

CRESTED BUTTE AREA PLAN POLICIES

I. APPLICABILITY OF THIS PLAN

1. The Town of Crested Butte intends to apply the policies of the Crested Butte Area Plan (this Plan) when considering the following:
 - a. any annexation proposals to the Town, or
 - b. when making comments about development proposals for lands included in the Middle Slate River Valley (MSRV) that are being considered by another governmental entity but not proposed for annexation to Crested Butte
 - c. when major subdivisions are proposals within the existing town, applicable policies will be applied, such as the Transportation policies in Part 1 VI.
2. By publishing this Plan developers can ascertain, before they purchase land or design developments, the position of the Town on many issues. Many misunderstandings of the past and assumptions about the future will be clarified by referring to this Plan.
3. As a master plan for lands annexed to Crested Butte, this Plan is not regulatory or binding upon private land use activities until enforced through regulatory mechanisms such as zoning and subdivision regulations. The Crested Butte Area Plan has immediate binding effect only upon public activities as required by C.R.S. 31-23-209. Because it is a general plan for development, it is not a zoning plan. Accordingly, the use herein of the words shall, must, require, etc. are not to be interpreted as mandatory or regulatory except with respect to the public activities described in C.R.S. 31-23-209.

II. GENERAL POLICIES

1. The land included in the Crested Butte Area Plan will be referred to in this Plan as the “Middle Slate River Valley” or “MSRV.” The MSRV is primarily the land along the Slate River, from the confluence of Oh-be-joyful Creek with the Slate River to two miles south of the confluence of Baxter Gulch and the Slate River just south of the Rozman Ranch. Portions of the Coal Creek, Washington Gulch, and Baxter Gulch watersheds, and the confluence of Farris Creek with the East River are also included. The mountain named Crested Butte is on the east side, Mt. Emmons is on the west side, Snodgrass Mountain is on the north side and Whetstone Mountain is on the south side. The MSRV is delineated on the "Area Map" in Part 1, Policies, and on the “Property Boundaries” map in Part 2, Description of the Issues, and is shown on most other maps in this Plan.
2. This Plan should be reconsidered and amended as necessary in the future by the Crested Butte Town Planning Commission (the Town Planning Commission) to reflect changing conditions in the valley.
3. The Town recognizes the rights of citizens to play a role in governmental decisions which affect their lives and property through continual efforts to maintain and improve open and public communication and conduct of business. The Town will continue to provide opportunities for citizen participation and neighborhood involvement.
4. The Town of Crested Butte may be referred to as “the Town” in these policies.
5. All references in the Policies to Parts 1, 2 or 3 are references to Parts 1, 2 or 3 of the Crested Butte Area Plan.
6. When any land is developed within the MSRV, all policies in this Plan should be applied.

7. This document captures the goals and desires of the Town with respect to new development in the vicinity of Crested Butte. Measures are proposed throughout the policies to direct development and mitigate the impacts of new development. When, in the opinion of the Town Planning Commission, the public benefits proposed by a developer outweigh the public benefits expected from the mitigation measures proposed in the policies, the Planning Commission may accept the alternate mitigation measures.
8. Development within three miles of Crested Butte should comply with the policies of the Crested Butte Area Plan. When the policies of the Crested Butte Area Plan do not address the issue, but the policies of the Gunnison County Comprehensive Plan do address the issue, new developments and land use changes should comply with the applicable policies of the Gunnison County Comprehensive Plan.
9. Each section of policies begins with Policy Number 1. When policy numbers are referred to in other policies, they begin with the first letter(s) of the section they are in. For instance, when policies in the Land Use section are referred to the reference begins with "LU" and references to the policies in the Transportation section begin with "T".

ACTION ITEMS:

10. Joint planning and close cooperation between the Towns of Crested Butte and Mt. Crested Butte, Gunnison County, the RE1J School District, the Crested Butte Fire Protection District, regional organizations, and other policy making bodies (e.g. utilities, the Upper Gunnison River Water Conservancy District, federal agencies) influencing the physical and social development of the MSRVA should be aggressively pursued to avoid conflicts and to provide a means by which each entity may more fully benefit from the presence of the others.
11. The Town will refer the 2011 Crested Butte Area Plan to the Town of Mt. Crested Butte, Gunnison County, Mt. Crested Butte Water and Sanitation District, the East River Sanitation District, The Crested Butte Fire Protection District and the Skyland Metropolitan District. The Town of Crested Butte should work cooperatively with the other local governments as each jurisdiction considers whether to adopt this Plan as a portion of its master plan. The implementation of the Crested Butte Area Plan, regardless of jurisdiction, should be guaranteed as part of intergovernmental agreements between Crested Butte and the other local jurisdictions.
12. The Town should consider adopting regulations for Areas and Activities of State Interest (1041 regulations) within the jurisdiction of the Town for:
 - a. Natural Hazard Areas (such as floodplains, wildfire hazard areas, geologic hazard areas, and avalanche hazard areas),
 - b. Areas containing or having significant impact upon historical, natural (including, but not limited to, wildlife habitat), or archeological resources of statewide significance and
 - c. Areas around key facilities in which development may have a material effect upon the key facility or the surrounding community.

In addition to the recently adopted intergovernmental agreement regarding development reviewed under the County Special Development Projects Regulations, the Town should also consider having an intergovernmental agreement with Gunnison County to apply land use policies adopted in this Area Plan for land use approvals that require compliance with the County Master Plan, outside the Town's boundaries.

III. LAND USE

GENERAL POLICIES FOR LAND USE

GOAL:

Provide a livable manmade environment and respect the character of the valley.

POLICIES:

About Annexation

1. The Town intends to impose terms and conditions of annexation to protect the public interest and to ensure that annexation is realistic and practical.
2. The Town is very concerned about long-term maintenance costs of annexed land. Developers should identify revenues adequate to pay the long-term costs for the maintenance of their developments, and the Town should agree that the revenues will be adequate, prior to the Town approving annexations to Crested Butte.
3. There will be no annexations to the Town of Crested Butte of areas outside the three mile boundary shown on the Area Map on page 11 of the Preface, with the exception of annexation of acquired open space or parcels of land that begin within the three mile boundary and extend beyond the three mile boundary, as allowed by state law.

Density and Density Transfers

Many principles form the foundation of this Plan. With regard to open space, two principles of this Plan are critical. The first recommends increased density only if open space is preserved. The second allows residential density to be transferred. These principles are explained below.

For the following policies, five types of land will be discussed:

- **Developable Land:** land that does not contain hazard areas or resource areas.
- **Hazard Areas:** land that contains flood, geologic, wildfire, steep slope or snow avalanche hazards as described in this Plan.
- **Resource Areas:** land determined by the Town to be valuable to the residents of the community because it preserves:
 - ecosystems,
 - wildlife habitat,
 - views of significant lands in the vicinity of Crested Butte,
 - the historical culture of the MSRV,
 - private land in the Town's watershed (the Coal Creek watershed), or
 - irrigated agricultural land.

For the purposes of this Plan, Resource Areas include wildlife habitat, wetlands, Visual Resources, private land in the Town's watershed, irrigated agricultural land, and a ¼ mile visual buffer along State Highway 135 (see Policy VR 24 on page 40) as shown on the maps of this Plan. Resource Areas are labeled "Priority Preservation Areas" on the Preservation Priorities maps.

- **Receiving Areas:** land where density may increase in compliance with Policy LU 5.
- **Sending Areas:** land that is preserved as open space and where density is transferred from, to a Receiving Area.

4. a. The recommended residential density throughout the Middle Slate River Valley is one residential unit per 35 acres or one unit per existing parcel if the parcel is less than 35 acres. This policy applies to all land in the MSRVA including “Priority Preservation Areas” and “Other Preservation Areas” as shown on the Preservation Priorities maps.
- b. Development that meets the density of one unit per 35 acres of land may be clustered if significant open space is preserved and if the point where snowplowing currently ends on County roads does not change. The Town prefers that sites located beyond the point where snow plowing ends on County roads be sending areas, rather than developed. (see Policy LU 11.)
5. Density may be increased in Receiving Areas by preserving open space in Sending Areas. At least five (5) acres of open space should be preserved for each additional unit. As an incentive, if land is preserved in “Priority Preservation Areas” (as shown on the Preservation Priorities maps) less open space is recommended as a way to preserve the more important open spaces. As another incentive, if local housing units are proposed, less open space is recommended. These preserved open space areas are referred to as “open lands,” or open space, in the Subdivision Regulations. See **Table P 1** below for the recommended amount of open space per additional residential unit and for each 5,000 sq. ft. of commercial development:

Table P 1
Number of Acres Recommended for Preservation

Type of Development	Type of Land Preserved	
	Hazard Areas, Developable Land, or land beyond the end of plowed roads	Priority Open Space (Resource Areas)
Free market dwelling unit	5 acres	3 acres
Local housing unit	1 acre	1 acre
Each 5,000 sq. ft. of commercial development	5 acres	3 acres

6. Many acres of land are suitable for development after applying the policies of this Plan. The lands where the Town recommends increased density (Receiving Areas) are listed below:
 - a. between Crested Butte and the Slate River, east of the Gothic Road;
 - b. between State Highway 135 and Buckhorn Ranch, south of Brush Creek Road;
 - a. and b. have been identified because these lands are located near existing development and can be served by all utilities,
 - c. between the north side of the cemetery and Moon Ridge Lane;
 - c. has been identified because the land between the cemetery and Moonridge Lane is adjacent to smaller lots. However, it is not served by all utilities, and it is beyond walking distance to Town for most people. In this area the Slate River, the cemetery, and many high quality wetlands create natural separations between higher densities on the town side of the river, and lower densities on the north side of the cemetery. Therefore, the recommended density is lower in Policy LU 7.
 - d. between the Slate River and the south side of the Cemetery.

This area has been evaluated by wetland consultants and a small area may be appropriate for development outside the wetlands and the 100 foot buffers from water features, as defined in the Subdivision Regulations. The costs of bridges to serve this area may make it inappropriate for development.

These lands are shown on the Developed and Undeveloped Land maps as Receiving Areas in Part 2, Description of the Issues, pages 141 and 142.

7. The recommended maximum densities for Receiving Areas listed in Policy LU 6 are usually based on the density of adjacent developed lands and the recommended densities are found in **Table P 2**. Such densities should only be allowed when the proposal complies with Policy LU 5, and the other applicable policies of this Plan have been met or satisfied.

Table P 2
Recommended Maximum Densities for the Residential Portions of Developments
in Receiving Areas

Location	Units per Acre	Basis for Recommended Density
a. between Crested Butte and the Slate River, east of the Gothic Road	5.00	similar to Town single family density including streets & alleys but not parks, public land or open space
b. between Sate Highway 135 and Buckhorn Ranch on the south side of Brush Creek Rd.	0.50	similar to Skyland densities
c. between the Slate River and the cemetery	3.50	to create a lower density at the edge of town as a buffer to adjacent lands (this density includes the residential portion of the subdivision but not the parks, public land ,or open space)
d. between the cemetery and Moon Ridge Lane	.25 -.3	similar to Cow Camp and Moon Ridge Subdivision densities and development patterns

8. If a developer can show, to the satisfaction of the Town Planning Commission, that other parcels of land, in addition to those discussed in Polices LU 6 and 7, are not affected by the hazards or resources discussed in this Plan, and if the parcel is adjacent to existing development, then the density on those other parcels may be increased from one unit per 35 acres after complying with Policy LU 5 and the other applicable policies of this Plan. The density should not exceed the average density per acre for the parcels surrounding the land proposed to be subdivided or the density of areas described in Policy LU 7, whichever is applicable, unless the proposal complies with LU Policy 9 below, in which case the density may be higher. For purposes of this policy, if a subdivision is located adjacent to the parcel proposed for subdivision, the density of the whole subdivision, including streets, parks and open space, will be considered the density of that parcel. If the proposed subdivision is adjacent to the Town and not included in Table P 2, the single family density, as described in Table P 2, which includes the typical number of units per block and includes the alleys and streets on all four sides of that block, is used to determine density of the land on that side of the proposed subdivision. (See also the notes at the end of this section.)
9. As an incentive to create more local housing, if more than 40% of the dwelling units in a residential subdivision that will not be annexed to Town, or if more than 60% of the dwelling units proposed in a residential subdivision that will be annexed to Town, meet the definition of local housing units, then the density of the residential portion of a residential subdivision may be twice the density allowed in Policies LU 7 or LU 8 if:
 - a. the local housing is permanently deed-restricted,
 - b. the buildings are similar in mass and scale to adjacent neighborhoods, and
 - c. all other applicable policies of this Plan have been met or satisfied.
10. Commercial Development and Open Space Requirements.

- a. For each five thousand (5,000) square feet of business or commercial space, or portion thereof, approved in a development:
 - i. five (5) acres of Developable Land or Hazard Areas land or
 - ii. three (3) acres of Priority Preservation Areas (see Preservation Priorities maps), should be preserved in perpetuity as open space.
 - b. A further density bonus is offered for “local housing” (see Glossary). For each built, permanently deed-restricted local housing unit, it is appropriate to approve up to 5,000 square feet of business or commercial space on a site and no open space will be necessary for that 5,000 square feet of business or commercial space. The local housing may be created either within the commercial site or elsewhere within the Middle Slate River Valley.
11. Sending Areas are shown on the Preservation Priorities maps and include:
- a. Priority Preservation Areas,
 - b. Other Preservation Areas, and
 - c. Any private land past the point where snowplowing currently ends on County roads in the following drainages:
 - i. Slate River,
 - ii. Washington Gulch,
 - iii. Brush Creek,
 - iv. Coal Creek, and
 - v. East River north of Round Mountain.

Such land may be mining claims, Hazard Areas, Resources Areas or Developable Land. (No developable land has been identified outside the MSRV.) 35-acre lots created without County review may only be used for open space if the whole lot is preserved as open space. Such 35-acre lots that have been built on may not be used as open space.

12. Priority Preservation Areas are mapped on the Preservation Priorities maps (Part 1, Policies, pages 20 and 21). These priority lands for preservation are Resource Areas which include:
- a. Priority Views that Should be Preserved,
 - b. The Slate River Wetlands Preserve,
 - c. Elk Production Areas,
 - d. Irrigated agricultural land,
 - e. Private land in the Town’s watershed (the Coal Creek watershed), and
 - f. A ¼ mile visual buffer along State Highway 135 from Crested Butte to mile marker 19.75 (see Policy VR 24 on page 40).

(Also see maps in Part 2, Description of the Issues, pages 99, 110, and 116)

Notes for policies 5, 6, 7, 8, 9, 10 and 11:

- i. To qualify as local housing, dwelling units should comply with the definition of local housing in the Glossary.
- ii. A proponent may use one or more of the above mechanisms to increase density. When the land considered for permanent open space has both resource and hazard attributes, an average of the number of acres discussed above should be used to determine how much the density may increase. For example, if eight (8) acres which are both hazardous land (flood plain) and resource area (wetland) are preserved, that acreage would be adequate to increase the density by two dwelling units.
- iii. The tool used to preserve open space must be acceptable to the Town and may include a permanent deed restriction on the applicable land, a conservation easement, donation to the Town, or as otherwise negotiated by the developer and the Town. Third-party deed restrictions using a conservation organization are preferred. It is the intent of this section that the open space be permanently preserved at the time of annexation or subdivision approval.
- iv. Sample developments meeting the above policies are discussed in Appendices VI and VII, but they have not been updated since 2006.

- v. The densities listed in Table P 2 are for the residential portions of a site, including streets and alleys. Each subdivision will also need to provide park land, public land, school land, open space, etc. within the subdivision,

Provision of Facilities

- 13. No new urban development and no new industrial development, regardless of lot size, in the MSRVA should occur until and unless adequate urban facilities and services for the development are provided by and funded by the developer and not by existing residents.

Miscellaneous Land Use Objectives

- 14. The intent of this Plan is to encourage development to take place in an orderly fashion by encouraging new development to expand upon existing urban services and to avoid patterns of leapfrog, noncontiguous, scattered development within the MSRVA.
- 15. Avoid development which would be inconsistent with the scale and character of the Town of Crested Butte or with adjacent developed areas.
- 16. Major entryways into the MSRVA should be identified, protected and enhanced in order to emphasize and preserve the natural setting and appearance of the community. Within three miles of Crested Butte, on parcels of land that extend more than ¼ mile from State Highway 135, the Town encourages residential and commercial development (particularly buildings) to be located at least ¼ mile from the State Highway to help preserve the view. (See Policy VR 24 on page 37 in the Visual Resources section for additional detail.)
- 17. Buildings and sites of historic, architectural, or archaeological significance should be identified and protected.
- 18. Natural resource extraction, including mining and timbering, should be conducted in such a way that:
 - a. the health, welfare and safety of residents in the MSRVA is maintained,
 - b. the current quality of air and water is maintained,
 - c. permanent visual scars or temporary visual pollution during the extraction period will not be created, and
 - d. it is in compliance with the applicable policies of this Plan.
- 19. U.S. Forest Service and U.S. Bureau of Land Management land which is exchanged, sold or otherwise falls into private ownership should remain as open space and not be developed for private use unless it is otherwise designated as being developable under this Plan.

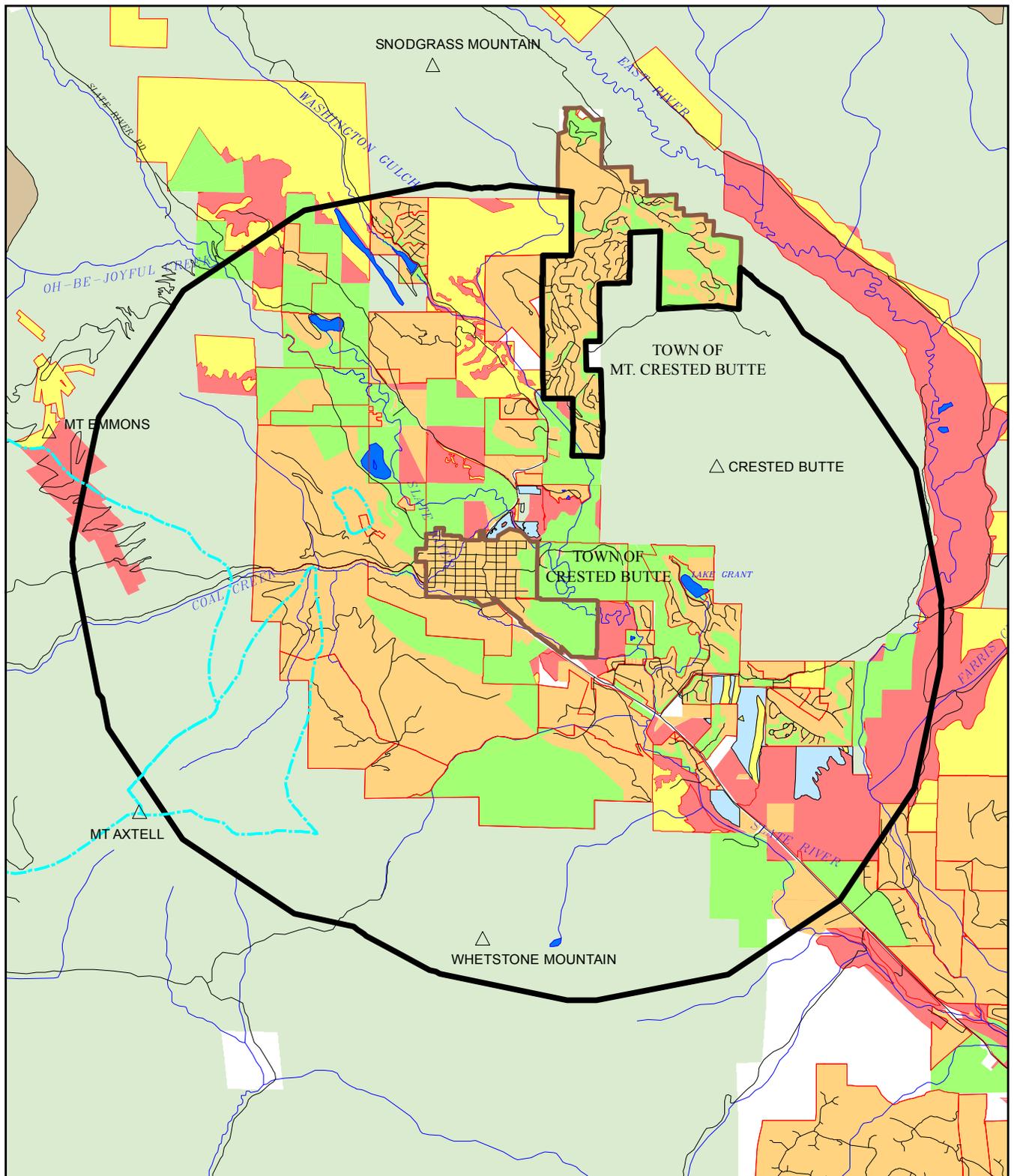
Development Impact Mitigation

- 20. Impacts resulting from development of land should be mitigated by developers by eliminating the impact or, at the discretion of an affected public agency, by the provision of land or the payment of an impact fee to mitigate the impact(s) prior to development of the land. Impacts can be identified by the public or by public agencies. If fees are paid to mitigate impacts they should be based on the demonstrated cost to the public agency to minimize or eliminate the impact.
- 21. Developers should pay the costs incurred by the Town for reviewing annexation and subdivision development proposals, including but not limited to Town staff time, fees charged by state agencies and fees charged by Town consultants.

Commercial Land Use and Residential Facilities

- 22. Business and Commercial Zoning Districts in Crested Butte and Mt. Crested Butte should continue as the service centers of the MSRVA for office, retail, restaurant, financial, governmental, medical, and cultural activities.
 - a. Light industrial uses such as those found at Riverland Industrial Park (Filing 1 Plat recorded 9/14/1982 and Filing II Plat recorded 5/24/1996) should continue to be located

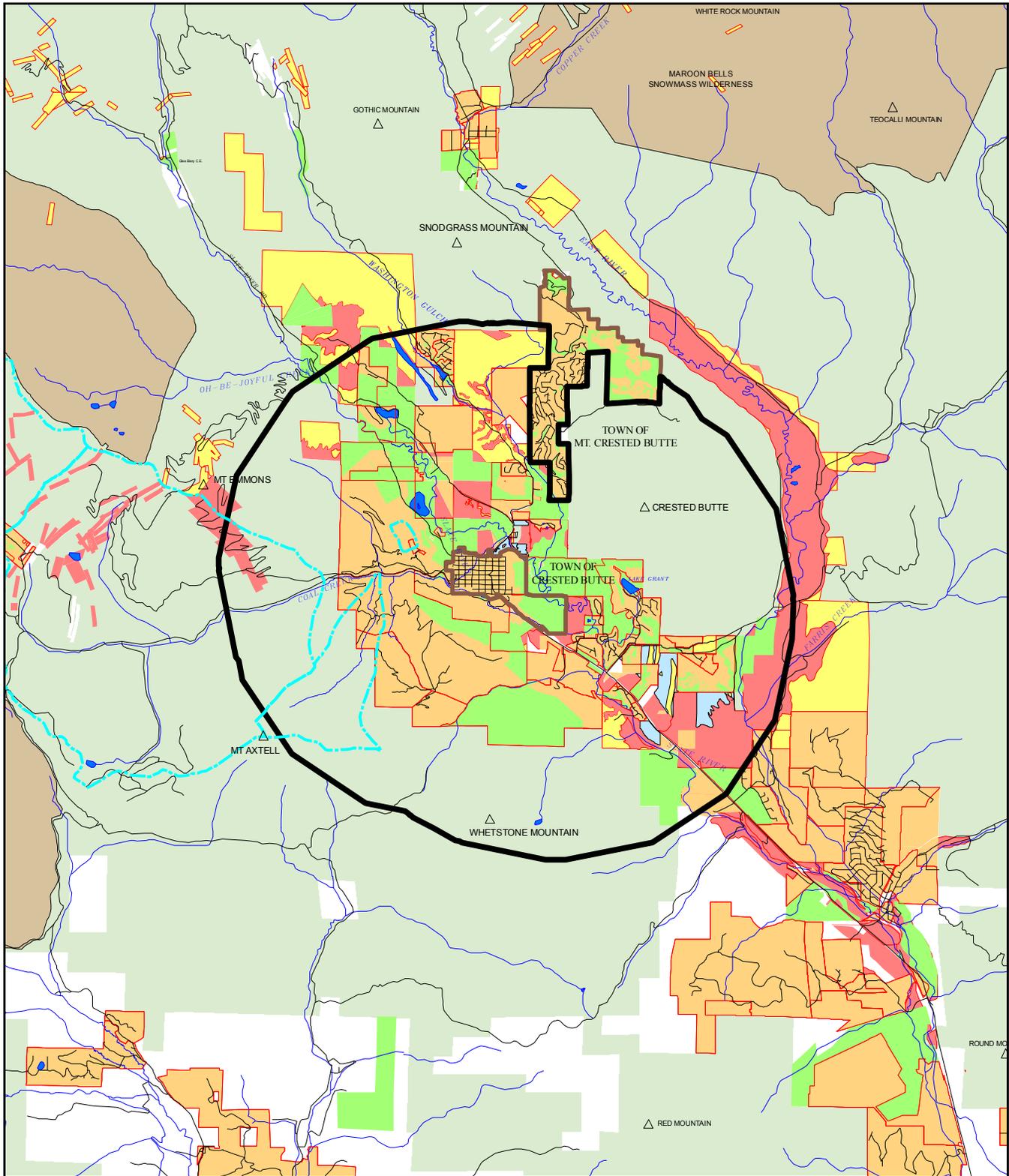
- adjacent to Riverland Industrial Park, on the west side of State Highway 135, because adequate land approved for other commercial uses has been provided in the Town and within the unincorporated East River valley for the number of residential units approved in the Town and in the unincorporated East River valley. (See Part 2, Description of the Issues, page 152, Table SE 8).
- b. All other commercial development is discouraged outside Crested Butte and Mt. Crested Butte, except as discussed below.
23. Residential developments annexed to Crested Butte should be served with facilities and provided with additional programs, which cater to the particular needs of that development, such as child care, parks and local shopping opportunities. (For example, a pro shop at a golf course would be a shopping opportunity that caters to the particular needs of a golf course development.)
 24. Commercial and office uses should be limited to those uses which are oriented exclusively toward meeting the needs of the residents or temporary occupants of the subdivision. The size and scale of the buildings for such uses should be similar to the size and scale of residential buildings in the subdivision. Additional commercial space should be provided within the existing business and commercial zoning districts in Crested Butte and Mt. Crested Butte and, when necessary, by expanding those zoning districts.
 25. Tourist oriented commercial land uses that are land based recreational uses, including: dog sled rides, outfitter horseback rides, etc. but not bed and breakfasts, are encouraged in Washington Gulch between Meridian Lake Park Subdivision and the Gothic Road.



Preservation Priorities #1

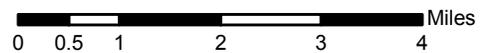
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|------------------------|------------------------------------|
| 3 Mile Boundary (MSRV) | Receiving Areas, Increased Density |
| Town Boundary | Subdivided or Developed Land |
| Roads | Priority Preservation Areas |
| Streams | Other Preservation |
| Lakes | Wilderness |
| Parcels | Government Lands |
| Open Space | Coal Creek Watershed |



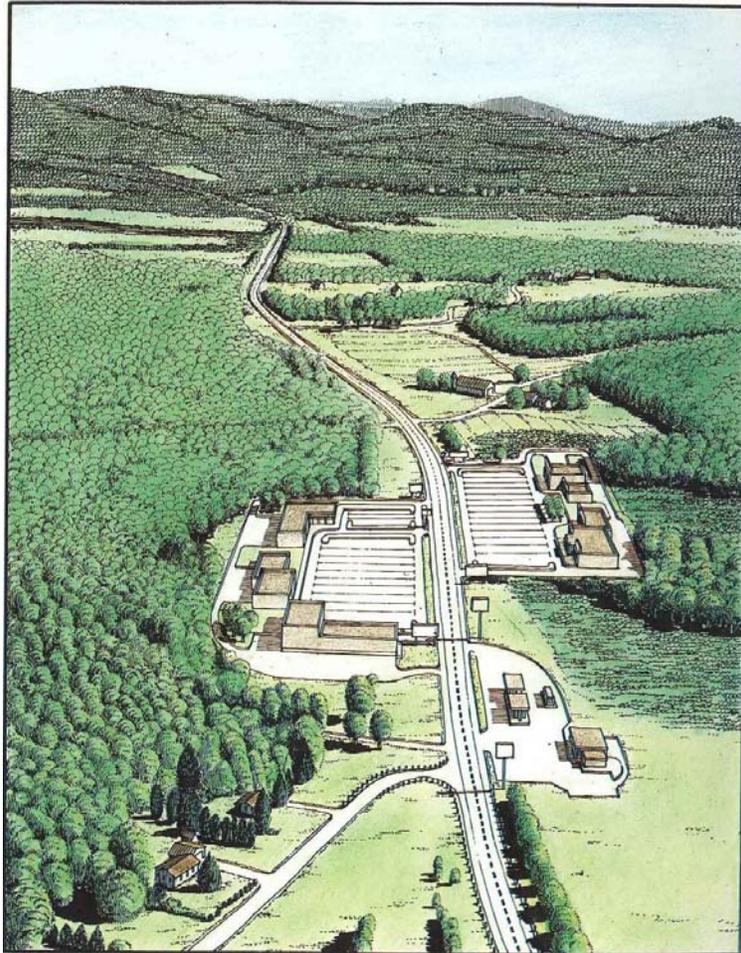


Preservation Priorities #2

- | | |
|------------------------|------------------------------------|
| 3 Mile Boundary (MSRV) | Receiving Areas, Increased Density |
| Town Boundary | Subdivided or Developed Land |
| Roads | Priority Preservation Areas |
| Streams | Other Preservation |
| Lakes | Wilderness |
| Parcels | Government Lands |
| Open Space | Coal Creek Watershed |



26. Strip commercial development is strongly discouraged along arterial highways.



Strip commercial development, like this, is discouraged

Reprinted from "Dealing with Change in the Connecticut River Valley: A Design Manual for Conservation and Development."

27. Commercial uses may be extended along the Gothic Road, but only if it is a continuation of commercial uses along Sixth St. and the Gothic Road.
- Leap frog commercial use, where a commercial use is not located adjacent to existing commercial uses or land zoned for commercial uses, along the Gothic Road or SH 135, is discouraged.
 - Commercial uses along the Gothic Road should be oriented with buildings near the front property line and parking on the rear of the lot.

Edges of Crested Butte

28. The Town should strive to maintain and enhance an open land buffer separating Crested Butte from surrounding communities and contributing to a distinct community identity.
29. Well defined edges of the Town's boundaries are important because they support an understanding and appreciation of the Town's image and create a clear sense of arrival and departure. Natural features are most effective as edges, but public open land, major roadways or heavy tree planting can also function as community edges. The definition of a community edge should be a design priority as new areas are developed.

RESIDENTIAL SITE DESIGN

GOAL:

Proposed development should incorporate, but not be limited to, the following design objectives:

- a. preservation, to the maximum extent possible, of the natural character of the land and habitat,
- b. clustered buildings,
- c. provision of substantial open space,
- d. solar access and alternative energy, and
- e. preservation of agricultural uses whenever possible.

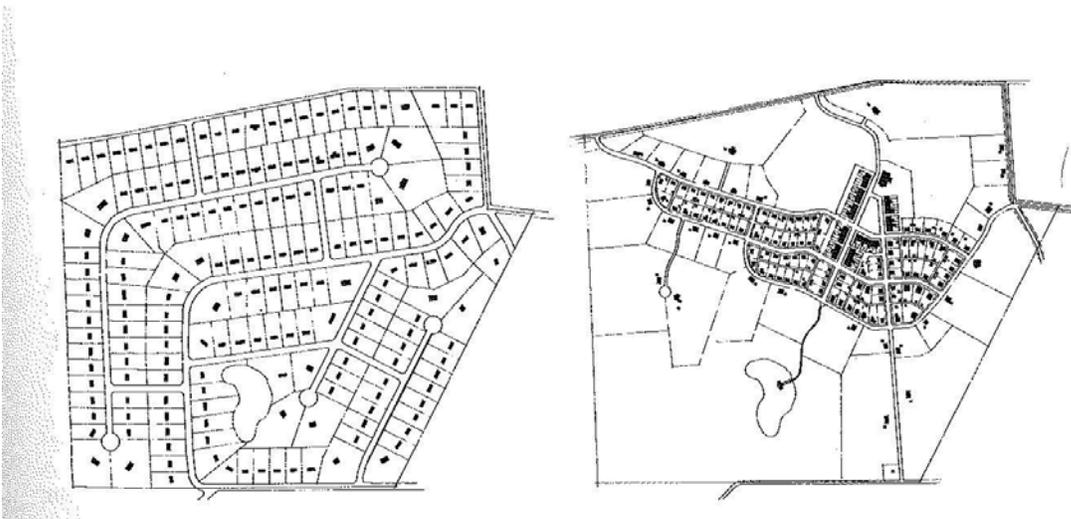
POLICIES:

Zoning

1. The Crested Butte Board of Zoning and Architectural Review should designate, and the Town Council should approve, the Architectural Guidelines District for each annexation or part thereof. Landscaping and building design should be consistent with the designated district guidelines.
2. Uses, lot sizes, and building sizes should conform to the standards of existing zoning districts in Crested Butte except the R1A Zoning District, rather than creating new zoning districts for development that may be out of character with Crested Butte.

General Development Design

3. Clustered development is encouraged.



Discouraged

Encouraged

Reprinted from "Rural by Design."

Although the drawings above do not show examples of the Crested Butte town grid, they do demonstrate the difference between traditional design that scatters development throughout a site and clustered design that limits development to a portion of the site, leaving the remainder

as open space for public recreation, social interaction, physical activity, wildlife or agriculture.

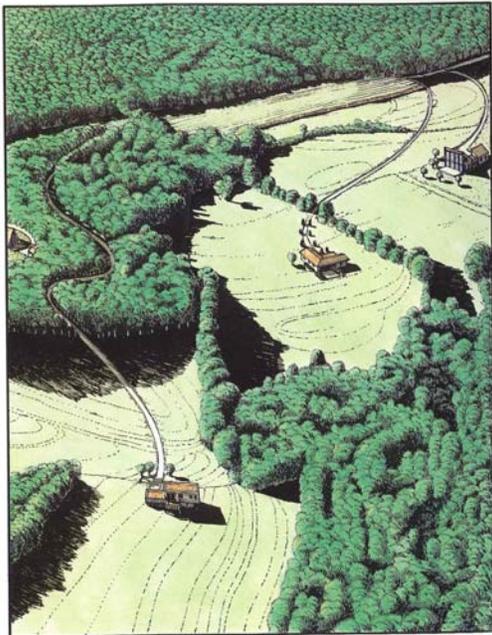
4. Subdivision design should begin by analyzing the site to identify its inherent values and features that will contribute to a sustainable subdivision such as natural drainages, important natural features, areas development should avoid such as hazard areas and flood plains, solar orientation, etc.

River Development and Trails

5. The Slate River, Coal Creek, Washington Gulch and their tributaries should serve as unifying design features for the community. These areas are referred to as greenways. Greenways should be preserved as natural areas. In this way the greenways can contribute to maintaining wildlife movement corridors and wildlife habitat, improving air quality, and providing a contrast to urban development.
6. Greenway corridors for pedestrian access to and along rivers, streams, and lakes should be preserved. River corridors and greenways should be public areas but measures should also be taken to protect and preserve wetlands adjacent to the water body and water quality. For instance, trails should be outside wetlands, other water features and their buffers.
7. Trail development should be sensitive to the ecology, the terrain, and the privacy of adjacent residents and surroundings. Existing and new trails should be dedicated to the public. (See Policy T 18 on page 50 for the recommended number of feet of trail per residential unit)
8. Development should provide trails identified on the Crested Butte Trail Plan, which is located at the end of the Transportation Policies in this Plan, and in the Town of Crested Butte Parks and Recreation Regional Master Plan, 2010 and in the Gunnison County Trails Master Plan, and should connect missing trail links when the link, or part of a link, could be made within the development site.

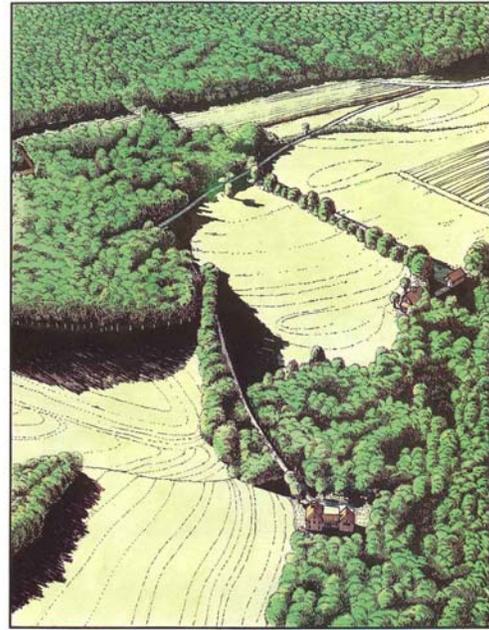
Trees

9. Existing trees and other indigenous vegetation should be saved and protected whenever possible. Isolated stands of trees should be preserved and incorporated into the site design.
10. Homes and other structures should be sited at the edge of wooded areas whenever possible if open lands, such as meadows and grazing fields that are predominantly free of trees and often allow views of the valley, can be preserved as a result.



Aerial View of Site D After Conventional Development

Discouraged



Aerial View of Site D After Creative Development

Encouraged

Reprinted from *“Dealing with Change in the Connecticut River Valley: A Design Manual For Conservation and Development.”*

Agricultural Issues

11. Retention of the agricultural productivity of the MSRVA is encouraged. Land use change which does not discourage, interfere with, or create negative impacts to adjacent or nearby agricultural operations, is appropriate.
12. Agricultural policies should not prevent the conversion of agriculture land to other uses.
13. Preserve access to irrigation ditches so water right owners have adequate access, as they had historically to maintain ditches.
14. Irrigation ditch crossings are discouraged unless the details of the crossing have been agreed upon with the irrigation ditch owner(s).
15. Maintain historic stock drive routes.
16. Developers should work with neighbors to maintain historic grazing operations.
17. Developers and homeowners associations should maintain their side of a fence as has been done historically by landowners on each side of fences.
18. Homeowners associations should repair their fences annually after the heavy snows and throughout the summer months after wildlife and livestock run through the fences.
19. The Town encourages developers of land to resolve fence/boundary line issues prior to submitting an application for a development. If disagreements about boundaries continue during the development review process, decisions by the Town should not be construed to resolve the disputed boundary issues.
20. Protective covenants should make it the responsibility of the developer and the homeowners association to eradicate state recognized noxious weeds on their property so they do not spread to agricultural land.
21. Developers are encouraged to contribute to a legal fund for agricultural operators who find it necessary to do more than talk with representatives of neighboring developments to resolve impacts from development on agricultural lands.

22. Dog owners should ensure that dogs do not chase livestock.
23. Homeowners associations should be responsible for preventing trash from entering neighboring lands, especially during construction.
24. When land, that has historically been used by elk during summer months, is developed with houses, roads, mountain bike trails or other development features, the Town encourages developers of those human uses to pursue mitigation for agricultural lands that may be affected.
25. While the Town encourages the use of non-treated water for lawn irrigation, the Town also discourages transferring water rights from agricultural land which would result in drying up irrigated agricultural land in the MSRV for lawn irrigation in a subdivision proposed for annexation – See Utilities Policies.

Public Lands

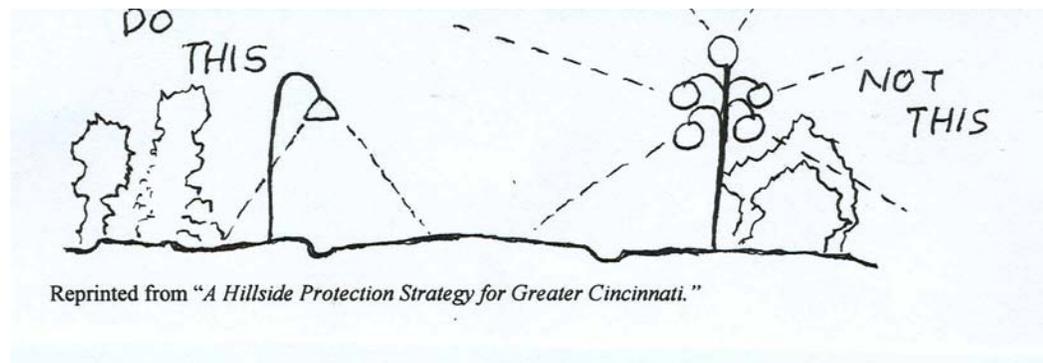
26. There were 50.93 acres of land used for Town public facilities in Crested Butte in 2010 such as the Town Hall, the Fire Hall, equipment maintenance and water and waste water treatment plants and all of it was needed for public purposes. In 2009 there were 1,078 residential units and in 2010 there were 351 commercial units in Town, thus for each residential or commercial unit there were .0356 acres (1,552 square feet) of land for public purposes. Residential and/or commercial developments should provide at least .0356 acres (1,552 square feet) of developable land for each residential and commercial unit for Town public facilities purposes.
27. There were 30.21 acres of park land in Crested Butte in 2009. In 2009 there were 611 single family, accessory and mobile home residential units and there were 467 duplex, multifamily, year-round occupied units in bed and breakfasts and units in commercial spaces. There were .0263 acres (1,146 sq. ft.) of parks per single family unit and .03 acres (1,307 sq. ft.) of parks per multi-family unit. Developments should provide at least .0263 acres of park land for each single family residential unit and .03 acres of park land for each multi-family residential unit.
28. The Crested Butte Community School, the Crested Butte Academy, Paradise Preschool and Stepping Stones are located on 13.56 acres of land. Those school facilities serve 3,558 residential units (not hotel units) north of Round Mountain. This means that for each existing dwelling unit there are 166 square feet of land for schools. Therefore, for each new residential unit approved, at least .0038 acres (166 sq. ft.) of land should be provided for schools.
29. All public lands, park lands and school lands should be identified on final plats.
30. Payments-in-lieu of land may be considered when it is not deemed feasible, or in the public interest, by the Town, to reserve land for public purposes. Payments-in-lieu of land should be based on the number of acres recommended for parks, schools, or other public purposes and on the value of the average square foot of land in the proposed subdivision after all approvals have been obtained. The source for the value of the average square foot of land in the proposed subdivision should be an appraisal, performed by an appraiser acceptable to both the Town and the subdivider.
31. As the number of dwelling units increases, the purpose of park land and therefore the size and geography of park land, should change. In 2010 there were six (6) major large, relatively flat contiguous park facilities suitable for ball fields and other large park facilities in Crested Butte on a total of 26.06 acres and there were 1,078 dwelling units in Town. Therefore, as a guide, for every 100 dwelling units proposed in a subdivision, at least 2.42 acres of contiguous, flat park land should be provided in the proposed subdivision. ($26.06/1,078 = .02417$ acres \times 100 = 2.42 acres) Pocket parks should be located in residential developments as frequently as possible.

Road Design

32. The Standards and Guidelines policy published by the Crested Butte Fire Protection District, should be complied with for any land annexed to Crested Butte with the following exceptions:
- providing less than two access points should not be waived,
 - road grades should not exceed 7%,
 - subdivision roads should not have turnouts; instead all developments should have two access points,
 - all access roads ending in cul-de-sacs, or dead-end roads, should not exceed 500 feet with no exception, and
 - all residential subdivision developments annexed to Crested Butte should be served by central water systems.
33. All cut and fill areas should be reclaimed by restoring topsoil and revegetating with indigenous plants.

Lighting

34. All exterior lighting or illumination should be located, placed and shielded to have minimum visual impact on adjacent lands. Such lighting should use full cut-off fixtures that, by design, have a cut-off angle of not more than ninety (90) degrees.



Solar Access and Energy

35. Solar access should not be blocked by adjacent buildings.
36. Development design should optimize solar gain for the entire development and development design should include the following:
- Tract design that allows at least 70 percent of the glazing on the south-facing wall to be completely unshaded at noon on Dec. 21. Developers should demonstrate, through 3-dimensional analysis, that residential structures achieve this standard.
 - Tracts at the east and west ends of blocks should have an east/west orientation, with the intention of maximizing the amount of south facing façades on those tracts.
 - The use of deciduous trees should be encouraged on the north side of avenues to enhance solar access during winter months for housing units on the north side of the avenue, which face south.
37. Wood stoves should comply with Chapter 18, Article 8 of the Town Code.
38. Wood-burning fireplaces should not be used.
39. Residential development should be located close to current infrastructure to conserve motor vehicle fuel.

- 40. Higher-density residential development, that promotes pedestrian and other energy efficient transportation, is encouraged.
- 41. Sustainable energy communities which use the, following tools but are not limited to only the following tools, are encouraged:
 - a. on-site energy production,
 - b. off site energy production,
 - c. a local offset purchasing program, or
 - d. a combination of the preceding measures.

ACTION ITEMS:

- 42. The Town should work with the agricultural community to create incentives to help maintain the open spaces that agricultural operations currently maintain.
- 43. The Town should work with appropriate entities to develop a “Welcome to the MSRV” brochure, or other medium, to explain what makes the MSRV special and what people need to do or understand to maintain that special character including:
 - a. why agriculture is important in the valley,
 - b. that cows in the backcountry mean that the community below is a community based on long-term land management practices for agriculture, and a community that appreciates the values of the agricultural community,
 - c. that certain actions by residents and tourists negatively impact agriculture,
 - d. why small houses and a pedestrian oriented community are important to the Town, and
 - e. the many other qualities that make the MSRV special.
- 44. The Town and the County, along with other partners such as the Crested Butte Land Trust, need to become much more proactive with regard to the control of State identified noxious weeds.

UTILITIES

GOAL:

Ensure the availability and maintenance of public utility systems of adequate size and capacity to meet the needs of permanent and visitor peak populations and protect the residents of the Middle Slate River Valley from impacts caused by development.

POLICIES:

1. New urban development should be served by central water and waste water systems.
2. New urban development should be located adjacent to existing urban development and should be annexed by the appropriate town or sanitation district.
3. New urban developments, that are not adjacent to existing urban development, should not be approved.
4. Discourage the proliferation of special districts, private central utility facilities and individual sewage disposal systems within the MSR. The 1995 Upper East River Valley Areawide 201 Facilities Plan designates the service areas for the Crested Butte, Mt. Crested Butte, and East River Sanitation districts (see Upper East River Valley Wastewater Service Areas map on the next page). Only the extreme southern and northern portions of the MSR are excluded from all of these existing service areas and therefore, private sewage disposal systems should not be encouraged.
5. Avoid the extension of utilities into areas which are deemed inappropriate for development based upon an evaluation of the development against the goals and policies of this Plan.
6. Ensure that new urban development, which is annexed to the Town of Crested Butte, will meet the Town's technical design standards and specifications.
7. All utilities should be installed underground.
8. Utilities should be buried deep enough to prevent freezing.
9. Utility easements, at least 20 feet wide, should be provided to each lot to provide adequate space for maintenance. An easement divided by a lot line is acceptable if it is a total of 20 feet wide and if the terrain allows for access by maintenance equipment.
10. Whenever possible, trails should be dedicated to the public on any utility easements except on individual service lines.
11. When land is proposed for development and annexation:
 - a. adequate water rights for all domestic and public uses in the development should be transferred to the Town, and
 - b. the agricultural ditches that will no longer be used for agricultural purposes should be converted for public and private lawn watering rather than treating water for these purposes. Agricultural ditches that support large trees and shrubs should be maintained by the development so that they can continue to flow and provide water for the trees and shrubs dependent upon the ditch water.
12. In addition to the drinking water distribution system, a non-treated water distribution system, should be provided throughout the subdivision for lawn, park and garden irrigation.
13. Water rights from the property proposed for subdivision should stay with the property and should be used for drinking water and for lawn, park and garden irrigation.
14. The Town discourages transferring water rights from agricultural land in the MSR to a subdivision for lawn, park or garden irrigation in a subdivision proposed for annexation if the transfer of water would result in drying up land that had been irrigated for agriculture.

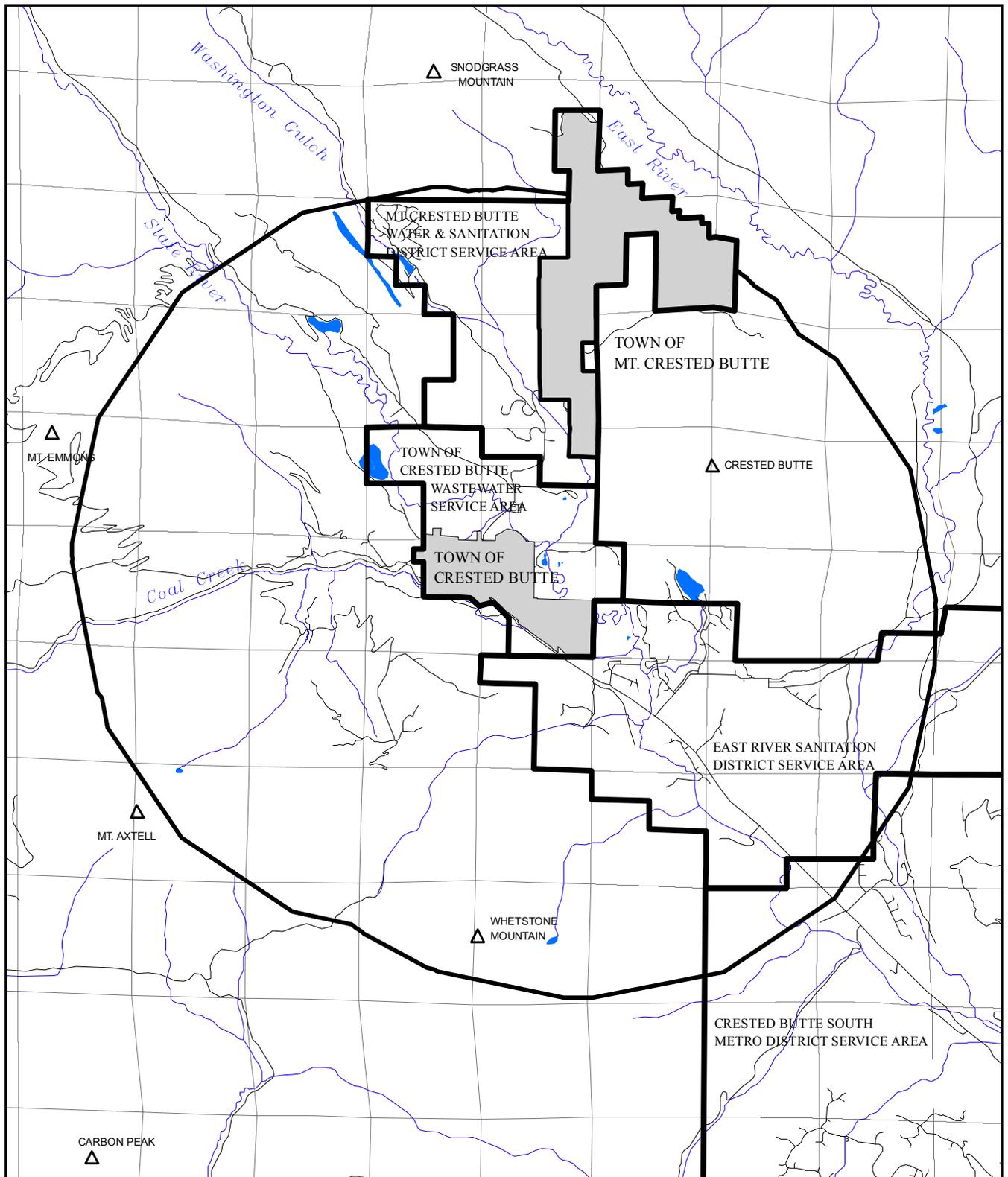
Drainage

15. A drainage plan should be created for each development proposal and adequate easements for runoff and storm sewers, where necessary, should be provided.
16. Drainage easements, channels, pans and culverts should be designed by a registered engineer and should be capable of handling an expected maximum flow in any 25-year period.
17. Bridges over main channels in the MSRV such as Coal Creek, Slate River and Washington Gulch and enclosed drainage systems such as culverts, should be designed to be capable of handling an expected flow in any 100-year period.
18. Bridges over the Slate River should provide adequate space between high water and the bottom of the bridge so people may float the river in a raft during high water and pass safely under the bridge.
19. Bridges and drainage systems should not disturb river water levels with respect to the flood plain or further aggravate the downcutting of the stream channel which is already occurring on the Slate River.
20. Drainage should not increase from one proposed development property to neighboring property. Retention basins and other passive designs should be used to achieve this policy.
21. “Low impact development” strategies should be used to address storm water, integrate natural drainages, and accommodate large snow loads and high volume spring melts. The following are examples of how low impact development could be integrated into subdivisions in the MSRV:
 - a. Each development design should begin with an examination of how the natural hydrologic cycle works, how various land and water features control the volume and quality of runoff, infiltration, and recharge and how these factors will be altered by the proposed introduction of new impermeable surfaces.
 - b. Each development should address findings from the above analysis by either:
 - i. providing earthen ponds, or detention basins, located downstream of areas disturbed by site clearing, designed to capture runoff and sediment, and release water slowly to waterways at a peak rate no greater than before development,
 - ii. a storm water recharge system based on recharge, rather than detention. Such a system can:
 - a. Have a high proportion of impervious surfaces, as a means of expanding a site’s capacity for infiltration, thereby reducing the volume of runoff, including:
 1. small building footprints,
 2. narrow roads,
 3. downsizing all other paved areas, (Permeable paved areas with a fabric liner beneath the stone bed to prevent the stone bed from filing with soil and open edges and trench drains to ensure the operation of the bed beneath the paved area in the event of pavement sealing.)
 - b. Have drainage swales and berms that slow runoff and permit its infiltration into aquifers,
 - c. Maintain the vegetation, soil mantle, and soil permeability for groundwater recharge to the maximum degree, rather than reshaping the landscape of the site to meet perceived development needs or building sites.
 - d. Minimize gutters, to the extent possible, in favor of natural filtration and bio swales. (Developers should provide for the long-term maintenance of drainage systems.)
 - iii. a combination of the above measures.
 - c. conservation of natural areas through compact site design,

22. Drainage and the associated water pollution from fertilizers, construction sites, mining and timbering activities, oil based roofs and roads or sediment from drainage of the proposed development site should not be allowed to pollute any water body.
23. Stream bank erosion, which causes non-point source pollution through sediment loading, should be avoided.
24. Drainage plans should incorporate drainage swales whenever possible to direct water flow because they also serve as speed dips to slow vehicles.
25. Developers should provide for the long-term maintenance of drainage systems.

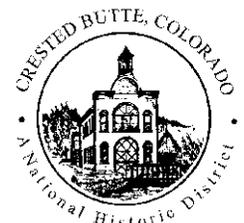
ACTION ITEM:

26. Update the 1995 Upper East River Valley 201 Facilities Plan.



Upper East River Valley Wastewater Service Areas

- Wastewater Service Areas
- Lakes
- 3 Mile Boundary (MSRV)
- Roads
- Town Boundary
- Section Lines
- Towns
- Streams



Drawn by: Hilary Mayes
 Date: May 4, 2005
 Filename: 3mileplan/area.apr

IV NATURAL HAZARDS TO DEVELOPMENT

GOAL:

Development proposals should be planned to best promote the health and safety of the residents of the Middle Slate River Valley by minimizing the effects of natural hazards.

GENERAL POLICIES APPLICABLE TO ALL HAZARDOUS AREAS

1. Development in hazardous areas should be avoided.
2. Natural hazards should be identified for open space uses.
3. When specific hazard areas have been identified, the following relevant policies from this Plan should be applied.

AVALANCHE HAZARDS

4. Development in avalanche zones and runout zones should be avoided. Unless a professional avalanche control engineer can demonstrate the proposed development area is not in a snow avalanche area, Crested Butte discourages development in snow avalanche areas as shown on the Avalanche Hazard map in Part 2, Description of the Issues, page 67.
5. All proposals at the bottom of hills exhibiting avalanche potential, as determined by a qualified expert in avalanche behavior and dynamics, should be reviewed by an avalanche control engineer for potential snow avalanches.
6. Crested Butte discourages developments which require access roads to cross potential avalanche zones unless avalanche frequency in these zones is small, as determined by a qualified expert in avalanche behavior.

FLOOD HAZARDS

7. Development in a flood prone area should be avoided. Unless a professional flood plain engineer demonstrates an area is not in a flood plain, Crested Butte discourages development, including parks, in flood plains as shown on the Flood Hazards map in Part 2, Description of the Issues, page 71.

GEOLOGIC HAZARDS

Landslides

8. Development on potential landslide areas should be avoided. Unless a professional engineering geologist demonstrates an area is not in a geologically hazardous area, Crested Butte discourages development on land slide areas, unstable slopes, potentially unstable slopes and rockfall areas as shown on the Geologic Hazards map in Part 2, Description of the Issues, page 74.
9. Excavation on unstable slopes and in potential landslide areas is discouraged.
10. Removal of natural supportive material at the toe of a landslide area and the area immediately adjacent to the slide area is discouraged.
11. Filling that causes loading on unstable slopes is discouraged.

Mudflow and debris fan areas

12. Development on mudflow and debris fan areas should be avoided. Crested Butte discourages development in:
 - a. potential mudflow paths,
 - b. potential debris flow paths, and
 - c. potential debris fan areas.Unless a professional engineering geologist can demonstrate the proposed development area is not a mudflow or debris flow area, Crested Butte discourages development on the mudflow and debris flow areas as shown on the Geologic Hazards map.
13. Developments proposed at the base of steep drainages, which begin at high, barren, mountainous areas and which are not interrupted by gentler slopes along the path, should be assessed by a professional engineering geologist for mudflow and debris flow potential.
14. Removal of vegetation on debris fans in areas described in policy 13, which may contribute to a mudflow or debris flow, is discouraged. Replacement of vegetation that must be removed for construction is encouraged.
15. Developments that require access roads across mudflow or debris fan areas should be avoided.

Seismic Effects

16. Development on or near faults should be avoided. Unless a professional engineering geologist can demonstrate the proposed development area is not on a fault, Crested Butte discourages development on the faults as shown on the Geologic Hazards map.

WILDFIRE HAZARDS

17. Development in “Extreme,” “High,” or “Moderate” wildfire hazard areas should be avoided. Unless a professional range scientist or graduate forester can demonstrate that the proposed development area is not in an Extreme, High, or Moderate wildfire hazard area, Crested Butte discourages development in Extreme, High, or Moderate wildfire hazard areas as shown on the Wildfire Hazard map in Part 2, Description of the Issues, beginning on page 82.

Mitigation

18. When the Town Planning Commission agrees development cannot avoid Extreme, High, or Moderate wildfire areas, as identified on the Wildfire Hazard map, the policies that follow should be applied for development in those areas to help mitigate the potential impacts.
19. Comply with the wildfire mitigation recommendations in the Wildfire Chapter in Part 2, Description of the Issues, beginning on page 82, particularly those listed under:
 - a. “Fuel modification or treatment includes:”
 - b. “When building roads or structures, the following measures can reduce wildfire hazards:”
 - c. “Measures which reduce ignition sources include:”, and
 - d. “Providing adequate fire fighting equipment involves the following:”.
20. Land uses which increase the potential for wildfires in high risk areas are discouraged.
21. Crested Butte discourages all development on slopes of 30% or more that are also high risk wildfire areas. Development in steep draws or valleys, which tend to channel fire movement, is particularly dangerous and is also discouraged.
22. Landowners planning to build in vegetated sites should request mitigation recommendations from the Colorado State Forest Service or the Crested Butte Fire Protection District.

SOILS

23. Soil testing should be conducted for all development proposals by a registered soil engineer and recommendations should be made by the engineer to address all the types of soil and all the types of development proposed. Registered soil engineers should address the potential problems identified on the Soils Chapter of this Plan in the Description of the Issues, Part 2, and on the Soils map in Part 2, Description of the Issues, page 88, when making recommendations for all types of proposed development.

SLOPE

24. Development on slopes exceeding 30% should be avoided. Unless a professional engineer can demonstrate that the proposed development area does not exceed 30%, Crested Butte discourages development on slopes that exceed 30% as shown on the Slope 30% and greater map in Part 2, the Description of the Issues, page 92.

V NATURAL RESOURCES

VISUAL RESOURCES

GOAL:

The hillsides and valleys, particularly where a relatively undisturbed natural ecology exists and where agricultural hay meadows are found, are irreplaceable, have special public value, and benefit developed urbanized areas. The goal of the Visual Resources policies is to preserve the existing character of the identified Visual Resources in this Plan.

POLICIES:

Avoidance

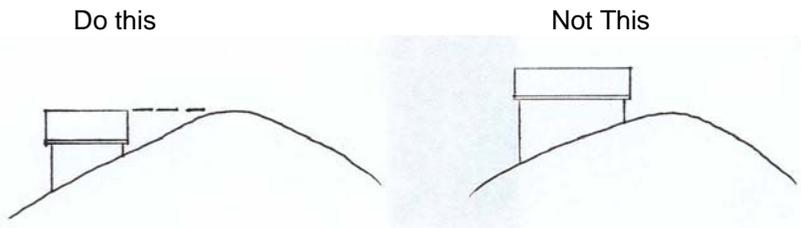
1. All development should be avoided in the "Priority Views That Should Be Preserved" identified on the Sensitive Visual Resource Areas map in Part 2, Description of the Issues, page 99.
2. Lands identified as "Priority Views That Should Be Preserved" are targeted for preservation including purchasing land when owners are willing to sell land or conservation easements.

Mitigation

3. When the Town Planning Commission agrees development cannot avoid "Priority Views That Should Be Preserved" which are identified on the Sensitive Visual Resource Areas map, the policies that follow (mitigation measures) should be applied to development in those areas to help mitigate the potential impacts.

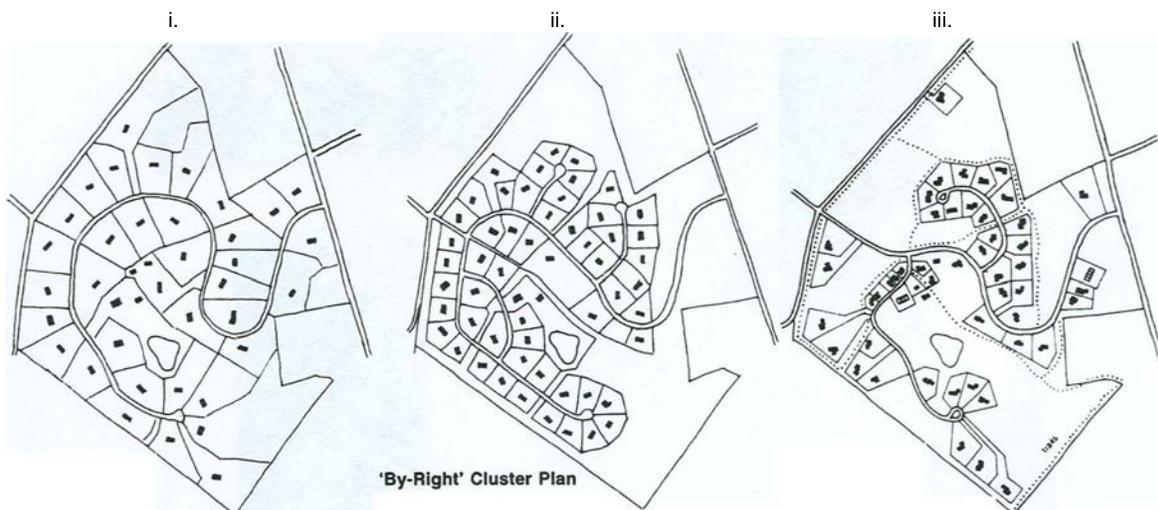
Preserve Natural Character

4. If development is to occur on Smith Hill, (also known as Chicken Ranch), it should be directed to the lower 100 feet of Smith Hill, along the Slate River Road. The tops of buildings in this lower 100 feet should be no higher than 130 feet above the Slate River Road as measured from any point of the building to the nearest portion of the road.
5. Preserve the natural character of the land on hillsides to the greatest extent possible.
6. No portion of a building constructed between the foot and the crest of Smith Hill, Anthracite Mesa, or Mt. Emmons should be above the natural crest of the hill (See those labeled hillsides on the Sensitive Visual Resource Areas map in Part 2, Description of the Issues, page 99). The top of the ridge is the top of the grade, not the top of the vegetation.



7. Particular consideration should be given to protecting views and vistas to and from public areas. The silhouette effect of structures on ridges is discouraged.

8. When grading on hillsides, the smallest practical areas should be exposed at any one time during development.
9. Deep or extensive excavations and fills scar the landscape and should be avoided. The practice of terracing hillsides in order to provide additional or larger building sites should not be used.
10. Buildings should be sized and located so that they least disrupt the natural character of the hillside and should be sited in locations which are least visible from outlying areas. Yards and patios should respect the natural contours, drainage patterns and vegetation of the site.
11. Development sites on hillsides should retain the maximum number of existing trees and other natural features which constitute physical, aesthetic and economic assets to the community.
 - a. Where development is to occur on hillsides, a mosaic of development nestled into the forest cover, rather than complete elimination of large areas of vegetation, is encouraged.
 - b. View quality is usually more important than view quantity. Trees which block views are often attractive foreground elements which can be pruned into beautiful open screens through which to see the view.
 - c. All cuts, fills and any other earth modifications should be replanted with appropriate native vegetation.
12. Clustered development should be used to the greatest extent possible, and it should be located on the flatter, less fragile portions of the property.
 - a. A compact development pattern, which is sensitive to the natural environment, clusters land uses, and provides significant areas of open space, is preferred to a scattered development pattern and major alterations to the natural landscape.
 - b. Clustered development should be designed to protect the most scenic and less stable portions of the site.
 - c. Where necessary, small scale natural features such as ledges, shelves, bowls, hollows, or ravines should be retained and incorporated in the site design to emphasize the natural character of the site.
 - d. Pockets of visual density (clustering) related to the natural contours of the land are preferable to even dispersal of development.



Conventional Plan
 38 dwelling units
 3+ acre lots
 No open space
 No rural character

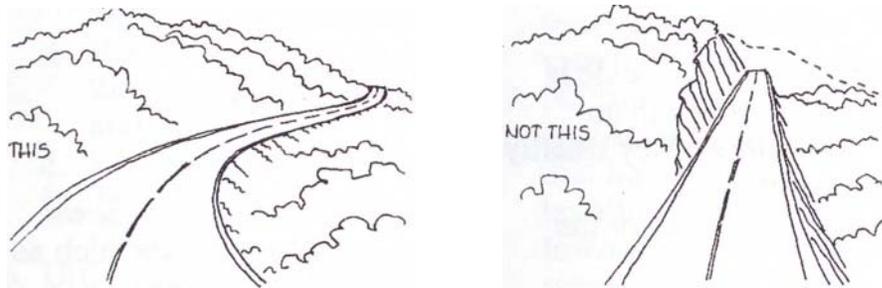
Alternate 1 Cluster Plan
 54 dwelling units
 1+ acre lots
 52% open space

Alternate 2 Cluster Plan
 58 dwelling units
 40 one acre lots
 10 town size lots
 8 attached units
 62% open space

Source: Brandywine Conservancy, 1992.

Note: These sketches above illustrate:

- i. a typical checkerboard plan for 38 three-acre lots;
 - ii. a simple cluster of 54 one-acre lots providing 52 percent open space; and
 - iii. a more sophisticated alternative cluster combining one acre lots, large lots, town sized lots, some multifamily units, trails (dotted lines) and permanent preservation of 62 percent of the parcel as open space.
- e. Plans for hillside developments should be laid out so that lots on the flatter upland portions of the site are set back from the crest of the hill. Buildings, will therefore, be less visible when viewed from major roadways and other public viewing places off site. This will maintain a clear sense of the hillside brow in its natural condition.
13. Roadways and utilities constructed on hillsides should blend into the natural landscape to the greatest extent possible and take advantage of scenic hillsides. This may involve:
- a. following the curving contours of the land rather than straight line or geometric patterns,
 - b. screening roads with trees wherever possible, and
 - c. minimizing the amount of cut and fill required for construction.



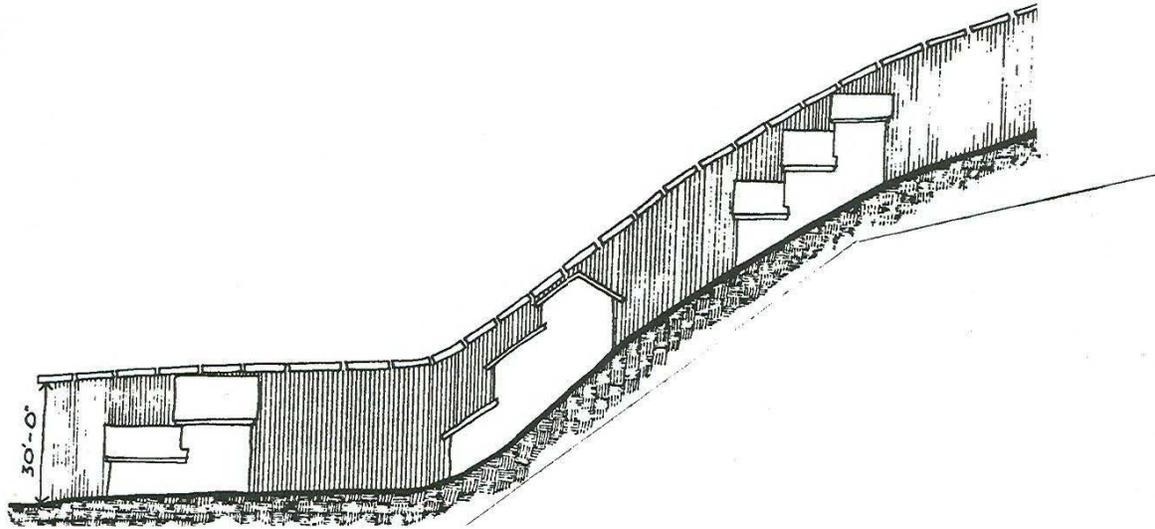
Reprinted from "A Hillside Protection Strategy for Greater Cincinnati."

Significant views

14. Roads should be designed to preserve and protect significant views from hillsides and of hillsides, as seen from major roadways and public viewing places. This may involve:
- a. orienting roadways toward prominent or particularly attractive hills,
 - b. avoiding prominent, steep, or visually exposed portions of the property,
 - c. using hillsides to frame vistas of distant landmarks, and
 - d. generally providing the traveler with an attractive sequential experience.
15. The portions of hillsides with the most attractive and panoramic views should be utilized for a variety of community or public land uses such as roadways, walkways, observation points, parks and green spaces.

Structure Design

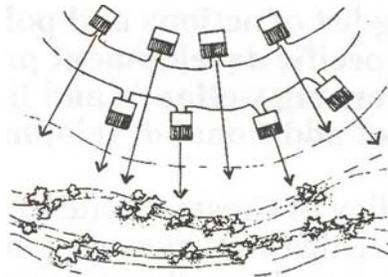
16. Large mass type structures are discouraged on hillsides. Their scale is such that they tend to visually dominate the hillside landscape in an ungainly manner, rather than harmonize with it. In addition, they usually require massive earthworks which can destabilize the hillside.
17. Building design on hillsides should reflect the natural character of the land.
- a. Buildings on hillsides should be designed to minimize apparent height and bulk.
 - b. Building masses should be stepped down the hillside instead of attempting to adapt a hillside to a building designed for a flat site.



Buildings step-down to conform to slope line.

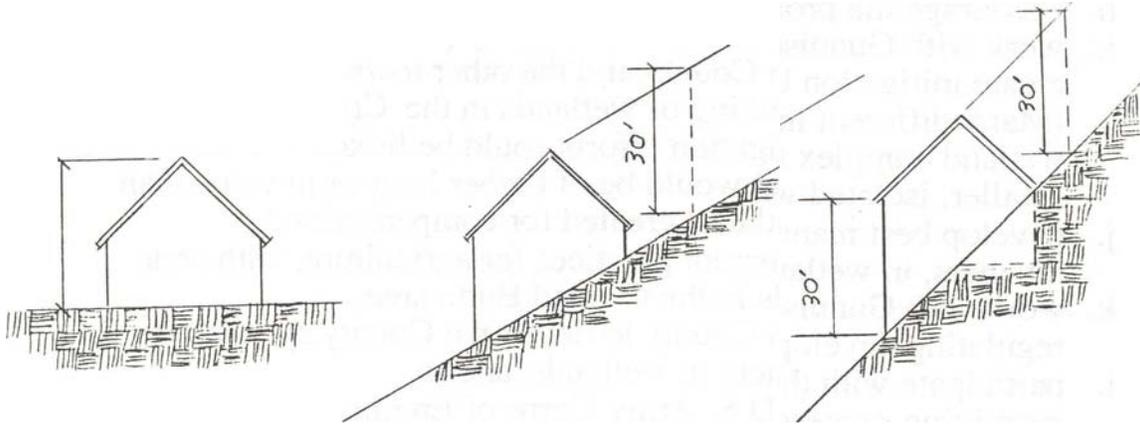
Reprinted from “*Design Guidelines for Architecture and Landscape Architecture in Crested Butte.*”

- c. Wall recesses, wall projections, roof overhangs, decks and other features, which enhance the play of light and shadow, are encouraged to reduce bulk, minimize scale and integrate the building with surrounding vegetation.
 - d. Roof forms should be broken into a series of levels to reflect the irregular forms of the surrounding natural landscape. Flat and unbroken rooflines should be discouraged.
 - e. Long buildings reflecting long hillsides are encouraged.
18. Utility wires on hillsides should be installed underground. Towers and antennae which are particularly obtrusive (such as water towers, microwave relay towers, broadcasting antennae, etc.) should be sited in locations not visible from major thoroughfares or other heavily frequented places such as the Town of Crested Butte.
19. Hillside developments should be designed so that intrusion of buildings constructed at lower elevations, into the views of those above, will be minimized.



Reprinted from “*A Hillside Protection Strategy for Greater Cincinnati.*”

20. Parking should be located on the uphill side of the lots, behind buildings.
21. In order to minimize the nighttime visual disruption of residential areas below, unobtrusive forms of lighting should be employed (e.g. lights where the lamp itself is screened from direct view, where the lights have shields directing light straight down, or very low garden type lighting). Lighting should be functional rather than decorative.
22. No portion of a building constructed between the foot and the crest of a slope should be higher than 30 feet above the natural slope and no part of a building should be above the crest of a hill (see Policy 6).



Scenic Corridors

23. Scenic corridors should be preserved. Scenic Corridor examples include:
- a. the Slate River, north of Wildbird Estates, to the north side of Oh-be-joyful Creek, to protect the high quality wetlands in that area and to preserve the views of the wetlands from the public road, and
 - b. the corridor on both sides of State Highway 135 (See below).
24. Within three miles of Crested Butte, on parcels of land that extend more than one-quarter mile ($\frac{1}{4}$) mile from State Highway 135, the Town encourages residential and commercial development to be located at least $\frac{1}{4}$ mile from the State Highway to help preserve the views from the State Highway unless:
- a. development more than $\frac{1}{4}$ mile from the State Highway right-of-way would be more visible than development within $\frac{1}{4}$ mile, such as development on a hillside,
 - b. buildings are proposed on a site adjacent to existing buildings,
 - c. development can be screened by existing topography or trees so that only roof tops are visible from the State Highway,
 - d. light industrial development is proposed adjacent to Riverland Industrial Park, on the west side of the State Highway,
 - e. the entire parcel of land is within the $\frac{1}{4}$ mile buffer, or
 - f. agricultural buildings or operations are proposed. The location of riding arenas exceeding 8,000 square feet is also encouraged to be at least $\frac{1}{4}$ mile from the State Highway.
- Hidden River Ranch and Butte Pasture are good examples of this $\frac{1}{4}$ mile buffer concept.
25. Developments in scenic corridors should use cluster development to the greatest extent possible, on the flatter, less fragile portions of the property.

WETLANDS

Goal:

The wetlands in the Middle Slate River Valley should be preserved and, where already degraded, enhanced.

POLICIES:

26. It is the policy of Crested Butte to:
- a. recognize that wetlands have important value to the community of humans as well as other organisms,

- b. ensure that wetland creation and restoration projects maximize wetland functional values rather than merely meeting the minimum requirements of a U.S. Army Corps of Engineers 404 permit,
 - c. recognize that wetlands differ in their functional values,
 - d. maintain or increase water storage capacity of the wetlands in the Middle Slate River Valley MSR),
 - e. take actions to prevent further destabilization of the Slate River,
 - f. eliminate sources of nitrogen and phosphorous that cause eutrophication of wetlands,
 - g. encourage the protection of wetlands by public education,
 - h. participate with the U.S. Army Corps of Engineers during the 404 permitting process in wetlands in the MSR by submitting comments about development proposals in the MSR to the Corps of Engineers and by sharing all of the Town's policies, regulations, research and information from wetland projects, and
 - i. protect riparian areas to prevent stream bank erosion and maintain wildlife habitat.
27. The Town of Crested Butte hereby adopts the wetland maps created as part of "Wetlands of the Crested Butte Region" by David Cooper, 1993, and will maintain them in the Community Development office of the Town.
28. The policies that follow apply to all designated wetlands as originally mapped in "Wetlands of the Crested Butte Region" by David Cooper, 1993 and as amended by Town staff, and those wetlands mapped by Bio-environs and Wright Water Engineers and approved by the Town, as shown on the Wetlands map in of Part 2, Description of the Issues. The Wetlands map on page 110 is a reduction of the six maps created for the "Wetlands of the Crested Butte Region" with amendments by Town staff, Bio-environs and Wright Water Engineers.
29. The policies that follow apply to the above designated wetlands, unless the proponent demonstrates the land proposed for development is not a wetland, or unless otherwise stated in these policies. Whether the proponent has adequately demonstrated that a designated wetland is not a wetland should be decided by the Town Planning Commission with whatever professional assistance it deems appropriate.
30. Irrigated wetlands are identified and regulated the same as wetlands, unless a hydrologic study can unequivocally show that the land is non-wetland.

Avoidance

31. Avoid all development in Wetlands as shown on the Wetlands map on page 110 of Part 2, Description of the Issues.
32. Avoid all development in all wetlands and in all high quality wetlands and within a 100-foot buffer area around high quality wetlands. Whenever a site may include wetlands or high quality wetlands, the proposed development site should be evaluated by a wetlands consultant hired by the development proponent to determine the existence, location, and extent of high quality wetlands, prior to submission of any submittals for development. The cost of such evaluation should be paid by the developer. The developer's wetland consultant's evaluation of the site should be reviewed by a consultant hired by the Town and paid for by the developer. The 100 foot buffer may be enlarged depending upon the recommendations of the consultants who have evaluated the site relative to criteria such as those discussed under "Mitigation of Impacts to Wetlands", "Setting Buffers" listed in Part 2, Description of the Issues, Wetlands.
33. A setback of 25 feet should be maintained from all water bodies unless a larger setback from wetlands is appropriate as discussed above. The setback should be measured horizontally from the ordinary high water mark in average hydrologic years on each side of a water body or from the wetland boundary identified using the procedures discussed in the Town's Subdivision Regulations for the Sketch Plan Submittal. This setback is referred to as the

“Wetland and Other Water Features Buffer.” The following activities should not be allowed in the Wetland and Other Water Features Buffer:

- a. construction, installation or placement of any obstruction or the erection of a structure,
- b. placement of material, including including, but not limited to soil, sand, gravel, mineral, aggregate, organic material, or snow plowed from roadways and parking areas,
- c. removal, excavation, or dredging of solid material, including soil, sand, gravel, mineral, aggregate or organic material,
- d. removal of any existing vegetation or conduct of any activity that will cause any loss of vegetation, unless it involves the approved removal of noxious weeds, non-native species, or dead or diseased trees,
- e. lowering of the water level or water table by any means, except as allowed by the Colorado Division of Water Resources,
- f. use of equipment within the buffer, except for the construction of roads or bridges across wetlands or other water features,
- g. disturbance of existing natural surface drainage characteristics, sedimentation patterns, flow patterns, or flood retention characteristics by any means including grading and alteration of existing topography. Measures taken to restore existing topography to improve drainage, flow patterns or flood control should be approved.
- h. Any landscaping activities, unless they are for the purposes of the restoring or enhancing degraded areas to their native vegetation communities. Restoration and/or enhancement actions shall only involve the use of plants native to the site and shall be approved by the Town prior to taking action.
- i. Placement or location of any portion of any residential or commercial tracts.

34. The following structures and improvements and activities are exempt from the Wetland and Other Water Features Buffer:

- a. structures for decreed water rights, docks, piers, watercraft launches, and ramps,
- b. activities and structures in wetlands resulting from agricultural operations,
- c. projects primarily for water protection that have received required state or federal permits such as those projects designed for the enhancement, protection and/or restoration of wetlands or other water features
- d. emergency flood control measures, and
- e. maintenance, repair, or replacement of roads, roads that approach bridges, and bridges existing as of the effective date of this Plan.
- f. Single track dirt trails may be constructed outside, but adjacent to, the Wetland and Other Water Feature Buffer if measures are taken to protect and preserve the adjacent wetlands or water feature and if the Planning Commission agrees the proposed trail(s) will not negatively impact the adjacent wetland or water feature.

35. A Variable Outer Buffer should also be maintained. The width of the Variable Outer Buffer need not be uniform across a parcel. Specific features or activities proposed within 100 feet of the closest border of a wetland or other water feature should define the width of the Variable Outer Buffer on a site-specific basis and should be based on the presence of, or the proposal of:

- a. slopes steeper than 15 percent and draining into a wetland or other water feature,
- b. highly erodible soils,
- c. The area is needed to protect trees, shrubs or other natural features that provide for stream bank stability, habitat enhancement for aquatic environments, riparian area protection, or to maintain predevelopment riparian plant or animal communities,

- d. an activity presents a special hazard to water quality (e.g., storage or handling of hazardous or toxic materials),
 - e. the area is needed to prevent or minimize flood damage by preserving storm water and floodwater storage capacity.
36. A Variable Outer Buffer should not be required to extend more than 100 feet beyond the outer boundary of the Wetland and Other Water Features Buffer unless when considering the functions and values of the wetland, and the proposed adjacent uses, the Planning Commission determines a larger buffer should be maintained.
 37. The activities listed in Policy 33 should not be allowed in the Variable Outer Buffer and the exemptions in Policy 34 should also be exempt in the Variable Outer Buffer.
 38. Developers desiring to develop within a designated wetland have the burden of proof that the land they want to develop is not a wetland.
 39. Discontinue and discourage further filling of wetlands.
 40. Discontinue and discourage further ditching and draining of wetlands but continue maintenance of irrigation ditches.
 41. Discontinue and discourage further cutting of willows.

Mitigation

42. When the Town Planning Commission agrees development cannot avoid wetlands designated on the Wetlands map on page 110 of Part 2, Description of the Issues, or wetlands identified by the developer's consultant and the Town consultant, the policies that follow (mitigation measures) should be applied for development in those areas.
43. Ensure there is no net loss of wetland area, functions or values.
44. The priority of compensatory wetland mitigation shall be (in order of preference) to:
 1. protect
 2. enhance
 3. restore
 4. create

wetlands of the same wetland type that perform the same wetland functions to the same degree or better, or as otherwise approved by the Town, and on-site. If mitigation cannot be done on site, then mitigation should be accomplished within the MSR.V.
45. Allow for the use of payments-in-lieu of preserving wetlands when there is no reasonable alternative, other than to destroy wetlands for development and protection, enhancement, restoration or creation of new wetlands is not feasible, as determined by the Town. The payments should be used to acquire other wetlands for preservation or to help restore degraded wetlands, rather than trying to create new wetlands. Payments-in-lieu should be for an area of wetland equal to the amount of wetland lost and the dollar amount should equal or exceed twice the average cost per acre of wetlands that the Town has participated in preserving in the last 5 years from the date the development is approved. The value should be higher than the amount paid recently because the value of land continues to rise and because this will allow for up to a 2:1 ratio of wetlands protected for wetlands lost. From 2005 to 2010 the Town did not participate in preserving land with significant wetlands included. The average price of land, with a significant amount of wetlands, that the Town will help preserve by making expenditures to do so, will be \$18,268 per acre for the Kochevar Open Space Phase III which is under contract to purchase from the Trust for Public Land in the next five years.

Compensation

46. The preferred method of compensation for destruction of wetlands is by restoration of degraded wetlands.
47. Restore wildlife habitats, wetland ecosystems and functional values.
48. Compensation by enhancing existing wetlands should only be used as a last resort because too often, those proposing to destroy wetlands, also propose enhancement which is not adequately thought out and may damage the function of a wetland that previously functioned well.
49. Restoration programs should be evaluated periodically after implementation to ensure the treatment will produce the desired results.
50. A restoration stewardship fund should be created for each restoration project to ensure noxious weeds do not invade and to otherwise pay for management of the wetland. The stewardship fund should be at least \$5,000 per acre of wetland restored, or as otherwise recommended by the Town's wetland consultant or the Army Corps of Engineers if the Town has not hired a wetlands consultant, when consideration is made for the wetland functions, the amount of restoration being attempted, and values to be restored, and other issues at the particular site. The Town should not use the principal of the stewardship fund, but should instead use interest earned from the fund to pay for stewardship. Ownership of the restoration site by the Town, or a conservation easement that allows Town access to the restoration site should accompany the fee.

WILDLIFE

GOAL:

Rehabilitate, enhance and maintain wildlife habitats to ensure the continued environmental, economic, and aesthetic value of this natural resource.

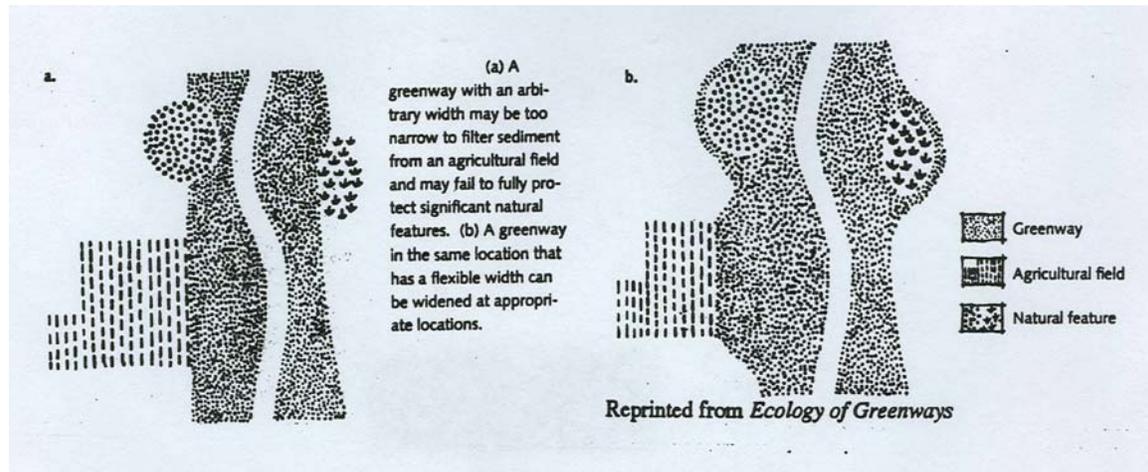
POLICIES:

49. The Town of Crested Butte hereby adopts the Elk Production Areas map on page 116 of Part 2, Description of the Issues, as provided by Gunnison County MIS Depart. and the Colorado Division of Wildlife.
50. All development proposals should be referred to the Colorado Division of Wildlife for site specific review, comment and recommendations.

Avoidance

51. "Important Wildlife Habitat Areas" are Elk Production Areas, as shown on the Elk Production Areas map of this Plan
52. Threatened or Endangered Species (TES) habitat which has been identified in a TES Survey (See definition in the Subdivision Regulations) for a site proposed for development is also Important Wildlife Habitat Area.
53. Development in Important Wildlife Habitat Areas, including TES habitat, should be avoided because habitat survival and species survival go hand-in-hand. Unless a professional wildlife biologist demonstrates an area is not in an Important Wildlife Habitat Area, Crested Butte discourages development in "Important Wildlife Habitat Areas" as shown on the wildlife maps of this Plan or as shown in a TES Survey on a site proposed for development. Whether the proponent has adequately demonstrated that an area is not in an important Wildlife Habitat Area should be decided by the Town Planning Commission with the assistance of the Division of Wildlife or a Town wildlife or wetland consultant.

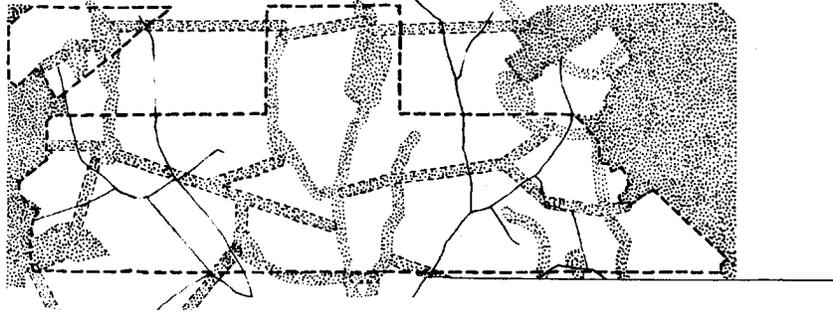
54. At the time of adoption of this Plan there was no evidence that lynx, moose and southern gray wolves use the MSR. If evidence of these species, or other endangered or threatened species, in the MSR is demonstrated, it would be appropriate to add the mapped habitat of these species to the "Important Wildlife Habitat Areas."
55. There should be a network of public and private open space to ensure the continued presence of wildlife in the area.
56. River and stream corridors between Gunnison and Gothic should be preserved as migration routes and flyways for birds and other wildlife.



57. Forests, grasslands, shrublands, rivers and lakes are dynamic wildlife habitat. Development should allow for changes in the ecosystem by maintaining at least a 100-foot buffer around all identified habitat areas. A 100-foot buffer between waterfowl habitat and development should be preserved but may be reduced by enhanced planting of willows or other vegetative barriers between waterfowl habitat and development. Other reasons to establish 100-foot buffer zones around wildlife areas are to:
 - a. decrease the line of sight distance for wildlife and humans,
 - b. reduce auditory disturbance,
 - c. protect areas of critical habitat, such as reproduction areas, riparian habitat and migration corridors, and
 - d. protect bodies of water, including wetlands.
58. Any activity that may harass, harm, or lead to the killing of any endangered species or "Species of Special Concern" in the State of Colorado, such as neo-tropical birds, is discouraged.

Mitigation

59. When the Town Planning Commission agrees development cannot avoid Important Wildlife Habitat Areas designated on the maps of the Crested Butte Area Plan, or identified during a TES survey, the policies that follow (mitigation measures) should be applied to development in those areas.
60. Ensure that there is no net loss of wildlife habitat, functions or values.
61. Maintain and create corridors so that birds and animals can travel between habitats through the maze of buildings, parking lots, trails and highways in the MSR. Streams and wetlands should be preserved because they often provide good corridors and they are difficult to develop for the housing and commercial needs of people.



Reprinted from "Ecology of Greenways."

62. Since subdivision developers generally fail to consider nuisance animals such as skunks and porcupines when developing rural land, subdividers should provide for homeowner associations to solve conflicts with such animals rather than the Town or the Division of Wildlife.
63. Site design should be sensitive to wildlife habitat. Examples of site design techniques that should be encouraged include:
 - a. leaving the wildlife habitat in a natural state,
 - b. avoiding severe cuts and fills that might disrupt wildlife movement,
 - c. revegetating cuts, fills and check dams to reduce siltation,
 - d. minimizing the disturbance of areas by clustering development,
 - e. using vegetation to enhance and maintain wildlife habitat and shelter (exotic plant species that taste good to wildlife should not be used),
 - f. preserving natural vegetation, food plants, grasses, forbs, shrubs and shelter areas,
 - g. locating commercial and industrial uses that generate noise in low impact wildlife areas,
 - h. avoiding building fences which unduly restrict the movement of various wildlife species,
 - i. mitigating noise impacts by enclosing activities, limiting uses, using good site design, etc.,
 - j. avoiding construction in or immediately adjacent to elk calving areas (Elk Production Areas) between May 15 and June 30,
 - k. incorporating speed bumps, rough pavement, cattle guards or other physical devices to encourage slow speeds,
 - l. establishing and maintaining fishing easements along lakes, creeks and rivers, and
 - m. limiting construction in rivers to projects that do not alter downstream water temperatures.
64. Roads should be signed to alert drivers to game crossings.
65. Dog owners should ensure dogs do not chase wildlife.
66. Wildlife mapping for most of the MSRVS is very general and not specific to particular sites. When determined by the Town to be necessary, developers should provide the following information, as it pertains to the project area, prior to requesting development approvals:
 - a. identify the more important wildlife activity areas and habitat requirements in the project area,
 - b. determine the importance of project area vegetation to wildlife,
 - c. determine the boundaries of potential impacts,
 - d. determine the range of potential impacts,
 - e. determine the significance of potential impacts,
 - f. based on the preliminary information, determine what animal and plant species may need more intensive study in order to determine what the impacts of the proposed development might be on these species and how these impacts might be avoided or lessened,
 - g. identify alternatives to the proposed development,

- h. identify steps to be taken to offset adverse effects of the proposed project on wildlife habitat,
- i. estimate the costs for implementation of mitigation measures, and
- j. identify TES habitat.

Compensation

- 67. Lost habitat should be compensated for by enhancing habitat in other areas.
- 68. Enhancement of habitat should consider the following:
 - a. understanding the habitat requirements, population dynamics, limiting factors, etc., of the target species,
 - b. determining the land's capability to provide for the target species' requirements,
 - c. taking a broad approach to limit negative impacts to other species or resources,
 - d. considering the effects of enhancement practices on adjacent sites and on areas farther removed from the treatment site areas as well as evaluation of the short and long-term effects,
 - e. weighing carefully the use of more than one technique to ensure that the techniques are complementary, and
 - f. evaluating the program to ensure the treatment will produce desired results.

ACTION ITEMS:

- 69. Work with Gunnison County and the other towns in the County, to create mitigation banking of wetlands in the Crested Butte area. Many different mitigation efforts may be linked to create a large wetland complex that would be of higher long-term value than smaller, isolated wetlands created for compensation.
- 70. The Town of Crested Butte should participate in creation of "Habitat Conservation Plans"¹ required by the Federal Endangered Species Act for endangered species in the Middle Slate River Valley.
- 71. The Towns of Crested Butte and Mt. Crested Butte, Gunnison County, the Crested Butte Mountain Bike Association, the Colorado Division of Wildlife, the Gunnison National Forest Service and other interested and affected people should review the current location of recreation trails with respect to the conflicts they create with wildlife. Consider limiting the number of trails, closing recreation trails at critical times during the year and/or moving the location of recreation trails to decrease negative impacts to wildlife and agriculture in the Middle Slate River Valley.

(1) Habitat Conservation Plans (HCP's) are required by the federal Endangered Species Act. Such plans should be created for endangered species when private land owners intend to conduct an activity that will affect or harm a threatened or endangered species. HCP's layout what will be done n private land so the human activities will not affect threatened or endangered species. The plan must be approved by the U.S. Fish and Wildlife Service (FWS). Once the plan is approved, the FWS will issue a permit to proceed with the human activity. Source: US. Fish and Wildlife Service.

(2) Species of Special Concern is a category used by the U.S. Fish and Wildlife Service to refer to species that are beginning to become a species of concern. These species may never reach threatened and endangered status but they are of special concern.

VI. TRANSPORTATION

GOAL:

Transportation within the Middle Slate River Valley should strive for efficient movement in the area and maximum safety for residents and visitors, while minimizing the transportation carbon footprint.

POLICIES:

PUBLIC TRANSPORTATION

1. The Middle Slate River Valley (MSRV) should be served by an integrated all-mode transportation system. Development design should strive to eliminate conflicts between auto, transit, bicycle, and pedestrian users and provide safe and convenient connections between modes.
2. Plan for and develop transit centers in:
 - Crested Butte,
 - Mt. Crested Butte, and
 - Gunnisonto help encourage mass transit and alternative transportation.
3. Tourists should move about the County on tour buses as an alternative to driving.
4. Developers should provide public transportation facilities in all new urban developments. When it is premature to construct public transportation facilities, land should be dedicated and funding should be provided by the developer for public transportation systems such as Park-N-Ride areas, bus stops, etc.
5. Bus stops for circulator buses should be provided to serve new subdivisions and the Mt. Express Board should be consulted when deciding upon the best route and locations for stops.

PERSONAL TRANSPORTATION

6. All roads, trails and other transportation systems intended to serve a subdivision should be funded at the developer's expense.
7. Coordinate with the Colorado Department of Transportation and the West Elk Scenic Byway Steering Committee regarding interpretive wayside information signage informing visitors about the MSRV.

INTERMODAL TRANSPORTATION SYSTEMS

8. New developments in Crested Butte should have a cohesive intermodal transportation system including the following:
 - a. Narrow (24 foot wide) paved residential streets.
 - b. Provision of public transportation facilities such as Park-N-Ride areas, bus stops, etc.
 - c. Connectivity with the existing town grid by having intersections with existing streets.
 - d. Public transportation routes within two blocks, or five minutes, of all residences through a developer funded bus feeder system and/or transit facilities.
 - e. The transportation system should be multipurpose providing equally for:
 - i. the movement of automobiles and other vehicles
 - ii. pedestrian movement,

- iii. communications through signs,
- iv. a setting for landscaping,
- v. snow storage,
- vi. ski ways,
- vii. public open space, and
- viii. storm water drainage systems.
- ix. Consideration for horseback riders and horse drawn vehicles should also be made.
- f. Promotion of alternative fuel vehicles through infrastructure improvements including car share facilities, electric vehicle charging stations, and/or alternative fueling stations.
- g. Priority parking provided for low emissions vehicles in public parking areas.
- i. Bike racks provided at all major transit hubs, in the vicinity of large concentrations of commercial development and at public buildings.
- j. Provision of bicycle lanes, separate from motorized lanes, on arterial streets, where speed limits are greater than 15 miles per hour.
- k. Measures for pedestrian safety, such as traffic calming devices that result in pedestrian walkability in streets, where parallel trails or sidewalks are not provided.
- 1. Traffic patterns and quantities should not cause unacceptable community and environmental impacts.

TRAILS

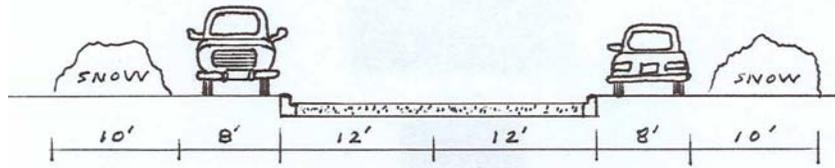
9. The Crested Butte Town Trails Standard is the existing level of service, as described in the Trails portion of the Transportation Chapter of Part 2, Description of the Issues, beginning on page 126, of this Plan.
10. Walking is an inexpensive and easy way for most people to improve fitness. Streets and trails in Crested Butte should be designed to encourage walking and non-motorized traffic.
11. The location of trails should:
 - a. link outlying residential areas to towns, or residential areas to recreation areas,
 - b. provide alternative routes not used by automobiles,
 - c. be designed for recreation,
 - d. provide connections from within the development to the major trail system to best facilitate use of the system,
 - e. be within subdivisions so they will be accessible to all residents of the subdivision,
 - f. implement proposed trails on the subdivision site as:
 - i. shown on the Crested Butte Trail Plan map at the end of the Transportation policies, ,
 - ii. described more generally in the Town of Crested Butte Parks and Recreation Regional Master Plan
 - iii. described more generally in the Gunnison County Trails Master Plan,
 - g. be away from arterial streets or state highways to make their use safer, especially for children, and more pleasant than when they are affected by highway vehicle noise and speed.
12. Trail width should be consistent with the intended use of the trail. Trails should facilitate non-motorized modes such as bicyclists, pedestrians, hikers, cross country skiers, snowshoers, and equestrians. Trail rights-of-way and easements should be at least 15 feet wide.
13. Most trailheads are adjacent to road corridors and should be provided for when roads are built, improved or maintained.
14. When land adjacent to public lands is proposed for development, the provision of a trailhead to access public land is highly encouraged by the Town, unless the public land agency discourages public access at that location. Preferably, trailheads should be located as close as possible to public roads, unless the trailhead would create a negative visual impact from the public road, in which case the trailhead may be located elsewhere on the property. Public

trail access, across the property from a trailhead, will be necessary to access the public lands. Incentives such as a reduction in the number of acres of open space recommended per residential unit may be considered by the Town to encourage the creation of such trailheads.

15. Trails should be designed to:
 - a. protect the natural environment (they should not be built into water feature or wildlife buffer areas since their construction and use would disturb those areas),
 - b. provide efficient and effective maintenance, and
 - c. ensure that ranching interests are protected.
16. Designate and continue improving the old Kebler Pass Wagon Road as a non-motorized trail.
17. Developers are encouraged to provide trail access to public lands.
18. Based on the documentation in the Trails section of the Transportation chapter of Part 2, Description of the Issues, beginning on page 126, in order to maintain the existing ratio of trails to residents and residential units, as new development occurs within the Town, at least 61 lineal feet of public trail should be required as a condition of subdivision approval in the Town of Crested Butte for each proposed residential unit for summer trails. The land provided for trails should meet the standards of the above trail policies.
19. Trails in a proposed subdivision should be built by the land developer.
20. When it is not deemed feasible, or in the public interest, by the Town, to provide land for trails, payments-in-lieu of land for trails may be considered. Payments-in-lieu of land for trails should be based on the recommended length of the trail after applying Policy T 18 and the width of trail as recommended in Policy T 12 multiplied times the fair market per square foot value of the entire property proposed for subdivision after it has received all subdivision approvals minus the value of any dedications made toward the required dedication at the fair market value as described above. Payment in lieu of providing trails may be used for purchasing land for trails, purchasing easements, or constructing trails.

STREETS AND ROADS

21. Crested Butte residential streets are multipurpose. They serve not only the movement of cars and other vehicles but they also provide for all the uses listed in policy T 8. Therefore, developers of residential streets are encouraged to design residential streets to provide equally for all of the uses in Policy T 8.
22. Developers of residential neighborhoods are encouraged to be creative when designing streets and neighborhoods so that cars and other vehicles are not the dominant users of streets.
23. Developers should design roads and other transportation facilities so as to contribute to a positive and attractive visual image and the desired community character.
24. A pattern of rectangular blocks should be extended into annexed areas unless the topography suggests other designs. The pattern of rectangular blocks should be adjusted to avoid high quality wetlands or other significant natural features.
25. All subdivision tracts or parcels should have access to an adjacent public street or avenue and an alley.
26. Roads should be designed to meet the following minimum criteria:
 - a. All roads should be either residential streets or arterial roads.
 - b. Arterial roads should be designed to carry traffic loads agreed upon by the Town and all arterial roads should have at least 80-foot wide rights-of-way.
 - c. Residential streets designed for motorized vehicles, should have at least 60-foot wide rights-of-way. These rights-of-way should provide the following minimum spaces:
 - i. 12 foot wide driving surfaces in each direction,
 - ii. 8 foot wide parallel parking spaces on each side, and
 - iii. 10 foot snow storage spaces on each side.



- d. Roads should meet the design criteria described in the Residential Site Design Policies .
 - e. When the need is demonstrated by a traffic analysis, developments should provide acceleration and deceleration lanes and/or turn lanes from and to the Gothic Road, Washington Gulch Road, the Slate River Road, or from State Highway 135. The acceleration and deceleration lanes and /or turn lanes should be paid for by the developer of the land that needs them.
 - f. Cul-de-sacs are discouraged. When they cannot be avoided, cul-de-sacs should be no longer than 500 feet and adequate snow storage at the cul-de-sac should be provided.
 - g. Roads approved in the unincorporated county, which are likely to be annexed into a municipality, should comply with the nearest municipality’s road standards and any applicable street extension plans, such as the Crested Butte Major Street Plan unless, by complying with the plan, roads would be placed in areas confirmed to be wetlands, 100 year flood plains or other resource or hazardous areas. In those cases, the location of roads should be modified to avoid such areas.
27. No other roads or streets should be constructed within three miles of Crested Butte except in areas that are closer to Mt. Crested Butte than Crested Butte. No roads are shown at this time on properties closer to Mt. Crested Butte than Crested Butte because Mt. Crested Butte’s influence on these areas is greater than Crested Butte’s.
28. Minimize the number of access points onto State Highway 135, the Gothic Road, Washington Gulch Road, and the Slate River Road by combining or eliminating existing access points where such steps would improve the safety, design and/or service capacity of the road system.
- a. All avenues proposed north of the existing town, should intersect with the Gothic Road. If the County will not approve multiple new intersections of avenues with the Gothic Road, then avenues should be merged, on the subdivider’s land, to create one or more access points on the Gothic Road. Avenues should not dead-end at the Gothic Road.
 - b. As an alternative to merging avenues on the subdivider’s land before they intersect the Gothic Road, the subdivider may propose to acquire the Gothic Road from the county as far north as the north boundary of the proposed subdivision and dedicate that portion of the Gothic Road to the Town, if a practical funding mechanism for maintenance and snow plowing of the Gothic Road, which is acceptable to the Town, is also proposed.
29. Crested Butte encourages the maintenance of State Highway 135 as an improved two-lane highway by encouraging the development of alternate transportation systems capable of preventing the deterioration of safety levels and the service capacity of the roadway.
30. If traffic from a proposed development causes unacceptable community and environmental impacts, the developer should be required to adequately mitigate these negative impacts or redesign the development to make the reduce the impacts.
31. Transportation systems for developments should be designed to minimize air pollution by:
- a. promoting the use of alternate transportation modes,
 - b. promoting the use of alternative fuels (eg. natural gas, electricity),
 - c. reducing automobile traffic, and
 - d. maintaining acceptable traffic flow.

32. Kebler Pass Road should be improved. Improvements include:
 - a. scenic viewing areas, and
 - b. additional signing to identify intersecting roads and points of interest.Kebler Pass Road should not be paved or open year-round beyond the winter trailhead except when paving is designed to reduce water pollution in Coal Creek.
33. Where a subdivision abuts or contains an existing or proposed major arterial street or highway, the Town may require the following:
 - a. service roads,
 - b. sidewalks along the arterial street, or highway,
 - b. reverse frontage lots with screen planting in a reservation strip along the rear property line,
 - c. deep lots with rear service alleys abutting the major arterial street or highway, or
 - d. such other treatment as may be necessary for adequate protection of residential properties, protection of pedestrians, and for separation of through and local traffic.
34. All streets, roads, alleys and trails should conform to the Town road specifications and should be environmentally sensitive.
35. There should be no further duplication of street names within the MSR.V. Proposed streets and roads should have names of the existing streets and roads when they are in alignment with existing county or adjoining municipal streets or roads.
36. All avenues should be named for mountains in the region.
37. Provision of alleys between streets is encouraged to provide locations for utilities away from snow plows and to provide alternate entrances to lots for automobiles during summer months.
38. Full-cutoff lights that do not light up the night sky, should be used for street lighting to provide light at intersections and other locations where visibility is limited by natural or man-made obstructions.
39. A snow storage area should be set aside in each single family residential block for storing snow from streets, and should be the equivalent of two parking spaces, as defined in the Crested Butte Zoning and Land Use Code, for each housing unit in the block. (Assuming blocks are approximately 2.8 acres each, an area equivalent to .12 acres [5,184 sq. ft.] should be set aside in each block for storage of snow from the street.) The snow storage area can be included in the land intended to comply with the public land recommendation found in Residential Site Design policies. Drainage from such snow storage areas should be directed away from adjacent lots.
40. Snow storage space should be provided for commercial and multifamily land uses equal to 1/3 of the parking areas and driveways on the lot.
41. Maintain the small town atmosphere and safety of Crested Butte that is reflected by low vehicle speeds.
42. If the Snodgrass Ski Area development and North Village are approved, an alternative transportation system, including a parking area south of Crested Butte and alternate transportation to Mt. Crested Butte should be a part of every approval by the U.S. Forest Service, Gunnison County, Mt. Crested Butte and Crested Butte.
43. Snow plowing should result in a winter atmosphere that is safe for pedestrians and vehicles.
44. Bridges over the Slate River should provide adequate space between high water and the bottom of the bridge so people may float the river in a raft during high water and pass safely under the bridge.

TRANSPORTATION POLICIES THAT APPLY ONLY TO PROPOSED SUBDIVISIONS IN THE EXISTING TOWN

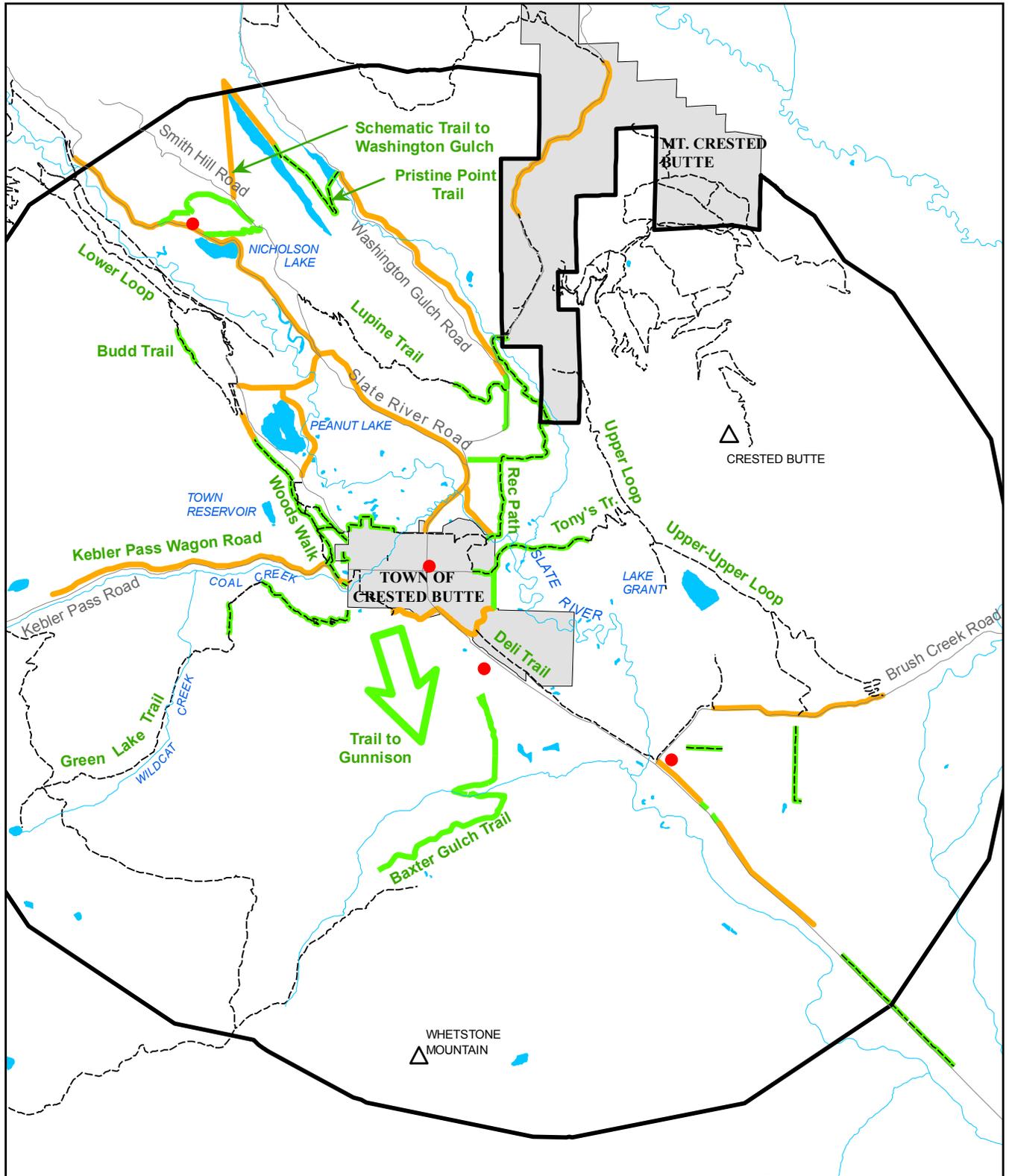
- 44. Relieve summer traffic congestion and make it easier for tourists to find their way around Crested Butte.
- 45. Facilitate additional parking for the business district and reduce the negative impacts of parking to residential neighborhoods.
- 46. The purpose of commercial alleys is as important as the purpose of commercial streets. Commercial alleys need to be functional.
- 47. Maintain adequate access to the northwest part of town and between the northwest and other parts of town by providing pedestrian access and vehicular access to that area. New development should address access and spreading the impacts of growth throughout the Town.

AVIATION

- 48. The Buckhorn airstrip should continue as a small-scale private airstrip that any airplane, except for commercial flights, can use.
- 49. Crested Butte discourages commercial helicopter, small airplane tours, and military training activities in the Middle Slate River Valley.

ACTION ITEMS:

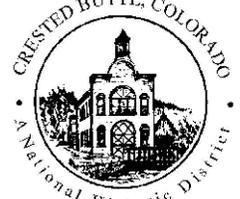
- 50. Develop a countywide impact fee system to finance transit infrastructure and vehicles.
- 51. Develop an expanded mass transit network.
- 52. Develop Park-N-Ride facilities for access to alternate transit systems.
- 53. Implement applicable policies from the following:
 - Upper Gunnison River Valley Transportation Plan, August 24, 1998;
 - Crested Butte Transportation Plan, 1998;
 - Transportation Alleys and Parking report, 1992; and
 - Gunnison County Comprehensive Plan, Crested Butte / Gunnison Corridor, 2005.as new development occurs within the MSRV.
- 54. Transportation between the major developed areas will need to be addressed. The largest number of additional dwelling units will be in Mt. Crested Butte which also has a significant amount of commercial development. The nature of traffic generated will depend in large part on the total development plan of Mt. Crested Butte. Establish a committee to address how the traffic generated by development, both north and south of Mt. Crested Butte, during construction and after the developments are occupied, will be addressed. Committee participants should include: Crested Butte, Mt. Crested Butte, Gunnison County, CBMR, Mountain Express, the Rural Transportation Authority, Rocky Mountain Biological Laboratory and the National Forest. The committee could also address traffic generated by developments between Round Mountain and Gothic.
- 55. The Town should continue working to create the perimeter trail described in the Town of Crested Butte Parks and Recreation Regional Master Plan.



Crested Butte Trail Plan

- Roads
- ▭ 3 Mile Boundary (MSRV)
- Streams
- - - Trails
- Easements
- Proposed Trail Corridors
- ▭ Town Boundary
- ▭ Lakes
- Proposed Trailhead

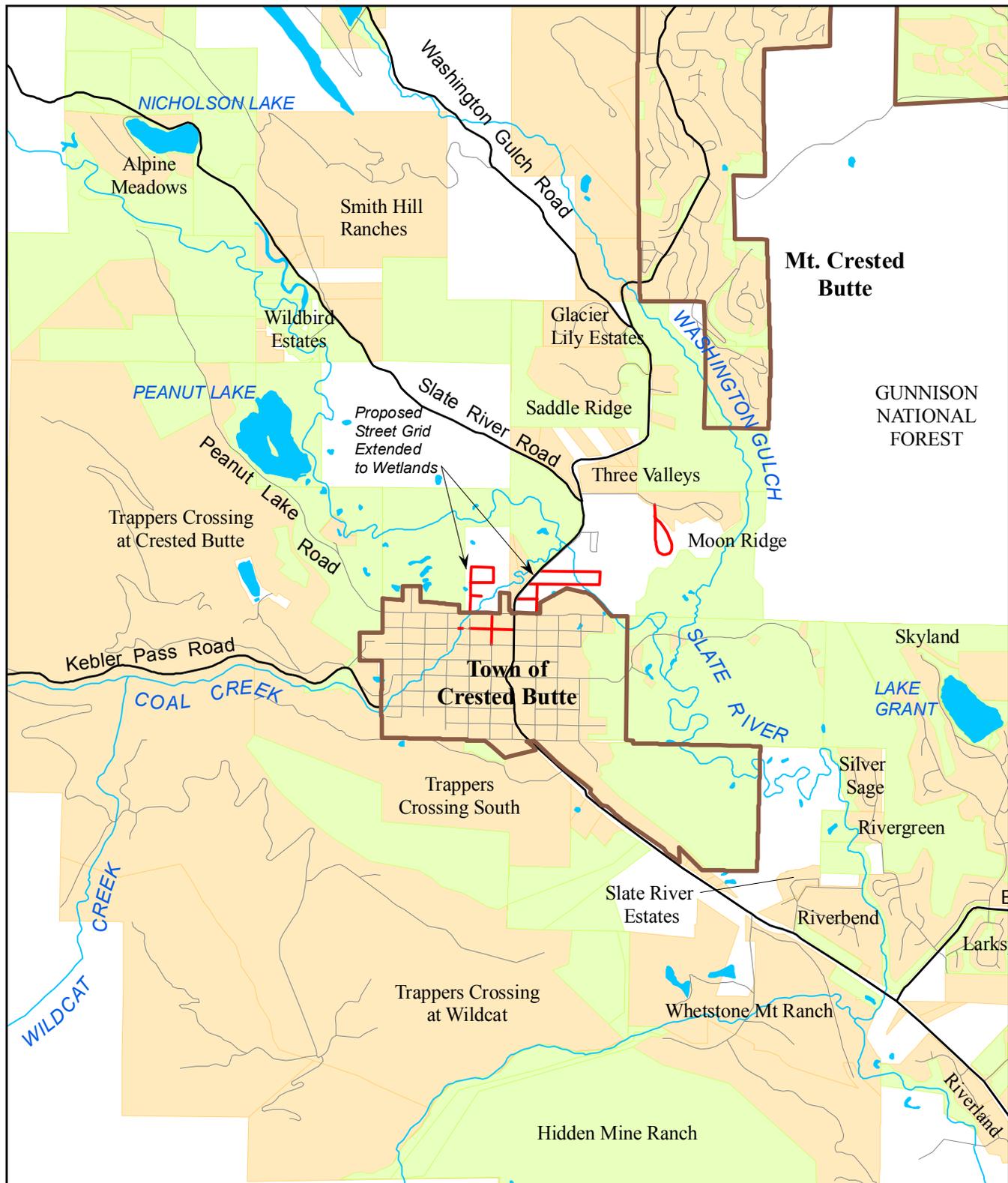
Sources:
 Gunnison County GIS
 Town of Crested Butte GIS
 Town of Mt. Crested Butte
 Crested Butte Planning Workshop, 11-18-95
 EPA Ortho Imagery 2006



This map is not for legal conveyance.

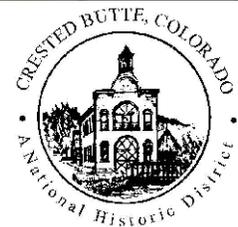


Drawn by: Hilary Mayes
 Date: June 24, 2011
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Master Street Plan

- Town Boundary
- Major Arterial Roads
- Streets
- Proposed Streets
- Water
- Lakes
- Subdivisions / Developed Land
- Open Space



Drawn by: Hilary Mayes
 Date: June 24, 2011
 Filename: ~areaplan/2011/masterstreetplan.mxd

VII HOUSING

Goal:

The housing policies of the Crested Butte Area Plan are designed to develop a socially, culturally and economically balanced community with an appropriate mix of residential dwelling unit types for permanent residents, part time residents and tourists.

POLICIES:

1. The Town of Crested Butte, through its land use regulations and incentive programs, encourages the private sector to provide a mixture of housing types with varied price ranges and densities, for multiple income levels, in each sub-community of the Town and in each new development in the Middle Slate River Valley for year-round and seasonal employees. The purpose of this policy is to attempt to meet the needs of all elements of the MSRV population as identified in the most recent housing needs assessment.
2. At least sixty percent (60%) of all new residential units annexed to Crested Butte should, at a minimum, be permanently deed-restricted to a variety of mixed income people who earn at least eighty percent (80%) of their income in the Gunnison County. Developers should provide units and/or adequate land, to achieve this policy.
3. At least forty percent (40%) of all new residential units that are not within town, but within three miles of Crested Butte, should, at a minimum, be permanently deed-restricted to a variety of mixed income people who earn at least eighty percent (80%) of their income in the Gunnison County. Developers should provide units and/or adequate land to achieve this policy.
4. The Town prefers a range of deed restrictions within each development that addresses the needs of many different groups of people by, for example, addressing ranges of incomes and prices.
5. Accessory dwelling units, that are long-term rentals, should be allowed and encouraged in all developments annexed to Crested Butte. Accessory dwelling units that are to be used exclusively as long-term rentals and are deed-restricted to that use, should not be counted toward the maximum or average density per acre discussed in the Land Use chapter of the policies.
6. The Town recognizes that the housing needs of the low-income residents of the Middle Slate River Valley may not be met solely through private development. To facilitate availability of housing for this segment of the population, appropriate federal, state, and local programs and resources should be utilized.
7. Housing for low-income families as well as elderly and disabled households, whether publicly, privately or jointly financed, should be designed to be compatible, in size and scale, and dispersed and integrated with housing throughout the community and throughout new developments.
8. Employers are encouraged to provide housing for their own seasonal employees.
9. New developments should comply with the policies of the Housing Chapter of the Crested Butte Land Use Plan.
10. All residential development should be served by public transit to allow all income sectors to be served by the development while minimizing traffic generated by employees of the MSRV and occupants of local housing.
11. Demolished residences which had been occupied by year-round residents should be 100% replaced with an equal number of local housing units.

ACTION ITEMS:

12. The Town should determine a target number of local housing units as a percentage of the total housing stock.
13. Provide incentives to increase the percentage of local housing over the requirements of the Gunnison County Land Use Resolution.

VIII Mineral Resource Areas

GOAL:

Manage mineral resource areas to permit extraction and exploration of minerals unless extraction and exportation would cause significant adverse impacts to public health and safety; plant or wildlife habitat; or areas of paleontological, historic or archeological importance.

POLICIES

1. Prior to any mineral extraction activity within the MSRVA, a resource extraction company should receive a permit from Gunnison County and/or the Town, depending upon the mine location, to extract the mineral.
2. A comprehensive socioeconomic impact analysis that addresses the manner in which the applicant will comply with the relevant permit application approval criteria should be provided.
3. Resource extraction projects should not impair property rights held by others.
4. Applicants for resource extraction projects should demonstrate that the applicant has the necessary expertise and financial capability to develop and operate the proposed resource extraction operation consistent with all requirements and conditions of approval.
5. Resource extraction projects should demonstrate that alternatives to the project were considered and why they were rejected. They should also provide projections or growth trends that form the basis of demand projections justifying the project.
6. The benefits accruing to the community and its citizens from the resource extraction project should outweigh the losses of natural, agricultural, recreational, grazing, commercial and industrial resources within the MSRVA.
7. Resource extraction companies should provide housing for the proposed workforce.
8. Workforce housing should be located so as to minimize:
 - a. traffic,
 - b. air quality degradation, and
 - c. energy consumption.
9. Resource extraction projects should not have a significant adverse impact on:
 - a. land use patterns,
 - b. the capability of local governments, special districts and school districts to provide services,
 - c. existing residents by creating undue financial burdens,
 - d. other portions of the current or foreseeable future local economy,
 - e. quality or quantity of recreational opportunities and experience,
 - f. air quality,
 - g. surface or ground water quality, wetlands or riparian areas,
 - h. plant or wildlife habitat, and
 - i. areas of paleontological, historic or archeological importance.
10. Resource extraction projects should not result in unreasonable risk of release of hazardous materials.
11. Conservation techniques in the construction and operation of a resource extraction project should be a high priority.
12. A monitoring and mitigation plan, including a description of all mitigation that is proposed to avoid, minimize, or compensate for adverse impacts of the project and to maximize positive impacts of the project should be provided and it should describe:
 - a. how and when mitigation will be implemented and financed,
 - b. impacts that are unavoidable that cannot be mitigated,

- c. the methodology to be used to measure impacts of the project and effectiveness of proposed mitigation measures, and
 - d. the location and intervals of proposed monitoring to ensure that mitigation will be effective.
13. Resource extraction projects should comply with all other applicable policies of this Plan.