



Staff Report

January 27, 2026

To: Chair Nauman and BOZAR

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Subject: **Zoning Code Update Work Session: Zoning Code Update Phase 1 Outreach Summary and Proposed Refinements**

Summary:

This work session will:

Introduce framework of first draft of updated code provisions (based on the guiding strategies) – map and overall strategy.

Present a first draft of models and preliminary financial analysis of the community plan incentives + ROAH.

Recap takeaways from outreach/feedback received and how staff proposed adjusting based on feedback.

Provide opportunity for BOZAR to discuss the direction.

Background:

Brief background on process to date -recap strategies and CP VISION.

High level summary of feedback – EMPHASIZE GOING FORWARD, CONTEXT, PACE, this won't change everything that already exists.

Discussion:

Key discussion points.

Attachments – first draft provisions and outreach summary.

Attachments – incentives model – explain high level overview.

Set up conversation – key themes of outreach with staff analysis and discussion questions: Parking, density/character, hard to understand zoning vs. design standards, etc.

Next Steps:

- March 11th: Open House
- Continued BOZAR work sessions with design standards
- April 6 joint council work session on development review processes (administrative review, PUDs)



Town of Crested Butte Zoning Code Update: Phase 1 Outreach Summary

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About the Zoning Code Update

The Town of Crested Butte is updating its zoning code to reflect the community's goals in the Community Compass and Community Plan. These updates aim to preserve the town's small-town character while supporting more community-serving housing and spaces.

The zoning code provides the regulatory framework, complemented by a five-year housing and community spaces strategy with programs, projects, and incentives. While design standards are also being updated through a separate process guided by the Historic Preservation Plan, this summary report focuses on the zoning code. Design standards will maintain historic character in the mining-era core, introduce a ski-town overlay, and allow more architectural flexibility elsewhere while retaining appropriate mass, scale, and form.

The zoning code governs what can be built, including land use, density, site fit, and provisions such as snow storage, housing mitigation, floodplain, and slope regulations. The update also streamlines development review processes to be clearer, more consistent, and efficient while upholding community goals.

Current Process and Outreach to Date

Since the adoption of the Community Plan in July 2025, Town Staff and the Town Attorney have been developing a proposed zoning code framework based on the Colorado Department of Local Affairs draft land use template. The updates aim to modernize the code, clarify definitions, improve flow, reduce inconsistencies, and integrate the Community Plan's recommendations.

During this process, several monthly BOZAR work sessions were held to discuss ideas, gather feedback, and define success for an updated code, design standards, and development review process. In October, Town Council and BOZAR held a joint work session to align on guiding strategies for the update.

From October through November, Town Staff launched public outreach with zone-by-zone webinars. These sessions introduced the zoning update process, recapped the Community Plan vision and goals, explained zoning basics, and presented the first draft of updated code provisions. The recorded webinars, along with a fact sheet summarizing the proposed first draft, were posted on the [Town's website](#). A public feedback survey was open from October 29 to December 19, 2026.

This summary presents key takeaways from the feedback received, which will be discussed at the January 27 BOZAR meeting. Proposed refinements and additional detail on incentives will then be presented and discussed at the February 2 Joint BOZAR/Town Council work session (Residential districts), the March 2 Joint BOZAR/Town Council work session (Commercial and Mixed-Use districts), and a community open house on March 11 focused on the zoning code update and design standards update.

Guiding Strategies

The Community Plan sets a long-term vision to **keep Crested Butte, Crested Butte**, preserving the people, places, and values that define the community while addressing pressing challenges. Crested Butte faces an escalating affordability crisis, a concentrated and vulnerable economy, and a decline in its percentage of full-time residency. Current zoning regulations have not produced enough of the housing, services, and infrastructure residents need, with new development producing amenities catering to tourism and part-time residents outpacing these needs. At the same time, community members have expressed strong concern about losing access to locally rooted businesses, nonprofits, and affordable gathering places that make daily life possible and strengthen the connections that contribute to Crested Butte's sense of community.

In response to this vision, the following guiding strategies were identified by Town Council and BOZAR to guide the zoning code update:

1. Simplify the Code: Make the zoning code and development review process easier to understand and navigate.

Success could look like: A clearer, more user-friendly code for property owners, developers, staff, and decision-makers.

2. Retain Small-Town Feel: Celebrate the character of Crested Butte from the look and feel of our buildings to the people and moments that make this place feel like home. Keep zoning tools like Floor Area Ratio (FAR) limit that help neighborhoods stay authentic and approachable while allowing flexibility that supports connected, neighborly lifestyle.

Success could look like: New buildings and updates feel like they belong and reinforce the small-town character that defines Crested Butte.

3. Strengthen Historic Preservation: Implement the Historic Preservation Plan recommendations to create a new Early Recreation Era period of significance, and continue to maintain historic preservation for the historic core/Mining Era period of significance.

Success could look like: Strong, enforceable protections for both the established historic core and a new overlay for Early Recreation Era properties currently being surveyed.

4. Integrate Land Use with Transportation and Climate Action: Update land use regulations to support community-serving housing and commercial spaces, and climate and mobility goals, to provide more opportunities for people to live closer to where they work.

Success could look like: Allowing ADUs and multi-family homes as permitted uses instead of conditional uses, which would reduce process barriers but maintain design standards.

5. Link Zoning to Community Benefits: Implement the zoning incentives identified in the Community Plan in exchange for public benefits like community-serving housing and spaces, and improved mobility. Recommendations from the Community Plan include:

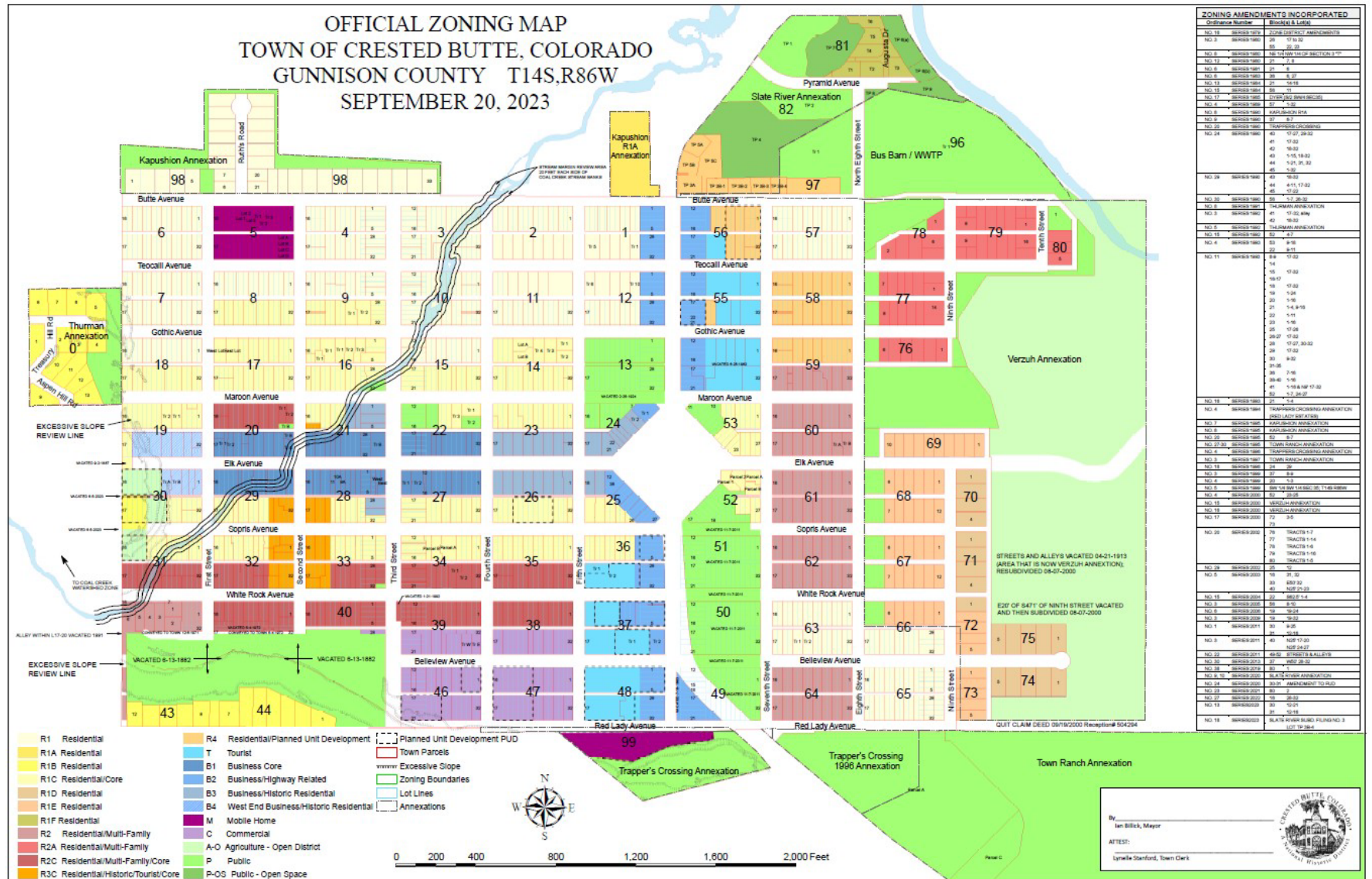
- **Residential Zones:** Revamp incentives for ADUs, enable micro-lot subdivisions, and modernize the home occupation definition.
- **R4 Zone:** Preserve and support compatible multi-family housing
- **Commercial Zone (Bellevue):** Provide flexibility on height and setbacks in exchange for a higher requirement of deed restricted commercial space and/or housing. Set the corridor up for improved pedestrian connectivity.
- **Business 2 Zone (Sixth Street):** Improve the PUD process with clearer expectations and community benefits. Instead of incentivizing underground parking, tie incentives to community-serving housing and spaces instead.
- **Mobile Home Zone:** Allow modular or stick-built units in exchange for permanent deed restrictions.
- **Town-Wide:** Expand trails and sidewalk connections identified in the Transportation Mobility Plan, reduce parking requirements where appropriate, and maintain space for the realities of snow storage.

Success could look like: Zoning incentives that reflects the character of each area while providing clear community benefits.

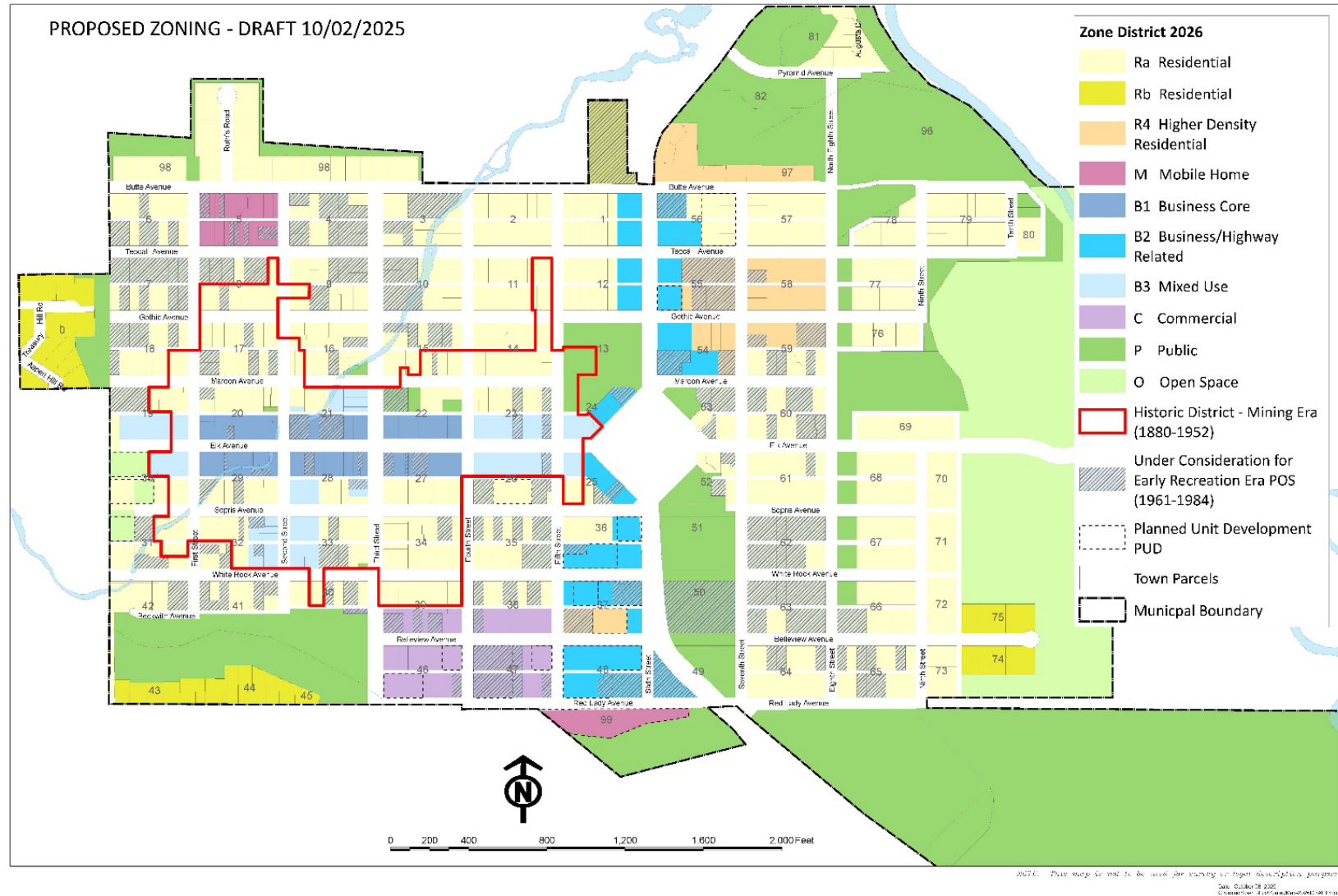
First Draft Overview: Consolidated District Map and General Themes of Updated Provisions

The First Draft of the zoning code update included a consolidated zone district map and a first draft of updated code provisions drafted by the Town Staff and Town Attorney, which followed the guiding principles above within this draft framework:

Current Zoning Map



First Draft Proposed Map



Zoning Provisions	Suggested Approach
Zone & Map	<ul style="list-style-type: none"> • Consolidate overlapping Zone Districts • Use overlay zones to protect historic districts (the historic core with a buffer and the new early recreation era district*) <p>*The current early recreation era district includes all properties from that time period, which will be refined through the reconnaissance survey</p>
Intent	<ul style="list-style-type: none"> • Define a clear intent for each zone that matches the zoning code strategies and overall Compass Navigation goals/framework
Uses	<ul style="list-style-type: none"> • Refine uses and definitions to eliminate inconsistencies and modernize definitions • Be thoughtful about Permitted vs. Conditional uses in each zone to facilitate uses that match the intent while reserving conditional uses for ones that require public review and a need to meet conditions
Parking	<ul style="list-style-type: none"> • Lower residential parking minimums • Maintain commercial requirements, but update for consistency with best practices and leverage payment in lieu
Lot Measurements	<ul style="list-style-type: none"> • Eliminate minimum lot area and width to enable micro-lots, while recognizing provisions like setbacks, snow storage, building code requirements, etc. back into a livable minimum size
Setbacks	<ul style="list-style-type: none"> • For residential, consider lowering the front setback and allowing a certain amount of front porches to encroach into the front setback to allow more flexibility on the lot and encourage more diversity from the street • For commercial, lower front setbacks as a tool for more space availability and to create a more pedestrian friendly feel with moving parking to the rear • Maintain side setbacks for snow storage
Additional provisions	<ul style="list-style-type: none"> • Evaluate additional provisions to determine best location within the code and eliminate inconsistencies • Add snow storage requirements to additional provisions to be extra clear on requirements for each district • Eliminate 50% requirement for open space as other provisions like snow storage, FAR, setbacks, etc. result in open space on the site
FAR	<ul style="list-style-type: none"> • Maintain FAR requirements, but adjust administrative calculation to eliminate loophole of the third story on residential

	<ul style="list-style-type: none"> • Leverage FAR as a tool to incentivize community-serving housing and ADUs by counting garages and accessory buildings towards FAR without an ADU or Deed restricted unit, but not counting them (or a portion of them) for developments that build them • Similarly, evaluate only allowing basements for developments that provide ADUs or deed restricted housing • In districts where an FAR range is provided, use the range as an opportunity to only be able to use the top of the range if providing deed restricted housing and/or commercial space. • Maintain FAR requirements for commercial and mixed use developments to not drastically alter the mass and scale of buildings.
Building Measurements	<ul style="list-style-type: none"> • Residential zones would have no height change (30 ft), with a 28 ft max in the historic core overlay zone • The commercial zone will explore the fourth story height incentive in exchange for community-serving commercial space and/or housing • Evaluate allowing a maximum height of 35 ft (consistent with commercial, business, and mixed use) instead of 30 ft in the R4 (High Density) zone as an incentive in exchange for a percentage of community-serving housing • Eliminate building width requirements as those are backed into through other provisions like setbacks, etc.
Incentives	<ul style="list-style-type: none"> • Further analyze and embed the identified incentives from the Community Plan within each zone district and the PUD process.
Design Standards	<ul style="list-style-type: none"> • Reference Design Standards requirements, depending on overlay zone for period of significance: Coal Mining Era, Early Recreation Era, Mass/Scale/Form.

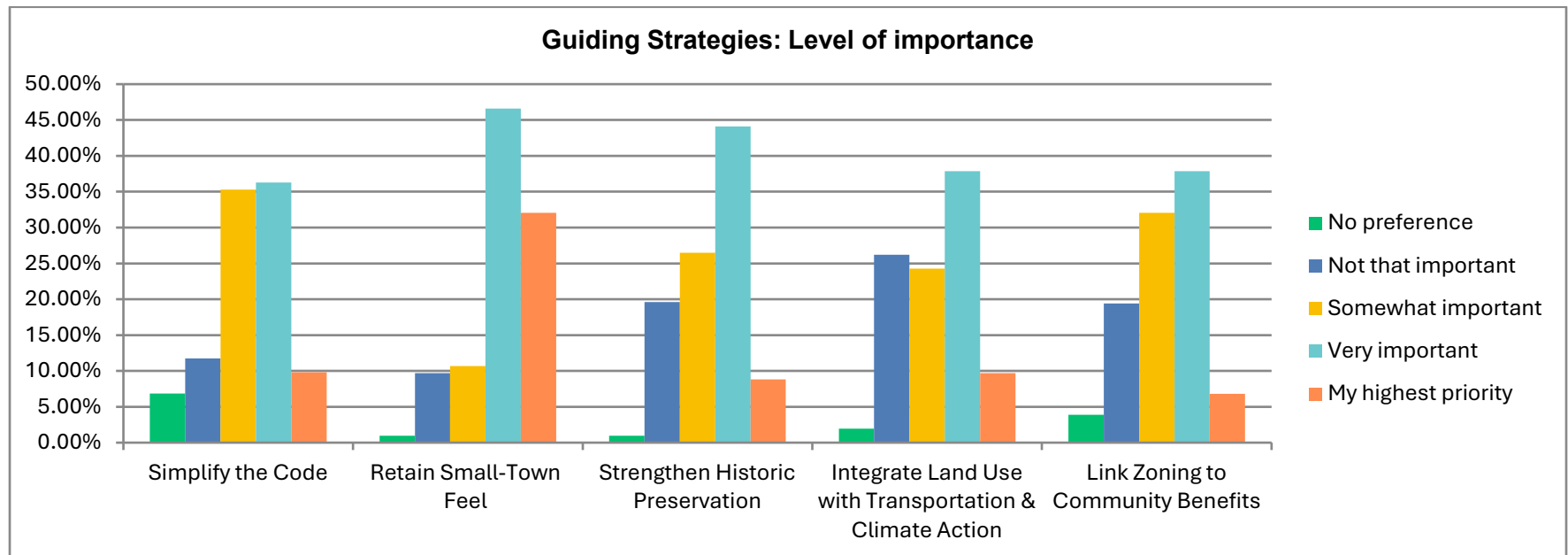
A first draft of specific provisions, including survey feedback takeaways, is included in the zone fact sheets in the next section.

General Survey Feedback Summary

The Town received 104 survey responses, offering a mix of high-level reflections on the zoning code update and detailed feedback on specific zones. Demographic information, included in the appendix, shows that most respondents are residential homeowners over the age of 55 and retired. Participants shared their perspectives on the proposed changes, highlighting what resonated with them and what raised concerns. Key feedback on specific provisions by zone is summarized in the attached fact sheets. The general survey feedback takeaways include:

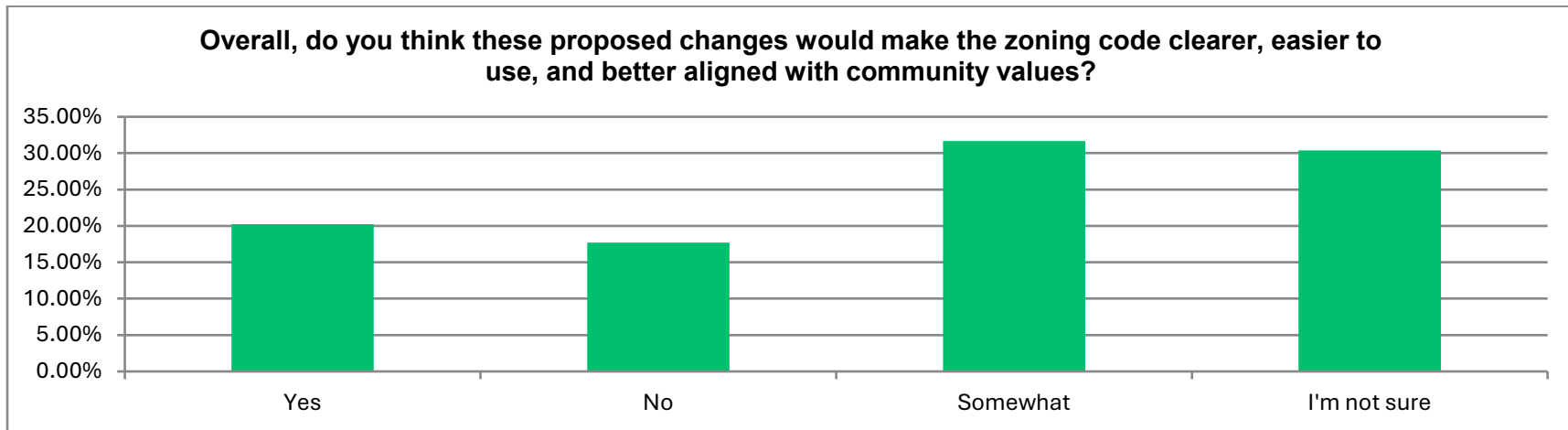
Level of Importance of the Guiding Strategies:

Respondents overwhelmingly rated all of the guiding strategies as very important, with “retain small-town feel” drawing the most responses of “my highest priority”. This demonstrates that the community sees value in balancing multiple priorities and it also highlights the importance of carefully considering trade-offs in balancing many priorities that can overlap, but sometimes conflict.



General Sentiment on the First Draft of Proposed Changes:

When asked whether the first draft of the zoning code would make regulations clearer, easier to use, and better aligned with community values, most respondents selected “somewhat” or “I’m not sure.” This suggests that while residents recognize the effort to simplify and modernize the code, there is still uncertainty about how the proposed changes will translate in practice.



When asked why and what aspects of the code folks were most supportive of and what aspects of the draft folks were more concerned about, the following themes emerged (all open-ended responses are included in the appendix):

1. Clarity & Usability

What We Heard:

- Some proposed changes are confusing; many residents do not fully understand the details or intent.
- Maps, side-by-side comparisons, and plain-language explanations would help residents better grasp changes.
- The learning curve for zoning is steep; residents want educational resources to navigate the code.
- Simplification and consolidation of zones are appreciated, but clarity must align with community values.

Your Feedback in Action (Improvements for the Next Draft):

- Improve fact sheets with plain-language summaries and more visuals to illustrate proposed changes.
- Offer additional workshops, webinars, and written guides to help residents understand the code.

2. Affordability & Housing

What We Heard:

- Incentives for ADUs and workforce housing are welcomed, but deed restrictions must be monitored and enforced.
- Residents expressed interest in smaller homes, micro-housing, or cottage-style developments to support affordability.
- Some worry that increased flexibility and incentives could lead to larger homes rather than smaller, affordable units.
- Practical needs like parking, storage, and auxiliary structures must accompany housing incentives.

Your Feedback in Action (Improvements for the Next Draft):

- Strengthen deed restriction administration and stewardship within the Town's housing program.
- Incentivize smaller, more affordable dwellings through ADUs, duplexes, triplexes, and micro-lot development.
- Require baseline parking and storage solutions for new developments while allowing flexible, creative approaches where appropriate.

3. Parking, Parking, Parking

What We Heard:

- Parking remains a top concern, with many residents expressing hesitation about lowering requirements due to ongoing challenges finding on-street parking, particularly during peak seasons and winter conditions.

Your Feedback in Action (Improvements for the Next Draft):

- Clarify that proposed changes would not alter existing parking conditions but would establish future flexibility by setting a minimum requirement while allowing property owners and developers options over time. Given that Crested Butte is largely built out, any changes to parking supply would occur incrementally and are expected to be limited in scope.

- Explore a baseline residential parking minimum with the ability to reduce this only where specific parking management strategies, shared parking agreements, or demonstrated alternatives are in place.

4. Historic Preservation & Community Character

What We Heard:

- Residents want strong protections for historic neighborhoods and the character of the town.
- There is concern that flexible rules could allow oversized or modern structures inconsistent with community values.
- Additional density through duplexes or micro-lots could undermine neighborhood character by crowding sites and reducing open space.
- There is hesitation over a new period of significance and concern it will lead to unreasonable regulations for those buildings.

Your Feedback in Action (Improvements for the Next Draft):

- Strengthen protections for historic districts and clarify that flexible design standards apply only outside historic districts.
- Maintain mass, scale, and form protections while allowing a greater diversity of unit types.
- Allow different housing types while keeping floor area ratios and setbacks to preserve neighborhood character.
- Clarify what the new period of significance would mean for those structures, especially how it wouldn't hold them to standards of maintaining their 1970s materials or windows, but more about the architectural style.

5. Environment & Quality of Life

What We Heard:

- Residents are concerned that increased density could lead to more cars, light pollution, and environmental impacts.
- Protection of wetlands, rivers, trails, and open spaces is a priority.
- There is interest in understanding long-term sustainability and the carrying capacity of the town.

Your Feedback in Action (Improvements for the Next Draft):

- Clarify floodplain and steep slope regulations through overlay zones with clear permit procedures.
- Preserve open spaces, waterway buffers, and key viewsheds in priority areas.
- Reduce environmental impacts by concentrating housing opportunities closer to workplaces, limiting vehicle travel and congestion.

6. Flexibility & Developer Use

What We Heard:

- Some residents worry code flexibility could be exploited by developers against community intent.
- Others want fewer restrictions and more freedom for innovative, efficient, or modular construction.
- Enforcement of the code can create friction; residents want clear, fair, and feasible rules.

Your Feedback in Action (Improvements for the Next Draft):

- Balance flexibility with protection of community values by tying incentives to clear requirements for community-serving housing and spaces.
- Allow design flexibility outside historic districts while strictly maintaining mass, scale, and form protections.
- Streamline permitting and development review for smaller-scale, community-serving, and objective projects.

7. Economic Sustainability & Local Business

What We Heard:

- Strong support for local businesses and concern about corporate chains entering town.
- Zoning should support a sustainable economy, affordable commercial space, and healthy competition.
- Some residents feel past zoning changes favored outside developers over local needs.

Your Feedback in Action (Improvements for the Next Draft):

- Strengthen protections for local businesses through review and enhancement of formula business regulations.
- Align incentives with community-serving development, while limiting projects that do not support community values.

8. Participation & Process

What We Heard:

- Residents want their voices prioritized over consultants or outsiders.
- Transparency regarding maps, rationale, and potential impacts is essential.
- There is a desire for ongoing feedback and dialogue throughout the zoning update process.

Your Feedback in Action (Improvements for the Next Draft):

- Continue in-house code updates led by Town Staff and the Town Attorney.
- Maintain public engagement with opportunities to review, comment, and compare alternatives. Materials will be posted online in advance of public meetings.
- Ensure community feedback directly informs final code updates.

Zone Specific Feedback Takeaways

The following pages include the fact sheets with proposed changes for the first draft of the zoning code that were presented at the webinars and posted on the Town's website to accompany the survey. Added to the fact sheets are a general takeaways of feedback on different provisions and proposed refinements for the next draft.

	<ul style="list-style-type: none"> • R2A: Same as R2, but also including three-family and multi-family dwelling units with provisions. <p>Conditional (uses considered with a conditional use permit)</p> <ul style="list-style-type: none"> • R1, R1C, R1D, R1E: Accessory dwellings, two-family dwellings, public recreation and playgrounds, churches, libraries, and bed and breakfast establishments. • R1A: Same as above, but excluding churches and libraries. • R1B: Accessory dwellings. • R1F: Accessory dwellings, and two-family dwellings. • R2, R2A: Accessory dwellings, three-family and multi-family dwellings, public recreation and playgrounds, churches, libraries, and bed and breakfast establishments. • R2C: Same as R2, but also including second accessory dwellings depending on lot area. 	<p><i>also explore allowing childcare facilities in homes to support more in-town childcare options.</i></p> <p>Permitted (uses allowed by right)</p> <ul style="list-style-type: none"> • Dwelling, single unit detached • Accessory Building, Nonresidential use • Home Occupations • Accessory Dwelling • Dwelling, multi household • Childcare facilities, small <p>Conditional (uses considered with a conditional use permit)</p> <ul style="list-style-type: none"> • Assembly, religious or secular (previously “Churches”) • Bed and Breakfast • Childcare facilities, large 	<p>multi-family, triplexes, childcare, and STRs to remain conditional with public review rather than allowed by right.</p>
<p>Parking – How many off-street parking spaces are required</p>	<p>Off-street parking requirements dictated by use, such as:</p> <ul style="list-style-type: none"> • Single-family housing: 2 spaces for 4 bedrooms or less and 1 space for a fifth bedroom • Multi-family housing: 1.5 spaces per unit 	<p><i>Recognizing the availability of on-street parking (even in winter) and the built-out nature of Crested Butte, the zoning update recommends reducing minimum parking requirements by leveraging available on-street parking.</i></p> <ul style="list-style-type: none"> • Residential Units: Minimum of 1 space per unit • Deed-Restricted Residential Units: No minimum 	<ul style="list-style-type: none"> • Parking remains a central concern, with caution about reduced requirements in winter conditions, snow removal, and higher-density or deed-restricted projects; while some see flexibility

	<ul style="list-style-type: none"> • Accessory dwelling units: 1 space per 1 bed & studio units and 2 spaces for 2 & 3 bedroom units 		as a way to improve green space, many stress enforcement, off-street parking, and a clear plan before reductions.
Lot Measurements – Provisions for how small or a big a lot can be	<p>Minimum Lot Area (Minimum – Maximum)</p> <ul style="list-style-type: none"> • R1, R1E: 5,000 - 9,375 sf • R1A: 43,560 - 87,120 sf • R1B: 9,300 - 14,000 sf • R1C: 3,750 - 9,375 sf • R1D: 9,376 - 11,400 sf • R1F: 5,000 - 11,400 sf • R2: 5,000 - 9,375 sf • R2A: 2,750 - 8,200 sf • R2C: 3,750 - 9,375 sf. <p>Minimum Lot Width:</p> <ul style="list-style-type: none"> • R1, R1D, R1F, R2: 50 ft • R1E: 45 ft • R1A: 200 ft • R1B: 70 ft • R1C: 31.25 ft • R2A: 40 ft • R2C: 31.25 ft 	<p><i>Minimum lot areas and widths are proposed to be removed in recognition it's redundant to require a minimum when setbacks, snow storage, building code requirements, etc. ultimately determine a minimum lot size.</i></p> <p>Minimum Lot Area:</p> <ul style="list-style-type: none"> • Ra: No minimum, 9375 sf maximum • Rb: No minimum, 14,000 sf maximum <p>Minimum Lot Width:</p> <ul style="list-style-type: none"> • Ra: No minimum • Rb: No minimum 	<ul style="list-style-type: none"> • Broad interest in increased flexibility to address infill, snow management, safety, and modern construction, tempered by concerns that reduced setbacks could enable overcrowding, diminish open space, and alter neighborhood feel if not carefully constrained.
Setbacks – How far buildings need to be setback	<p>Front Setback:</p> <ul style="list-style-type: none"> • R1, R1D, R1F, R1E, R1C, R2, R2C: 20 ft 	<ul style="list-style-type: none"> • Front Setback: 10 ft, with allowance of porches within setback (all proposals will need to provide evidence of all snowshed onto private property) 	<ul style="list-style-type: none"> • Broad interest in increased flexibility to address infill, snow management,

from the lot boundaries	<ul style="list-style-type: none"> • R1A: 50 ft • R1B, R2A: 10 ft <p>Side Setbacks:</p> <ul style="list-style-type: none"> • R1, R1D, R1F, R2, R1E, R1B, R1C, R2A, R2C: 7.5 – 11 ft dependent on roof shed • R1A: 50 ft <p>Rear Setbacks:</p> <ul style="list-style-type: none"> • R1, R1D, R1F, R1E, R2, R1C, R2A, R2C: 10 ft (principal), 5 ft (accessory building) • R1A: 50 ft • R1B: 20 ft 	<ul style="list-style-type: none"> • Side Setback: No change, but allowance of mechanical equipment (for example a heat pump) in the setback • Rear Setback: 5 ft for all buildings; for rear yards that function like side yards and where buildings shed into these areas, 7.5-11.5' setback will be required. 	safety, and modern construction, tempered by concerns that reduced setbacks could enable overcrowding, diminish open space, and alter neighborhood feel if not carefully constrained.
Additional provisions – Additionally specific provisions for this zone district	All R1s and 2: Requirements for 50% open space, roof pitch and wall height, stream margin review for uses within 20 ft of a designated water course, and excessive slope review for structures within 20 ft away from the crest or toe of a fifteen-degree or more slope.	<ul style="list-style-type: none"> • Roof forms and design provisions will be evaluated and updated to provide more flexibility in the Design Standards Update. These will live in the Design Standards, not the Zoning Code. • No open space requirements in recognition that other site requirements, such as setbacks, parking, and maximum building size result in open space on the site. • Floodplain review (stream margin review) and excessive slope review would become overlay requirements for uses and structures meeting the criteria requiring that review, rather than embedded within the zone district. 	<ul style="list-style-type: none"> • Strong emphasis on preserving meaningful private open space, wetlands, and floodplain protections, alongside support for flexibility and cost-reducing tools (e.g., modular or prefab construction) to make reinvestment and local housing more feasible.
Floor Area Ratio (FAR) - How much building area is	<ul style="list-style-type: none"> • R1, R1E: Maximum Floor Area: 0.5 FAR • R1A: Maximum Floor Area of principal building: 4,000 sf, 	<ul style="list-style-type: none"> • Minimum floor area will be removed and deferred to the international building code <p>Ra zone:</p>	<ul style="list-style-type: none"> • Views are highly mixed—some support modest FAR increases and

allowed relative to lot size	<p>Additional floor area provided for accessory building and accessory dwelling.</p> <ul style="list-style-type: none"> • R1B: Maximum Floor Area of principal building: 3,750 sf. Additional floor area provided for accessory building and accessory dwelling. • R1C: Maximum Floor Area: 0.48 FAR • R1D, R1F: Maximum Floor Area: 3,800 sf • R2, R2A, R2C: Maximum Floor Area: 0.5 FAR 	<ul style="list-style-type: none"> • Maximum FAR (primary building): .4 or 2800 sf • Maximum FAR (all buildings): .5 or 3800 sf <p>Rb zone:</p> <ul style="list-style-type: none"> • Would encompass existing R1B, R1D, R1F and R1A zones. No change to existing sf requirements for these districts. <p>ADU or Deed Restricted Unit Incentives:</p> <ul style="list-style-type: none"> • Explore incentives for inclusion of ADU or deed restricted unit such as not counting garages, accessory buildings, and the ADU towards the maximum FAR. <p>Historic District Overlays:</p> <ul style="list-style-type: none"> • 0.32 (primary building) and 0.48 (all buildings) maximum for lots within the Mining period of significance (POS, 1880-1952) overlay zone (shown in red on the map) 	<p>exemptions for garages or ADUs to reflect modern living and housing needs, while others argue current size limits are already too large and warn that exclusions could lead to oversized homes and crowded lots.</p>
<p>Building Measurements – How much height or width is allowed for buildings</p>	<ul style="list-style-type: none"> • Height Maximum: 30 ft, 28 ft in core zones 	<ul style="list-style-type: none"> • 30 ft height limit, with 28 ft maximum for residential units within the Mining Era period of significance (POS) overlay zone (shown in red on the map) 	<ul style="list-style-type: none"> • Views are highly mixed—some support modest FAR increases and exemptions for garages or ADUs to reflect modern living and housing needs, while others argue current size limits are already too large and warn that exclusions could lead to oversized homes and crowded lots.

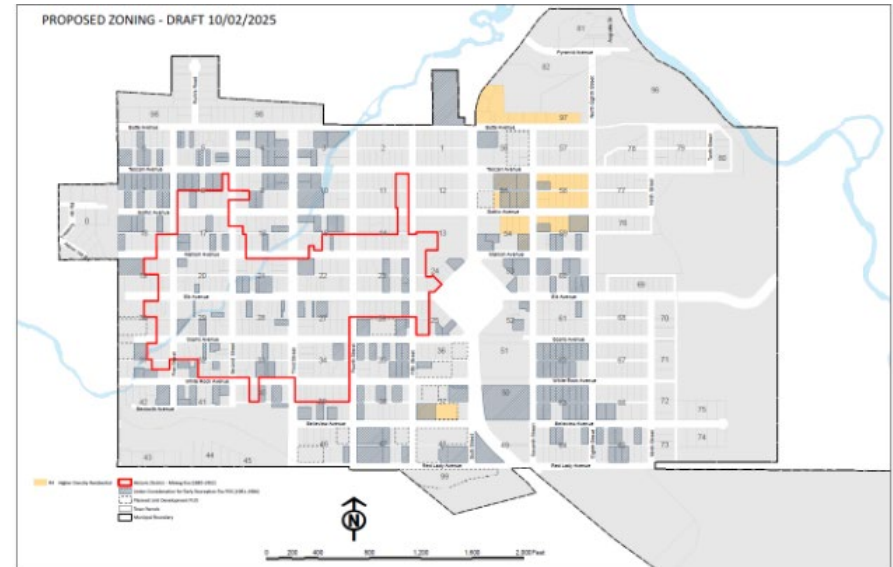
<p>Incentives – Additional benefits or flexibility allowed in exchange for community benefits</p>	<ul style="list-style-type: none"> • Waived tap fees for ADU (all ADUs are deed restricted as a long-term rental). 	<ul style="list-style-type: none"> • Explore incentives for inclusion of ADU or deed restricted unit such as not counting garages, accessory buildings, and the ADU towards the maximum FAR. • Allow subdivision of micro-lots for deed restricted housing (would occur through subdivision code update). 	<ul style="list-style-type: none"> • Support exists for incentives that make ADUs and local housing more viable, but skepticism remains about micro-lots, FAR exemptions, and deed restrictions, with concerns about crowding, uneven enforcement, property value impacts, and whether incentives are achieving intended outcomes.
<p>Demolition – Requirements for demolition and redevelopment</p>	<ul style="list-style-type: none"> • Buildings must meet certain requirements to be eligible for demolition and if the redevelopment exceeds the original FAR, then a deed restricted unit must be included 	<ul style="list-style-type: none"> • No changes, except the demolition regulations will be evaluated to include demolition by neglect, to reduce buildings from deteriorating due to neglect. 	<ul style="list-style-type: none"> • Shared concern about neglected buildings, paired with discomfort around punitive “demolition by neglect” policies that could force unaffordable investment; many call for clearer standards, notice, and incentive-based approaches rather than penalties.

<p>Design Standards – Architectural design rules that govern how a building is designed</p>	<ul style="list-style-type: none"> • All buildings follow the Design Standards and Guidelines, with provisions for new construction or rehabilitation of historic buildings to reflect the Coal Mining Era 	<p><i>Kicking off in November, the Design Standards will be updated to have more clear and concise standards for three different areas of Town:</i></p> <ul style="list-style-type: none"> • Coal Mining POS (1880-1952): The historic core (outlined in red on the map) will have standards to reflect the coal mining era. • Early Recreation POS (1961-1984): A new Period of Significance (parcels shaded on the map are currently being surveyed for architectural significance) will have standards to reflect the early recreation/ski era of the 1960s – early 80s. • Mass, Scale, Form: Outside of these historic districts, new standards guiding mass, scale, form will ensure Crested Butte’s character is celebrated while allowing more flexibility in style. 	<ul style="list-style-type: none"> • Strong interest in flexibility and architectural diversity— particularly outside the historic core— combined with broad resistance to extending “Early Recreation Period” protections, concerns about preserving poor-quality architecture, and a desire to allow modern materials and technologies without eroding neighborhood context.
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R4 ZONE (Higher Density Residential)

About this Zone

The R4 District is intended to provide areas for more intensive residential development than allowed in R1 or R2, while ensuring new development fits into its neighborhood context. In the zoning code update, most of the existing Tourist (T) Zone is proposed to be incorporated into R4 to reflect and preserve the existing multi-family housing. Key changes under consideration include right-sizing parking requirements, removing single-family as an allowed use to protect multi-family housing, and evaluating a height incentive (30 to 35 feet) in exchange for a higher percentage of deed-restricted housing.



Changes being considered:

Provision	Current	Proposed	Feedback Takeaways
Land Uses - What type of use is allowed in this zone	Permitted (uses allowed by right) <ul style="list-style-type: none"> R4: One -Family Dwellings, Two-Family Dwellings, Three-Family Dwellings, Accessory buildings, nonresidential, heated, Home Occupations, Private garages as accessory, Two-family Dwellings, Public playgrounds / recreational areas, Shop crafts, Bed and Breakfast T: Hotels, lodges, motels, and resorts Conditional (uses considered with a conditional use permit)	<p><i>Uses and definitions will be improved and consolidated to reduce inconsistencies and overlaps and definitions will be reviewed for best practices. Primary changes include not allowing single household dwellings in the R4 zone as that use typically outcompetes multi-family housing, of which this zone is intended for. Another change being considered is to allow childcare facilities in this zone.</i></p> <p>Permitted (uses allowed by right)</p> <ul style="list-style-type: none"> Accessory Building, Nonresidential use Home Occupations 	<ul style="list-style-type: none"> Desire for maintaining some single-family housing options, alongside interest in increased residential flexibility in commercial areas (especially the T zone) to enable smaller, more attainable units.

	<ul style="list-style-type: none"> • R4: Multi-Family Dwellings, Accessory Dwellings, Churches/church school, Nonprofit libraries/museums, Farm and garden buildings, Public and private schools, Parking Areas • T: Dormitories, Residential Units, Congregate housing for Affordable workforce housing, Employee Dwellings 	<ul style="list-style-type: none"> • Accessory Dwelling • Dwelling, multi household • Childcare facilities, small • Congregate housing <p>Conditional (uses considered with a conditional use permit)</p> <ul style="list-style-type: none"> • Assembly, religious or secular (previously “Churches”) • Bed and Breakfast • Childcare facilities, large 	
Parking – How many off-street parking spaces are required	<p>Off-street parking requirements dictated by use, such as:</p> <ul style="list-style-type: none"> • Multi-family housing: 1.5 spaces per unit • Hotel, Lodge, Motel: 1 space per rental bedroom 	<p><i>Recognizing the availability of on-street parking (even in winter) and the built-out nature of Crested Butte, the zoning update recommends reducing minimum parking requirements by leveraging available on-street parking.</i></p> <p>Residential Units</p> <ul style="list-style-type: none"> • Minimum of 1 space per unit <p>Deed-Restricted Residential Units</p> <ul style="list-style-type: none"> • No minimum <p>Commercial uses (B&B, childcare): No changes</p>	<ul style="list-style-type: none"> • Strong emphasis on retaining off-street parking requirements, with concern that winter conditions and reduced street parking make any reduction impractical despite modest flexibility (e.g., 1.5 vs. 1 space).
Lot Measurements – Provisions for how small or a big a lot can be	<p>Minimum Lot Area (Minimum – Maximum)</p> <ul style="list-style-type: none"> • R4: 5000-9367 sf • T: 5000- 9375 sf <p>Minimum Lot Width:</p> <ul style="list-style-type: none"> • R4: 50 ft • T: 50 ft 	<p><i>Minimum lot areas and widths are proposed to be removed in recognition it’s redundant to require a minimum when setbacks, snow storage, building code requirements, etc. ultimately determine a minimum lot size.</i></p> <ul style="list-style-type: none"> • Minimum Lot Area: No minimum, 9375 sf maximum • Minimum Lot Width: No minimum 	<ul style="list-style-type: none"> • Mixed feedback—many emphasize the importance of setbacks to preserve breathing room and open space, while some support targeted reductions (especially at the rear) if they enable functional uses like

			storage without crowding neighbors.
Setbacks – How far buildings need to be setback from the lot boundaries	Front Setback: <ul style="list-style-type: none"> R4: 20 ft T: None Side Setbacks: <ul style="list-style-type: none"> R4: 7.5-11.5 ft dependent on snow storage T: 7.5-11.5 ft dependent on snow storage Rear Setbacks: <ul style="list-style-type: none"> R4: 10 ft (primary), 5 ft (accessory) T: 15 ft 	Front Setback: 10 ft, with allowance of porches within setback Side Setback: No change for sloped-roofed buildings. 0' setback for portions of building that may be flat. Allowance of mechanical equipment (for example a heat pump) in the setback Rear Setback: 5 ft for all buildings; for rear yards that function like side yards and where buildings shed into these areas, 7.5-11.5' setback will be required.	<ul style="list-style-type: none"> Mixed feedback—many emphasize the importance of setbacks to preserve breathing room and open space, while some support targeted reductions (especially at the rear) if they enable functional uses like storage without crowding neighbors.
Additional provisions – Additionally specific provisions for this zone district	<ul style="list-style-type: none"> R4: Requirements for roof pitch, minimum vertical distance from eave line to roof, and stream margin review T: Requirements for roof pitch, minimum vertical distance from eave line to roof, and minimum requirement of 25% of the lot must be open space 	<ul style="list-style-type: none"> Roof forms and design provisions will be evaluated and updated to provide more flexibility in the Design Standards Update. These will live in the Design Standards, not the Zoning Code. No open space requirements in recognition that other site requirements, such as setbacks, parking, and maximum building size result in open space on the site. 	<ul style="list-style-type: none"> General support for simplifying regulations, with specific preference to avoid over-regulating design elements such as roof pitch.
Floor Area Ratio (FAR) - How much building area is allowed relative to lot size	R4 <ul style="list-style-type: none"> One family: 0.3 (BR)-0.4 FAR Two-family: 0.3 (BR)-0.5 FAR Three-Family and Multi-Family: 0.6 by right -1.0 FAR with BOZAR discretion dependent on neighborhood context and lot size 	<ul style="list-style-type: none"> Minimum floor area will be removed and deferred to the international building code Duplexes: .5 Triplexes: 0.6 FAR. Evaluate incentives for the upper FAR range within multi-family category to benefit affordable housing/deed restricted units. 	<ul style="list-style-type: none"> Interest in significantly increased height limits (up to four stories) paired with questions and uncertainty about how height bonuses and deed-restriction

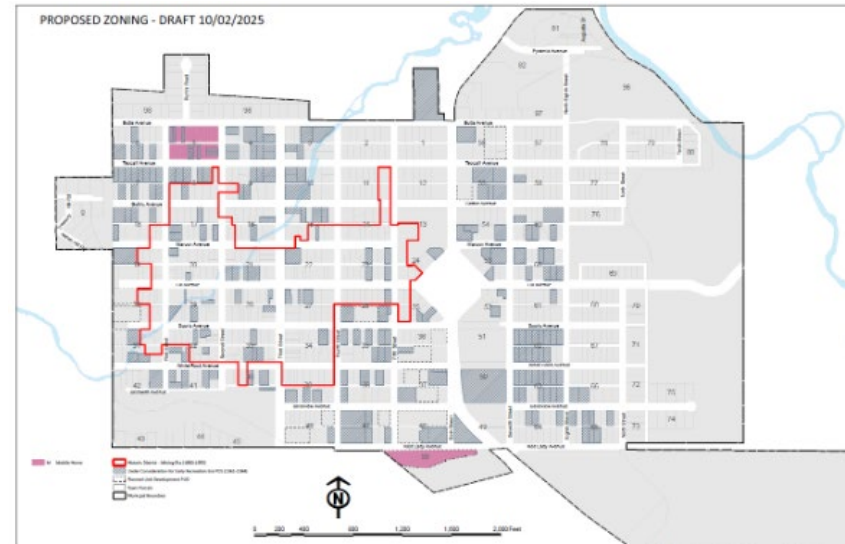
	<ul style="list-style-type: none"> • All other uses: 1.0 for lots not exceeding 7500 sf, .75 for lots exceeding 7500 sf <p>I</p> <ul style="list-style-type: none"> • Minimum floor area of 400 sq ft per residential unit • 0.66 by right, but up to 1.0 with BOZAR discretion dependent on amenities 	<ul style="list-style-type: none"> • Multi-Family (more than 3 units) or other non-residential uses: .6 FAR. Evaluate incentives for the upper FAR range within multi-family category to benefit affordable housing /deed restricted units. 	incentives would function in practice.
Building Measurements – How much height or width is allowed for buildings	Height Maximum: <ul style="list-style-type: none"> • R4: 30 ft • T: 35 ft 	<ul style="list-style-type: none"> • 30 ft height limit, with incentive to increase to 35 ft in exchange for inclusion of deed restricted units (percentage to be determined) 	<ul style="list-style-type: none"> • Interest in significantly increased height limits (up to four stories) paired with questions and uncertainty about how height bonuses and deed-restriction incentives would function in practice.
Incentives – Additional benefits or flexibility allowed in exchange for community benefits	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Allowing FAR bonus to 1.0 and height bonus to 35 ft will be explored in exchange for inclusion of a higher percentage of deed restricted community housing units. 	<ul style="list-style-type: none"> • Skepticism and clarification-seeking around incentive structures, with concern that height bonuses may be the only trigger for deed-restricted housing and calls for bonuses substantial enough to meaningfully increase capacity.
Demolition – Requirements for demolition and redevelopment	<ul style="list-style-type: none"> • Buildings must meet certain requirements to be eligible for demolition and if the redevelopment exceeds the original FAR, then a deed restricted unit must be included 	<ul style="list-style-type: none"> • No changes, except the demolition regulations will be evaluated to include demolition by neglect, to reduce buildings from deteriorating due to neglect. 	<ul style="list-style-type: none"> • Concern that demolition criteria are too subjective and place excessive discretion with review boards, with a

			preference for clearer, objective standards that respect landowner decision-making.
Design Standards – Architectural design rules that govern how a building is designed	<ul style="list-style-type: none"> All buildings follow the Design Standards and Guidelines, with provisions for new construction or rehabilitation of historic buildings to reflect the Coal Mining Era 	<p><i>Kicking off in November, the Design Standards will be updated to have more clear and concise standards for three different areas of Town:</i></p> <ul style="list-style-type: none"> Coal Mining POS (1880-1952): The historic core (outlined in red on the map) will have standards to reflect the coal mining era. Early Recreation POS (1961-1984): A new Period of Significance (parcels shaded on the map are currently being surveyed for architectural significance) will have standards to reflect the early recreation/ski era of the 1960s – early 80s. Mass, Scale, Form: Outside of these historic districts, new standards guiding mass, scale, form will ensure Crested Butte’s character is celebrated while allowing more flexibility in style. 	<ul style="list-style-type: none"> Uncertainty and skepticism—commenters find the standards vague, question the value of additional protective designations, and express concern that poorly defined rules may fail to meaningfully protect character while limiting flexibility.

MOBILE HOME ZONE

About this Zone

The Mobile Home District was created to ensure land remains available for mobile homes while supporting safe and visually compatible placement in town. In the zoning code update, minimal changes are being considered. Adjustments focus on updating uses and parking requirements, along with evaluating an incentive that would allow modular or stick-built construction that emulates a mobile home in exchange for a permanent deed restriction for full-time residency and/or workforce housing.



Changes being considered:

Provision	Current	Proposed	Feedback Takeaways
Land Uses - What type of use is allowed in this zone	Permitted (uses allowed by right) <ul style="list-style-type: none"> Mobile Home Parks Individual Mobile Homes Mobile Home Accessory Buildings Conditional (uses considered with a conditional use permit) <ul style="list-style-type: none"> Parking Areas 	<i>Uses and definitions will be improved and consolidated to reduce inconsistencies and overlaps and definitions will be reviewed for best practices. Primary changes include allowing bed and breakfast and childcare facilities within homes as a conditional use, as well as considering multi-household homes (see incentives row).</i> Permitted (uses allowed by right) <ul style="list-style-type: none"> Individual mobile homes Dwelling, single household Accessory Building, Nonresidential use Home Occupations Childcare facilities, small 	<ul style="list-style-type: none"> Strong preference to retain current zoning and rules, with frustration about perceived inequities with deed restriction incentive Some support for allowing modest upgrades (e.g., duplexes, slight height increases) to enable locals to live in town.

		Conditional (uses considered with a conditional use permit) <ul style="list-style-type: none"> • Dwelling, multi household • Bed and Breakfast • Childcare facilities, large 	
Parking – How many off-street parking spaces are required	Mobile Homes (absolute requirements) <ul style="list-style-type: none"> • 2 spaces for each mobile home 	<i>Recognizing the availability of on-street parking (even in winter) and the built-out nature of Crested Butte, the zoning update recommends reducing minimum parking requirements by leveraging available on-street parking.</i> Residential Units <ul style="list-style-type: none"> • Minimum of 1 space per unit Deed-Restricted Residential Units <ul style="list-style-type: none"> • No minimum 	<ul style="list-style-type: none"> • Overwhelming concern that parking is already constrained; most commenters oppose any reduction in required parking per unit and emphasize enforcement of existing rules before allowing changes.
Lot Measurements – Provisions for how small or a big a lot can be	<ul style="list-style-type: none"> • Minimum Lot Area: 3125sf • Minimum Lot Width: 25 ft 	No changes	<ul style="list-style-type: none"> • Clear sentiment of “if it isn’t broken, don’t fix it,” with concern that changing setbacks could reduce functional space (parking/storage) without clear benefit.
Setbacks – How far buildings need to be setback from the lot boundaries	<ul style="list-style-type: none"> • Front Setback: 20ft • Side Setback: 5.5ft • Rear Setback: 5ft 	No changes	<ul style="list-style-type: none"> • Clear sentiment of “if it isn’t broken, don’t fix it,” with concern that changing setbacks could reduce functional space (parking/storage) without clear benefit

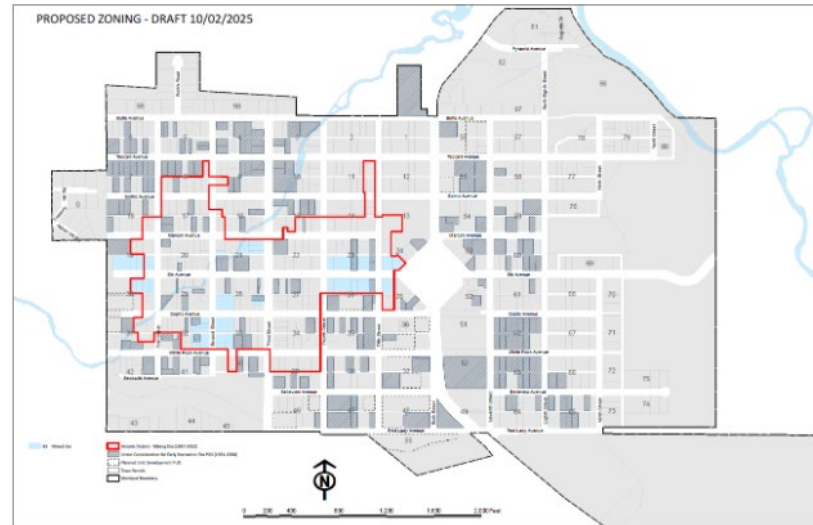
Additional provisions – Additionally specific provisions for this zone district	<ul style="list-style-type: none"> • The minimum exterior wall height shall be seven (7) feet. • The minimum vertical distance from the eave line of the roof to the finished grade level shall be six (6) feet. • The slope of the roof shall be a minimum of 4:12; provided, however, that a mobile home may have a flat roof. 	<ul style="list-style-type: none"> • Roof forms and design provisions will be evaluated and updated to provide more flexibility in the Design Standards Update. • Exploring an option to replace mobile homes with similar modular/stick-built homes if they are deed-restricted for community housing (for example, full-time residency or participation in the local workforce). 	<ul style="list-style-type: none"> • Mixed views, but a recurring concern about fairness and overbuilding—many want any new housing options (e.g., modular or stick-built) to be available to everyone, not selectively applied for a deed restriction.
Floor Area Ratio (FAR) - How much building area is allowed relative to lot size	<ul style="list-style-type: none"> • No requirement, except no mobile home may contain more than one residential unit 	<ul style="list-style-type: none"> • The modular/stick-built deed restriction incentive will explore allowing duplex or multi-family options that could fit within the site constraints. 	<ul style="list-style-type: none"> • Divided feedback—some fear increased density and loss of affordability, while others support relaxing the 16-foot height limit to allow duplexes and facilitate local housing.
Building Measurements – How much height or width is allowed for buildings	<ul style="list-style-type: none"> • Height Maximum: 16 ft 	<ul style="list-style-type: none"> • The modular/stick-built deed restriction incentive will explore allowing a second story with modular construction, which would be tied to setback adjustments to account for snowshed. 	<ul style="list-style-type: none"> • Divided feedback—some fear increased density and loss of affordability, while others support relaxing the 16-foot height limit to allow duplexes and facilitate local housing.
Incentives – Additional benefits or flexibility allowed in exchange for	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Allowing replacement of a mobile home with modular or stick built construction (built to emulate a mobile home) will be evaluated as an incentive to allow in exchange for a deed restriction for full-time 	<ul style="list-style-type: none"> • General support for incentives that create deed-restricted or local housing, but strong resistance to pairing

community benefits		residency and/or participation in the local workforce.	incentives with broader regulatory changes or aesthetic mandates.
Design Standards – Architectural design rules that govern how a building is designed	<ul style="list-style-type: none"> All buildings follow the Design Standards and Guidelines, with provisions for new construction or rehabilitation of historic buildings to reflect the Coal Mining Era 	<p><i>Kicking off in November, the Design Standards will be updated to have more clear and concise standards for three different areas of Town:</i></p> <ul style="list-style-type: none"> Coal Mining POS (1880-1952): The historic core (outlined in red on the map) will have standards to reflect the coal mining era. Early Recreation POS (1961-1984): A new period (parcels shaded on the map are currently being surveyed for architectural significance) will have standards to reflect the early recreation/ski era of the 1960s – early 80s. Mass, Scale, Form: Outside of these historic districts, new standards guiding mass, scale, form will ensure Crested Butte’s character is celebrated while allowing more flexibility in style. 	<ul style="list-style-type: none"> Pushback against added design controls (eg new period of significance), with concerns they will drive up costs, accelerate gentrification, and erode Crested Butte’s small-town character rather than protect it.

B3 ZONE (Mixed Use)

About this Zone

The B3 District is intended to support a mix of residential and business uses while preserving its historic structures. In the zoning code update, the B3, B4, and R3C districts are proposed to be consolidated into a single B3 district in recognition the provisions are essentially already the same. The update will continue to allow residential and compatible business uses, with a focus on maintaining the scale, character, and historic integrity of existing buildings.



Changes being considered:

Provision	Current	Proposed	Feedback Takeaways
Land Uses – What type of use is allowed in this zone	Permitted Uses (uses allowed by right) <ul style="list-style-type: none"> B3: One family dwellings, Private garages as accessory, Accessory, nonresidential, no heat/plumbing, Open Use Rec Sites, clubs, theatres, hospitals, public 31ldgs., gov't offices, Office uses (not on 1st floor on Elk), Home Occupations, Financial Institutions (not on 1st floor on Elk), Medical/Dental Clinics, Newspaper publishing offices, Personal Services Establishments, Retail Commercial Establishments , Shop Crafts, Motor vehicle, snowmobile, rec vehicle rental, Rental Repair and wholesaling facilities B4: One family dwellings, Private garages as accessory, Open Use Rec Sites, clubs, theatres, hospitals, public 31ldgs., gov't offices, Office uses, Home Occupations, Financial Institutions, Medical/Dental Clinics, 	<p><i>Uses and definitions will be improved and consolidated to reduce inconsistencies and overlaps and definitions will be reviewed for best practices. Primary changes are to continue allowing residential and retain, as a permitted use, while allowing opportunity for other commercial uses with conditions.</i></p> <p>Permitted (uses allowed by right)</p> <ul style="list-style-type: none"> Dwellings Accessory Dwellings Public Transit Stops 	<ul style="list-style-type: none"> Many comments favor keeping existing land use patterns, citing buildout concerns, property rights, and potential conflicts from expanded mixed-use or business activity, while noting specific operational issues like smoke impacts

	<p>Newspaper publishing offices, Personal Services Establishments, Retail Commercial Establishments, Rental Repair and wholesaling facilities</p> <ul style="list-style-type: none"> • R3C: One-family dwelling units, Accessory buildings, nonresidential use, not heated or plumbed, Home occupations, Private garages as accessory buildings to the principal uses. <p>Conditional Uses (uses considered with a conditional use permit)</p> <ul style="list-style-type: none"> • B3: Employee dwellings, Accessory Dwellings, Parking Areas, Bed and Breakfast, Restaurants, cocktail lounges • B4: Employee dwellings, Accessory Dwellings, Accessory, nonresidential, no heat/plumbing, Parking Areas, Restaurants, cocktail lounges • R3C: Accessory dwellings, Two-family dwelling units, Historic primary dwellings redesignated as accessory dwellings, Public playgrounds and public recreation areas, Churches and church schools, Nonprofit libraries and museums, Public and private schools, Shop crafts, Bed and breakfast, Retail commercial establishments, Office uses, Financial institutions, Personal services establishments, Restaurants, cocktail lounges or places serving food or alcoholic beverages, excluding drive-in eating places that serve customers in their automobiles or vehicles, Medical and dental clinics, Open-use recreation sites, recreation clubs, theatres, assembly halls, hospitals, public buildings and governmental offices, Rental, repair and wholesaling facilities, Printing offices, Hotels, lodges, motels and resorts, Club, Noncommercial nurseries and greenhouses, Fraternities and sororities, Funeral parlors and mortuaries, Parking areas, Accessory buildings, nonresidential use, heated. 	<ul style="list-style-type: none"> • Public Recreation Trails • Office uses • Retail Commercial Establishments • Local serving retail establishments <p>Conditional (uses considered with a conditional use permit)</p> <ul style="list-style-type: none"> • Congregate Housing • Accessory Buildings • Public Transit Facilities • Childcare facility • Public Museums • Assembly- religious or secular • Shop craft industries • Restaurants and bars • Restricted Food Service • Funeral Parlor and Mortuaries 	<p>and the need for garages and storage.</p>
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<p>Parking – How many off-street parking spaces are required</p>	<p>Off-street parking requirements dictated by use, such as:</p> <p>Residential: Absolute requirements based on bedroom (example: 2 spaces for 4 bedrooms or less)</p> <p>Retail: 1 space per 500 sf of usable space</p>	<p><i>Recognizing the availability of on-street parking (even in winter) and the built-out nature of Crested Butte, the zoning update recommends reducing minimum parking requirements by leveraging available on-street parking.</i></p> <p>Residential Units: Minimum of 1 space per unit</p> <p>Deed-Restricted Residential Units: No minimum</p> <p>Commercial uses: No changes, but the payment in lieu of parking fee will be updated</p>	<ul style="list-style-type: none"> • Preference to leave parking requirements unchanged, with acknowledgment that most households own multiple vehicles and that parking functions largely on a first-come basis.
<p>Lot Measurements – Provisions for how small or a big a lot can be</p>	<p>Minimum Lot Area (Minimum – Maximum)</p> <ul style="list-style-type: none"> • B3: 5000-6250 sf • B4: 5000- 6250 sf • R3C: 5000- 7250 sf <p>Minimum Lot Width:</p> <ul style="list-style-type: none"> • B3: 25 ft • B4: 25 ft • R3C: 50 ft 	<p><i>Minimum lot areas and widths are proposed to be removed in recognition its redundant to require a minimum when setbacks, snow storage, building code requirements, etc. ultimately determine a minimum lot size.</i></p> <ul style="list-style-type: none"> • Minimum Lot Area: No minimum, 7250 sf maximum • Minimum Lot Width: No minimum 	<ul style="list-style-type: none"> • Feedback emphasizes property owner autonomy and skepticism of externally imposed constraints, with concern that rules are often inconsistently followed or enforced.
<p>Setbacks – How far buildings need to be setback from the lot boundaries</p>	<p>Front Setback:</p> <ul style="list-style-type: none"> • B3: None • B4: None • R3C: None <p>Side Setbacks:</p> <ul style="list-style-type: none"> • B3: 3-11.5 ft dependent on roof form and snowshed 	<ul style="list-style-type: none"> • Front Setback: None • Side Setback: No change for sloped-roofed buildings. 0' Setback for flat roofed buildings. Allowance of mechanical equipment (for example a heat pump) in the setback. 	<ul style="list-style-type: none"> • Feedback emphasizes property owner autonomy and skepticism of externally imposed constraints, with concern that

	<ul style="list-style-type: none"> • B4: 3-11.5 ft dependent on roof form and snowshed • R3C: 7-11.5 ft dependent on roof form and snowshed <p>Rear Setbacks:</p> <ul style="list-style-type: none"> • B3: 10 ft (primary), 5ft (accessory) • B4: 10 ft (primary), 5ft (accessory) • R3C: 10 ft (primary), 5ft (accessory) 	<ul style="list-style-type: none"> • Rear Setback: 5 ft for all buildings 	<p>rules are often inconsistently followed or enforced.</p>
<p>Additional provisions – Additionally specific provisions for this zone district</p>	<ul style="list-style-type: none"> • B3, B4, R3C: Specific provisions for roof forms, wall height, and stream margin review for uses within 20 ft of a water course. 	<ul style="list-style-type: none"> • Roof forms and design provisions will be evaluated and updated to provide more flexibility in the Design Standards Update. These will live in the Design Standards, not the Zoning Code. • Stream margin review will instead become an overlay of floodplain requirements that reference the floodplain review article in the code, rather than embedded within different zone districts. 	<ul style="list-style-type: none"> • Frustration with continual regulatory change, paired with support for guidance-based approaches (standards and guidelines) rather than rigid mandates.
<p>Floor Area Ratio (FAR) – How much building area is allowed relative to lot size</p>	<p>B3</p> <ul style="list-style-type: none"> • Minimum floor area of 400 sq ft with option for less for historic shed converted into an accessory dwelling • Maximum FAR .4 for all buildings, up to .5, dependent on provision of site amenities. <p>B4</p> <ul style="list-style-type: none"> • Minimum floor area of 400 sq ft with option for less for historic shed converted into an accessory dwelling • Maximum FAR .4 for all buildings, up to .5, dependent on provision of site amenities. <p>R3C</p>	<ul style="list-style-type: none"> • Minimum floor area will be removed and deferred to the international building code • Maximum FAR of 0.5 or 3500 sf for all buildings. 	<ul style="list-style-type: none"> • Concerns about speculative development and uneven enforcement, alongside interest in keeping height generally around 30 feet while questioning why higher limits (up to 35 feet) apply

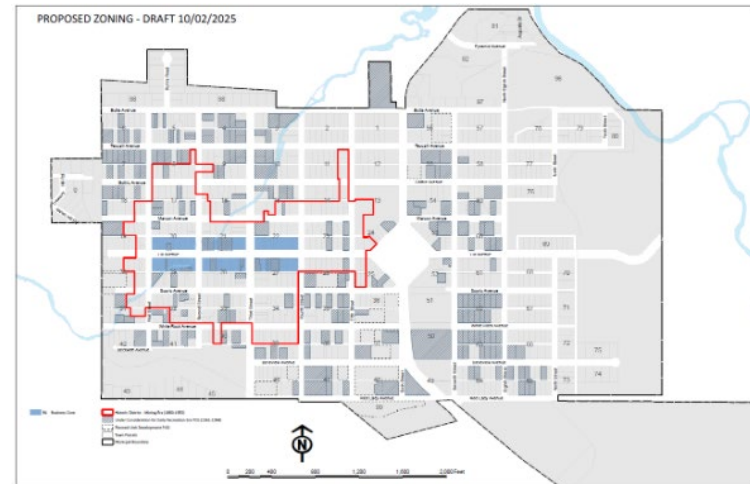
	<ul style="list-style-type: none"> Minimum floor area of 400 sq ft with option for less for historic shed converted into an accessory dwelling Maximum FAR .48 for all buildings and all buildings shall not be larger than 3,500 sq ft in the aggregate. 		in some areas but not others.
Building Measurements – How much height or width is allowed for buildings	Height Maximum: <ul style="list-style-type: none"> B3: 30 ft B4: 30 ft R3C: 28 ft 	<ul style="list-style-type: none"> 28 ft height limit. 	<ul style="list-style-type: none"> Concerns about speculative development and uneven enforcement, alongside interest in keeping height generally around 30 feet while questioning why higher limits (up to 35 feet) apply in some areas but not others.
Incentives – Additional benefits or flexibility allowed in exchange for community benefits	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None within the code, but as an outcome of the Historic Preservation Plan, a historic building stabilization and maintenance incentive program will be created in 2026 to help facilitate rehabilitation and possible conversion of historic outbuildings into accessory dwelling units and/or accessory buildings to be used as small-scale commercial space. 	<ul style="list-style-type: none"> Support for leveraging existing structures as a practical way to add housing and for allowing business development where appropriate.
Demolition – Requirements for demolition	<ul style="list-style-type: none"> Buildings must meet certain requirements to be eligible for demolition and if the redevelopment exceeds the 	<ul style="list-style-type: none"> No changes, except the demolition regulations will be evaluated to include 	<ul style="list-style-type: none"> Mixed trust in professional judgment, with

and redevelopment	original FAR, then a deed restricted unit must be included	demolition by neglect, to reduce buildings from deteriorating due to neglect.	skepticism that decision-makers fully understand local lived experience and concern about subjectivity in outcomes.
Design Standards – Architectural design rules that govern how a building is designed	<ul style="list-style-type: none"> All buildings follow the Design Standards and Guidelines, with provisions for new construction or rehabilitation of historic buildings to reflect the Coal Mining Era 	<p><i>Kicking off in November, the Design Standards will be updated to have more clear and concise standards for three different areas of Town:</i></p> <ul style="list-style-type: none"> Coal Mining POS (1880-1952): The historic core (outlined in red on the map) will have standards to reflect the coal mining era. Early Recreation POS (1961-1984): A new Period of Significance (parcels shaded on the map are currently being surveyed for architectural significance) will have standards to reflect the early recreation/ski era of the 1960s – early 80s. Mass, Scale, Form: Outside of these historic districts, new standards guiding mass, scale, form will ensure Crested Butte’s character is celebrated while allowing more flexibility in style. 	<ul style="list-style-type: none"> Desire for clearer expectations that reinforce town character near the core, combined with resistance to additional protective designations such as the “Early Recreation Period.”

B1 ZONE (Elk Avenue)

About this Zone

The B1 District is the heart of Crested Butte’s business core and historic district, focused on shops, services, and other sales tax-generating uses that keep downtown vibrant. Residential uses are generally secondary, though service housing and historic residences are allowed in certain cases. Only minimal updates are being considered, such as clarifying permitted uses, refining parking requirements, and exploring ways to allow more deed-restricted housing above ground-floor businesses.



Changes being considered:

Provision	Current	Proposed	Feedback Takeaways
Land Uses - What type of use is allowed in this zone	Permitted Uses (uses allowed by right) <ul style="list-style-type: none"> Hotels, lodges, motels and resorts Open Use Rec Sites, clubs, theatres, hospitals, public buildings, gov’t offices Museums Office uses (not on first floor) Medical/dental clinics Personal Services Establishments (not on first floor) Shop Crafts Rental, repair and wholesaling facilities 	<p><i>Uses and definitions will be improved and consolidated to reduce inconsistencies and overlaps and definitions will be reviewed for best practices, for example, hotels are currently both permitted and conditional. Provisions known as “horizontal zoning” where offices, financial institutions, and personal services are not allowed on the first floor will be maintained. Residential uses would be allowed as conditional uses to determine a deed restriction to support community housing needs.</i></p> <p>Permitted (uses allowed by right)</p> <ul style="list-style-type: none"> Public Transit Stops Public Recreation Trails Public Museums 	<ul style="list-style-type: none"> Support for allowing residential use (primary or long-term) without additional permitting in mixed-use buildings, alongside requests for clearer definitions—particularly around light industrial uses.

	<ul style="list-style-type: none"> Financial Institutions (not on first floor) Retail Commercial Establishments <p>Conditional Uses (uses considered with a conditional use permit)</p> <ul style="list-style-type: none"> Residential Units Employee Dwellings Accessory Buildings, nonresidential, no heat/plumbing Parking Areas Hotels, lodges, motels and resorts (listed as permitted and conditional) Newspaper publishing offices (except Elk) Micro distillery Clubs Noncommercial nurseries and greenhouses Funeral parlor, mortuaries Fraternities and Sororities 	<ul style="list-style-type: none"> Lodging- horizontal zoning Office uses- horizontal zoning Retail Commercial Establishments Local serving retail establishments Micro distillery or brewery Restaurants, bars Restricted Food Service <p>Conditional (uses considered with a conditional use permit)</p> <ul style="list-style-type: none"> Dwellings Congregate Housing Accessory Buildings Public Transit Facilities Light industrial 	
Parking – How many off-street parking spaces are required	<p>Off-street parking requirements dictated by use, such as:</p> <ul style="list-style-type: none"> Restaurant: 1 space for every 500 sf of usable space up to 1000 sf, 1 space for every 250sf of usable space from 1001sf to 2000sf, and 1 space for every 100sf of usable space over 2001 sf 	<p><i>Recognizing the availability of on-street parking (even in winter) and the built-out nature of Crested Butte, the zoning update recommends reducing minimum parking requirements by leveraging available on-street parking.</i></p> <p>Commercial uses: No changes, but commercial requirements will be evaluated against industry standards and the payment in lieu of parking fee will be updated</p>	<ul style="list-style-type: none"> Mixed feedback—opposition to sidewalk seating and to payment-in-lieu options for residential parking, paired with appreciation for existing parking permit programs

	<ul style="list-style-type: none"> • Retail or Office: 1 space per 500 sf of usable space 	Residential Units <ul style="list-style-type: none"> • Minimum of 1 space per unit with option for payment in lieu Deed-Restricted Residential Units <ul style="list-style-type: none"> • No minimum 	that support local businesses.
Lot Measurements – Provisions for how small or a big a lot can be	<ul style="list-style-type: none"> • Minimum Lot Area (Minimum – Maximum): 1250-9375ft • Minimum Lot Width: 12.5 	<i>Minimum lot areas and widths are proposed to be removed in recognition that it is redundant to require a minimum when setbacks, snow storage, building code requirements, etc. ultimately determine a minimum lot size.</i> <ul style="list-style-type: none"> • Lot Area: 9375 sf maximum • Minimum Lot Width: No minimum 	<ul style="list-style-type: none"> • Generally viewed as reasonable and logical, with no major concerns raised.
Setbacks – How far buildings need to be setback from the lot boundaries	Front Setback: None Side Setbacks: <ul style="list-style-type: none"> • Flat roof: 0 – 7.5 ft • Sloped roof: 7.5 – 11.5 ft dependent on snowshed Rear Setbacks: 10 ft	<ul style="list-style-type: none"> • Front Setback: None, but add maximum of 5 ft to encourage street frontage • Side Setback: No changes to sloped roof buildings. Flat roofed buildings setback would be 0’. • Rear Setback: No changes 	<ul style="list-style-type: none"> • Generally viewed as reasonable and logical, with no major concerns raised.
Additional provisions – Additionally specific provisions for this zone district	<ul style="list-style-type: none"> • Residential uses may not exceed 50% of building area • Specific requirements for roof slope and wall heights. • Requirement for stream margin review for all uses within 20 ft of a designated water course. 	<ul style="list-style-type: none"> • The 50% residential use limit will be evaluated to consider allowing residential to exceed 50% if it is for the purposes of deed restricted housing, so long as commercial is maintained on the ground floor. • Roof forms and design provisions will be evaluated and updated to provide more flexibility in the Design Standards Update. These will live in the Design Standards, not the Zoning Code. • All floodplain requirements will live in the floodplain article, requiring any building in 	<ul style="list-style-type: none"> • Preference for flexibility in mixed-use buildings, with resistance to requiring deed restrictions for upper-story residential use when ground floors remain commercial and questions about the long-term need

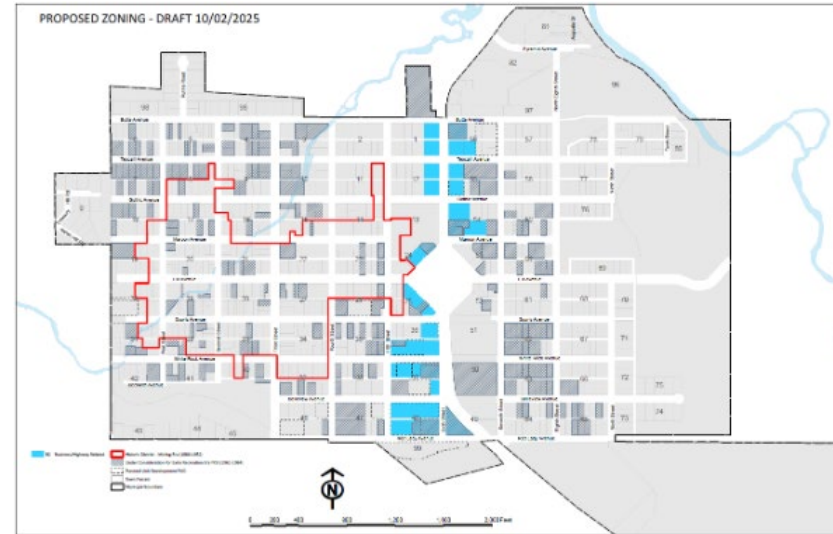
		the floodplain to be reviewed by those provisions, rather than within the zone district requirements.	for additional deed-restricted housing.
Floor Area Ratio (FAR) – How much building area is allowed relative to lot size	<ul style="list-style-type: none"> • <3125sf- 1.55 (BR)-1.74 FAR • 3125-6250 sf- 1.25 (BR)-1.87 FAR • >6250sf- 1.0 (BR)-1.9 FAR 	<ul style="list-style-type: none"> • Minimum floor area for a residential unit will be removed and deferred to the international building code • FAR ranges are not proposed to change. Evaluate incentives for the upper FAR range within each category to benefit affordable housing or deed restricted commercial 	<ul style="list-style-type: none"> • No substantive feedback provided.
Building Measurements – How much height or width is allowed for buildings	<ul style="list-style-type: none"> • Height Maximum: 35 ft 	<ul style="list-style-type: none"> • No change 	<ul style="list-style-type: none"> • No substantive feedback provided.
Incentives – Additional benefits or flexibility allowed in exchange for community benefits	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • The 50% residential use limit will be evaluated to consider allowing residential to exceed 50% of its square footage for the purposes of deed restricted housing, so long as commercial is maintained on the ground floor. 	<ul style="list-style-type: none"> • Frustration with high deed-restriction requirements, particularly the 50% threshold, viewed as overly rigid or counterproductive.
Demolition – Requirements for demolition and redevelopment	<ul style="list-style-type: none"> • Buildings must meet certain requirements to be eligible for demolition and if the redevelopment exceeds the original FAR, then a deed restricted unit must be included 	<ul style="list-style-type: none"> • No changes, except the demolition regulations will be evaluated to include demolition by neglect, to reduce buildings from deteriorating due to neglect. 	<ul style="list-style-type: none"> • Concern about unclear “demolition by neglect” standards and opposition to mandates that would require owners to reinvest in buildings they believe should be demolished, with

			related skepticism about expanding deed-restriction requirements.
Design Standards – Architectural design rules that govern how a building is designed	<ul style="list-style-type: none"> All buildings follow the Design Standards and Guidelines, with provisions for new construction or rehabilitation of historic buildings to reflect the Coal Mining Era 	<p><i>Kicking off in November, the Design Standards will be updated to have more clear and concise standards for three different areas of Town:</i></p> <ul style="list-style-type: none"> Coal Mining POS (1880-1952): The historic core (outlined in red on the map) will have standards to reflect the coal mining era. Early Recreation POS (1961-1984): A new Period of Significance (parcels shaded on the map are currently being surveyed for architectural significance) will have standards to reflect the early recreation/ski era of the 1960s – early 80s. Mass, Scale, Form: Outside of these historic districts, new standards guiding mass, scale, form will ensure Crested Butte’s character is celebrated while allowing more flexibility in style. 	<ul style="list-style-type: none"> Opposition to adding an “Early Recreation Period” protective designation.

B2 ZONE (Sixth Street)

About this Zone

The **B2 District** covers Sixth Street and the entrance into Town, where the goal is to support orderly business development along Highway 135/Sixth Street in a way that provides the welcoming gateway into Crested Butte. Only modest updates are being considered, such as clarifying permitted uses, refining parking standards, prohibiting underground parking, and exploring opportunities to allow more deed-restricted housing above ground-floor businesses. The Planned Unit Development (PUD) process will continue to provide flexibility, with BOZAR and Council review ensuring this important corridor grows thoughtfully and in line with community values.



Changes being considered:

Provision	Current	Proposed	Feedback Takeaways
Land Uses – What type of use is allowed in this zone	Permitted Uses (uses allowed by right) <ul style="list-style-type: none"> Residential Units Employee Dwellings Office uses Financial Institutions Newspaper publishing offices Medical/dental clinics Personal Services Establishments Retail Commercial Establishments Shop Crafts 	<p><i>Uses and definitions will be improved and consolidated to reduce inconsistencies and overlaps and definitions will be reviewed for best practices, for example, hotels are currently both permitted and conditional. Provisions known as “horizontal zoning” where offices, financial institutions, and personal services are not allowed on the first floor will be maintained. Residential uses would be allowed as conditional uses to determine a deed restriction to support community housing needs.</i></p> <p>Permitted (uses allowed by right)</p> <ul style="list-style-type: none"> Public Transit Stops Public Recreation Trails Public Museums 	<ul style="list-style-type: none"> Concern that regulations are too restrictive on small businesses, with emphasis on the Highway 135 corridor as a community-serving gateway that should prioritize lower-scale

	<p>Conditional Uses (uses considered with a conditional use permit)</p> <ul style="list-style-type: none"> • Parking Areas • Open Use Rec Sites, clubs, theatres, hospitals, public 43ldgs., gov't offices • Hotels, lodges, motels and resorts • Short-term rental accommodations • Condo Hotels • Printing offices • Retail marijuana • Medical marijuana • Micro Distillery • Restaurants, cocktail lounges • Clubs • Motor vehicle, snowmobile, rec vehicle rental • Auto-related uses: fueling, washing • Rental, repair and wholesaling facilities • Nurseries and greenhouses • Noncommercial nurseries and greenhouses • Funeral parlor and mortuaries • Fraternities and sororities 	<ul style="list-style-type: none"> • Lodging- horizontal zoning • Office uses- horizontal zoning • Retail Commercial Establishments • Local serving retail establishments • Micro distillery or brewery • Restaurants, bars • Restricted Food Service • Laundry and dry-cleaning facilities <p>Conditional (uses considered with a conditional use permit)</p> <ul style="list-style-type: none"> • Dwellings • Congregate Housing • Accessory Buildings • Public Transit Facilities • Light industrial • Auto related uses: fueling, washing • Hospital, medical facility • Libraries • Art Centers • Shop craft industries • Vehicle, snowmobile, rec vehicle rental • Public and private schools • Childcare facilities • Assembly- religious or secular 	<p>buildings, viewshed protection, and local-serving uses over housing.</p>
Parking – How many off-street parking spaces are required	Off-street parking requirements dictated by use, such as:	<i>Recognizing the availability of on-street parking (even in winter) and the built-out nature of Crested Butte, the</i>	<ul style="list-style-type: none"> • Caution against reducing parking

	<ul style="list-style-type: none"> • Restaurant: 1 space for every 500 sf of usable space up to 1000 sf, 1 space for every 250sf of usable space from 1001sf to 2000sf, and 1 space for every 100sf of usable space over 2001 sf • Retail or Office: 1 space per 500 sf of usable space 	<p><i>zoning update recommends reducing minimum parking requirements by leveraging available on-street parking.</i></p> <p>Commercial uses: No changes, but commercial requirements will be evaluated against industry standards and the payment in lieu of parking fee will be updated</p> <p>Residential Units: Minimum of 1 space per unit</p> <p>Deed-Restricted Residential Units: No minimum</p>	<p>without a clear, adopted plan, noting tourist-driven demand, winter and mobility needs, and calls to extend time limits (e.g., from 2 to 3 hours) before any parking reductions are considered.</p>
<p>Lot Measurements – Provisions for how small or a big a lot can be</p>	<ul style="list-style-type: none"> • Minimum Lot Area (Minimum – Maximum): 6250-9375sf • Minimum Lot Width: 25 ft 	<p><i>Minimum lot areas and widths are proposed to be removed in recognition it is redundant to require a minimum when setbacks, snow storage, building code requirements, etc. ultimately determine a minimum lot size.</i></p> <ul style="list-style-type: none"> • Lot Area: 9375 sf maximum • Minimum Lot Width: No minimum 	<ul style="list-style-type: none"> • Generally acceptable with some uncertainty, particularly dependent on adequate sidewalks and public right-of-way treatments.
<p>Setbacks – How far buildings need to be setback from the lot boundaries</p>	<p>Front Setback: 5 ft</p> <p>Side Setbacks: 7.5 – 11.5 ft dependent on snowshed</p> <p>Rear Setbacks: 15 ft</p>	<p>Front Setback: None, but add maximum of 5 ft to encourage street frontage</p> <p>Side Setback: 0 – 11.5 ft dependent on snowshed and roof forms, mechanical systems (such a heat pump) will be allowed within the setback</p> <p>Rear Setback: 10 ft</p>	<ul style="list-style-type: none"> • Generally acceptable with some uncertainty, particularly dependent on adequate sidewalks and public right-of-way treatments.

<p>Additional provisions – Additionally specific provisions for this zone district</p>	<ul style="list-style-type: none"> Residential uses may not exceed 50% of building area 	<ul style="list-style-type: none"> The 50% residential use limit will be evaluated to consider allowing residential to exceed 50% if it is for the purposes of deed restricted housing, so long as commercial is maintained on the ground floor. 	<ul style="list-style-type: none"> Repeated skepticism about prioritizing residential uses along the highway, questioning whether it is an appropriate or desirable place to live.
<p>Floor Area Ratio (FAR) – How much building area is allowed relative to lot size</p>	<ul style="list-style-type: none"> 0.5 (BR)-0.64 FAR* additional 0.36 may be added if underground parking is provided 	<ul style="list-style-type: none"> No changes to FAR, except .36 bonus will be tied to higher inclusion of deed restricted housing (underground parking is considered to be prohibited) 	<ul style="list-style-type: none"> Emphasis that parking demand is driven by visitor volume rather than building count, and that regulations should anticipate growth rather than discourage needed parking supply.
<p>Building Measurements – How much height or width is allowed for buildings</p>	<ul style="list-style-type: none"> Height Maximum: 35 ft 	<ul style="list-style-type: none"> No change 	<ul style="list-style-type: none"> Emphasis that parking demand is driven by visitor volume rather than building count, and that

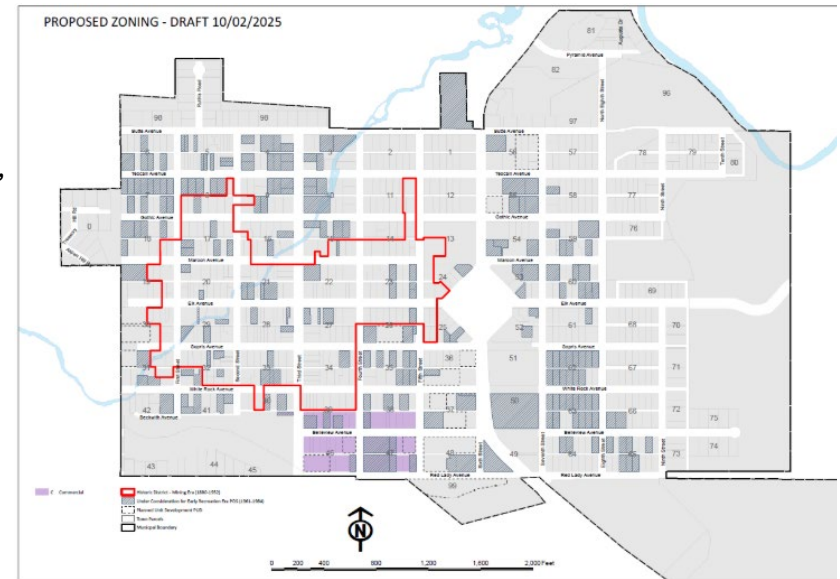
			regulations should anticipate growth rather than discourage needed parking supply.
Incentives – Additional benefits or flexibility allowed in exchange for community benefits	<ul style="list-style-type: none"> .36 FAR bonus if underground parking is required Planned Unit Development (PUD) process provides opportunity for flexibility in exchange for public benefit 	<ul style="list-style-type: none"> The 50% residential use limit will be evaluated to consider allowing residential to exceed 50% if it is for the purposes of deed restricted housing, so long as commercial is maintained on the ground floor. .36 FAR bonus for higher inclusion of deed restricted housing (underground parking would be considered to be prohibited). PUD process will be updated with Town Council and BOZAR to improve process and more clearly define required public benefits. 	<ul style="list-style-type: none"> Confusion and frustration about limits on underground parking, which is viewed as a practical solution to parking and land-use constraints.
Demolition – Requirements for demolition and redevelopment	<ul style="list-style-type: none"> Buildings must meet certain requirements to be eligible for demolition and if the redevelopment exceeds the original FAR, then a deed restricted unit must be included 	<ul style="list-style-type: none"> No changes, except the demolition regulations will be evaluated to include demolition by neglect, to reduce buildings from deteriorating due to neglect. 	<ul style="list-style-type: none"> Opposition to punitive “demolition by neglect” approaches that could force unaffordable investments, paired with support for thoughtful demolition review to reduce waste and align with

			sustainability goals.
Design Standards – Architectural design rules that govern how a building is designed	<ul style="list-style-type: none"> All buildings follow the Design Standards and Guidelines, with provisions for new construction or rehabilitation of historic buildings to reflect the Coal Mining Era 	<p><i>Kicking off in November, the Design Standards will be updated to have more clear and concise standards for three different areas of Town:</i></p> <ul style="list-style-type: none"> Coal Mining POS (1880-1952): The historic core (outlined in red on the map) will have standards to reflect the coal mining era. Early Recreation POS (1961-1984): A new Period of Significance (parcels shaded on the map are currently being surveyed for architectural significance) will have standards to reflect the early recreation/ski era of the 1960s – early 80s. Mass, Scale, Form: Outside of these historic districts, new standards guiding mass, scale, form will ensure Crested Butte’s character is celebrated while allowing more flexibility in style. 	<ul style="list-style-type: none"> Preference for flexibility outside the core, strong concern about massing and height that obstruct views along key corridors, and targeted suggestions such as rezoning specific sites to open space.

C ZONE (Commercial – Bellevue)

About this Zone

The **Commercial District** is intended to provide for limited commercial and light industrial uses, along with customary accessory and institutional uses, with housing allowed as an incidental use. As part of the zoning code update, the Town is exploring embedding incentives that would allow a fourth story (currently three stories is permitted) if it meets mass, scale, and form design standards, as well as permitting more than 50 percent of a project to be residential if the ground floor remains commercial. In exchange for these incentives, a portion of the new development would be required to provide deed restricted community-serving commercial space and/or community housing. The update will explore creating a land use of “local-serving” retail to better prioritize locally oriented goods and services that residents rely on. This update will evaluate sidewalk requirements to facilitate pedestrian connection down Bellevue Avenue. Lastly, the Planned Unit Development (PUD) process will continue to provide flexibility, with BOZAR and Council review ensuring that the Commercial District grows in a way that supports commercial services and businesses, community housing, and the everyday needs of the community.



Changes being considered:

Provision	Current	Proposed	Feedback Takeaways
Land Uses – What type of use is allowed in this zone	Permitted Uses (uses allowed by right) <ul style="list-style-type: none"> Garages Public utilities and offices Gov’t offices and buildings Office uses Personal Services Establishments 	<i>Uses and definitions will be improved and consolidated to reduce inconsistencies and overlaps and definitions will be reviewed for best practices.</i> <i>Residential uses would be allowed as conditional uses to determine a deed restriction to support community housing needs, for example, as a condition of allowing residential dwellings, a percentage may be required to be deed restricted to meet housing mitigation</i>	<ul style="list-style-type: none"> Requests for clearer and more flexible commercial use definitions, with concern that rigid permitted-use lists fail to reflect real market needs,

	<ul style="list-style-type: none"> • Printing and Publishing operations • Retail Commercial Establishments • Light industrial • Amusement and recreation business • Individual dry storage units • Storage warehouses and wholesaling business • Auto storage facilities • Laundry and dry cleaning facilities <p>Conditional Uses (uses considered with a conditional use permit)</p> <ul style="list-style-type: none"> • Residential Units • Employee Dwellings • Accessory Buildings • Parking Areas • Financial Institutions • Formula retail business • Shop craft • Retail marijuana • Medical marijuana • Retail marijuana products manufacturer • Retail marijuana testing facility • Catering business retailing prepared food • Snack bars for amusement/recreation use 	<p><i>requirements. Lastly, a new use called “local-serving” retail establishments will be explored as a new land use definition to encourage community-serving businesses.</i></p> <p>Permitted (uses allowed by right)</p> <ul style="list-style-type: none"> • Public recreation trails • Public transit stops • Office uses • Local-serving retail establishments • Catering business- commercial kitchen not associated with restaurant • Commercial storage • Dealerships, other motor vehicle, sale or rental • Motor vehicle, snowmobile, rec vehicle rental • Veterinary clinic or hospital • Laundry and dry-cleaning facilities • Builder’s supply yards, lumber yards • Contractors: general, plumbing, electrical • Nurseries and greenhouses <p>Conditional (uses considered with a conditional use permit)</p> <ul style="list-style-type: none"> • Dwellings • Congregate housing • Public transit facilities • Retail marijuana • Medical marijuana • Medical Marijuana-infused product manufacturer 	<p>alongside recognition that this area can accommodate noisier, service-oriented uses away from primary tourist corridors.</p>
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	<ul style="list-style-type: none"> Dealerships, other motor vehicle sale or rental Auto-related services Rental, repair and wholesaling facilities Nurseries and greenhouses Veterinary clinic or hospital Funeral parlor and mortuaries Any use that may create unusual traffic hazards, noise, dust, fumes, etc. 	<ul style="list-style-type: none"> Retail marijuana products manufacturer Retail marijuana testing facility Natural Medicine cultivation facility Natural Medicine products manufacturer Natural Medicine testing facility Auto related services 	
Parking – How many off-street parking spaces are required	<p>Off-street parking requirements dictated by use, such as:</p> <ul style="list-style-type: none"> Retail or Office: 1 space per 500 sf of usable space Auto Related Services: 1 space for each 100 sf of usable space 	<p><i>Recognizing the availability of on-street parking (even in winter) and the built-out nature of Crested Butte, the zoning update recommends reducing minimum parking requirements by leveraging available on-street parking.</i></p> <ul style="list-style-type: none"> Commercial uses: No changes, but commercial requirements will be evaluated against industry standards and the payment in lieu of parking fee will be updated Residential Units: Minimum of 1 space per unit Deed-Restricted Residential Units: No minimum 	<ul style="list-style-type: none"> Ongoing concern that parking is already constrained, with opposition to waiving or reducing requirements—particularly for deed-restricted units—until a clear parking strategy is in place.
Lot Measurements – Provisions for how small or a big a lot can be	<ul style="list-style-type: none"> Minimum Lot Area (Minimum – Maximum): 2500-9375sf Minimum Lot Width: 25 ft 	<p><i>Minimum lot areas and widths are proposed to be removed in recognition it's redundant to require a minimum when setbacks, snow storage, building code requirements, etc. ultimately determine a minimum lot size.</i></p> <ul style="list-style-type: none"> Lot Area: 9375 sf maximum 	<ul style="list-style-type: none"> Generally acceptable, with appreciation for setbacks that balance street-oriented buildings

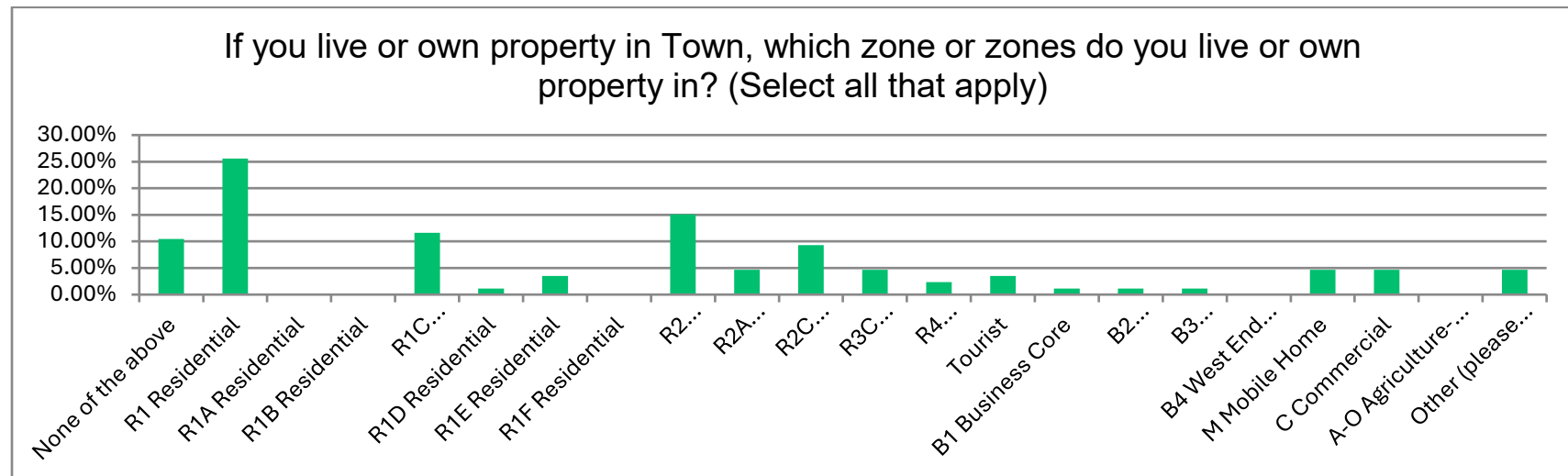
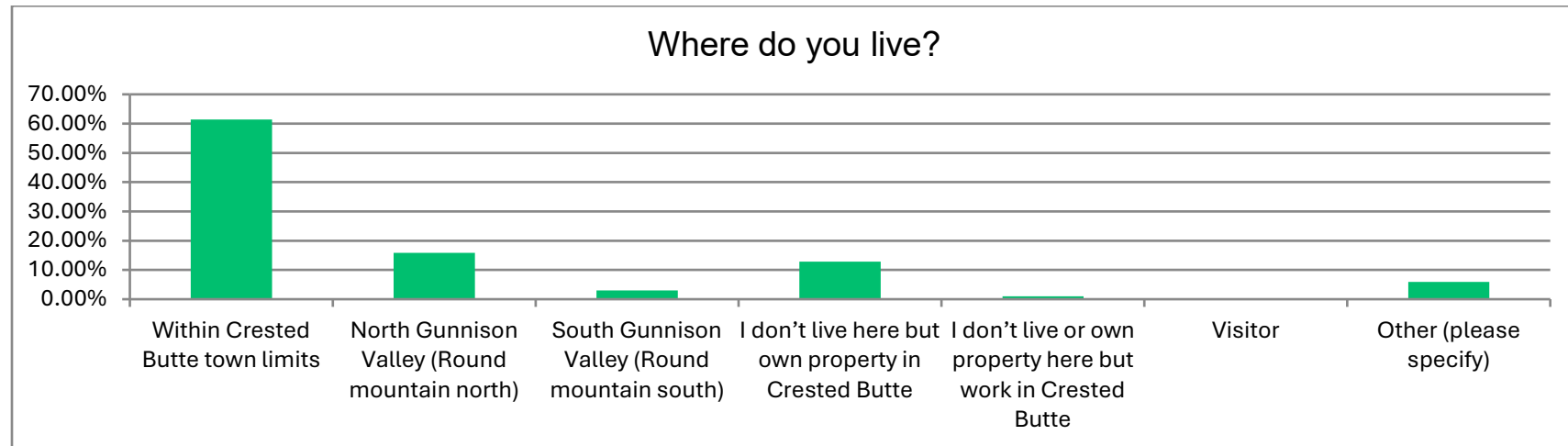
		<ul style="list-style-type: none"> • Minimum Lot Width: No minimum 	and practical needs like snow storage.
Setbacks – How far buildings need to be setback from the lot boundaries	<ul style="list-style-type: none"> • Front Setback: 20 ft • Side Setbacks: 0 ft for flat roof, up to 11.5 ft dependent on roof shed • Rear Setbacks: 10 ft 	<ul style="list-style-type: none"> • Front Setback: 20 ft would become a maximum setback, with flexibility allowed and parking encouraged to be off the rear. • Side Setback: No change, mechanical systems (such a heat pump) will be allowed within the setback • Rear Setback: No change 	<ul style="list-style-type: none"> • Generally acceptable, with appreciation for setbacks that balance street-oriented buildings and practical needs like snow storage.
Additional provisions – Additionally specific provisions for this zone district	<ul style="list-style-type: none"> • Residential uses may not exceed 50% of building area and no more than 2 residential units allowed 	<ul style="list-style-type: none"> • The 50% residential / maximum 2 unit use limit will be evaluated to consider allowing residential to exceed 50% and more than 2 units if it is for the purposes of deed restricted housing, so long as commercial is maintained on the ground floor. 	<ul style="list-style-type: none"> • Support for keeping the C zone primarily commercial due to the shortage of affordable commercial space, with conditional openness to housing given the area's noisier character.
Floor Area Ratio (FAR) - How much building area is allowed relative to lot size	<ul style="list-style-type: none"> • < 3125 sf lot: 1.55 (BR)-1.7FAR • 3125-6250 lot: 1.25 (BR)-1.55 FAR • > 6250 sf lot: 1.0 (BR)-1.9 FAR 	<ul style="list-style-type: none"> • No changes to FAR. Evaluate incentives for the upper FAR range within each category to benefit affordable housing or deed restricted commercial 	<ul style="list-style-type: none"> • Mixed views on added height—support for using FAR or a fourth story to incentivize affordability, tempered by concerns about view corridors, winter sun/shade impacts, and whether increased height should be more tightly tied to community-serving

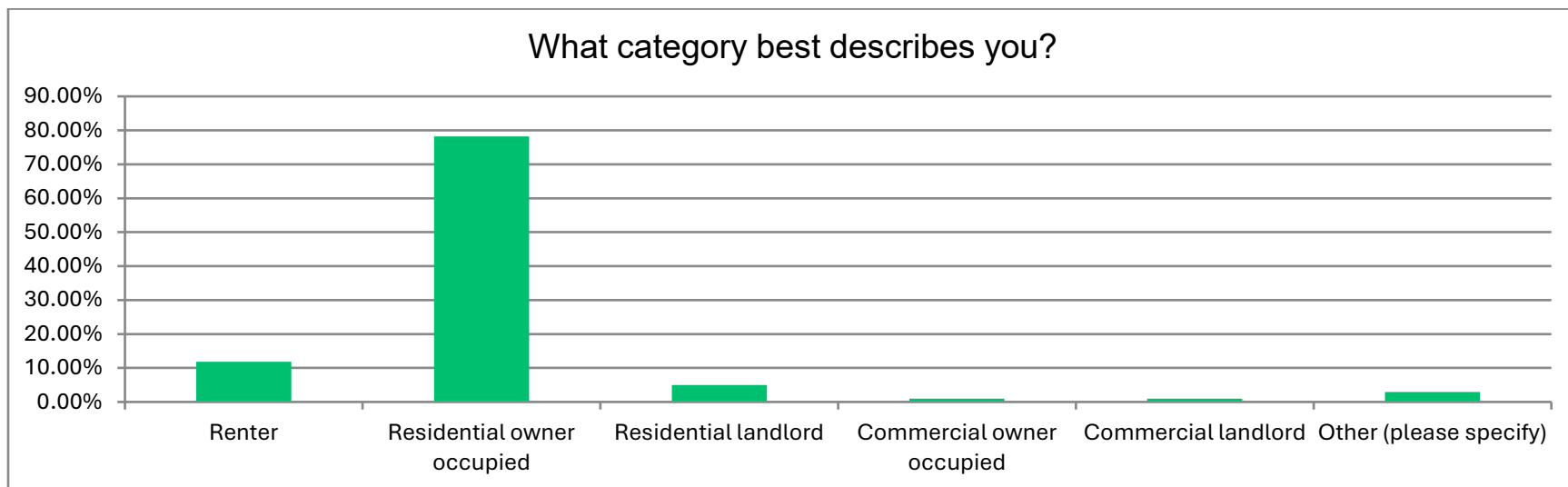
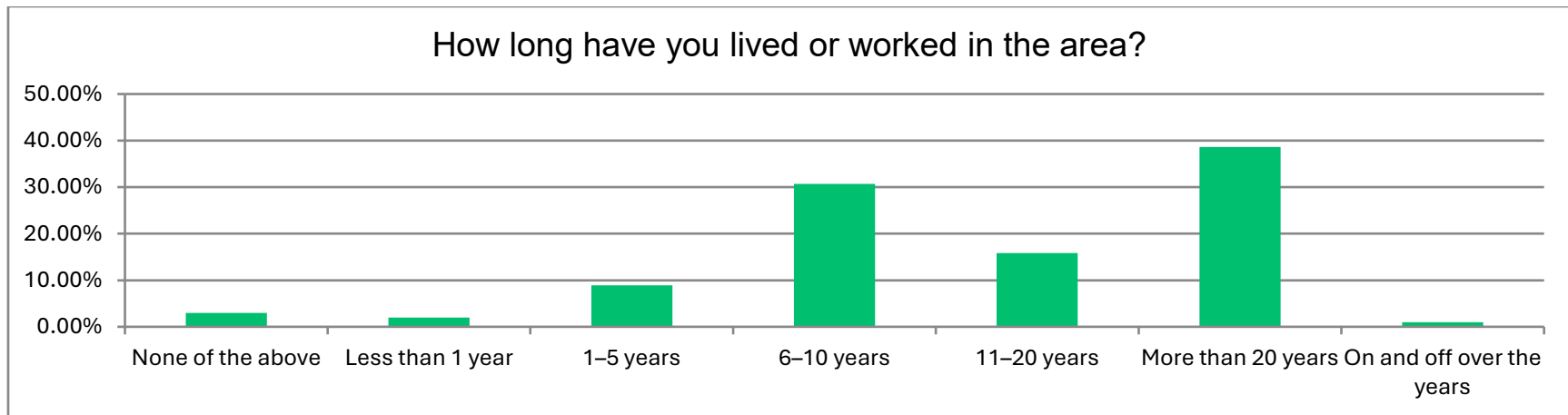
			benefits (including commercial space).
Building Measurements – How much height or width is allowed for buildings	<ul style="list-style-type: none"> Height Maximum: 35 ft 	<ul style="list-style-type: none"> A fourth story (48 ft) for a design that meets mass/scale/form design standards will be explored as an incentive in exchange for a required percentage of deed restricted commercial space and/or housing. 	<ul style="list-style-type: none"> Mixed views on added height—support for using FAR or a fourth story to incentivize affordability, tempered by concerns about view corridors, winter sun/shade impacts, and whether increased height should be more tightly tied to community-serving benefits (including commercial space).
Incentives – Additional benefits or flexibility allowed in exchange for community benefits	<ul style="list-style-type: none"> Planned Unit Development (PUD) process provides opportunity for flexibility in exchange for public benefit 	<ul style="list-style-type: none"> A fourth story (48 ft) with a design that meets mass/scale/form design standards will be explored as an incentive in exchange for a required percentage of deed restricted commercial space and/or housing. The 50% residential / maximum 2 unit use/maximum 600 sf size per unit limit will be evaluated to consider allowing residential to exceed 50% and more than 2 units if it is for the purposes of deed restricted housing, so long as commercial is maintained on the ground floor. 	<ul style="list-style-type: none"> Skepticism about how “demolition by neglect” would be enforced and concern that it could unintentionally limit appropriate replacement of buildings or conflict with the town’s informal character.

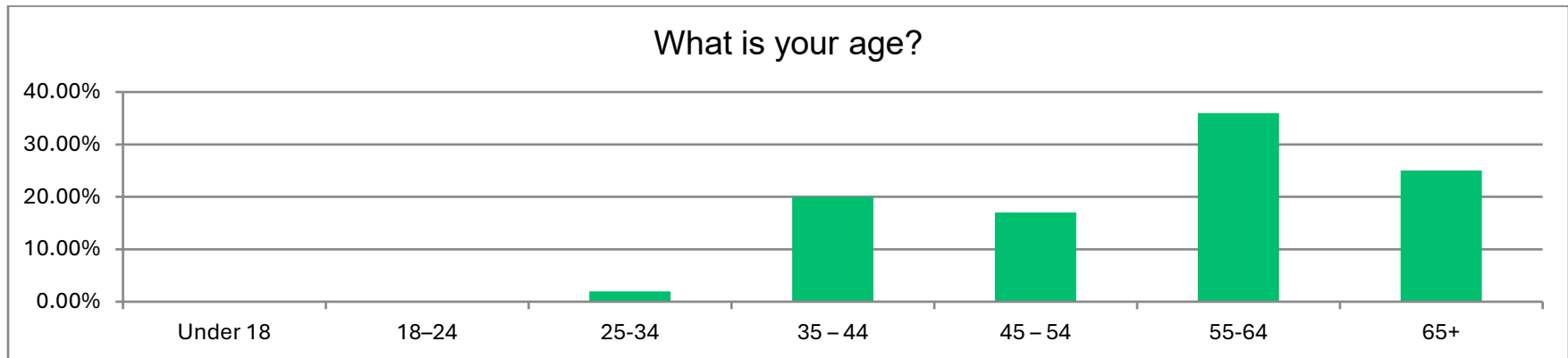
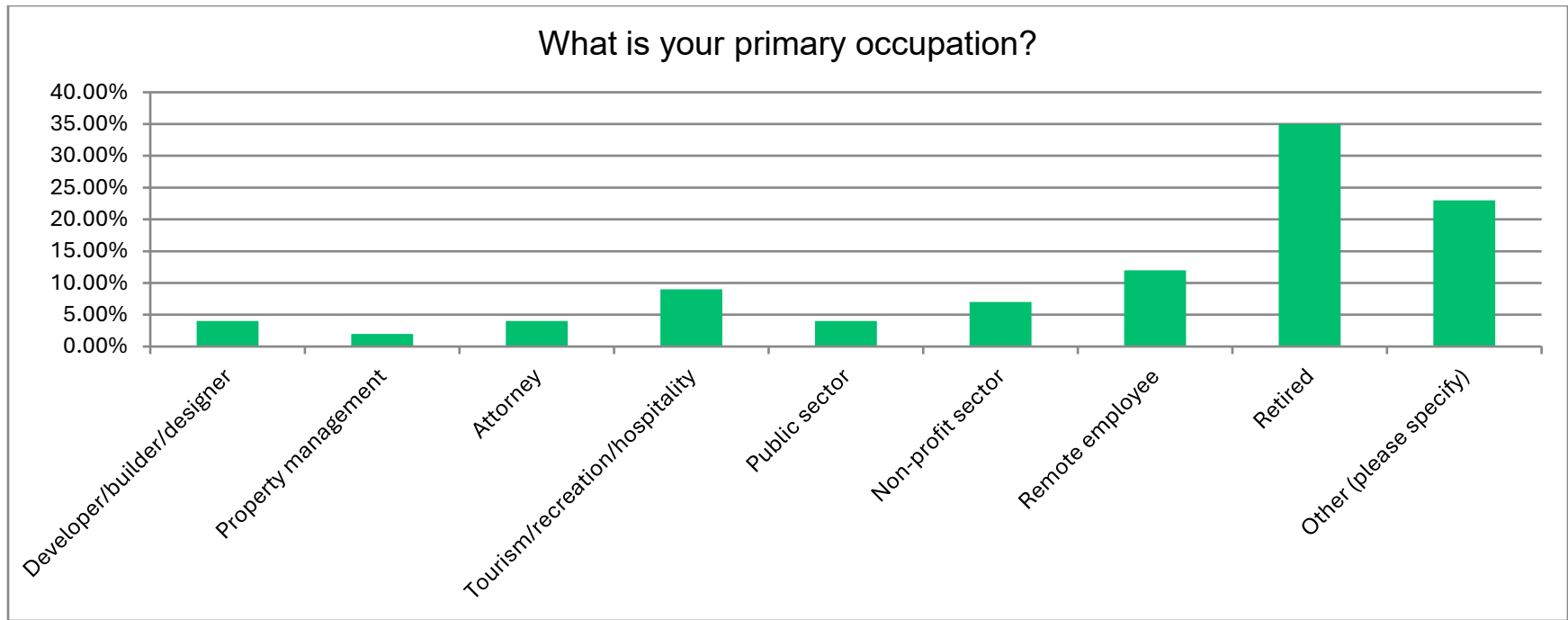
		<ul style="list-style-type: none"> PUD process will be updated with Town Council and BOZAR to improve process and more clearly define required public benefits. 	
Demolition – Requirements for demolition and redevelopment	<ul style="list-style-type: none"> Buildings must meet certain requirements to be eligible for demolition and if the redevelopment exceeds the original FAR, then a deed restricted unit must be included 	<ul style="list-style-type: none"> No changes, except the demolition regulations will be evaluated to include demolition by neglect, to reduce buildings from deteriorating due to neglect. 	
Design Standards – Architectural design rules that govern how a building is designed	<ul style="list-style-type: none"> All buildings follow the Design Standards and Guidelines, with provisions for new construction or rehabilitation of historic buildings to reflect the Coal Mining Era 	<p><i>Kicking off in November, the Design Standards will be updated to have more clear and concise standards for three different areas of Town:</i></p> <ul style="list-style-type: none"> Coal Mining POS (1880-1952): The historic core (outlined in red on the map) will have standards to reflect the coal mining era. Early Recreation POS (1961-1984): A new Period of Significance (parcels shaded on the map are currently being surveyed for architectural significance) will have standards to reflect the early recreation/ski era of the 1960s – early 80s. Mass, Scale, Form: Outside of these historic districts, new standards guiding mass, scale, form will ensure Crested Butte’s character is celebrated while allowing more flexibility in style. 	<ul style="list-style-type: none"> Continued opposition to adding an “Early Recreation Period” restrictive designation.

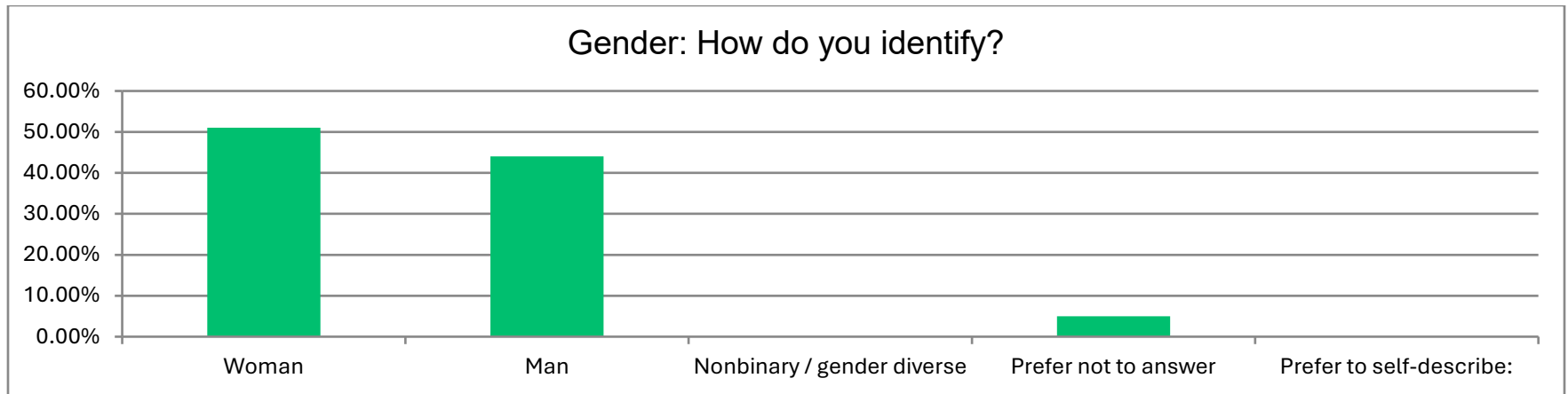
APPENDIX 1: Survey Demographics Overview (Who Took the Survey)

The following breakdown provides demographic information on the 104 survey respondents:









APPENDIX 2: Open Ended Responses

General Feedback Responses

Overall, do you think the proposed changes would make the zoning code clearer, easier to use, and better aligned with community values? Why?

- Proposed changes are confusing
- Specifically combining R3C with a business zone eliminates code that protects this historic residential neighborhood. There are only 4 businesses in this zone. It creates several issues for people who live in this zone and live close to this zone if the proposed change is approved.
- Making the rules more expansive and less prescriptive does not make it easier to design.
- For the reasons I mentioned above. I see that you have good intentions, but you're unwittingly putting certain homeowners in an impossible situation.
- It does make them easier to understand and follow, but does not align to community values and pretty easily be manipulated by a developer. Use chatgpt, enter the documents, and prompt it for a developer response that would follow the letter of the law, and not the spirit. What you will get back will be something that is definitely it intended and is not consistent with the values of the town.
- No thank you
- That's a lot of information and I haven't had a chance to review all of it.
- I wish I was more versed in zoning codes and I'm doing my best to educate myself, however the learning curve is steep. My focus and passion are affordable housing. This is not to be confused with high-density, deed restricted rentals. There are so many innovative options out there.
- Reducing the number of Zones will made code easier to use. But this question isn't all that important. What is important is whether or not the proposed changes support the local community. I feel like the changes are going to result in more and larger homes, less trees and open space, more light pollution, and many more cars with on the road and with out parking and the town becoming less walkable. I am especially concerned about basements, as we've seen numerous time that when one homeowner builds a basement, it permanently floods another homeowners property.
- It would help to have proposed zoning changes explained in a written list along with reasons for each to go along with map.
- would need to see maps side by side to compare

- depends on the ADU incentives. larger primary houses is not good. In don't think it is easier. just different. that's ok.
- Too much regulation. Plus.....your survey is very slanted trying to reach a specific outcome.
- The proposed zoning changes generally are aligned with the towns plan and compromise on historic preservation, climate goals, and community livability.
- I feel like the deeds for the "deed restricted properties" all need to be updated. A lot of them are outdated and the GVHA follows so called HUD guidelines with the conventional loans that are taken out and any 1099 cannot qualify by the time they write expenses off. This system does not work anymore and if you take into account special assessments on top of HOA's you do not even break even by the time you sell your property. With Real Estate prices being jacked up and now the dip some appraisal values are not lining up with the actual value of the infrastructure. We need to not limit development but come up with sustainable economic development long term plans including specific tax codes for locals so we can afford to stay here. Town rents need to decrease from 2k to 1.5 k and make it truly worth while for long term sustainable living.
- Clearly town should lower our RE taxes by ceasing to engage consultants who don't know us. Stop spending money on all this and just let us live here.
- I don't know what changes are being proposed.
- I missed the webinar (out of town) and would need to spend more time considering what the new zoning code would truly look like. It seems like , yes, this would make it easier but aren't there (and shouldn't there be) exceptions to everything?
- This is more simple, but for every code will come a new problem for resolution.
- I'm not sure how hard it is to use now, but I'm all in favor of clarity. I do support any effort to protect community scale, rural feel, historic and neighborhood context, etc.
- I support the town's ability to restrict franchise operators. These restrictions should be strengthened to protect our local neighbor small business owner's.
- Maintaining/supporting/encouraging locally owned businesses should be a high priority.
- The material issues regarding density, parking for existing residents and preservation off the look and feel of the historic core will be undermined by proposed changes.
- Micro lots are a bad idea
- Please do not allow any sort of chain businesses
- Changes will help but I'm not sure these are all the changes needed for clarity and ease of use.

- Why so much focus on eliminating all the extra parking we supposedly have but no attempt to reduce the number of vehicles that enter town? Where is the intercept lot that we've been waiting for? The roundabouts are supposed to make it easier for more cars to get into town, then where do they go?
- Affordable housing is importantly but is also being addressed in a meaningful way with Whetstone Dev, and some of the proposals here for higher buildings and allowable micro lots. I do not, however, see any deliberate attempt to address the lack of auxiliary storage structures and garages. Leaving bikes, snowmobiles, skis, building supplies, toys, and other items scattered outside in view degrades the neighborhood and is disrespectful to the community. Residents would rather store their bikes out of sight and protected from elements but are restricted from having enough storage on properties.
- I do think the code would become more clear---which would be great--but I'm concerned about it becoming too flexible and allowing in larger, less charming (in my opinion) units.
- I do not think that there is a true connection with community members values. There seems to be a disconnect, but the way the survey questions in the past are written and the multiple choice answers that were given. I think there are many members that were missed by the time of the year that these discussions are held
- Stop micro managing growth. You only make affordability worse.

What do you like most about the proposed changes?

- Incentives to promote affordability. Hope it works!
- There seems to be a more comprehensive understanding of Town and a willingness to advance design guidelines in a positive way. More density will be good as well.
- Encourage affordable housing.
- Simplified
- What I like most is that town officials are reviewing the zoning code. That's huge. My hope is that this is a step to becoming more mindful and proactive as new developments show up on the docket for review. We need less 5,000 s.f. homes sitting idle the majority of the time, and more support for those who live here year-round.
- I like that the town is trying to address affordable housing. However, there seems to be little consideration of increased number of cars and light pollution that will result with additional subdivision of lots and ADUs. Think outside the box, be bold, and keep cars out of Town.
- Def looks easier to navigate 🙌
- reducing size of houses in the core area.

- Maintaining small town feel
- I love the idea of increasing density. This seems long overdue.
- Underground parking? Parking is a problem and even for a small business owner I cannot park in front of my office without getting a ticket.
- Nothing
- I don't usually like changes
- Not sure
- Attempt at simplification
- I do appreciate all the brainpower, time and effort that has gone into these proposed changes. I like the addition of the new POS, as it can help continue and conserve our heritage.
- Reduction of limitations
- After 40 years of architecture being on hold the I'm taking a deep thankful breath. My concern is any change that does no support our local business owners
- Expand the historic district and keep up the standards in the existing historic district. Do not leave it up to the whims of bozar
- Simplifying the process for businesses to open.
- Consolidating multiple residential zones into two.
- Incentivizing development of workforce housing
- Easier to understand, positive incentives for additional small-sized (lower cost) dwellings
- The reduction in the number of required parking spaces.
- Allow development without unreasonable and outdated restrictions
- recognizing the ski era and adding to the preservation.
- Seeming to make things simpler
- more variations in dwellings and having more ability to add ADU's is a net benefit for the community by allowing locals to live where they work. Encouraging locals to live among visitors adds to the community feel of town.
- More flexibility to make like easier for residents
- Changes to R4 are mostly positive
- Nothing

- 2 story duplexes in the M zone makes sense as long as the 2 parking spaces are required and with the 20 ft setback creates parking anyway. Converting offices in the T zone to small residential studios makes sense. Some of the units are mixed commercial and residential, even allowing the commercial spot to be a "second" bedroom creates in town housing.

What concerns or suggestions do you have?

- Town already has a dense population (as seen by the need for a traffic circle)....
- Allow structures to be closer together, with different shapes and materials. The designers are only getting better in town and we can have some modern design that fits if it is allowed. Metal siding!!!!!! And more (primary) shed roofs.
- See above
- Not sure what you're trying to correct?
- "Suggestions would be to continue to think out-of-the-box. Get innovative! Think about tiny homes like Telluride, or smaller homes/cottage home community development with shared or communal spaces. Concerns: Town is simply going through the motions with a desire to check the box and say they tried. Whetstone is a prime example of this. That ""affordable housing"" project contradicts the 3-mile corridor, it impedes on wetlands, it is poorly constructed and it's ugly. Would you live in one of the Whetstone units? That's a sincere question. "
- If you are going to offer incentives for ADUs, you really need to both deed restrict them AND monitor the deed restrictions There are many houses in Town right now with restricted ADUs that don't abide by the restriction. This seems to help the wealthy rather Than the unhoused worker. Let's stop doing that.
- What's the plan for areas not seen in the map like the town cemetery and Aperture? Also, what protections are there for Coal Creek, Slate River, the rec path and wetlands?
- height and view shed
- the first questions in the survey seemed to say two or more things and then asked if you liked that. well in some cases i liked part but not the rest. Don't let houses get bigger
- Too much regulation
- I suspect it doesn't go far enough and won't have much impact.
- I have a concern for our post office here and finding a way to develop a way to deliver directly to residents. If you place too many rules and restrictions of building etc. it drives the prices to live up even higher.
- It appears that you are pandering to contractors, real estate agents and newcomers. There is a lot of "affordable "housing coming on the market. Let's see how that shakes out before making more changes.

- My concern, based on town planning meetings, is that the town wants to drastically change the look of the town, and force more people in this small space.
- My concerns may be uneducated because I haven't spent enough time on this... I feel like it is a challenge to keep the quaint feel of an old town while not shellacking it (not allowing some change)... Keep the funkiness while not forcing it.
- The town is growing. We need jobs. While keeping business owners that work at their places is important. We still need jobs and healthy competition. Trying to zone things and keep businesses out is only going to hurt the town in the long run.
- Enforcement of code is cumbersome for town and becomes a divide between Town and residents/owners. Most, but not all town employees live out side of the enforcement zone, so they have a lack of empathy for the real effect they have on owners.
- Further restrictions on use of property is dumb and shouldn't be allowed by the town.
- "I wouldn't want to diminish BOZAR's role in reviewing projects by giving an administrative review to some projects. For an add-on (ADU, garage, shed) this might work, but not for a new construction or major renovation. The Design Review Committee already serves as a de facto admin review, but its recommendations go to the full BOZAR for approval.
- I am, of course, concerned with how much 'flexibility' might be allowed, but I know BOZAR shares these concerns, so I hope this will be clarified in new standards. I would like to see an emphasis on simplicity, for what it's worth. Public input should always be a feature of the approval process."
- The overall zoning plan needs to retain the utmost flexibility, reduce regulation/red tape, and allow for business/commerce/development to flourish.
- Please keep corporate formula businesses out of CB, especially Elk Ave. It is incredibly important to me to maintain the local character of CB. They have ruined towns like Vail, Telluride, Aspen, et al.
- My biggest concern is that we not allow chains to enter Crested Butte.
- Inconsistent and vague existing rules and the enforcement of the rules
- I have concerns about formula business's being unregulated for personal services. At this point, franchise/chain gyms, spas, hair salons, pilates studios, yoga studios, interior design firms, corporate landscaping, pet sitting and childcare services could come to cb and potentially put small local businesses at risk. Other ski towns like Telluride, Aspen and Vail allow formula businesses and it shapes the look and values of those towns. Crested Butte has tried to define itself as best it can, as being different from other mountain towns because it regulates formula businesses. The look and feel of CB would change if chain fitness studios, spas and other personal services are allowed to operate unregulated.
- As I have explained in response to earlier questions, I would like the Town to approve the use of modular or pre-fabricated material for garages, ADUs and possibly complete new residential builds. The quality of these materials is very high these days and design

and construction standards could be applied to make sure that the new structures fit the community. Perhaps the Town could pre-approve certain companies or designs. The goal is reduce the extremely high cost of construction

- As I already stated, with so few commercial areas in town and a lack of affordable commercial space, the priority in C zone should be supporting those needs versus residential.
- Higher density in residential areas that can't support it but it would be allowed because of new codes.
- This entire zoning update does nothing to address the elephant in the room: We never had the spine to keep the STRs contained in the now-extinct T zone so now the R zones are littered w/ hotels. The T zone should remain and be for STRs and other tourist uses, the R zones should be residential.
- Always parking - no plan then don't reduce or remove. Not a fan of any larger scale buildings in general. Viewsheds need protected as well and the Tiny town feel. DO NOT overcrowd neighborhoods with micro-lots.
- "1. Directly address the need for auxiliary storage/garage space without holding this solution hostage to building an ADU -this is a big problem in its own right. 2. Clarify the need for "Early Recreation Period" protection since more restrictions are not what we need, especially for an architecture period of dubious distinction. "
- I think you all are on the right path here! Keep going! :)
- cutting down on the parking and snow storage requirements.
- I would like to see more flexibility of property use for owners.
- I am concerned that new bigger houses will continue to be built without local housing options
- The new zone of significance is concerning. The design of many of the buildings of that period are all over the place, not sure how you would define it.
- Stop favoring one class of owner over another. Many second home owners have saved their entire live to live here. Stop picking winners and losers.

Any additional ideas for the zoning update process?

- Stop listening to consultants. Trust your team, trust community members that live and work here. Remember...if you build it, they will come. Leave it small and shitty.
- Allow more FAR and height. We need more shapes in town.
- Yes. I will bring some ideas directly to the town.

- It would be helpful to provide more descriptions with each section when conducting a survey. Perhaps this information is located elsewhere? If so, it would be helpful to communicate where there is more detailed information so that those of us who want to participate and offer our thoughts are better informed during this process. Thank you
- Talk more about how these updates are going to protect the environment and our quality of life. Let us know how you are considering the environmental impact and the carrying capacity of the environment. Tell us how you think these changes will keep us from becoming just another Breckenridge. Tell us how many additional people you think this will bring into town, and how this will affect us during disasters and or evacuation in the event of a wildfire .
- What's the plan for areas not seen in the map like the town cemetery and Aperture? Also, what protections are there for Coal Creek, Slate River, the rec path and wetlands?
- LISTEN to LOCALS for suggestions for changes, not outsiders who are only here once in awhile.
- Don't let houses get bigger. I thin the Zoning works pretty well as is. preventing demolition by neglect is good.
- allow businesses to develop where they want.
- Make it economically sustainable.
- "The past changes to the zoning have allowed the town to ignore the zoning requirements for themselves that others still have to follow.
- The changes usually make things worth for the neighbors that live there."
- Is there room in the conversation for smaller homes? Most of the historic miners cabins are small but new construction is required to have a minimum square footage?
- Review other small towns with similar issues. Focus on simplification, use incentives vs restrictions/deeds.
- Thanks for considering my input. I look forward to the continuation of this process and hope for the best possible product. It's clear that everyone shares a common concern for the protection of our community values, even if we have varying opinions.
- Please consider regulating formula personal service businesses the same way formula lodging, retail and restaurants are regulated.
- If you have not already, I'm curious if any research has been done on average home size relative to 'community health'....could/has it been shown that less crowded residential areas with more "human scale" homes (and front porches, perhaps), lead to more interaction/higher health/more exercising etc etc. Just thinking out loud here that maybe someone has studied this or has identified some example communities we could compare our code edits to.
- do not cut down on the parking requirement. It is not want the locals want. And we need more snow storage, because haul away costs everyone a great deal of money.

- Make it easier to build. More supply will lower prices and open up options for local ownership.

Zone Specific Responses

R Zones (Ra and Rb) (Residential)

Provision	Open Ended Feedback
Land Uses	<ul style="list-style-type: none"> • Infill and density are important. But allowing some larger and taller house allowances would help create more variety, which is desperately needed in the non-historic areas. Allowing metal exterior cladding, and relying on modern construction, will help mitigate snow damage to structures as they get closer to each other. • Keep it simple • The inclusion of multi family into all residential zones is not a good idea. Multi family has much higher impacts and should be nearer arterials. • This allows for developers to create massive housing projects on residential lots and subdivide into many ridiculously small lots as long as they focus on affordable housing. It sounds great until they do massive projects and change the character of town. • triplexes should be a conditional use in residential zones. • The limitations on size of building, setbacks and number of units in these zones are too restrictive. We should move most residential zoning to denser housing. • Proposal still needs to be simplified. • Promoting affordable housing • I appreciate the thought processes that have gone into these proposed changes, however, I'm not in favor of changing conditional uses to 'by right.' Each situation may be different depending on neighborhood context. Duplexes and triplexes could impact quiet neighborhoods even if they fit mass, scale and FAR requirements. Define 'small' and 'large' child care facilities. These could be noisy in residential areas. Too many units on one lot would lead to urban crowding, loss of backyard

	<p>opportunities and rural feel. Keeping uses 'conditional' allows BOZAR some leverage over what might be built, especially regarding deed-restricted ADUs.</p> <ul style="list-style-type: none"> • Certain uses such as multi family dwellings and small childcare facilities should not be allowed without a hearing and an opportunity for public input. • STR usage has been conspicuously absent from this discussion. If we do not reduce the amount homes in the R zones that have become hotels then we will eventually end up w/ just two types of housing: visitor housing & deed-restricted local housing • This is where people actually live that should be maintained • I think the simplification is a good idea. • not important to us • simplifying residential units to play by the same rules is a good thing • To me this is very little change, just consolidation.
Parking	<ul style="list-style-type: none"> • I find it helpful to give a property owner the ability to use and develop their property more as they wish, and this helps. I also recognize that any evening that it snows more than 6", everyone will be putting their cars on the street. Currently, when that happens, the streets seem pretty packed, so I'm curious if the street parking will get worse. • Pretending parking is a non issue is not smart. On street parking complicates snow removal and increases traffic issues. • This seems completely against the town values where there appears to be a strong desire to limit in street parking, but this allows for significantly more on street parking. This becomes an even bigger issue if a developer uses a lot to make many affordable units with no on site parking. The street in the area will be filled with cars. • I live at 122 Sopris its a duplex originally when it was approved for build the town gave the property 2 off street parking spots after it was built it gave the parking to the neighbor who already had parking in the alley. Wonder if this can be fixed if the neighbors property sells in the future and right a wrong! • Parking is used not only for vehicles, the limited parking is clogging up 8th St and other streets with Campers, dump trucks and trailers. If the town wants the community to use the alleys then the town should plow the alley

	<ul style="list-style-type: none"> • residential units should provide two parking spaces per unit. if they are not used, then some open space is provided. ADU's should have at least one parking space per unit. I see ADUs in my neighborhood with approved parking that didn't make much sense, at the other end of the lot or under a sliding roof, and they really don't have anywhere to put their cars, except on the street. • What about the maximum number of parking spaces?? • This is reasonable. • Will this affect current determinations or only for future--make a huge difference. • Removing or lessening parking requirements would be a mistake. With or without increased density, people will continue to have cars. We should encourage people to park in their front yard setbacks, as many currently do, which removes the need to move their cars every day in winter. Warming up vehicles unnecessarily is counter to our sustainability goals which include driving less, producing less carbon emissions. I also support front-facing, internal one-car garages, which currently exist throughout town, and help keep alleys from becoming thoroughfares. Streets are meant for traffic. Alleys should be quiet and safe. I would leave parking requirements as-is. • The town currently fails to enforce the current parking regulations in the Sopris and Maroon areas to any meaningful degree. A further loosening of the off street parking requirements will only further exacerbate parking issues for the current residents. • Have you lived in CB during winter when vehicles need to be moved from side to side for parking? There is not ample street parking, there is perhaps just enough. I support nothing that adds to additional building density within town limits because it is not an urban city in miniature, it's a mountain town and it needs to preserve the open aesthetic that remains. • Parking in high-density residential areas is challenging for those residents. • Extra parking spaces on the street are not a problem, too many cars arriving at STRs are. At every parking discussion the example of Anthracite place has been used over and over again to demonstrate that we have too much parking. Other than that one development (and its problematic restrictions on residents) excess parking is not a real problem. We need somewhere for the increasing volume of tourists to put their vehicles. If parking is too plentiful, why are residents trying to reserve their spaces w/ traffic cones and lawn chairs?
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	<ul style="list-style-type: none"> • AGAIN - DO NOT reduce/remove parking requirement without a plan in place FIRST! We are a remote community and people drive to travel and for various reasons regardless of what you want them to do!!! NO one I talk to agrees with this reduction anywhere without a solution FIRST! • I think that reducing the number of parking spaces required for the different types of units might help increase green space and landscaping and make the area more pretty. :) • On street parking is highly available and required parking spaces create maintenance issues on property • Reducing minimum at 1 space per unit gives flexibility • I agree that parking has become more available but this takes it too far - deed restricted housing should have some off street parking requirement or our residential streets will become too clogged.
Lot Measurements & Setbacks	<ul style="list-style-type: none"> • More flexibility in design is a great idea. Each lot is unique, and infill generally has a lot of conditions to deal with. I applaud this. I would even take it a step further and allow flexibility in the side setbacks, especially if it improves the overall condition. Again, modern construction and allowing snow resistant exterior cladding and materials (metal, concrete), side setbacks should be considered to be more flexible. The bonus could be some more useable outdoor spaces. • The only way the lack of lot requirements works is because the town is largely built out. • I have a falling down historic building on my property. I already can't afford to rehabilitate it. If town also requires these setbacks, it will literally be impossible for me to do anything with the building. And as I understand it, town also wants to penalize me if I don't preserve this unusable building. • It really doesn't support the small town feel. Developers can take advantage of the set backs to pack in housing and change the character of town. • I wouldn't recommend changing the set backs • I can't tell where Rb is but 14,000 sq. ft. seems really big. Would a heat pump work if it were covered in 6 ft. of snow and ice? Seems like heat pumps should be on the side with the peak of the roof, not the shedding roof. • The minimum is fine and no changes... • These are pretty large but given the snow storage required are probably fine. • Better

	<ul style="list-style-type: none"> • I can support 10ft. front setbacks. Porches are nice too, though I continue to support street-facing, internal one-car garages, for reasons mentioned in #14. These may be mutually-exclusive. • Roof extension or steps or whatever <p>should be allowed for snow safety reasons - this is more important than pretty setbacks - maybe provided neighbor agrees? All within reason of course, maybe allow exceptions for safety? Our community should be as one in recognizing we have snow issues.</p> <ul style="list-style-type: none"> • For my particular home at 717 Belleview, which has a larger than required front setback, I would like to build an accessory building or dwelling in between the back of the house and the alley. • I can't answer this with current knowledge of setbacks • Not sure the 10 ft set back is good. That is really small, maybe 15 - 20ft. Snow is a huge factor as well. • Consider even smaller front setbacks of 5ft since most lots have an additions ~10ft street parking lane in front which visually acts as a setback and a further reduction could help address the need for auxiliary storage sheds. • I think that reducing the setbacks, but still taking snow shed into consideration gently increases land use within town, but prevents obvious snowy-issues in the winter. • fully agree with proposal. Rules are exceptionally confusing/redundant/inconsistent • requiring everyone to play by the same rules is good • Better flexibility
Additional provisions	<ul style="list-style-type: none"> • Again, the more flexibility in reviewing development, the better. Each lot, and ideally house design, is unique. • Why? • Same reasons as above • I think open space should be preserved. Let's not get too dense. My lot has over 50% open space and is a lot more livable than most lots with huge houses on them. The huge house lots only have a small patio space to be outside and no place for dogs to run or to throw a ball and parks are being taken over by ice rinks and Arts centers so we need private space to recreate on.

	<ul style="list-style-type: none"> • Sure but... no more building in the wetlands!!! I'm not really sure about this floodplain review piece. I think the floodplain zoning serves a purpose and should not be ignored. Seems like more and more building is occurring with damage to our wetlands and waterways, not to mention flood risk for those buildings/homes. • Better • I still would like to see open space requirements. With all the proposed density on a lot, I see an imminent loss of open space. While some might argue that there's plenty of open space all around us, our personal open space is important too. Gardening, patios, outdoor barbecues and parties are all representative of rural community values. • The cost of construction is very high. I encourage Bozar to do what it can to allow home owners to re-build or add on to their properties using modular or pre-fabricated materials. I believe that the quality of these materials is quite high quality and perhaps for design purposes the Town could pre-approve certain companies or designs. In my particular case, when I have explored the cost of adding a garage or ADU, the estimated cost was \$500K - \$1M. This cost is prohibitive. I think a high quality modular or pre-fab option could be found at a much lower price and meet the Town's design and quality requirements. • Lots should NOT be packed with buildings. This will deteriorate the feel on neighborhoods and affect the flow of town and residents. I am not a fan of microlots allowed in any area. • I like the 50% open space requirement as is; but agree that the roof forms should "live" in the Design Standards, not the zoning code. • more flexibility along with reasonable and unbiased oversight is much more friendly to "good" development • Better flexibility
Floor Area Ratio (FAR), Building Measurements & Height	<ul style="list-style-type: none"> • I would allow a bit more FAR to compensate for the thicknesses of modern building techniques, growing mechanical rooms, and the way we live. I find the Architectural design and size constraints impact modern living negatively. A bit more variety in town, especially on the fringes, will enhance the historic.

	<ul style="list-style-type: none"> • How can you remove lot sizing requirements and then hardcode square footage? 2800 and 3800 sq ft are way too big! • I think it's crazy to arbitrarily designate one area as historic when there are historic buildings all over town. You're just destroying value for some property owners. • I see no need to change what exists • 2,800 sq. ft. in the core area is too big. Even the 2,500 sq. ft. allowed today is too big. it should be reduced to about 2,000 or less. Not counting ADUs toward FAR means you could build a 3,800 sq. ft. house. We fought that battle to reduce the maximum size of a primary dwelling unit in the 1990s from 3,750 to 2,800 in all of town except the Core area, Golan Heights and the Bench. 2,800 should be the max for a house, duplex or triplex, and I think 2,800 is too big. People have options. If you want to build bigger, buy a lot in Mt CB or in the county. Not in this Small Is Beautiful town. I like the new FAR in the historic overlay part of town, if it means 2,000 sq. ft. max for a house size and 3,000 with garage. You might allow a slightly larger garage/ ADU, as an incentive get cars off the street and build the ADUs. • We should be pushing all residential zones to be multi unit. • Reminder if you want the historic buildings to survive, you need to compromise on historic vs current bldg code requirements--they do not reside in the same structure. Use incentives vs Deed restrictions. • This looks good to me, except for not counting ADUs, garages and accessory buildings toward the FAR. Again, this could lead to crowded lots and I'm not sure it really would incentivize deed-restricted ADUs. • A duplex is allowed 3800? What about attached garages? Does that count toward FAR? Look at not including front porches to encourage more community connection. People drop them for a bigger kitchen. • I think these are all creative ideas that would benefit both home owners and help address the housing shortage. • This is very confusing and I'm not sure how best to interpret and answer • There should not be big changes here and if anything if council wants to be so green the houses should be smaller.
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	<ul style="list-style-type: none"> • Max primary dwelling of 2,800 is too small. Agree with reductions from 4,000 but to 3,500sf or 3,200sf at the smallest. • I wish that the maximum FAR for Ra were smaller than 3800 ft². (I just want to encourage smaller homes and more greenspace). I am also concerned that not counting accessory bldgs, garages etc to encourage ADUs will further crowd town (which I know is a trade off for more housing...but I think I'd rather encourage smaller houses than more square footage overall, if that makes sense!). • not educated on this • garages or sheds allow the property to remain free of clutter which boosts curb appeal. any additional incentives for local ADU's are welcome • Keep our town looking clean and nice. Let people build garages, sheds and ADUs to house our gear and do not count it towards FAR!
Incentives	<ul style="list-style-type: none"> • I fully support this because houses currently are compromised to give up space to build a livable ADU, and it really doesn't happen. ADU's are too small. It's really hard to live like an an adult above a one car garage. I've designed many, and as it's great to convince a client to share their space with a local, but in the end they both lose out on valuable space - especially the ADU's. So, if you let both build out more, they would be more attractive to live in, for the owner and the renter. • The push to increase density by not counting the square. Footage of certain uses doesn't really work. Stupid. • Is the community value maintaining the character of town, or increasing housing do everyone that wants to live in town. This plan appears to address the desire for everyone to live in town. It will not preserve the small town feel and character • not counting garages and ADUs in max FAR is a terrible idea. it would allow 3,00 sq. ft. houses. see my comments above. but you might allow larger garages and/or ADUs • This is okay but the ADU regs are not realistic given the cost to build, nor do they seem to be evenly enforced. • Focus on incentives. Deed restrictions devalue property, make lending for improvements and purchase more difficult or impossible and encumber the owner. • I very much would also like to see the ability of owners to condominiumize properties with ADUs

	<ul style="list-style-type: none"> • I can support subdivision of deed-restricted micro-lots, but not the proposed incentives of not counting ADUs, garages and accessory buildings toward the FAR, due to my concerns about crowding. Would tap fees still be waived? • The historic residential core look and feel will undermined greatly if increased building density is allowed. • Micro lots make dense housing which is not a community value of maintaining the historical CB. I long term rent for less \$ than most and it's become harder to find renters in town. Definitely different than it used to be when I had a choice of applicants. After apartments go up right outside of town, the need for housing will shift. Reevalue then, before ruining the look of town. • If ADUs were rented as affordable housing then this would be supportive. However, most owners receive the free tap fees and never rent to a local resident. • More input and discussion of incentives needs to happen before this is implemented. What do people want and what would really work? again not sold on the micro-lots and overcrowding neighborhoods. Snow storage has to be thought through carefully. • To be honest, our family might be helped by a waived tap fee and so I don't want that incentive to go away! • only if done with well managed and apolitical leadership and oversight • garages or sheds allow the property to remain free of clutter which boosts curb appeal. any additional incentives for local ADU's are welcome. giving an opportunity for people to live in town that work in town is fully supported • Give our locals more places to live - yes to incentives for ADUs!
Demolition	<ul style="list-style-type: none"> • No one wants buildings to be neglected, but sometimes it can't be avoided. • There used to be demolition by neglect rules! • My property is blighted by a falling down structure which cannot be economically rehabilitated. Your proposed setback regulations would make it literally impossible to restore it. And now you're proposing to penalize me because it's continuing to age. This puts me in an impossible situation. • stop demolition by neglect. we have lost some pretty great buildings because of that. • No opinion

	<ul style="list-style-type: none"> • I hope we can prevent demolition by neglect. Are property owners given notice that their property is in danger of such demolition, and are they aware of the consequences of allowing this to happen? Are consequences stringent/costly enough? • Private property owners should have the right to maintain their properties as they see fit. However, demolition should not be allowed due to neglect. • I'm against forced deed restrictions- rather give incentives • I agree that we should try to discourage demolition, but forcing a property owner to spend on upkeep is an un-american policy that creates a bias towards property owners w/ money. "Demolition by neglect" is not something we can legislate away unless we infringe on property rights. • Always needs reviewed. • Not sure about "Demo by Neglect" criteria as some structures should not be preserved. • I do not think I have enough information to 'vote' about this one. I'm not sure that I understand what would change. • crazy that we would be so concerned with maintaining small town but permit eyesores • Too many \$5+ million dollars houses in the town of CB without local housing to go along with it.
Design Standards	<ul style="list-style-type: none"> • Would these standards prevent one from building a coal mining era home on a lot located in the Early Rec area? • I support allowing more flexibility in style. I also don't find the architectural contributions of the '61-'84 period that significant. One example I can think of is possibly the last two A-frames in Town, that both went away in the past few years. While they were unique and tied into mountain culture, they were not specific to this area and functioned poorly beyond shedding snow. Should they have been 'saved', or will similar issues come up when we are saving bad architecture just because it has some perceived significance? That's my concern. Architecture only gets better and it should be celebrated and encouraged. • What's the goal.? Why do you find the current guidelines objectionable? • I am not sure what that time period demonstrates that is special. The historic preservation makes sense. The 1960s-1980s does not • not sure about the early recreation pos

	<ul style="list-style-type: none"> • A little bit worried about what the code is outside the historic districts, but will have to take a closer look. • Not supported in current wording. Historic designated properties need more thoughtful consideration to meet current bldg codes. • Not sure about this • I support this. I understand the complexities of dealing with standards, guidelines, and subjectivity. Some flexibility in building style can keep things interesting, but too much can lead to eyesores. I know BOZAR has directed a lot of attention to this matter, and will continue to do so. We can't know what we may be faced with in future builds or reconstructions, but we can set parameters to ensure they fit within neighborhood contexts. • In my opinion the BOZAR restrictions of the past 40 years have significantly asked builders to comply with appropriate building codes but has left the East side of town looking like "Highlands Ranch" in south Denver. I live on the West side and have felt the architecture allowed on new buildings on the west end of town in recent years have not taken into account that this end of town is greatly desired because of the diversity of architecture here. The architecture rules of the town have preserved the target architecture of the mining era, but the lack of a diversity of architecture belies our full history. • Need to stop the mandatory same house look • I think preserving the Coal Mining POS history of the town is important, but I am less certain about the Early Recreation POS history. I think there is less attachment this historical period and any design standards could create unnecessary restrictions on home improvement in this area. • Do not support "Early Recreation Period" protective designation, especially for this zone. • Oh dear! I feel afraid of the third bullet point about more flexibility in style. I think that one of the most important contributors to CB's charm and neighborly feelings are the (often relatively small) period buildings...I feel afraid to loose this. Personally I think that if someone would like more flexibility in style, they can build/renovate/buy on any number of available lots/homes in the neighborhoods/areas that surround town. I think I'm a town-historic-purist! :) • design standards are good but applying restrictions across entire town makes no sense. Also we need to permit technological advances that do not detract from visual appearances even if not 1800s materials. Prohibiting new more durable materials makes no sense
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	<ul style="list-style-type: none"> • more flexibility in style is good for the community and adds charm
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R4 Zone (High Density Residential)

Provision	Open Ended Feedback
Land Uses	<ul style="list-style-type: none"> • Do not think single family homes should be totally eliminated. • Allow converting commercial to residential in the T zone. Decrease the sq ft of residential to allow small studio condos in the t district
Parking	<ul style="list-style-type: none"> • 1.5 spaces vs 1.0 still accommodates 1 car. • Street parking in the winter is reduced by half due to the alternate side regulation. • Off street parking is important. Don't change any off street parking requirements.
Lot Measurements & Setbacks	<ul style="list-style-type: none"> • In regards to setbacks, my concern is that this will allow any builder/developer to maximize the building footprint/per lot. Meaning that there will be very little or no open space on or between each lot. Additionally, the notion of micro lots, lots smaller than 50ft wide, would likely want to maximize the building footprint with no space at all. I would encourage to keep the 20ft front setback as well as the 10ft rear setback allowing for some needed breathing space between structures. I get it that high density is the trend however neighbors don't want to be on top of each other, do they? If this involves new construction, why not do it mindfully, not just check the proverbial boxes to say you've done something. • Support setback reductions but suggest rear be 0, since it is in the rear and might help create options for auxiliary storage shed.
Additional provisions	<ul style="list-style-type: none"> • Roof pitch should not be a regulated aspect and should be left to the owner and architect. • Good change

Floor Area Ratio (FAR), Building Measurements & Height	<ul style="list-style-type: none"> • Questions: Is the proposed incentive to increase to 35ft in exchange for inclusion of deed restricted units part of Colorado's Inclusionary Housing Bill, HB21-117? If so, does this pertain only to rental properties, or for ownership? Curious. • Height limit needs to be higher., enough for 4 stories
Incentives	<ul style="list-style-type: none"> • If the builder/developer does not request or desire to increase the structure's height, does this result in the developer not including any deed restricted housing units for that said development? • Height bonus needs to be enough for 4 stories
Demolition	<ul style="list-style-type: none"> • Meeting “certain conditions” for demo is subjective and puts the decision in the wrong hands (BOZAR) vs the landowner. Results are typically better when owners make decisions within reasonable limitations.
Design Standards	<ul style="list-style-type: none"> • The last proposed revision regarding Mass, Scale, Form seems vague and up for interpretation and does not provide any assurance that "Crested Butte's character is celebrated ..." • Do not believe we need an “Early Recreation Period” protective designation. • Not enough detail to form an opinion. The design of buildings between 1960-80 are not particularly good.

Mobile Home Zone

Provision	Open Ended Feedback
Land Uses	<ul style="list-style-type: none"> • Currently we are not allowed fences between trailers. The new units brought in on Pauley Redden's property have higher aspen trees between the trailers. If we can have trees between the trailers why can't we have fences? • The trailer park should stay zoned as it is currently.

	<ul style="list-style-type: none"> • Not all housing styles needs to be preserved and the plan should allow, if not encourage, the upgrade of housing stock to more attractive designed structures that better reflect how people want to live now as opposed to 50 years ago b • You are picking winners and losers. Let's the market determine who owns property in this district. Shame! • Keep the 2 parking spaces per unit requirement. Allow 2-story duplexes so locals can live in town instead of commuting, and slightly increase the 16-foot height limit to make that possible.
Parking	<ul style="list-style-type: none"> • Some owners have 4 vehicles. Way too many. • Are you nuts! There is already insufficient parking! • Reducing parking per unit will make the public areas (street) more crowded and more difficult to find a parking spot, as well as to navigate in cars or bikes. • Again. Winners and losers. Lots of homes park several cars on space meant for 2 cars. Where is the enforcement. • The lots are 25 ft wide. I believe a legal parking spot is 8 ft wide, so technically most lots already have 3 parking spots. Keep the 2 spaces for each as not much on street parking in around these zones
Lot Measurements & Setbacks	<ul style="list-style-type: none"> • If we've lived with it as is, and it works, why change. • Setbacks are a problem and conduct with the overall community need for more storage space. • Smart. It's not broken so don't fix it. • With 20ft setback there is parking space. Confused on the idea of changing parking but not front setback.
Additional provisions	<ul style="list-style-type: none"> • I don't care either way. • O stick homes, people will over build given the opportunity. CB has a look and feel, don't change it. • I worked my entire life to afford a home in this district and now you are going to allow select people to have a modular/stick home This option should be available to everyone regardless of preferred status.

	<ul style="list-style-type: none"> • 2 story duplexes will create housing for locals and don't have to be super tall. How much more height than 16 ft is needed to create more LOCAL housing?
Floor Area Ratio (FAR), Building Measurements & Height	<ul style="list-style-type: none"> • Too crowded here already. Multi family units too dense • Bad, bad idea! The trailer park will become even less affordable to true locals • I would remove the 16ft height restriction to help make upgrading the area more feasible and attractive. • Picking winners and losers. Let everyone build permanent homes. • 2 story duplexes are a great idea in the M zones.
Incentives	<ul style="list-style-type: none"> • Again, either way is fine. • Money for a deed restriction, great. But don't change the current rules! • Fully support replacement with stick built. Totally do not support forcing those buildings to look like mobile homes. • As above. Let everyone have the opportunity to build a permanent home regardless of preferred status. • Create more local in town housing
Design Standards	<ul style="list-style-type: none"> • All these new folks with money move here with the idea "I love it here now I want to change it. If folks can't accept CB the way it is, they should look for a place that better suits their wants. We're fine without getting all fancy and gentrified. Keep us a small village! • Do not support the "Early Recreation Period" designation. It's seems a path to further restrictions on an already overly restrictive building and redesign system. • Your community efforts will only make housing more expensive. Allow more building and stop micro managing everything. More supply means lower costs. Econ 101.

B3 Zone (Mixed Use)

Provision	Open Ended Feedback
Land Uses	<ul style="list-style-type: none"> • Don't change anything • R3C is approx 78% residential. Changing it to a business district potentially creates a multitude of issues. This box is too small to detail. • we are already built out • heavy food smoke in mixed use residential zones is a nuisance and health hazard. maybe adding chimneys could help keep smoke above the average building height on the respective block, so smoke doesn't get trapped and can freely go up into the atmosphere. • property rights should be recognized and prioritized • Private garages seems to be removed and what about accessory buildings (storage) which is needed throughout town?
Parking	<ul style="list-style-type: none"> • Leave it w! • everyone has more than 1 car • first come first served
Lot Measurements & Setbacks	<ul style="list-style-type: none"> • everyone tries to buck the system here • I do not think property owners' decisions should be dictated much by others.
Additional provisions	<ul style="list-style-type: none"> • Stop changing things because that's what the consultants say to do. Trust your intuition. • I agree with standards and guidelines, not mandates and zoning codes managed by others - let owners make decisions with guidance from design standards
Floor Area Ratio (FAR), Building Measurements & Height	<ul style="list-style-type: none"> • Speculative investment hallows out communities. • height has not been followed in town especially over by 10 th street and butte ave between 9th and 10th • 30 ft height limit or reasonably within this height • If up to 35' is being allowed in some areas, consider that max here as well.

Incentives	<ul style="list-style-type: none"> • The structures are already in place. It's a relatively way way to create housing. • Full support of letting business development
Demolition	<ul style="list-style-type: none"> • The architects will tell you what they think . But have these people actually lived in Crested Butte. • depends on who it is
Design Standards	<ul style="list-style-type: none"> • Less flexibility in styles. • Buildings close to town should reflect the character of the town. • Do not support the need for an "Early Recreation Period" protective designation.

B1 Zone (Elk Avenue)

Provision	Open Ended Feedback
Land Uses	<ul style="list-style-type: none"> • I don't think you should have to have a permit in order to utilize part or all of a building for a residential dwelling. Obviously STR's are the exception, but primary residence or long term lease should not require a permit from the town. • More clarification on light industrial.
Parking	<ul style="list-style-type: none"> • Eliminate sidewalk seating. • Get rid of the payment in lieu option for residential unit parking. All residential units need parking, and developers will just pay the money to get around it. • As a small business owner with a storefront in Elk we really appreciate the provided parking permits. Thanks!
Lot Measurements & Setbacks	<ul style="list-style-type: none"> • Seems logical.

Additional provisions	<ul style="list-style-type: none"> I don't think an owner should have to have a deed restriction if they want to use part of their building for residential use, as long as the ground floor is commercial. Dictate what they can do with the public facing space (ground floor) and let them do what they wish with the rest of the property. There are several buildings on Elk that would be impacted by this. Why might not need more deed restricted housing once all of the apartments being built are available.
Floor Area Ratio (FAR), Building Measurements & Height	<ul style="list-style-type: none"> N/A
Incentives	<ul style="list-style-type: none"> 50% restriction is dumb.
Demolition	<ul style="list-style-type: none"> Need to understand more what is meant by "Demo by Neglect". If they is a requirement to invest in structures they should be demolished so do not support. Same discussion about the need for additional deed restricted housing.
Design Standards	<ul style="list-style-type: none"> Do not support "Early Recreation Period" protective designation.

B2 Zone (Sixth Street)

Provision	Open Ended Feedback
Land Uses	<ul style="list-style-type: none"> To controlling to small business options Didn't this used to be the T zone? The T zone was intended for tourist uses, which would be an important zone to keep if we didn't allow those uses to run roughshod over the R zones. This is a very important corridor to the town. It should be lower buildings to maintain the viewshed passing through town and the small town feel. It should be businesses that serve the community and

	<p>public in general. Maybe some housing but who really wants to live on HWY 135 so that should not be the priority.</p>
Parking	<ul style="list-style-type: none"> • Despite what Troy Russ's precious data says, it's frequently a pain to find available legal parking. Over-leveraging street parking will only make this worse. We currently have nowhere for tourists to put their vehicles when they bring too many of them. Encouraging pedestrian-friendly development is a nice dream, but it will not stop tourists from bringing lots of cars. • I'll keep saying it, until there is a PLAN IN PLACE NO parking should be reduced or taken away. It's cold, people get old, hurt and have things they need transport, including small children and elderly. People are going to drive at times no matter what. DO NOT reduce parking - there is no plan to take care of this. Also, 2hr. is NOT enough time to park and have dinner especially during peak tourist times - it should be 3 hours.
Lot Measurements & Setbacks	<ul style="list-style-type: none"> • I guess this is ok, not sure how I feel about it..assuming there is a sidewalk and town right of way.
Additional provisions	<ul style="list-style-type: none"> • Who really wants to live on the highway???
Floor Area Ratio (FAR), Building Measurements & Height	<ul style="list-style-type: none"> • We should not be discouraging additional parking. The number of parking spaces we need in town is not simply tied to the number of buildings. It is directly relational to the number of people that come here, and aren't we trying to anticipate and plan for that growth?
Incentives	<ul style="list-style-type: none"> • Why is underground parking restricted or not allowed? Makes no sense and could be a great solution for parking. I do not understand this stance on parking.
Demolition	<ul style="list-style-type: none"> • Does prohibiting "demolition by neglect" mean that town will force property owners to invest in the upkeep of their property? I am strongly opposed to the town forcing owners to spend money against their will. This goal is better achieved through incentives instead of punishing owners that can't afford inflated local building costs. • All demolition should be reviewed and limited. Not only for historic purposes but talk about going green and reducing waste and resources.

Design Standards	<ul style="list-style-type: none"> • Outside of town to regulated. Besides blocking views like height the rest should be up to owner. • The B2 space at Sixth and Butte/Teocalli/Gothic needs to be rezoned to open space. • Mass scale form, not obstructive for view corridor going through town and not too much mass
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C Zone (Commercial - Belleview)

Provision	Open Ended Feedback
Land Uses	<ul style="list-style-type: none"> • What about welding? • All local services and more noise and busier area so good to keep off the main tourist routes. • I Donny believe you can list all types of businesses we might need/want and suggest the market will adequately govern that. For example, 5 different types of Marajuana businesses but no dry cleaner? Suggest there be a clear statement that the permitted list is not exhaustive and any retail business will be allowed if there is a reasonable business case, or lack of public objection?
Parking	<ul style="list-style-type: none"> • Not sure I fully understand the implications of this • Parking is already a significant challenge in this zone. Waiving a parking space requirement for deed-restricted residential units will increase these challenges. Reducing available parking won't reduce the number of cars; it will just increase the amount of traffic as people have to extend their trip to find parking further away (or park illegally). • Again do NOT support reducing any parking requirements until a solution is in place. Not ok!
Lot Measurements & Setbacks	<ul style="list-style-type: none"> • ok • I appreciate setbacks that encourage buildings to be built closer to roads. • setbacks are important as you know for snow storage.
Additional provisions	<ul style="list-style-type: none"> • makes sense!

	<ul style="list-style-type: none"> Affordable commercial space is hard to find in town, where it's needed to serve residents and tourists. Reducing the 50% cap on residential when we already have a lot of deed restricted housing going up in other zones (and just outside town) seems unwarranted. Keep the C zone serving commercial property needs. Housing here would be ok - may be a noisier area.
Floor Area Ratio (FAR), Building Measurements & Height	<ul style="list-style-type: none"> Agree to incentivize affordable housing using FAR and a 4th story in this area of town I'd be more enthusiastic if the 4th story was tied to deed-restricted commercial space. torn on the 48 ft. - I would say maybe on the south side of the street but not again would cut into the view corridor we have and cherish in our town. Taller building on the S side of the street will cause more ice and snow for longer with less sun reaching the street and sidewalks (if put in) in the winter. Something to consider for sure.
Incentives	<ul style="list-style-type: none"> The only reason to add height to 49 Ft. would be for housing, but is it needed? We need to see the fallout from current developments first.
Demolition	<ul style="list-style-type: none"> How would this be enforced? Doesn't this contradict the "rough around the edges" concept? Suspicious that Demo by Neglect will be a limitation on replacement of buildings dust should he replaced.
Design Standards	<ul style="list-style-type: none"> Do not support " Early Recreation Period" restrictive designation.