

RESOLUTION No. 127

A RESOLUTION ADOPTING THE RICO REGIONAL MASTER PLAN

WHEREAS, the Rico Planning Commission adopted the Rico Regional Master Plan on the 26th day of March, 1996, after conducting a public hearing thereon and further resolved and certified said plan to the Rico Board of Trustees on the 17th day of April, 1996;

WHEREAS, the Municipal Annexation Act of 1965 requires the adoption of an annexation plan prior to consideration of annexation by the Town of Rico;

WHEREAS, the Rico Regional Master Plan sets forth desired land uses in the three mile planning area upon the occurrence of annexation by the Town of Rico for the three mile planning area;

WHEREAS, the Rico Regional Master Plan will provide guidance to land developers and real estate investors of land uses desired by the Rico community, both for properties inside the municipal boundaries of the Town of Rico and properties within the three mile planning area desiring to annex into the Town of Rico;

WHEREAS, the Board of Trustees finds that the orderly and efficient provision of sewer and water service in the Town of Rico and the three mile planning area will occur through planned development and annexation of all properties benefiting from such service;

WHEREAS, the Board of Trustees finds that the Rico Regional Master Plan promotes development in suitable areas which are relatively free from geologic hazards, promotes pedestrian scale in the community, promotes development of light industrial/residential lots in appropriate areas, promotes protection of existing residential neighborhoods, promotes the development of a variety of housing types, promotes annexation of all lands within the three mile planning area, promotes preservation of sensitive environmental areas, and promotes the establishment of suitable park areas; and,

WHEREAS, the Board of Trustees finds that the Rico Regional Master Plan will promote the health, safety and welfare of the Rico community for this generation and the next;

NOW, THEREFORE, BE IT RESOLVED on this 17th day of April, 1996, by the Board of Trustees of the Town of Rico that the Rico Regional Master Plan is adopted as the official master plan document of the Town of Rico.

By: _____


Robert Small, Mayor

Attest: _____


Linda Yellowman, Town Clerk

town seal

**RESOLUTION OF THE PLANNING COMMISSION OF THE TOWN OF RICO
ADOPTING THE RICO REGIONAL MASTER PLAN**

WHEREAS, Title 32 Article 23 Part 2 of the Colorado Revised Statutes enables statutory towns to establish planning commissions which have the authority to create and adopt planning documents for the future development in and around the town;

WHEREAS, the Rico Planning Commission held public meetings from January, 1995, through March, 1996, to discuss planning issues relevant to Rico and to create a plan document for the future land development in the Town of Rico and in the three mile planning area;

WHEREAS, the Municipal Annexation Act of 1965 requires the adoption of an annexation plan prior to consideration of annexation by the Town of Rico;

WHEREAS, the Rico Regional Master Plan sets forth desired land uses in the three mile planning area upon the occurrence of annexation by the Town of Rico for the three mile planning area;

WHEREAS, the Rico Regional Master Plan will provide guidance to land developers and real estate investors of land uses desired by the Rico community, both for properties inside the municipal boundaries of the Town of Rico and properties within the three mile planning area desiring to annex into the Town of Rico;

WHEREAS, the Rico Planning Commission adopted the Rico Regional Master Plan on the 26th day of March, 1996, after conducting a public hearing thereon;

NOW, THEREFORE, BE IT RESOLVED on this 12th day of April, 1996, by the Rico Planning Commission that the Rico Regional Master Plan is adopted as the official master plan document of the Town of Rico by an affirmative vote of not less than two-thirds of the entire membership of the Planning Commission.

Be it further resolved that the Rico Regional Master Plan shall contain the following documents:

1. The Rico Regional Master Plan text dated "Public Hearing Draft: [March 26, 1996]"
2. The Rico Regional Master Plan map Sheet 1 of 2 prepared by EPD Land Planners
3. The Rico Regional Master Plan map Sheet 2 of 2 prepared by EPD Land Planners

By: Jon Kornbluh
Jon Kornbluh, Chairperson

Attest: Linda Yellowman
Linda Yellowman, Town Clerk

town seal



Regional Master Plan

Town of Rico

Public Hearing Draft: [March 26, 1996]

RG Plans, Inc.
EPD Planners

TOWN OF RICO
REGIONAL MASTER PLAN
[March 26, 1996]

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TOWN OF RICO MAJOR STREETS AND FUTURE LAND USE PLAN

I. INTRODUCTION

The Rico Regional Master Plan, comprised of both text and maps, is a policy statement about community goals and desires over the next 10 years and beyond. The Plan is a "living" document, the result of strong community participation and involvement, that is intended to be used regularly as a guide to making decisions. The Plan is also a statement of current community values, a benchmark against which future changes and needs may be weighed with a clear understanding of the ideas and considerations that came before. It should provide policy direction in matters relating to many aspects of government including: development review, budgeting, priorities and community desires. When kept up-to-date through periodic reviews, the plan will provide a central and integrated expression of community will.

A Major Streets Plan is included as an element of the Regional Master Plan. A Major Streets Plan is a planning tool authorized by State Statutes to ensure the continuity of the municipality's streets and services into an area up to three (3) miles from its boundaries. In order to plan streets it is first necessary to establish a future land use plan and to develop an understanding of the related planning issues.

The Major Streets and Future Land Use Map, included as Appendix "B", depicts land use patterns encouraged by the Rico Regional Master Plan and identifies population densities, land uses, major streets and public use areas. The Major Streets and Future Land Use Map is based in large part on historic land use patterns in Rico, with a view to the future.

Authorization

Colorado Revised Statutes authorize municipalities to plan their communities as provided by the following statutes:

- 31-23-202 Grant of power to municipality
- 31-23-206 Regional Master Plan
- 31-23-207 Purposes in view
- 31-23-212 Jurisdiction
- 31-23-213 Scope of control

The Major Streets Plan element is designed to comply with 1987 amendments to the Colorado Municipal Annexation Act of 1965, and specifically with Colorado Revised Statute (C.R.S.) 31-12-105 that requires the annual update of each municipality's Regional Master Plan as a prerequisite to annexation.

Applicability

This Regional Master Plan applies to a study area generally described as the Rico Region plus lands in the East Fork of Dolores River drainage within three (3) miles of Town. The study area is generally bounded generally by Newman Hill and Lower Telescope Mountain on the east, Bemis and Alkali Flat on the west, the cemetery on the south, and the settlement ponds on the north. The Town can reasonably be expected to provide services and anticipates that annexations will occur within the area in the future. The boundaries of the Rico Region are identified on the Major Streets and Future Land Use Map.

Goal of the Rico Regional Master Plan

This Plan envisions a community that manages growth to preserve the character of the Town of Rico and the Rico Region. The Plan seeks to ensure a prosperous and successful future for its citizens. Finally, it outlines how and where development should occur and includes policies designed to achieve a community that:

1. Provides for orderly and predictable development;
2. Fosters a strong sense of community where individuals and families will find support in their quest for home, friendship and personal fulfillment;
3. Balances environmentally conscious development with environmental protection;
4. Minimizes the cost of providing public facilities and services and thus maintains a lower overall cost of living for all citizens;
5. Lessens the congestion in the streets or roads and reduces the waste of excessive roads or streets;
6. Reverses an uncrowded and affordable, compact Town where it is possible to be a pedestrian and travel throughout the Town; and
7. Preserves and protects the vast and wild open space amenity that surrounds the Town of Rico.

Preferred Scenario -- Vision Statement

Rico will continue to be an uncrowded and affordable, compact Town where it is possible to be a pedestrian and travel throughout the Town. The Town will continue to be rough and natural, surrounded by vast and wild open spaces. It will mature into a healthy, dynamic community that provides all necessary public facilities and services at a reasonable cost to its citizens. Development will occur in an orderly and predictable fashion. In the future, the economy will become somewhat more diverse and will include a growing service sector.

Telecommuting and arts and crafts are expected play a more important part in Rico's future economy. Tourism will continue to be an important, although limited, part of the economy.

The total population of the Rico Region at buildout will be reduced to approximately 2,000 persons. This will be accomplished through cooperative property owner/Town negotiations made possible by a more realistic assessment of the limited development potential offered by many of the surrounding mining claims and other private holdings. Steep slopes, geologic hazards, man-made hazards and overlapping claim situations render many private parcels undevelopable, or at least undesirable. Instead of future development occurring in a random land use pattern, development will be located in or immediately adjacent to the existing Town site where public facilities and services can be provided in an economical fashion. Adverse environmental impacts will be minimized and the most environmentally sensitive areas will be avoided.

This plan outlines how and where development should occur and establishes policies designed to accomplish the community vision.

II. THE TOWN SETTING, SERVICES AND CAPACITIES

This section presents a brief history of Rico, a description of its environmental setting and an overview of present facilities.

A Brief History of the Rico Region

Written records of Rico's earliest history, indicate that the first expedition into the area was by Spaniards in 1776. In 1833 trappers from Taos, New Mexico reported sighting many bands of Indians and evidence of old Spanish smelters.

In the 1860's, prospectors came into the valley and various claims were filed. In 1876, the Pioneer Mining District was formed and mining became the main industry for the upper Dolores Valley and the Rico Area. Three years later, Rico had a milestone year when rich oxidized silver ore was discovered. In that same year the Town was incorporated, a mining camp established, and a 320-acre Townsite was platted out into streets and alleys.

In 1880, the first wagon road was completed up Scotch Creek to Hermosa Park where it eventually led to Animas City and Durango. In 1891, the Rio Grande Southern Railroad, later known as the Galloping Goose, chugged into Rico. It eventually ran from Durango to Dolores, Rico, Ophir, Telluride, and terminated in Ridgway. The railroad ran for 63 years until it was abandoned in 1954.

By 1892, Rico reportedly had a population of 5,000 people, with 23 saloons, 3 blocks of red light district, 2 churches, 2 newspapers, the Rico State Bank, a theater, a boarding house, and several other stores and hotels. That year the Dolores County courthouse was built, and Rico became the county seat, remaining so until 1946. In 1893, Rico suffered its first Silver Panic. Most business closed and, by the turn of the century, the population had dropped to 811.

In 1937 the Rico Argentine Mining Company constructed a mill and eventually became the only surviving mining company of any size. A sulfuric acid plant was constructed in 1953

and operated until 1965. Population during this period was approximately 300 served by several restaurants, two bars, a theater, a general mercantile, a gas station and a liquor store. After 1965, population diminished to approximately 45 people until the late 1980s when the Telluride land boom began influencing Rico's growth.

In 1995, the population of Rico was calculated to range from 150 to 200 persons, depending upon the season. The infrastructure of the Town is still limited to a marginally adequate water system and to a grid of unpaved, largely substandard streets. Regardless of the widely reported renaissance of Rico, the reality is that only a trickle of rugged individuals and families have begun to move to Rico. These have come despite of, or perhaps because of, the lack of municipal services. The citizen's cannot afford and arguably, with the low population level, do not need modern infrastructure.

Physical Setting

The Rico Region is located in a sub-alpine region of the San Juan Mountains with elevations ranging from 8,800 feet in Town to 12,681 feet on nearby Blackhawk Mountain. The climate in Rico is best described as having four distinct seasons with significant winter snows and the associated springtime run-offs. The large volumes of water from the winter snow-melt supports a vast forest of Conifer and Aspen forests with interspersed meadows.

Rico is located primarily on the east side of the Dolores River which is fed by several tributaries. The headwaters of these tributaries begin in the cirques and basins formed by the many alpine peaks which surround the Town. The majority of the surrounding peaks including, Expectation, Dolores, and Telescope have elevations of over 12,000 feet.

The area supports an array of big game wildlife including deer, elk, sheep, and bear. Small game are also plentiful. The Dolores River, Silver Creek and many of the other local tributaries comprise a special natural plant and wildlife environment in the area.

The history of mining in the Rico area is not only a story of fortunes gained and lost, but is also a story of current environmental damage. Impacts from previous mining activities include mill tailings, mine dumps, shafts and tunnels, and water contamination.

It is the intent of this Regional Master Plan to acknowledge the dangers associated with man made and natural hazards and recommend that the Town actively seek to mitigate these problems and associated consequences.

Public Facilities and Services

The following section contains information on the Town's existing streets, water system, wastewater and sewer system, power production and heating systems, and other aspects of the local infrastructure.

Streets

Town streets are quite adequate to accommodate existing platted development even though curb and gutter do not exist and most streets remain unpaved. In fact, Town streets currently provide a service level "A" -- there is never a waiting period on Town

streets and the low traffic volume does not produce dust or other air quality problems. This high level of service and absence of dust is made possible because of the low population and because surrounding properties (outside of Town) have not been subdivided and do not contribute to traffic in Town. Public comments demonstrated the importance of preserving the high level of service and relatively dust-free environment.

Water System

The watershed for the Town of Rico is located in the Silver Creek Basin and extends northeasterly from Rico. The basin covers an area of 4.66 square miles, has a mean elevation of 11,170 feet, and an intake elevation of 9,940. The highest point is Blackhawk Mountain at 12,681. The basin consists primarily of Forest Service Land, and some private holdings. The Forest Service allows minimal recreation in the basin in an effort to minimize human impacts on the Town water supplies. This Regional Master Plan establishes the watershed as an area of special sensitivity and recommends that the area be designated as an environmental preserve with no development activities permitted.

In 1977, the Town received grants to construct an infiltration gallery, a 7,100 foot long 6" PVC pipeline from the infiltration gallery to the tank site, an additional 100,000 gallon storage tank (a 100,000 gallon tank was built in 1964), a 1,400 foot long 6" ductile iron pipeline from the tank site to Town, a chlorinator, 7,700 feet of 6" ductile iron distribution lines, seven fire hydrants, 42 gate valves and 138 meter settings.

In 1993 the Town completed additional work to the water system. This work includes rebuilding the infiltration gallery and installation of a pressure reducing valve in the flow line between the gallery and the storage tanks. A bag-type filtration system was recently installed at the storage tanks to reduce turbidity. Some 4-inch lines that were installed in 1964 were replaced by 6-inch PVC lines. Distribution lines connecting West Rico with the distribution system and several regulating valves were also installed along the system.

An engineering report completed by Harris Water Engineering, Inc.¹ in Feb. 1996 concluded that the Town's current water treatment system is adequate to serve a population of about 400 people, assuming a treated water demand of about 150 gallons per person per day. In ten to fifteen years when this water supply is no longer adequate, the Town plans to augment or replace the Silver Creek system with diversions from the Dolores River. The near term costs for the new treatment plan and for the replacement of the Silver Creek gallery are estimated to be \$1,093,000. Most of these costs are planned to be collected from future water users and development, rather than from existing Rico water users. The existing water treatment system is adequate to serve existing water users.

The Town of Rico owns an absolute water right of 0.28 cubic feet per second (c.f.s.) or 125 gallons per minute (g.p.m.) with a priority number of 47 and an appropriation date of July 2, 1936. It also owns a conditional decree of 2.82 c.f.s. (1265 g.p.m.) with the same priority and appropriation date. Additional water rights are needed to insure that the Town's water rights will not be "called out" in a dry year. Additional water rights are available from the Dolores Water Conservancy District at a cost of ~\$9,400 per year for 2,000 people.

¹ Harris Water Engineering, Inc., 1996, *Town of Rico Water Supply Project*

Wastewater and Sewer System

The primary method systems used in Rico for wastewater and sewage treatment are Individual Sewage Disposal Systems (ISDS). These systems most often consist of septic and leach fields or cesspools. These facilities have been satisfactory and adequate to meet the needs of Town citizens because of the relatively low density and population of the Town. However, as the population of Rico grows, and, in particular, if surrounding properties are subdivided, the proliferation of ISDSs could grow accordingly. This will create additional groundwater contamination and therefore needs to be addressed if future development is to be supported by the Town.

The Town desires to stop the proliferation of ISDSs that do not meet state codes. The development of a centralized collection system with alternative treatment facilities that are cost effective and environmentally sensitive must be actively pursued.

Fire Protection/Ambulance

In 1992 the Rico Fire Protection District was formed to include the Town of Rico and surrounding areas. The District provides fire protection and emergency medical services. The District is comprised of a volunteer force and is funded by local property taxes.

School and Library

Located within the Town is the Rico Grade School which is currently closed due to insufficient numbers of children. The goal of the Town is to open the school for children in Rico and the surrounding area. However, the Dolores School District, the jurisdiction within which the school is located, requires that at least 12 students from kindergarten to fifth grade be enrolled. In addition, a sufficient number of preschoolers must also be available to insure adequate numbers of future students.

The Town of Rico library occupies two rooms in the Rico Town Hall building.

Medical Services

Presently, there are no medical facilities in the Town. The closest facilities are the Telluride Medical Center located 28 miles to the north in Telluride, Colorado and Southwest Memorial Hospital located 50 miles to the south in Cortez, Colorado.

Public Safety

Local police services do not exist in the Town of Rico. In case of emergencies the Dolores County Sheriffs Department and the San Miguel Sheriffs Department are available.

III. GOALS AND OBJECTIVES

Each goal is preceded by an introductory statement that presents background information concerning the constraints, opportunities or issues that lead to the formulation of particular goals. Goals and Objectives are defined as follows:

Goal: A broad statement of the desired result that Rico wishes to obtain.

Objective: A more detailed or specific description of the ends that support the goal or steps that may be taken to achieve the goal.

Preservation of Community

Goal A: Maintain and enhance the unique sense of community that is Rico today.

Objectives:

1. Preserve Rico as a pure Colorado mountain Town, including the scenery, wildlife and the benefits of the natural environments that make Rico unique.
2. Encourage affordable housing which serves both year-round and seasonal residents.
3. Recognize and preserve the mass and scale of development within the Town.
4. Maintain the compact nature of the Town.
5. Identify and protect those scenic vistas that make Rico special, when viewed from within or outside the Town.
6. Maintain the integrity of the historic character of Rico.
7. Encourage visitor-oriented residential and commercial development to designated areas and recognize that higher densities may be appropriate in these areas.
8. Identify the economic development activities which are in the mutual interest of residents and visitors to Rico.

Population Change

Goal B: Plan for population growth which can be adequately absorbed by the Town without negative impacts on the sense of community, public facilities and services, the environment, or the quality of life.

Objectives:

1. Adopt policies to establish appropriate densities and land uses in the region.
2. Monitor and evaluate rates of population change and seek to understand the relationships between permanent and seasonal populations, housing demand, summer and winter season visitation, and the other impacts of population changes.
3. Establish policies and strategies to ensure that growth will pay its own way.
4. Ensure that community services (i.e. water, sewer, police and fire protection, streets, parks and other recreational amenities, and schools) are available to serve new growth.
5. Require, through the Town's Design Standards, high quality public improvements, including streets, drainage, recreation facilities, sewer and water.

Environmental Preservation

Goal C: Protect and enhance the natural environment to ensure the safe and healthy existence of the present population and future generations.

Objectives:

1. Ensure that the water supplies and sanitation comply with State, Federal and local health standards.
2. Protect the Town's watershed from environmental degradation.
3. Ensure all water in the Rico Region, both ground and surface, meet water quality standards capable of supporting aquatic life at a level comparable to other natural mountain streams; and, that these waters do not pose a human or other environmental health threat in the valley.
4. Ensure that soils throughout the Region do not exceed maximum standards for contaminants as set by the American Academy of Pediatrics.
5. Identify local geological hazards and mineral and geothermal resources.
6. Minimize the environmental impact associated with new development.
7. Identify and protect wetland areas.
8. Protect views, vistas, and the airspace above Rico.
9. Control lighting levels and the sources of light.
10. Seek to protect, and where possible, to enhance wildlife and fisheries.
11. Encourage the use of solar, and other clean energy production technologies.
12. Develop reasonable noise standards to control nuisance noise.
13. Preserve areas along the Dolores River and Silver Creek for open space/ recreation.
14. Cooperatively with County, State and Federal agencies to ensure that activities such as mining, timber harvests and road development are held to high environmental standards.

Energy Conservation And Renewable Resources

Goal D: As a responsible community, the Town of Rico shall encourage the use of design and conservation technology so as to minimize the demand for non-renewable energy, maximize the effectiveness of the energy consumed, support uses of renewable technologies.

Objectives:

1. Adopt policies that support energy conservation, increased energy efficiency and conversion to renewable resources.
2. Promote energy efficiency in all Town operations and strive to develop facilities for renewable energy sources.
3. Encourage the conservation of energy in new construction through land use policies which affect placement, orientation, and density of housing.
4. Conserve energy by promoting more intense land use patterns, the provision of recreation, employment and essential services in proximity to housing.
5. Encourage the reduction, reuse, and recycling of solid waste and all energy intensive materials such as paper, steel, aluminum, glass, and copper.
6. Support appropriate measures to limit emissions of substances that contribute to the global atmospheric warming and thinning of the ozone layer.

Economic Development

Goal E: Achieve a well balanced, diversified economic base in order to ensure local employment opportunities sufficient to support a fully employed permanent population, insulated from the seasonal fluctuation, competing businesses and communities.

Objectives:

1. Emphasize joint participation by all interested entities in the marketing of Rico.
2. Create an organization(s) capable of representing the diverse and sometimes competing interests of local business, with a financial support structure that will ensure equitable distribution of the costs and benefits of marketing and promotion.
3. Ensure the availability of suitable sites for commercial and industrial expansion through land use designations and eventual zoning of the land.
4. Identify sites and/or development proposals that have the potential to broaden the economic base beyond tourism.
5. Create and communicate a business environment that is receptive to new ideas and innovative strategies to stabilize and/or diversify the local economy.
6. Identify and reduce economic leakage from Rico to other communities.
7. Develop programs to encourage greater local purchasing and work to close any identified voids in businesses or services that are contributing to the leakage.
8. Ensure that growth pay its own way.
9. Evaluate/revise fee and tax structure based on economic development objectives.
10. Develop policies to reinforce the Historic Commercial Core as the center of Town and a source of community identity and historic character.

Residential Land Use

Goal F: To develop and maintain a mix of housing opportunities and residential neighborhoods which enhance the living environment for all citizens of Rico.

Objectives:

1. Encourage a variety of housing types within the Town at a range of costs to provide permanent and seasonal resident housing as well as visitor accommodations.
2. Control residential development in identified natural or manmade hazard areas and important visual impact areas.
3. Encourage the development of residential areas that complement the natural and historic environment.
4. Encourage solar and energy efficient designs, without restricting or taking neighbors development rights.
5. Promote interaction and cooperation between intergovernmental agencies that would address housing issues on a regional basis.
6. Limit development to usable land areas and to areas that can be provided with services and vehicular access consistent with Town standards.

Commercial Land Use

Goal G: Develop and maintain an adequate supply of commercial facilities to serve the existing and proposed permanent and visitor population of the Rico Region.

Objectives:

1. Control curb cuts along major local collectors, screen parking areas from view where possible, develop landscaping standards and cluster commercial development to reduce parking and visual impacts.
2. Permit limited residential development in these areas, but only in mixed-use projects that retain ground level, street front commercial space.
3. Preserve the scale and historic character of the commercially zoned districts through the use of design guidelines.
4. Develop guidelines for public improvements including street furniture, landscaping, sidewalks, lighting and public facilities to ensure that improvements are compatible with the historic character of the community.
5. Through private and public actions, improve the access routes throughout all commercially zoned districts to allow convenient, safe and visually interesting passage for residents and visitors on foot.

Parks, Recreation, and Open Space

Goal H: To protect the natural beauty of Rico and to shape future development through the preservation of open land.

Objectives:

1. Use open space lands to shape development patterns throughout the Rico Region.
2. Create trail systems that tie development to the natural environment.
3. Acquire and preserve open space lands consistent with the Rico Master Plan.
4. Preserve natural areas characterized by: unusual terrain, flora and/or fauna; interesting geologic formations; water resources; scenic areas and/or vistas; wildlife habitat; fragile ecosystems; or current or potential recreational uses.
5. Preserve open space areas for recreational use, such as hiking, bicycling, horseback riding, nature studies, fishing, and individual escape and introspection.
6. Use open space lands to prevent encroachment on flood plains.
7. Establish and maintain a priority list for preservation of proposed open space land. Means of preservation could include acquisition of the land, acquisition of the development rights, density transfer, gifts of land to the program, or other suitable approaches.
8. Explore adoption of an on-going funding source which would provide the means to acquire uniquely strategic or critical open space parcels not available through other means.
9. As open space parcels are acquired by the Town, develop the means to provide on-going maintenance as may be required.
10. Preserve significant open space areas including, Silver Creek and areas of the valley floor adjacent to the Dolores River.
11. Pursue efforts with private land owners to rehabilitate reclaimable land for open space.

12. Define and enhance the developed edges of the Town to foster the sense of arrival and to accentuate the natural setting.
13. Develop standards and policies designed to minimize impacts of activities that occur in or adjacent to planned open space.
14. Minimize intrusions into airspace above the region by motor driven aircraft.

Goal I: Develop and maintain adequate and convenient recreation areas and trails for all age groups.

Objectives:

1. Create an upgraded community/recreation center and space for indoor and outdoor sports, dance, and other community activities.
2. Develop new parks as necessary to serve resident and visitors.
3. Cooperate with the School District, the County, or other public or private entities to develop, program, or maintain recreation lands or trail systems.

Community Design

Goal K: Develop a coordinated sense of community design that establishes visual continuity, yet acknowledges special features, assets and individual preferences, and preserves the historic character of Rico.

Objectives for community:

1. Maintain the traditional or historic scale and character of Rico throughout the Town, including newly developing areas that do not have an established historical context.
2. Establish design guidelines for new development that focus on mass and scale and basic community design elements, such as pedestrian orientation, circulation, and visual continuity. These guidelines would form an underlying principle for design outside of the historic district as well as within it.
3. Promote and develop and enhance a pedestrian-oriented environment by encouraging architecture that will be visually interesting at the pedestrian level and promoting development of a coordinated pedestrian circulation system for the Town.
4. Establish criteria to ensure the protection of the natural appearance of mountain slopes to be respected in all future development.

Objectives for historic preservation:

1. Develop and maintain an accurate survey of Rico historic structures and sites and the condition of such structures.
2. Discourage demolition of historic structures.
3. Develop specific criteria for evaluation rehabilitation, relocation and demolition of historic structures and landmarks.
4. Provide special incentives for preservation of locally designated landmarks, such as flexibility in land use and parking regulations.
5. Provide preservation information to assist owners in maintaining their historic buildings.
6. Explore National Historic District designation, which would provide recognition of the Town's significance in the history of the region. It also provides marketing potential for the visitor industry, and special incentives for preservation through the federal tax code.

7. Provide design guidelines and prior review of new construction proposals in the historic districts to encourage compatibility with the historic buildings.

Public Facilities and Services

Goal L: Develop and maintain transportation facilities and public utility service systems of adequate size and capacity to serve the population of the Rico Region.

General Objectives:

1. All public improvements including but not limited to roads and utilities shall meet Town design standards.
2. Developers of public improvements shall be required to post a bond sufficient to cover the full cost of such improvements, in addition to fees sufficient to reimburse the Town for all expenses incurred related to said development.

Objectives Concerning Transportation, Parking and Circulation:

1. Encourage alternatives to automobile transportation.
2. Develop a sidewalk and trail system that offers convenient access throughout the Town and can be used as an alternative to public transit or the automobile, and as amenities.
3. Encourage regional transit service to neighboring communities.
4. Prioritize road improvement in areas with high density -- areas where most lots are already developed should be improved first.
5. Recognize that different levels of road improvement and landscape treatment may be appropriate in various parts of Town.
6. Encourage neighborhood efforts to determine improvement levels which are adequate, appropriate, provide attractive transitions between neighborhoods; provided the such efforts do not create undue financial or other hardships on other neighborhoods, and that all improvements are consistent with the Town Standards.
7. Design criteria for public improvements shall include the following:
 - a) Street and pedestrian surfacing materials should be economical, serviceable, and their variety should be limited.
 - b) Landscaping should employ native species where possible.
 - c) Parking, pedestrian, landscaping, plaza and street furnishing improvements should be designed with snow-storage and ease of snow removal in mind.
8. Identify and acquire inexpensive properties near the Historic Commercial Core for remote commercial parking lot purposes.
9. Require new subdivisions that will rely upon Town collector streets to mitigate impacts of the new development upon established neighborhoods by improving streets through such neighborhoods to Town Standards.

Objectives Concerning Utility Services:

1. Development of all utility systems shall be consistent with land use regulations and the Capital Improvements Program.
2. Town provided water and sewer facilities shall be used to direct growth.
3. Promote the undergrounding of existing and proposed utilities through franchise agreements, among other methods.

IV. DESCRIPTION OF PLANNING ISSUES/POLICIES

The following description of planning issues is presented as a discussion of the planning issues that have been identified through the planning process. The goal of this section is to provide background information and a broad understanding of the various planning issues. Policies relative to the planning issues are presented following each discussion. Conformance with these policies will be required of all land use approvals.

Pedestrian-scale Town

Survey results clearly indicated that residents value Rico's pedestrian-scale. A pedestrian-scale Town is one in which services, facilities and jobs are located within walking distance of most residents' homes. While Rico does not yet have sufficient job opportunities to perfectly meet the ideal of a "pedestrian-scale Town," the present scale of the Rico is such that most residents can walk from their homes to the Historic Commercial Core. This characteristic should be preserved.

As Rico strives to increase local job availability and diversity, it should also strive to maintain itself as a compact urban environment. Many experts agree that the optimum walking distances that should be employed in small community design are based upon an approximate five (5) minute walking distance, approximately 1500-2000 feet depending upon topography and grade changes. Greater distances tend to isolate people from the greater community. Also, by maintaining these approximate distances and the resulting Town-scale, residents are able to walk to jobs and services thus greatly reducing the number of car trips. Other related benefits include reduced air pollution, parking needs, and paved surfaces, less infrastructure (e.g.; shorter streets, utility lines, etc.) and a corresponding reduction in total infrastructure maintenance cost.

Pedestrian-scale Town Policies:

1. Most, but not necessarily all, development should be located within a five minute walking distance (1500-2000 feet) of Rico's Historic Commercial Core.
2. The maximum height of buildings in commercial areas should not exceed 35 feet; building height in residential areas should reflect the neighborhood and topography.

Community Focal Point

The Historic Commercial Core along Glasgow Avenue serves as the community focal point. This characteristic is expected to continue into the future. The formation of a Downtown Improvement District should be encouraged for the purpose of enhancing the Historic Commercial Core. Improvements might include wider sidewalks, sidewalk treatments, street trees, and street furniture.

Rico streets are laid out in a hierarchical network that helps to sharpen the central role of the Glasgow Avenue Commercial District and to focus attention upon the intersection of Glasgow Avenue and Mantz Street, in particular. Glasgow is the only street with a 100 foot right-of-way. Mantz and Commercial Streets come next in the hierarchy of

streets with 80 foot right-of-ways. Mantz Street is the primary access to Rico Town Hall, located one block east of Glasgow at the intersection of Mantz and Commercial. The central role of the area in the life of the Community may be further supported by permitting all buildings in the Commercial District to have slightly larger mass and scale, with the higher buildings concentrated closer to the Mantz and commercial intersection. Pedestrian space at the intersection of Mantz and Glasgow should be maximized.

Community Focal Point Policies:

1. The Historic Commercial Core should continue to be the community focal point.
2. Buildings in the Historic Commercial Core should have slightly larger mass and scale than that of the surrounding residential neighborhoods.
3. Architectural features higher than 35 feet may be appropriate in the Historic Commercial Core particularly near the intersection of Glasgow and Mantz, subject to a public review process.
4. The formation of a Downtown Improvement District should be encouraged for the purpose of enhancing the Historic Commercial Core.

Streets and Alleys

The street system in Rico is based upon historic land use settlement patterns. The street system is of a grid-like nature, except where variation is necessary as a response to the natural features of the land. In addition to serving as transportation routes, Rico's grid pattern of streets and alleys provides the Town with form and structure. The layout of streets influences pedestrian and vehicular movement. Street layout also provides residents with a means of identity, a sense of connectedness with the rest of the community and orientation to their surroundings. The streets defines the pattern of development by lot distribution, width and depth, and more evenly distribute the flow of traffic. Traffic moves faster along streets that do not have frequent intersections. The street and alley grid should be continued and extended to the extent practical as the Town grows.

Where for reason of environmental or topographic constraint it is not possible or practical to continue the historic street and alley grid, a curvilinear street pattern with continuous loop roads should be used to connect new residential areas with the Town proper. The cul-de-sac is essentially an anti-social street feature that undermines rather than reinforces and promotes community interaction; continuous loop roads are preferable. The use of cul-de-sacs should be minimized; however, they may be appropriate where environmental or topographic constraints preclude connection to at least two other streets. Where cul-de-sacs are permitted, it is imperative to maintain a strong pedestrian connection to surrounding neighborhoods.

The Major Streets/ Future Land Use Plan map illustrates the extent of planned streets. Alleys are not illustrated, but they should also be extended to the extent practical given physical constraints. Alleys provide essential service access to commercial uses.

The appearance of Rico streetscapes plays in important role in the Town's image. First impressions are formed about Rico based upon its appearance from the street. Even

long-time residents view their Town primarily from the street. Alleys help to create more attractive streetscapes by making it possible to place cars, garages and trash in the rear of lots and thus to avoid garage or parking area dominance of the streetscape. Residents and commercial uses should also be encouraged to provide parking off the alleys to serve their dwellings and uses. Where parking lots are permitted to front directly on a street, such parking should be setback five (5) to ten (10) feet behind building fronts and screened from view along the street front.

Rico's dense street network promotes a tight mix of land uses, lot sizes where buildings front directly onto streets, and pedestrianism. A variety of streetscapes and street types are recommended for the Town of Rico (see Appendix A) more details regarding recommended street types and streetscape issues.

Street standards should be administered with some degree of flexibility in order respect neighborhood preferences, and to minimize site disruption and cuts and fills. At the same time, exceptions to the streets standards should be avoided where such exceptions would jeopardize public health and safety. Where practicable, minimum street surface widths need to be at least 30 feet wide where two-way traffic and on-street parking (one side only) are planned.

Maximum street grades in Rico's high alpine environment should not exceed eight (8) percent for the most part, however, some exceptions may be appropriate. Grades of up to ten (10) percent are not unreasonable for some relatively short (150-250 feet), straight sections of street. Grades of up to twelve (12) percent may be acceptable for private driveways or seasonal streets of limited length serving low density areas, although such driveways may prove serviceable only on a seasonal basis.

Streets and Alley Policies:

1. The historical street and alley grid or a modified grid shall be continued and extended where practical depending upon the topography.
2. Encroachments into alley rights-of-ways shall be eliminated.
3. Subdivisions shall not be approved that would separate commercial uses from alley service access.
4. Dead-end streets shall be avoided in favor of loop roads, where practical.
5. Subdivision developers shall be required to post a bond sufficient to ensure streets are installed consistent with Town standards.
6. Some flexibility in street design standards may be permitted where necessary to minimize site disruptions and cuts and fill, provided exceptions to the standards do not compromise public safety.
7. Streets shall not be approved with grades in excess of ten (10) percent, twelve (12) percent where the public does not assume maintenance responsibilities.
8. Roads and utilities shall not be extended into areas deemed premature for development.
9. Residential and commercial uses are encouraged to provide parking off the alleys.
10. Where parking lots are permitted to front directly on a street, such parking should be setback five (5) to ten (10) feet behind building fronts and screened from view along the street front.
11. Front yard setbacks shall be treated as build-to lines in the Historic Commercial Core, except when usable pedestrian/public spaces (like sidewalk cafe) are planned.

12. Street types appropriate for Rico are described in Appendix A.
13. Encourage underground parking for commercial uses.

Street Classification, Capacities and Deficiencies

The Town has adopted a street classification system for the purpose of facilitating street maintenance, promoting good quality streets, and acceptable traffic patterns/volumes within locally acceptable levels of tolerance. The classification system adopted by Town Ordinance requires that direct access of subdivisions to the State Highway may only occur via streets identified as Collectors -- Mill Road and ??? Street. As part of future annexations, additional streets or portions of streets as described below may be designated as Collectors.

Town streets are currently adequate to serve existing development in Town and provide an "A" level of service, no waiting and *relatively* dust-free service to residents of Rico. However, Town streets and "Collectors" are currently inadequate to serve new subdivisions outside of Town. There are deficiencies in the designated Collectors that must be corrected prior to serving new subdivisions. Portions of the following streets may be designated as Collectors in conjunction with future annexations: Commercial, Mantz, Silver, Mill Road, Silver Street, Piedmont Street and Piedmont Access, Silverglance Road, Eder, Campbell and Picker.

Town of Rico priorities for protecting the high quality of life make it further necessary to limit the future traffic volumes that may ultimately impact individual neighborhoods. The Town seeks to disperse future traffic volumes to the maximum extent possible in order to protect the high quality of life enjoyed in each individual neighborhood. However, the topography of the Rico Region, and specifically the steep hill sides that surround the Town, limits the number of reasonable access points to Town. . So, it is possible that without some limitation (in excess of limits specified by modern, urban engineering practices) on the number of subdivision lots that may rely upon each collector, future traffic volumes could be concentrated and could unreasonable impact some existing neighborhoods.

To avoid unreasonably impacting individual neighborhood(s), it is necessary to establish traffic volume, capacity limitations on each collector based a combination of physical constraints and local, politically acceptable "levels of tolerance" or "levels of tolerable change." Assuming that each new residential lot will be developed with a single family dwelling and that each dwelling will generate an average of three (3) round trips per day, each designated collector shall be designated to serve a limited number of new residential lots outside of current Town boundaries.

Street Classification, Capacity and Deficiencies Policies:

1. Only streets designated as "Collectors" may be used to access new subdivisions outside of current Town boundaries.
2. All street extensions and upgrades shall be improved to Town standards at the developer's expense.

Sec. IV. Description of Planning Issues/Policies

Street Classification, Capacities and Deficiencies

- 3. Collector extensions and any existing deficiencies in those collector sections needed to provide access from the proposed subdivision to the State Highway shall be completed by the subdivision developer.
- 4. Future collectors are designated and shall be limited as follows:

FUTURE COLLECTORS:	VOLUME/ RESIDENTIAL CAPACITY LIMIT:	DEFICIENCIES TO BE CORRECTED AS CONDITION OF FUTURE SUBDIVISION AND ANNEXATION, INCLUDE BUT ARE NOT LIMITED TO:
Commercial Street via East Mantz Ave.	36 New Lots	All weather dust-free surface, drainage ditches, excessive grades
Eder via West Campbell and Picker	33 New Lots	All weather dust-free surface, drainage ditches, grade problems, substandard bridge
Mantz Avenue (East)	45 New Lots	All weather dust-free surface, drainage ditches, grade and alignment problems
Mill Road via Silver Street and Mantz Ave.	23 New Lots	All weather dust-free surface, drainage ditches, excessive grades
Silverglance Road	26 New Lots	All weather dust-free surface
West River Road via Piedmont Street and the Piedmont Access	12 New Lots	All weather dust-free surface, drainage ditches, substandard width (cut and fill problems and limitations)
North Light Industrial Access	50 New Lots	New road needed
Aztec Gulch Access	10 New Lots	New road needed

Sidewalks and Trails

Streets should be designed to accommodate both cars and pedestrians. Detached sidewalks and/or trails are encouraged along both sides of most residential and commercial streets. If citizens do not want to require sidewalks to be provided initially in conjunction with new development, the option of adding sidewalks in the future may be preserved by reserving space for the addition of sidewalks in the future.

If development is permitted in the steeper slope areas peripheral to the historic Townsite grid, pedestrian connections will be needed to access to such areas. In these steeper areas, bike trails may be preferable to sidewalks because of the topography. While bike trails are not strictly pedestrian, they serve a critical role in complementing the pedestrian network. Bike trails, not necessarily parallel to streets, will provide necessary connections between development in peripheral areas and the historic Townsite.

Sidewalks and trails policies:

- 1. Space for future sidewalk development shall be reserved along all street fronts in and adjacent to relatively level, historic Townsite.
- 2. Sidewalks shall be constructed along street frontages in conjunction with all development in the Historic Commercial Core.

3. Trails shall be constructed at the expense of the developer to connect all hillside developments and other remote developments (e.g. Sundial) with the historic Townsite.
4. Where cul-de-sacs are permitted, strong pedestrian trail connections will be critical.

Parking

It is important that new development provide an adequate supply of parking to mitigate its impacts upon the surrounding neighborhoods and the Town. Regardless whether the parking requirements are satisfied with on- or off-street parking, the first question that should be answered is how much parking will be needed to serve the typical commercial and office and/or mixed use project in Rico, Colorado?

The variables that should be considered include:

1. The total parking demand of the various potential land uses, without regard for whether such parking is on- or off-street;
2. The inventory of available on-street parking after development; and
3. The extent to which local pedestrian characteristics can reasonably be expected to reduce parking demands. *This last variable is the hardest to ascertain.*

The parking demand of various commercial and office uses likely to occur in Rico's Historic Commercial Core can vary greatly between uses. Modern off-street parking standards for highly urbanized, auto dependant areas is likely to be much greater than the parking standards that will be needed in Rico for the foreseeable future. Yet, the calculation of appropriate local off-street parking calculations might begin by considering the parking requirements most often used in the auto dependant urban areas. Typical off-street commercial and office parking requirements in such auto-dependant communities are approximately one (1) space per two hundred-fifty (250) square feet.

The typical commercial block (all sides) in Rico's Historic Commercial Core will have approximately 52 on-street, parallel parking spaces when developed with curb, gutter and sidewalk. To arrive an appropriate off-street parking standard for Rico, the above urban parking standards should be reduced by the amount of available on-street parking after development and they may be further reduced based upon local pedestrian characteristics.

In a small Town meeting the definition of a "pedestrian Town," parking standards may be substantially reduced below typical urban standards. A "pedestrian Town" is one in which most residents live within walking distance of all necessary services and their jobs and where most residents frequently choose to walk rather than to use their cars. Local pedestrian characteristics is the hardest variable to ascertain -- it is highly subjective and must be based upon the decision-makers' specific knowledge of residents driving vs. walking habits. Total on-street and off-street parking for retail and office uses of one (1) space per four hundred fifty (450) square feet for retail and one (1) space per three hundred 300 square feet for offices is often sufficient for a pedestrian Town.

The selection of parking standards appropriate for Rico are likely to be the source of considerable public debate. Ultimately it is a subjective issue that the decision-makers must decide. It appears that Rico today falls somewhat short of being a truly "pedestrian Town." This would argue for a somewhat higher standard than that recommended for a "pedestrian Town." If part of the ultimate Rico community is auto-dependant and there is growth in the tourist economy, this would argue for even higher parking standards.

It should be remembered that higher off-street standards limit the availability of the Historic Commercial Core for commercial and office uses. One possible alternative to higher off-site parking requirements than those described above would be to plan remote parking to meet parking needs in extraordinary demand periods. Any remote or overflow parking should be located within easy walking distance of the Historic Commercial Core.

Remote or overflow parking lots may be financed by cash-in-lieu fund collected from commercial development where 100% of the parking demand is not met on-site appropriate. It may also be appropriate to consider similar requirements for residential uses that may be approved beyond the preferred five (5) minute walking distance.

Finally, it is recommended the Town of Rico's off-street parking requirements be based upon a generalized category of "commercial space" rather than being based on the actual parking need generated by specific uses. This will greatly simplify land use administration by avoiding the need to review all "changes in use" that occur following initial development and leasing.

Parking Policies:

1. Sufficient off-street parking shall be provided to serve all future development.
2. Remote or overflow parking lot(s) shall be developed near the Historic Commercial Core serve commercial overflow and intercept parking purposes.
3. If commercial, office or accommodations development is permitted without sufficient off-street parking to meet adopted standards, the Town may require the payment of cash-in-lieu to fund the construction of remote parking to serve such uses.
4. If residential uses are approved beyond the current Town Boundaries, the developer shall be required to pay a reasonable share of the cost of remote parking necessary to serve such residential uses.

Public Transportation

The economic connection between Rico and the Telluride Region "job center" is likely to continue well into the future and the total number of daily commuters is expected to increase. The Rico housing market will continue to be affected by the Telluride Region's shortfall in affordable housing supplies. Therefore, the Town should support the transit system by encouraging the development of a transit connection to the Telluride Region.

Public transportation policies:

1. Rico will cooperate the Telluride regional governments in the development of a transit system and park and ride facilities in Rico.
2. The public trails illustrated on the Major Streets and Future Land Use Plan shall be dedicated and developed at the expense of the developer as a condition of development approvals.

Utilities

Feasibility studies are being completed for expanding the water system and for the development of a central sewage system. The service area and capacities of Rico's central water and sewer systems should be planned based upon the future land use plan.

Utility Policies:

1. Future development approvals should be contingent upon the availability of utilities that satisfies applicable state and local codes.
2. Alternative, low impact, off the grid utilities and technologies shall be allowed consistent with state and local codes.
3. New growth shall pay its own way, and avoid adding fiscal burdens to the Town.
4. All connections to Town utilities shall meet Town design standards.
5. Subdivision developers shall be required to post a bond sufficient to ensure utilities are installed consistent with Town standards.
6. Utilities shall not be extended into areas deemed premature for development.

Community Design

The expression of individuality and variety should be encouraged in building, mass, facade treatment and details within a defined commonality of design. Rico citizens have indicated through the various surveys their support for limited regulation of commercial, office, duplex and triplex building design in Rico. Non-regulatory design guidelines are preferred for single-family use.

Duplex and triplex residential uses can best blend into single family neighborhoods by incorporating design elements common to single family dwellings. Front porches provide increased opportunities for community interaction, in addition to keeping snow away from the entrance to residential buildings. By utilizing a single front entrance to a duplex or triplex building foyer (with separate entrances to individual units off the foyer), such buildings can be made to look more like larger single family uses. Parking off an alley can substantially reduce adverse impacts of such uses upon surrounding single family neighborhoods.

Minimal design standards for all structures should include the use of only natural materials (wood, stone and brick), required minimum roof pitch and standards designed to ensure that the mass and scale of structures is reasonably related to lot size. The

shape of lots and minimum setback requirements can also play a key role in the resulting design of structures.

In all cases, the administrative process of design regulation should be kept to the absolute minimum necessary to accomplish valid community purposes. Rico Design Standards and Guidelines should include illustrations of preferred design features in sketch or photographic form for developers and builders.

Community Design Policies:

1. The expression of individuality and variety shall be encouraged in building, mass, facade treatment and details within a defined commonality of design.
2. The mass and scale of all structures should be reasonably related to the size of the lot, parcel or site.
3. If permitted, duplex and triplex residential uses shall be encouraged to blend into single family neighborhoods by incorporating design elements common to single family dwellings (e.g. front porches, single front entrances); they should be made to appear to be larger single family uses.
4. Design standards and regulations shall ensure that commercial and office uses and duplex and triplex residential uses are complementary and compatible to the character of Rico.
5. Minimal design standards and regulations are recommended for single-family uses.
6. Rico design standards and regulations shall insure appropriate mass and scale, pitched roof, lot shapes and the exclusive use of natural materials (wood, stone and/or brick).

Housing

Communities across the inter-mountain west are discovering the importance of an adequate supply of affordable housing to long term health and as a community. A healthy and successful community must meet the needs of its residents if it is to maintain those qualities over the long term. After food, shelter is mankind's most basic need. If the Town of Rico is to develop a socially, culturally and economically balanced community it must ensure the availability of an appropriate mix of residential dwelling unit types for permanent residents, part time residents and visitors.

Housing Policies:

1. The Town of Rico, through its land use regulations, shall encourage the private sector to provide a broad range of housing types and sizes mixture to provide housing for its residents.
2. Multi-family structures (residential buildings with more than three dwellings) are a neighborhood sensitive issue that will be considered on a case by case basis.
3. All residential development will be restricted to usable land areas, including only areas can be accessed by streets, roads and/or driveways meeting Town Street Standards (include approved grade exceptions) and are reasonably free of: slopes greater than 30 percent, wetlands", avalanche hazards, geologic and man-made hazards; and floodplain hazards.

4. Accessory dwelling units or alley houses that provide long term rental opportunities shall be allowed and encouraged on larger lots where the impacts may be reasonably mitigated and adequate off-street parking is available.
5. Apartments are encouraged to be included in the upper floors or in the rear of all commercial buildings.
6. Residential dwellings, in the form of live/work housing, shall be allowed as an accessory use in Light Industrial areas, provided that maximum residential density does not exceed the maximum residential capacity that is designated herein for each Future Collector (See p. 17).
7. Further clustering of a property owner's residential development rights may be permitted or required within a single future land use category where such clustering better supports the policies of this plan.

Mixed and Multiple Uses

Rico, because of its smallness, has a greater need for mixed and multiple use (more than one use in a single building) and flexible zoning. "Mixed use" refers to the presence of more than one use in a single building. "Multiple use" refers to more than one use on a single parcel or lot. In larger communities where there are more site alternatives, zoning regulations are often quite rigid and require a strict separation of residential and commercial uses.

Smaller Towns generally need zoning provisions that allow a compatible mixture of uses and multiple uses to better provide for the daily services, goods and jobs needed by its residents. For example, offices and residences can be located above retail shops. Larger lots can accommodate second units or alley houses without creating unreasonable impacts upon the surrounding neighborhood. Multi-family uses may be appropriate in some locations depending upon site specific issues and neighborhood compatibility. The resulting variety of types and sizes of housing contributes to the affordable housing needs of local resident. Home occupations, certain office uses, and bed and breakfast accommodations may be acceptable in residential neighborhoods where strict requirements are established to mitigate impacts. Larger minimum lot sizes and increased off-street parking requirements are examples of tools that may be utilized to mitigate impacts of mixed and multiple uses upon surrounding neighborhoods.

Provisions that can allow mixed and multiple uses are recommended for the Town of Rico along with appropriate compatibility requirements designed to minimize potential adverse impacts upon the surrounding neighborhoods.

Mixed and Multiple Use Policies:

1. Offices and residences may be located above retail shops and commercial uses.
2. Home occupations, certain office uses, bed and breakfast accommodations, accessory dwelling units or alley houses may be permitted in residential neighborhoods on larger parcels and where adequate off-street parking is available.

Man-made Hazard Areas

Because of Rico's unique history and physical location, many natural and man-made hazards have developed in the Rico Region. Due to the extensive mining endeavors in the past, the area has been left with several sites of man-made hazard potential. There are two categories of mining activity which have been noted as potential problem areas: environmental hazard areas and potential subsidence areas.² Environmental hazards have not been comprehensively investigated. Areas within current Town boundaries known to have potential subsidence problems and the locations of several shafts, tunnels and waste sites outside of Town are identified by Wilbur-Bradley on the "Hazard and Constraints Maps."³

The precise extent of the hazards remains unknown, the Wilbur-Bradley report recommended that, "Critical facilities should not be constructed within potential subsidence hazards areas. Site-specific studies and engineering are recommended for any construction within potential subsidence hazard areas. Similarly, development near shafts, adits, tunnels and waste sites should be evaluated based on site-specific information."

Manmade Hazard Policy:

1. Development proposals located in areas affected by man-made hazards shall conduct evaluations as to the safety of the site prior to any development.

Natural Hazard and Resource Areas

Natural hazards occur throughout the Rico Region. The following short discussions are general in nature and should be considered so. More detailed analysis of natural hazards can be found in "Documentation for Hazard and Constraint Maps" and potential locations of hazards resource areas are identified on the "Hazard and Constraints Maps" by Chris Wilbur and Doug Bradley.

Flood Hazards

The Dolores River is the major drainage channel within the Rico Region. There is one main tributary which feeds into the Dolores River -- Silver Creek. Silver Creek and the Dolores River each have designated floodplain boundaries. Base flood elevations are established for the Dolores River floodplain. All flood hazard boundary determinations are subject to approval by the Colorado Water Conservation Board which is charged with administration of the Federal Flood Insurance Program.

² Wilbur, Chris and Bradley, Doug, 1995, *Documentation for hazard and constraint maps Town of Rico, Colorado.*

³ Wilbur, Chris and Bradley, Doug, 1995, *Hazard and constraint maps, Town of Rico, Colorado.*

Flooding along natural drainage ways in the Rico Region occur primarily in mid-June with the principal cause being runoff from snowmelt. Spring run-off usually begins in the first week in April, increasing to a peak in mid-June and returning to normal flow in early August.

Flooding is generally caused by rapid snowmelt coupled with a high intensity thunderstorm. This results in such high discharge that both natural and man-made drainage-ways reach capacity within a short period of time, thus the drainage-ways cannot contain the total discharge and thus flooding occurs.

Flood Hazard Policies:

1. Floodway areas (Zone AE and A) shall be maintained in open land uses including parks and open space.
2. Development within flood fringe areas (Zone X and Y) shall conform to the standards in the Town's Flood Protection Ordinance and the standards of the National Flood Insurance Program.

Avalanche Hazards

Two types of avalanche situations have been identified in the Rico Region. The first are areas of existing avalanche hazards -- the Spear and Dolores Avalanche paths. These areas are recognized by their telltale signs of starting zones, tracks and runout zones. Secondly, are areas where avalanches do not frequently occur yet have the potential to occur due to certain physical characteristics. These sites typically exist in areas of excessive slope between 30° and 45° especially when sparsely vegetated.

Since Rico generally receives large amounts of snowfall the area is prone to unpredictable snow avalanches. More detail information can be found in "Documentation for Hazard and Constraint Maps." Because most man-made development can be destroyed by even moderately sized avalanches the danger is potentially quite serious. Most, but not all, concentrations of human activities within the Rico area are not located in avalanche prone areas. However, as the level of development becomes more intense and dispersed away from the historic Townsite, the danger increases proportionately. The Town intends to lessen the potential of developments being affected by snow avalanches by allowing no vertical development in any snow avalanche areas.

Avalanche Hazards Policy:

1. No development shall be allowed in an area susceptible to snow avalanches.
2. Subdivision access may cross avalanche path(s) in relatively straight sections and provided there is an alternative ingress and egress available for emergency events.

Geologic Hazard Areas

Numerous geologic hazard areas are present in the Rico Region which pose potential adverse impacts to development. Most, but not all, hazards may be mitigated through careful avoided or mitigated through proper engineering practices.

Debris flows and water hazards are identified by their triangular shapes, uniform slopes and locations at the mouths of major valleys. Areas cited in the Rico Region for possible debris fan hazards are at the mouth of Deadwood Gulch, Sulfur Creek, Iron Draw, Silver Creek and Aztec Gulch. Wilbur-Bradley in their "Hazard and Constraints Maps" and "Documentation for Hazard and Constraints Maps," divided the hazards into High Hazard and Low to Moderate Hazard Zones. Recommendations for each zone are include in the report.

Development in High Hazard areas should generally be avoided. Channel modifications could reduce the hazard on the Silver Creek, Iron Draw and Sulfur Creek debris fans. In the absence of such modifications, development in these areas should be avoided. Development in low to moderate hazard zones should be preceded by site specific studies and engineering designs.

Slope stability hazards in the Rico Region include unstable slopes, potentially unstable slopes, landslide complexes and rockfalls. Areas cited in the Rico area for possible slope stability and rockfall problems are the CHC Hill area, the southwest ridge of Telescope Mountain, the steep slopes above Newman Hill.

Numerous fault zones exist in and adjacent to Town limits. In the unlikely event of a significant earthquake, ground failure may occur on potentially unstable slopes and landslide deposits. Engineering and construction practices consistent with Uniform Building Code Seismic Zone 2 should be encouraged.

Fractures in the rock beneath Rico are known to contain natural carbon dioxide. Seeps have been observed on the valley floor and in other locations.

Geologic Hazards Policies:

1. The Town discourages development within or adjacent to any areas identified as potential geologic hazard areas.
2. Development on slopes in excess of 15 percent should be preceded by complete site specific complete engineering investigations to insure that no environmental problems will result from development.
3. Development on slopes in excess of 15 percent shall maintain the maximum vegetative cover to protect soils and prevent land-slippage problems.
4. Undeveloped steep-slope areas exceeding 30 percent shall be maintained as natural open space to protect soils, vegetation, water, fish and wildlife and open space resource values.
5. Development in areas considered to pose geologic hazards, such as unstable slopes, potentially unstable slopes, landslide complex, debris fans and rockfall hazards, shall submit engineering investigations of the site for project review to insure that no environmental problems will result from development.
6. Engineering and construction practices consistent with Uniform Building Code Seismic Zone 2 shall be encouraged.
7. All basements and other sub-grade construction are encouraged to be properly vented to prevent the accumulation of carbon dioxide.

Wildfire Hazards

The wildfire hazard potential identified within the Rico Region is broken into four classifications -- O (no hazard), A (low hazard), B (moderate hazard) and C (severe hazard). Wildfire hazard potential intensifies with the increase in steepness of slope, dryness of vegetation, amount of vegetation and the climatic conditions. Class O areas are those sites of mine tailings, areas with aquatic environments and sparse vegetation on gentle slopes. Class A areas include meadows, wetlands and aspen stands on gentle slopes. Class B areas include dry, dense willow patches and medium-density aspen stands on steeper slopes. Class C areas are of greatest concern and are dominated by spruce-fir on steep slopes.

Wildfire Hazard Policy:

1. All development in wildfire hazard areas should incorporate the guidelines of the Colorado State Forest Service.⁴

Wildlife Habitats

The amenities of Rico includes near wilderness surroundings and an abundant diversity of wildlife. Protecting this wildlife amenity is a high priority of Rico citizens. The report "Documentation for Hazard and Constraints Maps," contains a complete breakdown of wildlife species within the Rico Region.

Wildlife is dependent on the natural resources derived from land, water and vegetation systems. The Riparian Community along the Dolores River is especially critical since up to 70% of small mammal and fowl make their nests or otherwise depend upon the riparian corridor in other critical ways. Maintaining the riparian community will be key to maintaining the aesthetic qualities of the Dolores River and the area's wildlife diversity.

Big game is abundant in the Rico Region. Elk, deer and bear are frequently sighted on all of the surrounding hillsides, but especially in the Alkali Flats area. Maintaining sufficiently critical habitat areas for big game and contiguous, unbroken habitat patterns is required if the area is to continue to enjoy the presence of big game. Deer and elk calving areas and habitats should be carefully evaluated and protected in conjunction with development proposals.

The Town of Rico has adopted land use regulations pursuant to Colorado Revised Statutes H.B. 1041 governing development in Areas of State and Local Interest. These regulations should be strictly enforced. Furthermore, the Town should seek to have the Colorado Division of Wildlife map wildlife habitat areas within the Rico Region.

Wildlife Habitats Policies:

1. Deer and elk calving areas and habitats shall be carefully evaluated and protected in conjunction with development proposals.
2. Development shall be minimized in Alkali Flats to avoid adverse impacts on elk calving and the wildlife concentration that is present.

⁴ Coulter, J.B. 1980. *Wildfire Hazards: Guidelines for the prevention in subdivisions and development*, Colorado State Forest Service.

3. Dogs shall be strictly prohibited by zoning and private covenants in hillside subdivisions and in other specific wildlife habitat areas as a condition of development approvals in such areas.

Wetlands

Jurisdictional wetlands are common throughout Rico and the Rico Region. In the "Hazard and Constraints Maps" and "Documentation for Hazard and Constraints Maps," Chris Wilbur sited twenty-one specific wetland areas. These sites were identified using routine level determinations. The determinations are subject to verification by the U.S. Army Corps of Engineers. Other more isolated wetland areas undoubtedly exist in the area that have not been identified. The protection of wetland areas is a high priority for the citizens of Rico.

Wetlands Policies:

1. Prior to development or alteration of areas mapped or believed to be wetland areas, a site specific, comprehensive determination should be completed for exact wetland boundaries.
2. Wetlands should be avoided wherever practical.

Urbanization

The Urbanization element addresses the basic problems of urbanization and is presented in order to promote the Town's basic urbanization goal: To preserve Rico as *an uncrowded and affordable, compact Town where it is possible to be a pedestrian and travel throughout the Town, surrounded by vast and wild open spaces.*

Low density residential development (suburban sprawl) is an inefficient use of land. It requires the development of more and more open land, causing communities to become more dependent on automobiles, increasing long term infrastructure maintenance costs (which raises taxes and the cost of utility services), and making communities generally more expensive. It is important to remember that while initial capital costs of utility infrastructure may be paid for by the developer, long term operation and maintenance burdens are normally carried all residents of a community. Longer infrastructure lengths increase the cost of providing public facilities and services to the entire community over the long term. Therefore, the public interests are best served by avoiding the assumption of street maintenance responsibilities in low density residential areas.

Rico will seek to avoid suburban sprawl by establishing a Growth Boundary to separate developable land and lands that may be annexed in the future, from open space lands and lands that are not expected to be developed. By establishing such a boundary, Rico can create a more compact, higher density land use pattern, conserve open space, promote more affordable housing and offer a higher level of municipal services for lower taxes. This development pattern is more economical and environmentally sustainable, and it fits the reality of lifestyles in the 90's (less available time and interest in maintaining large properties).

Urbanization:

1. All annexations shall be consistent with the Rico Regional Master Plan.
2. Lands within the Growth Boundary surrounding the Town, as illustrated on the Major Streets and Future Land Use Plan Map, are appropriate for the future residential, commercial and industrial growth of the Town.
3. Lands outside the Growth Boundary are reserved for active and passive open space and non-urban development where few services are required.
4. Development of private lands outside the Growth Boundary and inside the Rico Region should be strictly limited to the minimum (one parcel per 35 acres) authorized pursuant to S.B. 35.
5. Criteria for inclusion inside the Growth Boundary include:
 - a) Include only "usable" lands;
 - b) Include those areas close to Town that are urban in nature or are approved for urban developments and can be served by the Town with little or no adverse fiscal, environmental or scenic impacts;
 - c) Include only those properties that can be provided with urban level services and facilities economically;
 - d) Include areas where development can occur without significant adverse impacts upon critical wildlife habitats; and
 - e) Include areas where geologic and flood hazards can be reasonably mitigated.
6. There will be no annexations or extensions of municipal services to areas outside the boundaries of the Growth Boundary identified on the Future Land Use and Streets, with the possible exception of annexation of any acquired open space.
7. Applicants and developers should identify revenues adequate to pay the long term costs for maintenance of their developments, and the Town should agree that the revenues will be adequate prior to approval of a petition for annexation.
8. The Growth Boundary shall be established in a logical manner, utilizing property boundaries, topographic elevation lines, and section and quarter section lines where possible. Where precise boundaries are not possible, acreage limits shall be established to establish a precise size limit.
9. Street and road maintenance shall be privatized in the Low Density Residential Future Land Use Category.

Parks and Open Space

Open space is a highly valued community commodity. The Rico Region is characterized by the abundance of open space -- both peripheral and internal. Open space serves many functions, including recreational, ecological and economic functions. Open space goals include the preservation of open spaces in order to:

1. Provide recreational opportunities,
2. Preserve ecological resources, and
3. Establish a boundary for development.

Urban open space helps to form settlement patterns and provides opportunities for community interaction. It also serves as a visual and physical buffer, provides recreational opportunities, serves as alternative access corridors, breaks down the community scale and helps define neighborhood boundaries. In order to insure the

integrity of the Town's Growth Boundary over the long term and to insure against the possibility that additional U.S. Forest Service lands will be privatized in the future, an open space buffer controlled by the Town of Rico should be preserved around the Town separating developable areas from U.S. Forest lands. All open space areas should be connected to the extent practical to form linear parks.

Land for the public parks will be acquired via a wide variety of methods including: public land dedications in conjunction with annexations and subdivision, purchased using cash-in-lieu of public land dedication funds, donations, voluntary landowner dedications of conservation easements or maintenance of undeveloped buffers, and/or purchased with open space grants from Go Colorado.

Large areas in and around the Town of Rico are designated as open space. The designation is intended for application to lands which are cannot reasonably be served by public utilities or are otherwise inappropriate for development. Ownership of many of these areas is expected to be conveyed to the Town or to another public entity as part of pre-annexation agreement(s).

Parks and Open Space Policies:

1. Parks and open spaces may be used for active and/or passive recreational activities as determined by the Town.
2. Continued public access to public lands and open spaces shall be guaranteed as a part of all development approvals.
3. Maintain an open space buffer controlled by the Town between the Growth Boundary and U.S. Forest Service boundaries.

Scenic Resources

Visual landscape is the essence of the perceived environment. It forms a setting for both the lives and livelihood of man and animal alike. For an alpine community like Rico, the visual landscape is a prime resource. The mountains are the Town's predominate visual asset. Steep mountain slopes border the Town on the east and the western side of the Rico valley, accented by a variety of hills and gulches. The natural appearance of these slopes, hills and gulches serves as a major natural resource and creates an attraction for both residents and visitors.

Another major potential visual asset of the area is the Dolores River Corridor. The Dolores River also provides diverse habitat and provides another of the Town's most valuable natural resources, water.

Both of these visual elements are important to preserve and maintain. Policies should be developed to insure the preservation of the visual beauty of the Dolores River Corridor and the surrounding mountain slopes. Most of the surrounding mountain slopes should be preserved as public open space. Where development is permitted on the lower slopes adjacent to Town, development should be sited and designed to minimize the visibility of street and road alignments, cuts and fills, residences and lights. All buildings should be setback into the trees and away from ridge lines.

Exterior lighting, in particular, is a potential source of visual pollution, therefore future development will be required to mitigate the potential adverse visual impacts of such lighting. The exterior lighting of structures built on the hillsides above Rico should be shielded and directed toward the ground or other surfaces so that bare bulbs cannot be seen in the valley below.

Development should be minimized in the Dolores River Corridor, and where development is permitted in the Corridor, it should avoid wetland and floodplain areas to the maximum extent possible.

Scenic Resource Policies:

1. Development should be sited and designed to minimize the visibility of street and road alignments, cuts and fills, residences and lights.
2. All buildings built on the hillsides surrounding Rico should be setback into the trees and away from ridge lines.
3. The exterior lighting of structures built on the hillsides above Rico should be shielded and directed toward the ground or other surfaces so that bare bulbs cannot be seen in the valley below.
4. Development should be minimized in the Dolores River Corridor, and where development is permitted in the corridor, it should avoid wetlands and floodplain areas to the maximum extent possible.

V. FUTURE LAND USE PLAN

Introduction

Nine (9) future land use categories have been identified for the Rico Region. Each of the land use classifications needs to be reasonably "balanced" against the need for other related land uses: retail to housing (26 to 52 S.F./Dwelling Unit), jobs to housing (0.5:1.0 to 1.0:1.0), and civic/active open space to housing (> 500 S.F./Dwelling Unit) within the defined community boundaries. In all cases, development approvals should be subject to compliance with applicable policies.

The Future Land Use Map, attached as Appendix "B" and incorporated herein by reference, illustrates the future land use pattern of Rico. Real property lines and identifiable natural and manmade features have been used to illustrate the boundaries between future land use categories, where available. Where such identifiable boundaries are not available, "bubble diagrams" have been used to identify in general "usable land" areas, subject to site specific verification. However, the numerical values applied next to the acreage of each such bubble diagram are intended to be regulatory -- they specify the maximum residential density available to any one property owner or other owner entity within each such area. Further clustering of residential development rights may be permitted or required within a single future land use category to better support the policies of this plan.

Lands that are located outside of the Rico Region and inside the study area for this Master Plan (i.e. lands in the East Fork of the Dolores River drainage within three miles of Town) will not have urban services. Dolores County is encouraged to zone all such lands so as to require a minimum lot area of 35 acres per dwelling unit, and to require that substandard parcels merge to form single conforming parcels.

The following future land use categories help provide for the orderly growth of the community by establishing compatible uses in various locations:

“Commercial” Future Land Use Category

Commercial uses are retail commercial, office and accommodation uses. Specific areas designated with the “Commercial” Future Land Use Category include the Historic Commercial Core, all lands that are currently zoned C-1 and C-2, and previously approved commercial sites in the Sundial Development.

In addition, the Commercial (Specially Planned Area) designation is applied to specific areas along the State Highway, to the northern part of Bemis Flats, and to an area north of the Spear Slide on Upper Newman Hill that *may* be appropriate for future commercial, office and/or accommodation development. Where the Commercial designation is qualified as a Specially Planned Area, commercial and/or accommodation uses shall be subject to site specific approvals. In all such cases, if the property owner and the developer are unable to agree upon a development plan parcels with the Specially Planned Area designation shall be considered to be a single family home site.

In order to protect Rico’s delicate, limited tax base, all commercial uses in the Rico Region should be restricted to lands that are inside the current Town boundaries or lands that are eligible for annexation.

The total number of future hotel rooms and accommodations shall be limited to keep the visitor population and tourist economy in balance with the permanent population. Generally, small bed and breakfast (5-14 rooms) or country inn (10-20 rooms) type of accommodations are much preferred over larger motels and hotels (30-60 rooms).

“Light Industrial” Future Land Use Category

The “Light Industrial” Future Land Use Category is primarily intended for low impact service-oriented uses which provide services to the residents of Rico and the surrounding communities. Such uses offer significant economic development opportunities for the Town of Rico. Limited and accessory residential uses in the form of live/work housing is also permitted in order to provide cottage industry and economic development opportunities as well as increased levels of human activity and security to the area during off-hours.

Detached areas north of Town are thought to be more appropriate for light industrial uses because most traffic generated by these uses is likely to come from the north and the Telluride Region. The placement of light industrial uses in detached locations north of Town will help to minimize truck traffic through Town as compared to other possible locations. Specific areas planned for light industrial use include lands at the bottom of Aztec Draw (west of the state highway) and the mill site and tailings ponds area. Isolated sites on CHC Hill may be appropriate for extractive/mining industry.

"Town-1 Residential" Future Land Use Category

The "Town-1 Residential" Future Land Use Category includes "usable" lands planned primarily for single-family dwellings. The minimum lot size shall be 5000 sq. ft. -- a larger minimum lot size will be required if accessory dwellings are allowed. Bed and breakfast type accommodations may also be allowed on larger lots where sufficient off-street parking is available and where neighborhood impacts are adequately mitigated. Specific areas designated for Town-1 Residential includes lands currently zoned R-1 in the Rico Townsite.

"Town-2 Residential" Future Land Use Category

The "Town-2 Residential" Future Land Use Category includes "usable" lands planned primarily for single-family, two- and three-family dwellings. Multi-family dwellings may also be permitted where appropriate. The minimum lot size shall be 5000 sq. ft. -- a larger minimum lot size will be required for two-, three-, and multi-family dwellings. Bed and breakfast type accommodations may also be allowed on larger lots where sufficient off-street parking is available and where neighborhood impacts are adequately mitigated. Specific areas designated for Town-2 Residential includes lands currently zoned R-2 in the Rico Townsite and relatively level areas south of the Silverglance Subdivision which are adjacent to the historic townsite.

"Hillside Residential" Future Land Use Category

The "Hillside Residential" Future Land Use Category includes "usable" lands planned primarily for single-family dwellings and a gross density not to exceed one principal dwelling unit per one (1) acres. The minimum lot size shall be 10,000 square feet. Specific area outside of current Town Boundaries that are designated for moderate density residential uses includes the following areas:

1. Lower Newman Hill area (north of the Spear Slide);
2. Mill Road area on lower Telescope Mountain;
3. The southern end of the Rico Region (e.g. Sundial area); and
4. West Rico, along the lower benches located above and west of the Dolores River, and including the Piedmont area.

"Low Density Residential" Future Land Use Category

The "Low Density Residential" Future Land Use Category includes "usable" lands planned primarily for single-family dwellings and a gross density not to exceed one principal dwelling unit per nine (9) gross acres. Street and road maintenance will be privatized for streets and roads serving areas designated as Density Residential Future Land Use Category. The minimum lot size shall be two (2) acres. Low density residential lands include in the Middle and Upper Newman area, and Bemis Flats area.

"Public" Future Land Use Category

The "Public" Future Land Use Category includes lands planned for necessary and desirable public purposes, including: public parks, schools, fire station, remote parking, library, jail, Town hall, recreational facilities, public maintenance facilities, storm-water detention, constructed wetlands and similar public uses. Specific areas designated as Public include those lands that are currently owned by public entities or planned for public use. Such designation shall only be applied to private lands with the expressed or implied approval of the property owner. Should these lands not become public in the near future for one reason or another, the designation of private lands shall be revisited.

Remote parking lots will be needed to serve overflow parking needs of commercial uses. Some specific sites that might be appropriate for remote parking lots include the Columbia tailings site south of Town and the area around the County Shop west of River Street. The Atlantic Cable property may also be an appropriate site for remote parking.

"Parks" Future Land Use Category

The "Park" Future Land Use Category includes lands planned to be owned by the Town or Rico and utilized for public open space, stormwater detention facilities, constructed wetlands, and public recreational purposes. Specific areas included in this classification are those lands identified in the Town of Rico River Corridor Plan of 1995 as Open Space, Parks, and Historic Resources; and all portions of Newman hill that may be suitable for development of a future municipal ski area. A ski area is not currently planned, however, the preservation of these lands as a municipal park will insure that these areas continue to be available for pedestrians and backcountry skiing, or for the development of a municipal ski area if and when a municipal ski area becomes a public priority. By designating these areas as park lands, the development of a private ski area is intended to be specifically precluded.

Where part of a private ownership is designated as "Parks" and part of the same ownership is designated with the Low Density Residential, the Hillside Residential, or the Town Residential Future Land Use Categories, such parcel(s) shall have a residential development right(s) as provided by the applicable future land use category. In the unlikely In the unlikely event all of a private ownership is designated as Parks, the

development of such parcel(s) shall be limited to the minimum development rights provided under state law (one dwelling unit per 35 acres).

"Open Space" Future Land Use Category

The "Open Space" Future Land Use Category includes lands that not considered to be "usable;" they are best suited for open space and passive recreational uses. These lands are planned to remain in private ownership, to used for passive (non-developed) recreational uses, and to serve as an open space buffer between areas planned for development and the U.S. Forest Service boundaries. These lands may be owned by public or private entities. They are intended to be restricted to open space uses by zoning, pre-annexation agreement and/or master plan. Thus, future changes in use shall be strictly controlled by the citizens of Rico through its elected officials.

Where part of a private ownership is designated as "Open Space" and part of the same ownership is designated with the Low Density Residential, the Hillside Residential, or the Town Residential Future Land Use Categories, such parcel(s) shall have a residential development right(s) as provided by the applicable future land use category. In the unlikely event that all of a private ownership is designated as Open Space, the development of the parcel(s) shall be limited to the minimum development rights provided under state law (one dwelling unit per 35 acres).

VI. IMPLEMENTATION

Implementation of the Rico Regional Master Plan should include a variety of land use regulatory techniques: design guidelines and regulations, negotiation with major land owners to cluster development rights, development of intergovernmental agreements with the U.S. Forest Service and Dolores County, establishment of a Growth Boundary and development of a unified Land Use Code to integrated the Town's land use regulatory tools into a single unified system.

VII. BIBLIOGRAPHY

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3. *Documentation for hazard and constraint maps, Town of Rico, Colorado*. Wilbur and Bradley, 1995.
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5. *Ecological Characterizations: Vegetation Communities/Wildlife Habitats and Sensitive Species, Rico, Colorado*, prepared for Atlantic Richfield Company, Denver, Colorado and ESA Consultants, Inc., Fort Collins, Colorado, prepared by Cedar Creek Associates, Inc. Fort Collins, Colorado, Sept. 1995.
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APPENDIX "A": Recommended Street Types/Streetscapes

TYPE 1: THE COMMERCIAL/MIXED-USE STREET, W/PARALLEL PARKING (GLASGOW)

100 foot right-of-way

70 foot pavement width

4 lanes

15 foot sidewalks

0-10 foot build-to line

25 mph

Optimum Story Height

2-3 stories

(street trees are critical to proper scale of the streetscape)

Adjacent Land Uses

Commercial-Office or Retail

Mixed Use (retail on ground floor, housing above or in rear)

Civic Uses

Entrance:

On sidewalk grade

This commercial/mixed use street will accommodate significant vehicular trips per day. This street can accommodate parallel parking on both sides of the street, while comfortably accommodating two (2) or four (4) moving lanes of traffic. Sidewalks are at least 15 feet wide and includes space for street trees and lighting. In most, if not all cases, there should be a continuous building frontage with small pedestrian paths between buildings that lead to additional rear lot parking. Where a lot is used primarily for parking, the parking lot is screened and landscaped to a depth of 12-15 feet behind the build-to line. In no case should parking be closer to the street than the build-to line. Vehicular access to parking is only available from the alley. Where useable pedestrian space or an outdoor display or cafe is anticipated, commercial buildings may be setback an additional four (4) feet. All utility easements are located in the rear of the building in parking lots or the alley. Street lighting scaled to pedestrians should be provided at regular intervals.

Section

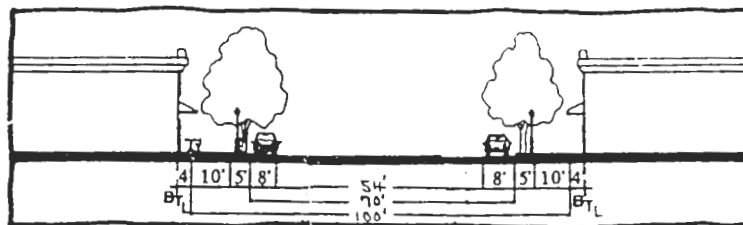
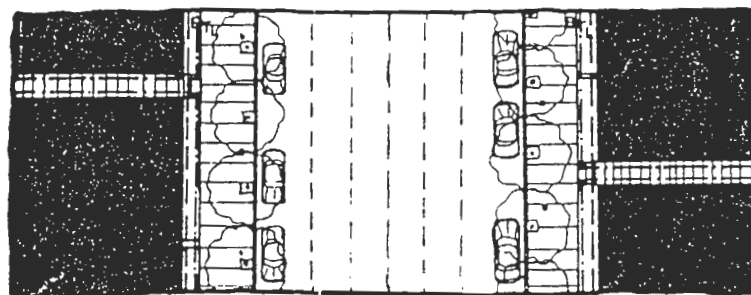


Figure Ground



TYPE 2: THE TWO-WAY RESIDENTIAL STREET, W/DIAGONAL PARKING ON BOTH SIDES (E.G., MANTZ BETWEEN GLASGOW AND SILVER STREETS)

- 80 foot right-of-way
- 58 foot pavement width
- 9.5 foot parking stalls
- 6 foot sidewalks, optional
- 10 to 12 foot setback line

Adjacent Land Uses
 Small and medium width lots
 Residential Uses

Optimum Story Height
 2-3 stories

Entrance

Finished floor 2-4 feet above sidewalk grade

This residential street will accommodate a small number of vehicular trips. The space available is adequate to accommodate diagonal parking on both sides. Vehicular access to rear parking is from an alley. Sidewalks are relatively wide, 10 to 14 feet, and includes space for street trees and lighting. Building frontage should be continuous. A three (3) foot utility easement can be located adjacent to the sidewalk, if not provided in the rear alley. Water, sewer and storm drains are located in the street. Street lighting scaled to pedestrians should be provided at regular intervals. Snow removal will eventually be necessary.

Section

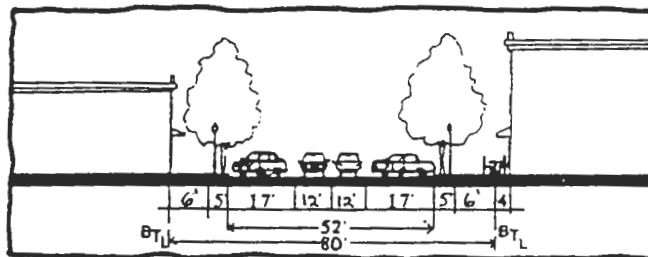
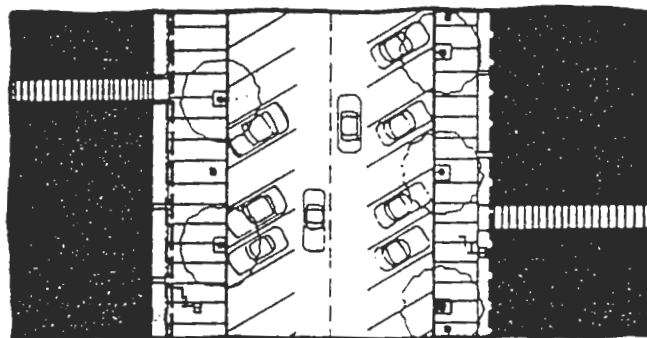


Figure Ground



TYPE 3: THE TWO-WAY RESIDENTIAL STREET, W/PARALLEL PARKING ON BOTH SIDES (E.G., CAMPBELL, KING, NEWMAN, PICKER, EASTERN AND WESTERN ENDS OF MANTZ)

- 60 foot right-of-way (Mantz has 80 foot right-of-way)
- 40 foot pavement width
- 0 to 8% road grades (8-10% on review); 0-4% road grade 50-70 feet from intersections
- 4-5 foot sidewalks and/or trail connections, optional
- 10 to 15 foot setback line
- 15 to 20 mph

Optimum Story Height
2-3 stories

Adjacent Land Uses

- Small and medium width lots
- Residential uses

Entrance:

Finished floor 2-4 feet above sidewalk grade

This residential street will accommodate a small number of vehicular trips. The space available is adequate to accommodate parallel parking on two (2) sides. Sidewalks and/or trail connections are optional. Where alley access is available or can be made available, then curb cuts should be prohibited. Each unit can have vehicular access from a driveway or an alley. Utility are located in the street or the alley. Street lighting should be scaled to pedestrians and located primarily at intersections. Front porches should be encouraged.

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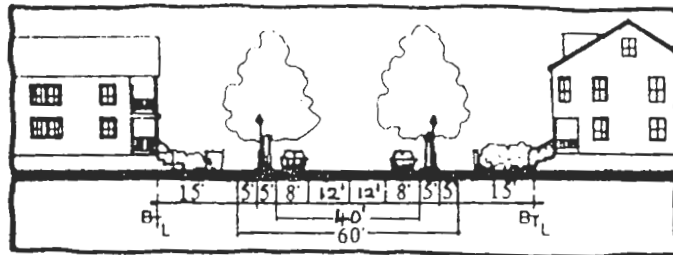
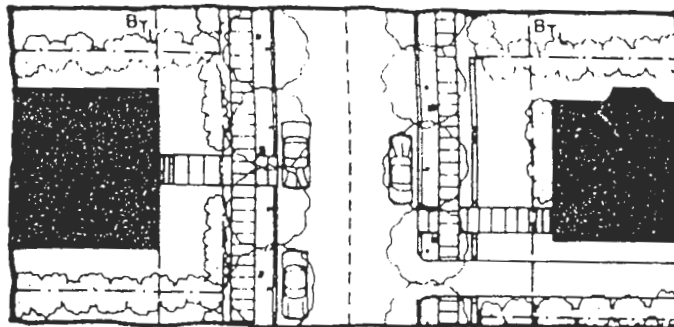


Figure Ground



TYPE 4: THE NARROW TWO-WAY RESIDENTIAL STREET, W/ PARALLEL PARKING ON ONE SIDE (E.G., RIVER, SILVER, GARFIELD, HANCOCK, EDER)

48-50 foot right-of-way

Pavement width of 30 feet

0 to 8% road grades (8-10% on review); 0-4% road grade 50-70 feet from intersections

4 foot sidewalks and/or trail connections, optional

10 to 15 foot setback line

15 to 20 mph

Adjacent Land Uses

Small and medium width lots

Residential uses

Optimum Story Height

2-3 stories

Entrance:

Finished floor 2-4 feet above sidewalk grade

This residential street will accommodate a small number of vehicular trips. The space available is adequate to accommodate parallel parking only on one side. Where alley access is available or can be made available, then curb cuts should be prohibited. Sidewalk and/or trail connections are optional. Utilities are located in the street or in the alley. Street lighting should be scaled to pedestrians and located primarily at intersections. Front porches should be encouraged.

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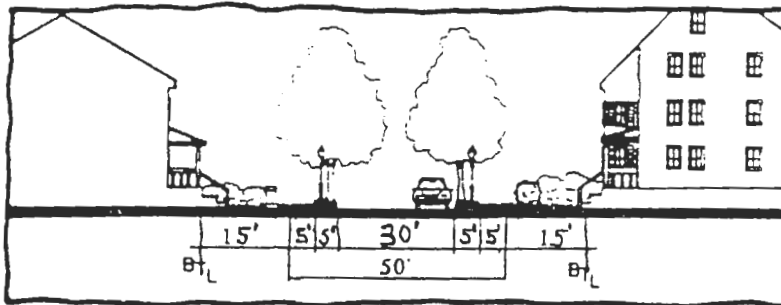
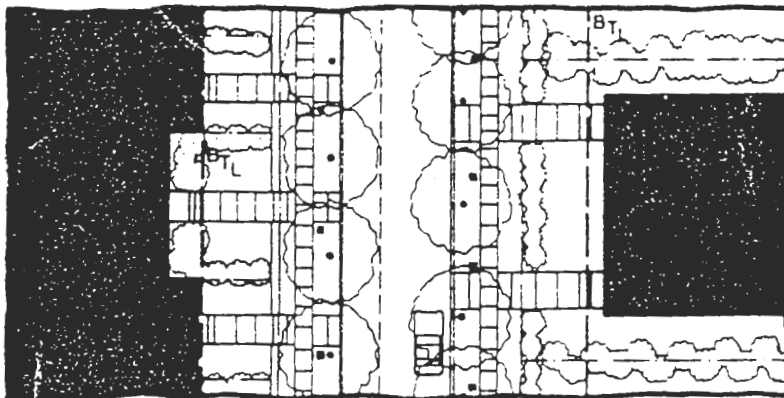


Figure Ground



**TYPE 5: THE CURVILINEAR STREET FOR STEEP SLOPE AREAS,
MAY OR MAY NOT HAVE PARALLEL PARKING ON ONE SIDE**

52-58 foot right-of-way, depending on location of bikeway/sidewalk

Pavement width ranges from 22 to 24 feet (20 feet on review)

Bike path and/or 4 foot sidewalks, optional

0 to 10% road grades (10-12% on review); 0-4% road grade 50-70 feet from intersections

10 to 15 foot setback line

15 to 20 mph

Optimum Story Height

2-3 stories

Adjacent Land Uses

Medium to large width lots

Residential uses

Entrance:

Finished floor 2-4 feet above grade

This residential street will accommodate a small number of vehicular trips. In most cases, the space available is adequate to accommodate parallel parking only on one (1) side; parking may not be available along access roads connecting one area to another. Each unit can have vehicular access from a driveway. Fifteen (15) feet are available on each side of the street for snow storage, cuts and fills (more easement area may be necessary in some situations). Retention treatment and re-landscaping of cuts and fill are subject to review. An optional six (6) foot bike path and/or a four (4) foot sidewalk may be located along one side, not necessarily parallel to the street, but at least six (6) feet from the roadway. Bike paths are expected to be most appropriate in steep slope areas. Most utilities are located adjacent to the streets. Street lighting should be located primarily at intersections.

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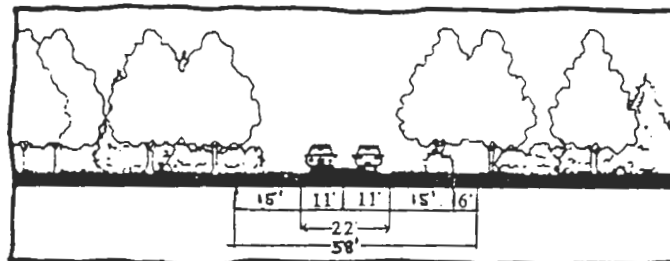
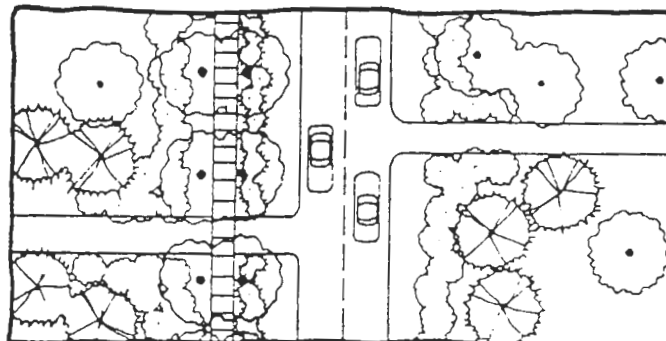


Figure Ground



TYPE 6: THE ALLEY

16 foot right-of-way

12 foot surface

4-5 foot setback for everything (including parking, fences, landscaping, etc.)

10 mph

Adjacent Land Uses

Garages

Parking Lots

Accessory residential units

Story Height

1-2 stories

The alley provides access to the rear of the property and eliminates the need for front yard driveways. The alley tends to enhance the streetscape. It can decrease the cost of the lot through the opportunity for narrower lots. Utility easements are easily accommodated in the alley. Alley lighting should be provided at intersections and by fixtures attached to garages.

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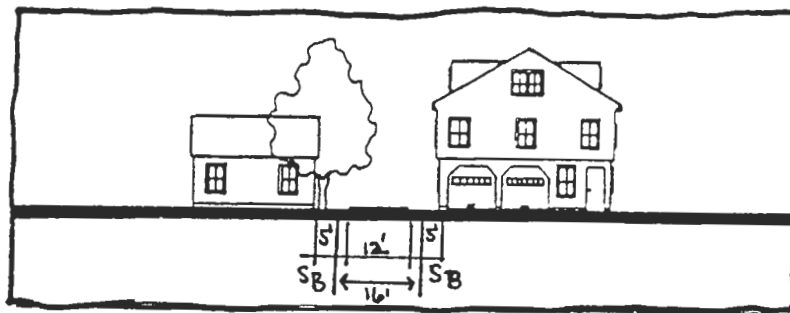


Figure Ground

