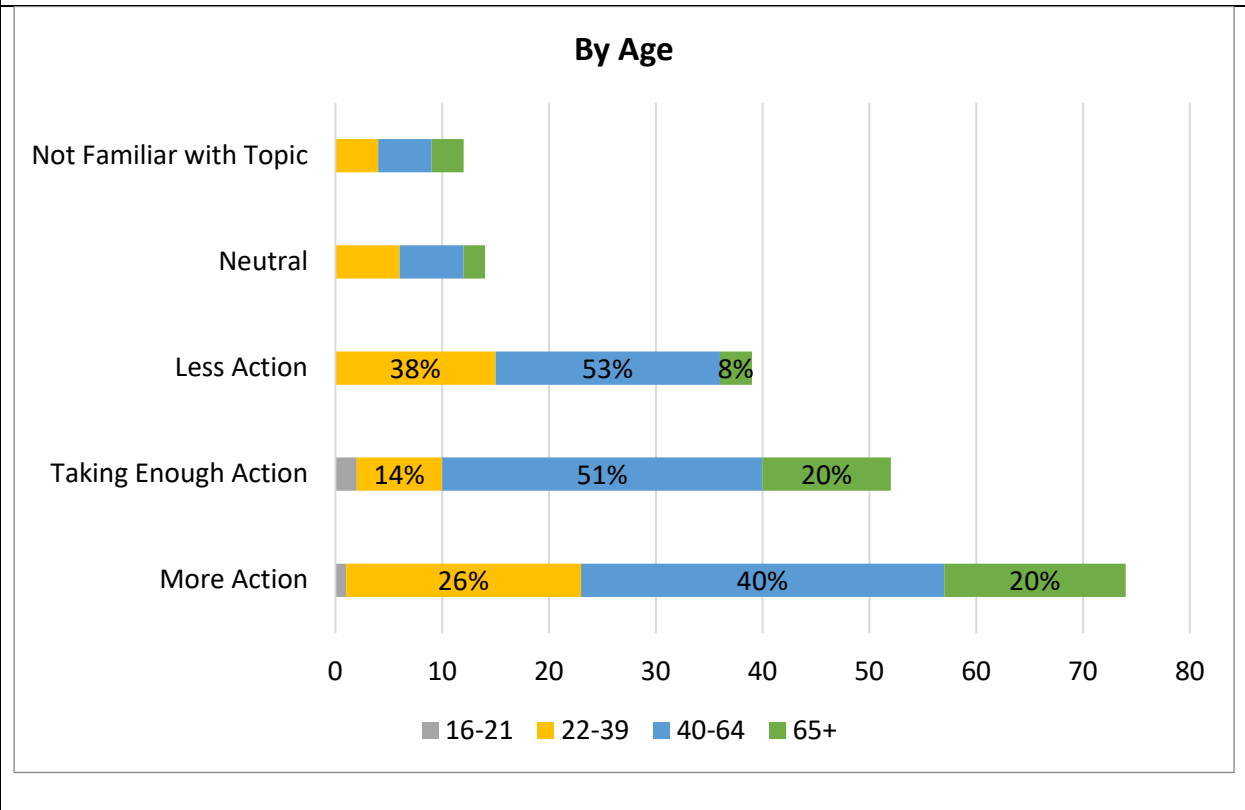
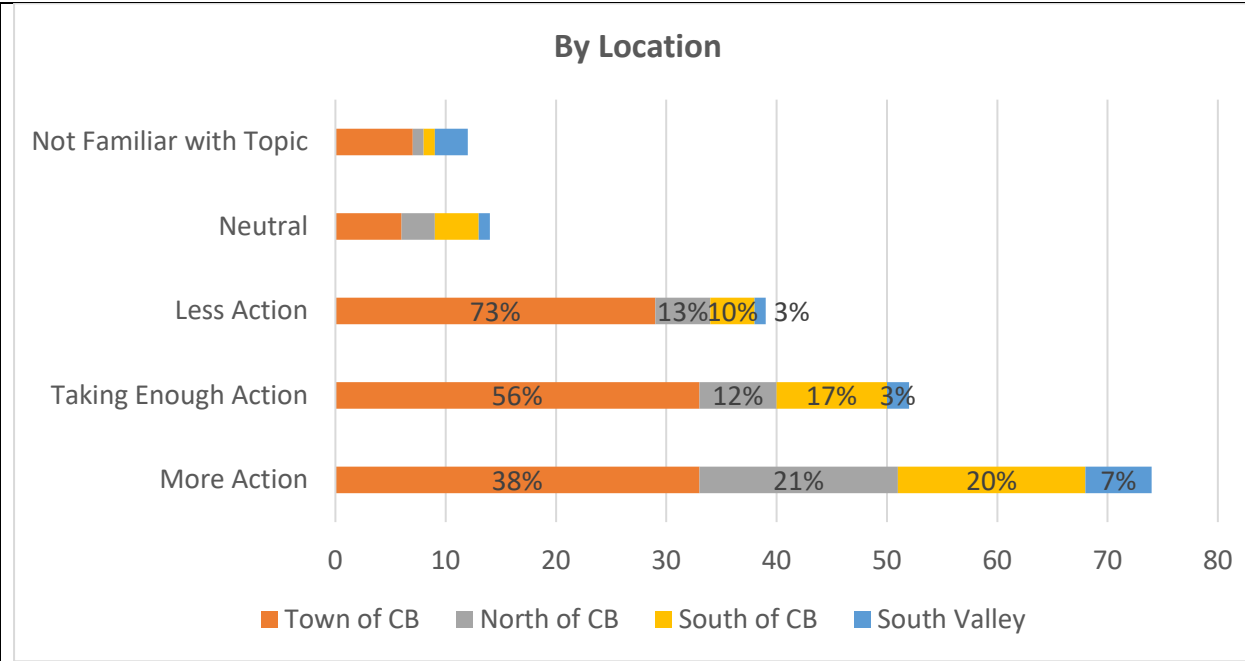
Building code updates to require additional energy efficiency and/or electrification in existing buildings



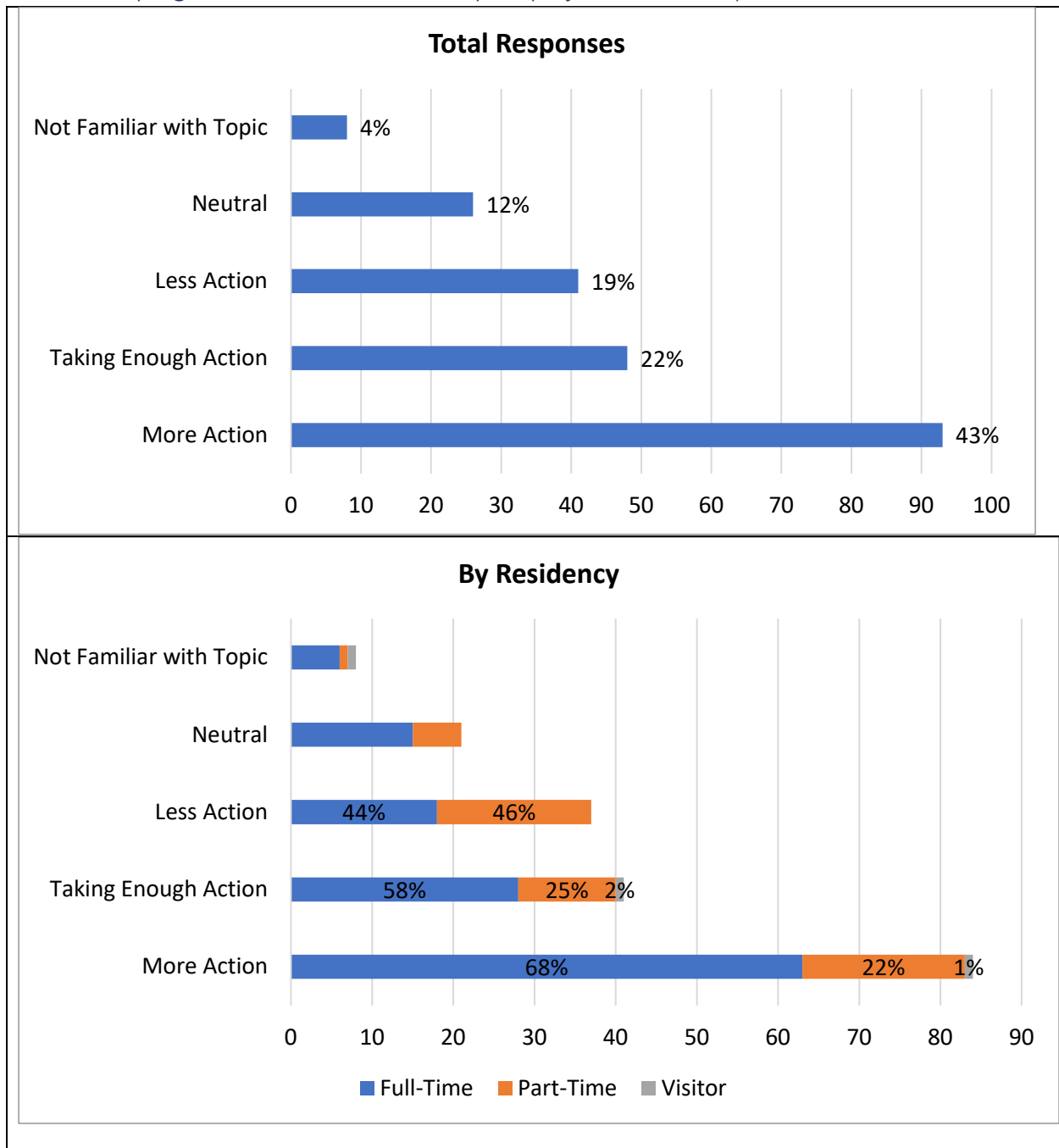


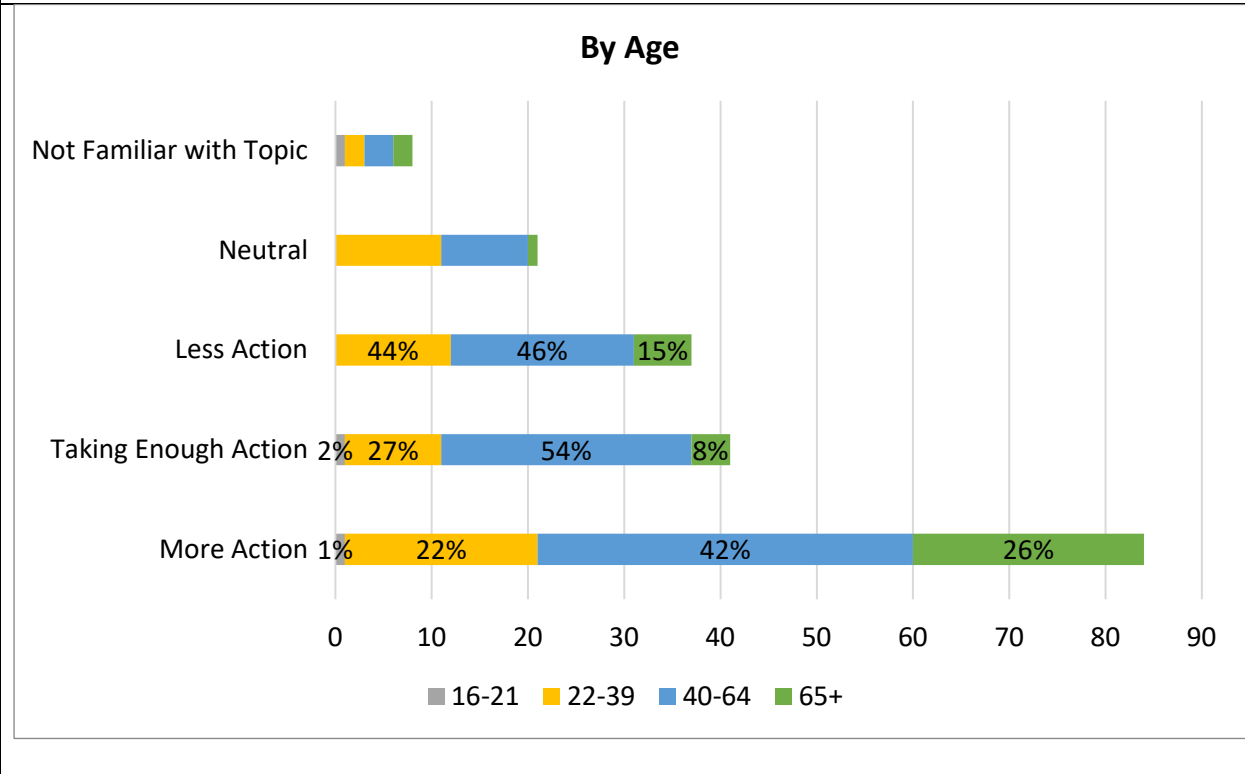
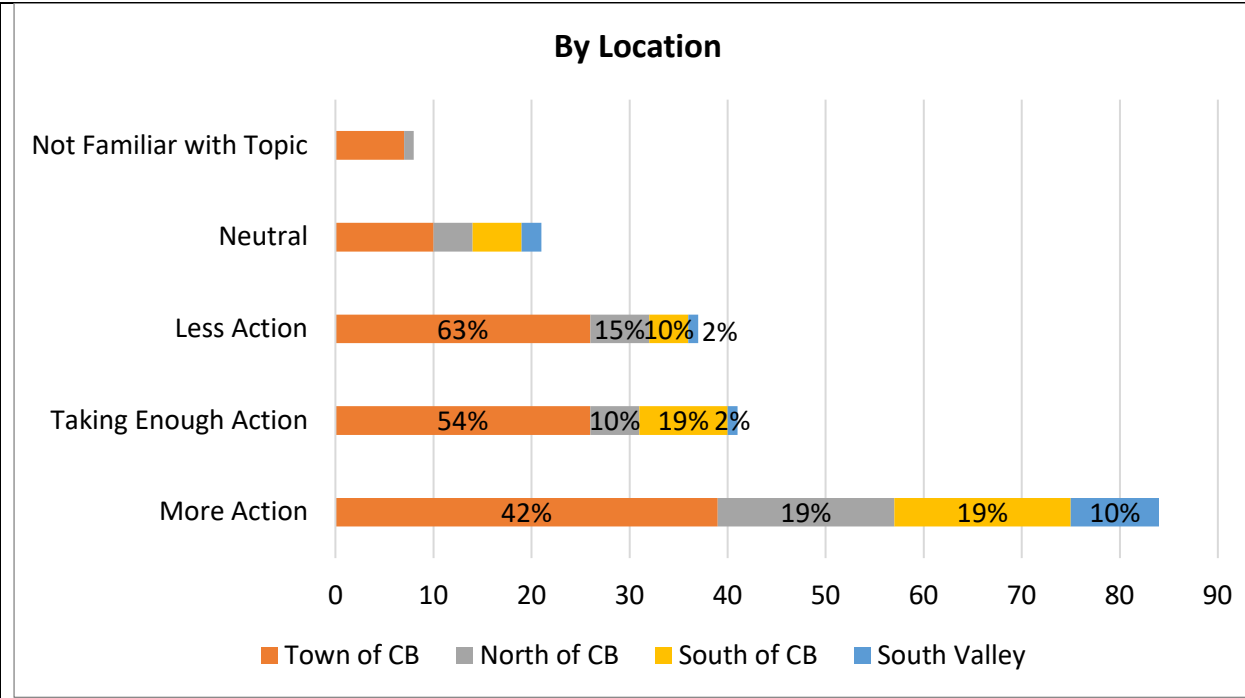
Building energy policies to incentivize energy efficiency (such as property owner incentives, building energy use disclosure, or building energy benchmarking)



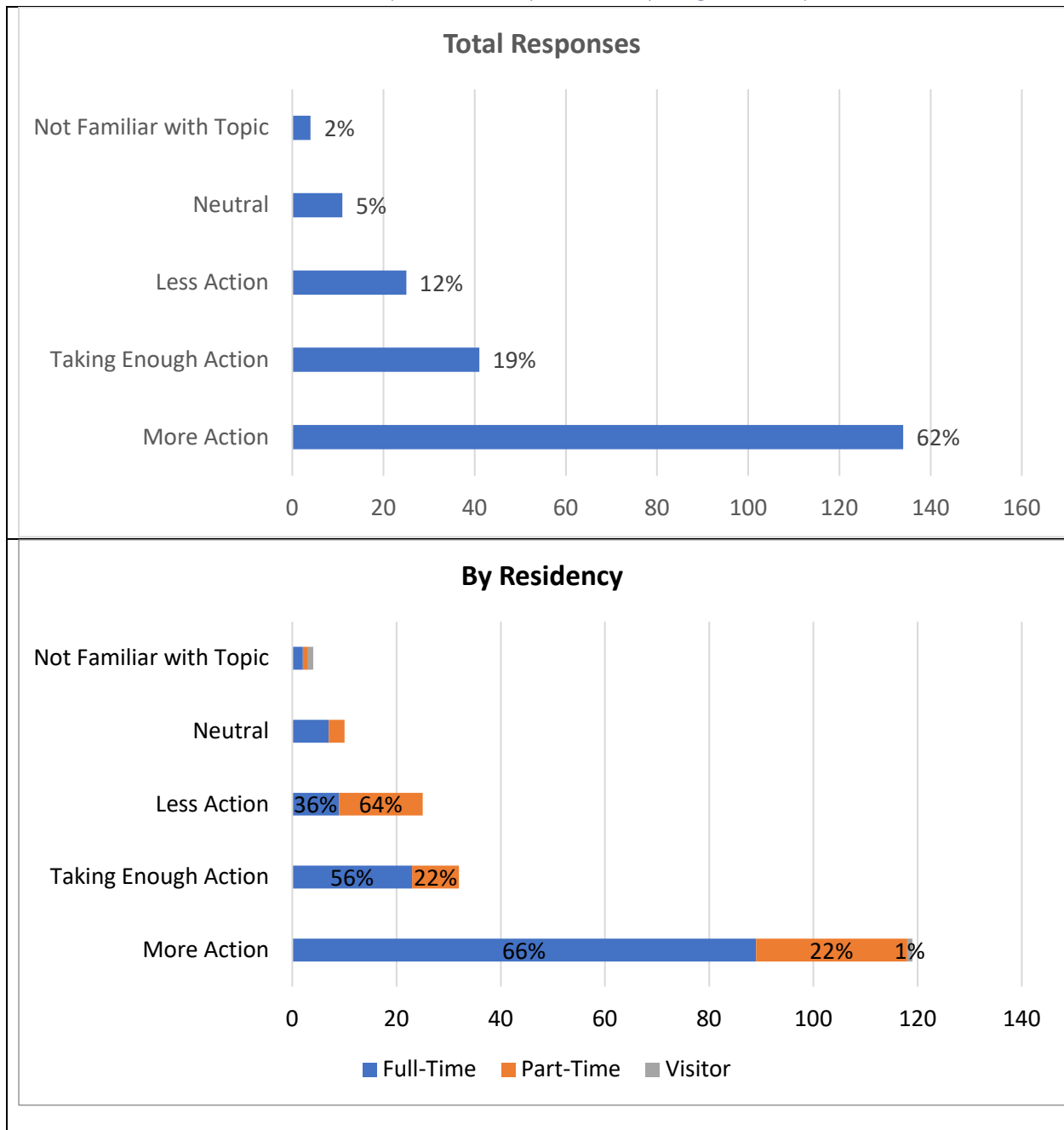


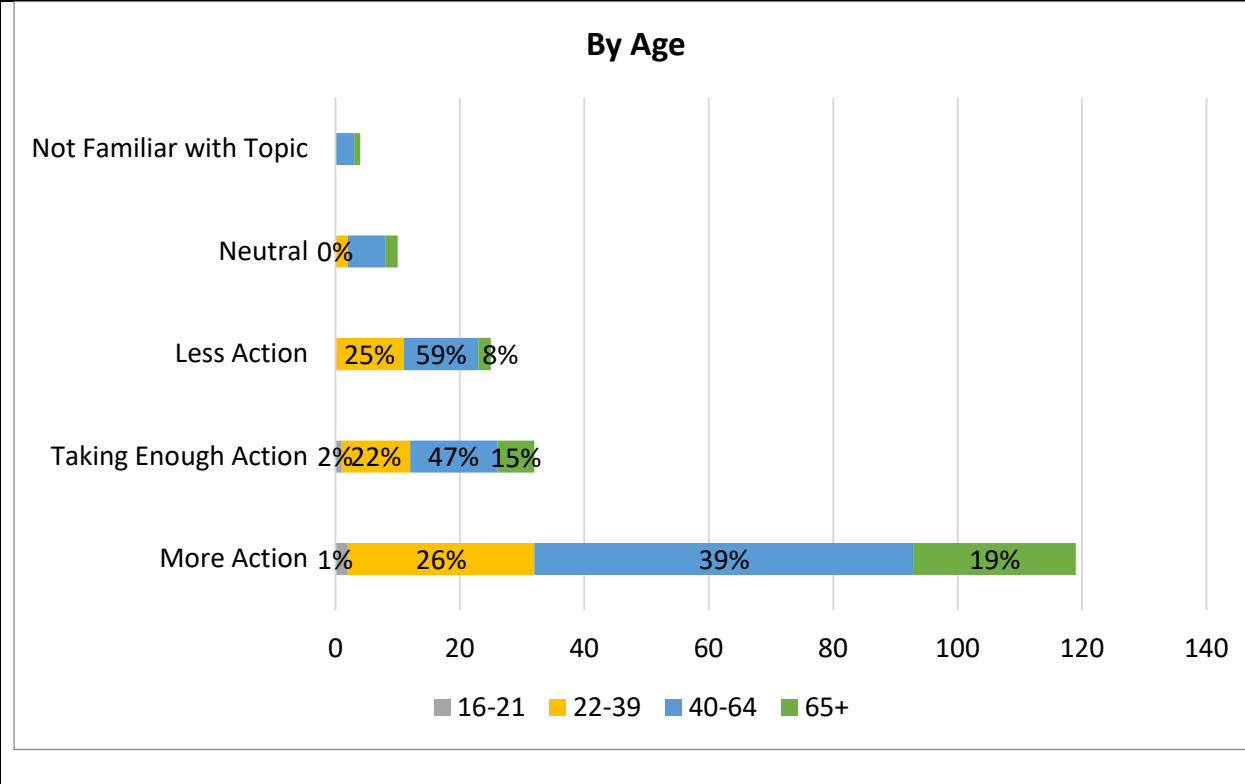
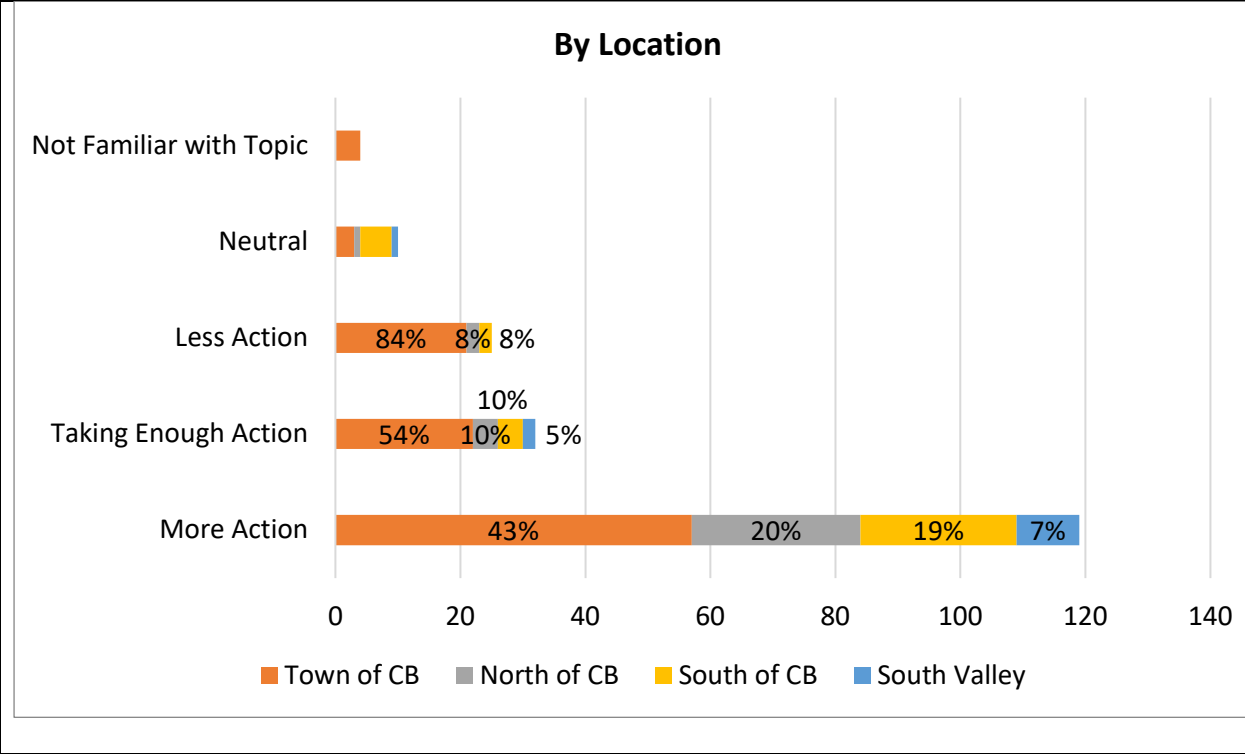
Town led building energy programs and rebates to incentivize energy efficiency (such as the GreenDeed program or electric conversion pilot projects or rebates)



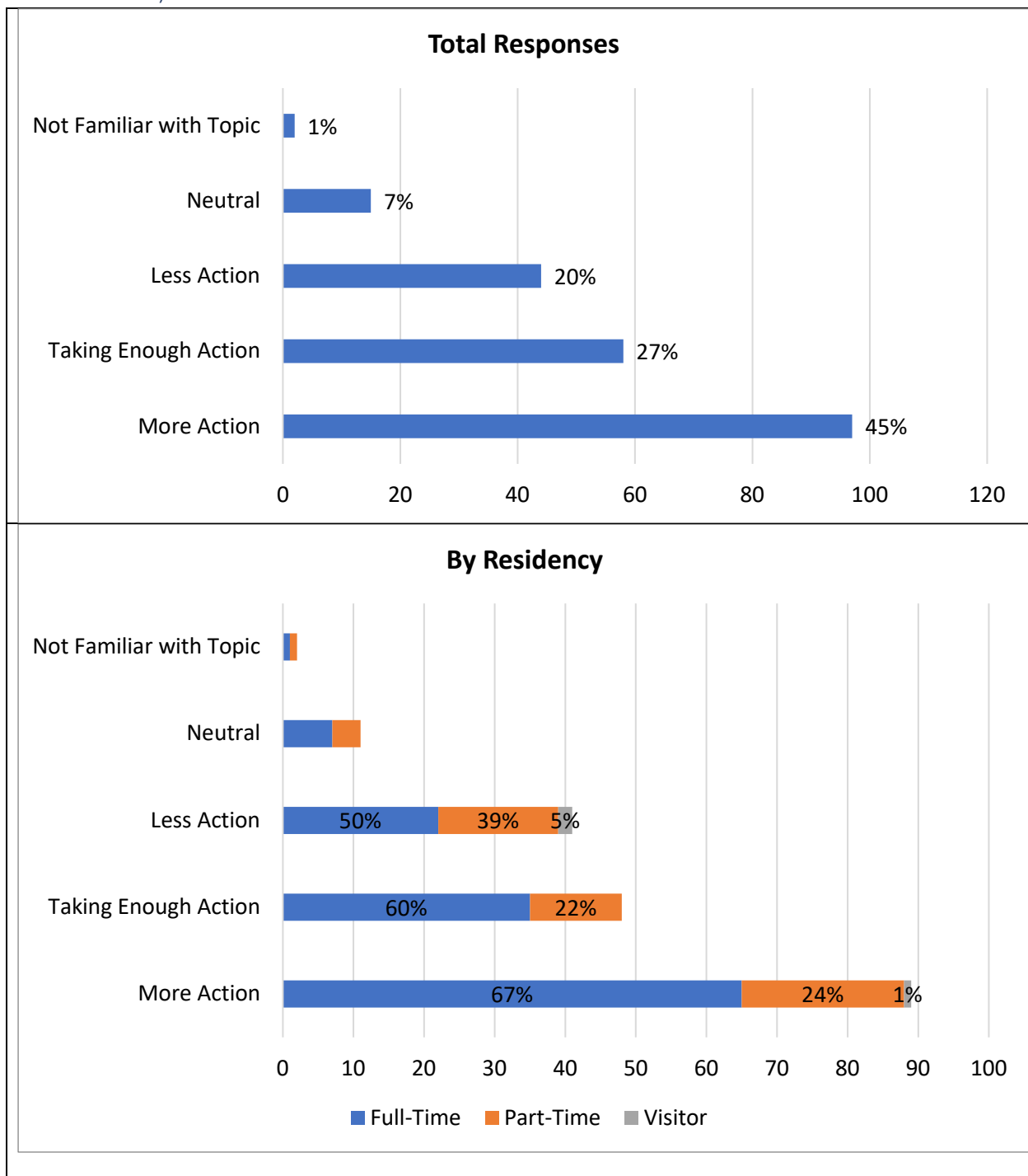


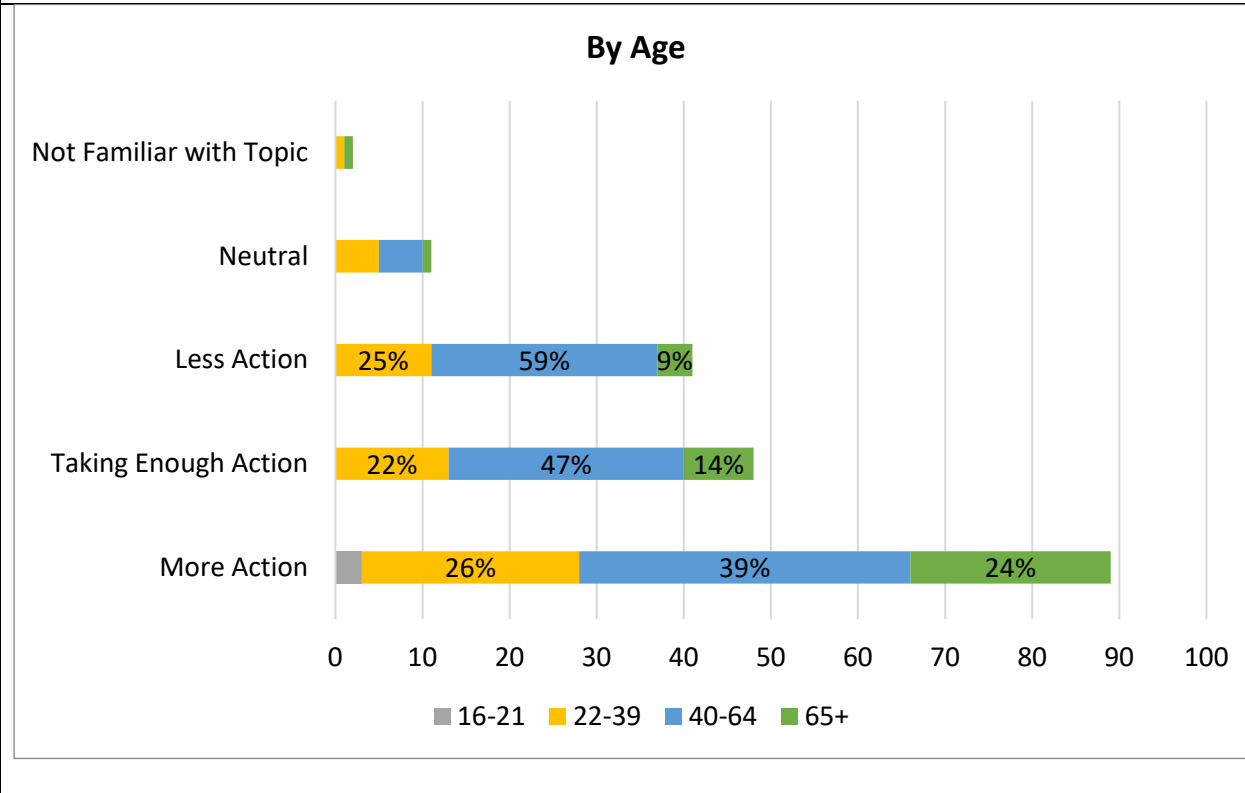
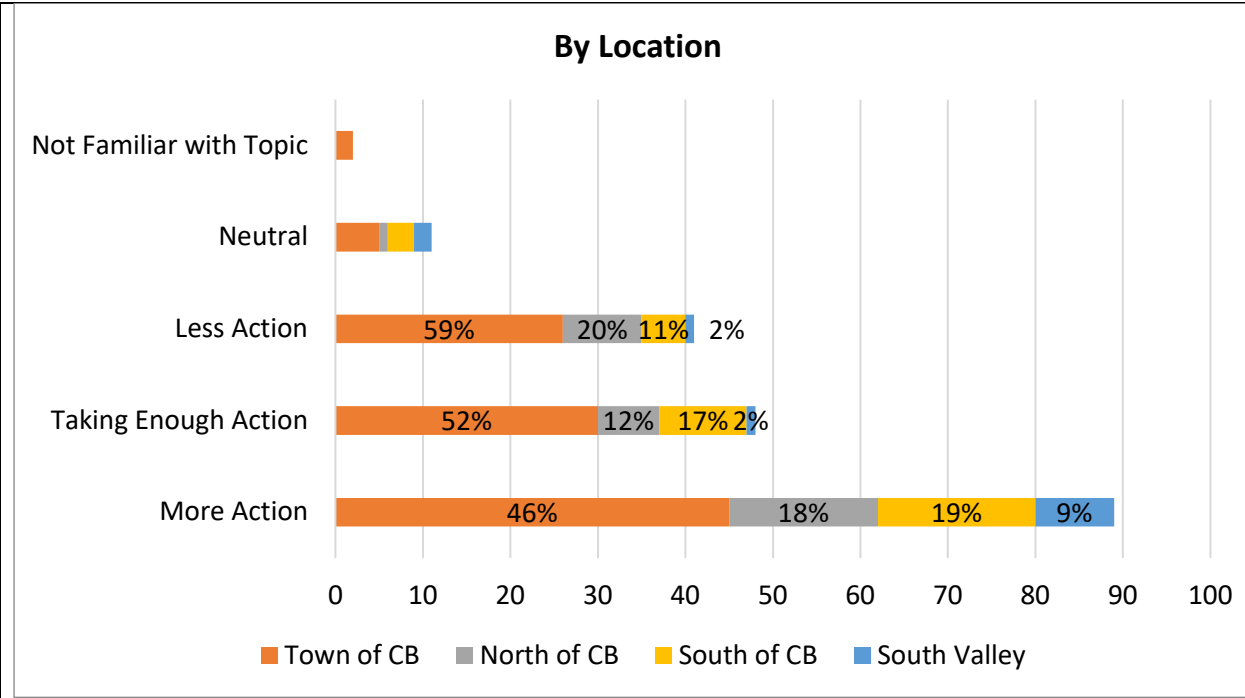
Investment in waste infrastructure (such as compost or recycling facilities)



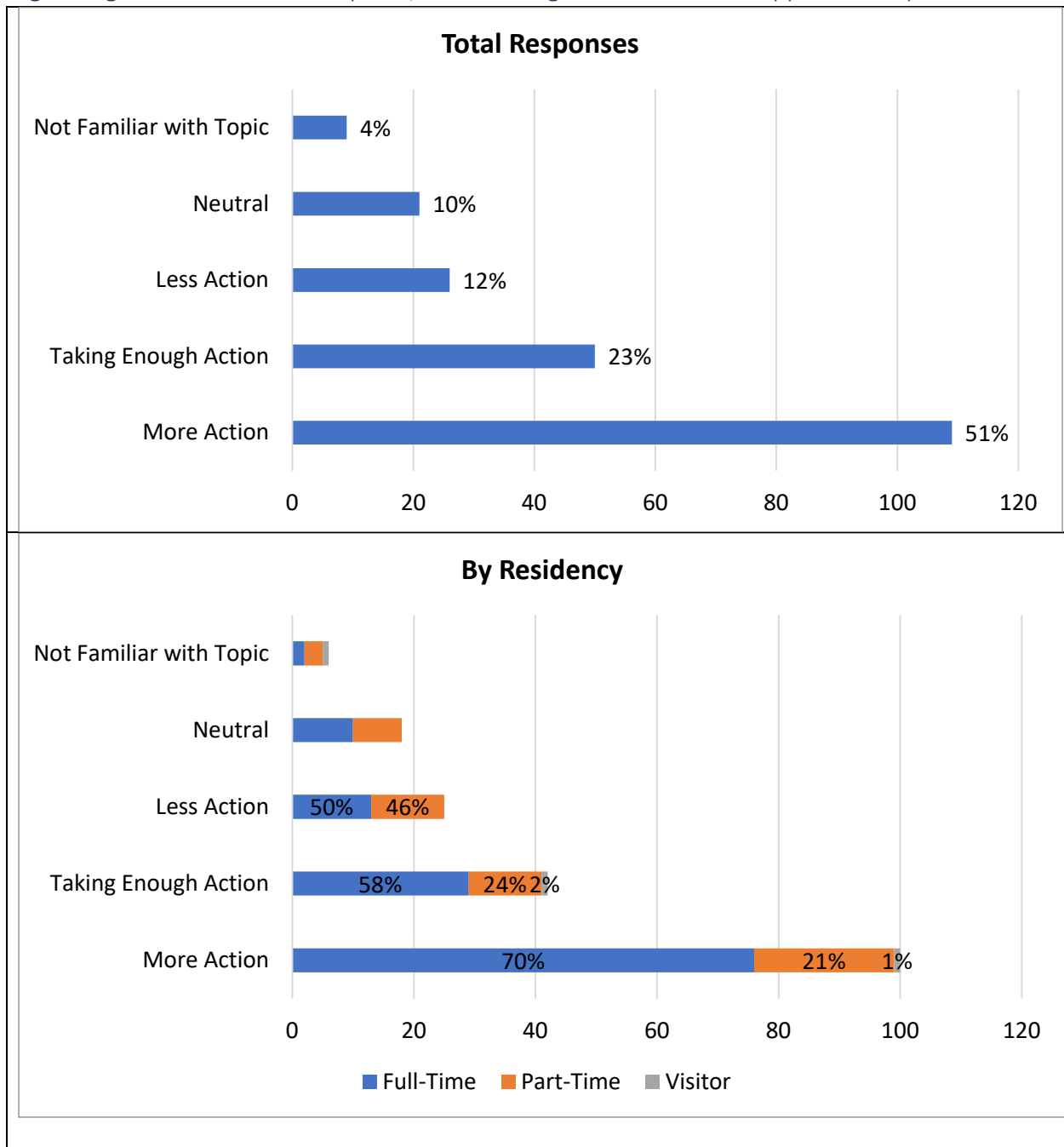


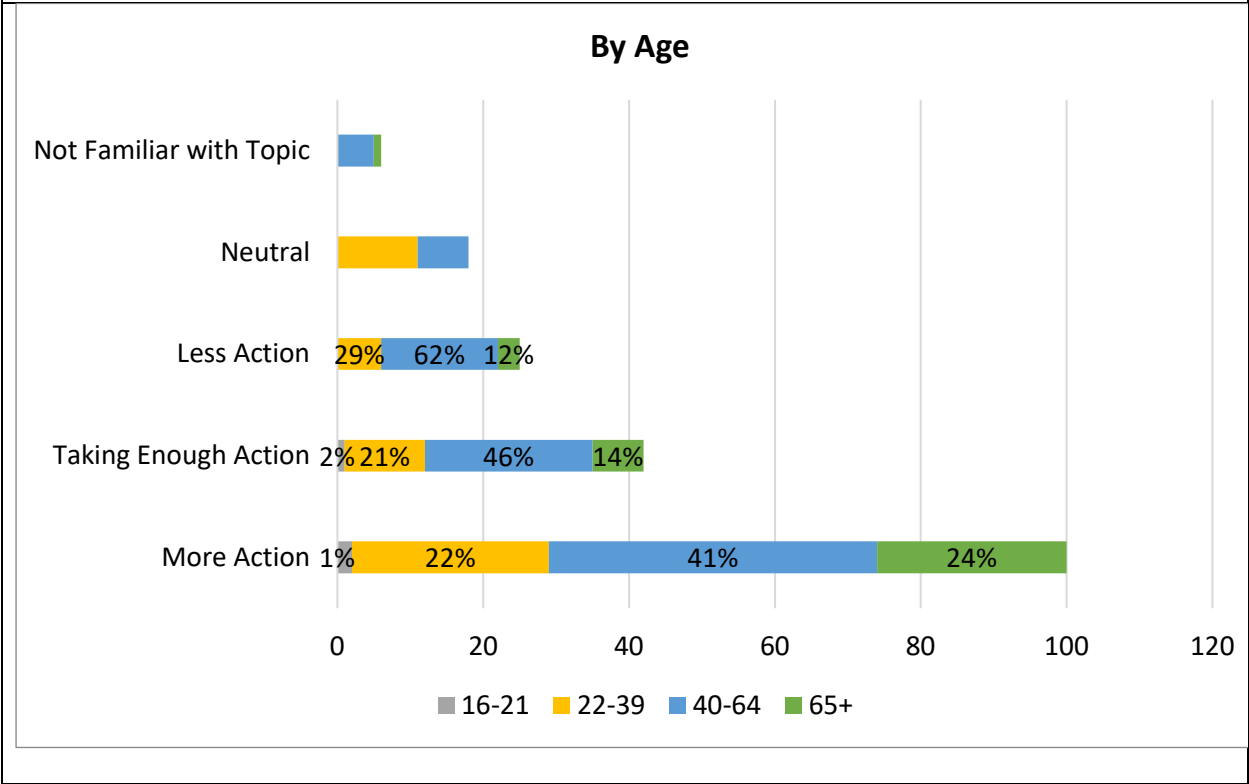
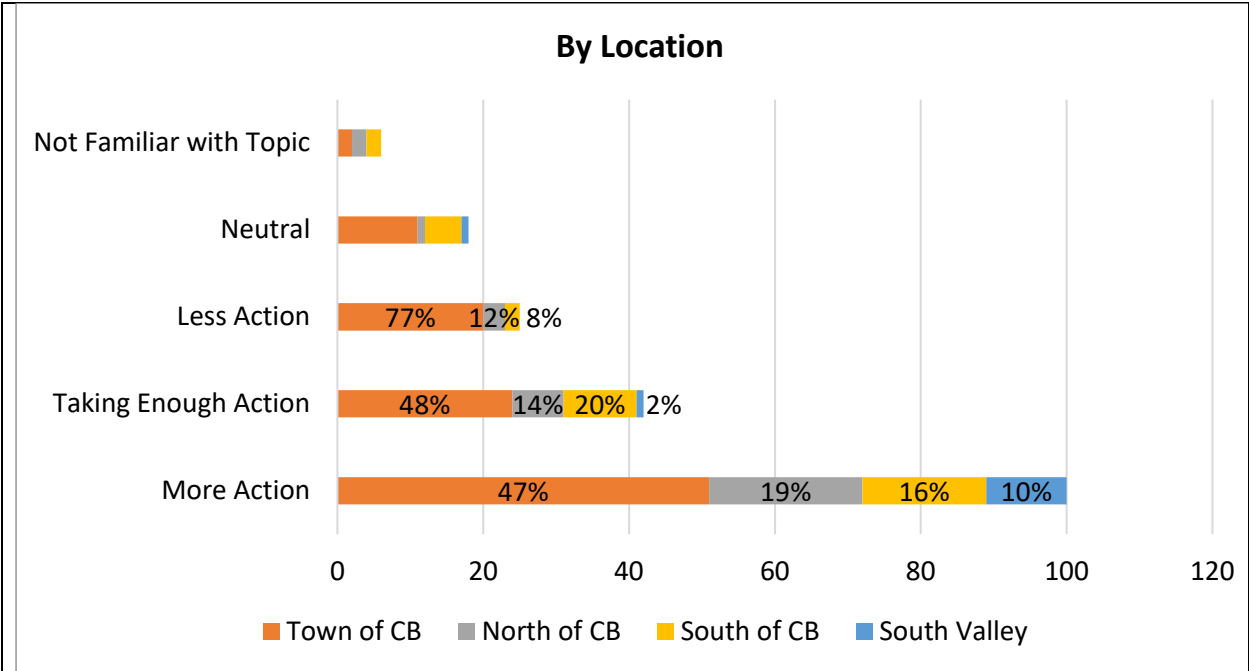
Waste policies that require or ban certain materials (such as not allowing single-use-plastic take-out containers)





Waste programs to encourage composting or recycling (such as a “Pay as You Throw” program, organizing hazardous waste drop offs, or educating about waste-free opportunities)





Are there other tools or actions you would like to see identified in the Climate Action Plan?
(Optional/Open-Ended)

- Audio bus routes to maximize efficiency, reach all needed parts of town, and explore options like Fast Tracks.
- Discourage / disincentivize individual automobile drop-offs at CBCS.
- More electric vehicle charging stations.
- A diverse energy mix is both resilient, as well as efficient. Everything in moderation.
- Better recycling information... what truly gets recycled. How about a compost program with all the fall leaves?
- Town needs to realize that one of the reasons why it is so expensive to build in town are these regulations. Of course it's good to be energy efficient, but I'd rather see fewer regulations that might even make it feasible for open market "less expensive" projects that some locals might be able to afford.
- Enough of this already. Driving up build cost for the average buyer
- Utility scale renewable projects are the way to go -- local renewable projects are not likely to make sense because of economies of scale.
- Instead of the Avalanche Park solar farm, how about this? Buy a huge chunk of vacant land in souther Gunnison County or somewhere in Saguache County and put in a big ass solar farm on that land. It will get more sun daily and annually. We don't have to feed into the grid using limited land IN TOWN. We can feed the grid from wherever. It really seems like the Avalanche Park solar farm is a form of "virtue signaling." Visitors will see just how green we are because we have a solar farm! In reality, that land severely limits how much energy will be produced, and it can and should be used for something - anything - other than what its planned use is. Please, think bigger and stop virtue signaling with a very limited resource. We need housing badly. We're about to be beyond desperate for snow storage. We need intercept parking. We don't NEED a solar farm right there. Think about it, we can get land for Colorado-cheap elsewhere that will better yield energy; that location sucks.
- This is a hoax. Stop.
- Be careful with recycling. Be up front do your research on what can be recycled. Have electronics recycling. paint recycling. Light bulb and battery recycling.
- Want to make sure as many trees and green spaces are kept in projects
- Automobile emissions regulated. Stop allowing diesel trucks to run continuously when parked. Lacy trucks hauling dirt are constantly spewing exhaust...as witnessed this Summer from construction sights. Electric buses.
- Fine people for not picking up dog and other waste. Lock people in their garbage cans when they are not bear proof.
- Repeal the 2021 International building codes. Theses codes are too restrictive and unfair, not "equitable" and probably illegally applied in CB.
- enforce car "idleing" codes in the winter. when people start their car and let it idle for 5-10mins before driving it.
- I am out of touch with this, but last I knew GCEA wasn't willing to spend one extra dollar to switch to renewables, which I see as tragic. I am happy to pay up to 50% more for real renewables (not for "credits"). Thanks.

- Please have a recycling center for at first, business. We have so much retail here. Everything comes in plastic, cardboard, bubble wrap and other packaging. We need a place to recycle all of it!! Only Walmart and City Market, as far as I know will take it.
- Although I am in favor of most of these efforts, I realize they are costly especially for some of the businesses. I think a gradual process is best but continue to move in this direction.
- Restrictions on home square footage, as larger homes are less efficient than smaller; perhaps incentivizing small builds. Penalizing dark homes, these homes make up a large portion of the houses in the community and sit empty for most of the year while still being heated, using water to maintain landscaping and using other resources in upkeep while not being used.
- I think CB as a town does a pretty good job on this and we are small town that can't solve everything. Single use plastic would be a good area - attainable and impactful along with other efforts we have.
- The things you propose make it all the more difficult for locals to stay. Repairs cost more, additions cost more, trash cost more. Making it all the more difficult for locals like me to stay in the valley
- We aren't gonna fix the climate by ourselves, but we can help keep our little corner of things clean. Truthfully if we wanna make a real impact we will stop letting people fly their private jets into Gunnison and keep working to fight any prospect of a mine in the valley. Also on a climate/ecology standpoint when's the prescribed burn on Gibson's ridge happening? Because either we start managing that forest or it's gonna manage us, we are well overdue for a fire over there and it's much healthier for the forest if we just bite the bullet now instead of letting it all go up when we aren't prepared
- The CAP is a joke. Electrifying everything is bad for the planet and the wallet. Let people do what they want. The town should not be buying into the Green Lie and forcing it on people. It's unconstitutional and infringes on peoples freedoms and lives. Get rid of the CAP immediately before you destroy the planet.
- many of the proposals here pale in the face of the carbon reduction that would come from housing the workforce in town. the disposables vs compostables feels like a distraction from more pressing matters
- In lieu of continuously adding bureaucracy at every opportunity, focus on activities that will help the local population with affordability and reduce bureaucracy.
- Incentivise homeowners to transition to Zeroscape lawns that are not all rock. Incentivise both the use of rock and local plants and grass that do not need watering.
- I'm concerned about crested butte's approach to full electrification for heat. Natural gas is a more reliable source for heat and doesn't have enormous power loss over distance. The electrical grid can be unreliable and when we have a town full of broken pipes, the environmental impact of that rebuild will be enormous.
- Charge people for non recyclable and non composting waste to encourage recycling. Composting should be free. Food waste is major source of greenhouse gases in landfills! There should be an extra 'green' tax based on square footage per person per house. For example a giant house with only 2 people living in it or a giant house with 4 people living in it only half the year should have to pay an extra carbon tax for the excess energy it requires to keep such a large house heated. Whereas a small house with 4 people living in it would be free of such a tax. Buildings should be required to install solar panels
- Solar benefits valley wide.
- Convince GCEA to allow larger PV systems with optional battery storage for homes
- Too many new restrictions or requirements will further drive up costs so those should be limited.
- I would like to see free composting or an incentive so people will actually do it
- Electric bills are so so high here. I understand the use for only electric but perhaps we could look for more government subsidies to help year-round people here. Or provide incentives, look for subsidies, for more solar-powered homes and businesses.

- Workshops
- Let the people live! Town staff has no place in this agenda! Do you know how many coal fired power plants have/are being constructed in China to make EV batteries. One of the most ludicrous things to consider "lobbying at the state or federal level for more renewable energy". Bunch of NIMBY's
- These questions are a bit general. I have banded plastic products from my house. I don't want big brother telling me what to do.
- I think the proposed solar farm at avalanche acres will not have economies of scale, and would rather see the land saved for future affordable housing
- A crested butte recycling center similar to what Gunnison has.
- personal freedom - choice
- A recycling center! It is so challenging to take our recycling to Gunnison every week.
- Before undeveloped land is used for things such solar panels and wind turbines, solar panels should be built on top of all non-residential buildings (and should be highly incentivized for residential buildings as well). All those empty roofs from Clarks to the School to the Center for the Arts to the ice arena to the alpine lumber company to the Old town in to etc, etc could help to power the town with solar panels. I wish other cities that have less snow on their roofs (I'm thinking Denver and Phoenix) would also follow suit. When you fly in an airplane, the amount of roof space available over a city is incredible, yet their building solar farms in formally natural open space. I hope CB can be a model for that. I think all tourists visiting should pay a mandatory visiting carbon tax that goes towards becoming greener. And this carbon tax would be determined based on mode of transportation to CB and distance travelled.
- Need styrofoam recycling too. I see a lot of tailpipe emissions from trucks & understand there is no state annual vehicle inspection program. Have CB & Gunnison County studied & determined the source of the highest carbon emissions? And what about cattle & methane emissions? Need to focus on reducing carbon emissions in addition to renewable energy & energy conservation in buildings.
- CB is too small to have a meaningful impact on climate. Allow the market to lead the energy transition. Do not impose excessive energy costs on locals that are not "worth it" from a global perspective.
- Electrifying everything is NOT the solution! The mining and bad practices that go into batteries that cannot be recycled. The electrical grids that are NOT capable of handling more and more use and we are in a warming climate that will stress the grids more all the time. just look at warmer states that constantly loose power in heat waves... balance not mandate and require!
- Way bigger local problems to address before we waste time and money on this. We don't have the money! Stop the spending!
- A variety of incentives is important. Bring in Builders, electrician's, plumbers, solar contractors into discussions. There is a lot to be learned from them.
- Limiting natural gas In Town is not energy efficient or green, why is this happening
- I AM SICK AND TIRED OF THE GREEN TAKEOVER OF THIS TOWN AND THE IMPACTS IT HAS HAD ON THE COST OF BUILDING
- Compost pick up
- Please consider that mandating electrification here currently means burning fossil fuels elsewhere. Reduce S,W and G bills for those who produce less sewage and garbage and consume less water.
- People who are building multi-million dollar homes should be held to a strict code of energy efficiency. Billionaires tearing up old businesses should be held to a strict code of energy efficiency. Struggling small business should not be required to upgrade their electric or be forced to use certain take out

containers. Business that are not struggling and charge \$30 for a flaming margarita that set a child's face on fire - now I am fine with them having to use more expensive non-plastic take out containers.

- More toxic waste recycle/donation days.
- Create a dedicated county wide revenue stream to retrofit existing buildings to be as energy efficient as possible or install renewable energy systems to offset the carbon footprint of these old inefficient buildings. This is a county wide issue not just a Crested Butte issue. Work with all entities in the county to create one path forward with shared resources.
- Incentives and disincentives don't affect wealthy second homeowners. Only the lower income residents. Make a rule or don't and make the punishment felt equally .
- Be careful. We are putting too much in regulation and policy to manage and be cost effective.
- We should not place as much emphasis on electrification. Let's work to make a balance between electricity and natural gas. What happen when the electricity goes out and town has outlawed all gas furnaces and wood stoves?
- Is there any scientific justification to outlawing natural gas. Switching to electric will generate more natural gas and coal consumption to produce the electricity. Seems we're simply transferring the solution burden to power plants which have no plans to replacement solutions for power generation achievable in the foreseeable future.
- I loved Mark Reaman's 6/20/24 editorial idea about incentivizing ebikes for people living outside of town.
- don't put cart before the horse
- These are very technical questions. I'm curious how many people are informed about this enough to provide substantive feedback.
- The Climate Action Plan is a false idol. Citizen safety and affordability should be prioritized ahead of progressive climate action. Plow the streets when it snows. Widen the snowbanks back to property lines in between storms (so people can more safely park and travel on the streets god forbid). Pull snowpack from the streets before it melts and becomes impassable. Plow all the parking lots in town every storm i.e. Nordic Center. Plow snowbanks on Elk Ave for public safety. Public services and safety in the winter at 9000 feet requires the consumption of fossil fuels. It appears that there are more staff doing less work in the winter because of the CAP. Support reliable natural gas service for your citizens instead of shaming the leading form of affordable (and clean-ish) energy for the past several decades. Electricity is not magic and a majority still comes from coal. Building electrification is new technology and out of reach for most. The ultra rich are the only ones that can afford to be ultra green. Is that the goal of the CAP? Climate aggressive (vs. climate practical) building codes make housing less affordable and costs tax payers millions and will result in fewer affordable units, not more.
- Rebates or tax waivers for energy improvements. Windows, insulation., heatpumps.
- The town should not be extending water and sewer anywhere unless the buildings to be served meet the maximum insulation factors. Free market and deed restricted and public.
- The "greenest" home and materials are the ones that are already there. Requiring updates to existing structures leads to additional, unnecessary waste as well as untended consequences. Forcing everyone to electrification will cause a spike in electrical use (duh) but also lead to a more fragile system as everyone is solely dependent on the electrical utility provider and their system and infrastructure (unintended consequences). It also leads to a monopolistic structure where the electrical provider has more leverage/power given the dependency. The best solution is a diversified one. "Everything in moderation."
- Credits and rebates for use or construction of renewable power vs. expanding natural gas lines. Start developing EV charging stations. More municipal solar development

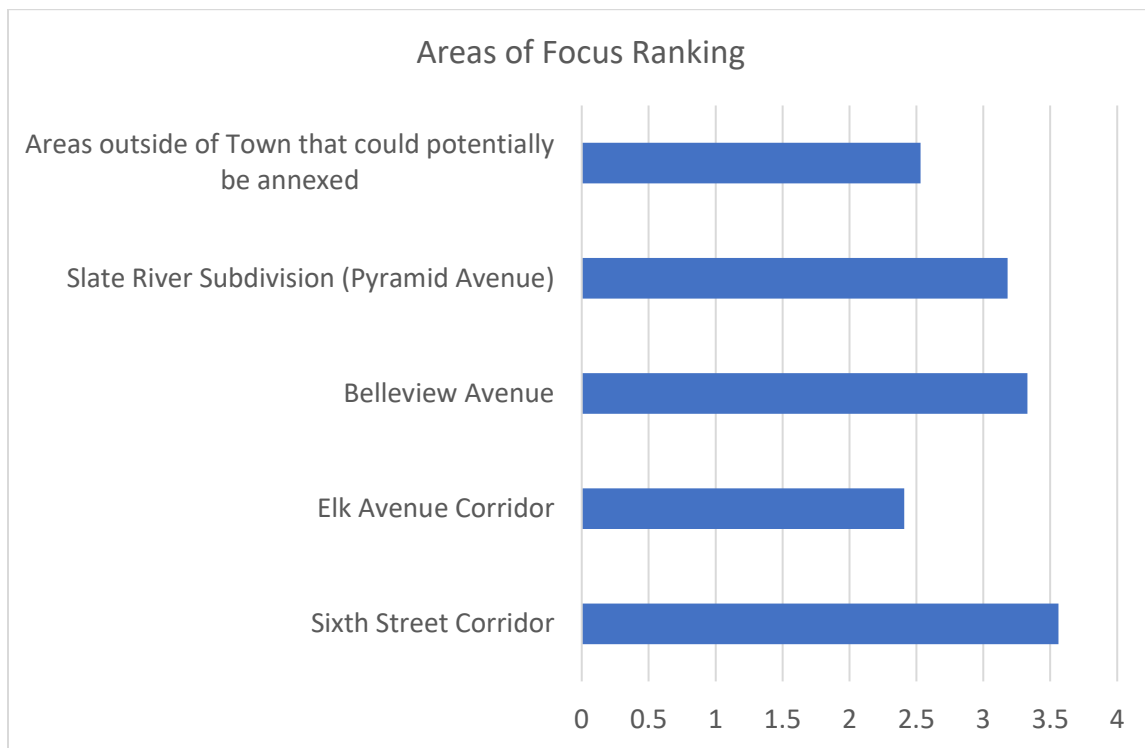
- Be very careful about policy for electric only, banning gas. It's too costly and inefficient and will further the economic challenges in CB.
- I know that locals don't love Ski CB but they do have a program to have a commitment to zero and I wonder if they could team up on this.
- Allow the home owner to make the decision to improve the energy efficiency within their property. Again, the biggest aggregator of our climate issue is not the consumer. It is the producer. It is the corporation that will produce more revenue and more carbon emission than any single person. The local townsfolk are not the issue.
- The Town is way off base on this one. Allow Gas in new construction as it's actually better for the planet, more efficient and more affordable. Stop buying and pushing electric vehicles as they are far worse for the planet. The town should eliminate the Climate Action Plan as it's all based on propaganda and not facts.

Part 4: Community Plan (CP)

The Community Plan will identify tools to define our ways of living by evaluating, planning, and recommending updates to the Town's zoning code to support improved access to attainable housing, affordable goods and services, and a vibrant local business scene.

Areas of Focus

What areas of Town would you like to see evaluated in the Community Plan for opportunities to increase affordable housing or affordable commercial businesses? *(Please rank your order of priority)*



Are there other areas of Town you would like to see evaluated in the Community Plan for opportunities to increase affordable housing or affordable commercial businesses?

- I think areas outside of town should be looked at first. The town of CB is very small and limited. It should be much easier to put projects through without all the in town restrictions. There is no point in focusing solely on walk to work options when people all over the country and world manage to commute.
- Everywhere
- no
- no
- I don't know
- Brush Creek - partner again with a developer. Support Whetstone project
- No
- Get rid of outdated codes on Bellevue that limit the types of restaurants that can operate. Let grab and go restaurants open there will commercial kitchens. Elk is too crowded. A burger, fries, and a drink is \$30

minimum. A fucking burrito is \$20, \$25-30 with the guac! Let businesses pay less rent in less desirable neighborhoods operate exactly like they do on Elk.

- No
- Affordable housing is #1
- Put affordable housing by the slate river annexation, Aperture will love it!! Seems like Bellevue is a good place for businesses, it already has that going on.
- Whetstone
- Riverbend
- It would be great to include affordable commercial business opportunities with some of the developments going on other wise it's just more beds and the same amount of services
- No
- everywhere
- Absolutely not. The current affordable housing has not achieved the goals originally promised. No more spending of CB resident's taxpayer money for affordable housing.
- No
- NA
- Why did the ranking question above COMBINE commercial and housing ranking? They are different.
- Eight street greenway
- No
- Bellevue Avenue should be considered for more commercial businesses that include food/beverage/entertainment. For example, Irwin should be allowed to have a tasting room if they choose. Also, things like bowling alley, music venue and bars/restaurants should be allowed. Need to improve entrepreneurship in CB so that buying/building is not so expensive
- No
- no
- north of elk and east of 7th too - why not all of it?
- Bellevue and red lady make the most sense
- Let's develop more businesses OFF Elk! How about more of the numbered side streets , like 3rd has done.
- No
- I am happy to see Town of CB actively collaborating on the Whetstone affordable housing project.
- Red Lady St., Butte Ave./8th, 9th and 10th - Tiny Homes??
- Aperture, Saddle Ridge, Meridian Lake
- Extending up to Mt Crested Butte could help those who work on the mountain
- Some way to take properties like the Bakery closed for years and make them viable.
- Build some affordable apartments 1000\$/month
- Town property near the school
- No

- Red Lady Ave
- Possible annex outside of town with rec paths to town
- It is such a small area that I believe it is worth looking at how we can improve in all areas with out causing issues regarding presevation, transportation, climate change mitigation, small business, etc
- Areas near the school
- There's no such thing as affordable housing when building costs are \$600+/sqft. Cb should have been working on affordable housing from 2005-2012.
- all areas
- Brush Creek, Whetstone.
- not sure at the moment
- Please stop using "affordable". Change zoning to allow commercial units to convert to residential at owners expense, doesn't cost town much at all.
- ?
- Avalanche Acres for affordable housing
- let market decide
- Buckhorn ranch
- not really
- Allow Smaller House Development
- Gunnison
- any place we can get affordable housing!
- no
- leave as is
- other communities besides town stepping up! Sick of paying for everything for EVERYONE outside of town. VALLEYWIDE !
- 3006 rent on a Whetstone 2 bed isn't affordable. Gov cannot accomplish affordable. Please use another term such as workforce.
- increase affordable housing in all areas of town
- No
- Outside of town in the area between CB south and town
- Elk Avenue
- NA
- Gunnison
- build on what is vacant now
- Isn't town pretty much built-out aside from 6th St Station area and Butte/Pyramid Ave?
- Anywhere where existing condos/etc. could be purchased to allow for people in the "workforce" to actually live in town. This would be instead of folks being separated. This creates an Us vs. Them mentality that is not conducive to creating community.

- Change floor area ratio for primary residence.
- No! We have enough ppl! Just because you wanna live in Crested Butte, doesn't mean you can actually afford to live in Crested Butte duh?
- Work with property owners to turn existing garages and put buildings into adus
- No
- Affordable housing - Eighth Street Corridor, Teocalli or Gothic Avenue
- Please make Whetstone happen.
- CB South, Riverland, Brush Creek
- Is peanut lake road an opportunity?
- No. Balance a happy workforce then focus on everything else.
- Mt. CB
- No
- The town should probably get out of the affordable housing business. The town has only made it more expensive and wasted housing funds on BS instead of actually building housing.

COMMERCIAL CORRIDORS

What is your favorite part of the Sixth Street Corridor and why?

- The 4 way stop. It feels welcoming while still being a transportation hub.
- Meh....it all feels like a fake experience. I want to see businesses geared towards locals, not t-shirt shops and overpriced everything
- Ballparks because of the recreational importance
- Ace Hardware is social crossroad.
- The Gas Cafe. These establishments are a dying breed (see The Last Steep).
- Tennis courts
- It's still "real". Gas stations, grocery store, etc- it's where locals do the things they need to do.
- the town park that was a lot better before the monstrosity center for the arts got built.
- The new sidewalks and the parks!
- don't care
- The parks, baseball field, soccer field etc by the center for the arts. These are important spaces for the community, especially for families, and shouldn't be decreased. These kind of public play areas are rare in many towns and cities, and are part of what makes cb special.
- It looks more industrial and Could use some charm
- nothing. nothing really there except gas stations and a sidewalk
- There is still some undeveloped areas there and it's close to public transportation.
- The diagonal streets. The commercial properties with a diversity of options make it very welcoming.
- Seeing the dragon and knight. Otherwise I try to avoid it due to traffic
- Mtn Spirits - booze
- The outside areas around the Performing Arts Center, but not the PAC itself.
- It moves people through CB
- Parks, a place where we can commune for free. Very healthy for a happy community.
- Ace
- don't have one
- Gothic field is about the only good thing going on 6th street.
- There's nothing that remarkable about it other than the CFA
- Town Park, Center for the Arts, Pirate Playground - public space that allows the community to gather and play in the center of town
- stop signs and parks
- The four way area. I love the look and all the businesses on the Elk Ave and Sixth St corner.
- The view of Crested Butte Mountain. It reminds me of God's beauty & why I am here.
- NA
- It's fine, I don't have a favorite.

- Wide sidewalks
- The park and arts center. Community amenity. Park space essential for quality of life.
- parks, community areas, open views and open space
- 4-Way Stop, Center for the Arts, Gothic field. Sixth street corridor represents the best of CB with open views, town amenities (parks, fields) and not cluttered with parking lots. My least favorite part even though you didn't ask is the old bakery. Needs to be sold or eminent domained.
- History
- Community feel
- Nothing. It's just the blah entrance to town.
- The view that is now GONE on 6th between gothic and butte toward paradise
- space and roads.
- I'm not liking the July traffic congestion in this corridor... This bottle neck is going to be a real challenge with the future development slated in Mt. CB
- 4-Way parking (needed so badly), Beautiful Arts Center and park,
- Rainbow Park, access to school, and the beauty of some of the homes there
- The Transit Center
- The art building and parks. It's the hub of our town in all the delightful ways
- Open Space fields, park, etc. mixed with residential and commercial. Could use some love. More amenities are going to be needed with the influx of housing - affordable and otherwise.
- Build some affordable apartments 1000\$/month
- The 4 way. It leads to all areas, it's beautiful and fun to people watch
- It's pretty good as a main route rthrough town, not many businesses especially on the north end. I could see it becoming a second business district with some work.
- the 25 MPH speed limit
- really use it as a place to transit thru to other places (+gas cafe 😊)
- Most dangerous pedestrian corridor in Town but still feels sort of safe
- The 4-way because it is visually pleasing.
- That I need to have my vehicle aligned after traversing this minefield of pavement.
- Great visibility throughout the corridor
- I like that it is an introduction to the town of cb as the main road passes it
- It's a cute introduction to town. Open with rec fields. Artsy.
- The sidewalks.
- Town Park, Center for the Arts
- good bike path
- 4 way. Updates are great! Good central parking. Too long of a walk from school RTA for small kids though.
- park spaces for activities/sports

- The 4 Way - it's historic and "welcoming"
- The Four-Way: shops, parking, buses.
- Sidewalks. Can walk or ride bikes safely
- most movement happens in this part of town so there's always something happening
- No roundabout for now.
- The Center because of all the community events
- Ace it has plenty of parking and it is full of things that we need
- The Arts Center....it is a focal place for community activities
- Town Parkgreen space
- arts center and playgrounds and fields.
- mt CB
- i like that there's often not too much traffic even though it's a main corridor
- I like how walkable and attractive it is
- Free parking and restrooms at the 4-way and the businesses (Gas Cafe)
- Rainbow Park because of multiuse space.
- Main road for wandering and exploring
- Two story max - it's the entrance to CB, it shouldn't become a "tunnel" of tall buildings.
- the public spaces (fields)
- that it has good pedestrian sidewalks, a variety of businesses, arts center
- Openness/lack of commercial overload provides clear sense of a real mountain community.
- ace hardware because of its usefulness
- Kids, bikes sidewalks parks 7th & 8th not appropriate! Along 6th/Hwy ok for small businesses with the appropriate PARKING and traffic outlets, will add to more congestions.
- Bus stops, views, sidewalk, access to Elk Ave
- The Center for the arts and surrounding green space is beautiful
- No roundabout
- It's not lined with apartment buildings and has a small-town feel
- The 4 Way, Visitor Center parks and tennis courts because it retains a community look and feel
- Bypasses Elk Avenue and congestion there
- Transit hub
- Paradise cafe
- the current entrance to town
- Sixth Street is essentially the introduction to our town, people drive this to get to elk where they truly see the history of our town. I love the open plan of sixth. You can clearly see the butte and the park as well as the beautiful new center for the arts.

- Sidewalks
- The new four way bus stop
- Sixth street just north of the Gas Cafe, where they often put temporary road construction signs to block the bike lane. And the intersection at Pyramid, where bike lane users are forced off the pavement or into traffic approaching from behind. It is exciting!
- Town Park - it is an incredible central "third space"
- the sidewalks
- The dragon and knight statue!
- bus route
- That the speed limit seems to jump around from 15 to 25. The condition of the road is embarrassing.
- The park and the Center for the Arts, for the beauty and for what they provide for our community.
- Intersection with Elk Ave. Opportunity for new shops and restaurants within walking distance of town center
- access to and from town
- Sidewalks on both sides
- There's a sidewalk
- The school, the dragon sculpture, arts center- it's attractive and feels like a community.
- Nothing yet. Lets see
- Detached sidewalks. Low vehicle speeds. The parks and Center for the Arts reflect community values.
- I have no favorite part of the sixth street corridor. It's a cluster fuck.
- The four way, gothic field, and alpenglow field and ball field. Because we need to keep green space and they are areas community can come together.
- 4way
- sidewalks. bus stop to Gunnison, the diamond shaped 4 way, but it only exists on two sides. Gothic Field and Pitsker Field.
- The community school being located at the entrance of town. It signifies importance and reminder people to slow down.
- library/town hall because historic bldgs are cool, KBUT b/c it's KBUT, and my house 7th and Teo for obvious reasons
- The crosswalk of Maroon and Sixth Street. It feels secure/safe, it is less chaos than the entrance to Town on the Southend and the 4-Way. It is a very easy to access and predictable intersection for a cyclist or pedestrian.
- The 4 way stop and parks because everyone uses them.
- Four Way and Town Park
- Gas Cafe!
- I'm a fan of our electronic sign to be honest, it gives me a laugh usually as I pass by the four-way
- The locals.
- Town park

- 4 way transit hub
- Four way
- The fact that the ballpark is right there in the middle of it all - it says "small town fun"

What is your favorite part of Elk Avenue (National Historic District) and why?

- The older restored buildings. The signs on the block containing the Milky Way should be changed. They have a very Disneyland look to them that doesn't fit with the rest of town
- It used to be a vibrant center of town, now it is an annoying place to avoid... Get rid of parklets, or make it a full pedestrian corridor
- The architecture and dining opportunities which give the town its unique charm
- Kochevar's is original, continuous local hang-out.
- It concentrates visitors in one area.
- The variety of restaurants/food.
- I like all of Elk Avenue. I like it in the summer with the restaurant outside and flowers. I like it in the winter with the snow mounds. How about making it pedestrian?
- It's still historic, or at least looks like it.
- Building heights and only deed restricted long-term rentals on the third floor.
- When there isn't tons of seating in the middle of the street. And also historic buildings benches green areas
- Not much. Being ruined with outdoor dining and lack of parking
- To eat and be merry
- I'd like it a lot better if the bus didn't travel down it and a few of the blocks in the summer are walking only. Love the restaurant patios onto the street
- Close to restaurants and on the bus route
- During tourism heavy periods, nothing. I like the parklets and think we need a better transportation plan beyond letting drivers self regulate to 10 mph to support a pedestrian experience.
- Having no stop signs.
- The Talk of the Town, you know why
- All the bars, esp Eldo and Kochevars
- Its the heart of town
- Quaint. Useful. Economy and tourists are corralled there so that other parts of town are less busy and you can leave elk to find peace and quiet.
- Pitas
- I love the block between 1st and 2nd, the most. Maybe it's because of coal creek.
- The old town hall and coal creek bridge area
- The historic buildings that were part of the town when I first came here in 1973. If these buildings were not here it would seem like any other city. Gives the town identity and historical relevance

- I like the walkability of it and would welcome a complete closure to vehicles once the post office closes.
- The historic buildings and the concentration of businesses. It's the welcoming hub of CB.
- Bridges across Coal Creek - charming, historic, special - contribute to CB's feeling of being authentic and unique
- Charm
- hanging out on the street without cars going by.
- Elk Ave from 1st through 4th. I like the historic architecture of the homes and businesses.
- The colorful buildings
- The sidewalks. They allow a safe way to get to the center of town.
- walking traffic, accessibility, historic businesses, CB museum
- Restaurants, views, walkability... and bring back the snowbanks!!! 🤔
- Scale and sense of place.
- Commitment to historic preservation and confirming architecture. Lack of chain businesses.
- uniqueness. Not many places like this exist
- Now that many of the buildings have been renovated and are re-opening, Elk from 4th to 2nd feels like it should. Would be great to get the liquor store building and the Princess back open in some fashion.
- All of it
- People walking the street day & night.
- benches on elk - community connections
- The shops, restaurants and cute buildings
- All of it...it IS the community
- The slow speed, the individual and independent businesses.
- The way the built environment interplays with and enables our established cultural traditions - The Alley Loop, CB Arts Festival, Farmers Market
- The old buildings, the benches (need more), patios, dog friendly areas, shop and art galleries.
- History and vibrancy
- Not going there ever and avoiding the mess there.
- The beauty of the historical buildings with the backdrop of mountains
- Outdoor seating from Covid- great vibe.
- Build some affordable apartments 1000\$/month
- Trailhead Museum, The children's laughter when i walk or drive by
- It's nice to have our historic district be historic, (even if some businesses seem like they were cut and pasted from denver). I don't think we need modern design there.
- It used to be a nice small town street. Now it's a mess of tables and chairs and planters. Go back to the way it was 10 - 20 years ago.
- it's human scaled space - that could be greatly enhanced by getting rid of (or vastly reducing) cars

- Walkability
- The historic look of buildings.
- Make Elk Ave. A walking mall
- Old town hall/forest queen /Kochers, bridge area since really old buildings with lots of history
- The building facades
- Historic. Local small business. It is the social part of town.
- Vibrant mix of businesses, benches, flowers in the summer, eating areas, shopping.
- I avoid Elk Ave. Too many cars. Too crowded. Too expensive. So sad.
- The entire 200 block of Elk Ave. It's lively with a good mix of eateries, retail and the PO.
- it's charm
- Off season on Elk is the best! Less cars! More pedestrian.
- the colorful, old buildings
- All of it: restaurants, bars, shops.
- Buildings are nice
- This is the heart of town and it's what people think of when they think of CB
- Parking for now.
- I love the old original charm, and of course it is the heart of "town". Love outdoor dining and keeping it as pedestrian friendly as possible.
- Area around Dragonfly shop
- June not so many people
- The shops and restaurants
- Historical buildings (character)
- daily dose and other community gathering spots
- people watching
- I love that almost every building is some interesting shop or restaurant
- I like the variety of shops and how social it is
- Restaurants
- Historic preservation because it's unique, historic, and beautiful.
- Preservation of old buildings
- Historic buildings, scale of buildings, walkability, charm
- how cool it looks in a historical mining sense.
- the historic buildings and variety of local retail businesses (restaurants, bookstore, shoe store, home goods, clothing, etc.)
- Walkability where we can all easily reach our destination and meet friends along the way.
- tony's conoco (museum) because of fond memories of shopping there as a kid

- People are already there, vibrant and still spaces to fill.
- historic buildings and walkability!
- I love the look of the varied old buildings
- Was the old sidewalk seating
- The small-town vibe and the flowers
- The human scale together with the number of historic buildings that are well maintained together with infill.
- walkability and people watching but it's VERY busy
- Shops and restaurants
- Historic feel
- the 300 block because it's a good mix of businesses, and historic residential buildings
- The history. Keeping the historic look for new buildings is a must in my opinion. Keeping the mountain town feel is very important to keep the draw for tourists. The local aspect of elk is the best. Having a pedestrian friendly area helps the overall feel of elk.
- The preservation
- The U-turn zone. Again, excitement.
- sitting on benches
- charming historic buildings
- The alleys on either side of the street.
- summer single lane
- That you can both drive and bike.
- The buildings themselves, because our Nat'l Historic District designation and BOZAR have protected the unique historic look of our main street.
- Area around Chopwood and Kochevars
- old town feel its developed enough
- Not much these days
- Shops/restaurants/sidewalks
- Walkability to shops
- The middle section because it has a fun vibe, restaurants, stores and galleries.
- The restaurant row. Keep the street parking and eat inside.
- Pedestrian scale. Seeing friends
- My favorite part is when it's closed to vehicles
- The parts that do not have additional seating in the sidewalks and street. I like the town in the winter better. In summer town looks hardy especially in the secret stash area. Are those flags legal???
- The whole thing. It is the core business district and shows a lite view into the past
- the monstrosity. center for the arts.

- The access at the far western end to "hike" to views. It allows for a brief moment/glimpse of wilderness amidst the chaos of heart of the commercial district.
- All the pedestrian bridges over Coal Creek, totem pole park, old jail and other historic bldgs
- Elk Ave is a nice focal point for the tourist experience and some local events. The views of Red Lady Bowl never get old.
- The colorful buildings. They are very happy and nice to look at. They embody the quirkiness of our town.
- Seeing friends in the off-season.
- Outdoor seating in the summer. Make it pedestrian only!
- My favorite part of Elk is 3rd and elk. I think it has some of the best businesses and buildings on elk.
- The inviting and joyful vibe.
- Shops/architecture Flowers
- Eldo Brewery: Affordable locally run business
- The patios, benches and flowers
- I love that there are no chain stores allowed. Keep it that way. I watched the town of Lawrence, KS, home of the University of Kansas (Rock Chalk), lose the uniqueness of their downtown area by allowing big box stores and restaurants. What once was a very unique, quaint, and beautiful downtown, now looks like a shopping mall. Most of the local business owners were pushed out by corporate giants and the greed of the City.
- It's getting worse with all the tables and chairs, and the planters that are in the way. Get that crap off of Elk.
- All the historic buildings - makes for a beautiful Avenue

What is your favorite part of Belleview Avenue and why?

- Th Irwin building
- The weed stores
- It's nice to have a part of town that feels a bit more industrial and not touristy
- Still an in-town industrial district.
- It's a discrete way for locals to enter and exit town when swarmed with visitors to handle basic necessities without having to deal with complete chaos.
- The ice rink, Nordic Center, and skate park. Encourages outdoor activities all year.
- Skatepark, Nordic, Hockey, sledding hill
- It's even more "real" (lumberyard, other industrial)
- Commercial uses in town. don't drive them out of town with residents complaining about noise.
- Skate oark
- Commercial uses
- Anthracite Place Apartments, because they are some of the only affordable housing in town.
- My office is on Bellevue and I have a short commute.

- Diverse and supports many types of businesses
- Close to supermarket
- The relative affordability of commercial space. More parking is needed!
- It has potential and should not be as restricted as the zoning presently allows for.
- The pot shops are a disgrace.
- Its affordable business area. Would be great for High density housing too
- It is low key. Even though there is commerce it is not overpriced pretentiousness. It is for the people by the people and its utilitarian.
- Softball
- The trees on the bench. Please never annex that land.
- don't have one
- The sidewalks between 7th and 8th
- Really just Majestic theatre and the area otherwise it would be incredible to move all the commercial stuff to a more appropriate place and create an alternate "Elk Ave"thats affordable. I know that's not really realistic but a guy can dream
- It's just a uninspiring commercial district aesthetically but handy for a number of services.
- Commercial development with useful services - Clark's, Core, Irwin Brewing, car repair, Alpine lumber - all accessible
- the new businesses trying to succeed without the elk ave rent prices
- The open space next to the art center and the section of Bellevue east of Sixth St.
- Services
- nothing, least fav part of town due to lack of parking and dispensary users that disregard locals and traffic laws. dispensaries should be restricted.
- My favorite part is the opportunity there to build locals housing and low-cost commercial, maybe a block with restaurants?
- Local services
- Place for community-needed businesses.
- keeping commercial/business in one area
- I don't have a favorite part. It is too industrial for such a small town. Would be good to open it up to other businesses like food/beverage/entertainment.
- All of it
- Commercial buildings are close together and are needed for the functionality of town.
- skate park - great upgraded amenity for the youth
- It looks dumpy like old CB.
- 4th and Bellevue...the funky lots and old "houses"
- It's not nice to look at, but it is a good corridor for industrial type business.
- Lots of opportunity to implement mixed use applications in this zone.

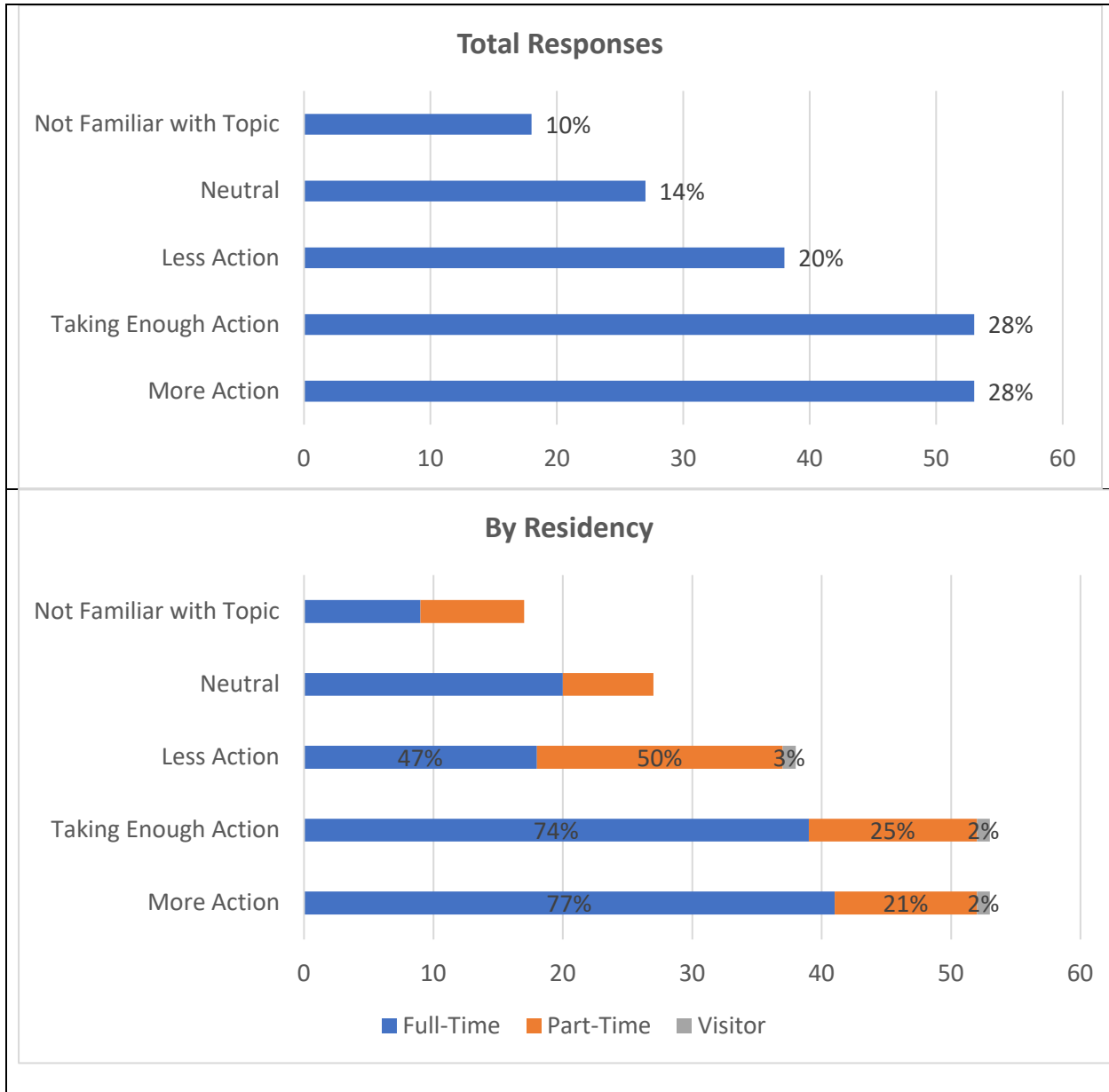
- Nordic Center and Ice Rink and Skate Park Mikey's Pizza
- The access to groceries, ACME, and Ace
- Big Mine Arena (In the area)
- It's quieter and close to Clark's and the hardware store.
- I think allowing other businesses on Bellevue would be a good idea - like a bowling ally and brewery other restaurants- that could possibly be less expensive - locals are hard pressed to eat out on Elk.
- Build some affordable apartments 1000\$/month
- Clark's Pharmacy, They are the best pharmacy. Super nice and fast to fill!
- Its the closest thing we have to an industrial district, i think we should keep it that way.
- Not the snow removal. It's a one lane road in the winter because the town doesn't even plow to the curb when it should be cleared 8-10' behind the curbs. It's a terrible way to treat the largest tax revenue couple of blocks between 3-6th street.
- ice rink, small manufacturing, the vet 🐶
- Balanced mix of uses
- It's paved.
- Lots of space for building, shouldn't have worry about the views there
- The development of the brewery
- More affordable place for local small businesses.
- Ugly
- None. It's all ugly.
- Bellevue/ Irwin building area is a scary. Needs multiple 4 ways over there. Skate park is awesome! More benches please for adults.
- Dispensaries, Romp, vet, Clark's.
- No comment
- This is where all the work gets done to support the town
- N/A
- Its quite and less crowded with less visitors parking, but really shady/cold in winter
- NA
- The mixture of housing with some businesses
- Skate park
- cool buildings - ease of traffic
- Nothing...
- I don't care for it, it doesn't feel very safe to walk
- Nordic Center & access to trails because they offer a concentration to nature
- Mixed use, opportunity for higher density
- nothing in particular

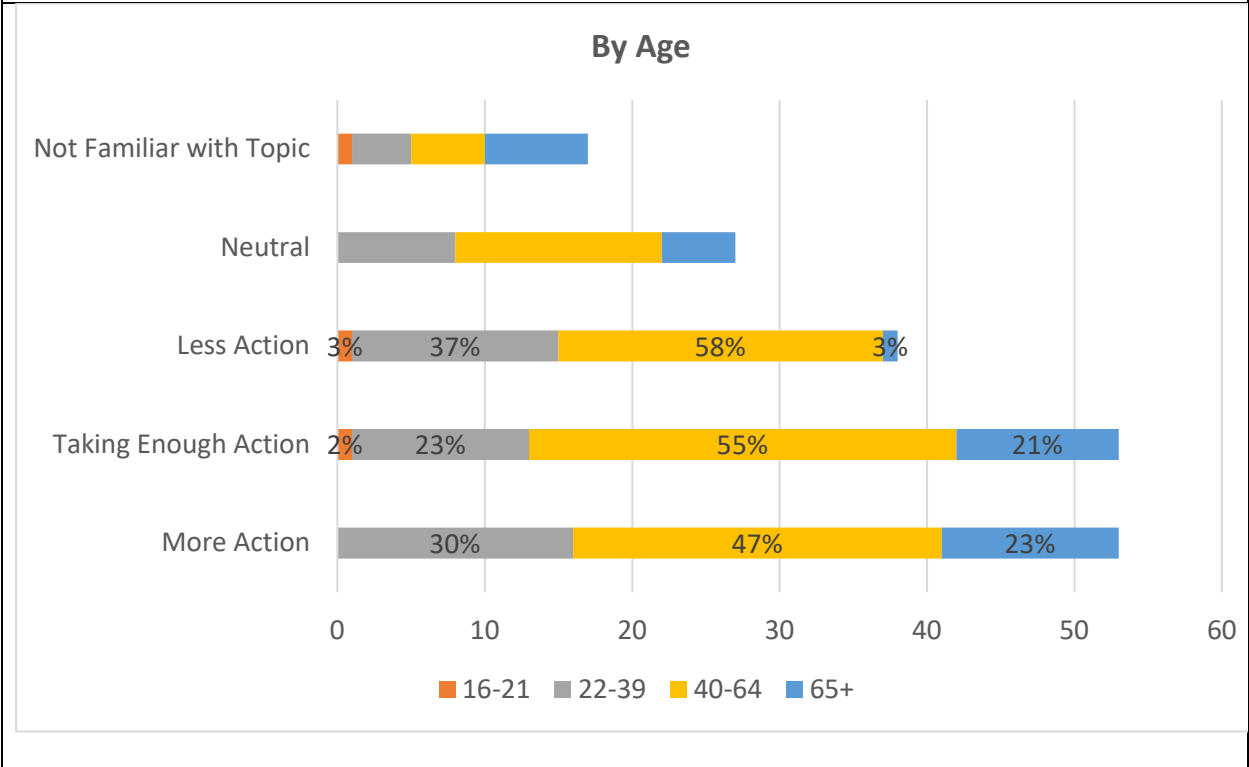
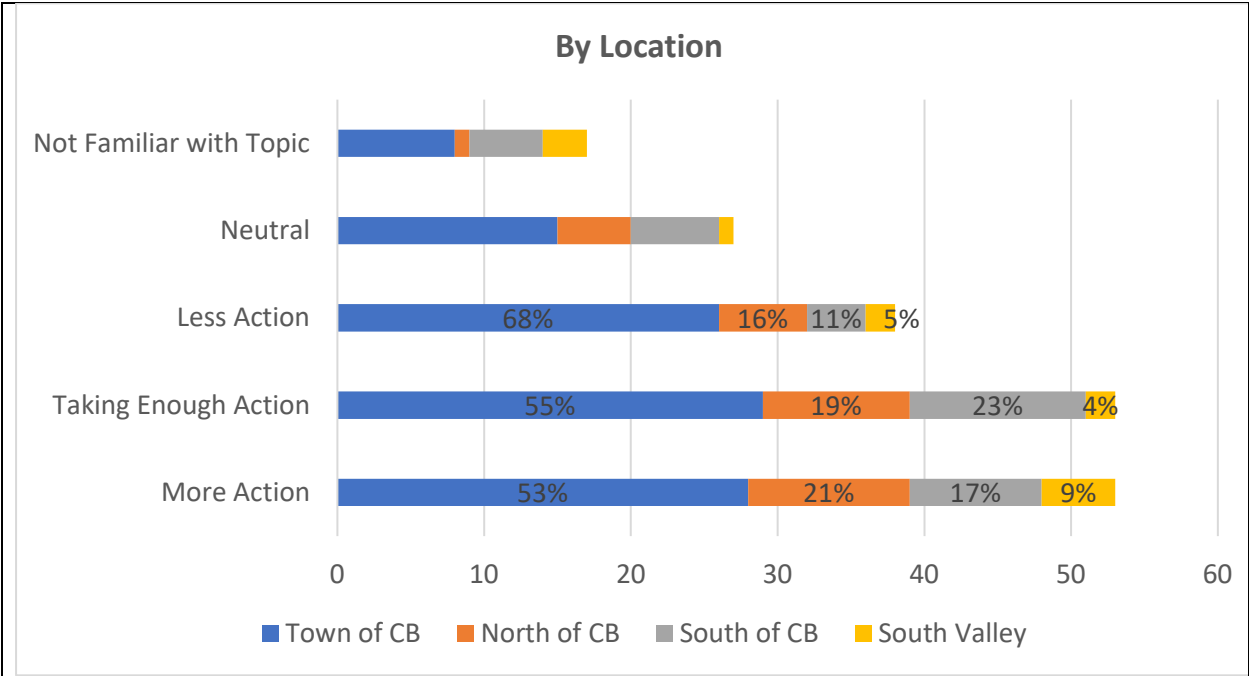
- variety of businesses, maybe space for affordable housing, maybe a good place for a dedicated bike lane
- Effective use of business/commercial space.
- Clarks because of usefulness
- Already a business area with more room to fill in. Can disperse the businesses that are not necessarily 'tourist' oriented but still remains a core business area.
- commercial, because it's needed.
- It's close to town
- The lack of rich people houses
- I like how it looks like Alaska and not too gentrified
- 6th to 4 th Street because of scale and variety of buildings and the variety of uses that serve the community.
- View of local businesses and life in CB
- NA
- the "for sale" lot across from Alpine Lumber because it could be purchased for affordable housing
- I don't go over it Bellevue a ton because there is not much over there other than the skate park and some weed shops. It's a more quiet part of town where I think we have more options for affordable housing.
- Could use some cleaning up
- The Majestic Theater
- All the businesses (contractors, stoners and grocery shoppers) customers who will pull out and block pedestrians or force cyclists to swerve or stop even after making eye contact. Same as above.
- The Majestic Theatre
- Workers - Mon-Fri service businesses
- Big Mine Park
- wide
- Not much
- I like that it provides a place for things that are more industrial and yet needed for our community, like CB Auto and the paint store, to name a few.
- Not much on Bellevue of interest to me
- don't have a favorite
- There is still some light industrial and some important service based businesses. Hasn't been fully gentrified. Yet.
- nothing, can't walk on it safely
- Trailer park
- It's pragmatic and utilitarian. A useful place for locals because of the nature of the businesses.
- I love that it's industrial and grimy and working man's
- I like the fact that it is commercial and a bit dirty. We need to not polish everything

- It isn't a special part of town.
- a part of town to get household stuff, lumber, paint, car repairs, etc.
- The community ice rink and nordic center. It allows users to enjoy outdoor activities/recreation in the heart of an otherwise residential and commercial district.
- Big mine for skating rink, Nordic Center, disc golf course, skate park
- Belleview Avenue is tough. The roads need some work on that stretch. And the bus stop there doesn't feel like it services to places I am looking to go.
- I am not sure.
- Clark's
- Quiet part of town
- I like the dispensaries over there, and the shopping area by the movie theater / store hits some of the most important stops!
- The working class feeling to it. Salt of the earth
- N/A
- Mikey's Pizza: Affordable locally run business
- Nothing
- Belleview between 6th and 3rd need better snow removal. It gets down to a 1 lane road for most of the winter. Not the way to take care of some of the highest sales tax providers in town.
- Opportunity for affordable housing and businesses to be close to downtown

In the Town's commercial/business zones (Sixth, Elk, Belleview), would you like to see more or less action on the following zoning tools?

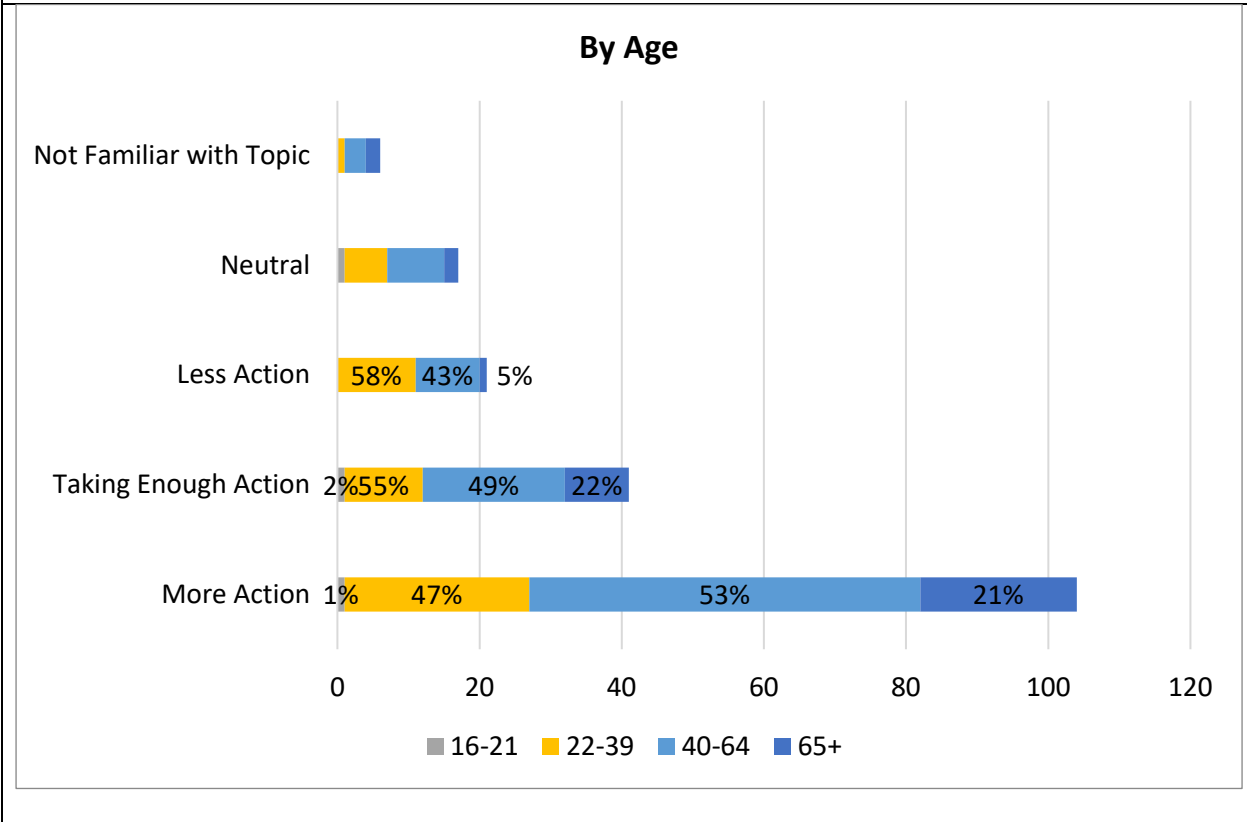
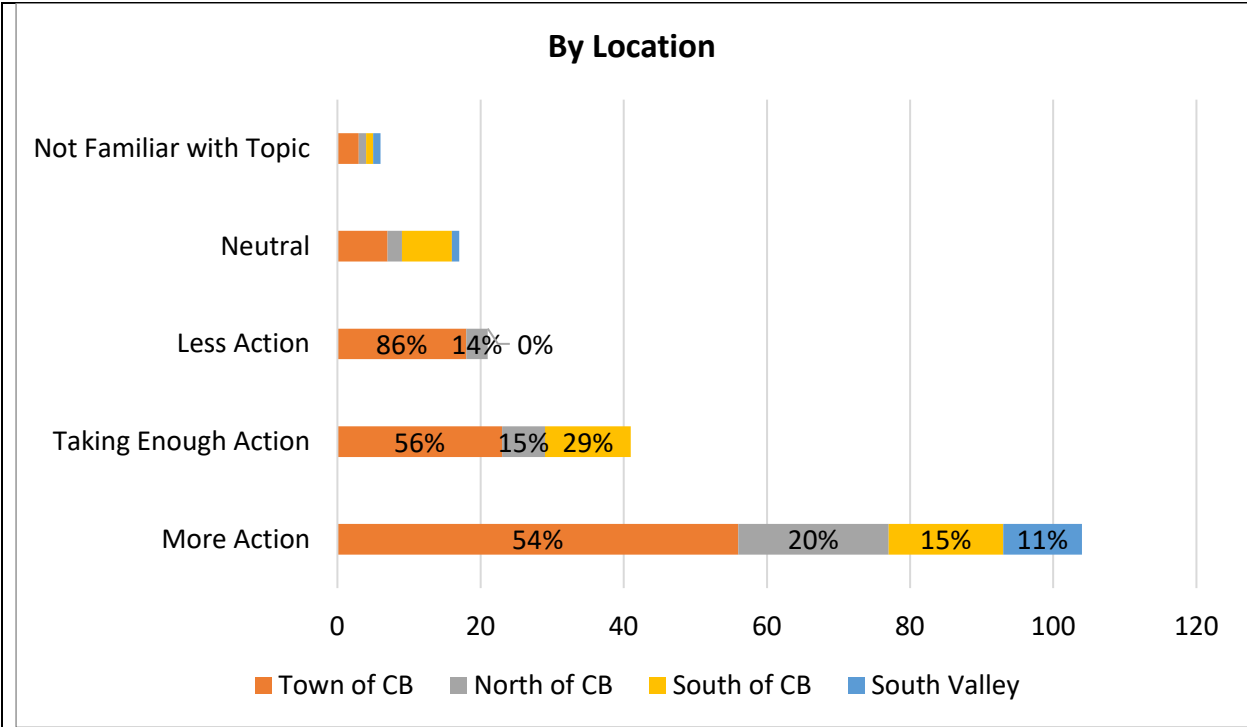
Restrict or adjust land uses (meaning limit land uses to serve specific community needs)



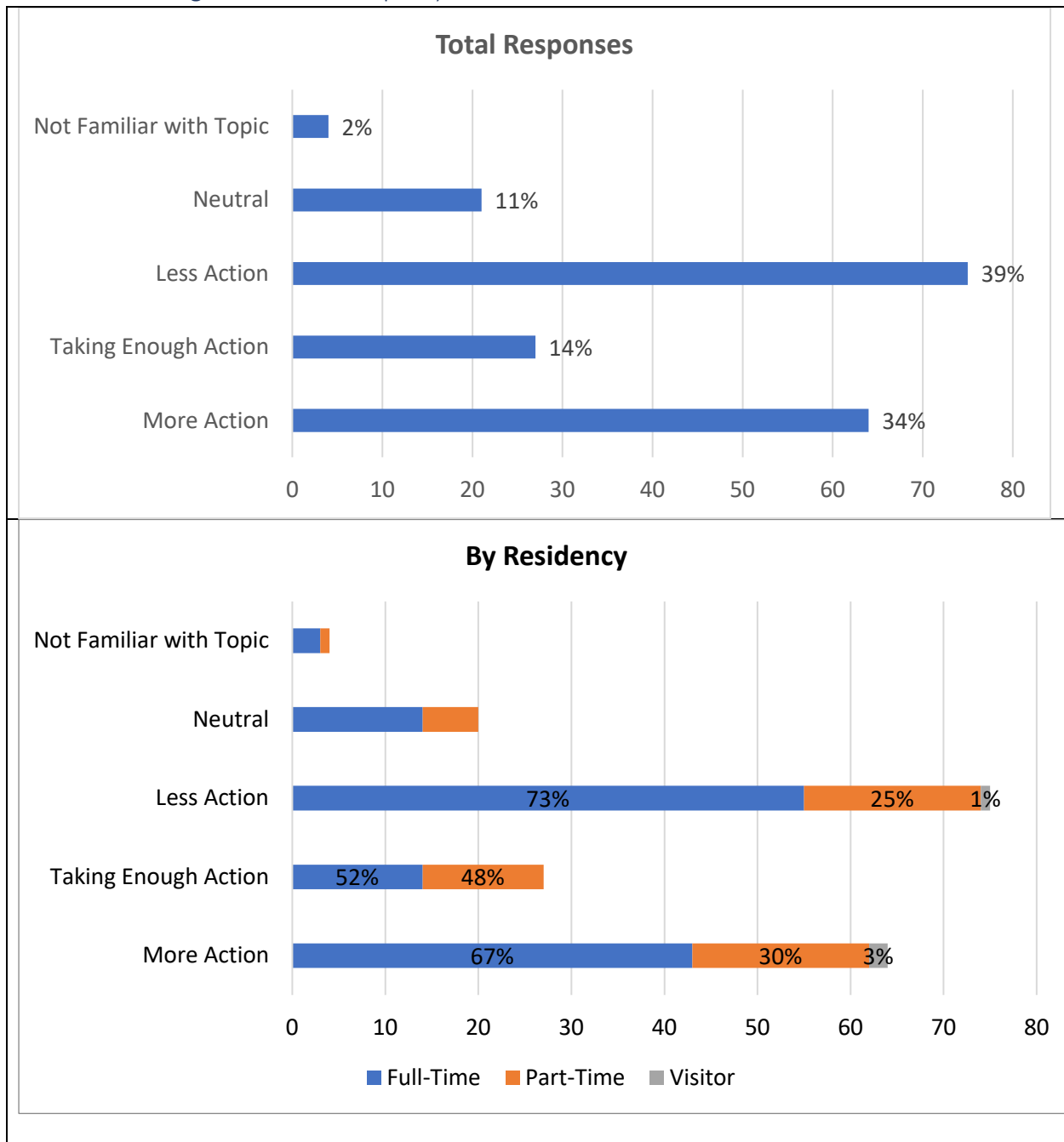


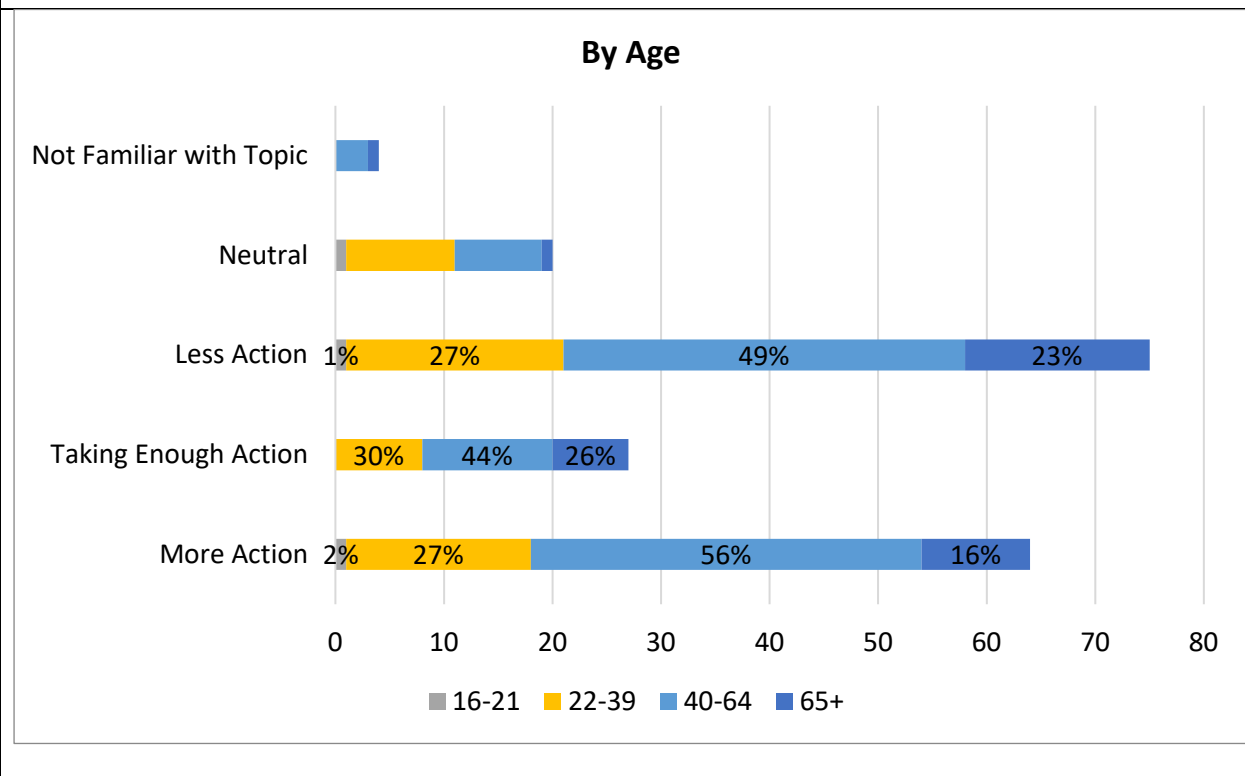
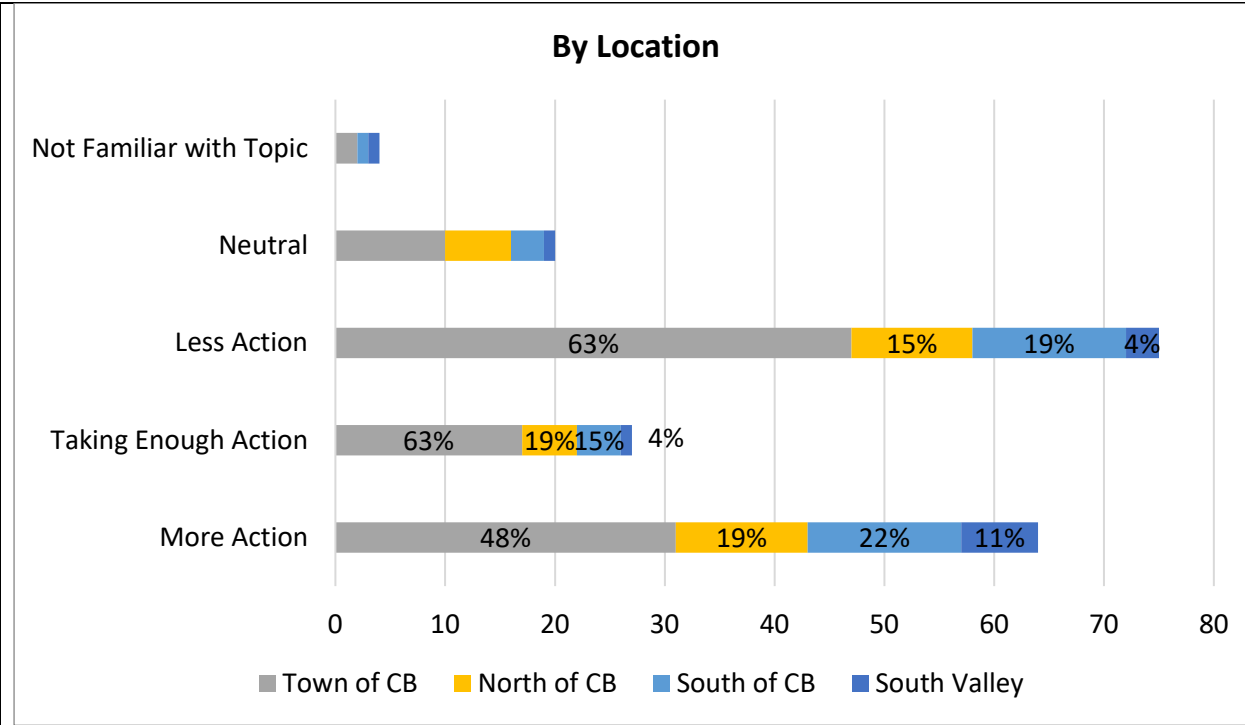
Use allowance incentives (such as incentivizing mixed-use buildings (commercial and residential))



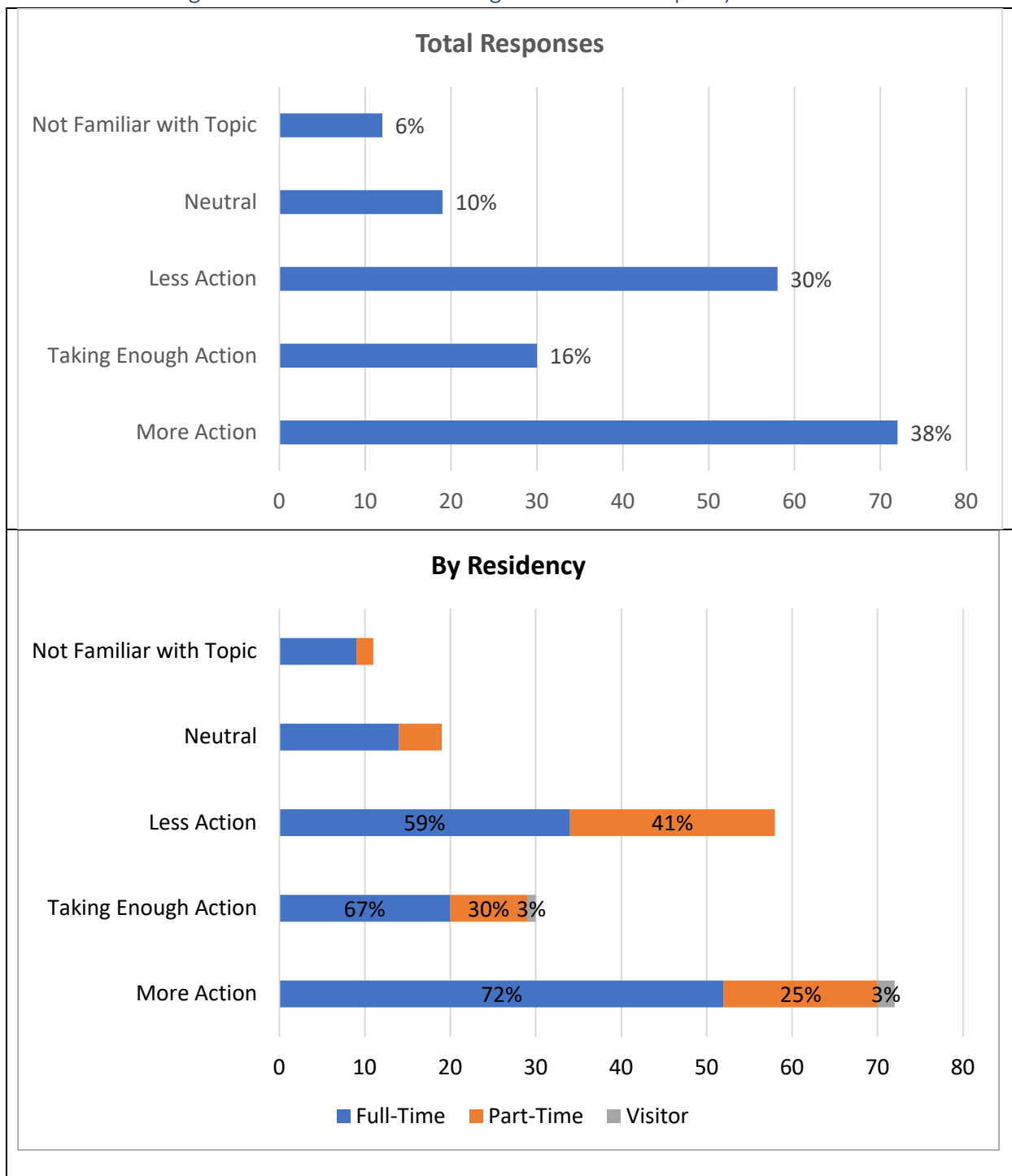


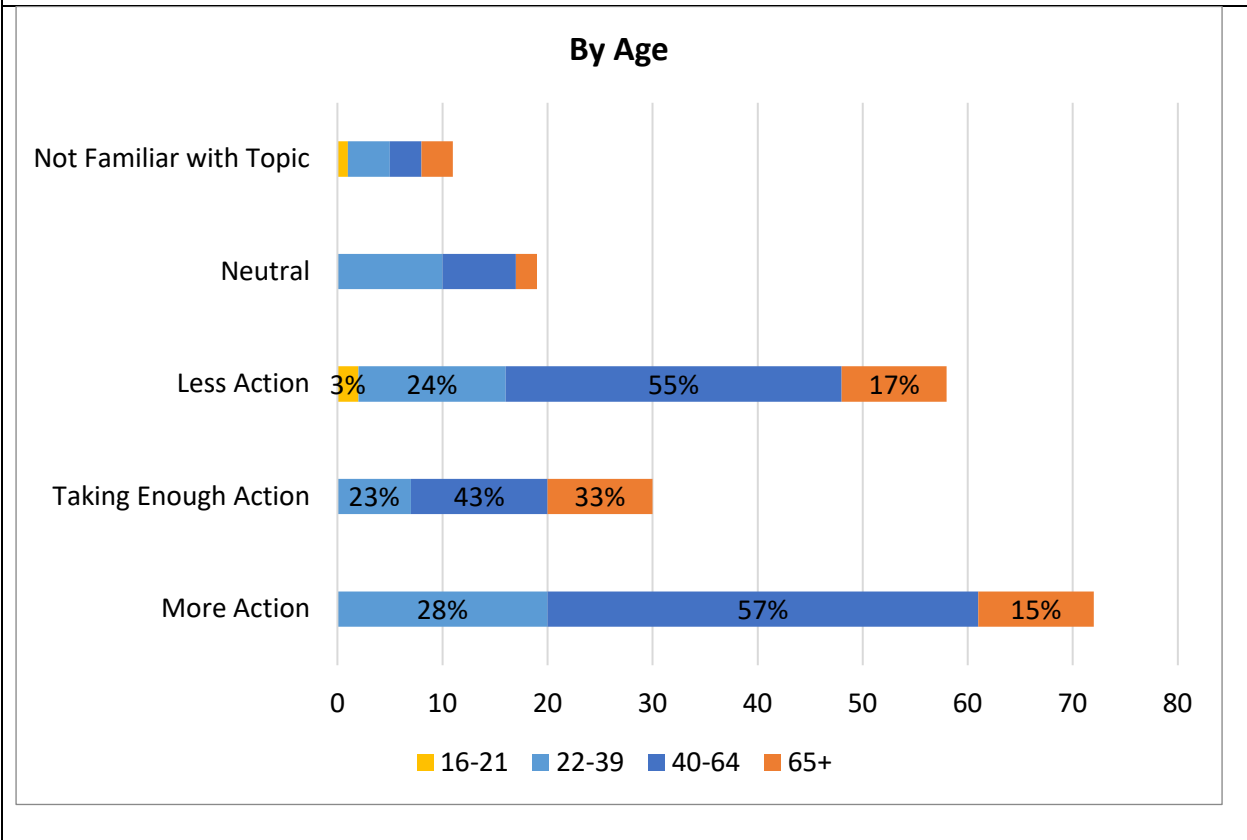
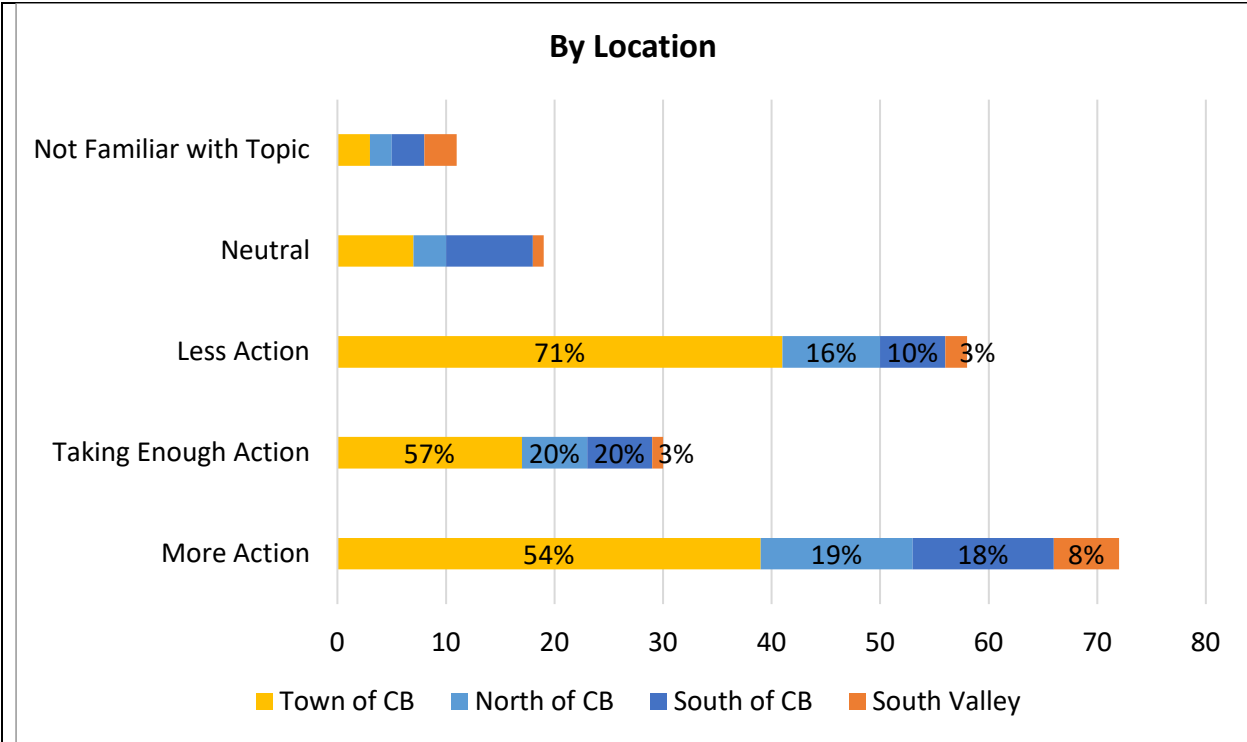
Building height bonus (meaning allowing taller buildings in certain areas in exchange for deed restricted housing or commercial space)



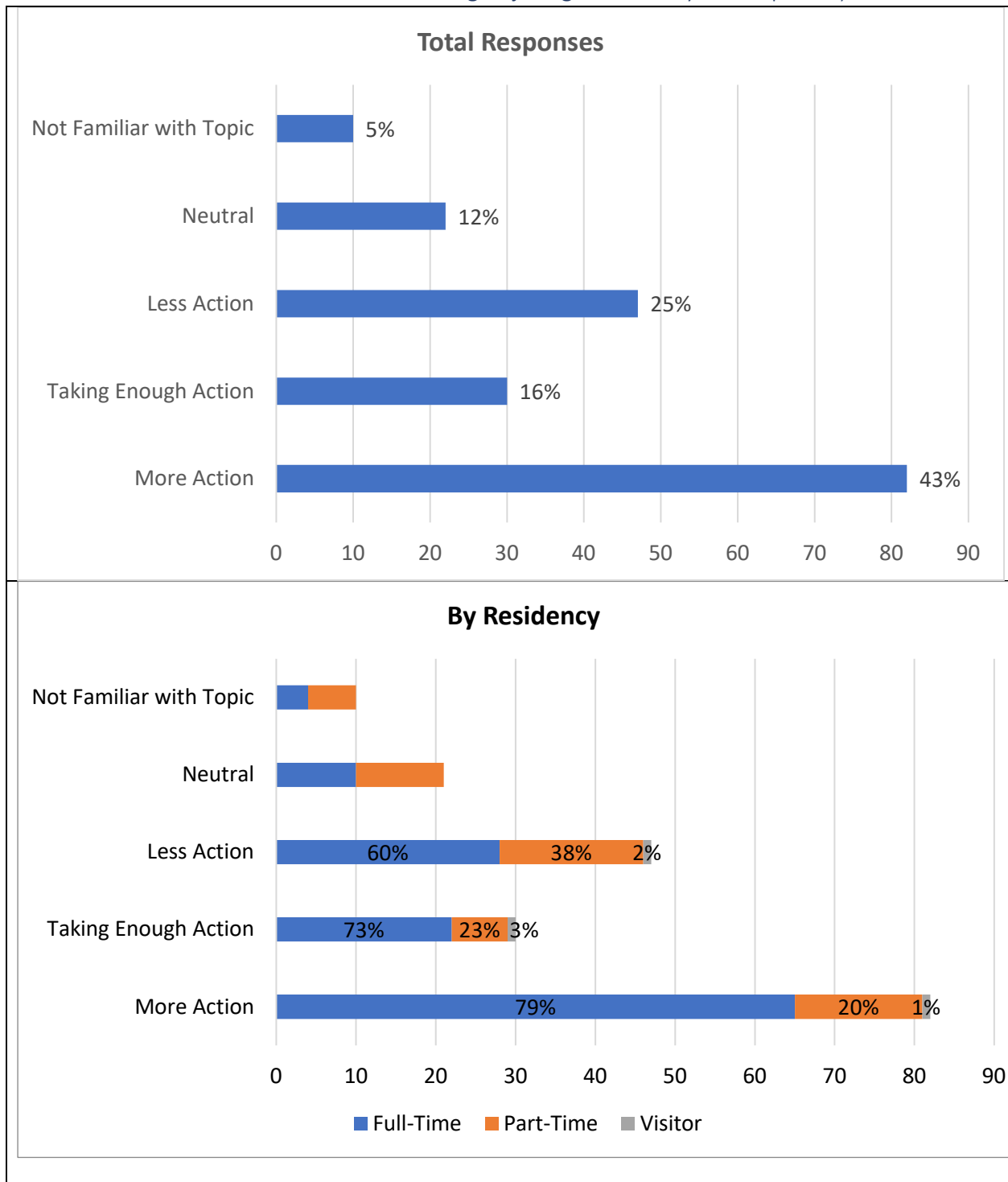


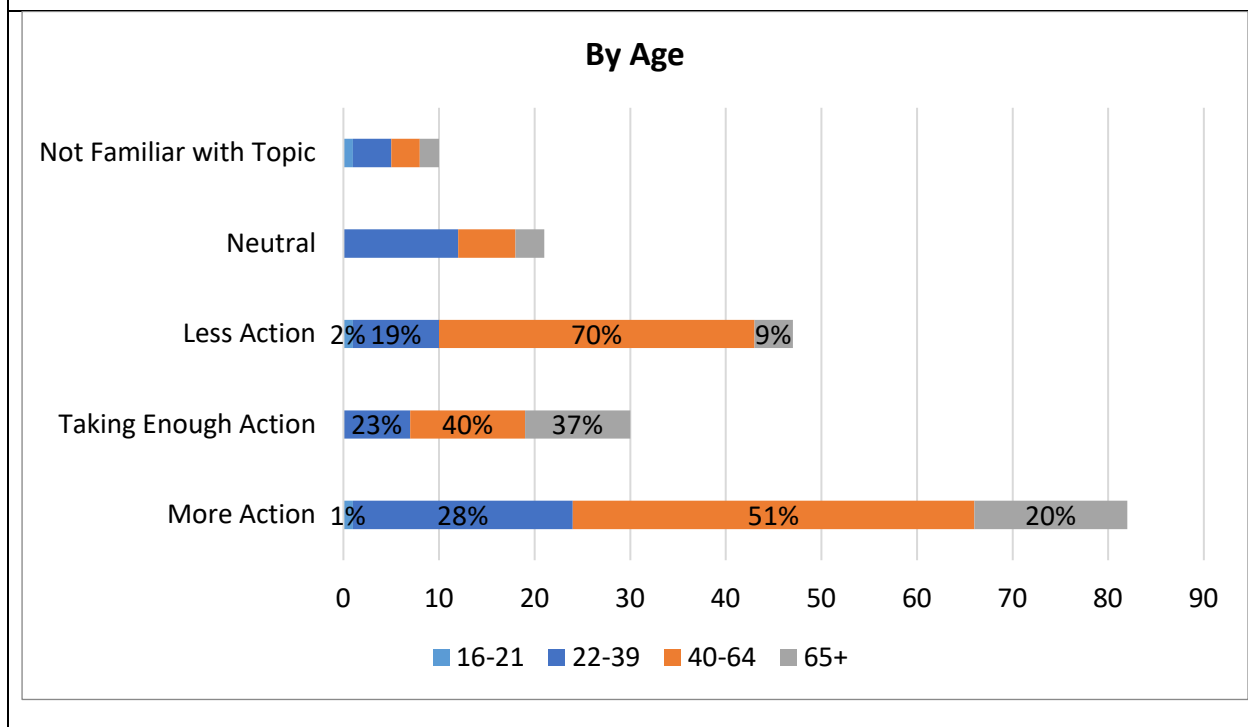
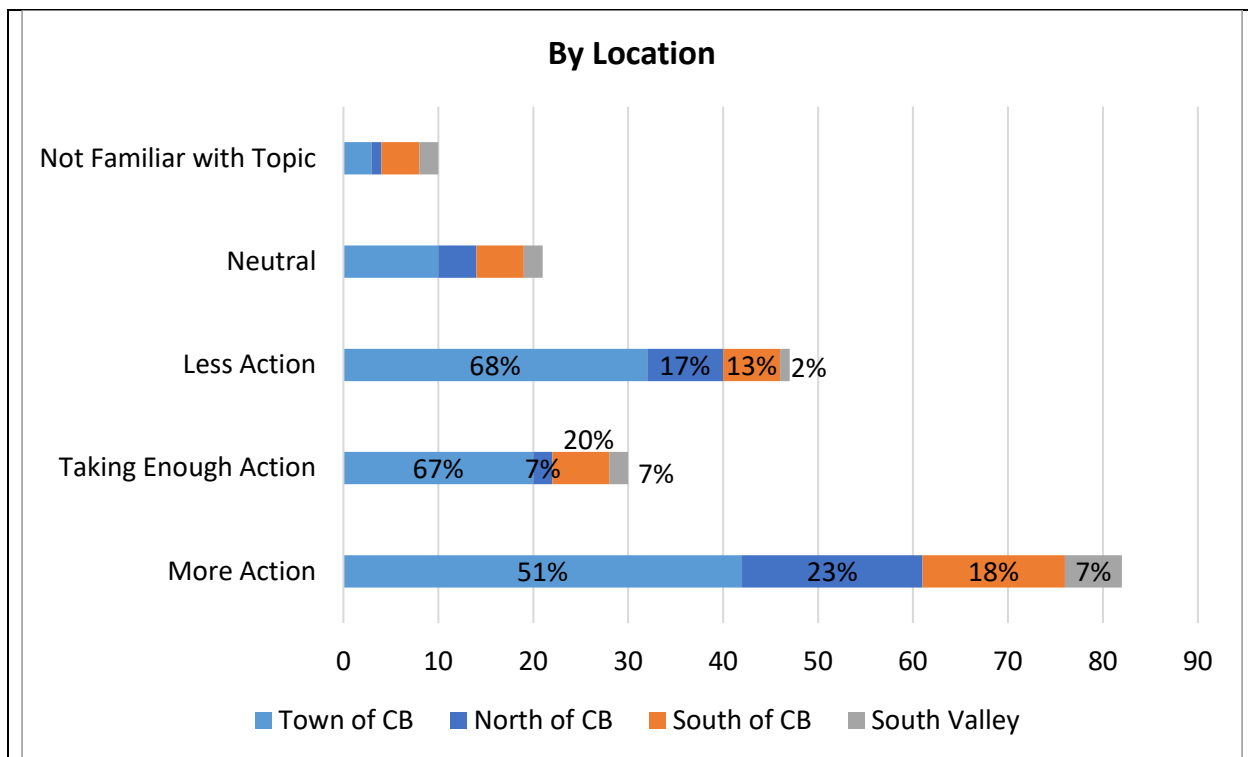
Lot coverage bonus (meaning allowing bigger buildings (not taller) through parking and setback waivers in exchange for deed restricted housing or commercial space)



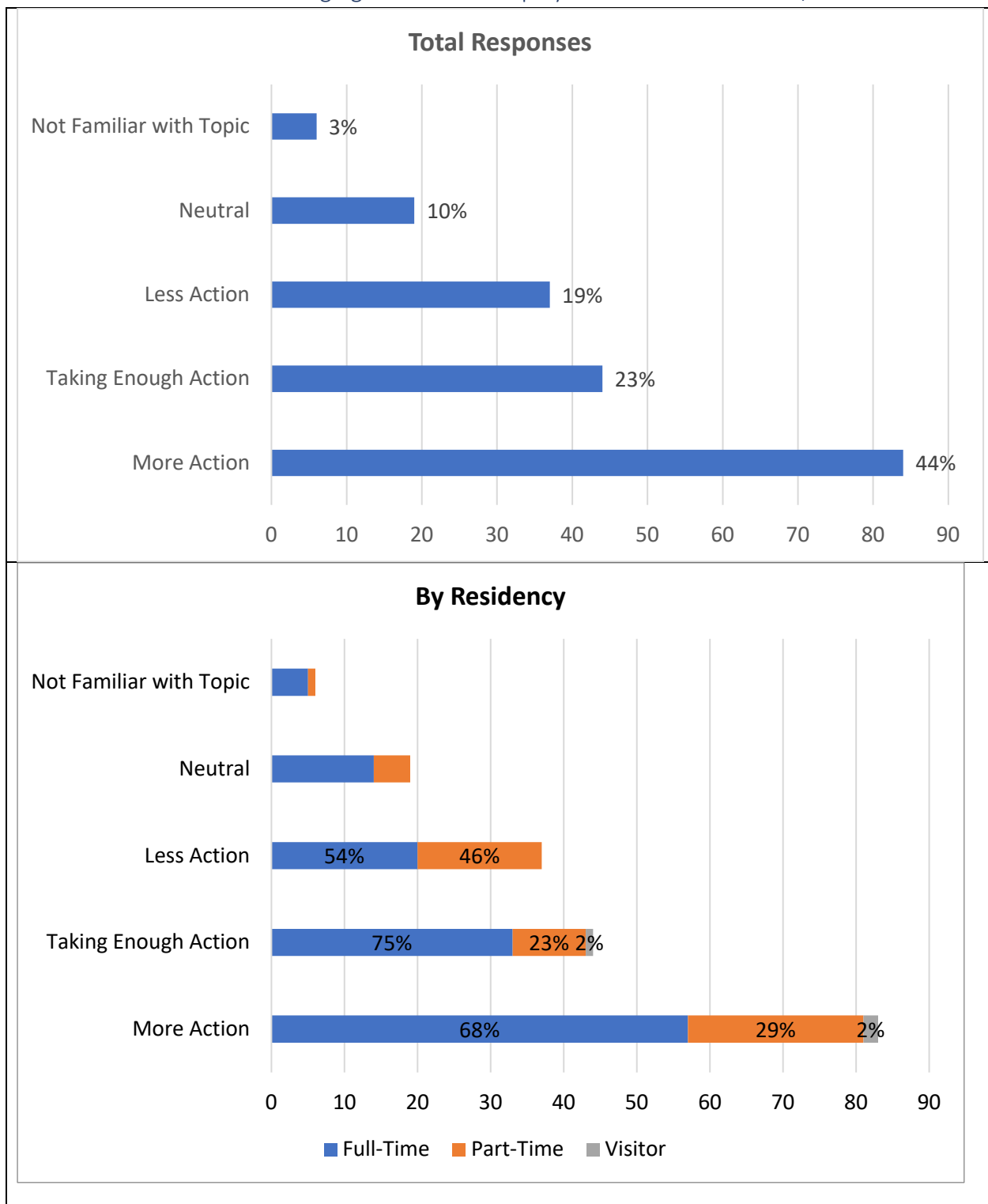


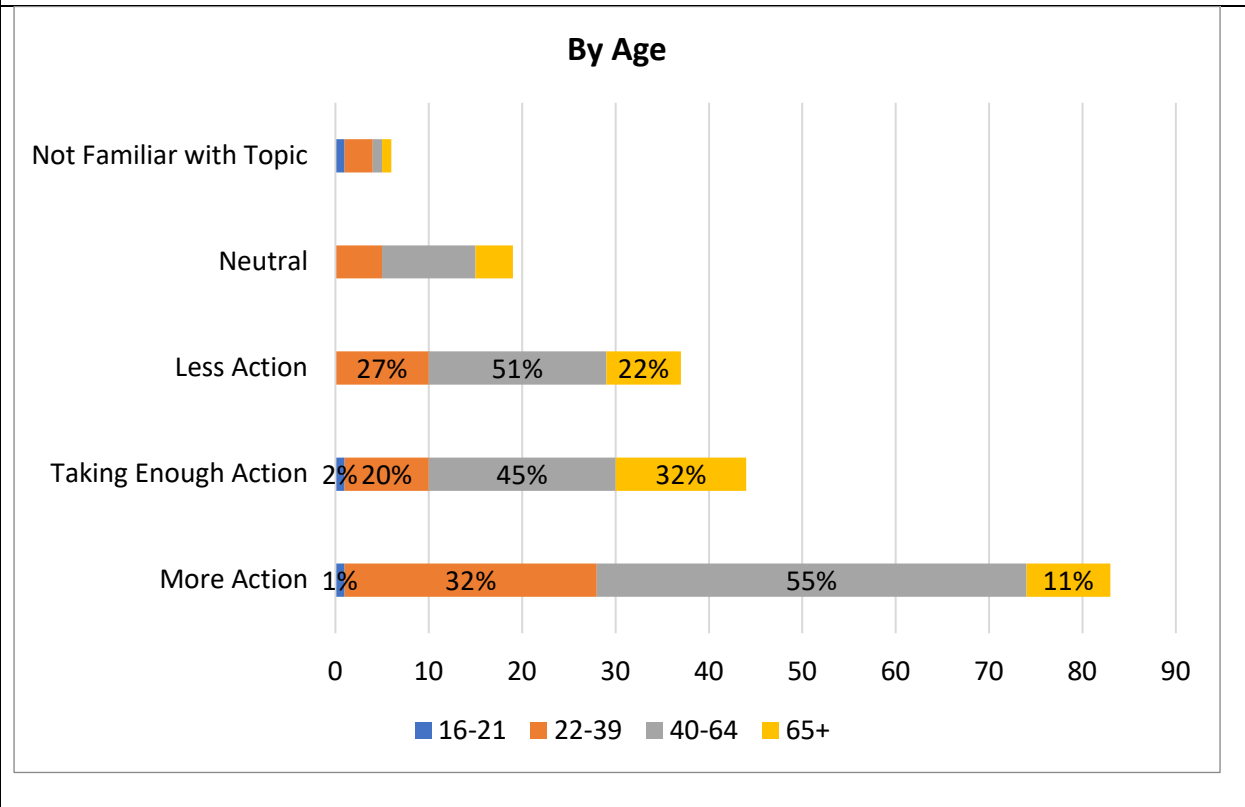
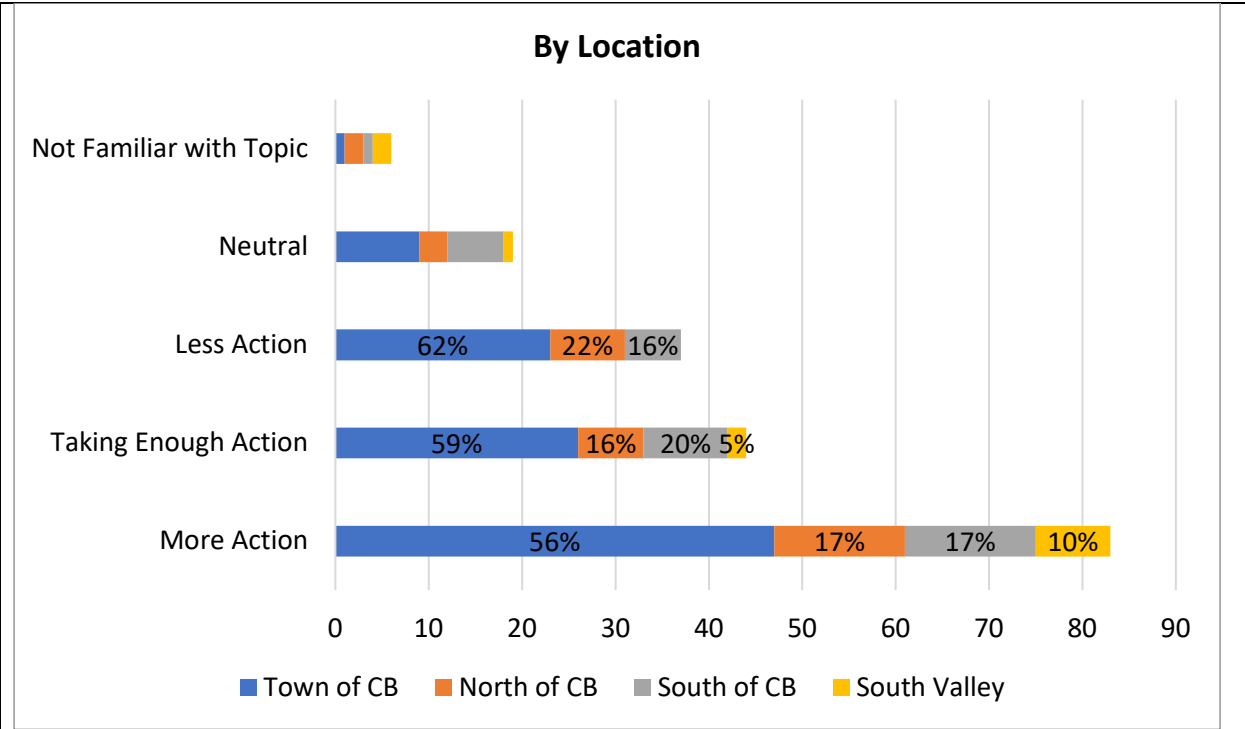
Stronger inclusionary zoning requirements (meaning requiring, not incentivizing, more deed restricted units based on the size of a building or jobs generated by development)





More flexible architectural design guidelines to simplify construction standards/costs





Are there other tools you would like to evaluated in the commercial/business zones in Town?
(Optional/Open-Ended)

- I don't want our town to feel like Disneyland... We need real businesses for people who live here, and housing, and the opportunity for locals to start businesses. We need less billionaire run bullshit, and more authenticity
- Any new commercial buildings need upstairs employee housing units
- Snow load set back requirements are too onerous. Particularly considering likely less snow due to climate change in the future.
- Architectural flexibility should be limited to Belleview, certainly not Elk. No waivers for parking- this town needs more parking, not less.
- continue requiring parking on site. if you don't the entire lot will become structures and I don't want that.
- More parking
- THE PARKING FEE FOR BUSINESSES WITH SEATING. Where does that money go? Why do we have to pay it? Why doesn't that give me assigned spaces for my business. THIS DOES NOT SUPPORT LOCAL OR SMALL BUSINESSES. You're absolutely wrecking any locals ability to add seating to a business.
- More Parking for visitors. Stop punishing visitors who are here to support local businesses (and locals)
- Affordable housing projects need to include commercial space.
- Allow commercial kitchens on Belleview. It's ridiculous that the zoning allows for toaster ovens and hot plates but not a stove or burners. Come on. Belleview is the only place a local is going to be able to open up a small food business like grab and go or even a small restaurant. Make it work! Right now, it's billionaire or bust on Elk Avenue. Just watch. Hermanson will edge out the Breadery because Meg doesn't own the building. Hermanson will ruin a wonderful business. 212 is ridiculous and hideous. The Italian place in the Forest Queen will have \$50 spaghetti. Loosen the regs on Belleview and help locals who currently live here find a way to make it work. Stop planning for people who don't live here.
- Less taxes
- Encouraging more affordable rental units
- landscape requirements to provide green spaces
- required and limited parking permits for businesses. too many businesses store cars and trailers that take up parking spaces for residential occupants.
- The above questions didn't explain themselves so were useless to me. This would have been more helpful with links to explain specifically what the question is talking about.
- On Elk Ave., would like to property owners have options to build new structures where there now are the faux Victorian era buildings that look like they were built in the 80s. Kinda feels Disneyland-ish.
- N/A
- Leave it alone!
- Do not lower standards as more money and expansion comes into town.
- Review of the ADA guidelines
- Build some affordable apartments 1000\$/month
- Don't let people buy there way out of parking. Such as the Horseshoe building. Bought off 13 spots, and now those cars clutter up a block in every direction, terrible decision by the town.

- How is town council going to help existing small business so that billionaires don't monopolize our town
- Flexibility when local businesses or organizations have requests/ ideas that would benefit town (affordable units, adjacent expansion. Case by case basis
- How to mix commercial uses and affordable residential uses with less conflict.
- More parking. Anything allowing less parking without a large lot somewhere is insane.
- More stop signs!
- Purpose and value to community
- Fill all the open buildings
- Allow commercial to convert to residential. Horseshoe build was/is a disaster with very limited parking, we need much more parking on developments like this.
- it is really important to me to maintain the general aesthetic of crested butte and not become a weird metropolis of modern cookie-cutter mass produced buildings. our character is so unique. there are ways to design buildings to compliment the existing building style that are much less expensive than the existing buildings. buildings can be humble in appearance while still complimenting the surrounding look/
- Less BOSAR
- Denser, walkable development.
- keep the look - let market decide other
- Very hard to answer these questions because these three areas have such different character and I don't know enough about the existing zoning rules. Probably need to tailor the options by area.
- Is underground parking a possibility in order to free up more land for affordable housing
- more density allowed as the town grows.
- question 34 is not worded well because "restrict" has a very different meaning than "adjust." I would recommend adjusting to allow more mixed commercial (ground floor) / residential (upper floors) in that area. I would not recommend further restricting permitted uses.
- make it easier for small business owners to stay here.
- You cannot offer affordable res or comm no matter what you do. Please stop using this term.
- Not limiting parking to 2 hours
- inclusionary zoning for both affordable housing and to preserve local ownership of trade businesses so residents can get their homes serviced when needed
- Incentivize 'not driving' for employees, business owners and customers.
- More uniform enforcement of Town policies regarding outdoor music and seating. Make it classy people!
- the height bonus is outside of the core.
- Flexibility in building and remodeling
- Don't know if it is possible, but I think commercial buildings on Elk Ave. should not be permitted to sit empty with no plans/actions to get them open for more than a year. I understand that action may take longer than a year, but something should be in the works.
- Parking garages, shuttles, trolleys
- rent control

- Is it possible to own a historic building on Elk Ave and not be ultra wealthy? How can Crested Butte reclaim the "owner- operator" business model that sustained the community for so long? I think it's not coming back due to cost of real estate and the cost to improve structures. Billionaires don't run their own cash registers thus requiring more people, more housing etc. It's a pretty unappealing business environment for the common consumer.
- The light posts along Elk are in need of painting.
- We can't allow people to have less parking because we already don't have enough. Businesses need to provide enough parking for their workers etc.
- Consider making Elk ave a walking zone for much of its length.
- Where new buildings are built, Sixth Street corridor is becoming a canyon. that is not good. Third floors on all commercial buildings along the Sixth St. corridor should only be deed restricted affordable housing or not have a third floor, just like Ek Ave. and the Belleview commercial zone.
- Conversion of unused bldgs to temp employee housing (e.g., Teo Bakery, Princess, empty second / trophy homes
- I would like to know more about tools available
- Speed to build. Incentives based on how fast a project can complete.
- N/A
- Friendly regulations for food trucks
- Letting buildings buy their way out of parking only creates more problems. Do not allow this. The horseshoe building lack of parking has effected everything within 4 blocks.
- Utilize commercial/business on the 1st level and affordable housing on additional levels

RESIDENTIAL NEIGHBORHOODS

What are your two favorite residential neighborhood/streets/blocks and why?

- The west side of town because the homes are small and historic.
- 4th and gothic...dead end street with locals still on it... 7th and gothic... Again, locals live here, it feels vibrant
- Butte and Teo in the NW corner of town because they are quieter with less vehicles
- 200 block of Gothic. Third 'tween Sopris & Whiterock.
- All
- Elk (its history and appearance). The mobile home zone in the NW corner of town. Why- because it's the opposite of the ultra expensive homes that surround it.
- Sopris between 1st and 4th because it is walkable and houses are reasonable scale. Third street from Maroon to Butte because it is walkable, little vehicle traffic and the creek is accessible there. but I like paradise park too because the architecture varies from house to house, mostly, and it is human scale and PEOPLE LIVE THERE
- Sorus between 1-2
- Bellevue. Mixed use and more zoning friendly
- Butte Sopris They are the least busy streets in town
- Red lady- bc I live here and close to grocery store Butte Ave- the homes are nicer and quiet area
- Butte Ave area
- Teo and 7th, lots of locals live around there so it feels like a community.
- Maroon between 5th and 3rd - the integration of public green space, public building, residential, and commercial abnbs create a diversity. Alley between whiterock and belleview - has a more eclectic feel and diversity of stuff.
- Residential? Seems like mostly hotels at this point.
- Paradise Park - people actually live there. Teo between 1st and 2nd - people actually live there and don't need these fancy schmancy homes. Not everyone needs maximum square footage and the same ugly architecture as their neighbor. Years ago, when we had a chance to annex Aperture before we fucked that up, I recommended that we annex it and turn it into an M-zone for trailers. The council laughed at that ideal. Look at it now. I blast prettier boogers out of my nostrils. We could have had it for locals, for everyday people who work hard and make this place work. We fucked it up. Next time we have land, annex it and zone it M. Plenty of fancy houses here already. Do something for the not-rich.
- 1st, 2nd & 3rd - less cars and people; quiet; no lights.
- I really like my street Teo between 1st and second. Its lived in.
- Whiterock because locals live there. IE it has a soul and people aren't just using it like a playground without investing their time, love and money into it year after year. I'm all fine with tourists but Maroon is just sad because people don't really live there.. and many places in town. It would be nice to have more spots in town proper that are zoned for local housing. Maybe buy out a few places in town with big lots and make them 4 plexes or something. Deed restricted.
- Pitchfork, actual locals
- I love by the butter ave bridge and behind totem pole park as quiet
- The original neighborhoods in the old part of town in the West side. Character, charm, and history

- What's remaining on Elk because it adds to the character and appeal of town. They are originals. Maroon for all of it's larger historic properties - Fire Dept, churches, library and some of the homes
- Butte Ave between 5th and 3rd - quiet, nice place to walk Bellevue between 7th and 8th - appreciate the sidewalk and safe route to school
- 3rd street and maroon ave. I like the multi use nature of the zone
- 2nd & teo as well as 1st & butte. lots of full homes with small yards
- Sopris and Maroon west of Sixth St. I love the varied look and colors of all the historic homes.
- West Gothic and Teo. quiet with less traffic
- Near the school. Whiterock. Lots of locals and kids. Also the corner with Mikey's and the skatepark.
- 2nd Street south of Elk. Good scale and mix of historic buildings 100 block of Teocalli. Locals live here.
- Gothic and Sopris north of 5th.
- East side: es traffic and away from commercial/business noise and congestion
- Northwest corner of town (Butte) -- quiet with light traffic Southeast corner of town (including Elk and 8th/9th area) -- consistent construction, nice homes, clean/quiet streets
- 9th Street because the views are great!
- maroon Ave.
- Right off Kebler and the new mega mansions on 9th. Old vs new
- Whiterock...you haven't yet f'd it up too much, other than a few remodels of historic homes and the stupid planters in the street. 0-3rd on the south side that is still funky and has some open space (disc golf area), again that you haven't gotten your mitts on to screw up, yet
- Sopris. Butte Ave. Because they're quiet
- Love the older homes on the north side of Elk.
- 3rd & Maroon - love that many of the homes around this block look more historic (including the fire station), and that Tomichi park is a hidden gem nestled in these streets.
- Maroon and 7th, there are mostly locals living in this area, less ugly new large houses. Teocalli between 1st and 2nd, there is a "trailer park" right next to new, expensive builds/
- 8th and Bellevue (proximity to the mountain, walkable and lovely) 2) Gothic and first (feels like you go back in time)
- Elk 8 and 9th street- quiet and well maintained. Bellevue 8th and 9th quiet and well maintained.
- Build some affordable apartments 1000\$/month
- 800 Block of Bellevue, Pretty homes and friendly people 800 block of Sopris, Same
- Paradise Park. NW Corner of town.
- the alleys. quite spaces mostly free from cars. wandering them is peaceful.
- Butte Ave
- Butte Ave, nice and quiet
- Teocali lots by the water and the old homes on first st
- Third Street-between Sopris and Whiterock small houses that are lived in.

- Butte Ave between 2nd and 4th streets. Maroon Ave between 1st and 5th streets. Showcase for our beautiful old homes.
- 9th street. Less traffic. Butte ave on north side. Less traffic
- White rock....too busy. No sidewalk or bike lanes
- first and white rock because its quiet and has the river and hill rd because of the solidarity
- Not telling as staff will mess those up
- Skyland
- Butte-views Anything north of maroon and east of 4th. Quiet with few cars
- Butte and Teo and Gothic west of coal creek (because less traffic)
- sopris & gothic
- The townhomes across from clarks are great. They're high density and very cute.
- Teocalli and Butte because they're less heavily trafficked
- Main Street! (Elk AVE) and maroon ave
- Butte- mix of housing types, character of housing (lots of compatible newer buildings), walk and rideability (no thru traffic)
- really like the residential area around the school, away from the heavy traffic (cars & people) and noise
- North of Coal Creek because it remains a real neighborhood. Northeast corner where really useful "more affordable" housing was built.
- Butte Ave because of the mix of high end residential and mobile homes.
- Butte - Gothic on the east side of town because locals actually live there with a small mix of STR's.
- Sopris Ave because it's historic residential. Butte Ave because it's got great views & the Kapushion trail.
- Keep secrets
- Maroon Avenue (all of it)—just cool-looking Sopris—still looks as if normal people live there
- Sopris and Maroon Ave historic districts.
- Butte Ave as a pedestrian and cyclist thoroughfare 9th St for the same reason
- Teocalli - local feel when walking from 6th to rainbow park
- Teocalli, below 6th, it feels like a community of people who live here vs dark homes.
- 300 block of Gothic because there aren't many cars, a good mix of building designs and sizes and only two short term rentals---600 block of Teocalli because it's a mix of high density residential and some lower impact commercial
- Any two blocks where local people live rather than out of state billionaires with trophy homes.
- Elk and Maroon, there is a lot more history on Maroon Ave than people know. Union Congregational Church is a very beautiful historic church that tends to be overlooked by the insane parking there. I love elk because of the amount of historic housing there.
- 3rd street off the beaten path and love the Cole creek bridge
- 3rd and gothic, it's quiet and I like the park cut thru
- North third street and west butte ave because foot bridges diminish aggressive 'through drivers'.

- Third between Whiterock and Sopris - I have local friends who live on that block and it feels like one of the last ski bum strongholds of downtown. Seventh between Teo & Gothic - lots of condos/apartments and where a lot of younger locals live - I like being here because there aren't as many empty second homes as other blocks.
- 3rd off of Totem pole park. Sopris
- They are all special and unique. Though I do find the repetitive nature of the architecture in the verzuh ranch area reminiscent of the cul de sac neighborhoods of suburban Denver and Boulder County.
- 1. Sopris West between 5th and 1st, St; 2. 2nd St. end to end,
- Maroon and White Rock
- Butte Ave. the views are great.
- West of coal creek. Architectural diversity
- Sopris, between 2nd and 3rd, because of the variety of homes and that they adhere to historical architecture. Butte Ave., the first through third blocks, because I think the new homes that have gone up there echo the historic "feel" of our town while being quite a bit bigger and certainly very beautiful.
- paradise park , almost everyone owns their home we have a neighborhood
- Historic core outside of Elk Ave
- Butte Avenue because of the bridge, access to open space, park, etc.
- 7th st, its where the locals live. Trailers behind Clark's.
- Paradise Park. Friends, neighbors, kids, dogs with all the smiles and messiness
- Maroon all the way
- Butte Ave because it is pedestrian friendly. Sopris between 1st and 3rd
- I don't have any
- Sopris west of 6th. small houses that fit with the Core, lots of walkers. Third St. north of Totem Pole park. quiet, lots of safe walkers / bikers.
- Sopris between 4th & 3rd. It's quite and feels quintessential CB.
- Teo down to rec path bridge and over to aperturw put-in b/c of great river and riding access
- The upper northwest side aka land beyond the bridge, it feels peaceful, slower, and leads to the views of Paradise Divide. The northeast side of town, Gothic to Butte and going east to tenth street. It feels like homes that people actually use.
- I like the houses on the west side of butte Avenue because they feel like a community, lots of local people and they aren't broken up by other buildings. I like the houses on the east side of gothic and teocalli because they also feel like a neighborhood.
- West Elk Avenue and NW corner towards Peanut Lake.
- My favorite is gothic because it's where I live and is right by a beautiful park, as well as Elk because of all the energy it holds.
- Bad Dog alley. One of the largest alleys with a high concentration of local working class residents. The historic mining district on whiterock.
- Teocalli/9th/Butte. Contains townhomes where I could potentially live someday. Not \$3million dollar homes

- Maroon and Gothic
- It's all good
- Sopris

What are your two favorite alley blocks in Town and why?

- The alleys leading off of Sopris and Marron
- Between 1st and second on the Soupçon alley... It still feels like created Butte Between 3rd and 4th on the alley between elk and sopris... Still lively
- Between Maroon / Gothic W of Coal Cr, Between Elk / Maroon W of Sixth.
- All
- I like all the alleys
- sopris and whiterock around 2nd and 3rd.
- Fourth to First between Sopris and Whiterock
- The ones between 1st and third and sopris gothic butte area. Also the one between 5-4 elk and naroon
- All of them. Great for walks with a dog.
- Whiterock and sopris Maroon and teo?
- The ally between 1st and 2nd street by the Nordic center
- between elk ave and Maroon ave - functional and easy to assess and walk down
- Bad dog same reason as above
- The ones that run along the river, behind the post office and behind bones
- You spelled "why" incorrectly. BadDog - because it's a shit show and CB needs to retain some of that. Between Maroon & Gothic between 1st and 2nd. It just feels like a magical wonderland and is dead silent.
- 1, 2 and 3.
- There are many great alleys with older building sheds that are dirt that are unique and special.
- All the alleys seem good to me
- 3rd
- I love the alley block between 4th and 5th and Whiterock and sopris. It's never changed, and beautiful.
- behind soupçon and behind old town hall because of flowers
- The alley where Soupçon is located. The history of the structures there.
- Soupcon alley. The properties there are well maintained and there are nice gardens. The alley behind Butte for the open space and dog walking.
- Alley between Whiterock and Sopris between 3rd and 5th - feels like a quiet refuge in a busy part of town
Alley between Elk and Maroon off of 2nd- bridges
- Next to Butte bagels - I just like it?
- badog and dogwood. cause dogs are cool

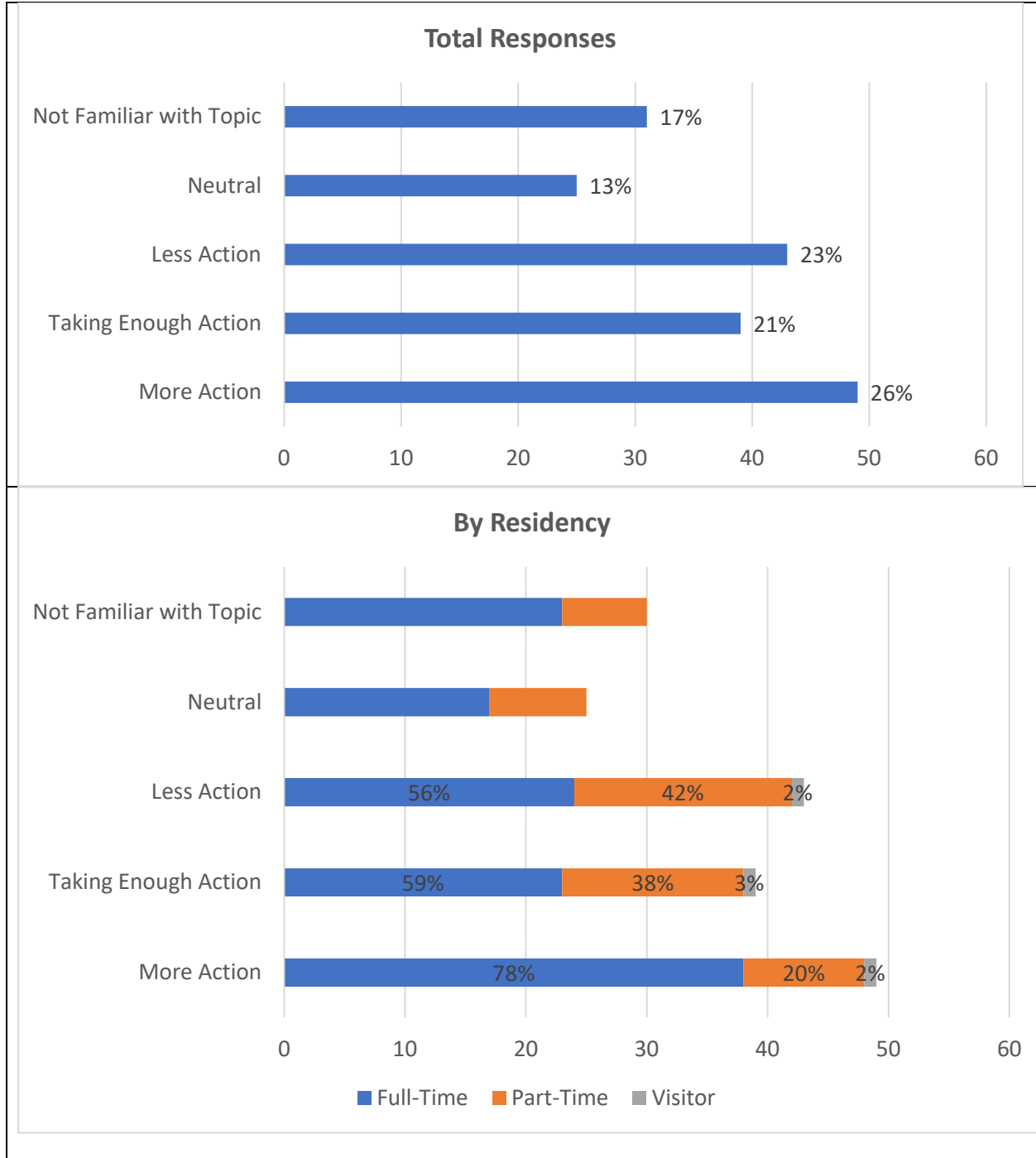
- Maroon and Teoli Avenues west of Coal Creek. There are hidden gardens, these alleys are not dusty, there are fewer garages.
- Between Sopris/Whiterock-West side-nice Historic alley/out buildings Between Elk and Maroon-coal creek pathway and historic alley buildings
- Where the Alley loop runs because the houses are lived in and funky.
- Between 1st and 2nd. Sopris and white rock. Between 2nd and 3rd. Sopris and Whiterock.
- No faves.
- historic district alleys-they're unique
- Bear Alley -- nice homes, quiet/clean.
- N/A
- whiterock/sopris alley 3rd to 1st
- Bad dog alley and the alleys behind elk. Those show how busy the town shops and restaurants are.
- All of them
- Love the fact that CB has alleys. The worst is behind the Stash and Bru Haus. Please enforce clean-up with trash, etc.
- The alley along coal creek on Maroon b/n 2nd & 3rd. Because it's pedestrian-friendly, on the creek
- Between Elk and Maroon because I can get out of the post office without getting back on Elk. Between Sopris and Whiterock, it is a good transit corridor.
- Behind Ryce and in front of Butte Bagels. Coal creeks trickle reminds you to slow down
- Alley along river behind Butte bagels.
- Build some affordable apartments 1000\$/month
- Bad Dog Alley it's a quirky area many blocks north and south of Elk Ave. 100-600, They are so peaceful and quiet to walk during the days when the insanity on Elk ave is just too much to deal with
- Don't have one
- haha. answered the previous question before reading this. 😂
- Soupcan and bad dog
- Bad Dog alley since real locals' neighborhood with families
- Second and third at blocks a
- Bad dog - locals and several in or near the historic section because they are like hidden gems in a busy area
- The alley between Elk and Maroon and First and Second Street. And the alley between Sopris and Whiterock that include small houses with alley access.
- Baddog Alley. Pure CB character and attitude. Whiterock/Sopris Alley between 1st and 3rd.
- Whiterock! Bad dog alley
- Sopris
- Teo and Sopris because they keep a local vibe
- Same

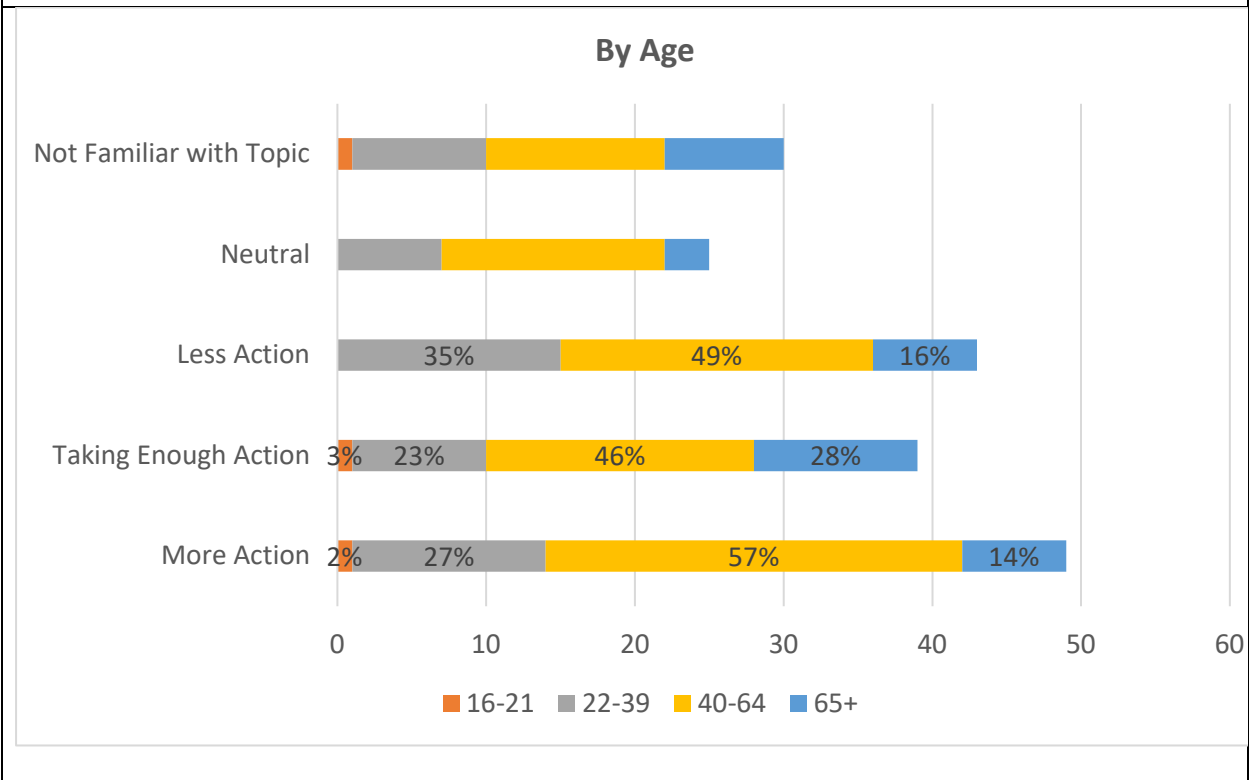
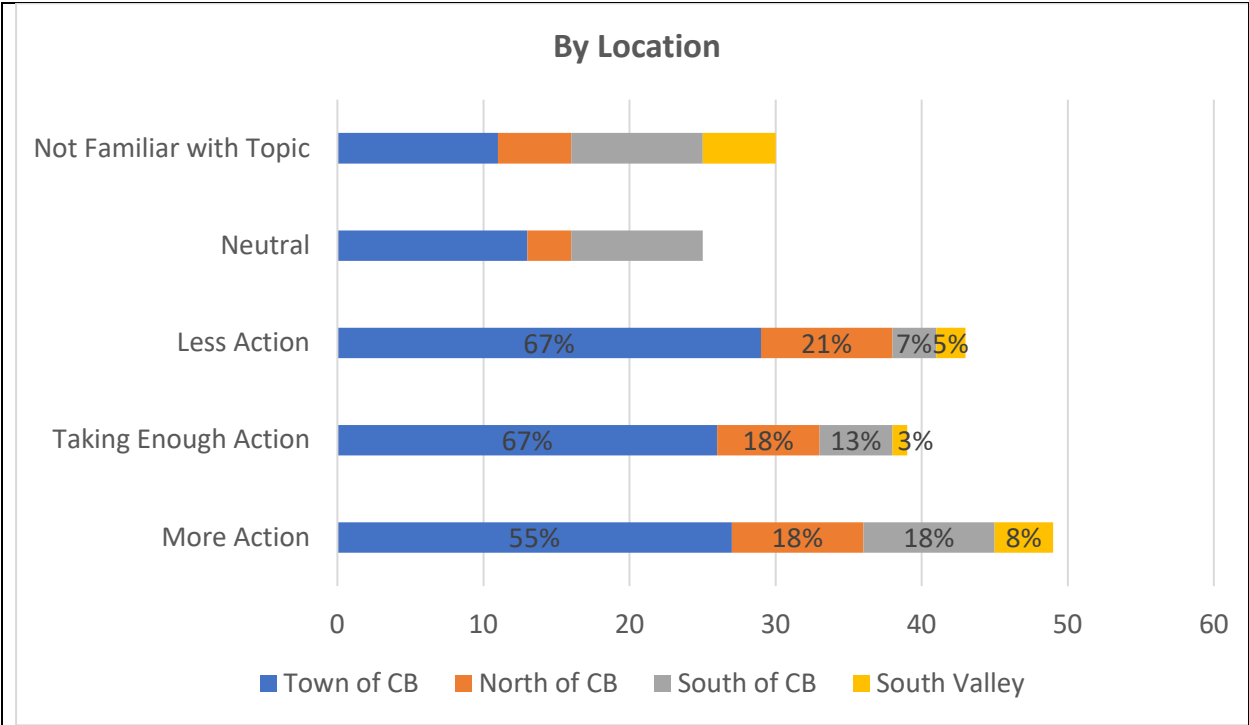
- Alley between Whiterock and Sopris (because I live there and there is a community of alley dwellers)
Alley between Teo and Butte (west side) because no one drives there
- n/a
- Not sure
- I don't have any opinion on these
- 4th street! 3rd street
- Alleys on either side of Elk. So many historic outbuildings. Must incentivize preservation or they will be gone
- ?
- I like all of the alleys.
- All the alleys! You can escape the crowds and have a nice walk or bike without crazy traffic and people!
- Sopris & Marroon Alleys! Historic & quiet.
- Again
- Not that familiar with them
- 100 Block of Elk and Sopris 100 Block of Elk and Maroon
- Alleys on West side of town because they're classic and minimally used
- NA
- Post office, camp 4. Because there is business and community hang out areas.
- Whiterock and Sopris between 2nd and 3rd because it's easily walkable and interesting---Whiterock and Sopris between 3rd and 4th because it is pleasant to walk or bike
- The coal creek cut thru is the best, wish it wasn't so bumpy tho
- De facto Road (aka Nordic Center parking lot). It eases traffic at 3rd and Whiterock.
- Alley's are tough because they are the quickest way to figure out if a home is a rental/second home or actually lived in. So I find myself pretty depressed in alleys surrounded by rentals/empty second homes.
- 1st -2nd between Maroon and Gothic, 2nd-3rd between Maroon and Gothic
- All of the alleys are my favorite alleys. They provide quiet areas to stroll and bike through town even in the commercial areas of town.
- All alley blocks west of 3rd and some on 4th.
- I love all the Alley's
- The alley behind Slogars heading toward Coal Creek, and the alley paralleling Sopris between 1st and 2nd.
- Same as above
- Sopris alley
- All of the alleys that are not developed yet and have just dirt and weeds. They are a great place to walk
- I don't have any
- Sopris Whiterock. quiet. cool small houses, fences, out buildings. Elk marron. same as above.
- Alley between 2nd & 3rd, Sopris & Whiterock. It's quite and feels quintessential CB.

- Bad-Dog, Coal Creek bridges
- I don't often use the alleys, however I do like the bridge from totem pole that connects the park to the neighborhoods.
- The alley behind elk to the south and the alley behind elk to the north.
- Behind Wooden Nickel
- Bad dog alley!! I live there. And I appreciate the businesses that have outdoor seatings in the alley, no where specific.
- Bad dog alley and Bear alley
- Teocalli/9th/Butte. Contains townhomes where I could potentially live someday

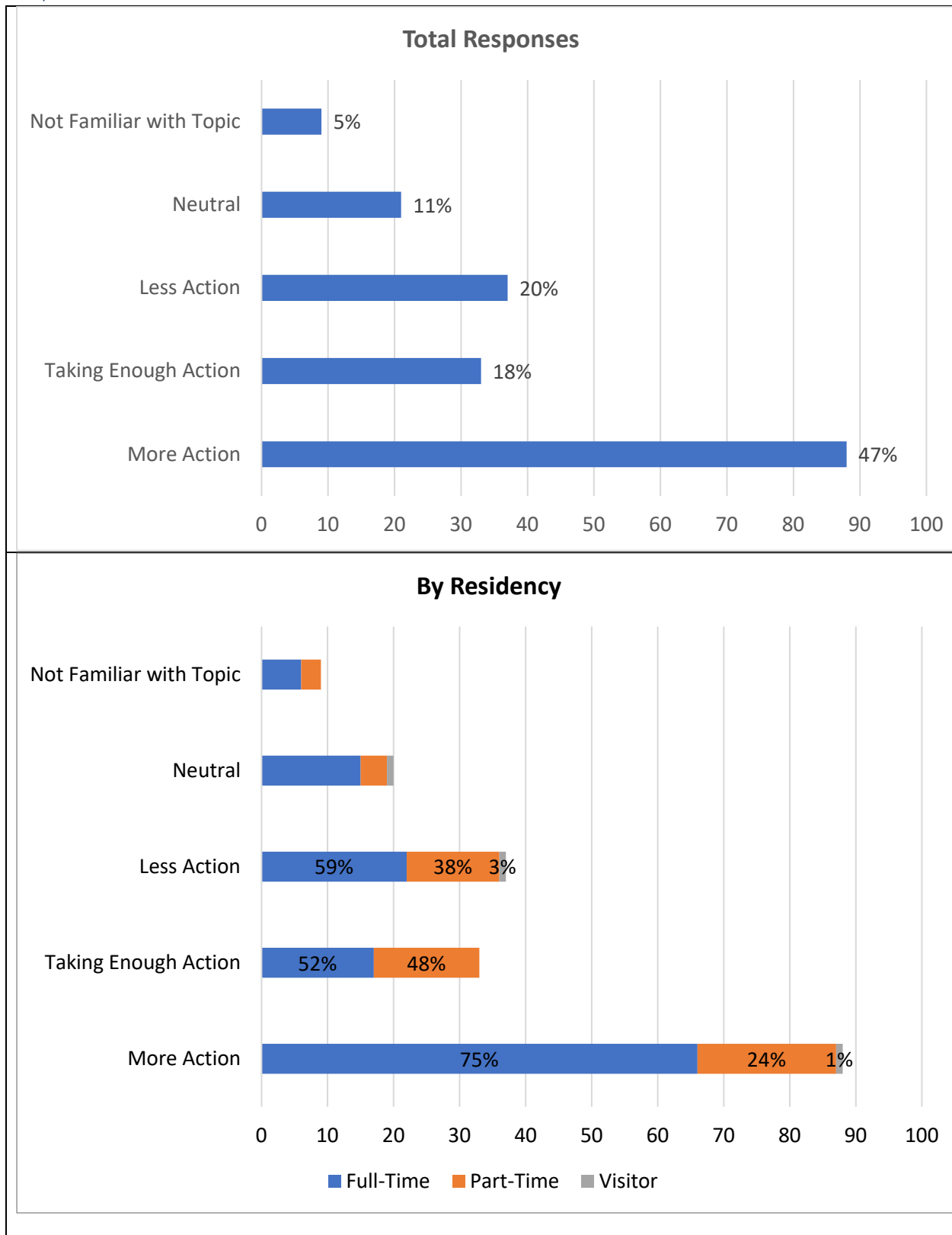
In the Town's residential neighborhoods (streets and alleys), would you like to see more or less action on the following zoning tools?

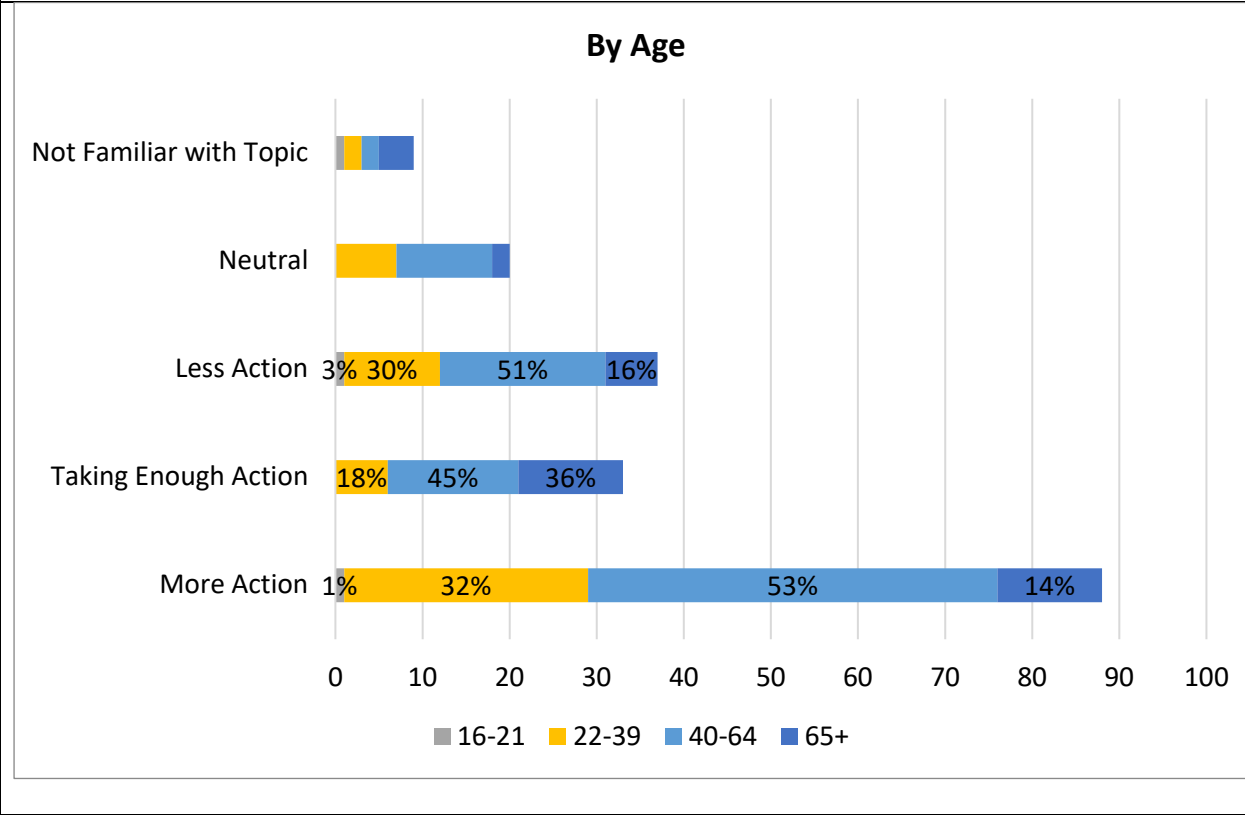
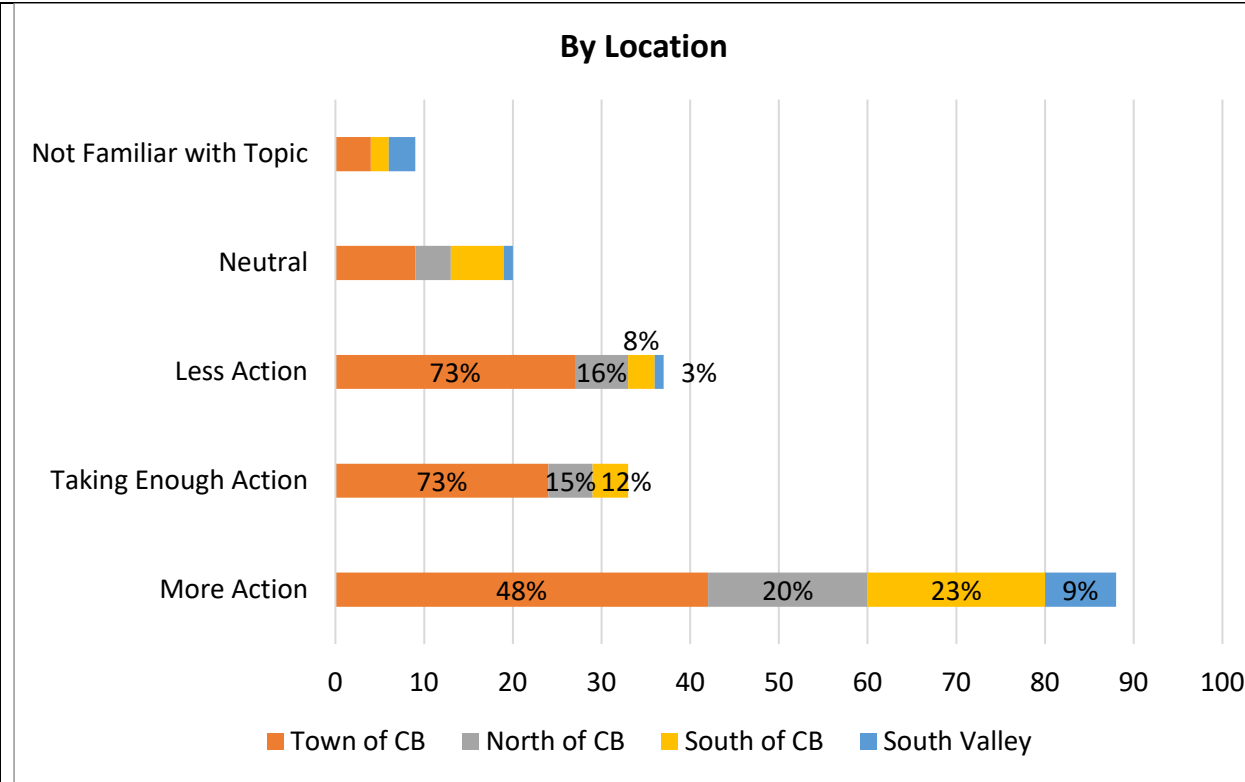
Create minimum density standards (meaning restricting lower density development in higher density zone districts. For example, eliminating single family allowance in the R-4 Zone District)



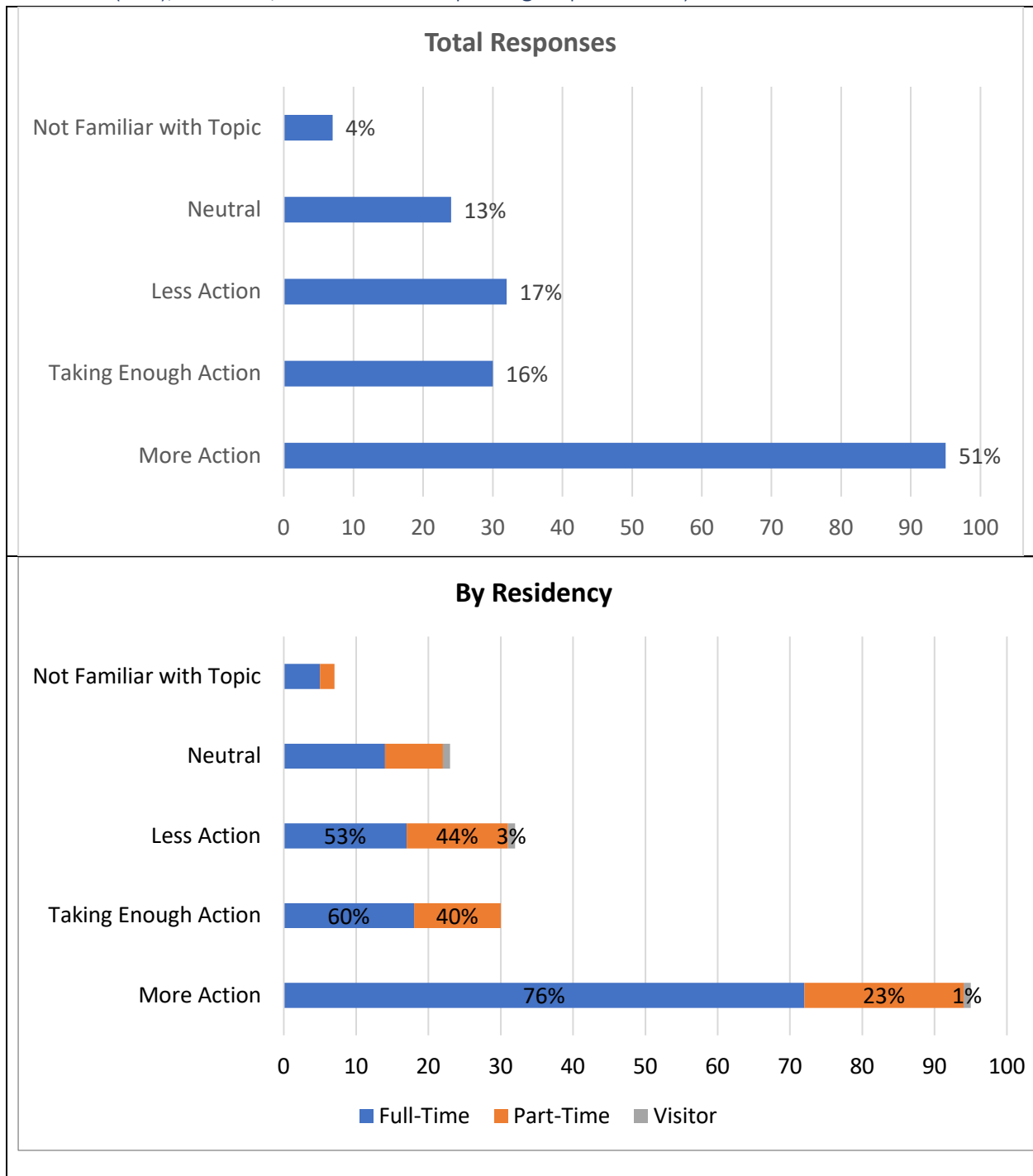


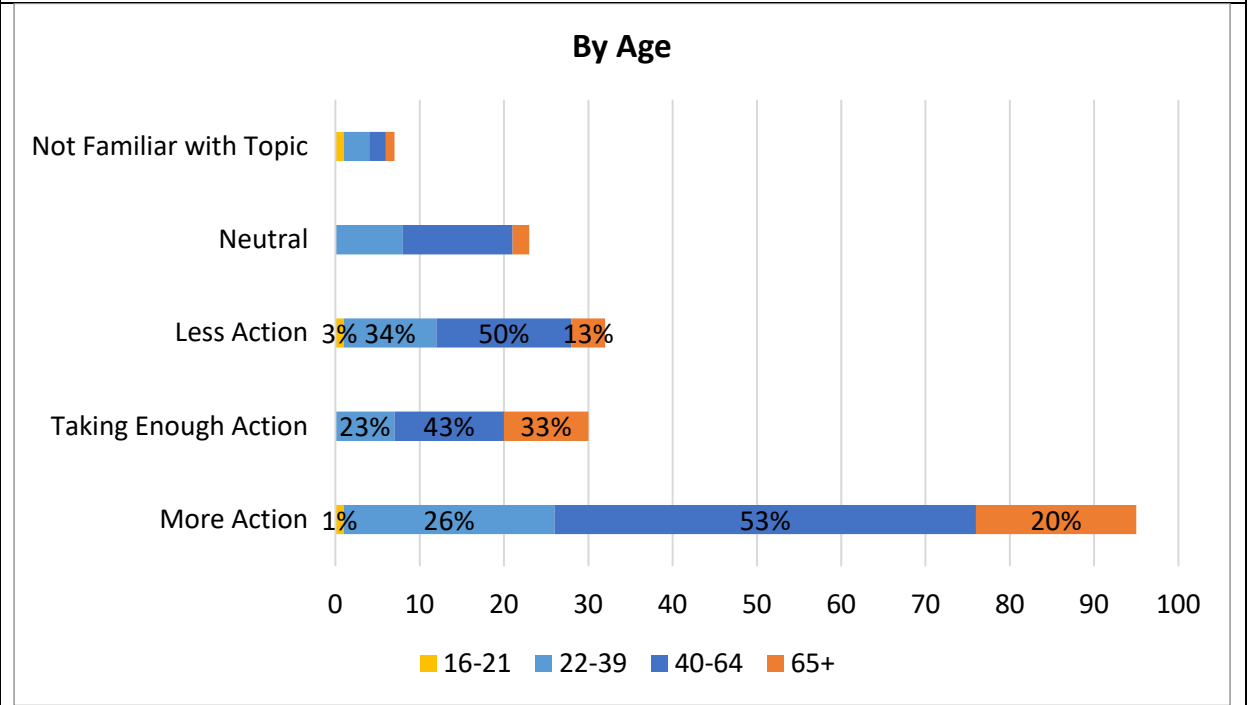
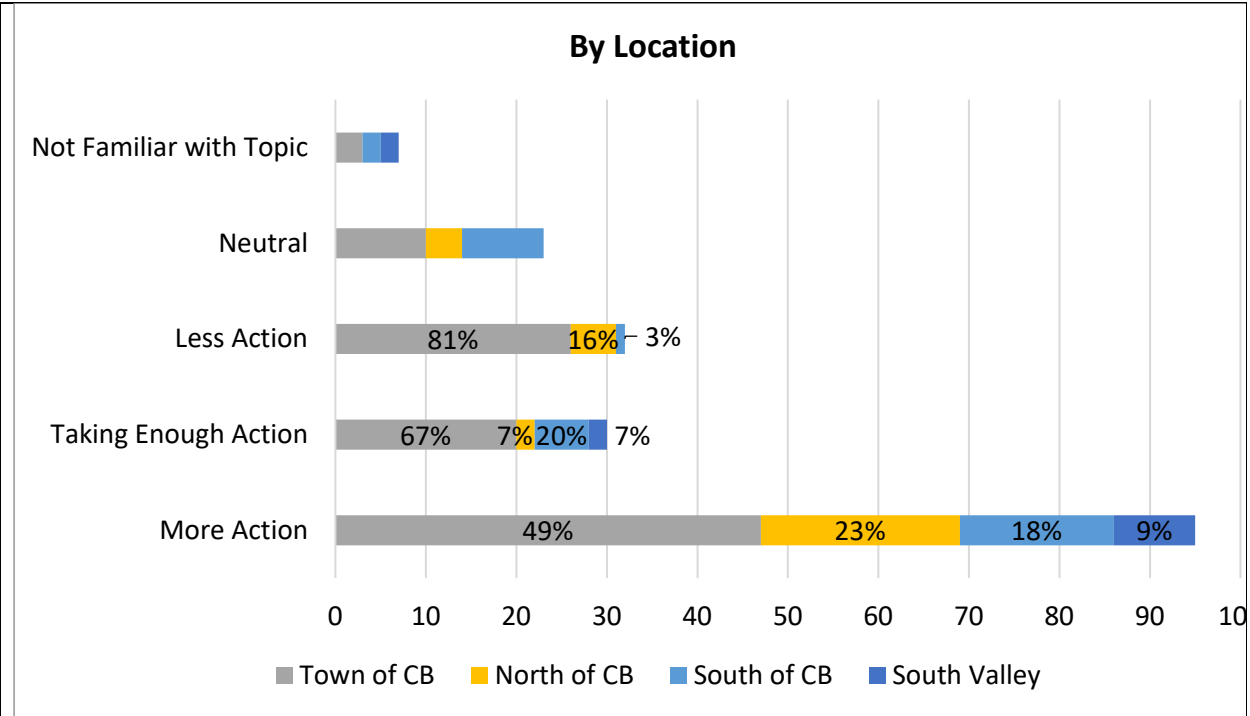
Increase density allowances and allow different building types (such as duplexes, triplexes, quads, etc.)



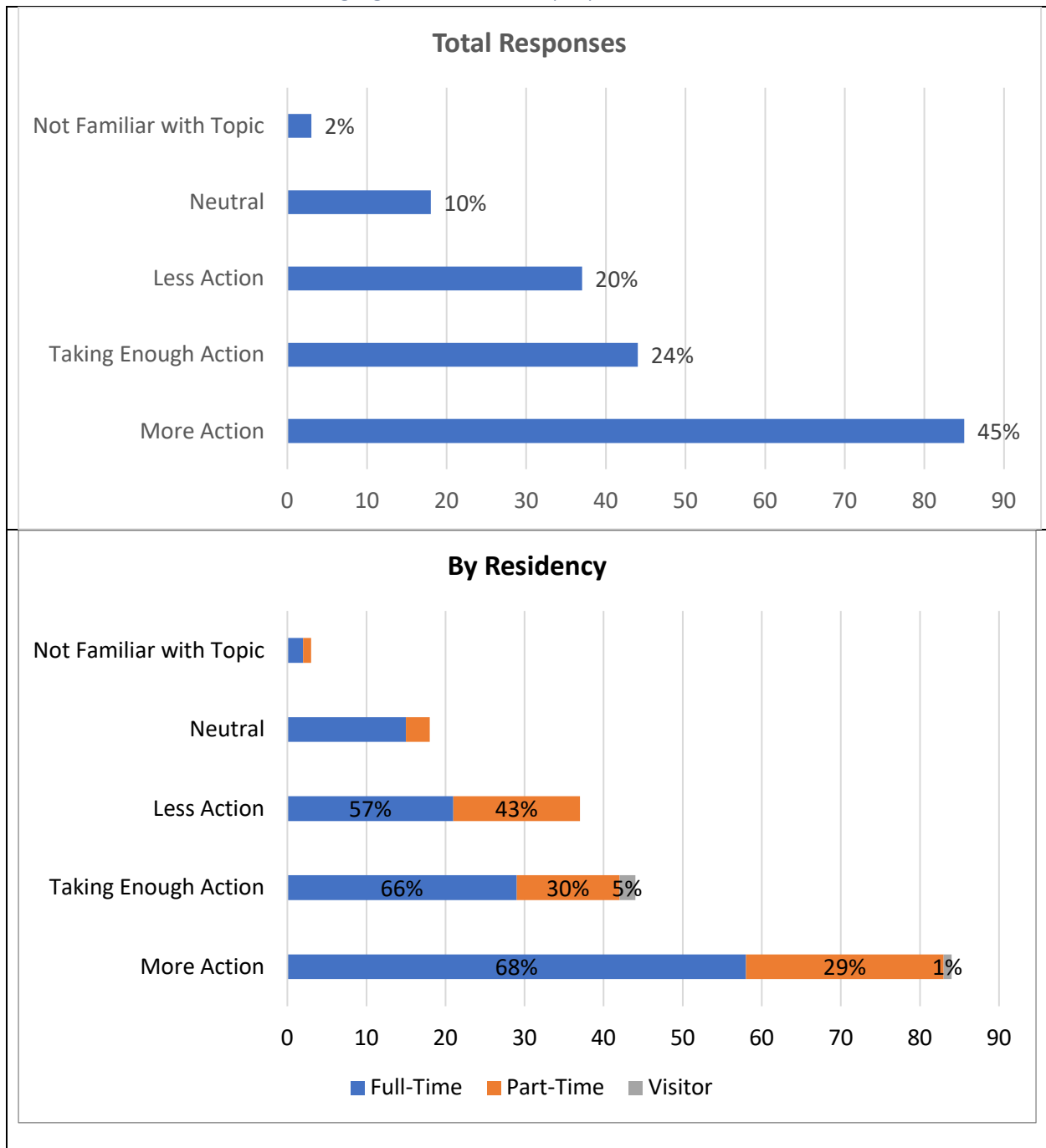


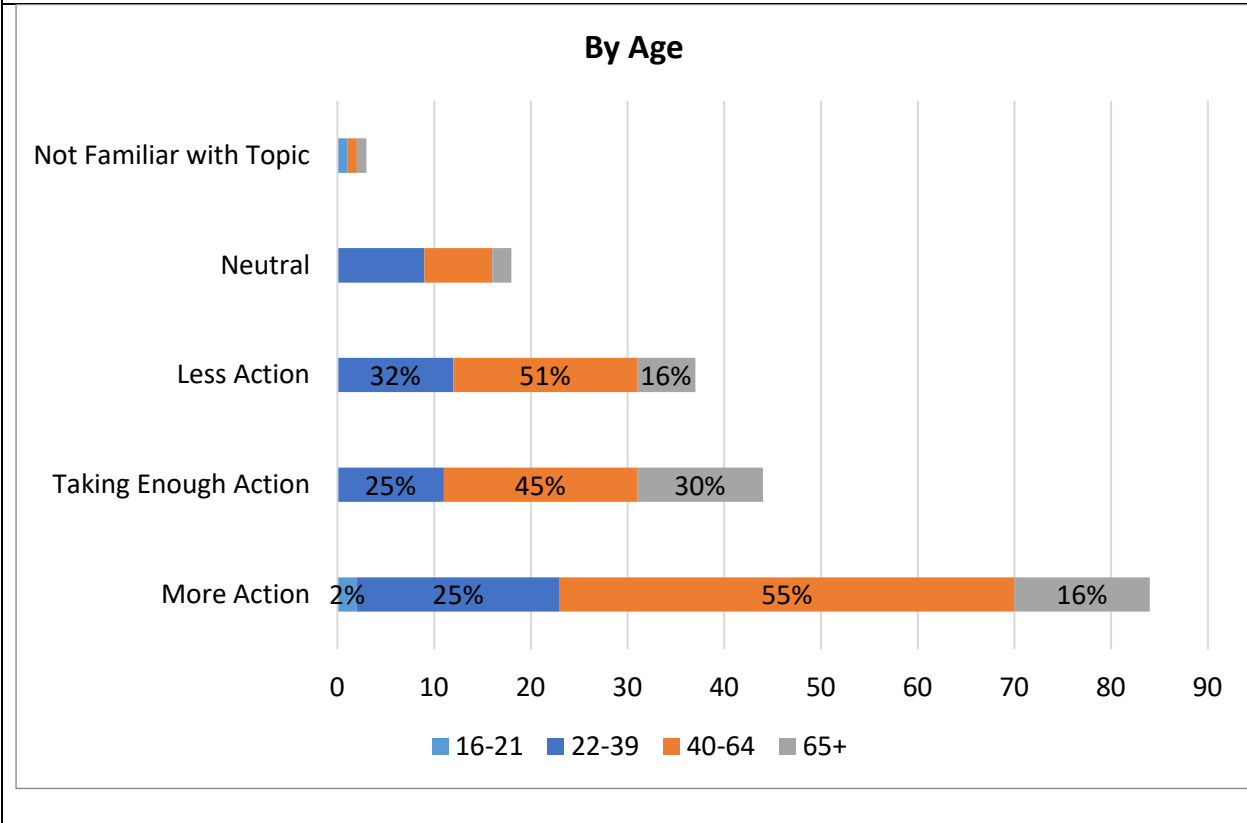
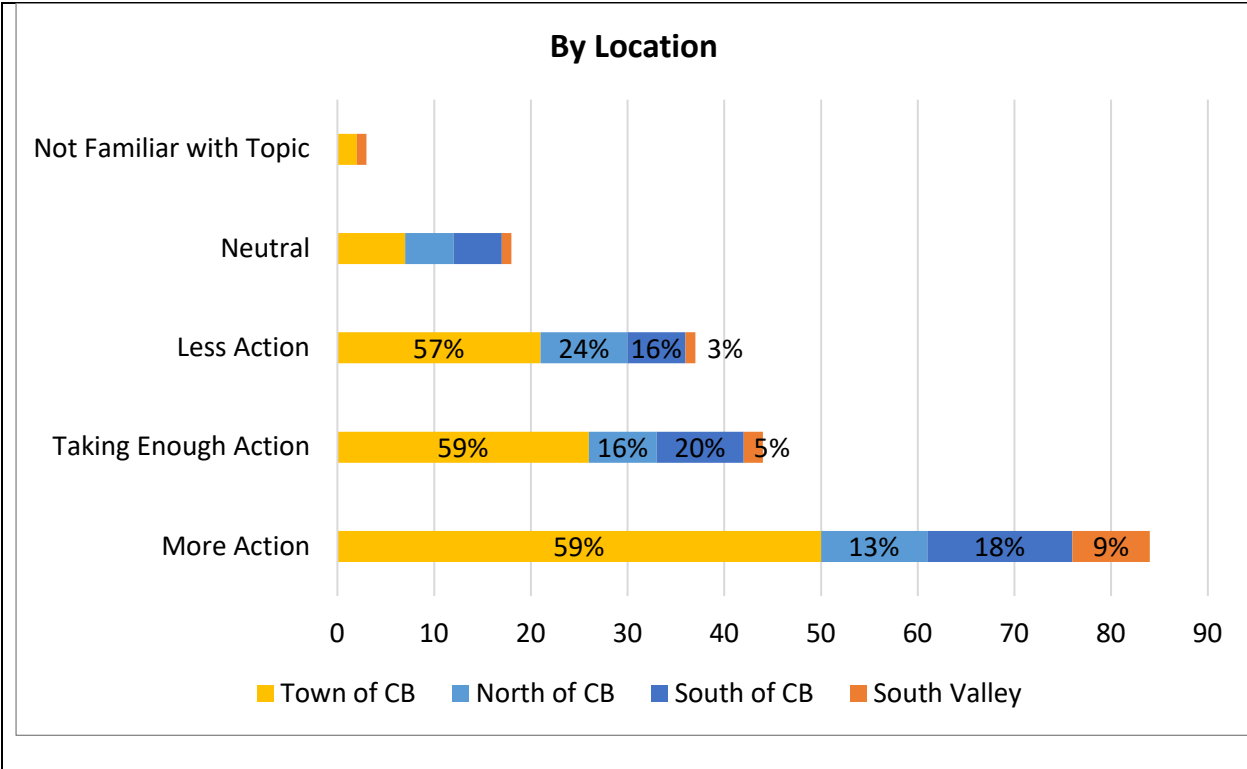
Allow regulatory incentives for accessory dwelling units (ADUs) (such as increased heights, floor area ratio (size), setbacks, and/or reduced parking requirements)





More flexible architectural design guidelines to simplify construction standards/costs





Are there other tools you would like to see evaluated in the residential zones in Town?

(Optional/Open-Ended)

- I think the building process needs to be overseen by people who understand costs and timelines. The process in CB is full of restrictions that lead to three year (or loner) building timelines and astronomic costs.
- Limited vacant homes and short term rentals
- ADU's provide more housing in an already densely occupied area, which helps keep the sprawl contained.
- If there are going to be incentives for things like accessory dwelling units, increased density that has to be tied with things that ensure it's creating housing for people that aren't merely wealthy or super wealthy.
- Allow my single family units to be condominiums
- More ADU's, duplexes, etc that have to be rented long term on the open market (as opposed to affordable housing)
- Don't make town too dense. I won't want to live here if it is too dense or too big.
- Only allowing adu incentives if actually rent long term to locals
- Repeal short term housing rules.
- Do not change zoning and squish more people CB. Affordable housing is being provided by project like Whetstone and the project by Gas cafe
- Build more quads that are single-bedroom. CB has this fucked up mentality of prioritizing "the family." Plenty of people don't want a family, can't have a family, or are comfortable living alone. Everything we do in affordable housing prioritizes families. Stop it, it's been done enough. One-bedrooms are the cheapest. Too small you say? People in San Fran or NYC would cut off their left reproductive organs to have a unit in Poverty Gulch or like the units above Black Tie and IdeaLab.
- The cold garage/ADU rules are insane! Get rid of them.
- Becareful with easing parking unless you want to provide storage parking lots in town. Everyone has many cars trailers etc.
- Incentivize denser buildings in town.. duplexes, 4 plexes etc
- Want more incentives for owners to rent long term
- More duplexes and smaller structures instead of larger homes
- I have no stake in an ADU. The current rules are not enforced or people have good loop holes and don't rent them to locals. Let people use their units as they choose with the exception of short term rentals.
- Stop pushing parking into the alleys.
- town paying for ADU's to be built on existing properties. I have an alley building that I want converted into a deed restricted ADU but cant afford to do it. Town should be identifying these owners/projects and put a process in place to fund. A 100-200K build cost is a cost effective way to add more ADU's into the town inventory. And the property owner maintains/manages it, so the town has no extended responsibility other than funding each project.
- More tightly control FARs.
- Better regulations/management of alleys. For example, Sunshine Alley has huge potholes that have been attended to for years. Who's responsible? Town should help manage the process to get these fixed.
- Seems like you have exhausted what has to be done...now just let it be

- incentives for accessory dwelling units (ADUs)
- Stop screwing with what is
- Continue to problem solve parking for residents.
- A home was moved to 10th near the rec bridge - affordable housing and it has junk surrounding it on the porch. It seems to me to get the opportunity for house in that location it shouldn't look like that.
- Build some affordable apartments 1000\$/month
- Build high density and tell the NIMBY crowd to pound sand. This town has a higher percentage of homeless people than most cities and it's because of people who refuse to let anything less suburban than a duplex be built in this valley. People are going to complain but i think if we wanna care about "community" then we need to make it possible for the people working here to live here as well. Half the restaurant/retail workers I know live in the woods, and another quarter are in high school. (As a bonus, the more NIMBYs we piss off, the more of their second homes will go back on the market as they pearl clutch their way back to whatever gated community they crawled out of)
- Parking and snow storage are major factors that need to be considered. Look at Pitchfork as how NOT to do things.
- Allow accessory dwellings, apartments over garages
- Restrict Adu usage to local full time residents. More large parking lots.
- Do not compromise our look and feel just because a developer complains that it's expensive to build.
- By loosening construction guidelines in town. That will only allow more second homeowners to come in. Locals are already priced out and gone.
- Incentives . Stop forcing ADU etc's on property owners
- Support more incentives for local workers occupying town houses
- Get rid of the chicanes and use temp speed bumps everywhere to actually slow down the vehicles.
- I LOVE ADUs!! If a mansion is going to be unoccupied 7 months of the year, it is at least nice to know somebody can live on that land in an ADU
- Convert trailer parks to multi story buildings - especially by clarks. Current residents can have the top floor!
- n/a
- Turn Bellevue into affordable RV/van life parking. This would allow many locals an affordable housing option.
- Again, difficult to answer without understanding the unintended consequences of allowing density increases.
- Not allowing for giant homes to be built, which are not the primary residence and which sit empty for a good chunk of the year. There should be a maximum amount of square footage per person allowed. In other words a giant mansion should not be allowed for just 2 people. Additionally this should expand to a square footage per time actually lived in the residence. Like you can't have a large house, even for 6 people, if you're only there for a month in the winter, a month in the spring, and a month in the summer. Short-term rentals should not be allowed! Only renting to people actually working in the town (with restrictions on wealthy remote workers). And if short-term rentals HAVE to be allowed, then there should be a heavy tax on them to discourage them (make it more favorable to rent to locals) and the tax money raised should be used for affordable housing projects
- Use of 3D printed buildings

- ADUs are not the solution to affordable housing. Compliance is weak and difficult to enforce. better to allow more dense housing with lower parking requirements.
- Costs are too high and the more restrictions on building materials and ENERGY makes it cost more.
- How can the town ensure that ADUs are being rented? Consider incentives for keeping ADU rentals local only
- Speed bumps in the summer will work
- Reduce VRBO's Before reducing parking requirements. Figure out what overburdened neighborhoods are supposed to do with their cars. Intercept lot?
- Keep them residential and not cater to tourists trying to get through town quickly
- Tax on dark homes
- require deed restricted ADUs for all new single family residences
- No
- I would like to see enforcement of the existing code which prohibits blocking alleys with snow storage and parked vehicles.
- Outdoor sheds or sheds attached to existing buildings.
- Allow and incentivize pre-fabricated tiny homes as accessory dwelling units. Forcing developers to build accessory dwelling units at current market prices does not equate to affordable housing. Give developers affordable options that can potentially result in affordable rent.
- I don't think people who come here (an increasingly wealthy demographic) will be interested in full time residents living on their new property. Expecting these people to fill the workforce housing gap is misguided IMO.
- An enforcement strategy for zoning violations by the town without requiring neighbors to "turn someone in". Minimum zoning standards need to be applied by the town instead of making neighbors responsible for zoning enforcement.
- I am not sure where the R-4 zone is but I am a fan of allowing duplexes, triplexes, etc. in denser areas as long as they still maintain the "historic" look of our town. Increased height is fine too, but only to a point. It should not be significantly higher than the buildings nearby.
- Density is not the solution to affordability and livability. Crested Butte is already so dense as to be an urban environment. Lot lines are close, buildings are pretty tall, ADUs clog nearly every alley. It's already too dense and "building" up is not going to solve the affordability problem.
- We need to plow the setbacks better and keep cars behind the curb. Teocalli ave
- Parking permits for residents, and ticket and enforcement for the scofflaws
- Please stop allowing every new house to have so many outbuildings and no adus. We need local housing not more man caves and garages for second homeowners
- be careful of allowing more density. Crested Butte is a nice place to live because it is not too dense. put a little more force into excessively similar. Verzhue annexation is ok, but a little more diversity would be better, alike a few more small houses. in fact, how about incentives for small houses.
- Minimize empty residential bldgs - allow unhoused locals to stay temporarily in used STRs and second homes
- I would like to know more about tools available
- Slow down cars - flower boxes, speed signs, make streets one way

- N/A
- These are all great ideas and I commend this Community Compass, however the NIMBY's who don't want change and more density are often the loudest to speak up against it. I would expect you see that in this surveys results
- Less government involvement in general would be a good start. Roll the building codes back about 20 years and it would greatly lower building costs and be greener. Stop forcing toxic chemicals in to building.

Part 5: Wrap up

Do you have any other general feedback or questions you would like to share on Compass Navigation or any of the individual plans? (Optional/Open-Ended)

- When we came to CB 15 years ago the community was warm and welcoming to everyone. The divide that has been created between locals and newcomers/second homeowners is unfortunate. The town has lost a lot of its friendly feeling.
- I want our town to feel like a town, not a tourist attraction. We need businesses that support the people who actually work here, and places for those people to live... We DON'T NEED STRs in town. Let people stay at hotels, and let locals live in the town they call home. Most of the attraction of CB is the vibe...without locals there is no vibe
- Paid parking will disincentivize personal autos in town.
- Stop allowing bike racks, camp chairs, etc that people put on the public right of way in front of their house where people should be allowed to park.
- too many plans at once. I can't keep track of them and when you want input. a lot of the input you ask for is not good. an event at the Eldo was not clearly organized for what you wanted. the input you were getting was short and didn't seem helpful to me. same with block party at Big Mine Park.
- Please stop making this town try to be like Louisville.
- Fire Troy Russ and staff who want to make our town like where they came from.
- I know only a bit of the current building restrictions, but affordable housing is so dire right now that changes need to be made quickly. Our work force is becoming more and more seasonal, and only the very wealthy can afford to stay and raise families. Restrictions should be put on building any single family homes in town until there is enough affordable housing to maintain our current work force.
- Our town is being demolished. Bought by the highest bidder. That is not what CB is about, never has been. We are a community and y'all need to step up and make sure we can keep it that way. We've already seen a huge decrease in elk ave tourism in the winter due to vail. We need to make affordable housing a STANDARD not a lottery winning, not a "in gunnison" thing. Locals don't deserve to struggle and scrimp, we deserve to have to opportunity to own homes here, raise our kids here and love our lives in CB.
- No
- CB council is being too punitive to visitors. CB needs tourist to support local business, and they should remember this. Provide parking or parking lot just outside of town with a shuttle. Get original - tear down the old performing arts center and make it a parking structure! A better understand of affordable housing REQUIREMENTS (not nice to have) would be helpful. Taxpayers cannot afford to keep building affordable housing. Know when enough is enough. Only essential workers should be subitized affordable housing - not just anyone who shows up.
- M zones. Get them. Bellview - Implement the same zoning regs as Elk Avenue for restaurants. Solar - Stop virtue signaling. You know you are. Do that somewhere else that it makes sense. You can afford land in Saguache County next to the lines. Feed it from there, not from one of the last pieces of open land in town.
- Quit wasting money on affordable housing and "climate" stuff. Focus on limiting these big houses and getting more open space and trails.
- I see there is interest in a rec center. It takes space and employees for a rec center. Until we have enough or more places for our workers to live building a rec center is irresponsible. Also if you want to hire me as a traffic cop I would love the job and I will take a percentage of the tix I write!
- Workers should be able to park for work in the 2 blocks around Elk for more than 2 hours for

- We need police to enforce speed limit throughout town. They need to write tickets for speeding.
- Switching to parallel parking on side streets such as fifth is a mistake.
- Town is getting overly regulated. The ADU unenforced regulations and proposed parking limitations are ridiculous. Enforce the current parking rules to free up spaces. Limiting parking will not discourage driving.
- More single family house. Reduce cars in town. Make elk Avenue pedestrians friendly.
- Why is town allowing different parking rules for single family short term rentals than for single family that is not rented? For a example my neighbor lost two parking spaces and is now forced to provide parking in an alley in the winter.
- Less stringent building guidlines to help with cost
- More locals housing with a priority on families in town, and young single workers outside of town. Kids in town are a measure of a towns health, and reduce that driving that parents do, and it's awesome. Let the single people live out of town and keep the dream alive of starting a family and living in town one day. Promote easy use of e-bikes to commute to town year round.
- Tax second homes with proceeds going to affordable housing.
- Incentives built in to help homeowners offset new codes or to incentivize energy efficiency improvements or conversion to electric stoves/boilers is welcomed and encouraged.
- keep locals local, protect the uniqueness of our community
- The survey asks for favorites, but not least favorites. Here's a few: 1.) RV Dump station. It does not belong in a 1x1 mile town with permanent orange construction barriers. It's an eye sore -- especially for the people who live near by. Move into the waste water treatment area or out of town. 2.) The hill side on the north west side of Butte is an absolute dump -- building materials, abandoned cars, chain link fence, dirt piles. I understand that construction is happening to the west of that area, but town deserves better. 3.) Housing codes. If 706 Maroon passes the Town of CB ordinances, then prepare for the worst when you build higher-density areas like Mineral Point where you will have 50 residences and no garages. I encourage you to take a field trip to 706 Maroon. How is this ok? Been years.
- You have done a very thorough job outlining the plan. Not sure the time & investment was needed but now you have it. Stick with it and stop re-evaluating everything all the time. It just makes things more challenging!
- Hate the modern and very large development near the sanitation area. Homes are too large and modern looking. Do not fit with the neighborhood. They are built with air conditioning and the huge windows and solar heating will make them a energy waster.
- Please stop mucking around
- Thanks for doing this. Ever since the advent of VRBOs, things have turned a little sideways. I am not sure how to remedy this except to keep the cap on it and ENFORCE licensing.
- Keep up your diligent efforts in working towards solutions to these myriad issues. These are challenging problems with no easy answers.
- As a local older person living by CB South, it feels like we need a car to keep our comittments in town - work, church, groceries, friends, dinner out, school, etc. Please consider.
- The community will survive in a more healthy way with less big money influence from second home owners. Over the past handful of years we have lost a large portion of local businesses to being bought up by larger wealthy owners. If we lose some of this big money influence there will be some losers, builders and property managers especially, however the overall health of the community will improve.

- I think it's important to create a welcoming town for all abilities. Often people with physical disabilities feel forced to live in more urban settings due to their transportation options and accessibility. CB has the former but as not as much with the latter. Ensuring accessibility also helps make our town easier to navigate for seniors.
- Thank you for the effort to gather feedback. I think town can work with neighbors more directly on areas of impact. I live across from Mineral Point (I think that is the name?) and received barely any notice on street reconstruction which was A LOT. A little direct communication and empathy can go a long way. The town dump decisions were disappointing and the bright orange barriers are super unattractive it just makes our pocket of town sad. The path behind the waste water treatment plant is very nice- do more stuff like that.
- Crested Butte has alot of money, but they are so slow about progress, these issues have been the same for decades, no moving forward like other ski towns?
- I'm extremely concerned about parking in general. YOu seem to think by making it more difficult to park people will simply walk, ride a bike or ride the bus. If it becomes too difficult for me, I will simply stop going to town as much as possible and I know others who have said the same. Parking is difficult enough without me being afraid of getting a ticket if I need to meet with my priest/minister or desire a cup of coffee and to sit out front and enjoy it. If made more difficult I will stop coming to CB
- I think every retail, restaurant, and hotel employee should unionize
- The whole Compass idea is ridiculous when there continues to be growing pot holes all over town, and there wasn't any paint at the four way until July 18th. The town shouldn't waste money and energy on planning when it can't do basic maintenance and empty garbage cans regularly.
- Remove flower boxes in the streets. There are way too many and most are not located properly to allow for navigation of larger vehicles/equipment and actually INCREASE the potential of pedestrian/vehicle accidents. Develop standardized "pre-approved" home plans for construction. It's not affordable for most people to be required to spend \$30-\$40k or more on architectural fees and energy consultants. Remove the DOE ZERH as a code requirement. It is "one size fits all", and is yet another bloated set of regulations that the Federal Government should not be involved. Giving up local control and flexibility to the Federal Government should be re-evaluated. It is just one more hurdle, additional expense and unnecessary regulation.
- Keep fighting for the unique nature of our town! Thanks !
- I appreciate that CB is holding on to the charm and history of the town
- I hate to sound like a disgruntled local, but the compass seems broke. I've lived here 12 years. Own a business. Employee other locals. Gunnison is the solution for affordable housing. No ski town has affordable housing. We aren't magicians. Parking is rediculous. I avoid town at all costs.
- Don't give in to the "Cheap and Plentiful" approach to development. Make a concerted, systematic effort to maintain CB's close ties and respect for our mining and ranching history.
- CB needs a rec center. All the other major CO mountain towns (eg. Breckenridge, Avon, Snowmass, Aspen, Estes Park, Eagle, Steamboat) have great rec centers for locals.
- South valley full time residents need a vote!
- I think the community could really benefit from a Recreation Center
- As an educator here, who is currently renting, my husband and I want to be here. We love it here. But, I am so worried about the future of living here based on cost. We want to raise a family here. With the cost of housing, food, and even things like daycare, we need to rethink and continue to develop affordable housing.

- Leaving a snow berm in the middle of the Four-Way lot limits the number of winter parking spots. Go back to pushing all the snow to the west side. Consider using flag banners to define parking rows in the winter (like the Clark's lot).
- Do a real study on affordable housing. Stop bone head thinking like reducing parking for businesses and skiers. Do proper road maintenance and don't think potholes will stop driving. Just make roads less safe.
- Climate initiatives are a waste of our tax \$
- Stop shoving your agenda to OUR town! Allow current commercial units to convert to residential at the owners expense. Very cost-effective way to create local housing without costing the town millions. Ban STR's in OUR town.
- Thank you to the town council for initiating the Compass
- Just to repeat that Crested Butte continues to have unprecedented growth...therefore the argument that the town "all looks the same" seems to be something people want so I don't understand the drive to change that! To maintain the community we need to reduce the cars trolling the historic district for parking, otherwise our community is going to be ruined. Historic residences need incentives to be maintained at high levels....if restrictions are lifted outside the historic district..noone will want to live in the historic district with its smaller windows, fewer balconies and smaller footprint. Enforcing long-term easements on existing ADUs would help a lot to find long term housing.
- this is a tourist town. Tourist come, spend money. They come in their cars. Many are older, and cannot walk, ride bikes make it easier to drive your car to town. Maybe a trolley going up and down elk Avenue.
- A rec path between CB south and town would be amazing for commuting and recreating!
- Providing off street parking areas for visitors and residents that live out of town and linking that with public transport options is vital. We can't wish away cars. Shuttles to gothic, 403, Judd falls a must. Continue historic preservation efforts and allow some more flexibility with new construction and infill. I don't know enough about how the zoning helps or hurts these efforts.
- Remember CB does not exist in a bubble, coordinate plans with your neighbors, i.e. don't be implement stupid parking restrictions that just push your problems up the mtn where there is even less parking available.
- I think it's SO important to preserve open, natural, and wild spaces. This is something that makes CB special, and it's also critical for our natural world (flora, fauna, ecosystems). Development should be tapered to consider this. Stop building giant homes that are hardly used. Build slightly taller (and build down for parking) to allow for higher density (of locals actually working here), but when you do this, do it knowing that some other part of land is protected from development. Don't just build up ALL spaces. Build up a bit taller or more certain spaces while leaving other spaces open to nature. Also on these huge home projects, there needs to be some sort of regulation on how clean-up and revegetation goes. It's tragic to see on these large homes being built (I'm especially thinking prospect) where I see invasive species taking root in the massive amounts of disturbed areas. It will be a sad day when invasive species compete widely with our native flora. We can really cut back on density and overcrowding by limiting the number of homes that can just sit empty (due to owners living elsewhere) and by limiting the number of amazingly livable homes that are used for short term rentals. Accommodation for visitors should be higher density/smaller rooms, not these huge homes/condos. People come to CB to be outside. A small room (hotel style) is all they need; they don't need areas with huge living rooms, dining rooms, etc, etc. Lastly, I will close with this thought. Money/development don't buy happiness, but nature/open space/healthy living do!
- Suggest you hold a focus group with construction project managers to get input/feedback. They have a lot of insight into construction issues (design, functionality, zoning, materials).

- Far too much of this survey was constructed for developers/realtors/contractors etc. Most of us cannot actually comment on specific narrow aspects of codes/zones/regulatory tradeoffs or options. We can provide opinions on priorities, values and outcomes. Implementation details are up to elected officials.
- policies regarding affordable housing that don't include the entire valley are not useful. e.g., ownership statistics that don't include CB South (or other areas outside the town of CB) are misleading.
- More centralized parking/structure to access transit center & Elk. An additional 'fee' for people using all of towns amenities that are not paying for it - Mt CB/CBS residents should pay \$5 more for rec programs - easy enough to waive for business owners who live outside town limits. We are tired of paying more for everyone else! In-town residents need a break from paying more and more and for everything for everyone else who uses our amenities and live in the upper valley & don't help.
- Happy yyou are doing this!
- Speed bumps and changing affordable housing to workforce housing. Property owners can offer less expensive housing than gov will ever be able too.
- Please consider non-CB residents at every step when you make your plans.
- Remember the youngest and the oldest members of our community. Plan for them - winter conditions, access
- Eliminate on street dining, give us back out parking
- We need to incentivize and require more housing for those living here full time.
- The streets here were designed for a traffic volume that's a fraction of what it is today, and real traffic problems exist here. There is a need for more through streets, and streets where traffic isn't stopping every other block and back up. Forcing traffic to drive into the oncoming lane to avoid collisions with flower boxes flies in the face of traffic safety. Not having sidewalks for pedestrians is beyond unsafe. So now we try very hard not to hit the flower boxes and the pedestrians, both of which are in the traveled portion of the roadway. It's nuts!
- I know the parking issues are the talk of the town right now. And there is no "simple" fix. But one thing I think most locals will agree on is that the current parking rules/laws NEED to be enforced. We made multiple residential streets "parking permit only" and yet no one is ticketed or towed when they park there for more than two hours. I work in a residential area and have an employee permit. I can NEVER find parking on the street where I have a permit and I constantly see tourist cars there for 5+ hours a day. I live in Gunnison and work in crested butte and tend to enjoy driving up valley for work. But once I get here it's impossible to commute around town. I have now brought my townie to live up here to make that easier haha maybe we need more bike rentals. Thank you so much for doing this survey and listening to the locals voices!
- Not at this time
- Ban private vehicles on Elk Ave.. Increase the number of convenient town owned parking lots, and allow use of the current ones, i.e. don't use them for snow storage.
- Just thinking through this survey gave me a headache, so thank you for taking on this huge challenge which I am sure is filled with conundrums. I have faith this project will better our town! As a local, new, nonprofit operator, I just want to be able to live comfortably here which seems harder and harder everyday. I want my friends to stick around and not get kicked out because they cannot afford the rising costs of housing - only to be replaced by remote workers who do not contribute as much to the unique identity and tight knit community of CB (in my opinion). I want my business to remain affordable and accessible for locals - which is extremely difficult. I really want to start a family and have kids here, but the rising cost of everything makes it seem impossible without a trust fund. Also, I want to live in a town that doesn't have a Tesla Cyber Truck parked in the affordable housing park.

- Sidewalks- connectivity- commuter safety
- Stop forcing urban planning consultant solutions on Town. Be creative and adapt national trends to fit this COMMUNITY or discard them because they don't fit. Copying other mountain town trends is not BOLD. Listen to the community! Stop pretending to take input from us and then go on to ignore the valuable feedback. It is obvious that there is a predetermined plan being forced through the compass process. This approach is very disingenuous. Be a COMMUNITY Development Department NOT a DEVELOPMENT by Consultants Department! That would be BOLD.
- Please pivot to sending out more SPECIFIC information on the various elements of the Compass and not expecting the community to take the time to seek out information and come to events and parties. I think the time has come to FEED information out. not just a link to more information.
- I would like to evaluate the job performance of the Community Development Director. and the town manager.
- Please don't make it impossible to park for those who live out of town. We cannot all take the bus. It doesn't even come close to where I live (Brush Creek corridor) and yet I have lived and worked in this community for almost 38 years. I consider myself a Crested Butte citizen :).
- The Town Council needs to remember CB was built on and depends on tourism.
- You didn't ask but I will share that the commercial rental policy on town buildings that changed couple years ago was a terrible decision. Long time non-profit tenants that provide essential services to the community are facing eviction every time their lease renews, and the "market" rental rates are comparable to Lacy and Coburn's buildings. The difference is that Lacy and Coburn take care of their buildings. I don't think everyone should get \$1/year rent (like the art center) but there is some poor logic that was supported by the council when making that decision. At the same time the non-profits were getting squeezed with the new policy on leases and rents, the council tried to seal the deal by taxing the people that actually financially support the same organizations. Fortunately that ballot question failed, but the threads tie together into a general sense of hostility toward non-profits (that aren't the art center) and the people that support them. Separately, the Compass seems to idealize a future state where everyone lives in dense urban housing (or a historic miner's cabin), are entitled to ride their townie to the yoga studio and farmer's market, work just enough to not cramp the lifestyle and never drive a car (if they do, it's a Tesla). That is the dream of the ultra-rich and the under-employed. After 30+ years of residency in the community, I don't identify with the current version of Crested Butte much anymore. It is becoming unrecognizable and not just because of the wealth. Town policies have a lot to do with the decline in the appeal, affordability and livability in Crested Butte. I lived in town for over 25 years before moving to CB South and I couldn't be happier. My new street is full of people that live there, kids run free, no-one is shamed for driving their cars, the streets get plowed every time it snows, we have affordable and reliable natural gas heat, our taxes are lower, the cost to build our house was lower, we actually have a yard (instead of living in a dense crappy condo HOA) and we are closer to the forest where there are fewer people clogging the trails. Nirvana.
- As I mentioned earlier, I feel like the compass navigation doesn't account for the different cohorts that comprise important and vital aspects to this community. There's a real negativity towards newcomers and people with larger single family homes, but I would be curious to know that data about how much the town's tax base (property taxes especially) and how much the town's key nonprofits are dependent on these stakeholders. I would like to see more explicit recognition and appreciation of people who live here with "means" instead of trying to harken back to the mining days or extolling those without means. This town would not have its key aspects (most of the open space) without "outsiders" and "newcomers". The attitudes permeate and are lauded...again, I see a horrible attitude toward newcomers, something I've never experienced elsewhere. Too hard to break in to this town, so so cliquy in ways that I think that people who have been here for a while don't realize. There's an exclusivity to those who feel like they're on the inside track, not too different from feeling like you've landed in Nantucket to be honest. And I think that town looks the other way...where is the value and appreciation placed on the visitor who's

contributing significantly to the existence of the town, to the second homeowner who pays taxes and contributes significantly to our key nonprofits, to the newcomers who are finding a home in CB just like everyone else did at one point in time? The attitudes in the town's policies perpetuate this. I would like to see published data for where the town's tax base and nonprofit budgets come from in terms of who in town is contributing the most and where they came from. There needs to be some serious education...people who have been here for more than 10 years think they are the original settlers and have no value in appreciating what newcomers, tourism, second homeowners bring to their town. I'm sorry that it's not mentioned as one of the town's core values given how much the town depends on ALL of its cohorts for its identity and existence.

- Building massive workforce housing is ok but will take years. I suggest the town and private individuals purchase any properties available in town to create immediate housing (mostly condos, etc.)
- We jumped the gun on forced electrification.
- Charge for day trippers, toll starts at Brush Creek rd see how well it's worked for some of the coastal highways in Italy and Venice
- too much planning going on. who do you think has the time to keep up/ participate with all these plans?
- Don't burden property owners with increased parking regulations. The burden should be on visitors (both "locals" and tourists alike).
- Thank you Community Development for the hard work in planning! There are many layers to consider, it isn't easy, but you are doing a great job thinking through each detail.
- Open Amazon lockers somewhere- Gas Cafe or Ace Hardware
- I appreciate that you give this, and I haven't taken the bus as much this year but I wanted to give positive feedback on the local "surveys" or comment boards they had at the stops asking about local issues. I appreciate the willingness to hear, and I hope we can find a plan to improve (not change) our beautiful town.
- Love the flowers Community gatherings/events are great
- These are all great ideas and I commend this Community Compass, however the NIMBY's who don't want change and more density are often the loudest to speak up against it. I would expect you see that in this surveys results
- The big picture plan has been done over and over again. The Compass is a waste of time and taxpayer money. The council can and will change things as needed. In general, they should all be doing less. The towns focus should be to keep the water drinkable, the sewage treated and the roads open. Anything other than that is more than what local government should be doing.