TABLE OF CONTENTS

		Page
Table of Contents		i
List of Figures		ii
Resolution of the San Miguel County Planning and Zoning Commission Adoption the Telluride Regional Area Master Plan		iii
Introduction		1
	Overview	1
	The Purposes of the Plan	4
History		5
Analysis of Changes in the Past 10 Years		7
Forecasts and Projections for the Next 10 Years		8
I.	Planning Process	11
	A. Development of Goals and Objectives	11
	B. Physical Analysis of Land	11
	C. Future Land Use Element	11
	D. Transportation and Parking Element	11
	E. Implementation Element	12
	F. Annual Review	12
II.	Goals and Objectives	13
	A. Future Land Use Pattern	13
	B. Environmental Quality	14
	C. Scenic Quality	29
	D. Preservation of Community	30
	E. Affordable Housing	31
	F. Public and Institutional Uses	32
	G. Transportation	33
	H. Utilities	35
	I. Economic Development	36
	J. Recreational Facilities and Amenities.	37
	K. Trails	38
III.	Future Land Use Element	42
	A. High Density Village Cluster – "HDVC"	42
	B. Medium Density Residential Cluster – "MDRC"	45
	C. Low Density Residential Cluster – "LDRC"	45
	D. Utility/Light Industrial	45
	E. Public/Institutional	46
	F. Open Space/Recreation/Parks	46
	G. Wetlands/Rivers/Open Space	46
	H. Scenic View Planes	46
	I. Scenic Foreground	47
	J. R-1 Housing	47
	K. Lawson Hill PUD, Ilium Valley	48
	L. Lawson Hill PUD, Hub Lots 2AF, B, C & E	49
	M. Lawson Hill PUD, Neighborhood Commercial	50
	N. Society Turn Parcel	51
IV.	Transportation and Parking Element	57
V.	Implementation Element	61
	Appendix	65

LIST OF FIGURES

Figure		Page
1.	Map of Telluride Region and Town of Telluride Service Area….	2
2.	Map of Geologic Hazard Areas (Telluride Quadrangle)……	17
3.	Map of Geologic Hazard Areas (Gray Head Quadrangle)…….	18
4.	Elk Activity Map (Telluride Quadrangle)……..	19
5.	Elk Activity Map (Gray Head Quadrangle)……...	20
6.	Mule Deer Activity Map (Telluride Quadrangle)……..	21
7.	Mule Deer Activity Map (Gray Head Quadrangle)……...	22
8.	Maps of 100-Year Floodplain……	23-28
9.	Future Land Use Map…….	39
	Ilium Valley Amendment……...	40
	Hub Lots – Lawson Hill PUD Amendment……..	
	Employee Housing Amendment……	41
10.	Map of Scenic Foreground and View Planes…….	54
11.	Transportation and Parking Plan……	55
12.	Telluride Regional Area Trails Plan……...	56

INTRODUCTION

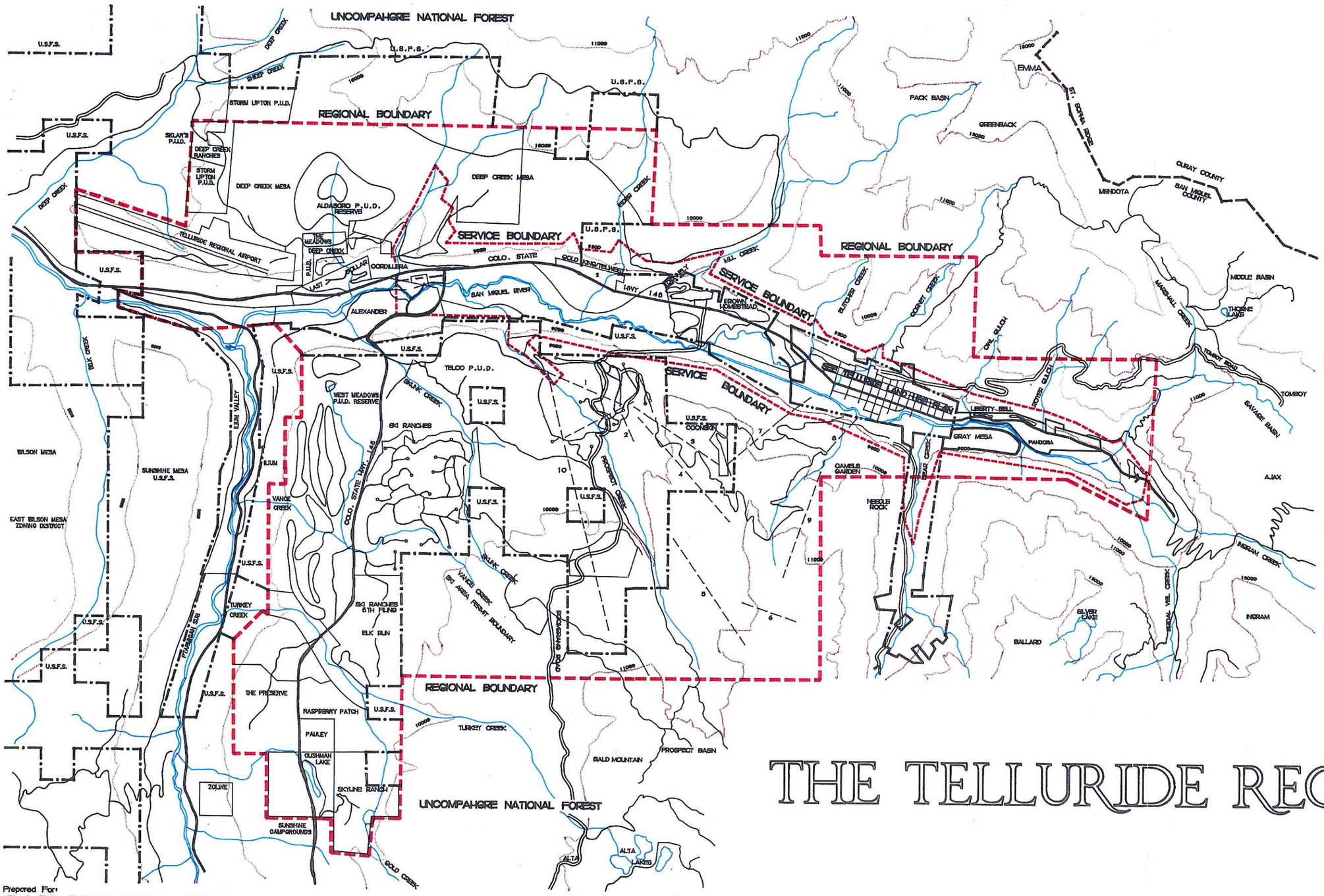
Overview

The Telluride Regional Area Master Plan presents a policy statement about community goals, values, and desires over the next 25 to 50 years. The study area for this master plan up-date includes: the areas defined as the Telluride Region, County lands east of State Highway 145 south of Society Turn, and those contiguously owned parcels that abut the west side of the State Highway 145 right-of-way south of Society Turn. However, it is expected that the major growth will take place in the Telluride Region. The boundaries of the Telluride Region are defined by the map found on page 2.

The Plan's goals and objectives, together with the Future Land Use Map and the transportation element, form a document that conveys the ideals and the specifics of a program to accomplish the identified ends. It is anticipated that the area defined as the Telluride Region will develop slowly and over a long period of time. While the Plan is designed to guide substantial future growth in the Region, we do not expect such growth pressures to be experienced over the next 10 years. At this point it is unclear whether the Region will ever experience the growth demand necessary to implement fully the Future Land Use Map. The Region has been zoned for the densities anticipated by the Plan since the early '80's. While the Region has become much more popular in the ensuing years, only one of the anticipated sub-community pods has begun to develop. In short, the Plan describes where and under what circumstances future growth should occur if the Region ever experiences the necessary demand.

This update of the Plan continues to promote the development pattern recommended by the first Regional Master Plan which was adopted about ten years ago. It continues to be anticipated that a number of small high density nodes or villages (existing PUD Reserves) will be developed within the Telluride Regional Area, with the Town of Telluride remaining the commercial, cultural, governmental and historic hub of the Region. Within practical limits, each sub-community will be balanced, providing neighborhood commercial services, recreational and employment opportunities and a mix of housing types and sizes to meet the needs of both the tourists and permanent residents of the Area. The balance of the private land in the Regional Area will be designated for low density residential uses. Environmentally sensitive lands such as wetlands, wildlife habitats, floodplains, steep slopes, geologic hazard areas, etc. will be protected.

MAP TELLURIDE REGION 1989



NOTE:

All areas are generalized to illustrate primary land use divisions without attempting to define exact boundaries.

THE TELLURIDE REGION 1989

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SAN MIGUEL COUNTY PLANNING DEPARTMENT

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The overriding theme of this update of the Telluride Regional Area Master Plan is to preserve and enhance the distinctive characteristics of the Resort which make it a desirable place to live and enables it successfully to compete in the highly competitive ski industry. The beauty and character of the Area make it economically viable as a vacation resort, and the Plan seeks to preserve and enhance those factors.

The Regional Area, with the Town of Telluride at its core, is a gem of natural and architectural history. This circumstance must be protected in conjunction with the development of additional resort facilities and amenities to ensure the future economic viability of Telluride as a resort.

In summary, this updated version of the Plan seeks to establish a land use program which will serve the community over an extremely long term, a longer term than is customarily seen in the plans prepared in this country. Furthermore, it is intended to update, strengthen and clarify the community's goals and objectives, protect and enhance the uniqueness of the Area and its scenic quality, minimize the adverse environmental impacts associated with development, preserve the strong sense of community, guarantee the provision of adequate and cost-effective public facilities and services, promote a stable and diverse economic market place and provide a wide range of recreational opportunities for all residents and visitors to the Telluride Region.

The Telluride Regional Area represents one of five (5) designated planning areas that make up San Miguel County. The Telluride Regional Area Master Plan represents the first part of the re-evaluation of the Master Plan for all planning areas in the County. This effort represents a review and update of the existing plan to reflect the evolution of County policy and is not intended to be a major overhaul.

The Telluride Regional Area Master Plan is comprised of the following five sections:

I. Planning Process

II. Goals and Objectives Element

III. Future Land Use Element

IV. Transportation Element

V. Implementation Element

This document presents a summary of the community's planning work. The conclusions reached in the Plan are derived, through public participation, in a variety of forums including public meetings held by the San Miguel County Planning Commission, the Telluride Regional Advisory Committee and the Steering Committee for Community Building which held a series of meetings beginning in the Fall of 1987 and running through the winter of 1988 for the purpose of identifying broad community values and goals. Special attention has been paid to the goals and objectives of the Town of Telluride, as expressed in its Master Plan as adopted on March 19, 1987, the Community Survey conducted by the Town of Telluride in August 1986 and the

Telluride Visitor Survey conducted by the Town of Telluride during the winter of 1987-88. The original relevant research and analysis are documented in the Appendix and are available in the San Miguel County Planning Office.

THE PURPOSES OF THE PLAN

The Telluride Regional Area Master Plan represents a policy statement about community goals and desires. It is also a statement of community values and ideals. It is to be used as a guide for decision-making by residents and officials in San Miguel County, private investors and developers, Federal agencies such as the U.S. Forest Service and Bureau of Land Management, the State of Colorado, and other bodies who must understand the County's direction.

The Goals and Objectives of the Telluride Regional Area Master Plan form the basis for the Future Land Use Map (See figure on page 44). The intent of the Goals, Objectives and Map is to provide a framework and guide for land use planning and decision-making regarding development and growth within the planning area. In the future, it will be the responsibility of developers to demonstrate that a proposed development plan or land use proposal is consistent with the Goals and Objectives and Future Land Use Map of this Master Plan. It is expected that development and land use proposals which are inconsistent with the recommendations of this Plan will be denied.

HISTORY

San Miguel County first adopted its Telluride Regional Area Master Plan nearly 10 years ago, in 1978. Several amendments to the plan have occurred since then, but the Plan has remained basically the same since its adoption.

In summary, when the Plan was adopted in 1978 the eastern end of San Miguel County was beginning to experience growth pressures generated by the recreation-based economy of the Town of Telluride. The Telluride Region was the area in which most of the future development was expected to occur. Future growth was to occur in satellite pods of clustered development, connected by a transportation system that would not overburden the Region's limited highway network.

When the Master Plan was adopted, there were substantial differences between its suggested land use plan and the actual zoning that was in place. The reason for this was that large portions of the Telluride Region had received zoning in the early 1970's before the Master Plan was developed. Most of this early zoning was never utilized. But a few projects did proceed before master planning efforts began. They included:

1. Last Dollar development;
2. Goldking and Hillside;
3. Brown Homestead and Sundance; and
4. Ski Ranches.

The authors of the initial Master Plan were well aware of the extreme differences that existing zoning would allow, when compared to what was suggested and desired under the Plan.

In an effort to reconcile the differences between the actual zoning of the Telluride Region and the newly adopted Master Plan, the Telluride Regional Planning Advisory Commission (TRPAC) was established in 1979. This Commission was made up of the major regional landowners, government representatives from both Town and County, and citizens at large.

After more than a year's work, TRPAC produced a series of recommendations that became the basis for the P.U.D. Reserve Zoning District. The premised for these recommendations and the subsequent P.U.D. Reserves were as follows:

1. All lands within the Telluride Region would fall into of three land use categories:

    a. Environmentally sensitive lands;
    b. Low density residential lands; and
    c. High density (resort/accommodations) lands.

2. The environmentally sensitive lands, such as wetlands, wildlife habitats, floodplains, steep slopes, geologic hazard areas, etc., could be easily defined on any given property and should not be allocated any additional density beyond agricultural/forestry zoning or "one unit per 35 acres."

3. The high-density pods of resort/accommodations development would be those areas so designated in the Master Plan.

4. The remaining lands would fall under the low-density residential classification.

5. Densities allocated to specific areas should be fairly uniform from one property to another, within either the high density or the low-density land use classification.

6. Densities allocated, and the potential development resulting from the same, should be coordinated with the carrying capacity of the Telluride ski mountain, which was seen as the primary (if not singularly important) economic factor in the Telluride Region.

Since the adoption of P.U.D. Reserve zoning in 1981, the County has rezoned approximately 10,000 acres of land, bringing the zoning into compliance with the Master Plan and eliminating the conflicting zoning that pre-existed the adoption of the Plan.

ANALYSIS OF CHANGES IN THE PAST 10 YEARS

Since the Telluride Regional Area Master Plan was originally prepared and adopted (1975-1978), changes have occurred, which should be noted and factored into a "Revised Master Plan".

1. During the preparation of the Plan, mining was still the biggest single employer in the Telluride Region. Idarado closed its mine at about the same time the Plan was adopted. Since then, the tourist industry and skiing, in particular, have emerged as the area's major employer. The construction industry, catering to an increase in tourism and a substantial second home (high dollar) market, has also evolved into a significant part of our economy. No additional "industry" has developed to diversify the economy.

2. Physically, the Telluride Region has not changed substantially. The majority of new development has been condominiums within the Town of Telluride (along the southern and western edges of town). Several dozen new single-family homes have also been built in town over the past 10 years. In the unincorporated portion of the Regional Area, 179 new single-family homes and 121 condominiums have been constructed.

The most significant major physical change in the Region is the commencement of construction of the Mountain Village project. Although to date there are only 30 to 40 condominium units built along with a half dozen single-family homes, a vast majority of the Villageôs infrastructure has been installed, along with nearly five miles of paved roads, bridges, water and sewer lines.

Last, the Telluride Regional Airport with a 7700 foot paved runway was completed immediately adjacent to the Telluride Region. This update expands the Telluride Region to include the new airport.

3. The permanent population of the Telluride Region has increased from approximately 1200 to 1500 in the past 10 years. During this time the Region has gone through a period of declining population, dipping below 1000 between 1983 and 1984 before resuming a steady but slow growth rate over the past 5 years. The projections of population growth rate contained in the original Master Plan suggested the present regional population would be about 2200, somewhat higher than the actual population we see today.

4. Within the same period, the peak population or bed base of the Telluride Region has increased from approximately 1500 to approximately 4480 (3230 guest pillows) as of the end of 1987. The comfortable carrying capacity of the ski area stands at approximately 8200 skiers. Thus, a shortfall in bed base exists of 3720.

FORECASTS AND PROJECTIONS FOR THE NEXT TEN YEARS

Introductory Comments

Using the experience of the past 10 years and applying this updating of the Master Plan as a guide for development in the future, the following projections are made for the next 10 years. This material represents an effort to provide interested parties with the County Planning office's opinions, observations and prospective on the trends which we have observed and which we expect to continue for the foreseeable future. It is not intended as a statement of policy. The value of this exercise is to provide interested parties with a realistic short-term projection of Regional growth.

Economic Development

The future economic stimulus of the Telluride Region will become increasingly more focused on the tourist/resort industry and skiing in particular. The ski mountain capacity far exceeds the current bed base and will probably maintain that margin well into the future.

If the Region is to develop further its non-skiing based tourism, additional amenities and facilities must be provided. Presently, the summer festival schedule is the total sum of non-skiing tourist activities, other than that which is provided by the natural environment (e.g. hiking, camping, etc.)

Major changes in the hard metals market, or technology in mining the same, would have to take place for mining to be resumed east of Telluride. This seems unlikely to occur.

Agriculture will all but disappear as a viable economic pursuit in the Telluride Region.

A reasonably stable construction industry appears to be a part of the future economy, although probably directly related to the resort development and economic cycles.

Land Use

Overall, the land use element of the existing Master Plan appears very secure, in the sense that the County has followed through after the adoption of the Master Plan with actual zoning on nearly all lands in the Telluride Region. Current zoning reflects and enforces the land use element of the Plan. Therefore, if the County continues to adhere to the current zoning in the Region, future development should be consistent with the Master Plan. It should be noted that there are a few isolated properties in the Region which have not received rezoning since the Master Plan's adoption. These properties' Agricultural/Forestry zoning is not necessarily reflective of the Master Plan.

a. Residential

Future residential development will consist primarily of second home condominiums, which make up the accommodations rental pool. These will be located almost exclusively in the town and Mountain Village. Unless increased interest is shown in the Village, it is unlikely that any of the other high-density pods would begin to be developed. In addition, single family homes, including "second homes" of extremely high value (over $500,000), will continue to be built throughout the Region on a gradual, but steady basis.

If present trends continue, the Region will continue to experience a shortage of rental housing from November to March of each year, when several hundred seasonal employees come to town. Adequate rental housing is available during all other times of the year to meet the needs of permanent residents. Affordable ownership housing for permanent residents is expected to continue to be a year-round problem.

A major adverse impact on local housing could occur if Idarado, in settling the tailings lawsuit, were to eliminate its mobile home housing east of town.

b. Commercial

Future commercial development will be located primarily in the Town of Telluride, and to a limited extent, in the Mountain Village. It is unlikely that any commercial development would occur in any of the satellite pods in the next ten years.

c. Industrial

Industrial development, although very limited in the Telluride Region, will probably be drawn to the Society Turn area where the regional sewer plant has been built. It is anticipated that most industrial development will occur out of the Telluride Region in the Ilium Valley adjacent to Animas Aggregates. It is unlikely that the pod of industrial designation of the West Meadows would begin to develop within the foreseeable future. In addition, pressure may come to bear for the development of an industrial site adjacent to the Regional Airport.

d. Transportation

Unless the Mountain Village establishes a much more substantial bed base within the next 5-10 years, it is unlikely that a change in the current regional transportation system will occur. The community will continue to rely on buses.

The airport should remain as a viable alternate mode of access to and from the Region, but percentage-wise, it will serve a very small portion of the populace. Weather factors are likely to continue to limit the airport's reliability.

Continued growth in the Mountain Village is expected to trigger the construction of a gondola transportation system between the Town of Telluride and the Village. The Village's intercept parking, the gondola and the pedestrian-oriented nature of the Village are recognized as important components of long term transportation impact mitigation.

Parking is expected to become an increasing problem within the Town of Telluride. The situation even applies for the ski area parking at the base of Coonskin lift. This is expected to produce a need for additional intercept parking facilities in the County.

As highway traffic within the Region increases, the factors limiting carrying capacity will become Lawson and Keystone hills because of much decreased speeds caused by truck traffic.

e. Utilities

The newly-constructed regional sewer plant and water treatment plant each appear to have excess capacity sufficient to take us well into the next decade, with the ability to expand later as necessary.

Because of the difficulty presented by high altitude terrain, it remains unlikely that a solid waste disposal facility will be located in the Telluride Region or any place close.

Current zoning fails to designate sufficient areas in the Region which are appropriate to be used to meet the operational and service needs of the providers of other utilities, i.e. telephone, electric and gas. Specific areas need to be identified within the Telluride Region to meet the needs of companies that provide these services.

f. Open Space and Recreation

Land use patterns, suggested by current zoning in the Region, preserve significant amounts of open space and valuable scenic vistas. Unless closely watched, developments have a tendency gradually to spread out as they become reality. This has happened consistently with the Mountain Village to a point where this project now covers considerably more land than was originally conceived. Although there will probably be certain reallocations of density within the valley floor in response to shifts in community goals, it is still possible to develop the Region and maintain the openness that draws people to it for recreation.

New recreational facilities would most likely be in the form of golf courses, trails and swimming pools, both in the Mountain Village and on the valley floor. The Mountain Village golf course will most likely come on line during the next decade. A valley floor golf course would most likely occur only as pat of a major new development.

I. PLANNING PROCESS

The work program for the Telluride Regional Area Master Plan includes six stages that are briefly summarized below.

A. Development of Goals and Objectives. The Planning Commission held public work sessions throughout the spring and summer of 1988 to consider the adoption of updated goals and objectives to be used as a guide in the preparation of the Future Land Use Map and the Transportation Element. In September of 1988, the Planning Commission held a public hearing and approved the Goals and Objectives that form the basis for the update of the Regional Plan.

B. Physical Analysis of Land. In the fall of 1988, the Planning Commission held public work sessions to review the staff's environmental analysis of land in the Telluride Region. Environmental factors analyzed included soils suitability, wetlands, geologic hazards, floodplains and wildlife habitat areas. A major consideration during this stage of the planning process was the identification and mapping of an area of visual vulnerability from State Highway 145 referred to as the Scenic Foreground.

In addition to environmental analysis, this stage of the planning process analyzed the availability and capacities of existing public services and/or the feasibility of providing public services, such as water, wastewater, mass transit and roads.

C. Future Land Use Element. Based upon consideration of the revised goals and objectives, physical land use analysis and implementation alternatives, the Planning Commission prepared a Future Land Use Map. The Map was debated and revised over many months in response to citizen comments and new discoveries made throughout the planning process. The comments of the Town of Telluride's Planning and Zoning Commission were particularly helpful in the development of the final Map.

D. Transportation and Parking Element. The transportation and intercept parking alternatives were analyzed in order to determine transportation and parking needed to serve existing urban density centers and future pods of urban density under existing P.U.D. Reserve Zoning. The Planning Commission accepted to a substantial degree the recommendations of a subcommittee of the Telluride Regional Advisory Committee that was specifically charged with evaluating these alternatives. Likewise, the San Miguel County Trails Council's recommendations on trails and related issues were accepted by the Planning Commission.

The alternatives that best satisfied the Transportation Goals and Objectives were identified as the Transportation and Parking Plan and the Telluride Regional Area Trails Plan and adopted as part of the Telluride Regional Area Master Plan.

E. Implementation Element. A variety of alternative implementation techniques were considered including traditional zoning, impact fees, transfer assessments on real estate, special improvement districts, transfer of development rights, and acquisition of conservation easements. No specific implementation strategies were chosen pending further study of their appropriateness after the adoption of this Master Plan.

F. Annual Review. In November of each year following the year of adoption, the Planning Commission will annually review the Telluride Regional Area Master Plan in a Public Hearing to consider making adjustments to the Plan.

II. GOALS AND OBJECTIVES

The Goals and Objectives for the Telluride Regional Area Master Plan will provide the basic direction to the staff and planning commission in developing the future land use element of the Plan. Goals are defined as ends toward which the community's planning is directed. They are general in form and express ideals. Objectives are intermediate milestones on the way toward a goal. They are expressed in a form that is measurable and achievable. The Goals and Objectives present a statement of community policy.

The following Goals and Objectives are intended to serve as general guides for land use planning in the Telluride Regional Area.

A. Future Land Use Pattern

Goal: Promote a clustered development pattern for urban densities in nodes or villages in order to protect and enhance scenic quality, preserve usable public and private open space, minimize the adverse environmental impacts associated with development, and provide a wide range of recreational and housing opportunities for all residents and visitors to the Region.

Objectives:

1. Identify those areas in the Region that are least visible from State Highway 145.

2 Ensure that areas designated for urban density are developed in compact nodes or villages so as to minimize visibility from State Highway 145, to avoid the development of environmentally sensitive areas and to facilitate the provision of public facilities and services. Each high-density node should be as self-sufficient as practicable, including commercial and service facilities that are complimentary to the sub-community, without usurping the role of the Telluride central business district.

3. Provide a non-auto transportation link between pods of high-density development.

4. Discourage land uses that would cause inadequately mitigated adverse impacts upon the movement of traffic along State Highway 145.

5. Encourage land uses that minimize automobile dependence.

6. Avoid development in environmentally sensitive areas, such as wetlands, wildlife habitats, floodplains, steep slopes, and geologic hazard areas.

7. Ensure compatible land use relationships and the efficient use of land, utilities, public facilities and services by requiring that future development plans in the Regional Area be processed according to PUD procedures.

8. Require that development plans for individual parcels reflect plans for the entire parcel or contiguous ownership.

9. Encourage the adoption of the County's Telluride Regional Area Master Plan by the Town of Telluride and the update of the Intergovernmental Agreement as necessary.

10. Respect historic planning efforts and cooperative landowner agreements by avoiding and/or opposing future development approvals (subdivision approvals, zoning changes, annexation agreements, etc.) which would exceed the overall regional population densities established by the major landowners TRPAC Agreement and by the existing P.U.D. Reserve Zonings.

11. Avoid strip commercial development along State Highway 145 and the creation of commercial centers that would compete with the Town of Telluride.

12. Protect the integrity of the Town of Telluride's National Historic District by minimizing future development along the developed edges of the town. Instead, encourage growth in more appropriate areas of the Regional Area consistent with these goals and objectives. Ensure that future development along the edge of town further defines and enhances the edges of the town.

13. Minimize conflicts between land uses in the mining district east of Telluride in the upper San Miguel Valley, while preserving and enhancing existing affordable housing opportunities.

14. Ensure that land use planning minimizes the adverse impact of airport operations upon land uses in the immediate vicinity of the airport and the Town of Telluride.

15. Allow only minimum development outside of the area defined as the Telluride Region in the study area for this master plan up-date, one residential unit per 35 acres, except in cases where <u>all</u> increases in residential density are deed restricted by the R-1 Housing Deed Restriction.

16. Ensure that the Town of Telluride remains the commercial, cultural, governmental and historic hub of the Telluride Region. Avoid zoning or development approvals that would diminish the Town's role as the Region's shopping hub.

B. Environmental Quality

Goal: Protect environmentally sensitive areas and prohibit development from occurring in areas that are unsuitable for development. Environmentally sensitive areas include wetlands, floodplains, steep slopes, riparian areas and other wildlife habitats, geologic hazard areas, etc.
(See figures on pages 19-29 that illustrate geologic hazard areas, big game habitats, and floodplains.)

Objectives:

1. Identify environmental constraints to development in the Regional Area.

2. Identify specific sites for development that are not subject to severe man-made and environmental hazards.

3. Discourage development in environmentally sensitive areas.

4. Protect and enhance wetlands. Prohibit development in wetlands, riparian areas and other wildlife habitats.

5. Encourage the development of parcels that contain previously disturbed, environmentally sensitive areas to include the identification ad documentation of site-specific natural conditions. Encourage the restoration of those areas to a more natural condition as part of the development process. Explore alternate funding sources to assist with projects that may have broad community benefits.

6. Permit development in geologic hazard areas only when adequate hazard mitigation has been demonstrated.

7. Adopt regulations for the review of development in Areas of State and Local Interest as defined by Colorado House Bill 1041.

8. Encourage the preservation of existing significant vegetation on undeveloped land in the Regional area.

9. Encourage noise-sensitive land uses to locate outside the boundaries of high-noise areas, impacted by airport and highway operations.

10. Discourage land uses and development patterns that would cause inadequately mitigated effects upon water or air quality.

11. Protect and seek to improve the water and air quality in the Regional Area.

12. Recognize and seek to enhance the potential of the wetlands and ancient peat bogs in the valley floor to cleanse the San Miguel River of heavy metals.

13. Discourage additional development in the valleys above the Town of Telluride in recognition of the air inversion characteristics of the box canyons.

14. Act cooperatively with State and Federal agencies to encourage and ensure the protection of natural and undeveloped lands to develop solutions to the problems associated with disturbed environments, tailing piles and polluted soils.

15. Adopt and strictly enforce restrictions to minimize the adverse impacts of solid fuel burning devices.

16. Strictly regulate activities of local concern such as mining, timber harvesting, roads and water development projects, and military training activities, to ensure that adverse impacts are adequately mitigated.

17. Protect high alpine environments from the effects of development.

GEOLOGIC HAZARDS TELLURIDE QUADRANGLE

LEGEND

rf - rockfall
rg - rock glacier
ls - landslide
es - expansive soil and rock
ts - talus slope
tss - talus slide
df - debris fan
cst - slopes with thick colluvial or glacial overburden
csa - accelerated colluvial slopes
csm - moderate colluvial slopes
csi - 'inactive' colluvial slopes
pf - physiographic floodplain
sw - swamp
sb - subsidence
tail - tailings

For a further explanation of terms please see the publication
NATURAL HAZARDS OF SAN MIGUEL COUNTY, COLORADO.

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NOTES

Contour Interval 40 feet.

Prepared by Patrick S. O'Boyle, INSTAAR. Preliminary map, subject to correction.

SCALE IN FEET
0 1000' 2000' 4000'

NORTH

TELLURIDE QUADRANGLE

GEOLOGIC HAZARDS

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Phone: (303) 728-6900

GEOLOGIC HAZARDS GRAYHEAD QUADRANGLE

LEGEND

rf - rockfall
rg - rock glacier
ls - landslide
es - expansive soil and rock
ts - talus slope
tss - talus slide
df - debris fan
cst - slopes with thick colluvial or glacial overburden
csa - accelerated colluvial slopes
csm - moderate colluvial slopes
csi - 'inactive' colluvial slopes
pf - physiographic floodplain
sw - swamp
sb - subsidence
tail - tailings

For a further explanation of terms please see the publication
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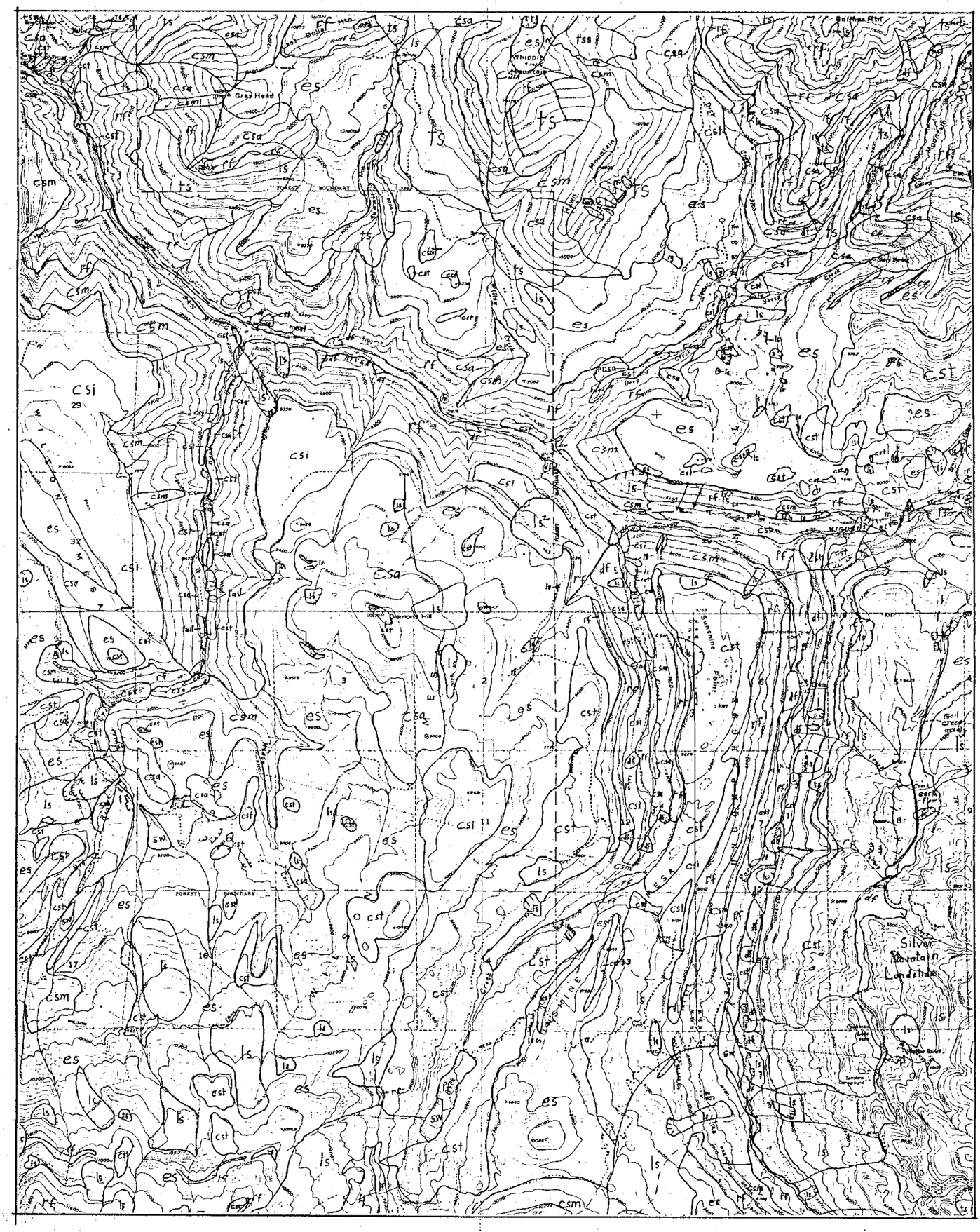

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NOTES

Contour interval 40 feet.

Prepared by Patrick S. O'Boyle, INSTAAR. Preliminary map, subject to correction.

SCALE IN FEET
0 1000' 2000' 4000'

NORTH

GRAYHEAD QUADRANGLE

GEOLOGIC HAZARDS

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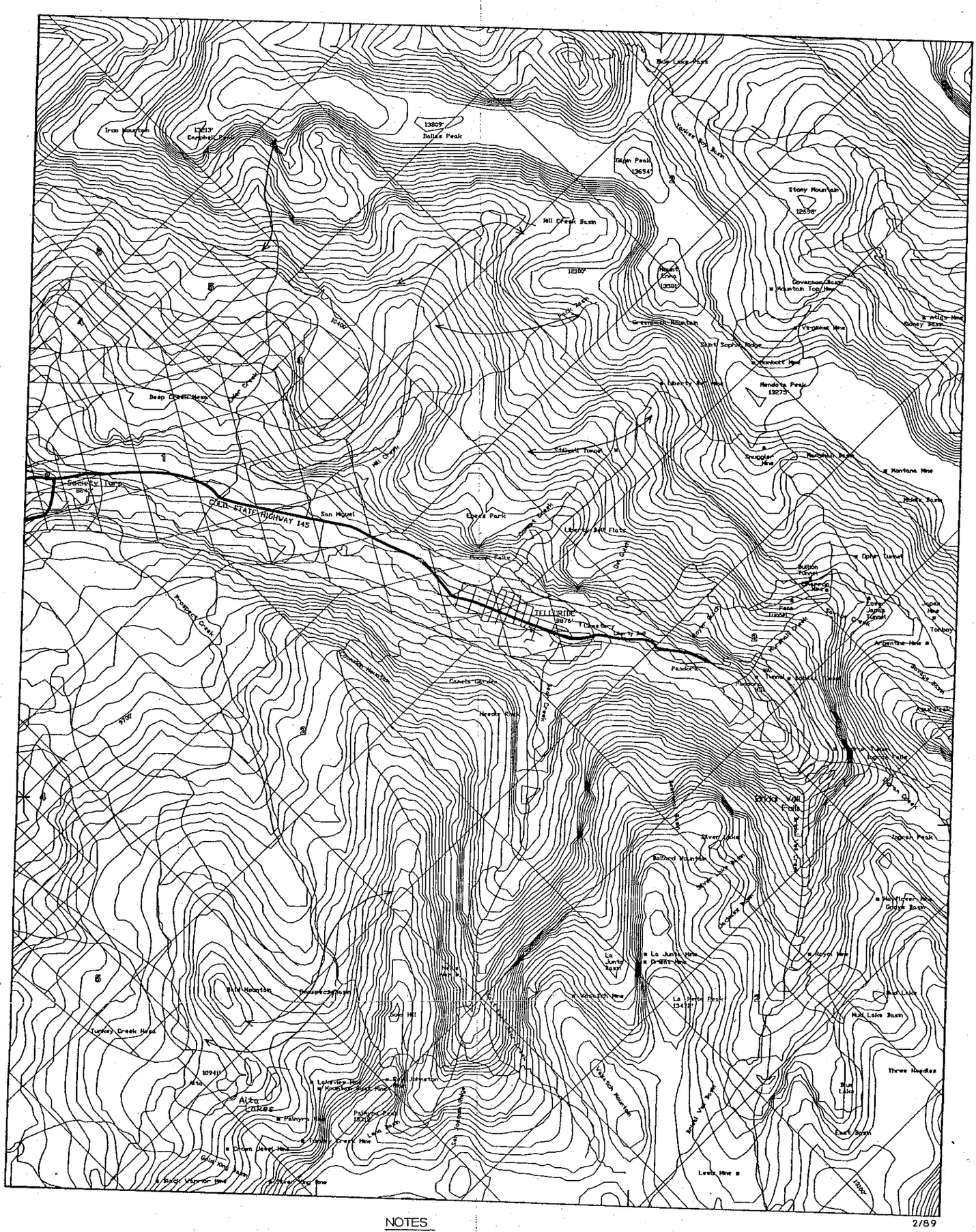
ELK ACTIVITY MAP
TELLURIDE QUADRANGLE

WILDLIFE RESOURCE INFORMATION SYSTEM

MAPFILE: ekte88
TELLURIDE

EKTEWR.88	1	TELLURIDE QUADSHEET
EKTESR.88	2	ELK WINTER RANGE
EKTESWR88	3	ELK SUMMER RANGE
EKTEPA.88	4	ELK SEVERE WINTER RANGE
EKTEMC.88	5	ELK PRODUCTION AREA
EKTEMP.88		ELK MIGRATION CORRIDOR
		ELK MIGRATION PATTERN



2/89

TELLURIDE QUADRANGLE

Prepared For:

SAN MIGUEL COUNTY PLANNING DEPARTMENT

P.O. BOX 548 TELLURIDE, COLORADO 81435

NOTES

Contour Interval 100 feet.

Digital cartography of U.S.G.S. quadrangle maps furnished by American Digital Cartography, Inc. Appleton, WI 54714

Map accuracy: United States Map Accuracy Standards root-mean-square error (RMSE) = 40 feet.

SCALE IN FEET

0 1000' 2000' 4000'

NORTH

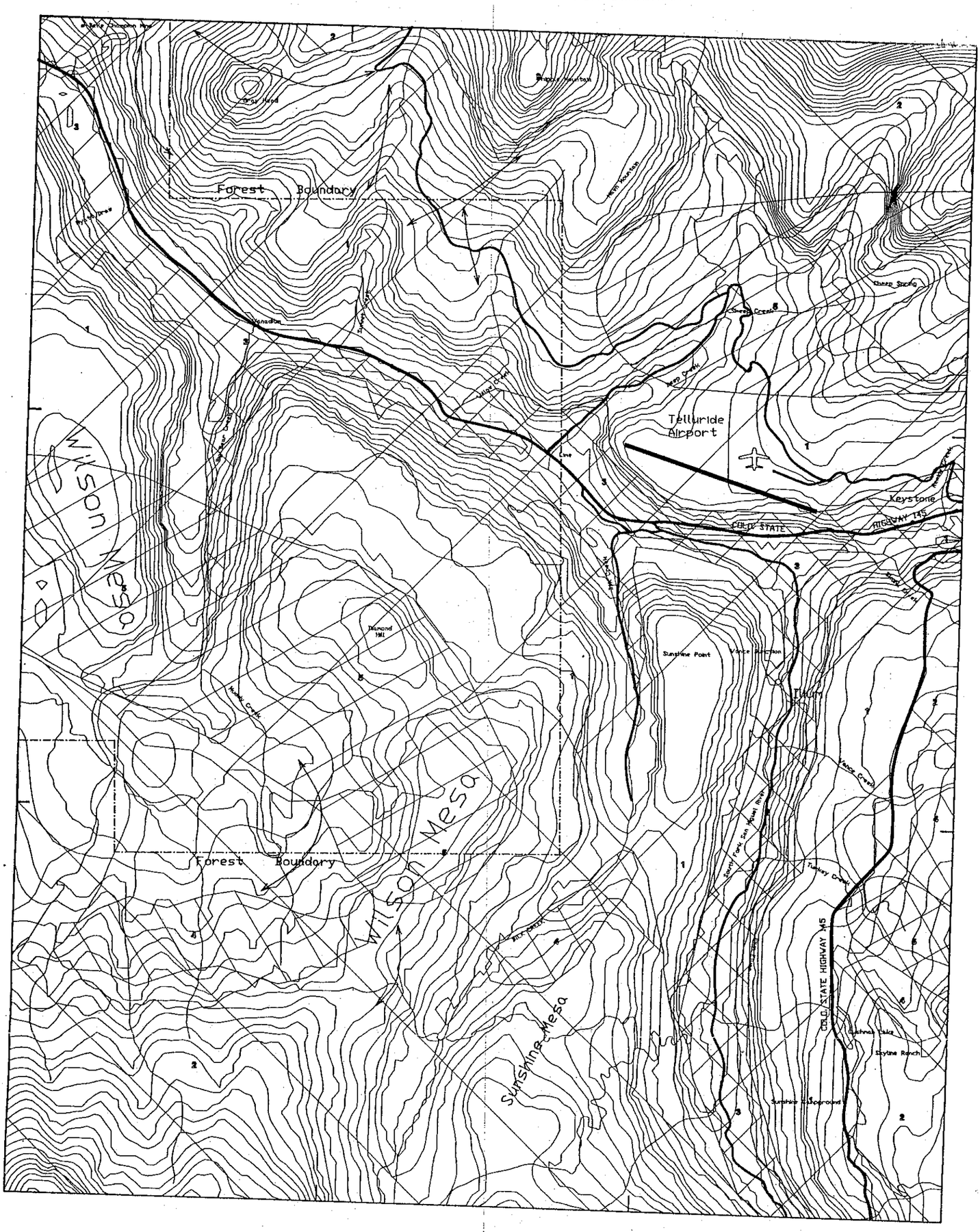
ELK ACTIVITY MAP

Telluride Planning
P.O. Box 2452 Telluride · Co. · 81435
Phone: (303) 728-6900

ELK ACTIVITY MAP
GRAYHEAD QUADRANGLE

WILDLIFE RESOURCE INFORMATION SYSTEM

MAPFILE:	ekgh88	
GRAYHEAD		GRAYHEAD QUADRANGLE
EKGHWR.88	1	ELK WINTER RANGE
EKGHSR.88	2	ELK SUMMER RANGE
EKGHSWR88	3	ELK SEVERE WINTER RANGE
EKGHPA.88	4	ELK PRODUCTION AREAS
EKGHMP.88	↔	ELK MIGRATION PATTERNS
EKGHMC.88	5	ELK MIGRATION CORRIDORS



GRAYHEAD QUADRANGLE

Prepared For:

SAN MIGUEL COUNTY PLANNING DEPARTMENT

P.O. BOX 548 TELLURIDE, COLORADO 81435

NOTES

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Digital cartography of U.S.G.S. quadrangle maps furnished by American Digital Cartography, Inc. Appleton, WI 54714

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SCALE IN FEET

0 1000' 2000' 4000'

NORTH

ELK ACTIVITY MAP

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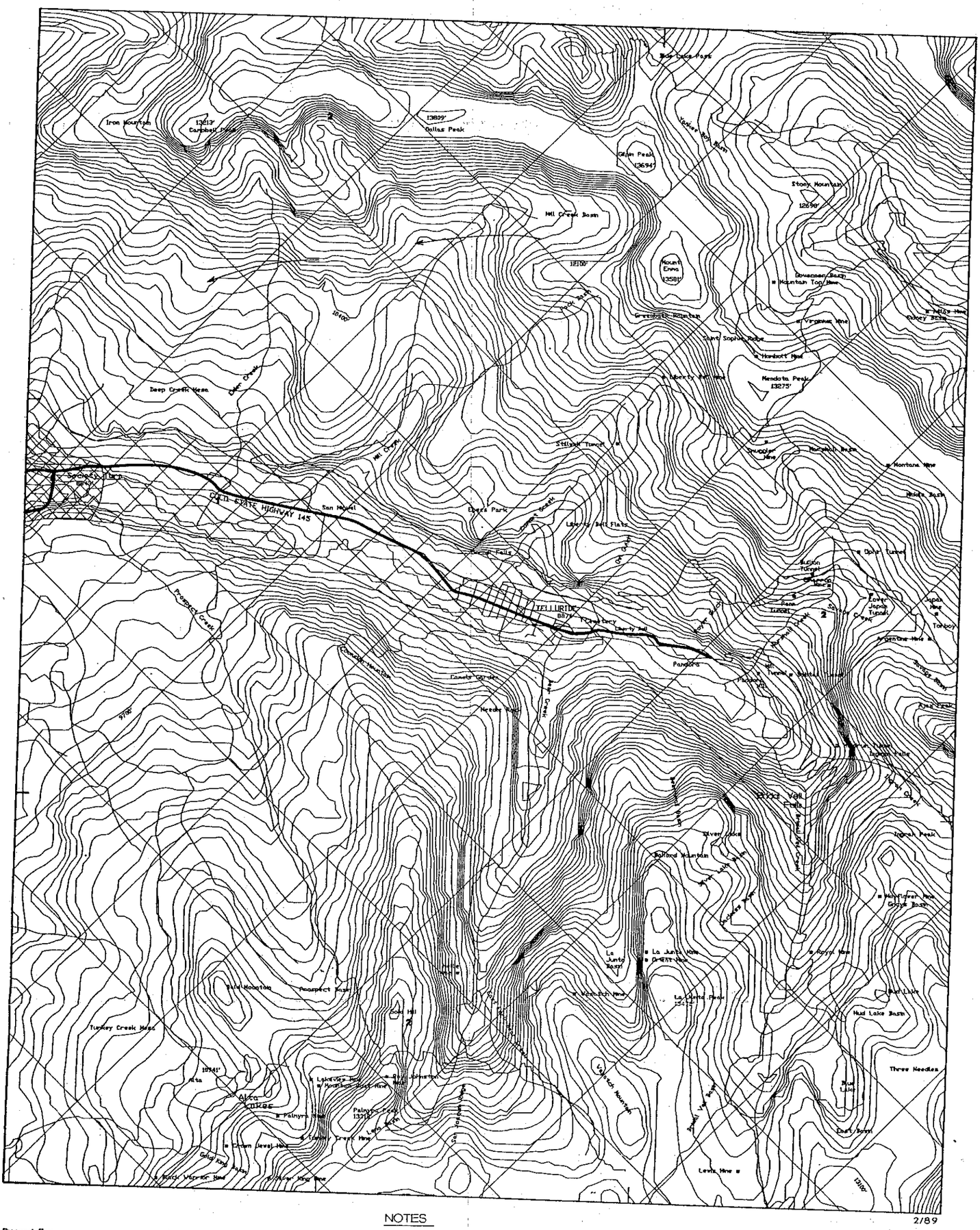
X

MULE DEER ACTIVITY MAP
TELLURIDE QUADRANGLE

WILDLIFE RESOURCE INFORMATION SYSTEM

MAPFILE: mdte87
TELLURIDE

MDTEWR.87	1	TELLURIDE QUADRANGLE
MDTESR.87	2	MULE DEER WINTER RANGE
MDTESWR87	3	MULE DEER SUMMER RANGE
MDTEMP.87	←	MULE DEER SEVERE WINTER RANGE
		MULE DEER MIGRATION PATTERN



2/89

Prepared For:

SAN MIGUEL COUNTY PLANNING DEPARTMENT

P.O. BOX 548 TELLURIDE, COLORADO 81435

NOTES

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Digital cartography of U.S.G.S. quadrangle maps furnished by American Digital Cartography, Inc. Appleton, WI 54714

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SCALE IN FEET

0 1000' 2000' 4000'

NORTH

TELLURIDE QUADRANGLE

MULE DEER ACTIVITY MAP

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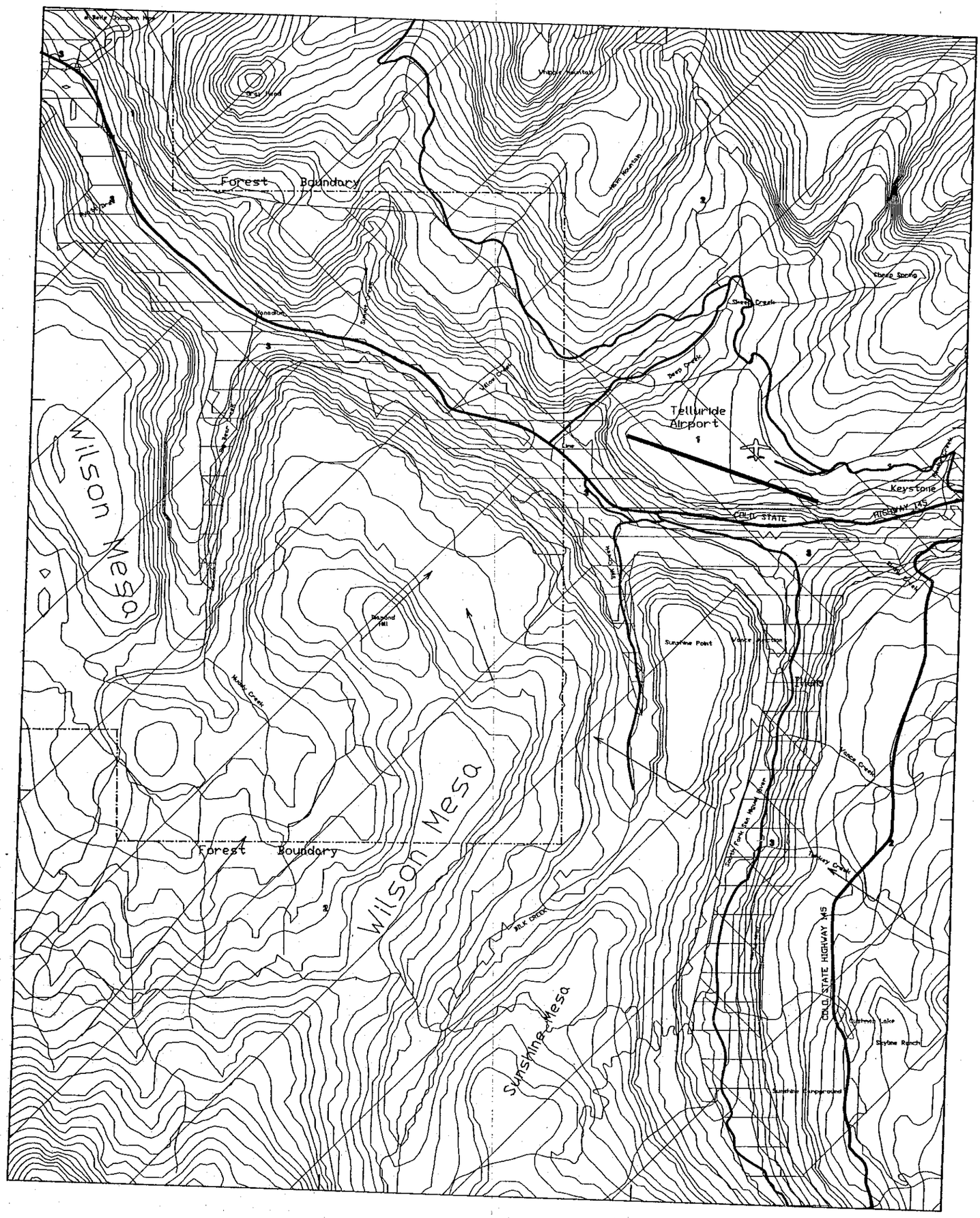
Phone: (303) 728-6900

MULE DEER ACTIVITY MAP
GRAYHEAD QUADRANGLE

WILDLIFE RESOURCE INFORMATION SYSTEM

MAPFILE: mdgh87
GRAYHEAD

MDGHWR.87	[1]	GRAYHEAD QUADRANGLE MULE DEER WINTER RANGE
MDGHSR.87	[2]	MULE DEER SUMMER RANGE
MDGHSWR87	[3]	MULE DEER SEVERE WINTER RANGE
MDGHMP.87	→	MULE DEER MIGRATION PATTERN



Prepared For

SAN MIGUEL COUNTY PLANNING DEPARTMENT

P.O. BOX 548 TELLURIDE, COLORADO 81435

NOTES

Contour Interval 100 feet.

Digital cartography of U.S.G.S. quadrangle maps furnished by American Digital Cartography, Inc. Appleton, WI 54714

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SCALE IN FEET
0 1000' 2000' 4000'

NORTH

GRAYHEAD QUADRANGLE

MULE DEER ACTIVITY MAP

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Phone: (303) 728-6900

FLOOD BOUNDARY AND FLOODWAY MAP
SAN MIGUEL RIVER
TELLURIDE AREA

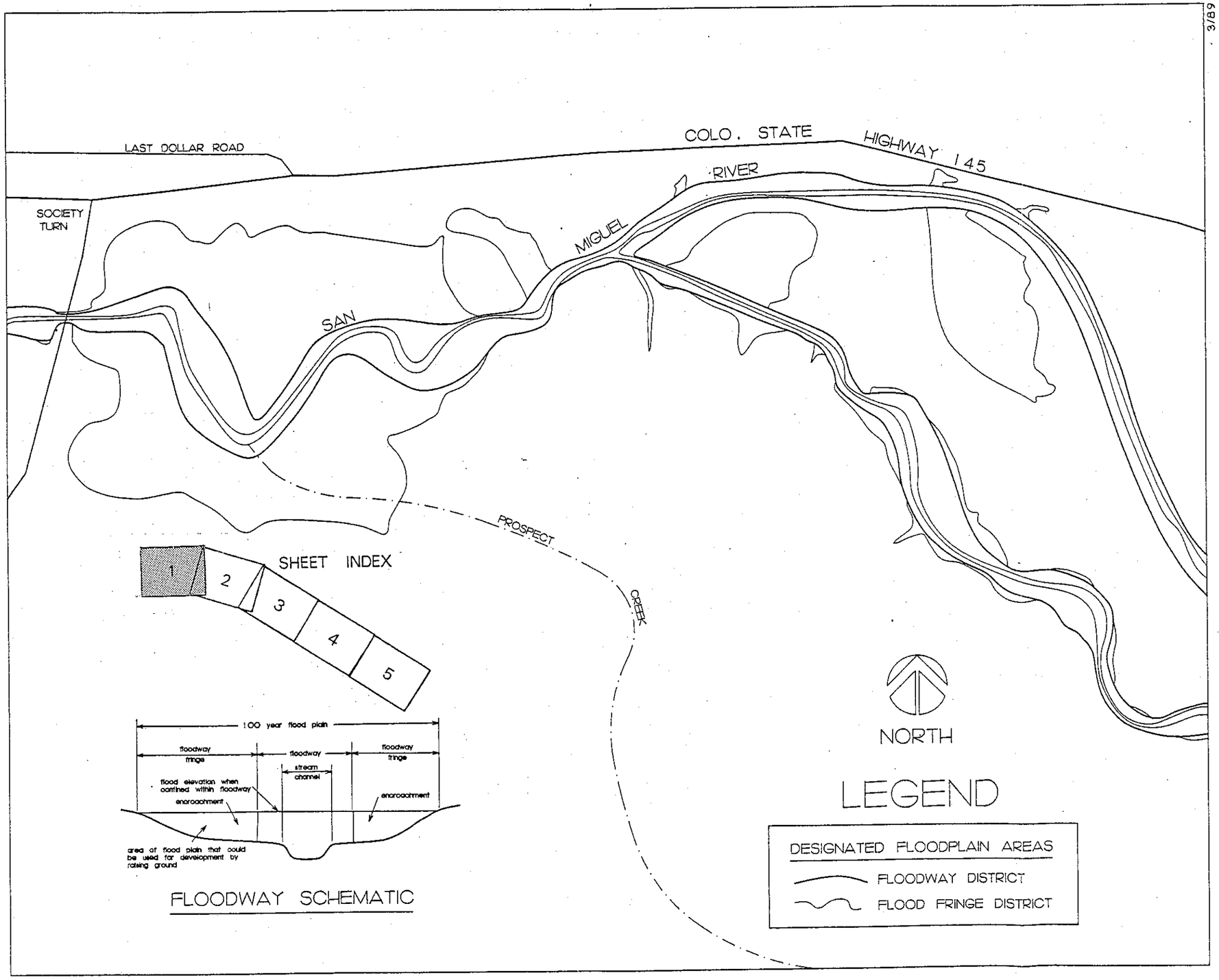
FLOOD BOUNDARY AND FLOODWAY MAP
SAN MIGUEL RIVER
TELLURIDE AREA

MAP 1

FLOOD BOUNDARY AND FLOODWAY MAP

SAN MIGUEL RIVER
TELLURIDE AREA

3/89



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Map accuracy: United States Map Accuracy Standards (not much more than square error) (RMSE) = 40 feet.

All areas are generalized to illustrate floodway boundaries without attempting to define exact boundaries.

SCALE IN FEET

0 250' 500' 1000'

SHEET 1 OF 5

Prepared For:

SAN MIGUEL COUNTY PLANNING DEPARTMENT

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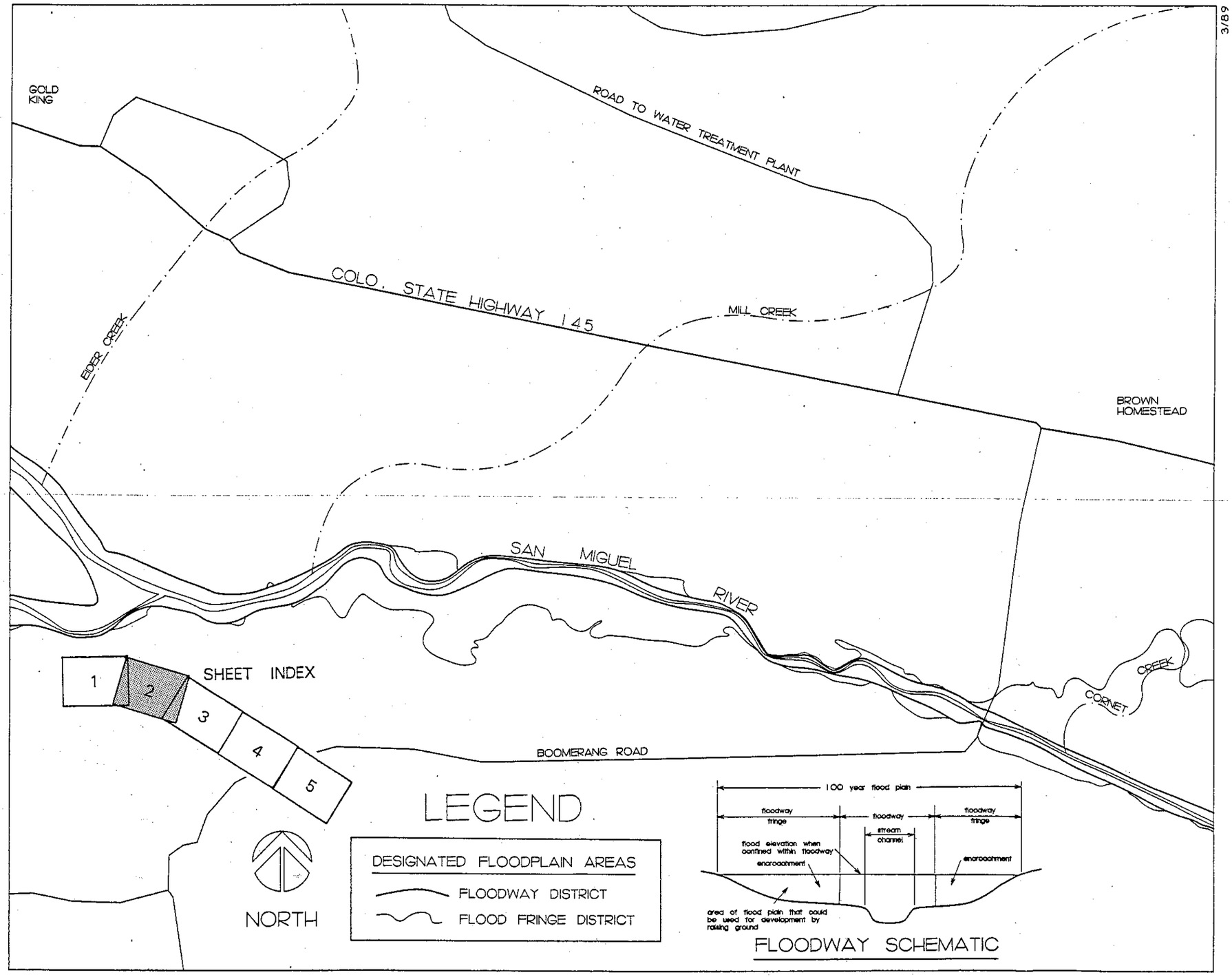
Phone: (303) 925-5900

FLOOD BOUNDARY AND FLOODWAY MAP
SAN MIGUEL RIVER
TELLURIDE AREA

MAP 2



3/89

FLOOD BOUNDARY AND FLOODWAY MAP

SAN MIGUEL RIVER
TELLURIDE AREA

NOTES

Digital cartography of U.S.G.S. quadrangle maps furnished by American digital cartography, Inc. Appleton, WI 54714

Map accuracy: United States Map Accuracy Standards root-mean-square error (RMSE) = 40 feet.

All areas are generalized to illustrate floodway boundaries without attempting to define exact boundaries.

SCALE IN FEET

0 250' 500' 1000'

Prepared For:

SAN MIGUEL COUNTY
PLANNING DEPARTMENT

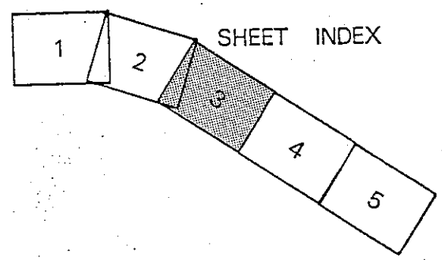
P.O. BOX 548 TELLURIDE, COLORADO 81435

Telluride Planning
P.O. Box 2432, Telluride, Co., 81435
Phone (303) 728-5900

SHEET 2 OF 5

FLOOD BOUNDARY AND FLOODWAY MAP
SAN MIGUEL RIVER
TELLURIDE AREA

MAP 3



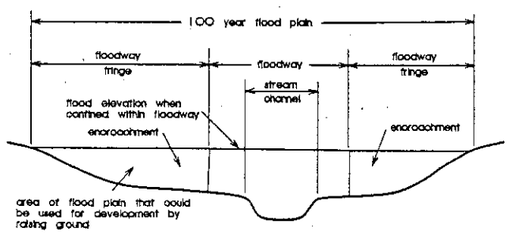
LEGEND

DESIGNATED FLOODPLAIN AREAS

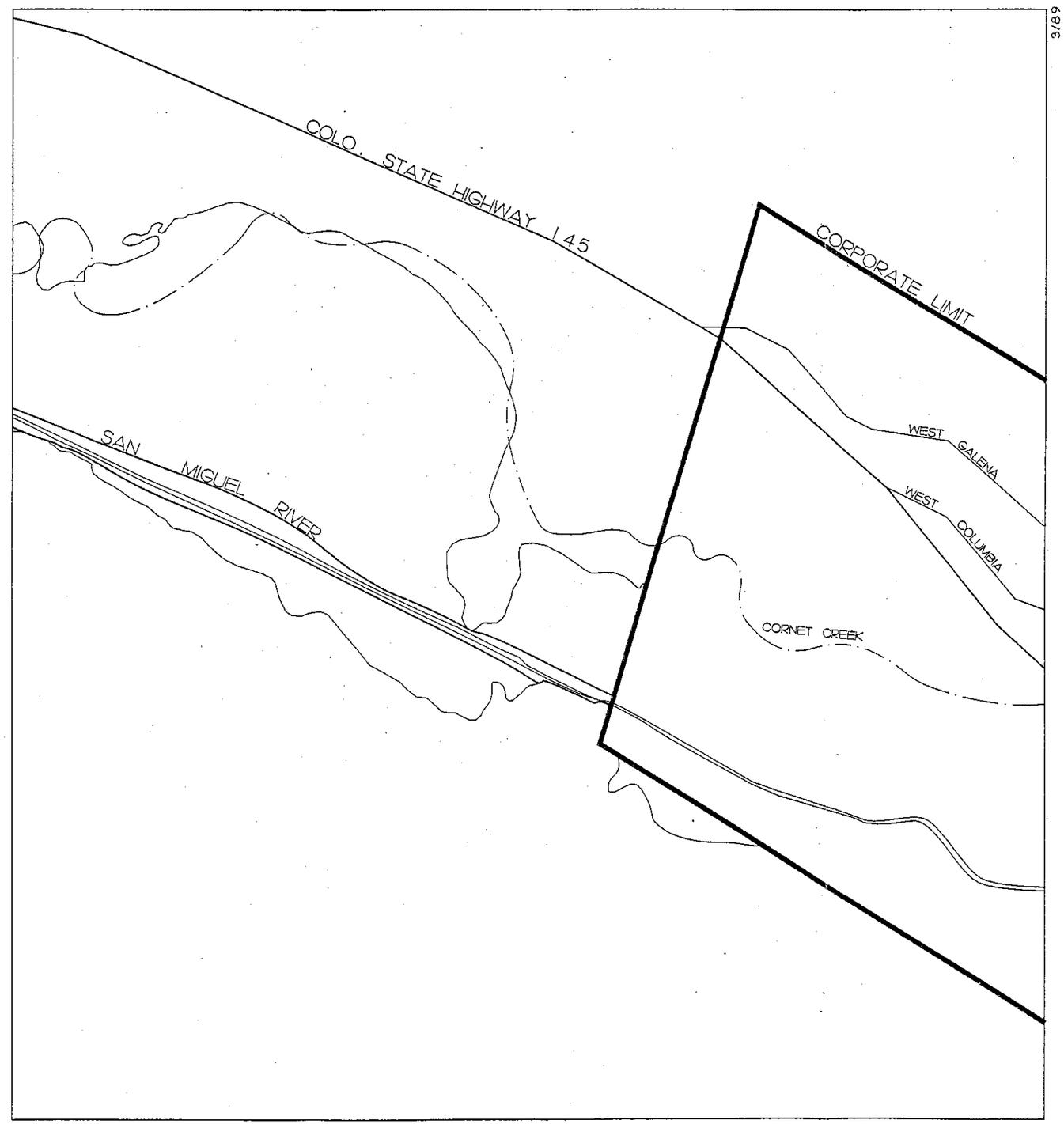
FLOODWAY DISTRICT

FLOOD FRINGE DISTRICT

NORTH



FLOODWAY SCHEMATIC



3/89

FLOOD BOUNDARY AND FLOODWAY MAP

SAN MIGUEL RIVER

TELLURIDE AREA

NOTES

Digital cartography of U.S.G.S. quadrangle maps furnished by American Geodetic Cartography, Inc., Appleton, WI 54914

Map accuracy: United States Map Accuracy Standards root-mean-square error (RMSE) = 40 feet.

All areas are generalized to illustrate floodway boundaries without attempting to define exact boundaries.

SCALE IN FEET

0 250' 500' 1000'

Prepared For:

SAN MIGUEL COUNTY PLANNING DEPARTMENT

P.O. BOX 548 TELLURIDE, COLORADO 81435

Telluride Planning

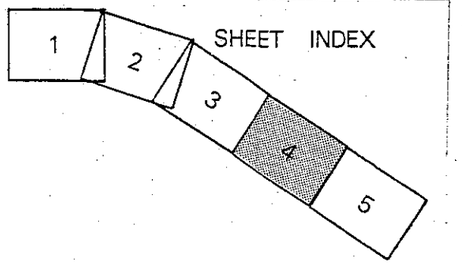
P.O. Box 2452, Telluride, Co. 81435

Phone: (303) 728-6900

SHEET 3 OF 5

FLOOD BOUNDARY AND FLOODWAY MAP
SAN MIGUEL RIVER
TELLURIDE AREA

MAP 4



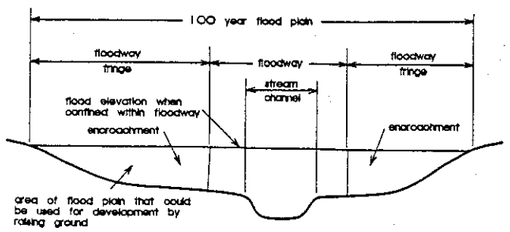
LEGEND

DESIGNATED FLOODPLAIN AREAS

FLOODWAY DISTRICT

FLOOD FRINGE DISTRICT

NORTH



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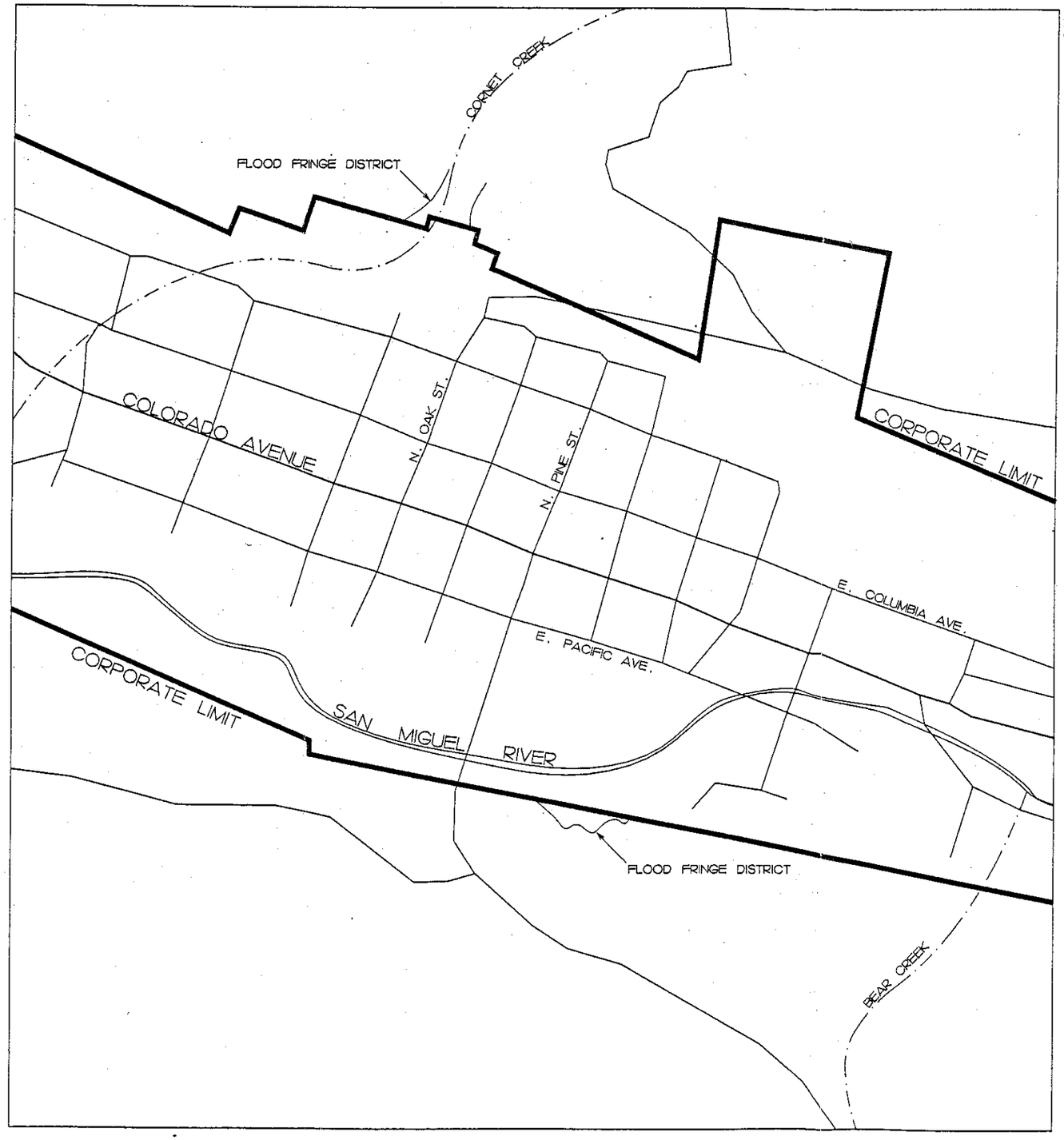

3/89

FLOOD BOUNDARY AND FLOODWAY MAP

SAN MIGUEL RIVER

TELLURIDE AREA

NOTES

Digital cartography of U.S.G.S. quadrangle maps furnished by American digital cartography, Inc. Appleton, WI 54714

Map accuracy: United States Map Accuracy Standards: root-mean-square error (RMSE) - 40 feet.

All areas are generalized to illustrate floodway boundaries without attempting to define exact boundaries.

SCALE IN FEET

0 250' 500' 1000'

Prepared For:

SAN MIGUEL COUNTY PLANNING DEPARTMENT

P.O. BOX 548 TELLURIDE, COLORADO 81435

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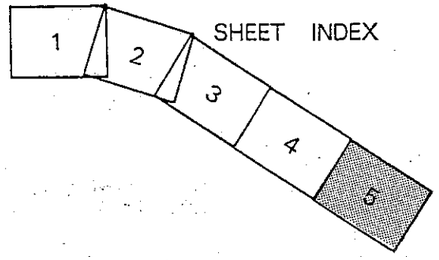
Phone: (303) 728-5900

SHEET 4 OF 5

FLOOD BOUNDARY AND FLOODWAY MAP
SAN MIGUEL RIVER
TELLURIDE AREA

MAP 5



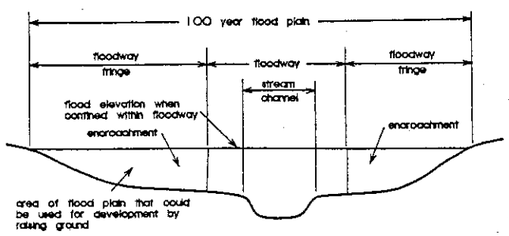
LEGEND

DESIGNATED FLOODPLAIN AREAS

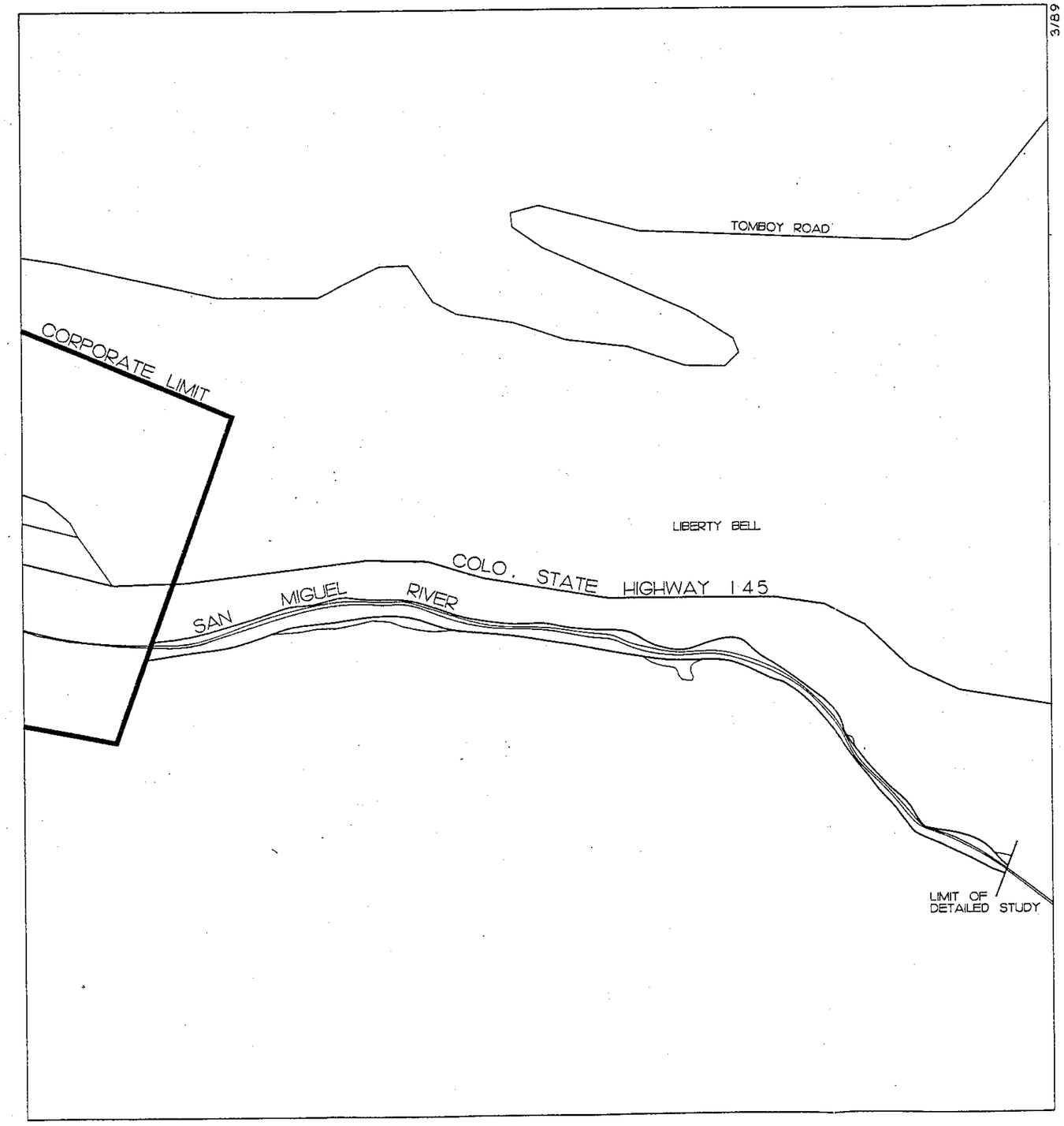
FLOODWAY DISTRICT

FLOOD FRINGE DISTRICT

NORTH



FLOODWAY SCHEMATIC



3/89

FLOOD BOUNDARY AND FLOODWAY MAP

SAN MIGUEL RIVER

TELLURIDE AREA

NOTES

Digital cartography of U.S.G.S. quadrangle maps furnished by American digital cartography, Inc. Appleton, WI 54714

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SCALE IN FEET

0 250' 500' 1000'

Prepared For:

SAN MIGUEL COUNTY PLANNING DEPARTMENT

P.O. BOX 548 TELLURIDE, COLORADO 81435

Telluride Planning
P.O. Box 2452 · Telluride · Co. · 81435
Phone: (303) 728-6900

SHEET 5 OF 5

C. Scenic Quality

Goal: Preserve and enhance the scenic quality along State Highway 145 for the benefit of residents and the continued viability of the Regional Area's recreation-based economy which is primarily dependent upon the quality of the physical setting.

Objective:

1. Promote the aesthetic improvement and positive visual images of existing developments along State Highway 145 and guide the location of new development so that detrimental impacts upon visual quality are minimized.

2. Establish a scenic foreground along the State Highway 145 (see figure on page 51), within the Telluride Regional Area and steer development away from the foreground.

3. Preserve the outstanding scenic vistas which draw people to Telluride (see figure on page 51), such as the view of the Town of Telluride from the old Sundance Texaco Station, the view of the San Miguel Mountain range from Highway 145 on Turkey Creek Mesa and the view of the valley floor from Society Turn and the lower airport road (Last Dollar Road).

4. Establish view planes to protect the outstanding scenic vistas and prevent future developments from obstructing the identified view plains.

5. Exterior lighting is a potential source of visual pollution, therefore future development will be required to mitigate the potential adverse visual impacts of such lighting.

6. Establish a County design review board to review the design elements of all projects within the Town of Telluride's Service Area. Encourage development styles that utilize native materials, are compatible with both the architecture of the local area and climate conditions, and are rough and natural as opposed to neat and manicured.

7. Provide consistent, high levels of maintenance for all elements of open space, parks and recreational facilities.

8. Encourage the improvement of the aesthetic appearance of Goldking, the Hillside Subdivision and other existing developments bordering State Highway 145.

9. Avoid the four-laneing of State Highway 145 and instead encourage the improvement of the existing two-lane access to the Town of Telluride. The four-laning of the Highway would have a negative impact on the rural setting and historic character of the Town of Telluride and the Regional Area.

10. Encourage the undergrounding of the power lines that will serve future development.

D. Preservation of Community

Goal: Maintain and enhance the distinctive sense of community which is present in the Telluride Region Area today. The essence of this sense of community is the small town way of life against the mountain backdrop. It includes the concept of neighbors sharing their successes and failures and helping each other to meet real human needs. It also means preserving the sense of smallness in the scale and style of man's impact upon the historic Town of Telluride and the majestic mountain setting.

There are often references to creating a community that benefits both permanent residents and visitors alike. Reality often presents situations that are not necessarily beneficial to both permanent residents and visitors, and when these conflicts occur, the Goals and Objectives' intent of the Master Plan should be to honor the concerns and interests of the local community as first priority.

Objectives:

1. Ensure the provision of affordable housing to serve both permanent and seasonal employees. Without a stable resident population, the sense of community will soon be lost.

2. Protect the integrity of the National Historic District by maintaining a compact edge for the Town of Telluride.

3. Avoid development which would be inconsistent with the scale and character of the Town of Telluride.

4. Protect the scenic vistas of mountain slopes from existing development and along State Highway 145.

5. Develop and maintain reasonable population and growth projections for the Telluride Regional Area in order that residents and investors will be better able to make sound investment decisions.

6. Maintain State Highway 145 as an improved two-lane highway by encouraging the development of alternate transportation systems capable of preventing the deterioration of safety levels and the service capacity of the roadway.

7. Disapprove those residential developments which are exclusionary with respect to persons (and their families) who live and earn their incomes primarily in the Telluride Region.

E. Affordable Housing

Goal: Provide an adequate self-contained supply of affordable housing to meet the needs of seasonal employees and permanent residents.

Objectives:

1. Ensure an adequate mix of housing types and sizes within each sub-community to meet the needs of persons and their families which will be employed or generated as a result of the operation of any future development. Without a stable resident population, the sense of community will soon be lost.

2. Develop long-term housing policies and occupancy guidelines to guarantee the production and maintenance of affordable housing as a part of each new sub-community. At a minimum, all such affordable housing should be restricted to the long-term housing market by appropriate lease restrictions.

3. Preserve existing affordable housing and zoning which protects it, such as the mobile home zoning at the Pandora Trailer Park.

4. Identify the need for affordable housing and any inadequacy which exists in the supply of housing which is affordable and available for the permanent residents of the Regional Area.

5. Develop a plan to address any affordable housing shortfall. This plan might include an incentive program such as a new zoning category specifically for affordable long-term housing, allowing higher densities than are allowed in existing zone districts.

6. Encourage all employers to provide housing for their own seasonal employees.

7. Encourage the production of accessory employee units attached to and within single-family houses when the adverse impacts can be adequately mitigated.

8. Encourage the preservation of existing affordable housing areas and allow for expansion of such housing consistent with these goals and objectives.

9. Define the term "affordable housing" to mean housing which is deed-restricted to exclusive use and occupancy by persons (and their families) who live and earn their livings in the R-1 School District. "Affordable housing" will be permanently restricted with the "R-1 Housing Deed Restriction".

10. Require all developments to mitigate the effects of such development upon affordable housing.

F. Public and Institutional Uses

Goal: Provide for future needs of the community with respect to schools, utility plants, public maintenance facilities, hospitals, administration buildings and cultural facilities.

Objectives:

1. Evaluate the needs of the community for these uses through the planning period.

2. Develop location criteria for the various public and institutional needs of the community.

3. Identify sites which are suitable for and meet the needs criteria of these uses, consistent with the goals and objectives of the Telluride Regional Master Plan.

4. Develop a capital improvement plan and update it on an annual basis.

G. Transportation

Goal: Provide safe and efficient transportation and parking to serve existing urban density centers and future urban density pods and P.U.D. Reserve Zoning. The transportation system must be convenient, attractive, reliable and economically practical to construct and operate. It is anticipated that urban density pods of development will not be permitted without an alternative regional transportation system, i.e. a system other than the conventional automobile/bus/road system. (See figure on page 53.)

Objectives:

1. Determine the design and service capacity of State Highway 145, along with the feasibility of developing alternate transportation systems, and adjust regional zoning accordingly.

2. Allow only development which would not create traffic volumes or patterns resulting in traffic hazards, or significant service level reductions on State Highway 145.

3. Ensure that future development in the Regional Area follows the installation of essential on- or off-site road system improvements and/or alternate transportation systems which are necessary to meet the transportation goals and objectives.

4. In accordance with prior commitments of the County, the Town of Telluride, major landowners and developers (TRPAC Agreement), the capital costs of an alternative transportation system should be substantially funded at developers' expense.

5. Evaluate the alternatives for a regional alternate transportation system to serve the urban density pods/P.U.D. reserves, including a bus system, streetcar with gondola up-links and a gondola system. The continuation of a bus system should be assumed to some degree under each alternative.

6. Identify potential alignments for public rights-of-ways and/or alternative transportation systems and preserve them free of development with conditional approvals and/or easements in gross through the development review process.

7. Develop incremental funding mechanisms for alternate transportation systems which would be necessary to accommodate the build-out of the Regional Area's zoning, so that the ultimate cost of regional transportation alternatives will be borne by the developments which benefit from and generate the need for such transportation alternatives, regardless of the time frame in which a development occurs. Possible funding mechanisms would include special improvement districts, impact fees and/or transfer assessments on real estate.

8. Encourage the development of facilities for the centralized transfer, storage, and distribution of goods from one central point in the Telluride Regional Area in order to reduce the impacts of heavy truck traffic on the road system and to reduce the air quality impacts.

9. Minimize the number of access points onto State Highway 145 by combining or eliminating existing access points where such steps would improve the safety, design and/or service capacity of the road system.

10. Ensure that future development does not create traffic volumes or patterns which will create traffic hazards, or significant service level reductions in existing transportation systems.

11. Ensure that future development includes as part of any development plan the construction, at the developerôs expense, of public trails consistent with the goals and objectives of the Telluride Regional Area Master Plan to serve as an alternative to vehicular travel.

12. Ensure that the Town of Telluride remains a transportation hub of the Regional Area.

13. Encourage the development of additional intercept parking facilities in conjunction with all major developments, when appropriate.

H. Utilities

Goal: Ensure the availability and maintenance of public utility systems of adequate size, capacity, and cost to meet the needs of permanent and visitor peak population.

Objectives:

1. Coordinate the provision of public utilities with existing providers of those utilities.

2. Designate the Town of Telluride as the appropriate provider of utility service within the Town of Telluride's Service Area (see figure on page 2). Strongly encourage development in the Service Area be served by the Town, regardless of the jurisdiction in which the development is proposed to occur.

3. Prevent the proliferation of special districts and private central utility facilities, when existing public facilities are available or can be made available within a reasonable time frame from an existing provider at a reasonable cost.

4. Seek an intergovernmental agreement between the Town of Telluride and San Miguel County to provide for the provision of utility service in the Town of Telluride's Service Area.

5. Avoid the extension of utilities into areas which are deemed inappropriate for development based upon an evaluation of the proposed development against the goals and objectives of the Telluride Regional Area Master Plan.

6. Ensure that new urban development which occurs within the Service Area for the Town of Telluride will meet the town's technical design standards and specifications.

7. Ensure that developments proposing urban densities within the Telluride Service Area seek annexation to the Town of Telluride. Promote this objective through an intergovernmental agreement between the Town and County.

8. Prohibit motor vehicular access to municipal water shed areas.

9. Require the undergrounding of utilities in the Telluride Service Area.

I. Economic Development

Goal: Promote a stable and diverse economic market place.

Objectives:

1. Promote a balance between skier day capacity of the ski mountain and commercial accommodations which serve and depend upon the skier, while recognizing the demands of the permanent population.

2. Maintain a growth rate in the skier capacity, tourist facilities development and permanent resident facilities development which will not overburden the local public facilities and services.

3. Encourage a diversified economy.

4. Encourage small light industries independent of tourism.

5. Identify areas which are appropriate for small light industries.

6. Encourage the installation of snowmaking equipment in order to provide economic "insurance" and to "shore-up" the beginning and end of the ski season.

7. Promote year-round tourism and encourage the development of the services and facilities necessary to adequately support this tourism.

8. Develop and promote realistic expectations regarding the economic future of the Regional Area.

9. Encourage the community to reinforce the economic viability of all shoulder seasons.

J. Recreational Facilities and Amenities

Goal: Achieve and maintain a balance between residential uses and recreational facilities and amenities in order to avoid a negative impact upon existing recreational facilities and amenities.

Objectives:

1. Encourage a variety of distinctive recreational facilities and opportunities (e.g. cross-country ski trails, cross-country hut system, fishing, climbing, mountaineering, golf, year-round swimming pool, etc.) in order to provide diversity of the resort experience. Any wilderness type lodging land use should be considered only in lieu of residential land uses.

2. Encourage the development of additional short-term accommodations and facilities in order to balance skier capacity with commercial, lodging, and recreational improvements designed to serve visitors, while recognizing the demands of the permanent population.

3. Ensure that development with significant densities provides a full complement of public recreational amenities and facilities, as appropriate, based upon site-specific considerations, in order to provide an expansion of the tourist economy.

4. Implement the Telluride Regional Area Trails Plan (see page 54) throughout the Regional Area for public recreational enjoyment and as an alternative to vehicular travel.

5. Ensure that development includes the dedication of public rights-of-way for trails and other public open spaces as described on the Telluride Regional Area Trails Plan.

6. Adopt design guidelines and standards for trails and open spaces which are consistent with the guidelines and standards previously established by the Town of Telluride to insure uniform quality, character and continuity, unique to different areas of the San Miguel River.

7. Assure that development improves the community to the extent that it makes it more livable, stimulating and aesthetically pleasing, and promotes human interaction with the environment.

8. Develop methods and entities to ensure regional contribution toward the cost of regional recreational amenities.

9. Preserve the recreational opportunities of Bear Creek and encourage its preservation/acquisition as a public recreational area.

10. Recognize and support Telluride Town Park as a regional recreational facility.

K. Trails

Goal: Maintain existing trails, plan and implement new multi-use, year-round and seasonal trails as identified in the San Miguel County Trails Map (see figure on page 48) that will:

- connect existing trails together,
- create new recreational opportunities for both residents and visitors,
- provide access to publicly owned land throughout the Region,
- provide an alternative to vehicular travel between the regional development nodes identified in this master plan,
- connect public open space separated by private lands.

Objectives:

1. Coordinate trail development between the Town of Telluride, the San Miguel Regional Trails Council, the U.S. Forest Service, the Bureau of Land Management, the San Miguel County Planning Commission and the San Miguel County Board of Commissioners.

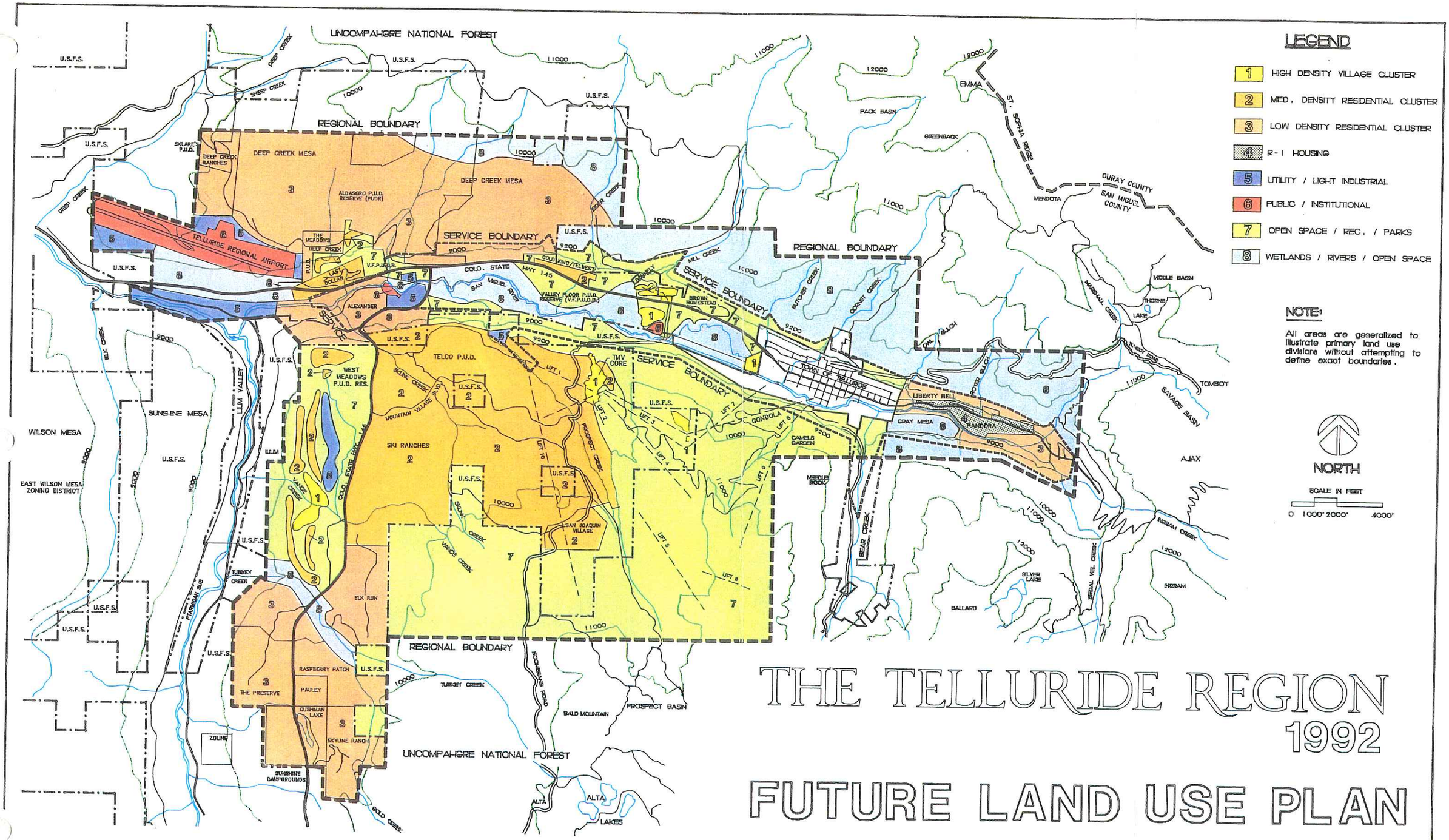
2. Inventory existing trails and promotes conservation measures.

3. Develop the trails that are identified on the San Miguel County Trails Map and connect them to the rest of the County.

4. Ensure that the County's development approval process requires trail easement dedication as necessary to implement the San Miguel County Trails Map and to connect together the public open space required of such developments into a County park and trails system.

5. Adopt trail construction standards that are environmentally sensitive and have a low impact on the land.

TELLURIDE REGION
FUTURE LAND USE PLAN
1992



ENVIRONMENTAL PLANNING & DEVELOPMENT
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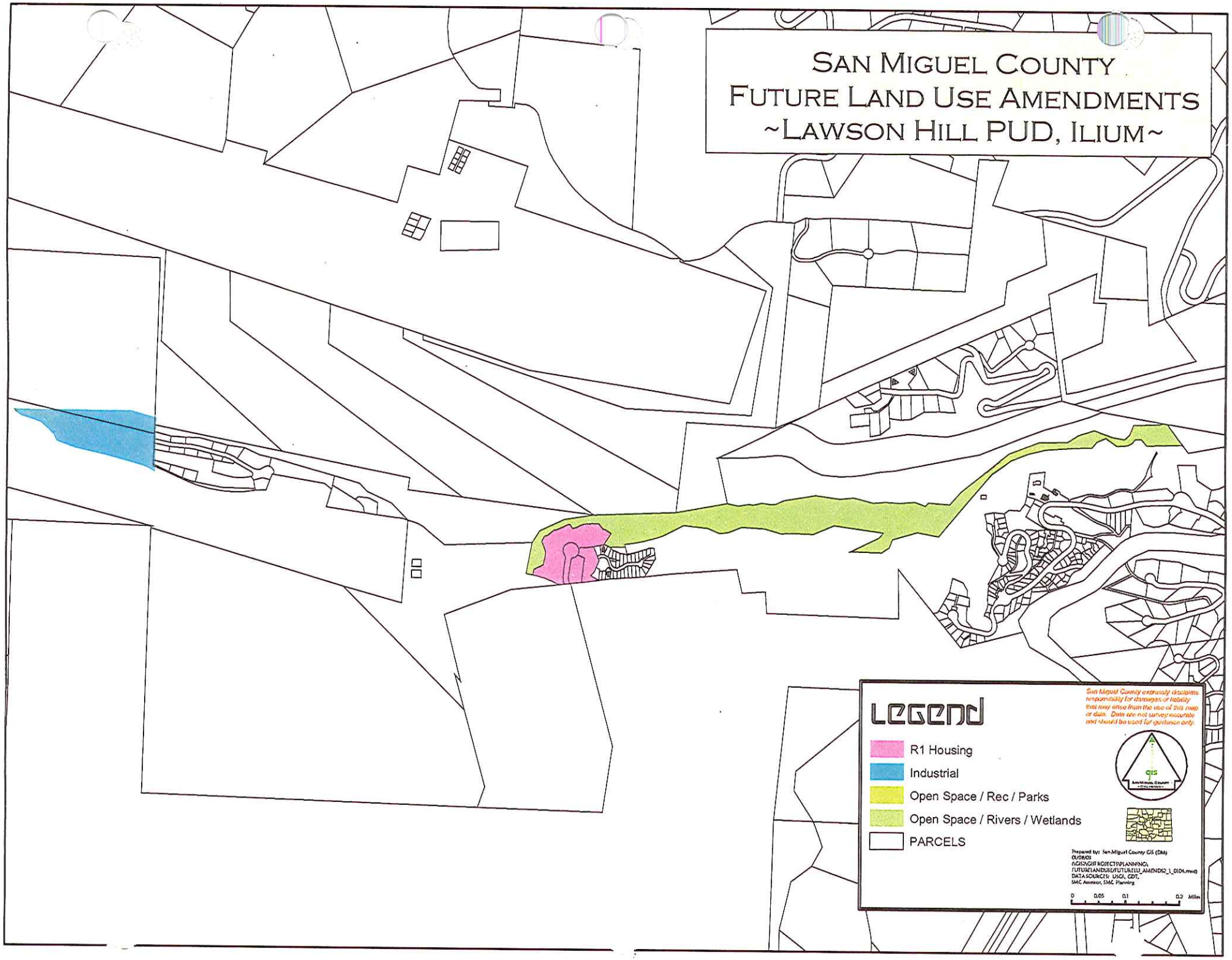
3/1/92

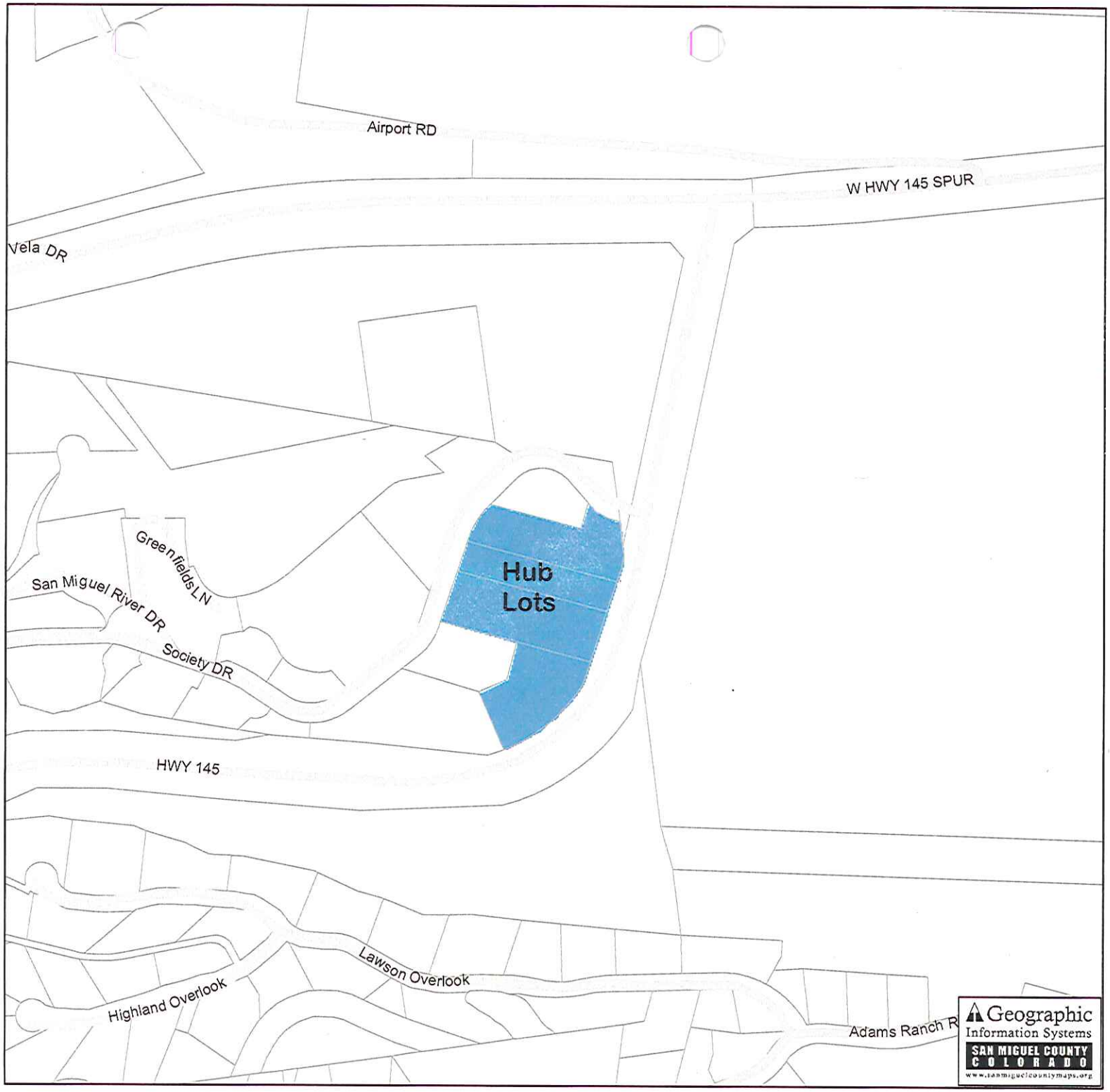
ILIUM VALLEY AMENDMENT
FUTURE LAND USE PLAN
2004

LAWSON HILL PUD, HUB LOTS 2AF, B, C & E
FUTURE LAND USE PLAN
2009

San Miguel County
Future Land Use Amendments
~Lawson Hill PUD, Ilium~



Future Land Use Amendments - Hub Lots, Lawson Hill - Adopted 5/13/09



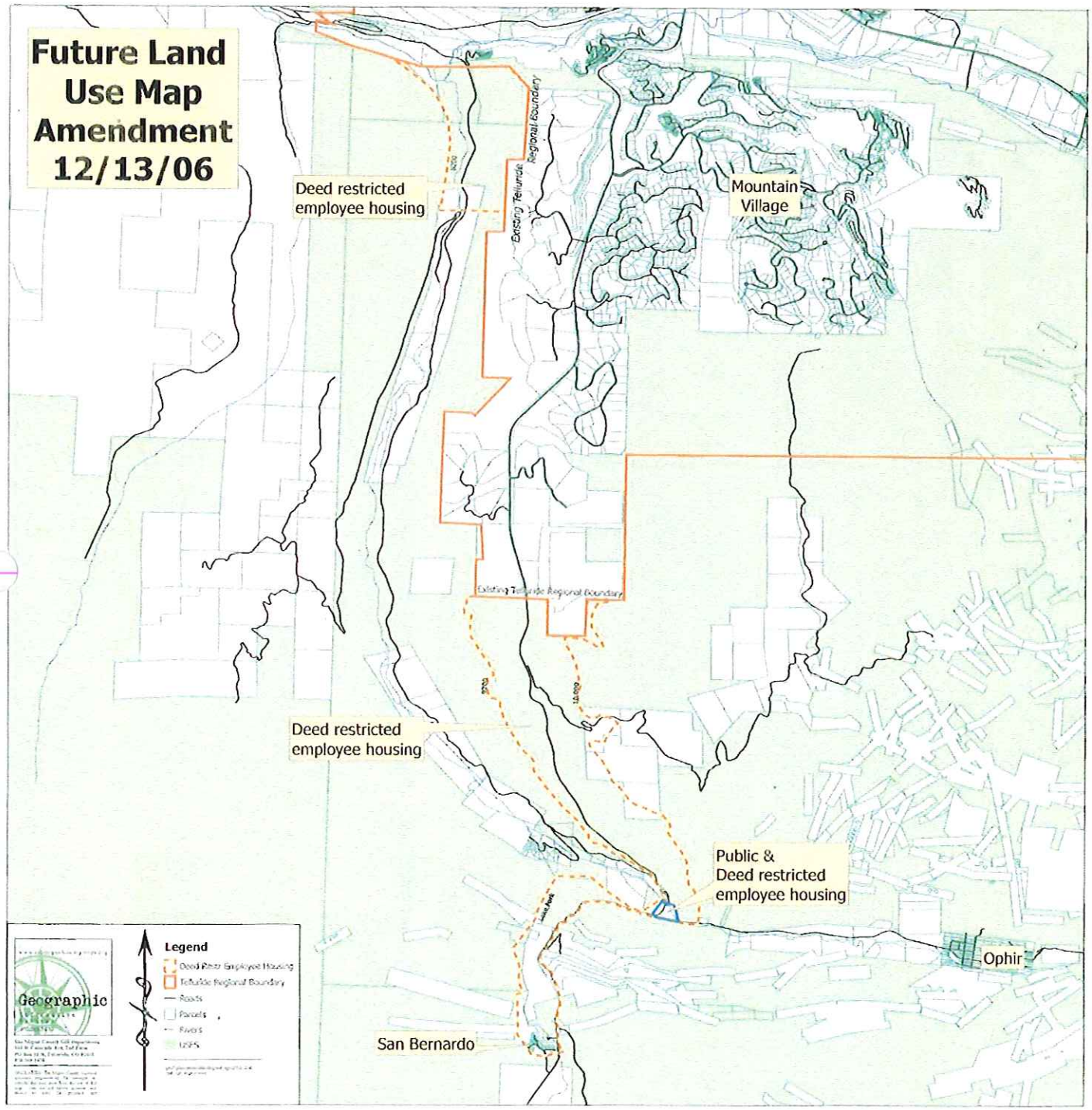
Legend

Future Land Use

Light Industrial, Deed Restricted Housing, Limited Neighborhood Commercial

GIS2\GISPROJECTS\PLANNING\FUTURELANDUSE\PROJECTS\20090513_FUTURELU_AMEND_HUB_L

FUTURE LAND USE MAP
EMPLOYEE HOUSING AMENDMENT
2006


Future Land Use Map Amendment 12/13/06
Deed restricted employee housing
Existing Telluride Regional Boundary
Mountain Village
Existing Telluride Regional Boundary
Deed restricted employee housing
Public & Deed restricted employee housing
Ophir
San Bernardo
Legend
Deed Rest. Employee Housing
Telluride Regional Boundary
Roads
Parcels
Rivers
UPS
Geographic

III. FUTURE LAND USE ELEMENT

The Future Land Use Map (see figure on page 44) illustrates the future land use for Telluride Regional Area. The Future Land Use Map is a depiction of how San Miguel County's Goals and Objectives for the Regional Area can be achieved. It is based upon mapping of the scenic foreground, a detailed physical analysis of the land and an evaluation of the community's ability to provide public facilities and services. The map indicates broad land use designations, and portrays a somewhat idealistic concept for future land use. It is intended to serve as a general guide for future land use decisions. No attempt will be made to define exact boundaries between different land uses.

The land use districts and land use designations which appear on the map are addressed below.

A. High Density Village Cluster - "HDVC"

A designation applied to lands which are free of environmentally-sensitive areas and are located outside the scenic foreground. These areas may be suitable for high density development pods or sub-communities based upon an analysis of the areas' physical characteristics and the ability of the community to provide public facilities and services. Areas receiving the HDVC designation will be permitted to develop these densities only with appropriate guarantees for alternate transportation, recreational amenities and affordable housing, consistent with the goals and objectives contained herein. If such adequate guarantees are not provided, these areas will be considered suitable only for the Low Density Residential Cluster Future Land Use District.

Principal uses will be established as part of a Planned Unit Development and may include commercial and office uses, hotel and lodge units and innovative clustered housing, including but not limited to multi-family dwellings, zero lot line houses, townhouses, patio houses and atrium houses.

Areas surrounding a High Density Cluster which are designated either Open Space/Recreational/Parks or Wetlands/Rivers/Open space will be preserved through the PUD process as Common Open Space for the mutual benefit of the entire tract. All residential and commercial development within an ownership which receives a High Density Village Cluster Designation is to be clustered into the designated density development pods, thus preserving significant open space.

Commercial and office uses will be limited to those uses which are oriented exclusively toward meeting needs of the residents or temporary occupants of the sub-community. The size or scale of these uses must be relative to the sub-community.

Specific uses may include the following and similar retail and service uses: grocery store, drug store, clothing store, sporting goods store, liquor store, laundry, restaurant, cocktail lounge, hardware store, gasoline service station, bank, movie theater and health club.

The density of residential development in the district may vary from a minimum of 40 people per acre to a maximum of 80 people per acre. The residential density will be based upon the cumulative number of people to be housed, as determined on the following basis:

1	Hotel or lodge unit	1.5 people
2	Employee unit (caretaker type)	1.5 people
3	Hotel efficiency unit	2.0 people
4	One-bedroom condominium unit	2.5 people
5	Minor duplex unit or secondary unit	2.5 people
6	Two-bedroom or larger condominium unit	3.0 people
7	Single family house or residence	4.0 people
8	Major duplex unit or primary unit	4.0 people

The minimum and maximum density requirements are intended to insure that development of the zoned density occurs in a dense, clustered pattern, consistent with the goals and objectives of this Plan.

The HDVC has been applied to existing and previously approved development areas in the Telluride Mountain Village and to the major PUD Reserves (Aldasoro, Valley Floor, and West Meadows). The major PUD Reserves have received this designation partially in recognition of prior zoning commitments, but primarily because these properties are capable of preserving substantial environmentally- and/or visually sensitive open space areas.

DENSITY SUMMARY AND THE MINIMUM CRITERIA FOR APPROVAL OF THE RELATIVELY HIGH DENSITIES WHICH WERE GRANTED UNDER PUD RESERVE ZONING

	MAXIMUM DENSITY (High Density Village Cluster and Medium Density Residential Cluster)	ALTERNATE DENSITY (Low Density Residential Cluster)
Aldasoro PUD Reserve	1620 people	One (1) S.F. dwelling unit/6-8 gross acres
Valley Floor PUD Reserve	1770 people	One (1) S.F. dwelling unit/6-8 gross acres
West Meadows PUD Reserve	2107 people	One (1) S.F. dwelling unit/6-8 gross acres

MINIMUM CRITERIA FOR THE "HDVC" AND "MDRC" (PUD RESERVES):

In order to achieve the maximum densities which are provided for in the major PUD Reserves, the site development plan must include each of the following:

1. Affordable housing sufficient to meet the needs of persons and their families which will be employed by or generated as a result of the operation of any future development (see Section II.E.);

2. An alternate transportation system (a system other than buses or private automobiles) connecting the PUD Reserve to the other high density pods, to the Town of Telluride and to the Telluride Ski Area (see Section II.G. & Section IV.); and

3. A full complement of public recreational amenities and facilities (See Section II.J.).

If any one or all of the above three (3) minimum criteria are not met to the maximum extent possible on site, the subject property will only be eligible for one unit per 6-8 gross acres.

B. Medium Density Residential Cluster - "MDRC"

A designation recommended for areas which are free of environmentally-sensitive areas and are located outside of the scenic foreground, based upon an analysis of land use characteristics and the ability of the community to provide services. Pre-existing developments with densities falling into the recommended density range, such as the Telluride Mountain Village and the Ski Ranches, received the Medium Density Residential Cluster designation.

Principal uses may include clustered single-family and duplex dwellings. Certain areas may be suitable for more innovative clustered types of housing including but not limited to zero lot line houses, townhouses, patio houses, and atrium houses.

The density of residential development in the district may vary from one dwelling unit per three acres to four acres, depending upon an analysis of factors such as neighborhood compatibility, availability of urban services, road capacities, and consistency with the adopted goals and objectives of the Telluride Regional Area Master Plan.

C. Low Density Residential Cluster - "LDRC"

A designation recommended for most of the remaining parcel of land in the planning area due to environmental characteristics, visual vulnerability and/or the relationship of each parcel to essential public facilities and services. The community's goal is to preserve the rural characteristics of these areas to the greatest degree possible in their present state.

Areas which fall into this category are areas which are located outside the Scenic Foreground. Because of the relative isolation from major activity centers, proposed alternate transportation systems and/or environmental factors, these areas are not suitable for development densities as high as those proposed within the High Density Village Cluster or the Medium Density Residential Cluster Future Land Use Districts.

Principal uses may include single-family and duplex dwellings. Clustering of residential uses to preserve environmentally or visually sensitive open space will be required.
The density of residential development in the district may vary from one unit per six to eight acres, depending upon an analysis of factors such as neighborhood compatibility, availability of urban services, road capacities, and consistency with the adopted goals and objectives of the Telluride Regional Area Master Plan.

D. Utility/Light Industrial

A designation that has been applied to five (5) acres on the north side of the San Miguel River immediately west of Society Turn, to the partially screened area on the south side of the San Miguel River west of Society Turn, to the area around the Telluride Regional Airport, to an area at the base of Keystone Hill, to specific lots in the Telluride

Mountain Village, and to specific lands adjacent to or within the various small nodes or sub-communities (PUD Reserves) planned for the Telluride Regional Area.

Principal use may include the following and similar uses: warehouses; lumber yards; building supplies; utility service facilities; contraction; gasoline station; low-intensity, non-polluting, industrial operations; auto repair garages; similar uses; provided that all allowed or permitted uses be local- and no tourist-oriented.

E. Public/Institutional

A designation that may include a number of different public service uses which may be somewhat similar in function but diverse in ownership. A site west of Society Turn on the South side of the San Miguel River has been specifically identified as an appropriate site for a community hospital.

Principal uses include the following and similar uses: the airport, schools, utility plants, public maintenance facilities, hospitals, jails, administration buildings and cultural facilities.

F. Open Space/Recreation/Parks

A designation applied to key parcels of land in the Planning Area which are suitable for active recreational uses and are not environmentally sensitive but are either located within the visually sensitive scenic foreground, located within a view plane or currently being used for downhill skiing.

In addition to skiing, principal uses could include the following and similar uses: parks, pools, golf courses, equestrian centers, grazing, ball fields and other active open space uses.

G. Wetlands/Rivers/Open Space

A designation applied to the floodplain, wetlands and riparian habitat bordering the San Miguel River and to the critical big game habitat areas on the mesas. Land designated as wetlands/rivers/open space is considered appropriate for passive recreational uses. These lands should be preserved free of development and restored, if previously disturbed, to a more natural condition in conjunction other development on a subject tract to enhance and promote the concept of Telluride being a showplace of natural history.

H. Scenic View Planes

View planes from State Highway 145 which are determined to be highly significant to the public are indicated by the figure on page 51. The preservation of these scenic view planes free of development is critical to the visual image of the Telluride Region.

Three major scenic vista areas are designated on the Future Land Use Map: (1) the view from Society Turn and the Deep Creek Mesa Road to the Town of Telluride, (2) the view from Highway 145 southwest across Turkey Creek Mesa to the Wilson Peaks, and (3) the view from the Sundance Texaco site to the Town of Telluride.

I. Scenic Foreground

Those lands proximate to State Highway 145 which are most visible from the roadway and which constitute the visual image of the Telluride Regional Area or the entrance to the Town of Telluride. The purpose of establishing the Scenic Foreground is to steer development away from highly visible sites and to minimize the visual impacts of the limited development which may occur in the foreground so as to obtain aesthetically pleasing transportation corridors and a rural approach to town. Density otherwise allocated to these areas may be clustered elsewhere on a site, as appropriate. The Scenic Foreground areas are identified by the figure on page 46.

J. R-1 Housing

The R-1 Housing Future Land Use Category is distinguished by its purpose, to provide affordable housing exclusively for persons and their families who are employed and earn their economic living in the local economy and in the R-1 School District. This designation is applied to lands currently providing housing which meets the intended purpose. In addition, any land in the Telluride Region, or any development outside of the area defined as the Telluride Region under which <u>all</u> increases in residential density are deed restricted by the R-1 housing Deed Restriction, may be eligible for treatment under the R-1 Housing Future Land Use District upon satisfactory demonstration of consistency with the intended purpose and adopted criteria.

Principal uses may include clustered single-family, duplex-family and multi-family residential units, as well as more innovative types of residential development such as zero lot line houses, townhouses, patio homes and atrium homes.

The density of residential development in the District may vary from one dwelling unit per two (2) acres to a maximum density of 15 units per acre, depending upon an analysis of factors such as neighborhood compatibility, availability of urban services, road capacities, usable open space and consistency with the adopted goals and objectives of the Telluride Regional Area Master Plan.

<u>Deed Restricted Employee Housing</u>

In 2006 the Telluride Region Area was extended as shown on the amended Future Land Use Map (Figure 44B) as follows:

a. Extend the region farther south along SH145, beyond Sunshine Campground to the southern boundary of the San Bernardo AHPUD.

This extension would allow potential sites at Ophir Loop, Pathfinder and potentially a few others to be considered for employee housing.

b. Expand the Telluride region to include additional lands, both public and private, that are south of and adjacent to or in proximity to the Ilium Valley portion of the Lawson Hill PUD.

Properties considered for employee housing must be considered through a public AHPUD Zoning and PUD process in accordance with the County Land Use Code and/or as amended by the Board of County Commissioners.

This land annexed to the Telluride Region shall apply only to properties seeking a rezoning and PUD process for employee housing and these properties shall not be eligible to apply for High Density (HD), Medium Density (MD), or Low Density (LD) zoning.

The ban on solid-fuel burning devices in the telluride Region shall not apply to these properties.

K. Lawson Hill PUD, Ilium Valley

The Planning Commission recommends that consideration be given to allowing a conversion of Low Intensity Industrial (I) and Neighborhood Commercial (NC) square footage in Ilium assigned to Lot 425 (I0 and Lots Q and Q-1 (NC), to affordable housing (deed-restricted) residential dwelling units. This recommendation is being made because there is a need for additional affordable housing in the Telluride Region and because the Planning Commission believes that residential development at this location would be more compatible with the existing adjacent residential neighborhood, Two Rivers, than industrial and commercial uses that may be allowed under the current zoning and land use designations.

The Planning Commission recommends that the 7.26-acre portion of the San Miguel Placer located in Ilium Valley west of the Lawson Hill PUD, and lying between State Highway 145 and County Road 63L (Ilium Valley Road) be added to the Telluride Region Future Land Use Map (see Figure 40). Prior to any development, the property will require rezoning; specific uses, densities and square footages will be determined through a Planned Unit Development process.

The Planning Commission also recommends that Tract 503 of the Lawson Hill PUD be designated as Open Space/Wetlands/river on the Telluride Region Future Land Use map (see figure 40).

L. Lawson Hill PUD, Hub Lots 2AF, 2B, 2C and 2E

The Planning Commission recommends that consideration be given to allowing a ñmixed useò development on the Hub Lots to included trip reducing neighborhood commercial uses to serve the existing and future residents at Lawson Hill and surrounding neighborhoods, together with affordable housing and an Intercept Parking Lot.

It is contemplated that the owners may in the future apply to rezone the property from the Low Intensity (I) Zone District to Low Intensity Industrial, Deed Restricted Affordable Housing and limited Neighborhood Commercial. The AHPUD Zone District Allows deed-restricted single-family dwellings, duplexes, and multi-family dwellings, as well as Neighborhood Commercial Uses that offer goods and services needed by residents of the PUD on a daily or frequent basis, including but not limited to a convenience store, drug store, liquor store, self service laundry, and postal service substations pursuant to a PUD Procedure, as provided for in Land Use Code Section 5-305 E.

It is also acknowledged that the following new ñclose-at- handò services including a neighborhood market, liquor store, banking, dining, bakery, coffee, florist, hardware, package delivery/office supplies, dry cleaners, drug store, auto parts, barber, and a fitness center may all be appropriate neighborhood commercial uses on the Hub Lots for consideration through rezoning and a PUD review procedure.

A Conceptual Development Plan is to be provided for the ñHub Lotsò in their entirety prior to considering rezoning of the property and going through the PUD process to allow any of these identified Neighborhood Commercial uses or Deed-Restricted Affordable Housing.

The size and scale of the neighborhood uses should be limited to preclude the development of large ñbig boxò retail stores and to balance the needs of Lawson Hill residents and minimize potential adverse impacts to businesses in the Town of Telluride.

The appropriateness of the allowed Neighborhood Commercial uses on the Hub Lots and/ or the density of Affordable Housing will be evaluated based on environmental and scenic quality factors; the adequacy of the transportation systems and facilities (this includes the adequacy of the SH 145/Society Turn intersection), the adequacy of the proposed parking, compatibility with surrounding land uses, and consistency with applicable County Land Use Policies and the adopted PUD Standards.

M. Lawson Hill Planned Unit Development (PUD)

1. The Planning Commission recommends that consideration be given to encouraging a balanced mix of land uses on the properties currently zoned Low Intensity Industrial (I) within the "Upper Lawson Hill PUD". The Planning Commission recommendations as to the most desirable land uses in the Upper Lawson Hill PUD are as follows:

Uses within Upper Lawson Hill would continue to include light industrial uses and support service uses not otherwise readily available within the Telluride Region. Examples of such uses include but are not limited to the following: gasoline service stations, lumber yards, building supply, equipment rental, contractor trades and services, manufacturing and processing businesses and utility service facilities.

The recommended mix of allowed uses or uses allowed through review in Upper Lawson Hill would include allowing new "close at hand", trip reducing Neighborhood Commercial Uses that offer goods and services needed by residents, students, existing businesses, employees and customers on a daily or frequent basis as an appropriate Land Use classification for the (I) zoned lots in the Upper Lawson Hill PUD. It is recommended that some of the assigned Low Intensity Industrial square footage be allowed to convert to the new Neighborhood Commercial Uses. Examples of such Neighborhood Commercial Uses include but are not limited to the following: neighborhood market, liquor store, banking, dining, bakery, coffee, florist, hardware, package delivery/office supplies, dry cleaners, drug store, auto parts, barber, and fitness center. In considering these and other potential Neighborhood Commercial Uses within the I zoned lots within Upper Lawson an appropriate review process would be established to ensure that any of the impacts associated with these Neighborhood Commercial Uses, to include but not limited to traffic, parking and water use, can and would be properly mitigated so as not to adversely impact the neighborhood and/or public safety. The size and scale of these neighborhood commercial uses should be limited to preclude the development of large "big box" retail stores and to balance the needs of Lawson Hill residents and individuals who frequent Lawson Hill on a daily or frequent basis and to minimize potential adverse impacts to retail and tourist related businesses within the Town of Telluride.

Lawson Hill would continue to include Intercept Parking and serve as a transportation hub for both regional and local transit facilities and services.

2. Residential

The Planning Commission recommends that consideration be given to allowing a conversion of the "industrial" or "work" square footage in the "live-work" designated (I) zoned lots in the Upper Lawson Hill PUD to residential square footage and a potential increase in the number of allowed residential units and population density that may be allowed for "work force housing" if it can be demonstrated that the subject property and site can accommodate additional residential units and population density, i.e. comply with the applicable Zoning District and Land Use Code Standards.

N. Society Turn Parcel.

The Society Turn parcel, which consists of approximately 20 acres, situated south and west of the Society Turn Roundabout, south of State Highway 145, north of the Telluride Regional Sewage Treatment Facility and adjacent to Remine Creek to the west is currently recommended for development as open space, recreational and park usage. The Society Turn parcel is currently zoned PUDR.

The Planning Commission recommends that the development of the suitable portions of the Society Turn parcel be developed with a balanced mix of land uses that are compatible with the Telluride Region. Uses and activities should complement those occurring in the Town of Telluride, Town of Mountain Village, and Lawson Hill, enhancing the overall mix of uses serving local residents and visitors alike. This section of the Telluride Regional Area Master Plan is intended to be used in determining the future land uses that may be proposed on the site; all other Goals and Objectives of the Telluride Regional Area Master Plan will also apply. The Planning Commission recommendations as to the most desirable land uses for the Society Turn parcel include the following:

Public Facilities/Uses

- Expansion of the Regional Sewage Treatment Facility
- Governmental/Municipal Facilities
- Transit
- Park/Open Space
- Hiker/Biker Trails
- Visitor Center
- Day Care
- Community Meeting Space

Medical

- Regional Medical Center
- Uses related to the Regional Medical Center, including, but not limited to, pharmacy, optician, dental, physical therapy, and mental health/counseling, etc., which related uses may be included in the medical center facility or elsewhere on the Society Turn parcel
- Helipad
- Medical Offices
- Extended Care and Rehabilitation Care Facilities

Housing

- Employee Housing. In addition to required employee housing mitigation resulting from free market development, the property owner is encouraged to look for opportunities to provide additional employee housing, which could be accommodated by height, mass/scale and other dimensional waivers by the County through the PUD process. Any additional housing could be considered to be further public benefits for the project.

Commercial

- Retail
- Eating/Drinking
- Office
- Flex Space

The retail and eating/drinking commercial uses should primarily cater to residents living or working on the Society Turn parcel site and in Lawson Hill and nearby subdivisions as well as visitors stopping on the property on their way into Telluride and Mountain Village. Commercial uses should be similar in size to other uses in Lawson Hill and the Town of Telluride. Individual commercial uses generally should not exceed approximately 8,000 square feet in area.

Flex Space

The use of "Flex Space" is intended to create an opportunity to allow spaces in the project of varying sizes, configurations and orientations that can be configured in ways that serve different uses and activities compatible with the project and property. The types of uses that could occur in Flex Space are fairly broad, with a mix of uses that could be similar in scale and operation to those occurring in the Society Turn Business Center. It is important that the nature and extent of the Flex Space is complementary in nature to the overall development. Uses could include food/beverage processing (such as a brewery, distillery, coffee roaster, bakery, caterer, etc.); local services (such as laundry, dry cleaning, etc.); arts and crafts (art studios, media, maker spaces for jewelry/clothing, furniture, crafts, etc.); construction trades (such as carpenters, plumbers, welders, etc.) as well as compatible accessory/ancillary retail uses. Flex Space could include uses and activities typically associated with light industrial uses, provided those uses and activities would be contained within the building and not require exterior storage yards and similar supporting areas outside of the building. Care should be given to avoid uses that could be expected to generate exceptionally high levels of noise, odor or light where impacts cannot be suitably mitigated. The overall size and configuration of the individual uses devoted to Flex Space could vary depending on the particular nature of the use, such as a facility for a brewery, which could be greater than 8,000 s.f. and would be determined on a case-by case basis.

Hospitality uses are less desirable at this site. The Planning Commission recommends careful consideration of Hospitality uses within the context of other Master Plan Goals. Attention should particularly be given to whether there is a community need for lodging outside of the towns, growth effects on the region, preservation of community, and transportation impacts.

Hospitality

- Hotel/Motel Lodging, provided that development of lodging includes a transportation management plan addressing methods to reduce guest trips in personal vehicles to the Town of Telluride and Town of Mountain Village while still encouraging visitors to patronize local businesses and participate in activities. Examples include the use of van shuttle services and local transit opportunities.

Discussion

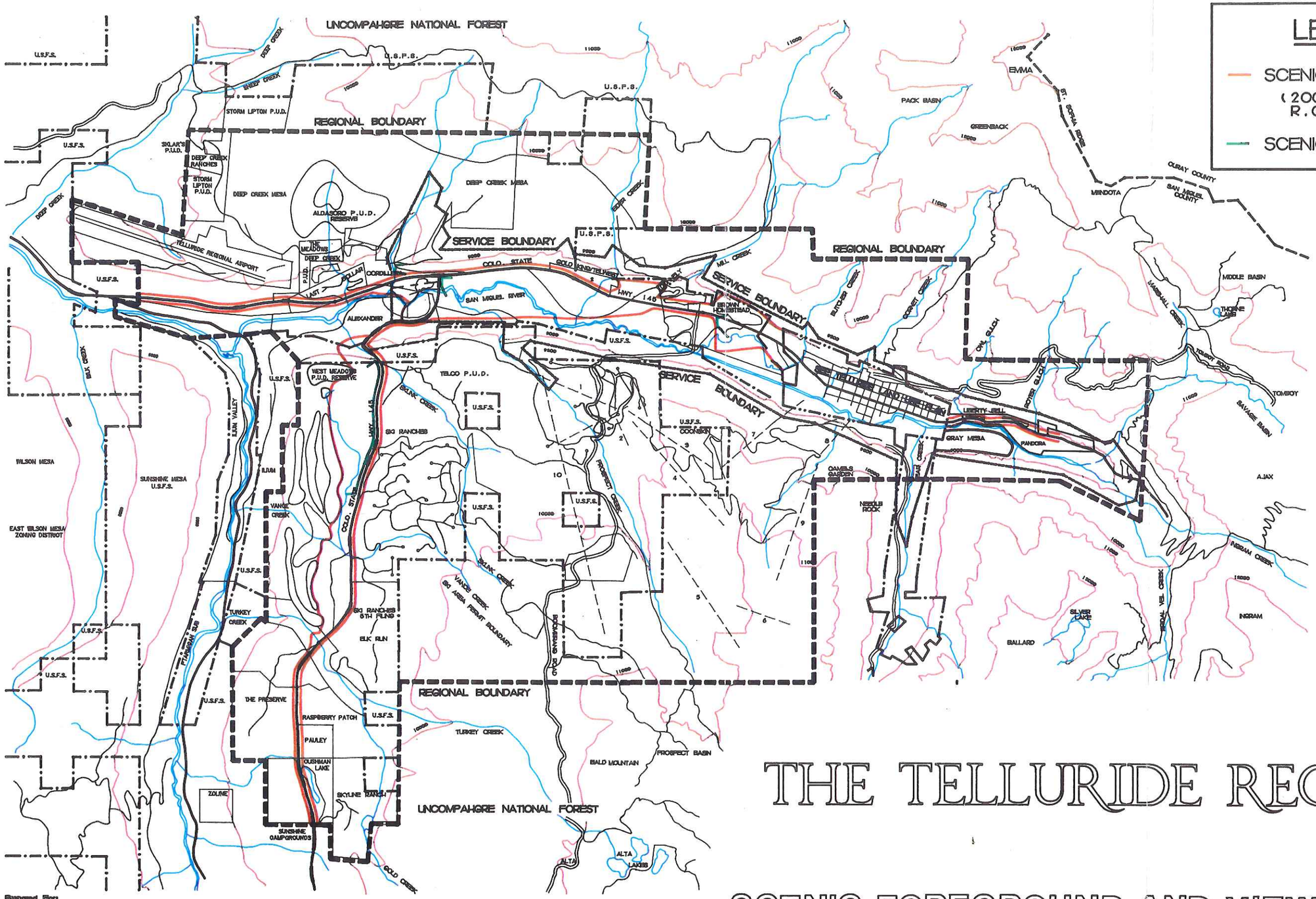
The development of the Society Turn parcel would occur through a Planned Unit Development (PUD) and subdivision review process as provided for in the LUC. The PUD process would require the provision of a public benefit, which could consist of the dedication of a site for either the Regional Medical Center, employee housing or other Public Facilities/Uses.

During the review of the PUD/Subdivision application, various land use issues and matters would be reviewed and established, inclusive of the following: (i) the final mix of uses, consistent with the uses and activities being recommended above, (ii) allowable range of mass/scale, setbacks, heights of building and other improvements, (iii) design guidelines for development of buildings and improvements on the site, including landscaping and berming, (iv) compliance with County employee housing mitigation, (v) parking requirements and guidelines to serve the development, focused on serving the actual parking needed for the uses particular uses, which may be determined by parking studies based upon then current demand calculations, (vi) management of traffic, including intersection improvements and transit opportunities as well as the provision of necessary infrastructure to serve the proposed development, including water and sewer, shallow utilities, internal roads, sidewalks, pedestrian corridors, drainage and similar requirements, so as not to adversely impact public safety, and (vii) timing and phasing of the development. In the course of the review of development applications for the Society Turn parcel, consideration should be given to mitigating impacts of the proposed development on the Scenic Foreground through building placement, massing, and design, landscaping, and other design strategies. Consideration may be given to reducing the 200-foot scenic setback requirement for property located in the Scenic Foreground (Highway 145 south from Society Turn along the east side) and the 100-foot major highway setback requirement on the north side (Highway 145 from Society Turn to the west), provided impacts are sufficiently mitigated.

Implementation of the Future Land Uses as described herein is dependent upon the developer of the property entering into an agreement with the Town of Telluride for the provision of water and sewer services. It is acknowledged that such agreement may stipulate the type and amount of specific uses.

Environmentally sensitive areas shall retain their Future Land Use designations of Open Space/Rec/Parks or Wetlands/Rivers/Open Space.

TELLURIDE REGION
SCENIC FOREGROUND AND VIEW PLANES
1989



LEGEND

SCENIC FOREGROUND
(200' either side of R.O.W. minimum)

SCENIC VIEW PLANES

NOTE:
All areas are generalized to illustrate primary land use divisions without attempting to define exact boundaries.

NORTH

SCALE IN FEET
0 1000' 2000' 4000'

THE TELLURIDE REGION 1989

SCENIC FOREGROUND AND VIEW PLANES

Prepared For
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P.O. BOX 548 TELLURIDE COLORADO 81435

Telluride Planning
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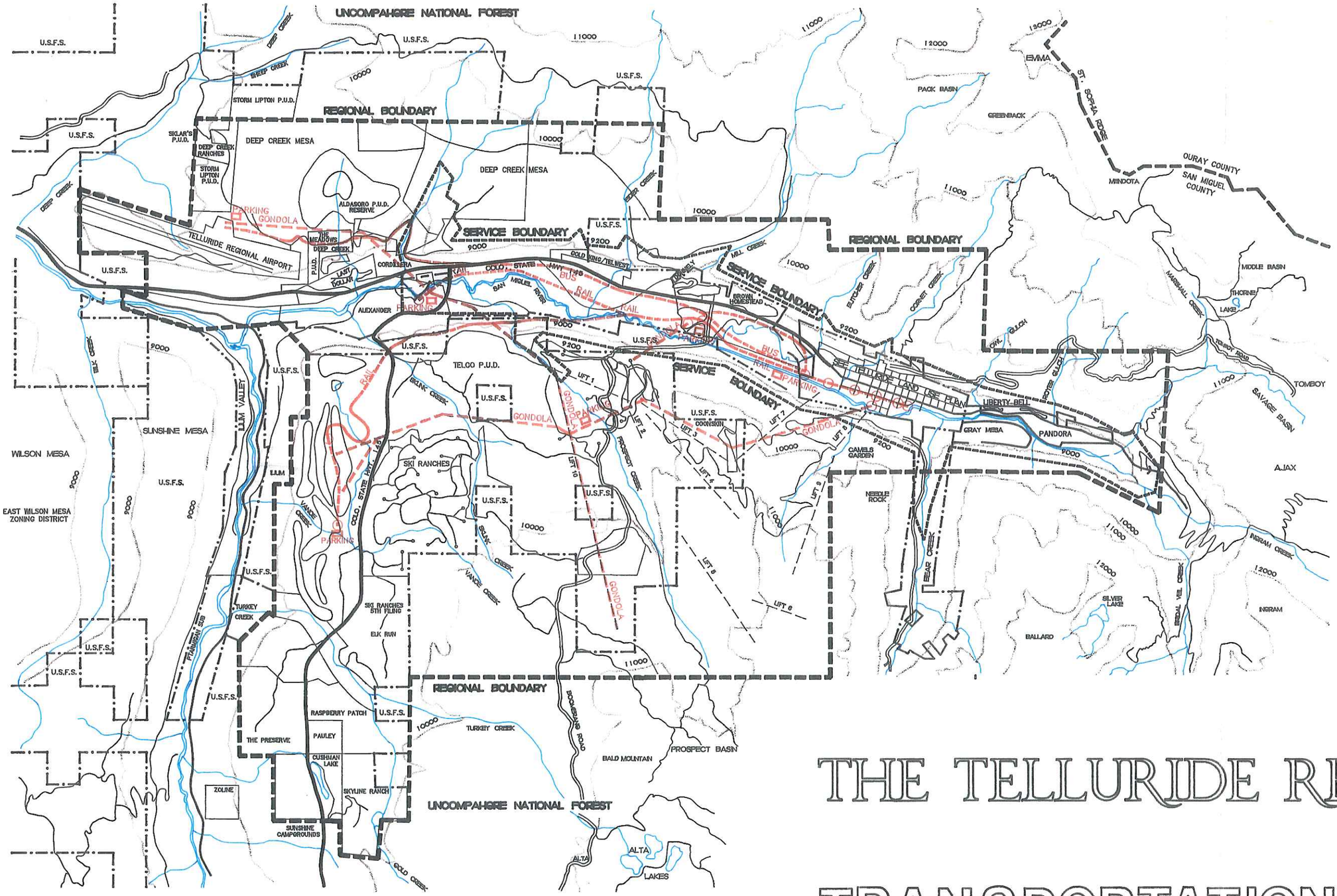
Phone: (303) 728-6900

TELLURIDE REGION
TRANSPORTATION PLAN
1991



NOTE:

All areas are generalized to illustrate primary land use divisions without attempting to define exact boundaries.

NORTH

SCALE IN FEET

0 1000' 2000' 4000'

THE TELLURIDE REGION 1991

TRANSPORTATION PLAN

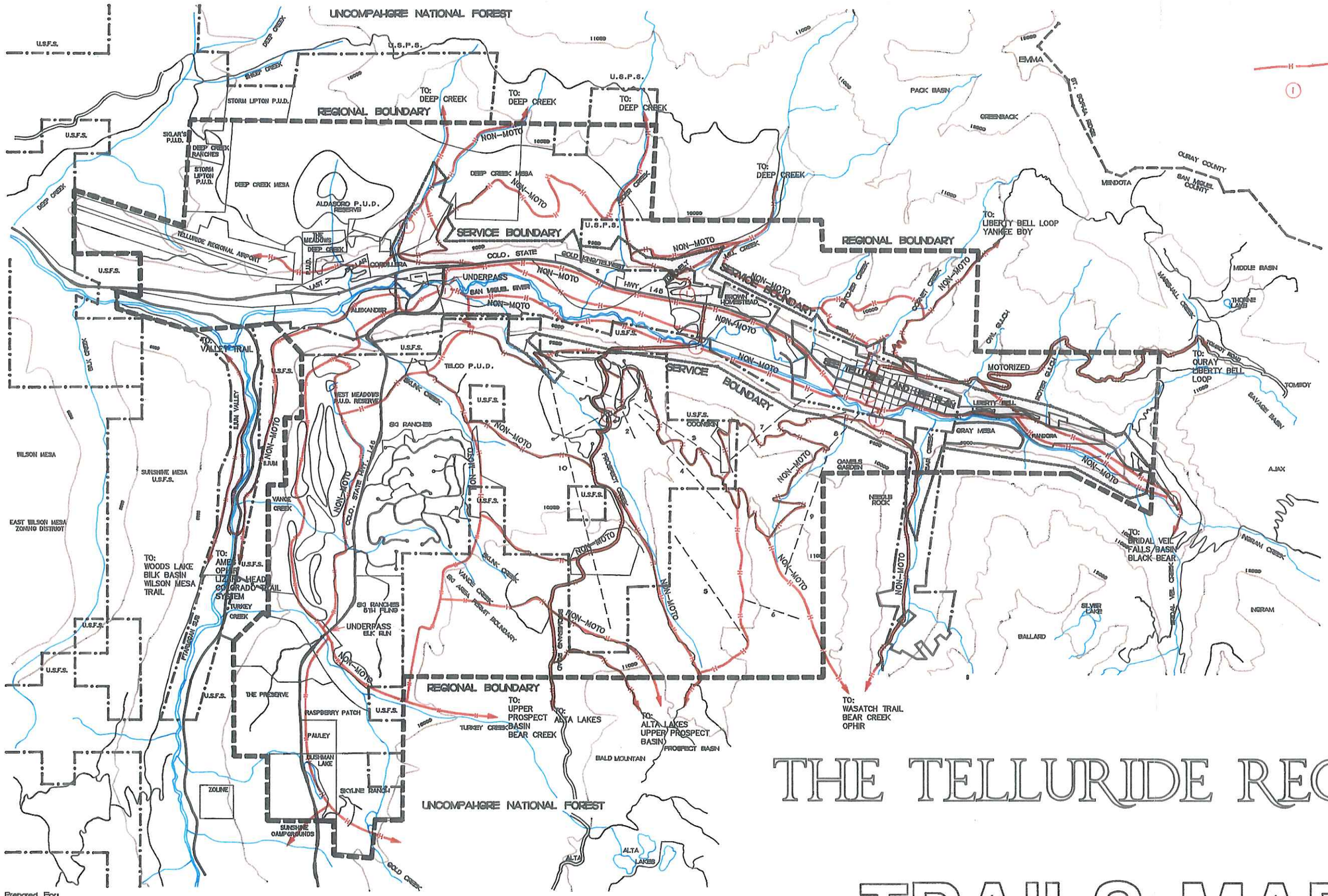
Prepared For:

SAN MIGUEL COUNTY PLANNING DEPARTMENT

P.O. BOX 548 TELLURIDE COLORADO 81435

Telluride Planning P.O. Box 2452 Telluride Co. 81435 Phone: (303) 728-6900

TELLURIDE REGION
TRAILS MAP
1993



LEGEND

TRAILS

TRAILHEAD / INFORMATION

NOTE:

All areas are generalized to illustrate primary land use divisions without attempting to define exact boundaries.

NORTH

SCALE IN FEET

0 1000' 2000' 4000'

THE TELLURIDE REGION 1989

TRAILS MAP

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IV. TRANSPORTATION AND PARKING ELEMENT (see figure on page 55)

The transportation and parking system envisioned by this element of the Master Plan must be operational prior to full build-out of current zoning and therefore it must be adequately addressed and contractually guaranteed as part of the development review process for the future high and medium density pods of development (PUD Reserves) which are planned for the Telluride Region. The figure on page 53 depicts the proposed transportation and parking system.

In the event the owners of the properties designated for future high and/or medium density pods should elect to develop according to the Low Density Residential future land use category, participation in the development of the alternate transportation systems described in this master plan element would not be required. However, the clustering of all density and transportation impact mitigation will be a requirement, regardless of the ultimate development pattern of the PUD Reserves.

The future land use pattern for the Telluride Region is intended, in part, to limit sprawl by concentrating significant new development into density pods, i.e. the Mountain Village, the Town of Telluride, on the West Meadows and west of Boomerang Road in the middle of the Valley Floor. This pattern will help to maximize the efficiency of the planned future public transportation systems. It is anticipated that all of the PUD Reserve development pods in the Telluride Region will be connected to the Town of Telluride and to the Mountain Village by the alternate transportation systems described in this element of the Master Plan. The Region's limited roadway system is not capable of handling the private automobile traffic which would be generated by the build-out of the current zoning (projected population of approximately 22,000) without reducing the service level of State Highway 145 in the Region. The alternate transportation systems are intended to diminish the need for and use of private automobiles, and thus to permit the build-out of existing zoning.

The Telluride Regional Advisory Committee played a key role in the development of this element of the Master Plan. The Transportation Sub-committee was appointed and charged with the development of a transportation plan. Recognizing that a great deal of work had previously been completed on the subject of regional transportation, the Sub-committee determined that it was not necessary to begin anew. Therefore, it began by reviewing the existing relevant planning documents. These documents included the **Telluride Master Plan**, adopted March 1987; Long Range Transit Alternatives for the Telluride Region by Howard R. Ross Associates, 1980; The Final Report of the Telluride Parking and Streets Task Force, February 1985; The Civic Parking and Transportation Report, Telluride, Colorado, May 1978; The Telluride to Mountain Village Gondola Proposal, The Telluride Company, August 1981; **The San Miguel County Comprehensive Development Plan,** August 1978 as amended to date; and the "draft 5-12-88" Telluride Regional Area Master Plan.

The Sub-committee recommended changes in the Transportation Goal and Objectives which were accepted and formally adopted by the County Planning Commission on September 8, 1988.

Criteria for the future transportation and parking system were recommended as part of the Goal. Those criteria include the following characteristics; safe, efficient, convenient, attractive, reliable, and economically practical to construct and operate.

The Sub-committee evaluated a variety of system alternatives and concluded that the future transportation system for the Telluride Regional area should consist of interconnected transportation systems. Such a mixture is necessary due to the unique topographic and geographic characteristics of the Region and the widely dispersed locations of the various proposed sub-communities or pods.

A Regional Trails System (see figure on page 51) was developed by the Telluride Regional Area Trails Council in order to provide another alternative to vehicular transportation. Trails are planned to connect the regional development nodes, public open spaces and provide access to publicly owned land throughout the Region. The dedication of the necessary trail easements will be required as part of the County's planning approval process.

The primary public transportation alternatives which were considered included a bus system, a gondola system and a street car system with gondola up-links. A principal disadvantage of the bus system was the dramatically higher total cost as compared to other systems, when the long term operational and maintenance cost were taken into consideration. Also, buses would have to share the Region's long circuitous roads with private automobiles and would be subject to the design capacity limitations of the roadways. Finally, bus systems are not likely to provide the quality, service levels, convenience and image which will be necessary to compete successfully with the private automobile.

The Planning Commission has determined that the transportation system which would best satisfy the adopted criteria should consist of a light rail line along the valley floor to connect the Town of Telluride with the Society Turn area with gondola up-links to the Mountain Village and to the Airport. Principal advantages of this combination of systems include:

I. Lower costs (considering the initial capital costs as well as long term operational and maintenance costs);

II. The minimal dependence of each development upon the timing of other developments;

III. The positive image which the system would project to users; and

IV. The ability to distribute skiers and other users throughout the Town of Telluride and to the Valley Floor pod, to the West Meadows and the Airport.

Intercept parking is a critical part of the transportation and parking system. The ultimate success of the alternate transportation system will depend in part upon the availability of intercept parking. As the Region approaches zoning build-out, some regulatory actions may be necessary.

According to the Final Report - The Telluride Parking and Streets Task Force, 1985, "it is likely that peak winter parking demand at Telluride will exceed total supply by nearly 2,000 vehicles when the town and region approach 'build-out.'" The Task Force's report indicates that more than half of this intercept parking short-fall can be handled immediately west of the Coonskin Base. However, the environmental consequences of wetlands development could necessitate changes in the Task Force's parking plan. Any remaining short-fall should be developed along the transit triangle between Telluride, the Mountain Village and the Valley Floor, in conjunction with Valley Floor development west of the Boomerang Road.

Implementation of this Transportation Element will include the County's preservation of the necessary rights-of-way by all means possible, including but not limited to the required dedication of the necessary rights-of-way through the development review process.

Specific elements of the system which satisfy the Transportation Goal and Objectives and will be required to be in place or guaranteed prior to the approval of future high density pods include:

1. Light rail will initially utilize the Pacific Street R.O.W. through the Town of Telluride in order to transport pedestrians between Town Park and the Intercept Parking/Coonskin Lift Area ("Phase 1"). The extension beyond Town limits is expected to occur in two additional phases.

2. The light rail line will be extended along the railroad right-of-way to the Boomerang Road area in conjunction with the development of the Valley Floor pod ("Phase 2 extension"). Interim use of this phase of the light rail line as a segregated busway would be inappropriate because this phase will be technically efficient and economical, as the phase has no river crossing, slope problems, segregated crossings, etc.

3. The Society Turn area and the West Meadows pod will be served by further extensions of the light rail line ("Phase 3 extensions"). The Phase 3 extensions include the West Meadows spur and the Society Turn spur (see map on page 50) and will initially be designed as light rail lines, but may be used on an interim basis as segregated bus lines, provided that need-related implementation triggers are established to insure full implementation of the planned light rail lines. The individual spurs are likely to be constructed or guaranteed under separate time frames and because of unrelated developments or factors.

4. The Mountain Village gondola up-link will provide the primary transportation between the Town of Telluride and the Mountain Village.

5. A jig-back gondola or other acceptable transportation up-link ("Valley Floor gondola") from the Boomerang Road area to the Mountain Village should be developed in conjunction with development of the Valley Floor pod. However, in order to protect the Town of Telluride's role as the commercial, cultural and governmental hub of the Region, the Valley Floor gondola will not be built until the Mountain Village gondola is in place.

6. A gondola link between the Mountain Village intercept parking structure/gondola and the core of the West Meadows should be developed in conjunction with the development of the West Meadows pod. The gondola link would be constructed in lieu of the Phase 3 rail line extension described in paragraph 3 above.

7. Each high density pod will be expected to provide intercept parking to serve its own needs in coordination with the Regional parking solution and may be required to be expanded to serve regional needs.

8. An alternative transportation system to the bus will be required as a part of the approval of any high density development on Deep Creek Mesa. The specific system is yet to be determined. Therefore, it will be the applicant's burden to develop such a system and to guarantee its implementation.

9. Buses or van transportation systems will only be used as a system backup between the various high density pods, meaning the Town of Telluride, the Mountain Village, the Valley Floor and the West Meadows, for internal distribution within the various pods of development and for interim service purposes. Buses and vans will continue to serve the primary purposes of providing access to the Montrose Airport and downvalley areas.

10. Recognizing the integral relationship between downvalley areas and the Telluride Region, the transportation system will include a bus line serving Norwood and other downvalley areas. Intercept parking should be provided in the Placerville area and in Norwood.

11. A legal entity will be established to handle the operation and maintenance of the regional transportation system. A Metropolitan Transportation District is currently believed to be the most appropriate way to manage these responsibilities, although other possibilities include a Regional Transit District or a public/private partnership agreement. Initially, the entity is expected to include at a minimum the Mountain Village and San Miguel County; however, it should maintain a standing invitation for other property owners and areas of the County to become part of the District.

12. The initial capital cost of implementing the elements of the transportation system which are necessary to serve any specific development will primarily be the responsibility of the developer or of the development (e.g. self-imposed real estate transfer assessments, lodging tax, impact fees, etc.), but must be determined on an equitable basis. However, the long term operation and maintenance of the system will provide benefit to all of the residents of the Region. Therefore, a sharing of the operation and maintenance costs by the residents of and visitors to the Region would be appropriate.

13. Stations on the light rail system variously provide connections to gondolas, chair lifts, buses, cars and parking, pedestrian paths and trails. The areas around stations, including those within the Town of Telluride, should be designated to facilitate changes of transportation mode by making these interconnections as compact as possible.

V. IMPLEMENTATION ELEMENT

The implementation element of the Telluride Regional Area Master Plan describes recommended actions to address land use and transportation issues.

The Telluride Regional Area Master Plan has re-evaluated most of the assumptions with respect to environmental characteristics and the availability or potential availability of public facilities and services. Regional air quality at build-out of current zoning and the design and service capacity of State Highway 145 has not yet been determined. The Plan has, however, responded to the overall goal of defining under what circumstances the current zoning in the Telluride Region would be permitted to be implemented.

In order to carry out the recommendations and purposes of the Plan, a number of specific suggestions have been made throughout the Plan. Most of those suggestions take the form of policy goals which should be implemented through amendments to the Zoning Resolution. However, additional study will be needed before changes in the Zoning Resolution can be formally considered. It is the intent of this section to generally list the actions which should be taken in order to carry out the Plan's recommendations. It will be necessary for the elected officials to establish priorities for the accomplishment of the various actions over time.

The following is the suggested list of implementation actions:

1. Adoption of a Policy Section as amendment to the Zoning Resolution.

This policy section should include statements of policy with respect to social and environmental issues and the provision of essential public facilities and services. Submission requirements and suggestions should be included as a compliance guide to applicants. Policies should be established with respect to each of the following issues: Conformance with the Telluride Regional Area Master Plan; Soil, Surficial Geologic Characteristics and Radiation; Drainage; Adequate Provision for Water Needs; Sewage Treatment and Collection; Impacts on Road System; Road Design and Construction; Logical Extension of Utilities; Erosion; Impacts on Taxes and Management of Necessary Services and Facilities; Housing; Scenic Quality; Air Quality; Transportation; Water Resources Impacts; Wildlife Habitats; Wetlands; and Noise.

2. A Common Procedure for the processing of development applications should be adopted as an amendment to the Land Use Code.

A Common Procedure should be adopted with a multi-step review process, providing for increasing levels of governmental approval commitment in relation to the level of the detail of the application. Submission requirements should be established for each step in the process and would include demonstration of compliance with all relevant policies.

All applications should be required to go through either all or part of the Common Procedure, depending upon the degree of complexity of the application. A standardized public notice and hearing requirement and procedure should be established as a part of the Common Procedure.

3. Revisions to the PUD Zone District and the PUD Reserve Zone District.

The staff should analyze the PUD Zone District and the PUD Reserve Zone District and recommend revisions which are necessary to implement the Goals and Objectives of the Plan. The Purpose and continued need for the PUD Reserve Zone District should be re-evaluated. It is likely that PUD Reserve has out lived its usefulness and should be replaced with a combination of the new zone districts which are proposed below. Open space requirements, Floor Area Ratios, minimum lot area and parking requirements per dwelling unit should also be addressed. At present, there are not floor area rations in the PUD Reserve Zone District, therefore the sizes of structures are not regulated. Provision should be made for architectural review in the PUD Zone District. Better definition should be provided with respect to the flexibility to be permitted in a Planned Unit Development.

4. Several new zoning designations are needed to replace the existing Single Family Residential "R" Zone District and Multi-family Residential "MFR" Zone District.

The current "R" and "MFR" Zone Districts need to be replaced with new zone districts to implement the High Density Village Cluster, Medium Density Residential Cluster and Low Density Residential Cluster Future Land Use Districts. Within each of these new districts permitted uses and area and bulk requirements should be specified. Following the adoption of the new zone districts, properties which are designated as High Density Village Cluster, Medium Density Residential Cluster or Low Density Residential Cluster on the Future Land Use Map should be rezoned accordingly.

5. Open Space(s) Zone District(s) need to be developed and adopted.

Open Space Zone Districts are needed to better define the purposes for preserving open spaces and the uses to be allowed. It is likely that two different open space districts will be needed to implement the Open space/Recreation/Parks and the Wetlands/Rivers/Open space Future Land Use Districts. These areas should be rezoned under the Open Space Zone District(s).

6. R-1 Housing Zone District needs to be developed and adopted.

The staff should develop for adoption the R-1 Housing District. The District should be an overlay district intended primarily for properties in the Telluride Region. Most importantly, all housing developed under the R-1 Housing Zone District should be 100% restricted to providing housing for persons employed in the R-1 School District. As an incentive to development of R-1 Housing, density increases should be allowed for such deed-restricted housing in order to decrease the land cost per unit for projects which meet the intent and purpose of the District. In addition to use and density standards, the District should define R-1 Housing, deed restriction requirements, standards for approval and provide objective, locational criteria to guide the decision-making process.

7. Adoption of Scenic Foreground Overlay with Scenic View Planes.

The Scenic Foreground and View Plane Map designates areas of visual vulnerability defined as Scenic Foreground or Scenic View Planes. It is recommended that the official County zone district maps be revised to incorporate a Scenic Foreground Overlay. All development within the Scenic Foreground or Scenic View Planes should be subject to Special Use Permit Review. Such provisions will enable the County to address the problem of the quality of development in the Region in terms of the siting of structures.

8. Rezoning of properties identified as Utility/Light Industrial and Public/Institutional.

Several properties have been identified by either the Utility/Light Industrial or the Public/Institutional Future Land Use District on the Future Land Use Map. A Utility/Light Industrial Zone District and a Public/Institutional Zone District should be developed to implement the Goals and Objectives of the Telluride Regional Area Master Plan. Following the adoption of the new zone districts, properties which are designated as Utility/Light Industrial or Public/Institutional on the Future Land Use Map should be rezoned accordingly.

9. Adoption of the Plan by the other regional governments.

The County should refer the Telluride Regional Master Plan to the Telluride Town Council, the Planning and Zoning Commission of the Town of Telluride and to the Telluride Mountain Village Metropolitan District. The County should work cooperatively with the other regional governments to be sure that the document is fully adopted by each jurisdiction as part of its master plan. The implementation of the Plan, regardless of jurisdiction, should be guaranteed as part of an Intergovernmental Annexation Agreement with the Town of Telluride. The implementation of the land use pattern and certain of the long range land use objectives will be significantly affected by annexation.

10. Public Acquisition of Land Conservation Easements.

The County and the Town of Telluride should continually evaluate parcels of land designated as Open Space/Recreation/Parks and Wetland/Rivers/Open Space for acquisition and cooperate in assisting landowners seeking to donate land or conservation easements to the public. Such a program addresses problems of quantity, quality and distribution/location of future land uses over the long term in which the Plan is expected to be effective.

11. Protect Transportation Corridors.

The County should obtain easements or rights-of-way by all possible means for the proposed trails system and for the future alternate transportation corridors described on Figure 4. In this regard, the County should take every appropriate measure to protect its rights to the abandoned railroad right-of-way.

12. Adopt regulations pursuant to H.B. 1041.

The County Staff should develop for adoption regulations requiring a Special Use Permit to regulate Areas and Activities of State and Local Interest which were authorized by Section 24-65.1-101 et seq. (HB 1041), Section 3028-101, et seq., and Section 29-20-101, et seq., C.R.S. 1973. These regulations would replace the current County Floodplain Development Permit and Impact Regulations.

Areas of State and Local Interest include geologic hazard areas, floodplain hazard areas, wildfire hazard areas, wildlife habitat areas, historic and archaeological resource areas, areas around key facilities including airports and rapid or mass transit terminals, stations, or fixed guideways.

Activities of State and Local Interest to be regulated include the site selection and construction of major new domestic water and sewage treatment systems, site selection and development of solid waste disposal sites, site selection of airports, site selection of rapid or mass transit facilities, site selection of arterial highways and interchanges and collector highways, site selection and construction of major facilities of a public utility, site selection and development of new communities, efficient utilization of municipal and industrial water projects and the conduct of nuclear detonations.

13. Enforce the excavation requirements of the Uniform Building Code.

The Uniform Building Code requires the issuance of excavation permits prior to moving more than 50 cubic yards of dirt. These requirements should be enforced to accomplish the purposes of the Uniform Building Code and the County's Subdivision Regulations and Zoning Resolution. The County Land Use Code should be amended to prevent the issuance of building or excavation permits prior to obtaining the appropriate subdivision and/or zoning approvals.

14. Establish an appropriate legal entity to operate and maintain the regional transportation system.

The Staff of the Town of Telluride, the County, and the Telluride Company should evaluate the alternatives and advise the elected officials of the necessary steps to accomplish the formation of a legal entity to operate and maintain the regional transportation system.

15. Evaluate the current zoning of the Telluride Region and rezone the Telluride Region as necessary to implement this Plan.

Study the design and service capacity of State Highway 145, the proposed alternate transportation systems, taking into consideration all other traffic. Develop a model of the regional air quality, assuming build-out of current zoning. Rezone the Telluride Region as necessary based upon the results of these studies and the goals and objectives of this Master Plan.

APPENDIX

The following is a list of materials used in the development of the **Telluride Regional Area Master Plan**. These materials are available in the San Miguel County Planning Office upon request.

Natural Hazards of San Miguel County, prepared by Michael J. Bovis, Institute of Arctic and Alpine Research, University of Colorado, May 1977.

Flood Insurance Study, County of San Miguel (Unincorporated Areas), U.S. Department of Housing and Urban Development, Federal Insurance Administration, March 1978.

Wildlife Resource Information System for the Telluride and Grey Head Quadrangle, the Colorado Division of Wildlife, October 1988.

Preliminary Wetlands Map of the Cordillera Property, Dr. John T. Windell, Aquatic and Wetland Consultants.

Town of Telluride 201 Wastewater Facilities Management Plan, ARIX, A Professional Corporation, July 1985.

Town of Telluride 210 Wastewater Facilities Management Plan Addendum, ARIX, A professional Corporation, June 1986.

Wastewater Management Report Facilities Plan for Telluride Regional Area, Wright-McLaughlin Engineers, July 1976.

Soil Survey and Interpretation of the upper San Miguel and Norwood Area, Colorado, U.S. Soil Conservation Service, January 1977, Main Reports, Supplement #1 and Supplement #2.

Memorandum: From Tim Carlson - To Telluride Town Council, Workshop on Water System Improvements, Tim Carlson, April 8, 1985.

Aquatic Inventory, San Miguel Project, Colorado Division of Wildlife, 1977.

Colorado Bird Distribution Latilong Study, Colorado Division of Wildlife, July, 1982.

Colorado Mammal Distribution Latilong Study, Colorado Division of Wildlife, July, 1982.

Long Range Transit Alternatives for the Telluride Region, Howard R. Ross Associates, October 1980.

Final Report, the Telluride Parking and Streets Task Force, February 1985.

Civic Parking and Transportation Report, Telluride, Colorado, Transportation and Parking Committee and Jim Burleigh, May 1978.

Telluride to Mountain Village Gondola Proposal, The Telluride Company, August 1981.

Telluride Master Plan, Rosall Remmen and Cares, Inc. and the Telluride Community, Approved March 19, 1987 by the Telluride Planning & Zoning Commission.

Study of Wetlands Picking Up Heavy, Colorado Mined Land Reclamation Board.

An analysis of Telluride's wintertime PM10 Problem, Colorado Department of Health, Air Pollution Control Division, Technical Services Program, December 1987.

San Miguel County Board of Commissioner's Resolution 1986-20, regarding Air Pollution Regulations for the Telluride Region.

"Telluride Visitor Survey" conducted by the Town of Telluride, august 1986.

San Miguel County Planning Commission minutes of April 14, 11988, May 12, 11988, June 9, 1988 August 11, 1988, September 8, 1988, October 13, 1988, November 17, 1988, January 12, 1988, February 16, 1989, March 22, 1989, April 12, 1989, May 10, 1989, June 7, 1989 and July 12, 1989.

Memorandum to Telluride Regional Advisory Commission from Stephen B. Johnson, Telluride Town Attorney, regarding Regional Transportation District Option, February 11, 1988.

Memorandum to Telluride Regional Advisory Commission from Stephen B. Johnson, Telluride Town Attorney, regarding Attorney Update on Legal mechanisms for Funding of Regional Transportation and Amenities, February 24, 1988.

Memorandum to Linda Luther (County Commissioner) from Bill Harmsen (County Attorney) regarding Funding Methods for Transportation in San Miguel County, April 20, 1988.

Memorandum to the County Planning Commission from Richard Grice, County Planning Director, regarding the Design and Service Capacity of State Highway 145, June 9, 1988.

Memorandum to the County Planning Commission from Richard Grice, County Planning Director, regarding Regional Area Master Plan - Physical Analysis, October 13, 1988.

"Site Analysis, Development Suitability & Preliminary Planning Concepts", Telluride, Colorado, HOH Associates, December, 1984.
Letter dated August 15, 1988 from Grady L. McNure, Regulatory Section, Army Corp. of Engineers, to Richard H. Grice, regarding the "preliminary wetlands map" of the Cordillera Property by Dr. John T. Windell of Aquatic and Wetland Consultants.

Letter dated August 1, 1988 from Bill Kane, Design Workshop, to Ms. Carmen Lawrence, Chairperson of the San Miguel County Planning Commission, regarding the 7-21-88 draft of the Master Plan update.

Letter dated July 19, 1988 from Bill Kane, Design Workshop, to Ms. Carmen Lawrence, Chairperson of the San Miguel County Planning Commission, regarding the 6-9-88 draft of the Master Plan update.

Paper entitled "Master Plan Critique" (updated) which addresses the Town of Telluride Master Plan, believed to have been prepared by Ms. Erin Johnson and Mr. Bernie Lash for the Cordillera Corporation.

Memorandum to Charles Haas, Erin Johnson, Sandra M. Stuller, and Bernard Lash from Jean C. Ackerman, regarding Comments on the Telluride Master Plan for possible inclusion in the August 25, 1987 submittal.

Memorandum to the Planning Commission from Erin Johnson, San Miguel Valley Corporation, regarding San Miguel County Master Plan, August 25, 1988.