

Draft Community Plan

Feedback Survey Responses

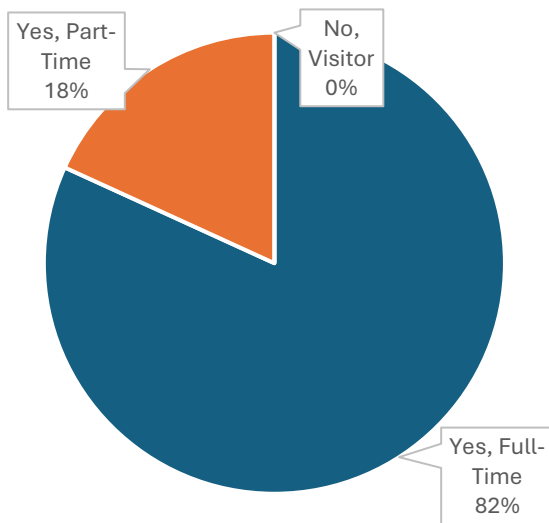
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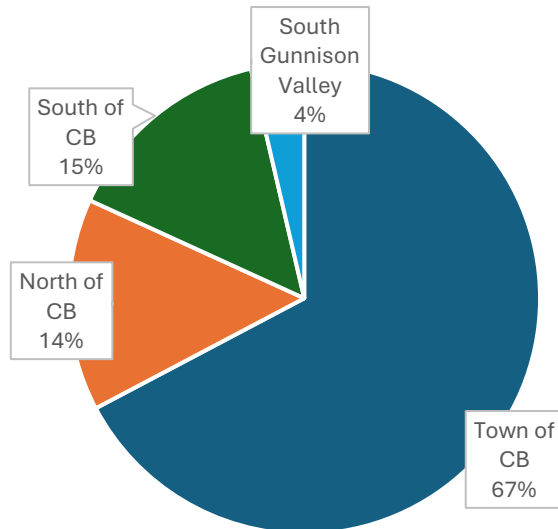
Survey Demographics

The survey was open from March 7 to April 3, 2025 and had a total of 70 responses. 5 open ended comment letters were also submitted, which are attached to this summary. Survey responses were completed by the following breakdown of demographic information:

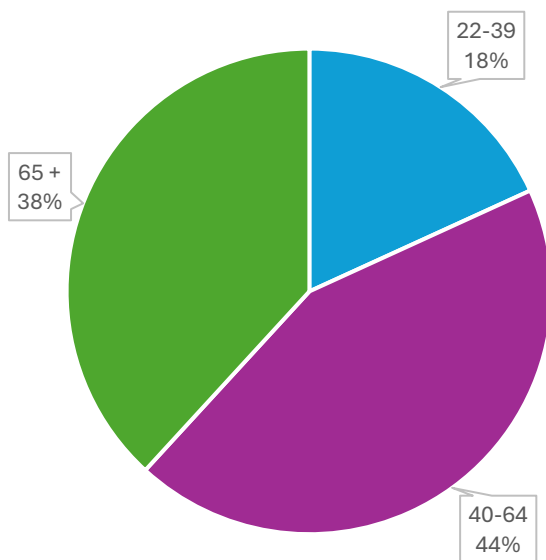
Do you live in the Gunnison Valley?



If you live in the Gunnison Valley, where do you live?

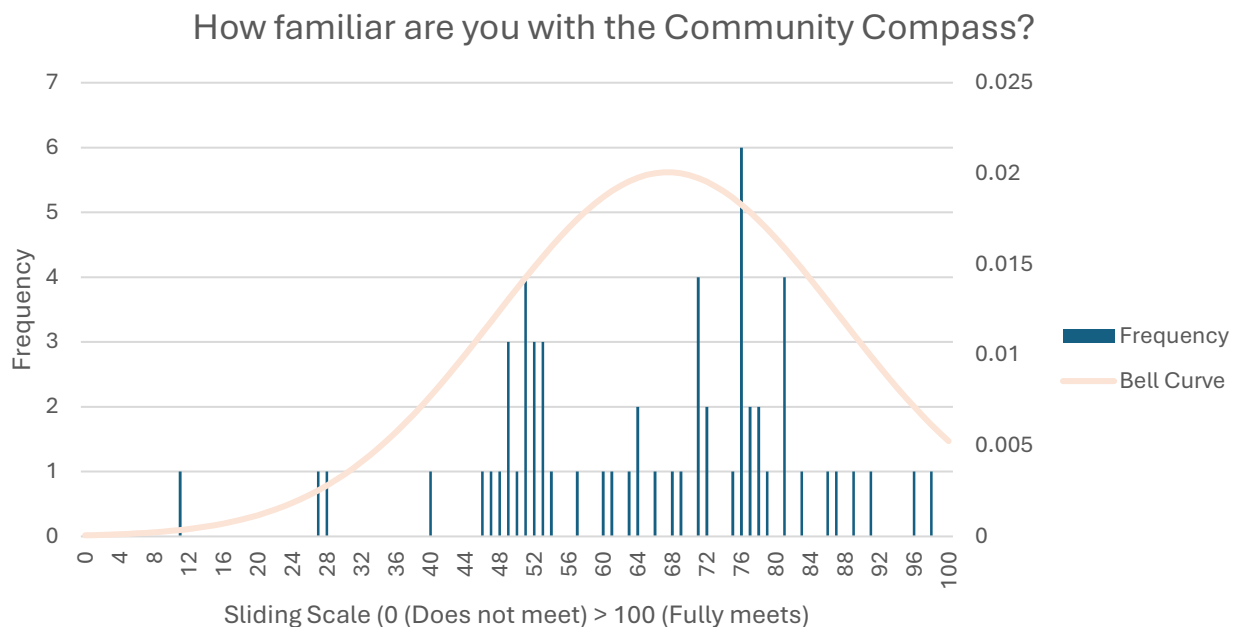


What is your age?



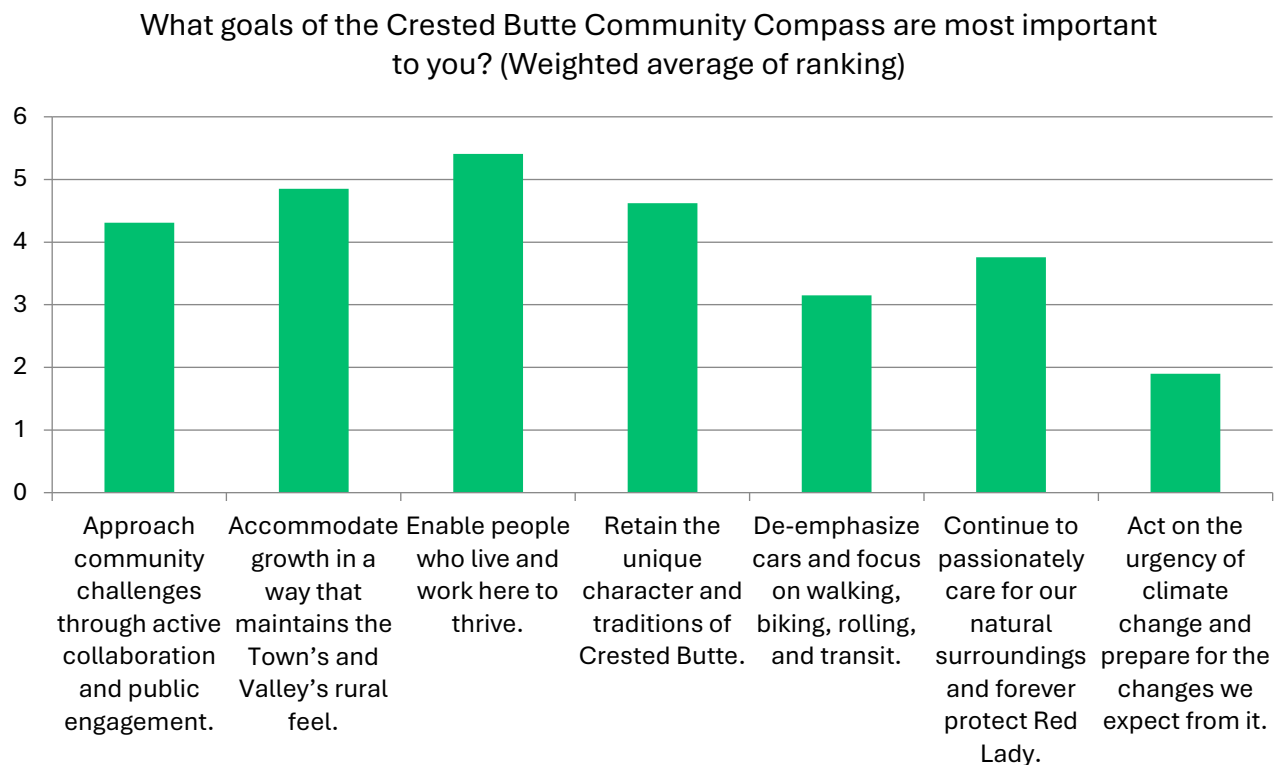
How familiar do you feel with the Community Compass planning effort?

Respondents were asked how familiar they are with the Community Compass with a sliding scale of 0 (not familiar) to 100 (very familiar). The following chart shows a histogram of frequency of responses to the scale, as well as a bell curve, with the peak of the curve showing the average response on the scale. *Average: 67*



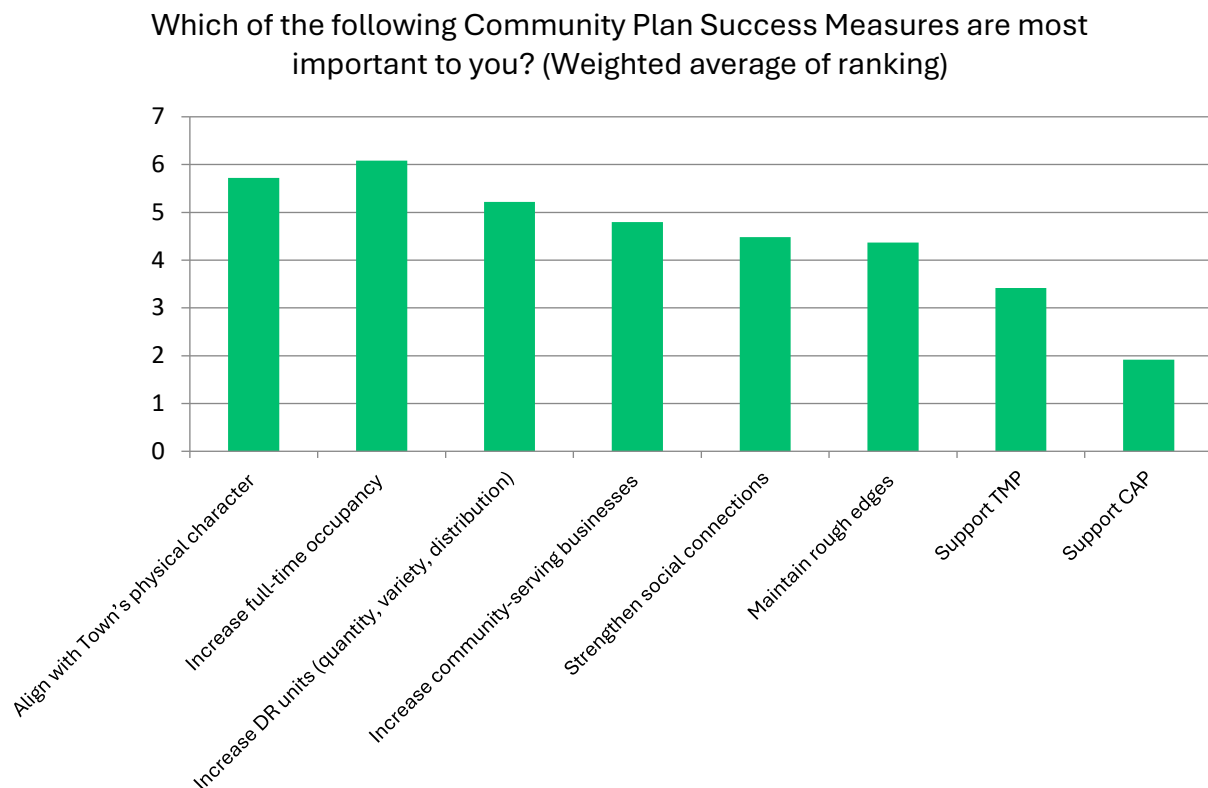
What goals of the Community Compass are most important to you?

Participants were asked to rank the 7 goals of the Community Compass from most important to least important. The following chart shows the weighted average of rankings, with “accommodate growth in a way that maintains our rural feel”, “enable people who live and work here to thrive”, and “retain the unique character and traditions of Crested Butte” as the top three goals.



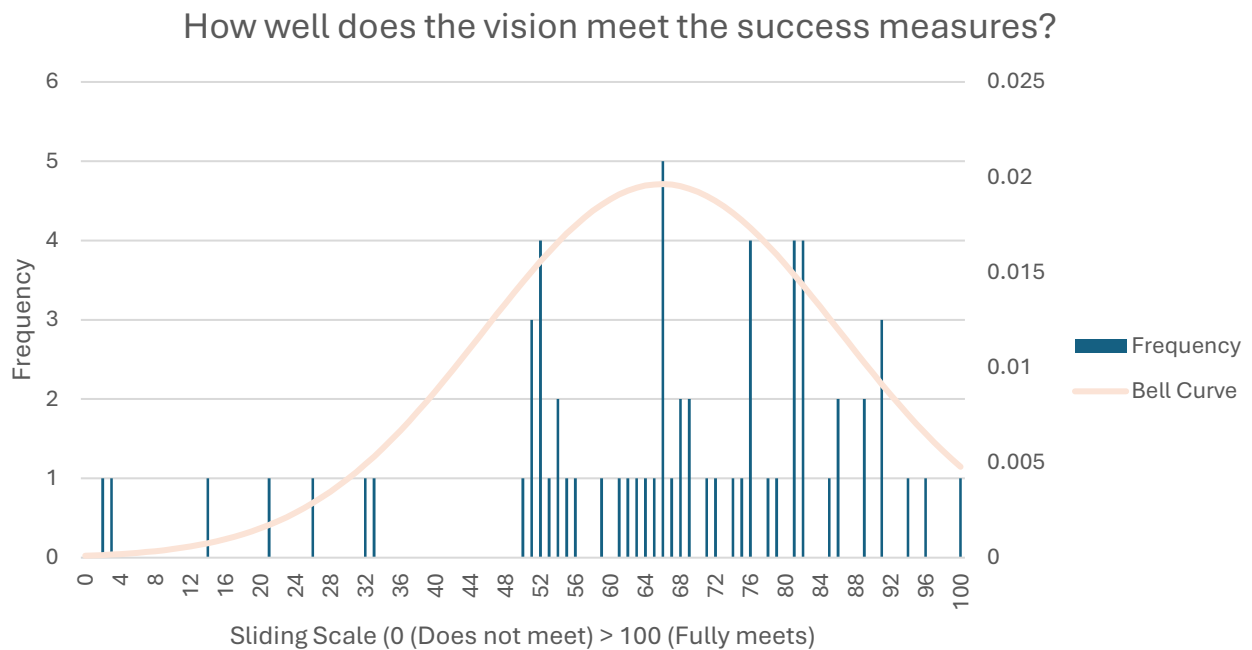
Which of the following Community Plan success measures are most important to you?

Participants were asked to rank the 8 success measures of the Community Plan from most important to least important. The following chart shows the weighted average of rankings, with “Increase full-time occupancy”, “Align with the Town’s physical character and support its historic resources”, and “Increase the variety, quantity, and distribution of Deed Restricted housing units” as the top three success measures.



How well do you think the draft vision in reflects the Community Plan success measures?

Participants were asked how well the draft vision in the Community Plan reflects the success measures with a sliding scale of 0 (not at all) to 100 (supports all success measures). The following chart shows a histogram of frequency of responses to the scale, as well as a bell curve, with the peak of the curve showing the average response on the scale. *Average: 65*



Why?

As a follow-up, participants were asked to share open-ended feedback on the Draft Community Plan vision. The following includes all open-ended feedback received, grouped in categories of similarity.

Positive or Constructive Feedback

- "It's a damn good vision!"
- "Since it currently takes wealth to get started living in CB, it also takes wealth to continue living here. More isn't always better. I think it's time to start saying 'no' to rapid growth."
- "I appreciate the forward-thinking vision of the draft."
- "I like that it addresses making it realistic for regular working people to live here."

Realism & Feasibility

- "This is ridiculously over-the-top sunshine & rainbows nonsense. None of this sounds like a realistic vision for the future of Crested Butte. It sounds like marketing consultants just wrote down whatever would make everyone feel all warm & fuzzy. The glaring omission is any sense of priorities with real sacrifices that will be required to attain any of these lofty goals."
- "It unfortunately feels unrealistic as much as I want the vision to come true. I'm an owner of a business in town I've long been priced out of living in town. Also, I cannot compete with the wages/benefits that town is offering their employees by a long shot, yet we have drastically increased the amount of sales taxes we're paying to town so I think that needs to be part of the conversation too."
- "It's a commendable value-based plan. Unrealistic in many respects when you begin to factor in priorities, cost, and implementation timeline."
- "What is written here is very idealic and some realism is missing. Can we try to preserve a little more than grow? Is there a way to reclaim some parts of town that sit empty for people who actually want to live here and want to contribute to the community? Recognizing the tough balance that second (third/fourth) homeowners contribute to the economy in ways that are impossible for those of us working locally."
- "The plan fails to address public safety in any meaningful way nor does it consider infrastructure which is in dire need upgrade. We do need a compact, safe, modern rural town with the ability for working-class residents to live, shop, and work in it. Spend more time on reasonable development and maybe even sidewalks, less on rural NIMBY rough edge nonsense."
- "Too much change and planning. Losing the Crested Butte feel."
- "The plan is spot on in identifying the very real challenges that this town faces. However, I do not feel that the proposed solutions will be adequate in incentivizing private investment. The proposed zoning code changes are too modest to move the needle and are nullified by the proposed prohibition of below grade and structured parking."

Housing & Affordability

- "I feel it currently takes more than grit to live here, it takes more funds than a young person has or can make to enter the market here - in ownership or rentals."
- "We have ignored affordable housing development in favor of keeping density low for too long, and now we are hurt for it. No more NIMBY. Locals over optics. Prioritize housing over things 'looking nice.' The community 'feel' is about the people living here, not keeping it a quaint cabin town look."

- "Need more ideas as to how to retain year-round residences as people sell their homes? Losing housing stock as people age out."
- "Maybe I'm just a bit disheartened as we lived in CB and had to move as we could no longer afford to stay there. There need to be more housing options for a couple with no kids at home, hard-working, but not wealthy enough to purchase anything there."
- "I like that it addresses making it realistic for regular working people to live here."
- "I believe many locals have been forced out of the town of Crested Butte for various reasons over the years. The biggest reason seems to be affordability. That said, they rely on traveling by car as a necessity for their jobs and general commuting to town. It is critical to recognize that while these locals live outside of the town limits, they are indeed 'locals' who make up the community. They have families, own businesses, volunteer, are retired or single and they are the ones who continually make Crested Butte a community. I would like to see this addressed in the community plan. Thank You."
- "I like that it acknowledges the tough balance that second (third/fourth) homeowners contribute to the economy in ways that are impossible for those of us working locally."

Growth, Density & Development

- "I would like to see regulations loosened to allow town to negotiate for things we want, Deed Restricted residential and Commercial units and anything else identified as desirable. I'm open to lowering required minimum parking for residential development, increasing density and height if it means we can get more affordable housing, whether deed-restricted or free-market."
- "I like the idea of taller structures. Allowing for underground / 1st-floor parking and retail."
- "Our setbacks, building size restrictions and limited density make us feel like a real community not a crammed-in space for transient workers."
- "Building height should not be increased, our views and small town feel will be destroyed."
- "It's a lovely Vision. The key words in the Vision are 'where it makes sense.' Our challenge is to only add density where it makes sense."
- "Biggest threat to the character of comes from growth in the north valley outside of city limits."

Parking, Transportation & Infrastructure

- "I completely agree with maintaining the integrity and community vibe of CB however I'm not sure if taking away public parking and limiting the expansion in town is the best idea."

- "Can we encourage non-motorized travel for cross-town trips? And, eliminate excessively large and loud single-occupant pickup trucks in town? Please add signage at town entry points encouraging safe driving near pedestrians and bicyclists!"
- "Have you been to Telluride and tried to park? It's a nightmare and that's what we will have if we increase density and/or reduce parking space requirements. We live on a block where everyone moves their car every night in the winter and it's a mess."
- "I appreciate the forward-thinking vision of the draft. I hope that in the process, we don't forget about parking - those that come from Gunnison as community members or workforce."

Climate & Environment

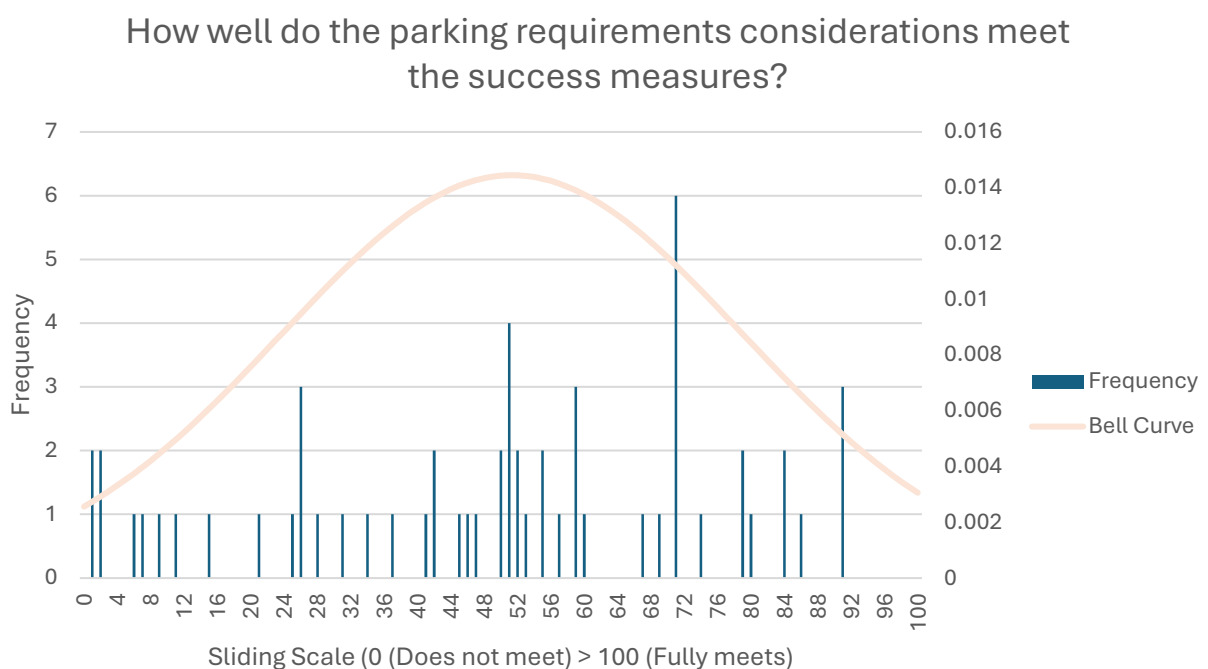
- "The plan vision should incorporate climate change adaptation in addition to mitigation. The vision should acknowledge the competing interests of businesses versus the climate and livability goals of a small town with excessive vehicle traffic."
- "Relax the BOZAR regulations to allow rooftop solar in all of CB, including historic areas."
- "There is more than views. There is also sharing the planet, valley, with the other life forms."

Specific Policy & Governance Critiques

- "Ban STR's from town. Stop spending money we are in a recession. Less regulation, Stop TRYING to look environmental, No solar panels in the shade, Stop all this stupid parking stuff its only too busy a few weeks a year! Hire a legit Community Development Director that listens to locals."

How well do you think the parking requirements considerations reflect the Community Plan success measures?

Participants were asked how well parking requirements considerations in the Community Plan reflect the success measures with a sliding scale of 0 (not at all) to 100 (supports all success measures). The following chart shows a histogram of frequency of responses to the scale, as well as a bell curve, with the peak of the curve showing the average response on the scale. *Average: 51*



Why?

As a follow-up, participants were asked to share open-ended feedback on the parking requirements considerations. The following includes all open-ended feedback received, grouped in categories of similarity.

Underground & Structured Parking

- "i would like to see the town investigate underground or structured parking and not prohibit it."
- "Underground parking seems like a good option."

- "Reducing parking requirements is a proven strategy. Blanket prohibitions on structured or underground parking seem short-sighted and reactionary."
- "Agree to prohibit underground, but disagree with prohibiting structured parking which could provide a solution for high volume park-and-ride facility requiring minimal snow removal."
- "consider: if it was required to build even more affordable housing units if underground was included in the proposed development plan.carrot not a stick"
- "For 6th street consider requiring underground parking for large buildings. Hiding it is a good idea, take note of Aspen although most garage there do not accommodate the larger vehicles everyone is driving today. Introduce paid parking to pay for infrastructure. Run a trolley (remember the golf cart train at CBMR?) from the school parking lot and have this paid on weekends in winter and summers when school is not in session. Locals will have parking passes, not much different than now that we need to sign up for parking at work etc. This plan needs to look more ahead now. We're not going to change the world by discouraging motor vehicle traffic."

Seasonal & Weather-Related Parking

- "Current winter parking regulations make it hard for evening workers to comply with rules. Though it's more expensive, underground parking or livable spaces above garages will allow for more tourist vehicles."
- "Moving your car every single day in the winter is not an occasional inconvenience. Let tourist park on the street and locals park on their own property."
- "Reducing on-site parking would only lead to more issues, especially for residents who don't drive often. Alternate side parking would mean vehicles would have to be started every day in winter, even if not needed. This would mean more emissions and more shoveling."
- "Don't prohibit anything. Agree with loosening restrictions for residential units. One big problem is that in the winter months the driveways are completely plowed in every other day or so. This has always been a safety concern for me and I never understood it. For many of us it is cost prohibitive to pay someone to clear snow and if you are not physically able to due to an injury, old age, illness or simply exhaustion (working doubles with small children!?) or whatever the reason then there is an emergency. We don't park in our driveway for this reason. A call to an ambulance would flatten us financially. If we need to get to the hospital quickly we need to park on the street. Consider updating public street parking to pull in rather than parallel where possible to do so now while there is still room..."
- "Only busy a few weeks a year, no parking regulations necessary except for the snow removal."

Concerns About Reducing Parking Requirements

- "This is more data-based nonsense that has no real understanding of how on-street parking tends to evaporate when you need it. While Mr Russ is adamant that the data shows we have enough parking on the streets to stop requiring off-street spaces, he is obviously not paying attention to the reality that parking spaces are precious in most neighborhoods. The only times I've observed an 'excess' of parking resources are the brief offseasons. Leaning even harder on on-street parking resources while simultaneously turning a lot of those spaces into dining rooms and flower boxes is idiotic. Pretending that the cars don't exist is not a good way to discourage them from showing up. The only way to prevent cars from arriving in town is to close 135, which is not a real option. If you want to really reduce the amount of cars in town, you have to reduce the number of STRs and the number of businesses."
- "Parking for many residents, particularly in the historic area, is their number one headache. The plan incorrectly trivializes the issue of moving a car every other night during the winter, and the Challenge of finding a parking space in winter and summer. Parking for residents is a significant livability issue."
- "Reducing on-site parking requirements for new residential developments is unwise in my opinion. Structured / underground parking is a reasonable idea, as long as the structure is not more than 1-2 stories above ground."
- "Parking is already difficult in residential areas where required parking spaces for units is available. Removing on site residential parking to allow for an ADU makes little sense. Adding an ADU with no designated parking just multiplies the amount of cars needed to park on the street when there already isn't an abundance of on street parking."
- "The CP has too much emphasis on reducing parking. Parking spaces are also open spaces. I don't think we should be wall to wall buildings. That is not what I like about Crested Butte. also lots of folks want a car but don't need to take it to work everyday so parking spaces shared by commercial parking is not necessarily a good idea."

Impacts on Residents & Livability

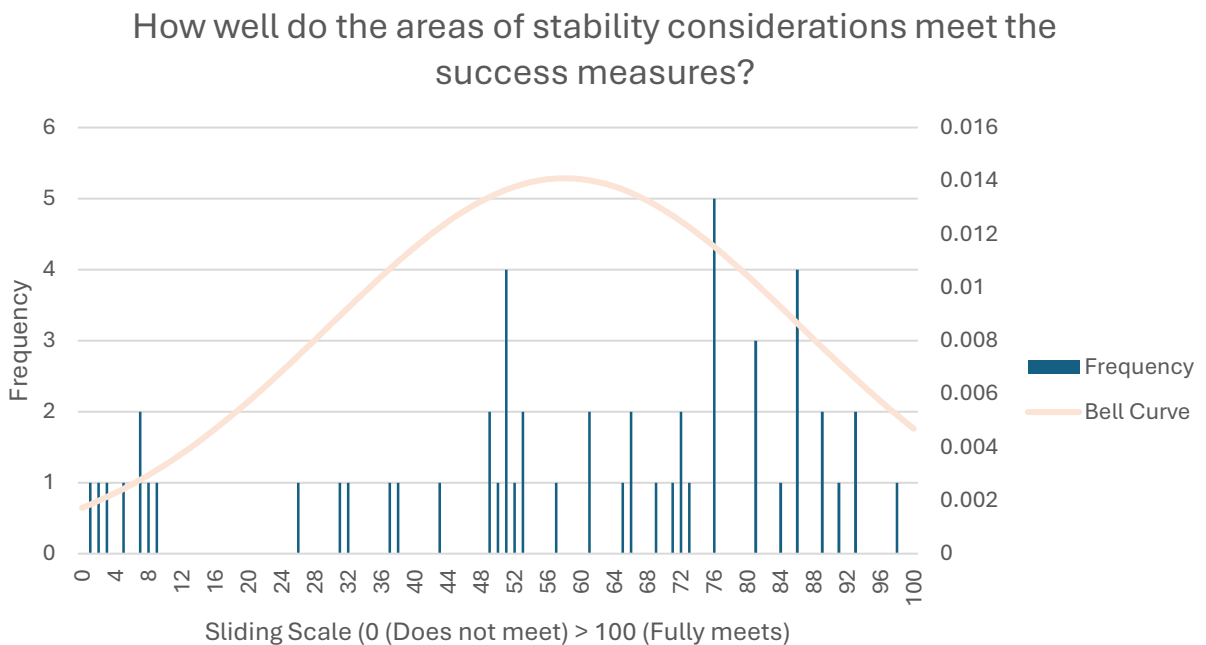
- "Ensure affordable units can still own a vehicle and park it in town."
- "Overbooked STRs cause real problems at my house. I often cannot access my front door in winter due to short term renters completely blocking access to my house. I do climb over cars and snow banks to reach my shoveled walk, often slipping and sliding under their car! It is especially difficult getting the bike from porch to street and back."
- "Parking is critical for the economic vitality of community members and residents alike to thrive in a tourist supported environment. We crush our local business, residents and tourists who are trying to make a living, trying to live their best lives and trying to enjoy their time spent visiting our town."

Tourism & Business Considerations

- "Sales tax revenue comes largely from tourists and north valley residents who are dependent on cars to get to town. local residents already walk or bike to get around. Developing the lot at the four way is a terrible idea."
- "Let these Texans park outside of town and walk."
- "the system now is not working there is lots of discussion about it , taking away parking from business owners that have been her for decades is not the answer."
- "Stop regulating everything. If some one wants underground garage not a problem. Incentivize green initiatives and not mandate."
- "Get the tables off Elk. Taking up too many spaces and pushes traffic into residential street. Paying an out of town company to police parking is unworkable and a waste of our money."
- "when the town planner reads 'small town journal utopia' and sees limit parking for residents or payment in lieu of parking which as a business owner is a joke, do you get a guaranteed spot for your costumers ? just money for town to spend? why didn't the town do underground parking at the tennis courts before they where upgraded, levels with the courts on top? Just have the balls to close elk to cars, electric shuttle from the 4 way, big bus to clarks, delivery truck must be done by 8:00 am, get real with parking most everybody has snowmoblie-raft-box trailer where are thet going to park? by aperture?"

How well do you think the areas of stability considerations reflect the Community Plan success measures?

Participants were asked how well the areas of stability considerations in the Community Plan reflect the success measures with a sliding scale of 0 (not at all) to 100 (supports all success measures). The following chart shows a histogram of frequency of responses to the scale, as well as a bell curve, with the peak of the curve showing the average response on the scale. *Average: 58*



Why?

As a follow-up, participants were asked to share open-ended feedback on the areas of stability considerations. The following includes all open-ended feedback received, grouped in categories of similarity.

ADUs & Density Considerations

- "I think it would be good to permit more ADUs on some Town residential lots. I would like to see discussion about subdividing on residential lots, to facilitate more ownership. Perhaps allowing condominiumization."
- "Is the town hoping that wealthy homeowners will spend dollars to add an ADU to an existing home/lot or a new lot?"

- "ADU requirements for single-family homes are no longer viable and, in fact, counterproductive to creating affordable housing and livability. Buyers of homes costing millions are not looking to have a rental unit on their property."
- "Allowing for additional long-term ADUs is awesome, as well as micro lots."
- "I'm encouraged to see more thinking outside the box with the 2 ADU option, subdividing parcels, and relaxing parking requirements. I do not understand why basements could be prohibited."
- "Consider allowing duplexes on micro lots to increase density. One unit at ~400 ft² and one unit at ~800 ft². 1250 ft² max for a 50' x 62.5' micro lot."
- "Increasing density, dividing into micro lots, and allowing 2 ADUs on a property doesn't align with maintaining CB's unique character and rural feel."
- "Do not increase density! We do not want to be another Telluride."
- "I welcome the thought of more ADUs, however, I wonder how much incentive or interest homeowners would have in expanding or developing an ADU. I feel there may be an intersection of 'that is a great idea' meets with a NIMBY attitude."

Concerns About Incremental or Ineffective Measures

- "If town's actions have to be neutered so that they make everyone happy then they won't accomplish anything meaningful. Little measures will produce little results. These cute little ideas won't yield a meaningful amount of ADUs in town. People that can afford to build here can afford to do w/o ADUs on their land. Little incentives are not enough. It may be hard to get our heads around the ruffling of feathers, but real results will only come from harsher measures."
- "This needs much more discussion before taking any action. Is the goal to increase town population? Do we need another grocery store? Do we need more services? We need to know more about how it would actually exist and look and in what time frame?"
- "It seems that town is always reactive instead of proactive. These considerations are a band-aid to the problem with STRs, second homes, and cost to build."
- "It sounds like plans for an urban outcome."

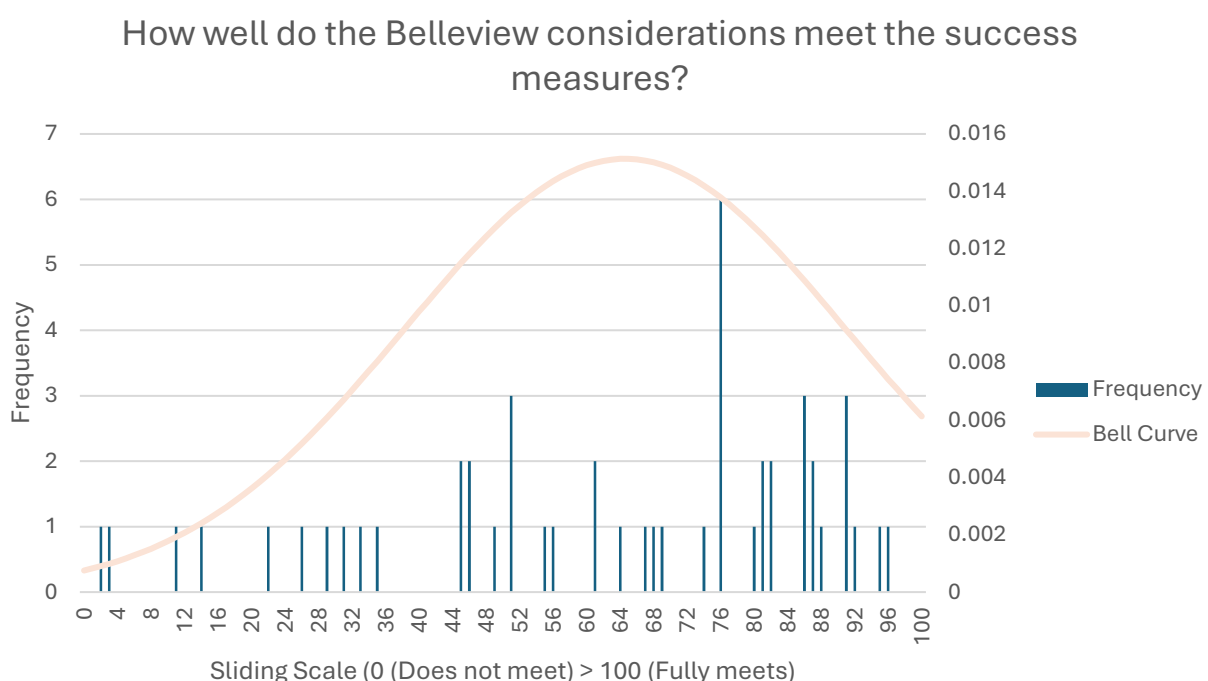
STRs & Their Impact on Housing and Neighborhoods

- "STRs should not exist in the R zones, that's what the T zone was supposed to be for. The R zones should be neighborhoods, not businesses. At the very least, STRs should be paying the commercial real estate tax rate. If you want to turn a home into a business then you should be competing on a level playing field with the businesses in the T zone, such as B&Bs and hotels."

- "Please explain why one business in the county/town has caused all others to have issues and that would be STRs—no place to live (which you are trying hard to react to). Where are the limits to keep town from being hollowed out and become some attraction for the tourists to check off? Tourism is a rapacious industry, but that is the road we are on."
- "Get rid of all STR's."
- "ADU's should be banned from short-term rentals. The economics to build don't make sense."

How well do you think the Bellevue Avenue considerations reflect the Community Plan success measures?

Participants were asked how well the Bellevue Avenue considerations in the Community Plan reflect the success measures with a sliding scale of 0 (not at all) to 100 (supports all success measures). The following chart shows a histogram of frequency of responses to the scale, as well as a bell curve, with the peak of the curve showing the average response on the scale. *Average: 64*



Why?

As a follow-up, participants were asked to share open-ended feedback on the Bellevue Avenue considerations. The following includes all open-ended feedback received, grouped in categories of similarity.

Land Use Considerations

- "Love the idea of apartments above commercial. Parking has to be more thoroughly considered. Town may have to build more parking lots like at Elk and 1st—this will be essential."

- "If residential units are allowed in the commercial area, that's fine, but don't call it commercial. Residential units will require parking and noise reduction ordinances. Four stories is too tall for Crested Butte."
- "I'm in favor of restaurants on Bellevue to support locals, those that live and work here. Community-serving commercial businesses come in many shapes and forms. Restaurants don't just benefit the tourists if done right, and we need more locally owned and locally supported restaurant options."
- "I am in favor of allowing restaurants on Bellevue Ave. Allowing the soon-to-be high-density residents of the street a great local option vs competing with the tourism on Elk. There's an obvious need for more dining/takeaway options, and I hope to invest in creating a good local option on Bellevue Ave. Catering to those that live and work in CB."
- "Bellevue should remain industrial."
- "Is it going to be light industries or offices with rentals on top? I had a business on Bellevue, and with the addition of residents, the noise complaints got too much, and we moved to River Land."
- "It makes sense to continue light industry in this area. Emissions must be monitored carefully for impact on clean (& quiet) environment for residential. There is a lot of sound echo and amplification off the bench already!"

Building Height & Density

- "Mixed use and 4 stories on Bellevue is reasonable."
- "Make it easier to build more affordable housing."
- "Bellevue might be the only place where it's appropriate to add so much density and increased height, strategically."
- "I feel the town should allow a 6-story building on the Bellevue corridor. As many of us age, the need for a senior building will arise—one where community interaction is valued and one that is in town where services are currently available. This would free up residential single-family houses for others."
- "Not sold on 4 story structures. Also, what are the thoughts on the 'performance-based incentives'? I didn't get a clear idea of what is being considered."
- "Concern about 4 stories on south side."
- "Why would the town want to allow for obstruction of a 4-story development? This is going completely against the retainment of keeping Crested Butte's charm. This is just an unbelievable proposal to me."
- "Four stories is too high."

- "Four-story buildings may allow for more space but do not maintain a small-town feel. The renderings look urban."
- "No on four-story buildings on Belleview. That is not pedestrian. Views of Gibson Ridge are important. Those views allow people to see a forest of trees, fairly close."
- "Keep the 3-story limit."
- "Fine with height increase on the south side of the street. Don't see the incentive for developers to build. Love the thought of a walking corridor."
- "Taller buildings on Sixth will ruin our small-town feel."
- "Please do not allow four-story buildings. This is what urban developers are telling you what to do. Stop listening to big city architects. There is nothing rural about 4-story buildings."
- "Require high residential density of any new building, not just incentives."

Parking

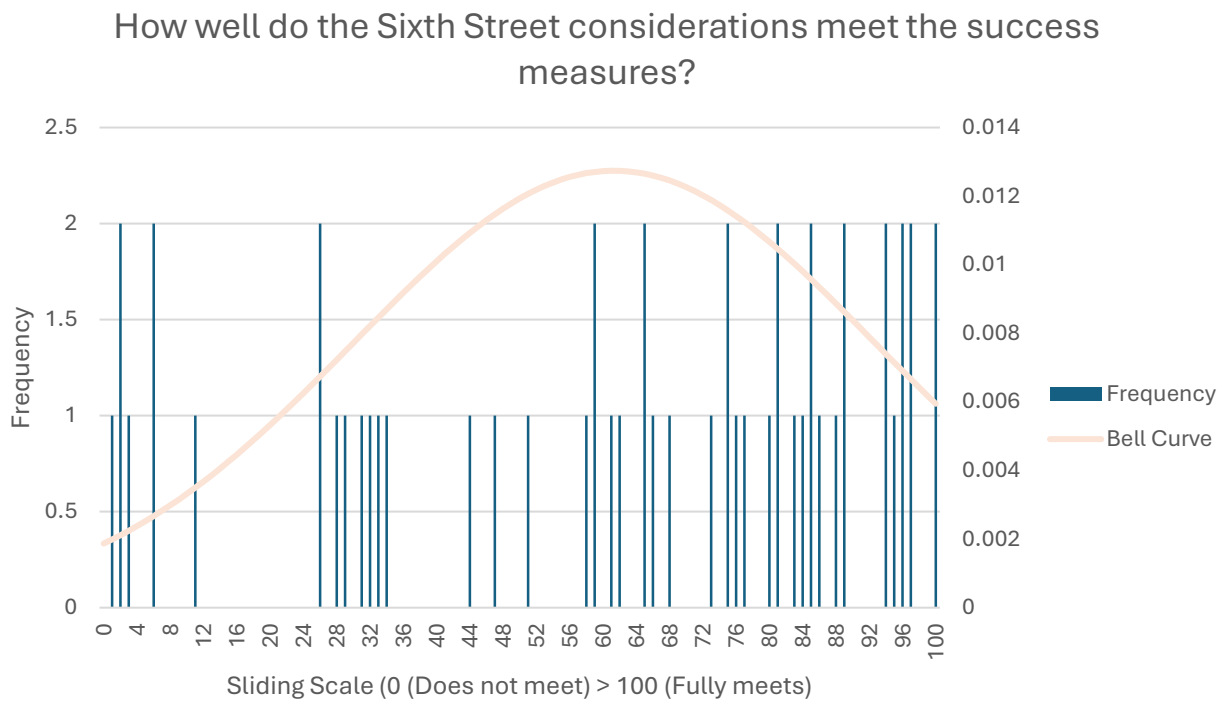
- "Any development needs to meet our existing parking requirements. As you know, if we build it, they will come. Do we really need more population here? Can our environment survive it?"
- "Sure, fine, whatever. But leave the head-in parking. The cars aren't disappearing anytime soon. If you want more residents in this part of town then there will be more cars, not less."
- "Do not reduce parking requirements in commercial areas. As mentioned earlier, Belleview should all be pull-in parking to fit more vehicles (it's already there). What is the reason for wanting parallel parking?"
- "I am in favor of head-in parking vs parallel - I do not like the reduction of existing parking spaces in town."
- "Commercial needs head-in parking for carrying heavy stuff, short distances, out of commercial spaces."
- "Consider some continuation of straight-in parking or provide for it off the alleys to accommodate loading."
- "Preserve head-in parking to optimize parking spaces."
- "Turn it into a parking garage."
- "Parking, parking, parking! Any development needs to meet our existing parking requirements. There is no nearby on-street parking in these areas."
- "In conversations with local business owners, I think parking is a major concern. Some businesses feel negatively affected by alterations in their parking situation and would like more direct communication."

Additional Considerations

- "Preserve the Town Plaza as shown on the Town Plat."
- "Consider shading caused by taller buildings. Break up the 4-story buildings with lower heights so the sun can help thaw ice and snow on the north side of Bellevue as it moves across the sky."
- "Are you able to make sure these apartment renters/owners do not own cars or trucks? That would be great."
- "Three more feet on Sixth Street is OK, but not for the whole building. Only a portion of a building should be allowed to be 3 feet higher. AND get some more deed-restricted housing or deed-restricted commercial spaces if you allow 3 more feet."
- "One problem with incentivizing developers to add deed-restricted units is they come out SO shitty, like slums. Take Academy Place as an example. How depressing. It's no way to live long term. But a way to get a foot in the door is helpful too, I guess."
- "What is the reason for wanting parallel parking? If the goal is to add housing, why wouldn't you allow four stories on both sides of the street?"
- "Preserve the character of Crested Butte while allowing for strategic development."
- "This vision is wholly what the town should be focused on for affordable housing. Financing vision is lacking and should be based on an additional sales and/or lodging tax."

How well do you think the Sixth Street considerations reflect the Community Plan success measures?

Participants were asked how well the Sixth Street considerations in the Community Plan reflect the success measures with a sliding scale of 0 (not at all) to 100 (supports all success measures). The following chart shows a histogram of frequency of responses to the scale, as well as a bell curve, with the peak of the curve showing the average response on the scale. *Average: 61*



Why?

As a follow-up, participants were asked to share open-ended feedback on the Sixth Street considerations. The following includes all open-ended feedback received, grouped in categories of similarity.

Land Use Considerations

- "I don't feel all new commercial growth opportunities should be left for those developers who can afford Sixth Street real estate. We want locals to be able to grow as well! Allow new mixed-use opportunities for existing property/building owners."
- "I would like to see this area as an extension of Elk with 3 story buildings allowed."

- "YES - please pass the modest 3-foot increase to allow for more residential stories. I do not feel we need an improved library or visitor center."
- "I really like the idea of this being a more developed corridor and a place for people to be. Right now it feels like a drive-through with a lot of dead space. Feels like it fits into a 'thriving community' vision."
- "Seems a bit dense and urban for the corridor, but it could work. That said, it would be a great location for the Post Office!"
- "I can support the need for civic and living spaces, but not 4-story buildings on Sixth St. We need to maintain open views as best we can."
- "Sounds like an ok plan for that area."
- "Seems reasonable. 50% maximum on residential seems totally counterproductive considering the housing problem."
- "Make it easier to build more affordable housing."

Growth & Character

- "If the goal is to 'accommodate growth' then this corridor is going to be even more of a congested cluster. And reducing setbacks that bring buildings closer to the road will only further slow the traffic through here, creating even more congestion. Stop pretending that the highway through town to Mt CB is good place for a neighborhood. If you want to make this into a neighborhood then the highway to the Mtn has to go somewhere else. Should we build a new one that bypasses town through the wetlands?"
- "How much more can be stuffed in there with out losing whatever is left of town, parking, traffic volume, going to the ski area, the proposed restaurants, and the new housing. The density just is too much."
- "Lining sixth street with as many businesses and residents as possible is concerning. The flow through town is already so restricted during commuting hours. Add the opportunity for every tourist searching for a parking spot is going to lead to a never-ending traffic jam."
- "More requirements for maintaining feel of CB - rural, historic etc. As mentioned earlier in survey."
- "Stop developing! Leave it be. Stop urbanizing the greatest town in America. It will take an hour to drive to Gunnison in ten years if we keep developing on the highway."
- "Six street is the entrance to town and should reflect our small-town history. The giant arts center has already ruined that. The current buildings on the left side as you enter the four-way are huge. But the open space across the street helps temper that. When you actually do get to the four-way, the buildings are relatively small except for the visitor center. Small

funky buildings there are perfect. Change them to private residences if you want. But don't make them big."

- "Again, it seems to be developing an urban feel and not the rural atmosphere of the North Valley."
- "See answer to the Bellview St vision."

4-Way & Parks

- "Maintaining the parks, tennis courts, and open spaces at the 4-way is essential. Polluting this center of town with more buildings is a terrible idea. The concept of having a senior center at the 4-way is perhaps the most misguided thing town has ever contemplated. Maintain the parks, ball fields, tennis courts as healthy, open space, community building, and fit squarely within town's compass goals. Do not mess with such a good thing at the 4-way. There are other more suitable locations to accommodate high-density senior living."
- "The 4-way is iconic and characterizes CB. The tennis courts attract users of all ages. They need to be available."
- "A senior center at that corner is silly. The mock-ups show brick buildings that look like a midwestern 1980s town and don't fit with Crested Butte's feel. These would be the first thing visitors to town would see in that central location."
- "The vision of dense building lining the west side of six street across from the gas café is awful. Don't mess with parking at the four way or the tennis courts."
- "The existing transit and visitor center is nice enough."
- "All of this makes sense, except 'improved Library' reference. It can only be improved if it is remodeled creatively, and funded by the Town - only."
- "Consider live-work units at the four-way area."
- "Should we build a new one that bypasses town through the wetlands?"

Parking & Traffic

- "Infrastructure including increased need for water, sewer and traffic volume is missing here."
- "Traffic speed limit on 6th street may be an issue with additional retail locations."
- "Maintain the 6th and Elk public parking lot to encourage visitors to explore town by foot."
- "You already need a permit to park on the side streets on the west side of sixth, where are you going to put the tenant cars? It's not realistic to believe that people won't have cars just because there's nowhere to park."

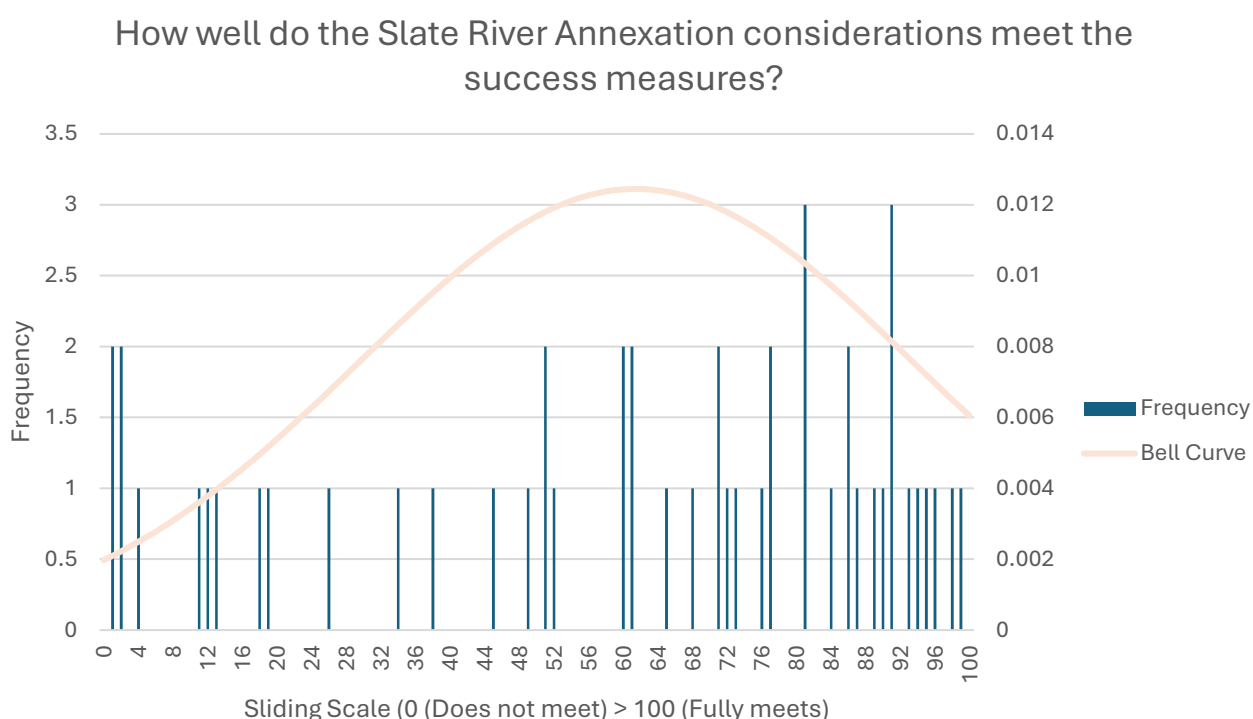
- "In consideration of keeping the character and charm of the town, this would be a huge transformation. What town are we trying to emulate if not ourselves? An underground parking facility to accommodate the increase of population and visitors seems to be a more realistic approach rather than change the whole vibe of this corridor."

Feedback on presentation

- "Some feedback from the presentation - NEVER show the general public blocking plans. The concept of what is going on is conveyed so poorly, literally looks like a box store is coming into town and this immediately makes people react negatively. Although time-consuming to render a presentation, a suggestion would be to show only the finished buildings. People were really up in arms over the blocking simply because they didn't understand what they were looking at."
- "Use the term, 'incentive bonus' instead of 'performance bonus.' With less parking, more transit stops will have to be provided."

How well do you think the Slate River Annexation considerations reflect the Community Plan success measures?

Participants were asked how well the Slate River Annexation considerations in the Community Plan reflect the success measures with a sliding scale of 0 (not at all) to 100 (supports all success measures). The following chart shows a histogram of frequency of responses to the scale, as well as a bell curve, with the peak of the curve showing the average response on the scale. *Average: 61*



Why?

As a follow-up, participants were asked to share open-ended feedback on the Slate River Annexation considerations. The following includes all open-ended feedback received, grouped in categories of similarity.

Housing and Community Needs

- "Prioritize long-term rental over ownership, high density, and seasonal-worker housing with fewer federal rules than Anthracite. We need another property comparable to the old

Marcellina building in Mt CB (now Timbers). Rooms were cheap, but small, and anyone could rent no matter their income if they lived there full-time."

- "This seems consistent with the current build-out."
- "I like the idea of medical or assisted living services in that area - and to make things pencil, you might need to increase the 30-foot height limit."
- "Assisted living and medical sounds great if you can get it."
- "Seems natural for housing to move towards the new fire station. Keeping it affordable is the challenge."
- "Make it easier to build more affordable housing."

Height and Building Design

- "It's a shame to build 3 story buildings on the rise toward Mt Crested Butte, which will make them seem taller."
- "30 feet may be too high on top of the hill. One story on top of the hill would be better."
- "This area has a lot of potential to achieve some real goals, but only if we get it right."
- "Who benefits from a developable area that's essentially a giant parking lot? This is a great opportunity for additional housing/services in the Valley and fits in with the new fire station."
- "Taller buildings may allow for more needs to be met."

Parking and Transportation

- "The reduced parking requirements only make sense for the most highly restrictive affordable rental units (like Anthracite place). The reality is that we also have people living in deed-restricted units that drive \$100k cybertrucks. It is unreasonable to expect that all ranges of deed-restrictions will have parking needs met with one space. A lot of these folks can also afford snowmobiles, trailers, RVs, etc., and these vehicles will end up somewhere."
- "Reduction in parking per unit will result in a reduced appearance and the significant issue of on-street parking in the winter. This impacts livability, quality of life, and allowing residents to thrive here."
- "One space per unit doesn't seem like enough. The parking on Pyramid is already regularly full with trailers."
- "This area is a blank slate, so we can design the units for the best fit. I would not reduce on-site parking requirements, as households will likely have more than one vehicle. Pyramid Ave. would become way overcrowded if nearly everyone had to park in the street."
- "Parking on Pyramid Avenue would have to be permitted, in part, because of all the truck and trailer parking that occurs there now."

- "Don't reduce the parking requirements."

Concerns About Growth

- "Let's make certain we are not overbuilding. This area seems a great opportunity to return to nature."
- "You build it they will come, what are we shooting for? Why do we have to go with a continuing build, build model? What about just maintain? I know change is a constant, but does constant growth have to be the norm?"
- "To be honest, I doubt there will be anything about this plan being 'affordable'. I understand the need for growth. Let's take care of the people that are already here first vs creating accommodation for more to move here."
- "How many people can this town hold? If you build it they will come. We keep making plans for people who are not here yet. Why not focus our efforts on those that are here."
- "What's this??? Town should end after the new affordable housing being built on Sixth. Putting more clutter buildings ruins the 'ahhh, leaving town bustle' feeling. Make it open space."
- "I guess we are wanting to look more like Aspen, like a mountain city rather than a rural town."
- "It seems like the Town is encouraging density. Also, 1 parking space per unit is way too low."
- "What's this??? Town should end after the new affordable housing being built on Sixth. Putting more clutter buildings ruins the 'ahhh, leaving town bustle' feeling. Make it open space."

Concerns About the Fire Station

- "We've already annexed too much. The fire hall is just plain, ugly, and way too big. And if something is going to be ugly and too big, it might as well be full of local residents."
- "The new fire station is stupid."

What additional thoughts would you like to share regarding the draft Community Plan?

Participants were asked to share any additional open-ended feedback or questions on the Draft Community Plan. The following includes all open-ended feedback received, grouped in categories of similarity.

Community Plan Process & Engagement

- "Thank you Town staff for your work engaging the community and considerations for the future development."
- "Too many plans all at once. Can't keep track of them all. I hardly contributed to some."
- "Good progress on the Community Plan."
- "Consider implementing changes to the Code within a year instead of 5 years to maximize the impact of the changes. A moratorium may have to be considered to prevent a large project, such as 6th Street Station, from being filed for approval under the current Code."
- "Overall good work. Focus on a functional and safe community. You're probably already overdoing it on character as that will come along without restrictive zoning."
- "It is disappointing that individuals in leadership roles in our community (many of which have asked the voters for the job) also find it necessary to pay consultants generously to tell them about their own community. If you need a well-paid city consultant to collect data to tell you about your own town, then maybe you aren't the right fit for the job."
- "As this steam rolls along, and not responding to the criticism and listening to your echo chamber, whatever comes out must go to a vote of the town's citizens."
- "Take a break and slow down. There's nothing wrong with empty second homes in town. For a council that prides itself on keeping lights down, think Christmas lights, then empty houses with no lighting should be good as well. Second homeowners contribute a lot of money to local charities and hire locals to maintain their property while they are out of town. That is a win-win situation in my mind."
- "How much did we, local homeowners, pay for this report? I want a refund! CB is not broken, quit trying to fix it. BTW I am not afraid of change, I moved to CB 20+ years ago because I liked it just the way it was. Just because newcomers want to move here doesn't mean they have the right to change us. Toss the plan."

Transportation Mobility

- "More wildlife are attracted to mountain towns as they grow, and problems increase. Trained person(s) could be hired (&/or) trained to accomplish this. PR skills are also crucial."

This can mitigate property damage, etc. (See Lake Tahoe solutions - sorry, but we are being Californized)."

- "Training a small staff, on bikes, to be highly visible mobile traffic-calmers might work. Think costumes, music, and remarkably memorable encounters!"
- "While not a biggy, I expected to see a mere mention of the 'perimeter trail' and more pedestrian-based considerations. Also, there was no mention of how TOCB plans to work with everyone surrounding CB to develop an integrated Gunnison Valley plan."

4. Climate Initiatives

- "Climate initiatives for the town, including the impracticality of all-electric buildings, composting, etc., are contrary to affordability goals. The reality is that these are feel-good measures but have no meaningful impact on the town's carbon emissions. The elephant in the room is tailpipe emissions and the town should resolve to reduce vehicle traffic with central lots for non-residents and provide electric buses and trolleys for convenience."
- "I love green but hate all-electric mandate."

Zoning and Design Standards

- "How will BOZAR be involved with determining the look and feel of these new buildings?"
- "There are other zones in the code that need cleaning up. ie: T zone."
- "Parking is necessary and needs to be one spot per bedroom."
- "If the goal is to build community, prioritize homeownership for locals. Don't write off self-builds yet and be less limiting with zoning and guidelines in new development areas. If you are adding apartments on Belleview and over other businesses we need a community garden or rooftop outdoor spaces for the people living there to gather. We need a public swimming area in the summer (pool)."
- "Don't discount the value of a private deck or porch on a home. Allow second (and third or fourth) floor decks in the front on some buildings."

Housing & Affordability

- "It is not the town's burden to build all of the affordable housing. Allowing owners of deed-restricted units to own and rent out (to those who meet the requirements of course, and with limitations) other deed-restricted units in town is an awesome way to encourage and distribute the responsibility of getting more locals living full time actually in town."
- "For example, could a group of people go in on one building for the cause of affordable housing? (This started and failed with the hostel.) Is there a way to regulate or subsidize the open market cost of homes so that the rent wouldn't need to be \$3500/month just to cover the mortgage?"

- "There should be a way to leverage our current deed-restricted housing to be able to take out loans to finance other properties around town to turn them into deed-restricted housing too."
- "All Gunnison Valley employees should have affordable housing opportunities. Is there a financial mechanism to give landowners that sadly choose to sell, to opt to NOT sell to large homes developers?"
- "I will have to move away due to increasing property taxes as my income transitions from carpenter wages to social security income."
- "Short-term rentals have caused the worker housing shortage. No more should be permitted. Work with county to put a moratorium on big new development in the north valley."

Growth and Rural Feel

- "We need to continue to take this slowly. I think many long-time residents are worried about this growth and the way it has been presented. There can be a bit of a grass-roots 'take back the town' if people can get organized, motivated (energized) and had just a little support from the town."
- "I don't want to see a crazy more amount of construction all at once. It already feels overwhelming and too much. How can we think outside the box to reclaim what is already existing and underused?"
- "I really like that Town is looking toward the future of Town, however, the lean-in toward more density while saying we need to maintain a rural feel seems contradictory. I hope that the planning for more and more building is gradual as now, the amount of building has been rapid, not gradual growth."
- "Adding more and more density automatically changes the feel, vibe, views, population, vehicles, parking needs, animal habitat. We used to see coyotes running across the trails and fields while Nordic skiing both sides; we have not in 5-6 winters."
- "We are just so sad skiing on the east side since Aperture built. Maybe that landowner could have had other selling options? Is the town/county allowed to limit who can buy for what intentions?"
- "The Plan may allow for more growth than is needed, and could create a Summit County scenario. There needs to be a balance so that we get more affordable ADUs without losing the rural character of our neighborhoods."
- "The present STR rules are creating dark houses. 2nd homeowners are not going to long term. They are a valuable resource to our community."

- "If the recommendations in the Community Plan go forward, the rural feel will be wiped out. Are there any areas where 'no thanks' might be an alternative?"

If the Town really wants to have more local folks and keep a “certain element” from owning everything in Crested Butte, (houses, businesses) here is what to consider:

1. Reduce the maximum square footage of houses in all R-1 zones and R-2 zones to 2000 or 1,500 square feet. My house is 1,500 sq ft, plus porch and deck. Three bedrooms two bath.
 2. If a duplex is proposed, one unit needs to be deed restricted to owner-occupied, long-term rental and earning at least 80% of income in the county. That 80% shall be confirmed every year.
 3. Don't reduce parking in residential. Instead, reduce the amount of open space required on each lot, while not impacting snow storage. Since house size will be reduced, there should be space. On my 6,250 sq. ft. lot I have a 1,500 square foot house plus an 800 sq. ft. garage (two floors) but I also have 30 feet between house and garage and 20 feet front yard and 9 feet between the alley and the garage. A slightly larger ADU could be built than my garage with parking on the alley side on a 50 foot wide lot allows space for four cars (2 cars for each unit) and still have 20-25 feet between buildings.
-
1. Require that 1/3 of each new commercial (business) building be rented to a local business. A local business is one that earns 100% of its income from doing business in Gunnison County or from having its only location in Gunnison County.
 2. Reduce the FAR for all Business and Tourist and Commercial zones to .5 FAR.
 3. To get above .5 FAR a building owner needs to deed restrict at least 1/3 of its business space to locally owned business (see above). To get above 1 FAR an owner needs to deed restrict at least 1/3 of its business space to locally owned business and the rents for all such locally owned businesses, cannot exceed \$20 per sq ft. (\$20 per sq foot could be modified with findings from below) (I decided I had to choose a number. A percentage of business income is getting into personal stuff too much and there are too many variables.) I am pretty sure Donita's was paying \$26 per sq. ft. when it closed. I am sure we could discuss 20.
 4. One-half of all second floor space must be deed restricted to locally-owned business or long term-residential housing, with 80% income earned in the county for the residential part.
 5. All third floor, or higher, space must be deed restricted long-term rentals with a requirement to earn 80% of income in Gunnison County.
 6. Require that rents to local businesses be tied to _____ (a CB index). (to get this number, talk to every locally owned business and ask “what rental rate per square foot of space you rent, can your business comfortably afford to pay for rent? The goal would be to come up with a figure like the one for residential that says a household should not spend more than 30% of its income on housing.) Tie the number to the Consumer Price Index so it can go up slightly each year as cost rise.
 7. Allow FAR to go as high as 1.9 if all the above are provided plus adequate parking for the residential units is provided on site, in addition to an on-site or otherwise approved dumpster space and snow storage. (This is similar to current B1 zoning today)

From: [David Dolan](#)
To: [Mel Yemma](#)
Subject: CB Community Plan
Date: Saturday, March 22, 2025 11:15:43 AM

You don't often get email from d_dolan@sbcglobal.net. [Learn why this is important](#)

Hi Mel,

I just read through the Town of CB Community Plan and found it to be really thoughtful, and thorough. While the devil's in the details of a lot of the future possible plans (i.e. old firehouse redevelopment, 6th Ave Corridor plan), I think the direction makes sense and agree that the only way to create truly affordable housing is to make a lot more, really small units since you can't control material and labor costs.

I did, however, have one strong, negative reaction to one assertion in "A Vision for the Future" on p. 40:

"The authenticity of lived-in spaces will be celebrated, with bikes, snowmobiles, and tools common in alleys and on porches."

We hate the trashy look of snow throwers, lawn mowers, bikes, and other stuff on our porch and don't see that in any way as appealing or creating "authenticity". It's just trashy, disrespectful of your neighbors, and not a good solution since our bikes rust, cars get more beat-up and weathered. We like to take care of our stuff, and store things properly and see this more as behavior that should be promoted rather than discouraged. Take that beautiful, relocated, Victorian house near the rec path bridge with crap all over their porch because there's no storage. It doesn't look authentic or lived-in (in a good way) to me, and rather like a family in the midst of a sad eviction.

720 Sopris was set back on its lot when built in the mid-80's and constructed without a garage. As full-time residents, with this being our only home, there just isn't enough room for storage and it's pretty inconvenient having cars in the elements all winter when you need to leave at 5:50am to make a flight from GUC and the windshield is ice covered.

This issue is really close to home for us because we need a garage in order to make our place sufficiently comfortable as our only residence to stay here. We hate the thought but know that if regulations don't change, we're going to have to sell and move in order to get a garage which I don't see in any way as some luxury, but just a necessity of life, especially in this area where you have a lot of "toys" and the weather punishes outside storage.

The ideal solution in our case would be to reduce front setback rules, and allow us to put a free-standing garage (without ADU since we already have a rental apartment) in the front of our yard where we have space because of how the house was set-back. The less ideal (but still possibly workable) solution would be to not change the front setback rules, but still allow us to build a garage without ADU in the front of our yard (we would still comply with the current FAR rules).

I wanted to ask if there is a person or forum where I can submit this comment since I think there is a serious need for enclosed garage/storage and storage in our community and it should be considered as part of future zoning changes. Because we travel often, we are prone to miss

meetings and I wanted to pass along this perspective from one full-time resident.

Regards to you and Hank,

Dave Dolan
720 Sopris

March 26, 2025

To: Mel Yemma, Community Development Director

Re: Draft Crested Butte Community Plan

Dear Mel,

Once again, thank you for all the work that has gone into creating this draft Community Plan. While it's very thorough, my overall feeling is that there may be too much prediction of what might occur and/or be allowed, when our desires and needs may change over time. Only time will tell, but the stage we set is important in any case.

I think the key words in the Vision are 'where it makes sense,' and I'm not sure that some of the recommended solutions in the draft CP *do* make sense. For example, adding so much density in the name of affordable housing reads to me like the 'urbanization' of Crested Butte, not protecting our rural character. Backyards are our personal open space, and potentially allowing two mini-lots along with a primary residence takes away open space and encourages congestion. This is not the scale we should be proposing. Let's not use Breckenridge or Telluride as our models.

Density/ADUs

I could see allowing one micro-lot ADU, possibly sub-divided or condominiumized, but three buildings on one residential lot is too many. I would have the ADU square footage count toward the maximum square footage, and a 400 sq. ft. unit could be incorporated into the main house rather than needing a separate building, lessening the environmental footprint. I believe a 400 sq. ft. living space is marginally adequate, and going smaller would be too confining for most. Flat roofs do not remove the need for snow storage, as they need to be shoveled, and the snow needs to go somewhere on the lot. The parking situation would only be exacerbated with three buildings per lot.

Density should not be an incentive. It produces crowding, and all its attendant problems. In order to incentivize lot owners to build ADUs (deed-restricted), other costs of building could be absorbed by the Town. Perhaps there are grants—DOLA or other—the Town could receive for this purpose. If we want to maintain the "laid-back" feel of Crested Butte, we need to allow for breathing room, not urban crowding. The incentive for living/building in Crested Butte is that it's Crested Butte. If someone wants to build here, they will comply with our rules. It is not our job to maximize anyone's investment.

Setbacks/Parking

To encourage "boots, bikes and buses," we need convenient parking at our homes. This is more conducive to our pedestrian ethos.

I would keep the front yard setbacks at 20', as they are at present in most residential areas. I support having off-street parking in those front setbacks, not relegating it to the streets or alleys. Parking in front of houses occurs in many neighborhoods now, and adds to the look of the home being occupied, i.e. shows our touted

“human scale.” Requiring parking in alleys only adds to the congestion of those alleys, while streets are meant for traffic. People generally like to pull up to their front door. Even with the 20’ setback, there is room for an ADU in the rear of the lot, or contained within the main dwelling.

I wouldn’t lessen residential parking requirements. People will have vehicles—that’s a given. Parking space should be incorporated into lot design, preferably in the front 20’ setback. I also believe that one-car internal garages facing town streets can and do blend in well (there are four in my immediate neighborhood). Having to move side-to-side every night doesn’t work well for people who don’t drive often. Why force people to start and move a car every day if they don’t have to? Not every resident drives away during the day, and keeping cars parked at home, in front of the house, not being started every day, is beneficial to our Climate Action goals. I may not use my car—which is parked in the front setback of my house—for weeks at a time, which is what we should be encouraging. And, a car in the yard doesn’t need to be watered.

Potential Change Areas

Bellevue:

I can see the need to provide for mixed uses on Bellevue. While I don’t relish the idea of four-story buildings, it is the one area of town that could possibly absorb the additional height impact, as long as it’s a minimal increase.

Sixth St.:

The diagrams in the CP show what could have the appearance of a solid wall on the west side of Sixth St. I am concerned with the possibility of creating a canyon-like corridor, blocking, rather than ‘preserving’ or ‘enhancing’ our “stunning views.” I don’t think these buildings need to be taller than the 35’ currently allowed. Commercial retail doesn’t need higher ceilings, as was proposed at one meeting as the rationale for additional height. Older retail stores on Elk do fine with 8’ ceilings, and this is more environmentally sustainable, needing less heat. Living spaces (long-term) could still be incorporated on the third story, or even the second story. We don’t need four-story buildings on Sixth St.

Mental health is an important factor in choosing the future build-out of our town. Let’s not crowd people in just to get them in. Be strategic with density. There needs to be a balance so that we don’t choke on our good intentions. Let’s control what we can, and stay as rural as we possibly can. One positive outcome would be that people who grow up here can live their lives here. Our seniors, as well, have needs that need to be incorporated wisely in any planning. And as we measure success, let’s not forget our non-profits. Their sustainability is a big part of our sustainability.

Again, many thanks. I’m happy to be part of the process and I look forward to future iterations of the plan. Good luck!

Sincerely,



Mel,

I appreciate the intense level of work that staff and Torti Gallas & Partners have engaged in developing this first draft for the Community Plan. The final plan will be a significant aid in shaping Crested Butte's future of the built environment.

The small-town feel of Elk Avenue and the historic district is preserved. Sixth Street and Belleview Avenue appear to be sacrificed for enticing development by increasing scale and density. I feel development needs to fit within the exiting built environment and relate with the exiting massing and scale for to this area to retain its connection with the town as a whole.

Parking plan revisions

The proposal for residential units works on paper, but is not realistic. Two and three-bedroom dwellings will continue have two to three vehicles, and VRBO's can end up with 6 vehicles even though the property allows two or three.

Where will people park and how would this change impact established neighborhoods?

Where will people park on Belleview Ave?

Sixth Street Corridor

I agree with allowing mixed uses along the 6th Street Corridor.

Building massing is very important in the development of the 'Sixth Street Station' property whether as a PUD or parcel development. The original project incorporated varying density with step down in buildings along with open and public spaces. This remains important to consider for development of this area to minimize urbanization and further the character of Crested Butte in this area.

The height of buildings in the original plan were generally relational with the scale of existing buildings along the 6th Street corridor. Raising heights to 38' increases mass, conveys an urban appearance that negatively impacts the character of our small-town feel. It seems to pander to the developer.

Parking pressure for new construction will continue to be very problematic if not a crisis as Town builds out. Snow removal and storage all have to work. I think it is important to look at the how the parking lot at Anthracite Place is used before moving forward with shared parking. As many of the resident's appear to park their vehicles and use other forms of transportation, the lot remains full.

One major impact to the proposed changes will be felt in surrounding neighborhoods that already have difficulty especially with VRBO properties. Several of the earlier traffic plans

identified an intercept parking lot on the Brush Creek parcel. I feel that really needs to be considered.

4-Way – From a planning perspective, rezoning this area seems reasonable. However, depending upon build out, this could negatively impact this area and its character defining feature of town. As I ultimately voted to revise the historic district boundary had it remained as is, would the Town have been able to revise this area? If not, I wonder why this plan was not brought forward for the HPP to consider.

Bellevue Avenue

Too massive.

Bellevue Ave appears massive and urbanized. While this is a massing study, should it be built out with 49' buildings in this manner, it looks like a 'Telluride style' fourth floor that alters the human scale of the zone and I'm concerned that it is a slippery slope to alter other areas in town.

The increased vertical scale is highly visible at 4th and Sopris, and approaching Bellevue Ave, negatively impacts the human scale of the zone.

The height creates a cold, dark corridor shadowing the street and sun from the existing North elevation buildings that is a detriment.

I am also concerned that this plan will significantly increase the real estate prices and push out the existing service business that are listed in the Community plan. As property taxes increase through new construction of this size, business could be priced out at their bottom line or see fewer customers walk in the door when price of services or fabrication increases.

Affordable housing is a plus. Increasing square footage of residential spaces is a plus. Will free market housing units still require that they are occupied by the owners. I think every effort needs to be taken to ensure residential units on Bellevue Avenue remain owner occupied or long-term rental units, and prohibit any type of short term (under 6-9 months) in designated residential rentals.

Thank you for taking my comments,

Molly Minneman

Community plan:

The following words/statements in the plan have weight but then it's contradictory with the proposed changes. I write my comments after each highlight.

Executive Summary:

Pg 4:

livability, functionality, and sense of community

Community serving. —> there is no recreation center or senior center mentioned. There's a sizable group of residents that use Gunnison's Rec Center because one is missing in our town.

Pg 5:

Town's core values: authenticity, —>. This is an old mining town and proposing to build these new buildings in rows that will be higher than what we have will not comply with this core value. It will create the tunnel look commonly seen in big cities.

Pg 8:

'sense of community'. —> No senior center or recreation center mentioned.

Pg 9:

The town has made piecemeal amendments to address emerging issues, often leading to unintended consequences or inconsistencies —>. Please take this into consideration when proposing these changes. It doesn't seem so.

#2 strategic goal from the community compass: Accommodate growth in a way that maintains the Town's land Valley's rural feel. —> Again, rural seems to be very subjective.

Pg 11:

The CP is centered on improving the overall quality of liferecreation. —> what about a rec center, a senior center.

Pg 17:

....exacerbating housing affordability and pricing out full-time residents. —> According to www.censusreporter.org 36% of the town's population is over 50 years old vs. 18% are 0-19 years old. Most of the seniors are full time residents that have been living in this valley for many years and are being ignored.

....The Town's outdated development regulations - are disproportionately favoring construction of luxury developments —> but here you are proposing these expensive construction that was approved before and has expired. The CP needs to be clear that 'expired' means 'expired'.

Pg 18:

....shortage of businesses that support daily community needs —> examples?

Pg 26:

2. Accommodate growth in a way that maintains the Town's and Valley's rural feel.—>. Again, Rural means rural.

3. Enable people who live and work here to thrive.—>. it is hard to enable when you give in to the 2%. So many new homes are second homes. We need to come up with ideas on how to get people to really live here instead of Second homeowners.

Pg 35:

Commercial density is measured by Floor Area Ratio (FAR), while residential density is based on units per parcel. —> is this true?

Pg 41:

Basements could be prohibited. —> this is a very sore subject. Basements need to be addressed. New construction is out of control with everyone adding basements because it won't count for the FAR. This should not be allowed.

Pg 44:

... allowing increased building heights up to four stories —>. How does this matches the rural feel. Basements getting built now is another level for living so really there are 4 floors. 4 stories buildings in a line assimilates a city look not a small rural town. Especially on the Sixth Street Corridor.

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... an increase in building height from 35 to 38 feet as a performance based bonus. —>. Why are we focusing on what's best for a developer instead of what's best for the residents.

Recommend the following alternative:

1. Incentives for Existing homeowners to have ADU's. Not just for new construction
2. Allow existing homes to add garages to face the main road on the East side of town to help give a cleaner look. Considering that the turning radius from DOT is not met in the alleys, it makes more sense to have them in the front where the streets are wide enough and homes have enough setback.

Thursday, April 3, 2025