

**TOWN OF MANCOS  
PLANNING AND ZONING COMMISSION MEETING  
June 21, 2023  
7:00 p.m.**

**Agenda**

- A. Call to Order
- B. Pledge of Allegiance
- C. Roll Call
- D. Approval of the Agenda
- E. Approval of the minutes of May 17, 2023
- F. Audience Business
- G. Announcements
- H. Discussion and Action Items
  - 1. Comprehensive Plan Chapter 9 Final Review
  - 2. Comprehensive Plan 10 Draft Review
- I. *Items for July 19, 2023 Agenda*
  - 1. *Comprehensive Plan Chapter 10 Final Review*
  - 2. *Comprehensive Plan Appendices Draft Review*
- J. Adjournment

**TOWN of MANCOS**  
**PLANNING & ZONING COMMISSION**  
**MEETING**  
**May 17, 2023**

**A. Call to Order:** Chairman Brind'Amour called the meeting to order at 7:00 p.m.

**B. Pledge of Allegiance**

**C. Roll Call:** present- Peter Brind'Amour, Catherine Seibert, Carol Stout, Alternate Ann Coker, Mayor Queenie Barz, Trustee Nick Manning, Town Administrator Heather Alvarez, Town Clerk/Treasurer Jamie Higgins, Deputy Clerk Mercedes Yanito, and Community and Economic Development Coordinator Jason Armstrong.

**D. Approval of the Agenda:** Carol Stout made the motion to approve the Agenda for May 17, 2023, with modifications to remove chapter 10 Final review from item H - 2. Cathy Seibert seconds the motion. Motion passed.

**E. Approval of the minutes from April 19, 2023:** Catherine Seibert made the motion to approve the minutes of April 19, 2023. Carol Stout seconds the motion. Motion passed.

**F. Audience Business**

None

**G. Announcements**

Heather Alvarez updated the commission on:

- She will be attending a Drought Summit May 29 and June 1, 2023.
- Started phase 1 for the WWTP, design engineering.
- Swore in and hired new Mancos Marshal Jesse Minor.
- The MMO have new decals for their police vehicles.
- Introduced Mercedes Yanito as our new Deputy Clerk/Court Clerk.

**H. Discussion and Action Items:**

1. Comprehensive Plan Chapter 8 Final Review. The Commission made a couple adjustments in the final review to be sent to the Board of Trustees next.
2. Comprehensive Plan Chapter 9. The Commission made adjustments to Chapter 9.
3. Design Review Guidelines Introductory Discussion. This will be discussed in a joint workshop between the Board of Trustees and the Planning Commission. Possible meeting date is July 8, 2023 9am – 12pm.

***I. Items for June 21, 2023 Agenda***

- 1. Comprehensive Plan Chapter 9 Final Review*
- 2. Comprehensive Plan Appendices Draft Review*

Adjournment

8:34p.m.

---

Peter Brind'Amour, Chairman

---

Jamie Higgins, Town Clerk/Treasurer

DRAFT

# ***STAFF REPORT***

To: Members of the Planning and Zoning Commission  
From: Heather Alvarez, Town Administrator  
Date: June 21, 2023  
Re: Comprehensive Plan Chapter 9 Final Review

## **Recommendation**

Requesting Commission Feedback

## **Background/Discussion**

Attached is Chapter 9, including goals, for your final review and approval.

This document does include formatting, so please let us know of any changes in formatting, punctuation, grammar, etc.

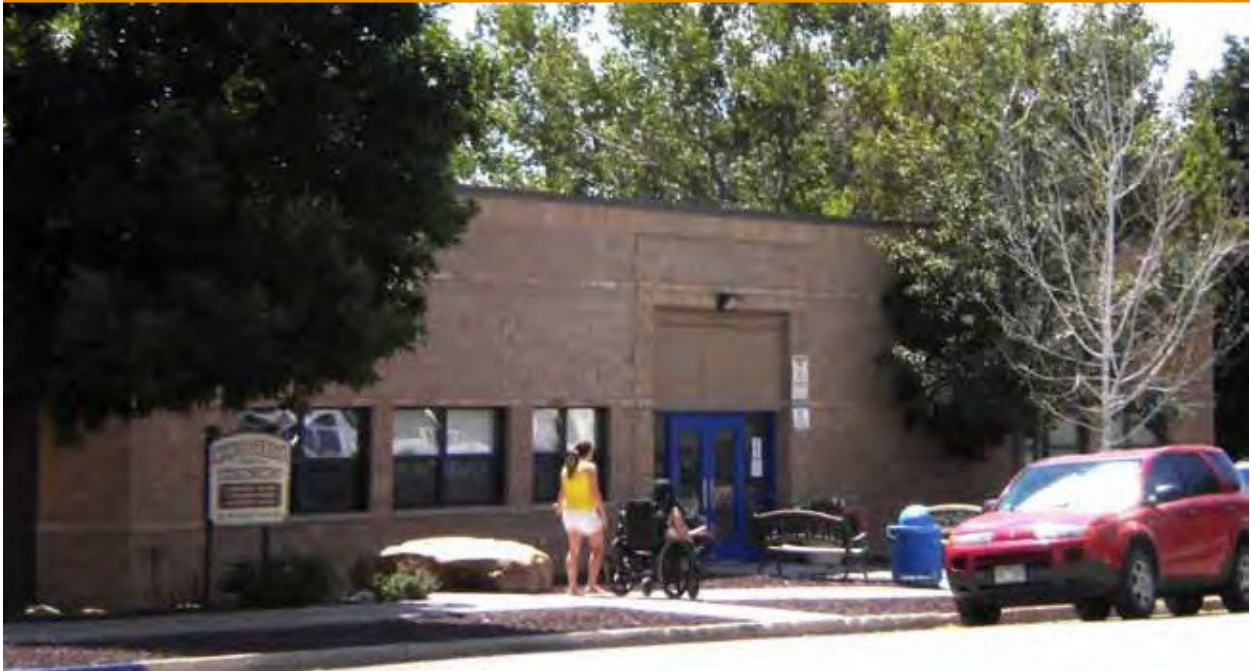
## **Attachments**

Comprehensive Plan Chapter 9

9.0



# Transportation

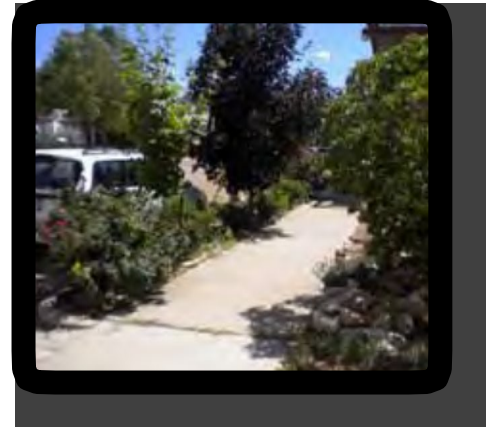


## 9.1 Regional Context, Data and Trends

Mancos is located on the San Juan Skyway, a national scenic byway and is one of only 31 highways designated All-American Roads. The Skyway is a 233-mile loop that connects some of the country's most ancient cultural assets to some of the world's most spectacular views. The Town of Mancos is located at the southern edge of the Skyway, halfway between the Towns of Cortez and Durango.



The major highway access to and from the area is U.S. 160, that runs east-west from Poplar Bluff, Missouri to Tuba City, Arizona. State Highway 184 is the principal north-south arterial beginning in Mancos and extending 18 miles north and west to the Town of Dolores. Mancos is also served by the Cortez Regional Airport, 21 miles to the west, and the La Plata County Airport, located 40 miles to the east. The nearest international airport is in Albuquerque, NM, 250 miles to the south.



The principal east-west collector road is the Mancos Highway 160 Business Loop/Grand Avenue. This alignment was part of the original Highway 160 alignment until CDOT constructed a bypass several blocks to the north, along the old Rio Grande Southern right-of-way. Grand Avenue features Boyle Park, retail and commerce, and the public schools. The remainder of the street's in-town frontage is residential or lodging.

The US 160 Bypass serves as the principal east-west arterial road. One stoplight regulates traffic at the intersection of US 160 and Co. 184/Main Street. CDOT 2022 average daily traffic counts on U.S. Highway 160 and the Business Loop intersections are as follows:

- Junction of 160/184 : 3,800
- Junction of State Highway 184 and Jackson Lake Road: 2,300
- Junction of 160 and west Business Loop: 5,400
- Junction of 160 and east business Loop: 6,600
- Business Loop and School: 1,800

Most of Mancos is laid out in a grid pattern. The traditional grid pattern facilitates the safe movement of vehicles and pedestrians. The Town's grid is bisected by US Highway 160. Recent growth trends in the Town indicate that children regularly cross U.S. 160 at Main Street in order to get to school, downtown, the Mancos Public Library and the Town parks. Though the intersection has been signalized, the crossing still poses a safety issue and is pedestrian unfriendly.



Jaywalking is a common occurrence along Highway 160, despite the physical barriers intended to redirect pedestrians toward intersections.

Most of Mancos is laid out in a grid pattern. The traditional grid pattern facilitates the safe movement of vehicles and pedestrians. The Town's grid is bisected by US Highway 160. Recent growth trends in the Town indicate that children regularly cross U.S. 160 at Main Street in order to get to school, downtown, the Mancos Public Library and the Town parks. Though the intersection has been signalized, the crossing still poses a safety issue and is pedestrian unfriendly.

As pressure on the Mancos' transportation infrastructure continues to grow, it will be prudent for the Town to pursue transportation studies and create a master transportation plan. Growth outside of Town boundaries will require re-evaluation of land development policies, particularly in the three-mile planning area, as provided under Colorado Revised Statutes (C.R.S. 31-12-105(e)). The Town intends to work in collaboration with the County in order to mitigate potential impacts from future developments on transportation infrastructure and existing land uses.

## **9.2 Transportation**

### **9.2.1 Alternative Modes of Transportation**

The compact nature of the Town adds to the viability of a pedestrian lifestyle for its residents. Homes are no more than a short 15-minute walk from schools, retailers, restaurants and businesses. For goods and services not available within the Town, residents need to make vehicle trips to larger near-by communities such as Durango, Farmington and Cortez. In order to maintain a diverse community, multiple means of public transit need to be available to meet the needs of those without vehicle access, such as children, the elderly, tourists and commuters.



*A lack of physical barriers, such as elevated sidewalks and vegetated buffers creates stress and a potential safety hazard for pedestrians.*



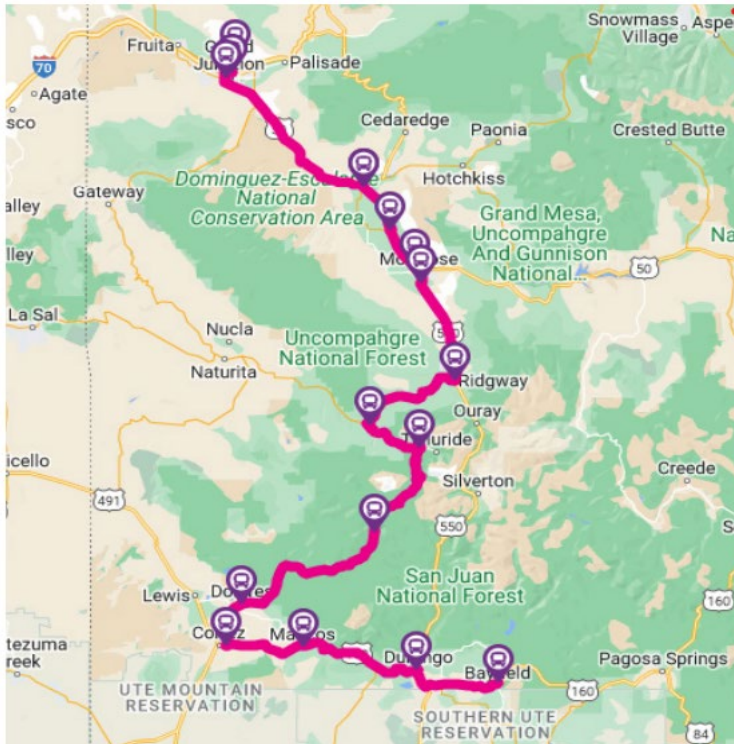
### 9.2.2 Entry Features

Entry features at major access points along U.S. Highway 160 and State Highway 184 should convey Mancos' character in order to create a first impression and convey a sense of arrival. Gateways can also reduce traffic speeds by distinguishing dense communities from rural open spaces. Entry features usually contain landscaping, public art, traffic calming devices or signage consistent with the community's sense of place. Currently, there are two signs on either end of Town welcoming Highway 160 travelers to the Mancos Valley.

### 9.2.3 Regional Transportation Resources

The Town of Mancos does not operate or maintain any public transportation services. Montezuma County offers MoCo Transportation to the entire region for seniors at low or no cost. Farmington, Durango & Dove Creek trips are only for medical appointments and there are round trip fees. MoCo Transportation can provide Medicaid transportation, and riders must confirm their eligibility prior to accessing the services by calling MoCo. Errands and shopping trip reservations are available for residents in Mancos, Dolores and Towaoc.

The Colorado Department of Transportation (CDOT) and Roadrunner Transportation offer the Bustang Outrider Service from Bayfield (East of Durango) to Grand Junction. There is a bus stop in Mancos for this daily out-and-back route. Rates vary based on the route. This service can be provided between any of the towns on this route. Area residents can also access cab companies and other ride-hailing services nearby to travel within the region.



Bustang Route - Source: Colorado Department of Transportation

### **9.3 Goals, Objectives and Actions**

#### **9.3.1 DOWNTOWN GOAL: CREATE A VIBRANT DOWNTOWN THAT IS THE CENTER FOR CULTURAL, ECONOMIC AND CIVIC LIFE IN THE VALLEY**

##### **Constraints and Issues**

- Lack of visibility from the Highway.
- Lack of safe pedestrian crossings across Highway 160

---

##### **Objective: Provide safe and inviting downtown streetscape**

---

##### **Actions**

- Consider constructing pedestrian devices such as refuge islands and curb extensions to ease crossing distances on Main and Highway 160.
- Consider bump-outs on Grand Avenue to ease crossing and improve pedestrian visibility.
- Plan for special event parking sites.
- Design Main Street and Grand Avenue improvements as a traditional “Main Street” characterized by low-speed designs that accommodate both vehicular, bicyclists and pedestrian movement.

#### **9.3.2 GATEWAYS GOAL: ESTABLISH WELCOMING ENTRANCES THAT CONVEY THE SENSE OF ARRIVAL AT A UNIQUE COMMUNITY**

##### **Constraints and Issues**

- Unattractive entry points.

---

##### **Objective: Create visually interesting entrance features that enhance Mancos’ aesthetics and force traffic to slow down**

---

##### **Actions**

- Include pedestrian and bicycle refuge islands within the proposed entry features.
- Work with CDOT to design and construct clearly delineated entry features at the three entry points to the Town on US Highway 160 and State Highway 184.
- Collaborate with the community to design entry features.

### **9.3.3 MULTIMODAL TRANSPORTATION GOAL: PROVIDE A SAFE AND HEALTHY TRANSPORTATION SYSTEM FOR ALL RESIDENTS AND VISITORS**

#### **Constraints and Issues**

- Non-motorized transportation routes are needed and desired by the Town.
- Heavy traffic on Grand Avenue.
- Pedestrian jay-walking issues.
- No sidewalks or pedestrian designated routes.
- Poor pedestrian connectivity.

---

#### **Objective: Encourage alternative transportation methods**

---

#### **Actions**

- Improve sidewalks and street crossings on Main, Highway 160, Grand and Bauer for accessibility, safety and pedestrian comfort.
- Add bump outs at school crossings and downtown.
- Improve existing sidewalks and build new sidewalks in residential neighborhoods.
- Construct Creekside Nature Trail.
- Develop conceptual plans for Riverwalk Trail.
- Require bicycle lanes on new arterial and collector roads.
- Put bicycle racks near popular destinations.
- Create a Master Transportation Plan.
- Consider dedication of a small number of parking spots as bike parking with racks.

### **9.3.4 HIGHWAY 160 CORRIDOR GOAL: A COMMUNITY THAT IS CONNECTED, RATHER THAN DIVIDED BY ROADS**

#### **Constraints and Issues**

- Dead ends along Railroad Avenue and 160 Frontage are substandard for emergency vehicle access.
- Blight conditions on Railroad Avenue and 160 Frontage due to weeds, inadequate blockades, poor circulation, lack of sidewalks and paths, and lack of stormwater drainage.

---

#### **Objective: Collaborate with CDOT to improve safety and aesthetics along Highway 160**

---

#### **Actions**

- Improve Highway 160 and Main intersection to increase comfort and safety for pedestrians and cyclists.
- Improve frontage road and highway separation.
- Reduce eastbound turning cue and replace with ADA designed island refuges to accommodate pedestrians.
- Install traffic calming devices to encourage speed reduction.
- Construct sidewalks that continue from 160 and Main intersection along frontages.
- Construct sidewalks on 184 north of 160.
- Investigate possibilities for planning and financing the construction of pedestrian overpass or underpass across highway.
- Revise building standards and guidelines in Land Use Code for the Corridor Mixed Use zone in order to extend the characteristics of the historic downtown commercial core to the highway.

### **9.3.5 FUTURE STREETS GOAL: A COMMUNITY THAT PRESERVES THE TOWN CHARACTER AS IT GROWS**

#### **Constraints and Issues**

- Additional growth in and around the Town will likely impact the traffic circulation, and possibly the economic viability of the community.

---

**Objective: Ensure that future streets connect to the Town's existing streets and are safe, aesthetically pleasing and multi-modal**

---

#### **Actions**

- Develop future Master Transportation Plan that extends the existing street pattern where feasible.
- Revise street standards to include designated bicycle lanes on future paved streets.
- Revise street standards to include vegetated buffers in-between curbs and sidewalks.
- Revise street design standards to discourage traditional cul-de-sacs.
- Revise street design standards to encourage pedestrian safety by requiring devices such as curb extensions and raised crosswalks.
- Regularly review and update street design standards in the "Standards and Specifications for Design and Construction of Public Improvements" to include best management practices for storm water management and multimodal streets.

# ***STAFF REPORT***

To: Members of the Planning and Zoning Commission  
From: Heather Alvarez, Town Administrator  
Date: June 21, 2023  
Re: Comprehensive Plan Chapter 10 Draft Review

## **Recommendation**

Requesting Commission Feedback

## **Background/Discussion**

Attached is Chapter 10, including goals, for your first review and approval.

Please review the content of the document for changes and updates. Formatting will be finalized when all track changes and Commission suggestions have been incorporated.

You will see and review the final drafts at the next Planning Commission meeting.

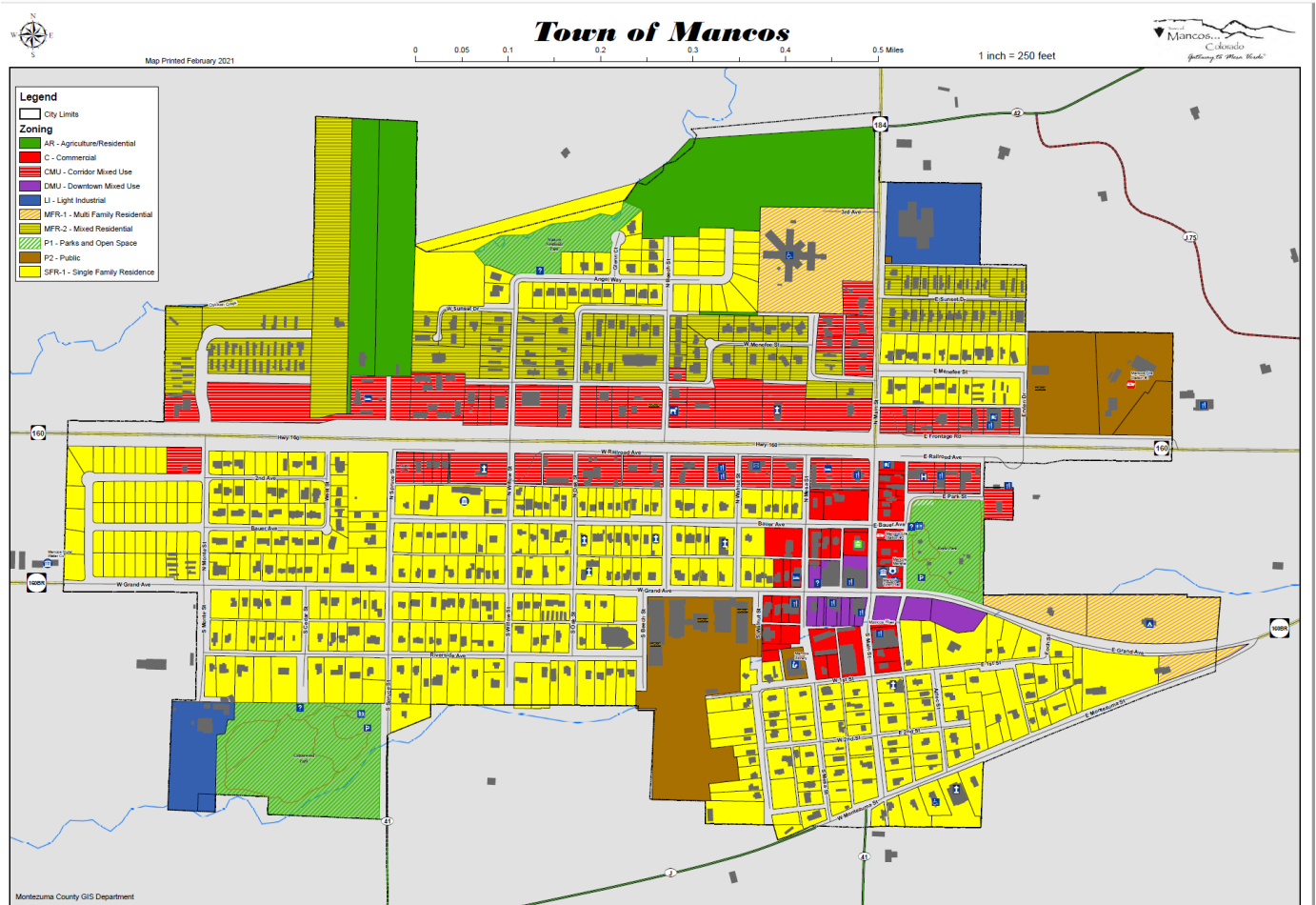
## **Attachments**

Comprehensive Plan Chapter 10

# Future Land Use



The Future Land Use Plan represents the preferred scenario for the future physical growth of Mancos. Input gathered from the community through surveys, interviews and public workshops, as well as existing conditions on the ground, provide the framework for the Preferred Future Land Use Scenario. The goals, objectives and recommended actions of the Future Land Use Plan are consistent with the goals and objectives outlined throughout the Comprehensive Plan. The Intent of the Future Land Use Plan is to guide future development in a direction that will maintain Mancos' unique character and enrich the residents' quality of life while meeting the needs of the projected populations.



**Source: Town of Mancos, Zoning Map February 2021**

In 2020, the Town engaged the community in the Mancos Visioning process. There were two sessions held in person and a survey was carried out. The results are available on the Town of Mancos website. A vast majority of residents (83%) listed the small town atmosphere as the main reason they choose to live in Mancos, with the scenery/surroundings (75%) and the surrounding natural environment (73%) rounding out the top three. Overall, the process was appreciated by the community and provided the elected officials and staff critical information about preferences for services and growth in the Town over the next five to ten years. The results of this process will inform the current and future land use decisions made by the Town.



## **10.1 Zoning Districts**

Zoning is the most common tool used by local governments to prescribe the allowable development on parcels of land. There are several types of zoning practices in current planning, however the most common and familiar type is the Euclidean zoning (or traditional zoning). Generally, when a community adopts a zoning ordinance, they are dividing a geographic area into zones or districts, which each have a unique set of standards for land uses and development regulations balancing the general health, safety, and welfare of the public with private property owners rights to use their land to their best interest.

Mancos' Land Use Code consists of specific land use regulations for each zone district in order to minimize conflicts between uses, to encourage the construction of buildings that are consistent in function with the primary uses of each zone and are compatible with existing structures and architectural features.

### **Residential Districts**

Single Family Residential, Single-Family Residential Medium Density, Agricultural/Residential, Agriculture Residential Cluster, Multi-Family Residential and Multifamily Residential Medium Density districts are intended to provide a balance of housing opportunities that reflect diverse economic levels and the varying and evolving housing preferences of different life stages. Planned Unit Development is also allowable for residential areas.

- *Single Family Residential (SFR-1):* The Single-Family Residential District is designed primarily to accommodate single-family uses. It is intended for application in areas already developed with similarly sized lots and density and areas designated single-family on the future development plan map in the comprehensive plan. A Single-family detached dwelling is not attached to any other dwelling by any means. Accessory dwelling units are a use by right in SFR. Manufactured homes are also allowable.
- *Single-Family Residential Medium Density (SFR-2).* The Single-Family Residential Medium Density District (mixed residential) is designed to accommodate single-family structures on small lots to support a compact, walkable development pattern. It is intended for use adjacent to downtown Mancos and can also be used as a transition from multifamily development to larger lot single-family residential development. An attached dwelling of two (2) or more dwelling units on a single lot (duplex, tri-plex or quadraplex or townhome), each of which is occupied by only one (1) family and has an individual entrance, with common walls between the units.
- *Agricultural-Residential (AR):* The Agriculture Residential District is designed primarily to accommodate agricultural uses and single-family development on lots of five (5) acres. It is intended for application as temporary zoning following annexation but prior to final subdivision approval. In addition to a variety of commercial activities as a use by right, the standards of this district are designed to provide and retain certain lands for low density residential development in agricultural areas. Manufactured homes are a use by right in this zone.

- *Agriculture Residential Cluster (AR-C)*. The Agriculture Residential Cluster District is designed to accommodate clustered residential uses in areas that are shared with active agricultural uses, important natural areas, environmentally sensitive areas, and areas where clustered development would be beneficial to preserve the existing rural character.
- *Multi-Family Residential (MFR-1)*: dwelling type where multiple separate housing units for residential inhabitants are contained within one (1) building or several buildings within one (1) complex. Manufactured homes are allowed as a use by right, and manufactured home communities are allowed with a Special Use Permit.
- *Multifamily Residential Medium Density (MFR-2)*: this district is designed primarily to accommodate multifamily uses on smaller lots in more compact and walkable settings. It is intended for application to areas already developed with multifamily structures at a similar density and areas designated multifamily on the future development plan map in the comprehensive plan.
- *Planned Unit Development (PUD)*: The Planned Unit Development District is designed to provide flexibility in the siting of structures to avoid or mitigate any hazardous areas, historic and prehistoric sites; to take advantage of the site's unique, natural resource or scenic features; and to preserve open spaces.

### **Commercial Districts**

Any community must be able to support multiple businesses in order to thrive. Business zoning, also known as commercial zoning, states precisely whether or not businesses can operate in any given area. Commercial lands allow for the development of businesses that can provide employment opportunities as well as goods and services for the Mancos community, its visitors, and the eastern end of Montezuma County. Commercial district areas also provide a suitable location for business activities that can be incompatible with traditional residential neighborhoods. Heavy traffic as well as high levels electricity and sewage use brought in by commercial developments may be unattractive to homeowners. In Mancos, there are multiple commercial districts intended to serve a variety of different types of businesses that includes Downtown Mixed Use, Corridor Mixed Use, Commercial and Light Industrial zones.

- *Downtown Mixed-Use (DMU)*: Mixed-use zoning permits a complementary mix of residential, commercial, and/or industrial uses in a single district. The Downtown Mixed-Use District is designed for application to Downtown Mancos to allow a vibrant mix of commercial, retail, office, light industrial, and residential uses that allow residents and visitors to enjoy the hub of the community.

*Corridor Mixed-Use (CMU)*: The Corridor Mixed Use district is intended to accommodate commercial activities that provide goods and services to US 160 highway users.. The Corridor Mixed-Use District is intended for application to commercial corridors outside of downtown Mancos where mixed-use development exists or is indicated on the future development plan map. Commercial mixed-use development should include a combination of commercial and residential uses that are mutually supportive and that provide goods and services to surrounding residential uses. This district offers suitable locations for business

sector opportunities that can be incompatible with Mancos' historic downtown commercial area and traditional residential neighborhoods.

- *Commercial (C)*: The Commercial District is designed to accommodate a wide variety of commercial activities with a compatible mix of uses to make the Town a more attractive and energetic place to live, work, and shop, and to enhance the economic development of the Town. Dwellings are allowable in mixed-use buildings in this zone.
- *Light Industrial (LI)*: The Light Industrial District is designed to accommodate a wide variety of industrial and manufacturing activities and to enhance the economic development of the Town. It is intended for application in areas already developed with light industrial structures and areas designated light industrial on the future development plan map in the comprehensive plan.

### Public Zoning

The public zones include properties currently owned or operated by a public entity or private institution. Uses in these zones include but are not limited to the Town Hall, fire stations, library properties, education facilities, utility facilities and other institutional uses such as parks. The purpose of the public zone is to recognize that public and semi-public facilities and institutions provide necessary services to the community and have their own unique set of circumstances. Factors including size, technological processes, requirements for municipal comprehensive facility planning and budgeting, capital improvement programs, and compatibility with surrounding land uses must be considered when developing public and semi-public facilities. In Mancos, there are Public Parks and Open Space and Public Government and Institution districts.

- *Public Parks and Open Space (P1)*: This district is designed primarily to identify and preserve public parks and open spaces, including trails, recreational areas and facilities, and passive open space.
- *Public Government and Institution (P2)*. The Public 2 District is designed primarily to accommodate the development of governmental and quasi-governmental facilities for cultural, educational, civic, recreational, and other governmental purposes.

## **10.2 Uses by Zone**

### **10.3 Preferred Future Land Use Scenario**

Results from the 2021 Mancos Visioning Survey indicate that the Mancos community would like to see the Town grow in a controlled manner. Town respondents were evenly divided over zero population growth and doubling the population with 32% agreeing with both scenarios, while nearly 40% indicate they want to maintain the current annual growth rate at 2%. percent of the survey respondents wanted to see the Town grow at the current growth rate or faster. Thirty-nine percent would like to see the population grow until it doubles.

A strong majority of survey respondents felt that the Town should encourage development on the Town's existing vacant lots before expanding its boundaries. Infill development is a practical, economic and sustainable approach to accommodate growth, and requires little to no additional infrastructure. Commercial infill development can also increase the vibrancy and vitality of Mancos' Downtown and Highway Business districts, in addition to offering a wider range of local employment opportunities.

#### **Mixed Use**

An example of how land use regulations can be used to promote desired growth patterns is the Mixed-Use Zone District. Mixed use developments are developments designed to accommodate multiple uses such that each use complements rather than conflicts with other uses. Examples of mixed-use developments include multi-story buildings with commercial, retail and/or offices on the street level and residences and/or lodging accommodations on the upper levels. Mixed use developments encourage pedestrianism and provide live-work-play opportunities which contribute to a community's overall vitality. In the 2021 Visioning survey, 70 % of respondents indicated they wanted to see an increase in mixed use development that bring business and residential options to the town,

#### **Clustered Residential**

Another example of how land use regulations can be used to promote desired growth patterns is the clustered residential development. Cluster developments include a combination of small lots and large open spaces. By allowing homes to be built on smaller lots closer together, cluster developments use less land for development, which not only preserves open space, but also saves on infrastructure costs. Sixty percent of respondents to the Visioning survey indicated they wanted to see more multi-family housing developed.

#### **PREFERRED GROWTH OPPORTUNITY AREAS**

The Mancos Future Growth Area includes the unincorporated area in which urban development may be allowed when annexed into the Town of Mancos and is in conformance with the Mancos Comprehensive Plan and Mancos Land Use Code. The

Growth Area includes an area sufficient to provide land necessary to accommodate the needs of projected growth for the next thirty years. Through input from the community, the following growth opportunity areas have been designated, and desirable uses and densities have been identified for each designated area:

### **Mud Creek Gravel Pit**

The Mud Creek Gravel Pit area contains approximately 400 acres of land. The Mud Creek arroyo runs in a southerly direction along the area's western border. The area is accessed via US Highway 160 and includes a paved intersection designed for heavy equipment and truck traffic. An industrial well permit provides water for the gravel pit. Residences within the area receive potable water from Mancos Rural Water Company. Currently, this area is being used for single family residential, as well as gravel extraction. Development opportunities on mined lands in this area will have to comply with Division of Reclamation, Mining and Safety regulations and any other state and federal laws that may apply. Mancos' preferred land uses for the Mud Creek Gravel Pits include possible light industrial facilities and open space.

### **Mancos West**

The Mancos West Growth Area encompasses roughly 400 acres. The area is adjacent to the Town's western border and extends west along the southern edge of Grand Avenue (US 160 B) and US Highway 160. Chicken Creek flows in a southwesterly direction along the area's northern boundary. The Mancos River flows in a southwesterly direction through the area's southern half. The area is accessed via several local paved roads, including Grand Avenue, County Road 41, County Road J, County Road 40.1 and County Road 40.25. A domestic well permit provides water to one of the single family residences within the area. Currently, this area is being used for single family residential, agricultural, and a wood processing plant. There are existing environmental and commercial access issues of concern in portions of the growth area on and adjacent to the wood processing plant that need to be mitigated prior to the occurrence of future development. The preferred land uses for the West Mancos Growth Area are clustered residential, light industrial, agricultural residential and open space.

### **Yak Valley**

The Yak Valley Growth Area contains approximately 35 acres. The area is adjacent to the Town's northern boundary and extends west between US 160 and Grand Avenue (US 160 B). Chicken Creek flows in a southwesterly direction along the area's northern boundary. The area is accessed via Grand Avenue (US 160 B). Currently, this area is being used for single family residential, agricultural, commercial and for public uses. Because this area is highly valued for its rural scenic qualities and includes Chicken Creek, the preferred land uses for the Yak Valley Growth Area are clustered residential and open space.

### **West Mancos Gateway**

The West Mancos Gateway Growth Area is approximately 75 acres and lies on the northern edge of US Highway 160 and the eastern edge of County Road 39. This area is characterized by slopes between four and eight percent and rises in elevation to the west and north. Much of this private land is in conservation

ements. Private drives provide access to individual parcels along US Highway 160. Currently, this area is being used for single family residential purposes. Due to the small amount of flat surfaces, residential and commercial development is limited. The preferred land use for the West Mancos Gateway Growth Area is residential and commercial with protected ridge lines.

### **Yak Ridge**

The Yak Ridge Growth Area includes approximately 50 acres and is adjacent to the Town's northwest boundary. Public land borders Yak Ridge to the north and US Highway 160 runs along Yak Ridge to the south. The southern and eastern portions of this area are relatively flat, but steep slopes rise to the north and west. Chicken Creek flows in a southwesterly direction along the northern half of this area. Private drives provide access to properties within the area via US Highway 160. Currently, this area is being used for agricultural purposes. Because of its proximity to the main transportation artery and public lands, the preferred land uses for Yak Ridge are clustered residential, mixed use, trail head access and open space that protects ridge lines from development.

### **North Valley**

The North Valley Growth Area includes roughly 480 acres and lies to the North of Town, adjacent to the western edge of Highway 184. Chicken Creek runs southeasterly along the southeast portion of the area. The area is accessed via two maintained gravel roads: County Roads K.6 and 40.9. Mancos Rural Water Company provides potable water to the developed properties. The western edge of the North Valley Growth Area is bordered by BLM lands. Dense vegetation occupies the western portions of the area, while the eastern portion contains single family residences. The land within this area is also used for agricultural purposes. Preferred land uses in the North Valley Growth Area include residential cluster development and open space.

### **Upper Mancos**

The Upper Mancos Growth Area consists of approximately 160 acres and lies adjacent to the Town's northern and eastern borders, between County Road 42 and US Highway 160. The area is relatively flat in the southern and eastern portions and rises to the north and west. The Mancos River flows southwest across the southeast corner of the area. Several properties are accessed by private gravel drives off of County Road 42 and US Highway 160. Most of the land is undeveloped, but there are a few single-family residences. The preferred land uses for the Upper Mancos Growth Area include higher density mixed residential and commercial in the southern portions that are adjacent to Highway 160, clustered residential development along the flatter portions of the upper elevations to the north, and agricultural residential and open space on the area's hillsides and eastern portions.

### **Lower East Mancos Growth Area**

The Lower East Mancos Growth Area encompasses 90 acres adjacent to the Town's southeast border. The area's northern edge abuts East Grand Avenue (160 B), and its western edge abuts County Road 41. Land within the area is relatively flat and is currently used for agricultural purposes. The preferred land uses for the Lower East Mancos Growth Area are clustered residential and open space. There are large areas

south of Town that are in private conservation easements.

#### **10.4 Preferred Parks, Greenways and Open Space Opportunity Areas**

##### **East Mancos Wetlands**

The East Mancos Wetlands include roughly 50 acres that lie due east of Town, between US Highway 160 and Grand Avenue (US 160 B). A majority of the area is undeveloped and includes wetland habitat. Several commercial businesses are located on the western edge of this area and are accessed via a local Town street. A residence and workshop are located on the eastern half of the area and is accessed off of US Highway 160 via a private gravel drive.

##### **Old Town Dump**

The Old Town Dump is a 20-acre parcel formerly used by the Town of Mancos as a solid waste disposal site. County Road 39 runs through a portion of the parcel as it heads north from US Highway 160, about a half mile west of town limits. Because this site was used as a land fill future development opportunity may need to be in compliance with federal regulations governing solid waste disposal. Preferred future uses include open space or a pump track, trail head facilities and solar energy gardens. This land sits adjacent to federal lands and the Aqueduct Trail System.

##### **Mancos Southside**

Mancos Southside includes 17.5 acres located between Cottonwood Park to the west and the Mancos Public Schools to the east, as well as a 122-acre historic farm which is preserved as agricultural through a conservation easement. The area is adjacent to the Town's southern border to the north, and County Road J to the east. The Mancos River runs west along the northern portion of this area. Mancos Southside is accessed by County Roads 41 and J. Currently, the area is used for agricultural purposes. Preferred future uses are agricultural residential and open space.

##### **Mancos River and Chicken Creek Greenways**

Greenway corridors are open space areas that border waterways and provide critical buffers which protect wildlife habitat and public access to waterways. If managed properly greenway corridors can protect and improve water quality by allowing space for plants and soils to filter out harmful chemicals before water migrates from nearby private lands into watercourses. Likewise, shade from trees and shrubs adjacent to waterways lower the temperature of water and the rate of evaporation, thereby improving water quality for aquatic species and habitat downstream.

## **10.5 Goals, Objectives and Actions**

### **10.5.1 LAND USE PATTERN GOAL: GROW IN HARMONY WITH WESTERN SMALL TOWN CHARACTER**

#### **Constraints and Issues**

- Lack of cohesive zoning regulations on neighboring parcels in the unincorporated county increases the potential for sprawl.

---

#### **Objective #1: Protect agriculture and preserve open spaces**

---

##### **Actions**

- Revise the Mancos Land Use Code to promote and encourage appropriate infill developments on existing vacant platted lots within Town boundaries.
- Adopt land use regulations that encourage cluster developments, limit sprawl and protect open spaces.
- Work with Montezuma Land Conservancy to educate agricultural landowners about conservation easements.
- Develop an open space plan that identifies open spaces, greenway corridors and agricultural lands with value to the community and recommends strategies for conservation, such as purchasing development rights and fee simple acquisition.

---

#### **Objective #2: Maintain Mancos' western small-town character**

---

##### **Actions**

- Work in collaboration with the County to encourage developments in future growth areas that are consistent with this Comprehensive Plan.

---

#### **Objective #3: Prevent new development from occurring in areas where there are risks**

---

- Amend the Land Use Code to include hazard overlay districts that address risk mitigation in areas prone to natural hazards such as geologic hazards, wildfire hazards and flooding.
- Work in collaboration with the County to develop an Intergovernmental Agreement regarding proposed developments and activities within the Mancos Source Water Protection Area to prevent any activities that pose a threat to the Town's drinking water quality.