

Appendix B
of the Mesa County Land Development Code (2000, as amended)
Mack Streetscape Standards



Mesa County, Colorado

Adopted May 16, 2005

Our thanks to the Mack Streetscape Committee members

Tom Lucks
Barbara Kelley
Tom Nelson
Phillip Lockmiller, Sr.

And also to the residents of Mack who provided additional direction
for the development of this guide

Original drawings for this document were illustrated by Steve Kollar

Streetscape - street·scape (strēt'skāp') *n.*

1. An artistic representation of a street.
2. Surroundings composed of streets: *the urban streetscape.*

The streetscape is composed of many distinct elements that relate to the design and installation of paving, landscape planting, site furnishings, lighting, signs and utilities. Its' function is to improve the quality of life for residents and visitors.

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Figure 1

Section A - Introduction

The rural community of Mack evolved out of a railroad terminal, construction camp and settlement at the turn of the last century. The railroad terminal and settlement were named for John Mack, who was the president of the General Asphalt Company and Uintah Railway Company in 1903. By late 1904 the Uintah Railroad reached Dragon City, Utah. The Uintah Railroad (originating at the Mack railroad terminal) was a narrow gauge railway constructed for the purpose of transporting gilsonite from mines in northeast Utah to the Denver & Rio Grande Railroad in the Grand Valley. A general store, commonly known as the “Mack Mercantile”, was constructed at this time and Mack quickly started to take on the characteristics of a rural community which later included a school, post office and hotel. Around 1918, the federal government conducted a homestead drawing on irrigated or potentially irrigated lands around Mack, allowing a farming community to develop. By 1930, Mack began to look less like a small railway town and more like a farming community that had a railroad. The Uintah Railroad closed for business in 1939.

Today, one hundred years later, Mack is experiencing renewed interest in growth and development. Strategically located off an interchange of Interstate 70, Mack is now within commuting distance of the cities of Grand Junction and Fruita. It has many urban infrastructure amenities, including public sewer service and benefits from numerous local tourist attractions, including nationally known Country Jam, the Colorado National Monument and McGinnis Canyons National Conservation Area (formally Colorado Canyons), the Kokopelli Trail, and BLM managed public lands.

Purpose of the Mack Streetscape Standards

Land development within the core area of Mack (Figure 4) has largely occurred prior to the introduction of the modern automobile. As a result, existing development patterns along M.8 Road, Highway 6 & 50, and Hotel Circle are not conducive to development patterns of a modern community center. Many applications for development in this area have been unable to meet minimum Mesa County parking space standards and other design and safety concerns. Many lots, especially along M.8 Road between Highway 6 & 50 and 10 Road are too small to provide on-site parking for stores and restaurants typically found in rural community and small community centers. Numerous accesses along M.8 Road and State Highway 6 & 50, compounded by high



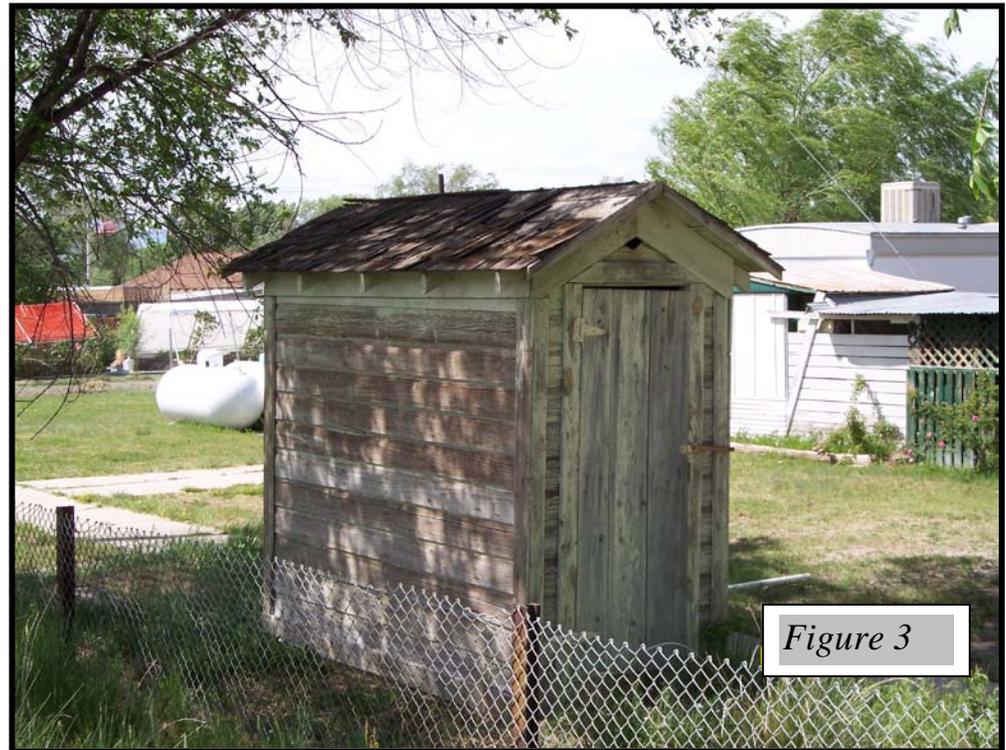
Figure 2

speed traffic, are a safety concern.

The establishment of a small public sewer district in 1978 has allowed Mack a small amount of development at urban densities. However, many other urban amenities, such as sidewalks, street lighting, crosswalks, etc. do not exist. Irrigation water is not available in many areas, limiting landscape possibilities. Access issues along M.8 Road and State Highway 6 & 50 continue to be a detriment to the safe and efficient future development of a downtown core for Mack. A random mix of urban and rural development without these features normally associated with a small rural community detracts from the unique charm and character of a railroad and farming community.

The Mack Streetscape Standards are intended to resolve many of the issues associated with the smaller lots within the downtown area (Tier 1) and to provide Mack a foundation for future development. It is intended to provide guidance for development and private/public partnerships for future development in Mack. The goals of these standards include:

- Allow Mack to grow in a safe, orderly, and economically viable way while maintaining and enhancing its unique character, heritage and small town feel.
- Implement the Loma/Mack Area Plan with the Mack Overlay District to promote flexibility in land development by allowing landowners to meet the intent of regulations by alternative means.
- Allow for mixed use development as requested by landowners while meeting basic development standards for safety, access, parking, and landscaping.
- Improve road and pedestrian safety by utilizing road improvements, traffic calming techniques, crosswalks, sidewalks, identified trails, and street lighting.
- Promote the unique character and heritage of Mack by establishing incentive based signage, design and landscaping guidelines.
- Provide the foundation for a safe and economically viable rural community and the opportunity for a rural community lifestyle within Mesa County.
- Improve property values and investment opportunities within the community.
- Maintain historic structures where desirable and practical.



Relationship of the Mack Streetscape Standards to the Mack Overlay District

Landowners and developers have the option of meeting the existing zone district requirements (Chapters 4 & 5) or the Mack Overlay District. The Mack Overlay District provides the option of unique development alternatives when utilized within the rural community.

The Mack Streetscape Standards are the development standards that are utilized when the Overlay District is invoked. They are structured to provide a toolbox of options to allow landowners and developers flexibility in achieving the desired goals of the Mack Overlay District. The Mack Streetscape Standards has identified numerous land development issues and concerns raised by the residents of Mack. The following issues have been identified as potential improvements for new development: parking, traffic speed and circulation, pedestrian circulation, safety, street lighting, signage and landscaping. The Mack Streetscape Standards will allow the intent of the Land Development Code to be met by the use of one or more options allowed from a list of available choices for each issue to be addressed.

Purposes of Tier 1, Tier 2 of the Mack Overlay District

The Mack Streetscape Standards apply to Tier 1 only. The Landscaping and Buffering standards included in this document also apply to Tier 2 per Section 7.2.1 of the Land Development Code.

The Mack Overlay District was developed to encourage a mix of land uses within the rural community customized to the community's needs. To this end, two distinct areas were identified, each with unique needs (Figure 4, Tiers 1 & 2). When the Mack Overlay District is utilized within Tier 1, the standards of this document (Mack Streetscape Standards) are to be applied.

Tier 1: Tier 1 was developed for the downtown core area of Mack where small lots and a mix of zone classifications occur. It is intended to allow and promote a mix of business, commercial, and residential uses. Streetscape standards are designed to allow these types of uses on the small lots located in the center of Mack.

Tier 2: Tier 2 was developed to accommodate a mix of business, commercial, and residential uses for those areas outside the downtown core of Mack (Tier 1) which are better suited to less intensive uses where urban type development can occur. Lots in this area are typically larger than what would be found in Tier 1, but still within the Mack Core Area (rural community).

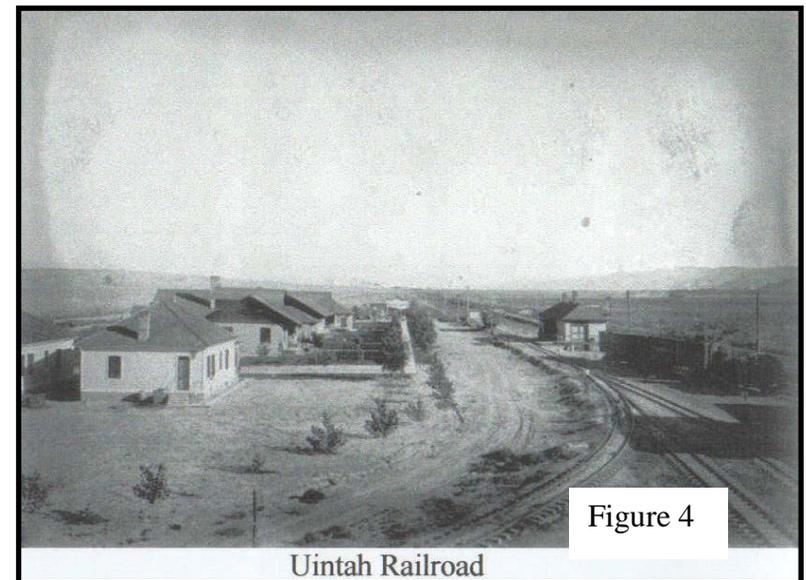


Figure 4

Uintah Railroad



Figure 5
Tiers 1 and 2 of the Mack Overlay District in the Mack Core
(also known as the Mack Rural Community) as defined in the Loma/Mack Area Plan

Section B - Creating a Community

The intent of the Creating a Community section is to present recommendations and guidance for future private and/or public partnerships to create community improvements in Mack. Mesa County is available to assist residents to prepare grant applications and to help with good design and to maintain community character.

One of the benefits of creating a mixed use overlay district is that residents may be able to create a community that allows people to work closer to home; to walk or travel by bicycle for errands, and make sure children and the elderly can be more independent. Another benefit is the reduction of noise and pollution by the reduction of vehicle speeds (and possibly the reduction of the number of trips made). The goal is to improve mobility and to create a better quality of life.

The Mack Streetscape Committee walked around Mack to determine traffic patterns, pedestrian patterns, school bus stops and areas that may need improvement (see Figure 4). For example, visitors who enter town have no directory to available services. If visitors stop at the store for a snack, there are no pocket parks for them to sit and eat. No crosswalks are striped across M.8 Road for a safe area for people to walk to the post office. Traffic lanes are not striped to allow bicycles to ride through town and to the Colorado Canyons mountain biking area to the south. Pedestrian walkways from Country Jam and similar events to Mack do not exist.

Traffic calming is a way to reduce the speed of vehicles on the road, increase the safety of pedestrians and improve the quality of life for residents. Traffic volumes on M.8 Road will not be impeded by improvements made to reduce speed. By using materials that are compatible with the surrounding area, traffic calming devices can create a sense of place for a community. For a small community such as Mack, M.8 Road is the main thoroughfare. It is important to keep traffic moving through the area at a speed that allows safety for pedestrians and bicycles, and allow vehicles the ability to stop at a store or the post office easily. The benefit is that instead of the road being a no-man's land, it becomes part of a more walkable community, and people will have more opportunity for a healthy lifestyle.

Some ideas that will help reduce traffic speed are:

- 10' wide driving lanes (striped)
- Bicycle lanes next to the vehicle lane
- Sidewalks
- Street trees
- Medians in the road
- Striping at crosswalks

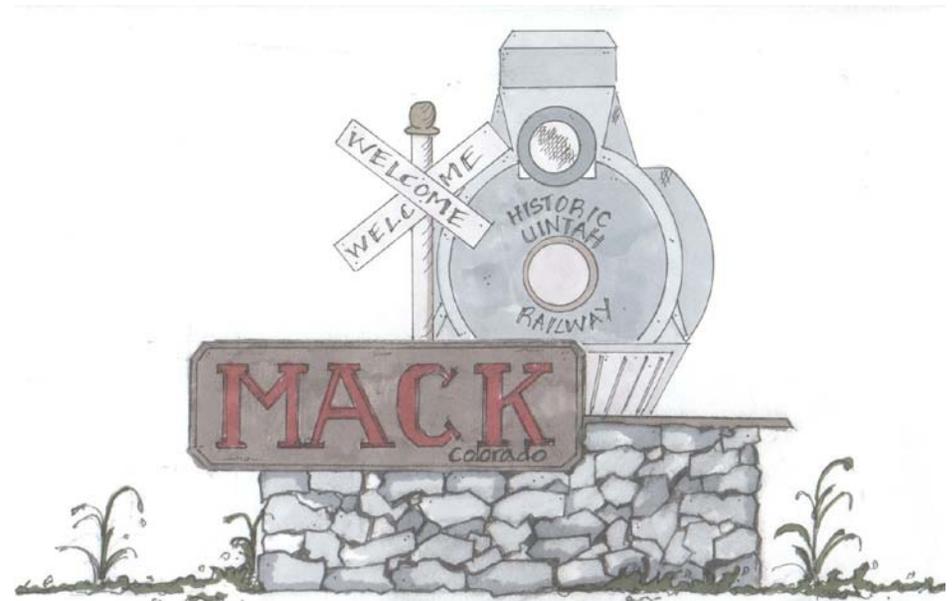


Figure 6

Merging Plans with People

The committee and staff discussed desired outcomes:

1. Public parking area
2. A park for residents and for people from I-70 that make a rest stop
3. Sidewalk or boardwalk along M.8 Road
4. Designs for historical structures
5. Signage that is in keeping with the historical aspect of Mack
6. Safety considerations for access and for pedestrians
7. Landscaping
8. Capital Improvements
 - Budget/Transportation Impact Fees
 - Drainage ditch piping
9. Access management plan:
 - Traffic calming
 - Corridor identification analysis
 - Renaming of M.8 Road
 - Welcome to Mack signs
 - Shared driveways
 - Reduce the 'curb cuts' along M.8 Road
 - Alley behind small parcels along M.8 Road – common ingress/egress
10. Survey of historic resources
11. Redesign of the Ute Water bulk fill tap (circulation problems)
12. Street lighting

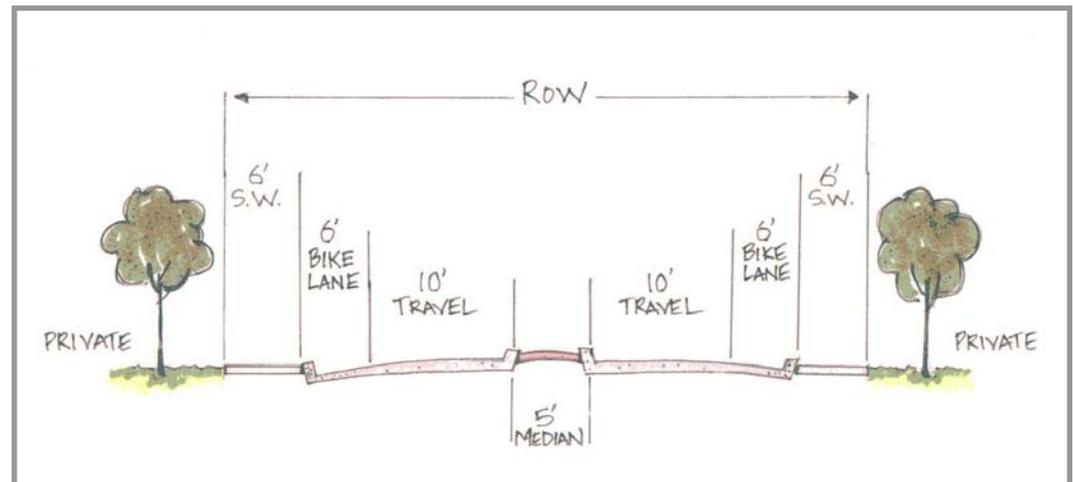


Figure 7
Cross Section of Road

Building Orientation

The preferred placement of buildings is adjacent to the street with the parking located in the back. This allows for less interruption in pedestrian movement along the sidewalk, and a continuous pedestrian friendly streetfront along the road. Glare from parked cars is reduced and street trees can form a continuous canopy along the street. These drawings show the location and orientation of buildings on the street.

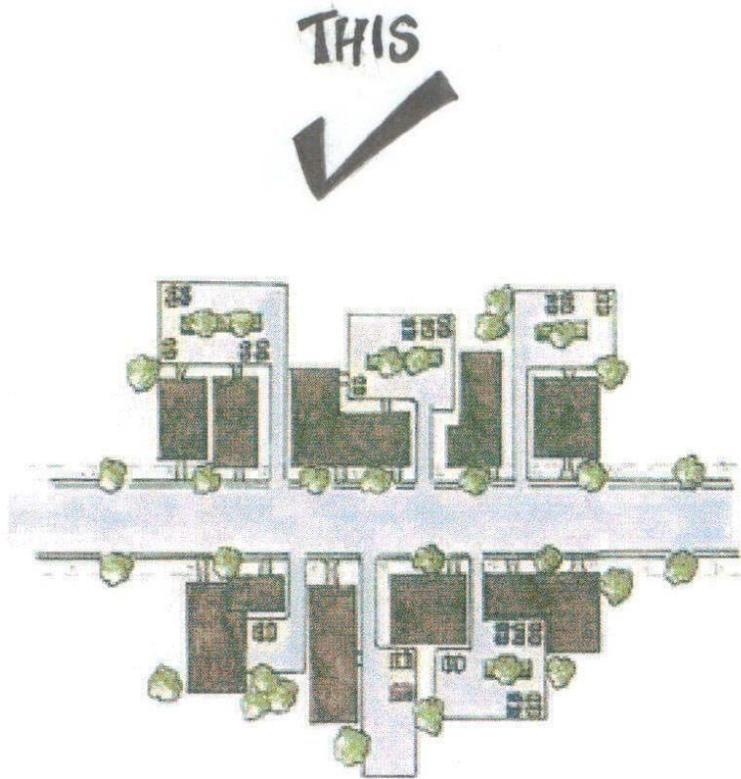


Figure 8

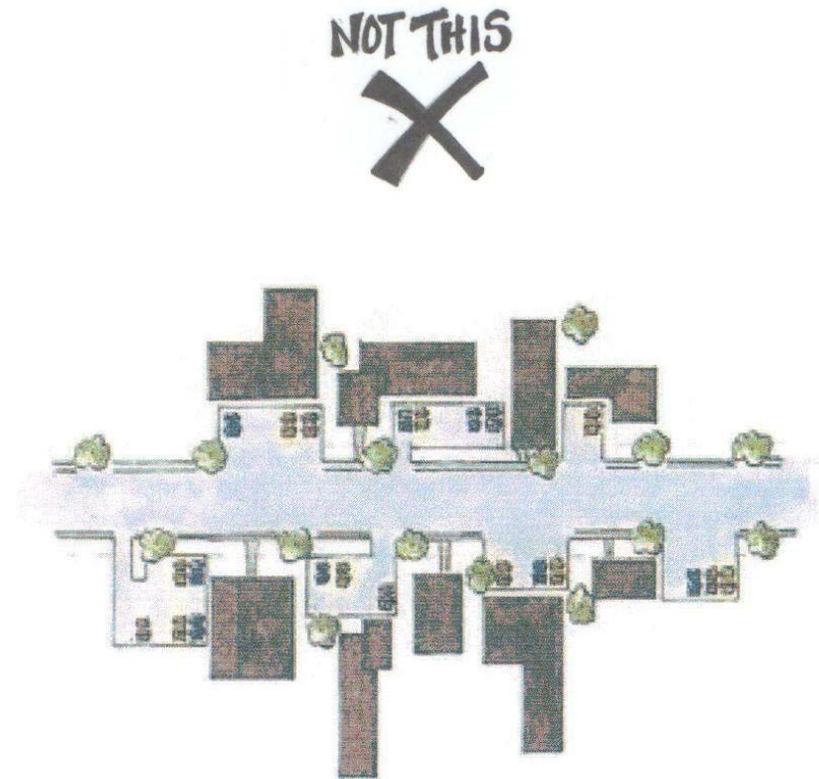


Figure 9

Existing Circulation Patterns – Tier 1

Existing circulation patterns in Mack developed somewhat haphazardly over the past 100 years. In past times, a small population and slower pace of life minimized pedestrian and road conflicts. Today, renewed growth and development, compounded by higher-speed commuter traffic to the cities of Grand Junction and Fruita, have resulted in increased conflicts between automobiles, school bus stops and children, pedestrians and bicyclists. Many historic driveways do not meet modern safety standards. Traffic lanes are not striped and crosswalks are not identified. The lack of sidewalks, street lighting, and identified bicycle lanes contributes to an increasingly unsafe and/or uncomfortable situation for residents.

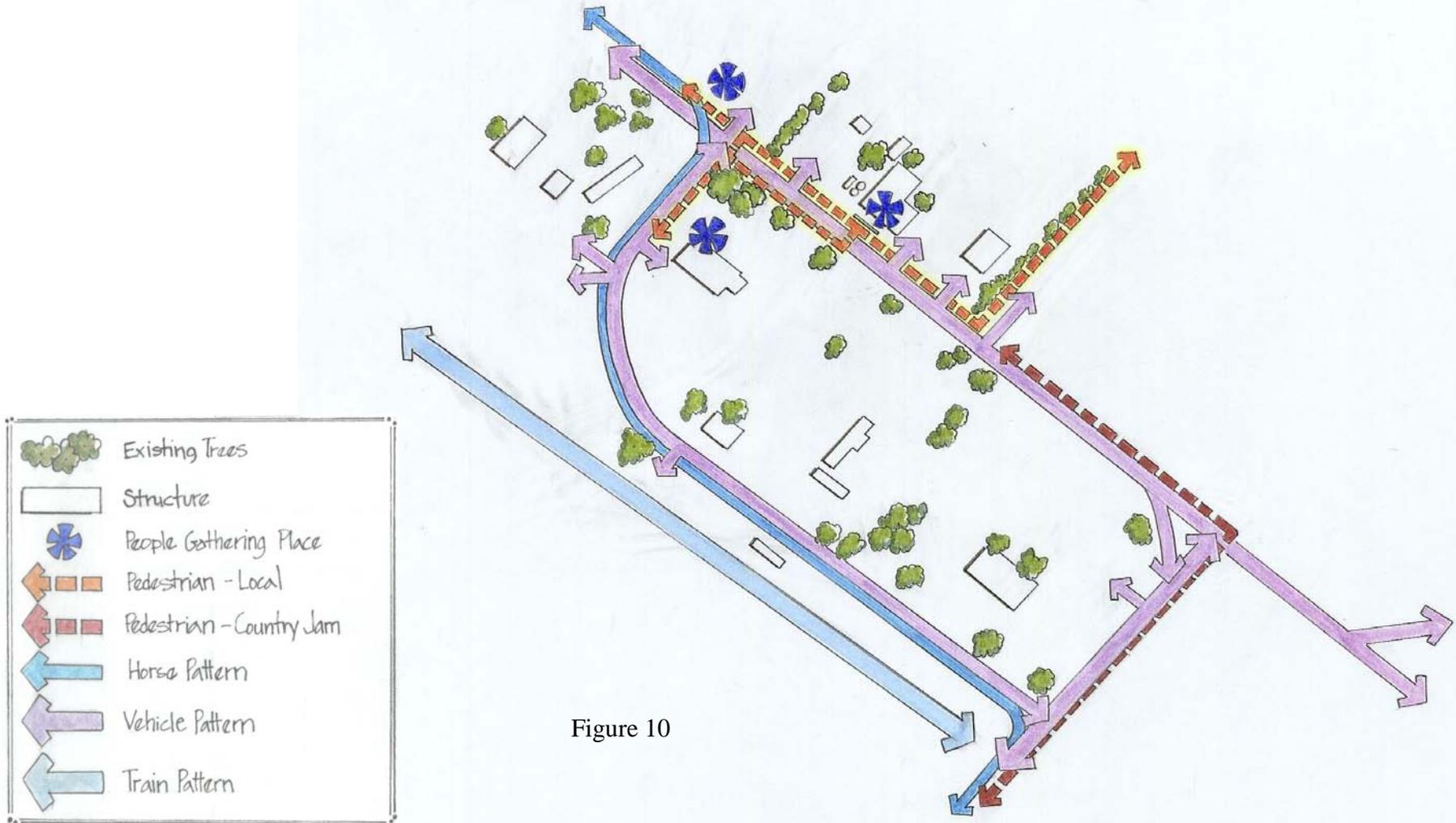


Figure 10

Potential Future Design in Tier 1 of the Mack Overlay District

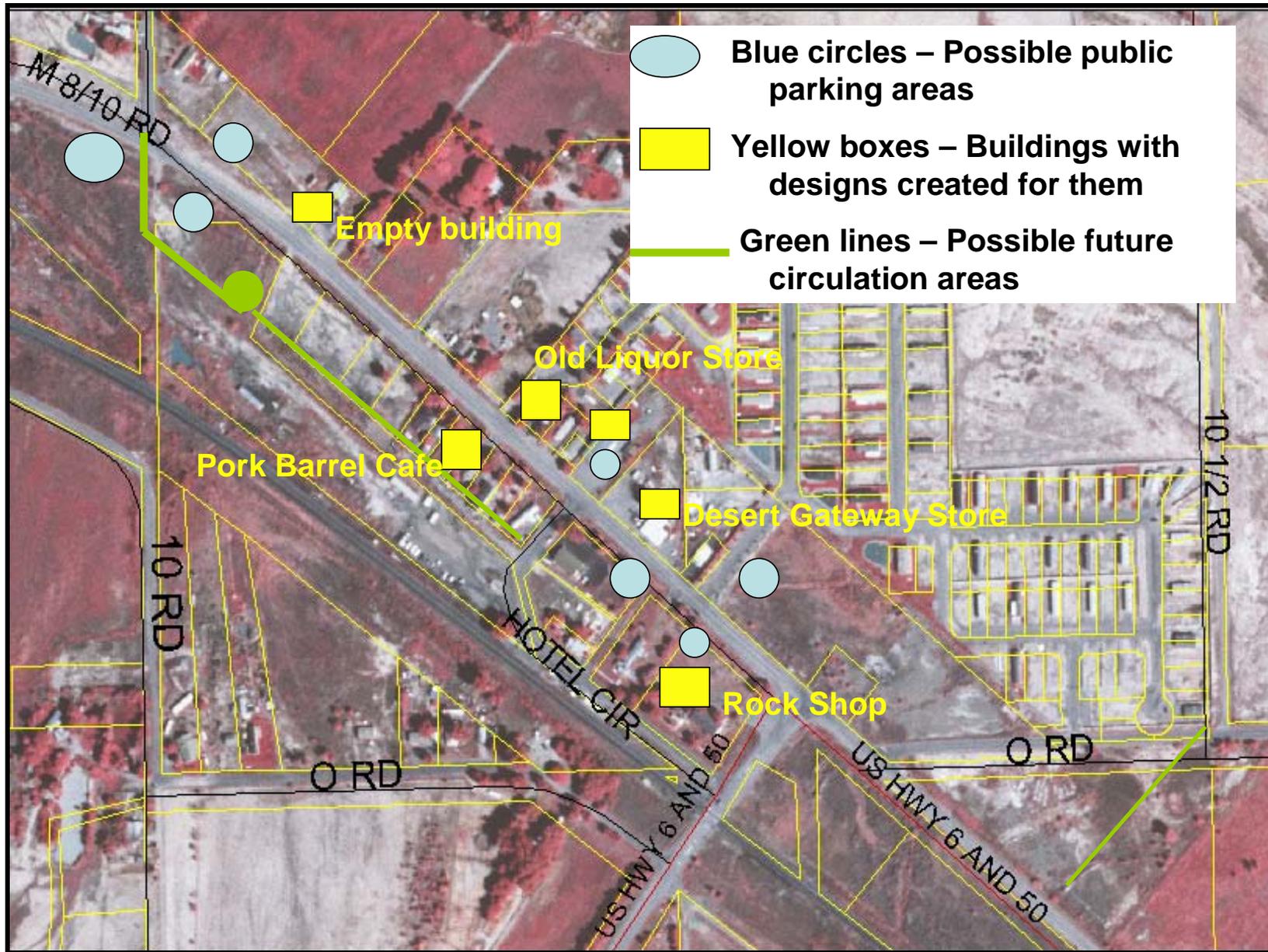


Figure 11

Bike Paths

Intent

- Safety for bicyclists
- Economic development for Mack by attracting mountain bicyclists to the area
- Bicyclists can ride to the trailheads instead of driving
- Access to mountain bike trails on south side of highway (BLM managed lands – Colorado Canyons Conservation Area)
- Accessible development for cyclists

Standards

- Directional signage
- On Hotel Circle and on both sides of M.8 Road
- On 6 & 50 towards Loma
- Signage for bicyclists directing them to the McInnis Canyons National Conservation Area

Tools/Options

- Bike lanes on roads
- Detached bike paths
- Bike routes (signage but no dedicated lanes)

Proposed Bicycle Paths – Tier 1



Figure 12



This is an artists' rendering of what Mack could look like in the future

Figure 13

Parks/Playgrounds

Intent

- Provide a public playground area, as this has been identified as a need for the community.
- Provide public parks areas for residents and tourists to relax.
- Some ideas for a private/public partnership to achieve these goals are listed in the Loma/Mack Area Plan in Appendix #4.

Standards

- Provide public parking spots or nodes with shade/picnic table or pocket parks in each parking area
- 4-8 parking spots with landscaping

Tools/Options

- Picnic tables, lean-to's and dog walking areas preferred
- Other options that meet the intent of the Mack Streetscape Standards will be allowed

Sidewalks

Intent

- Sidewalks on the south side of M.8 Road along the drainage ditch may need to be constructed due to the cost and to the potential benefits of such an amenity. The ditch could be enclosed in some areas to allow additional parking or landscaping of the property. The pedestrian walkways created will provide a benefit to the community and the aesthetic value may attract tourists.

Standards

- Connect parking areas with services

Tools/Options

- A minimum 6' width is preferred
- Allow cutouts in sidewalk for trees to be planted
- Other options that meet the intent of the Mack Streetscape Standards will be allowed

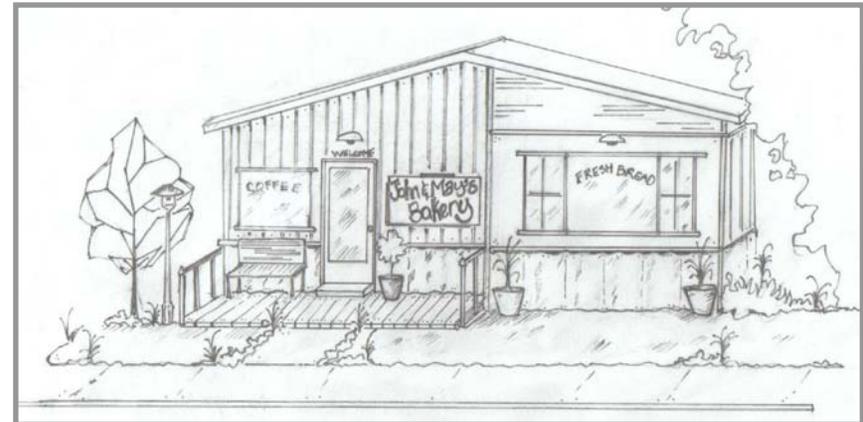


Figure 14

Medians

The addition of medians will help slow down traffic on M.8 Road and Highway 6 & 50.

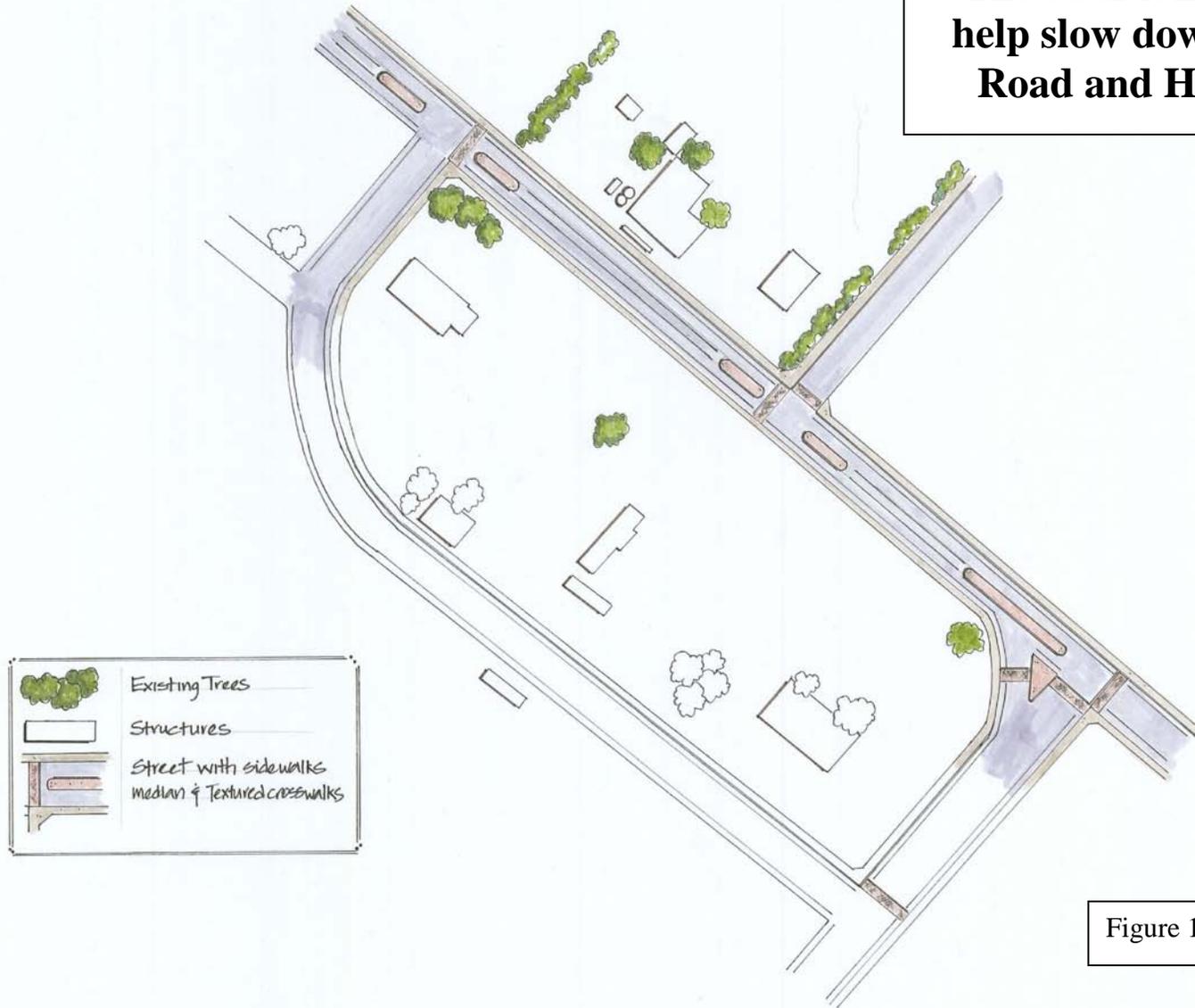


Figure 15

Drainage Ditch along south side of M.8 Road:



Some ideas of what can be done with it:

Figures 16, 17, 18 & 19



Section C - Streetscape Standards

These standards are to be used in Tier 1 of the Mack Overlay District for new residential and non-residential development.

General: Amenities

Property owners may place amenities (clocks, benches, trash receptacles, etc.) in the right-of-way. It is the responsibility of the property owner for the maintenance of the items (emptying the trash, paying the electrical bills, etc.). If the Mesa County Lower Valley Public Improvement District votes to assume the added maintenance of these items, it would then be handled by the District.

Amenities may also be placed on private property, and the property owners are responsible for maintenance of those amenities.

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Sidewalks page 20

Hitching Posts ... page 21

Signs page 22

Landscaping page 23

Lighting page 25

Architectural Standards ... page 26

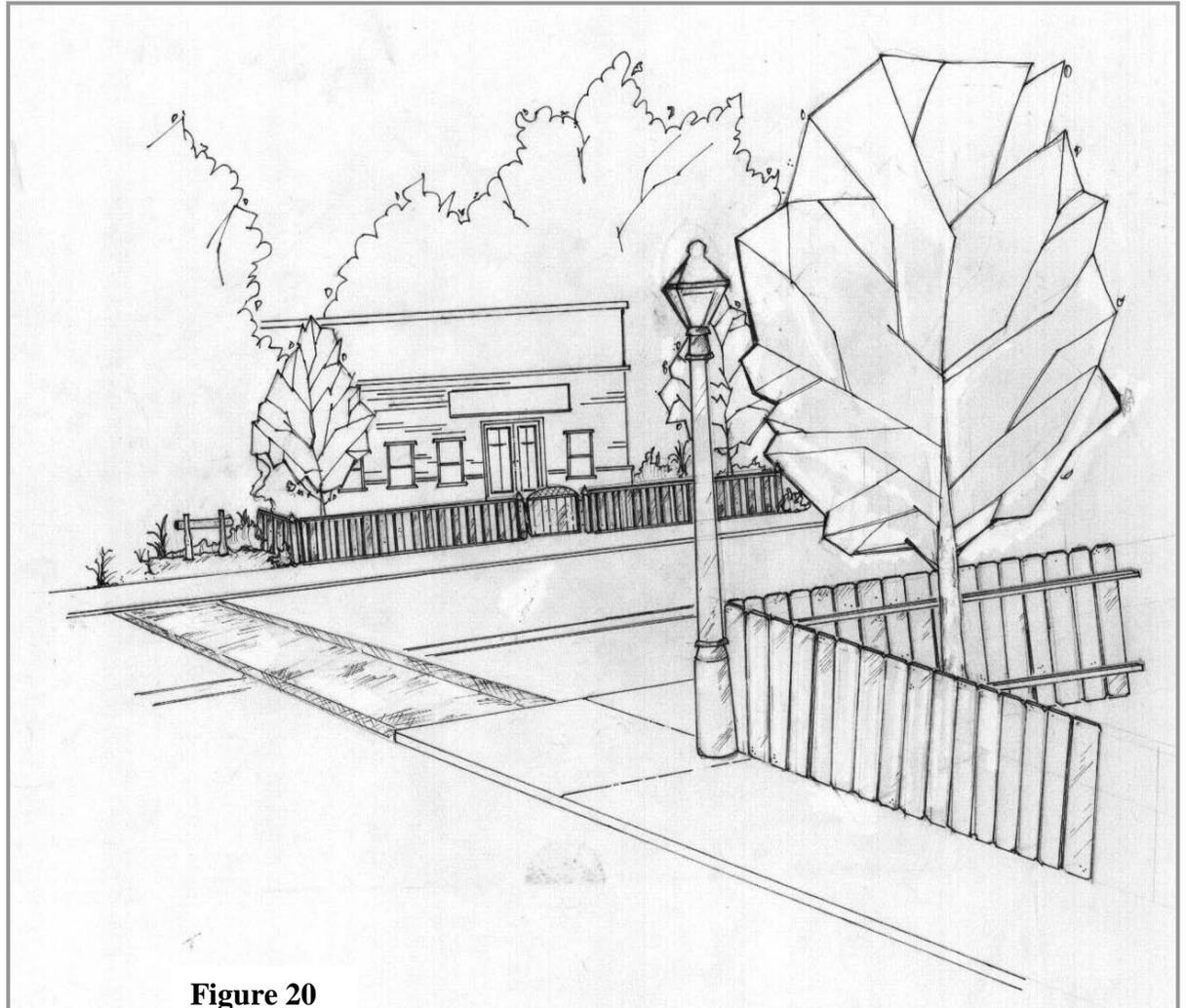


Figure 20

Shared Parking

Part of the work of the Mack Streetscape Committee was to identify parking areas in Mack that will allow sufficient parking for mixed uses. See Figure 11 for sites identified as potential public parking locations. These locations are general in nature. These will be constructed as development occurs, with grants that have community support, or with Public Works capital improvement projects to accommodate the needs of the community.

The standards below apply to commercial, business and industrial development on private property.

Intent

- To provide adequate parking spaces for the type of business proposed without impeding traffic on driveways, streets and roads, and to incorporate on-street parking.

Standards

- Using the Mack Streetscape Standards allows reductions in parking requirements in Section 7.1 of the Land Development Code.
- Reductions are allowed using the Tools/Options section.
- A parking study may be required.
- No parking will be designed that allows vehicles to back out onto M.8 Road or Highway 6 & 50 (must design for circulation).
- Parking areas along street frontage must meet requirements in the Landscaping Requirements Table in Chapter 7.2.4 of the Land Development Code.

Tools/Options

- Paved parking lots and driveways are preferred, dust-free surfaces are required
- Buildings designed to front on the street with parking in back (with cross easements for shared parking) are encouraged. Customers can walk into businesses from the sidewalk. Parking areas in the rear of the building are exempt from the Landscaping Requirements Table in Chapter 7.2.4 of the Land Development Code.
- Parking requirements may be reduced by one space when hitching posts/bicycle racks are provided.
- Shared parking agreements with adjacent parcels may be submitted. Parking requirements may be reduced by two spaces if the shared parking is within 300' of the business.

Sidewalks

Intent

- To provide safe, pedestrian circulation from parking areas to post office, businesses, store/liquor store area and residences. To implement urban road design policy in the Loma/Mack Area Plan.

Standards

- Non-residential development is required to construct sidewalks
- Sidewalks will be a minimum of 6' in width, concrete.
- Sidewalks will be constructed in the right-of-way.
- If the sidewalk is built and expanded adjacent to a business, then a corresponding reduction in landscaping is allowed as part of the overall design (see Landscaping section of this document)

Tools/Options

- Sidewalks may be larger than the minimum 6' width in order to encourage pedestrian circulation or provide pedestrian amenities.
- The property owner will provide seasonal plantings in pots, sidewalk café seating or display areas for the business, i.e. benches, potted trees, cutouts in sidewalks for street trees, sandwich board signs (3' maximum width), etc.
- If sidewalks are widened to 8', street frontage landscape options are used.
- When a sidewalk is constructed along the south side of M.8 Road, then use railroad theme for railing design.
- Other options that meet the intent of the Mack Streetscape Standards will be allowed.



Figure 21



Figure 22

Hitching Posts/Bike Racks

Intent

- The residents of Mack use a variety of transportation means: horses, bikes, ATV's, walking and vehicular traffic.
- Hitching posts may be able to double as bike racks and would allow horses and bicycles to be tethered in one location.
- Alternative transportation methods are encouraged.
- The need for cars and truck traffic will be reduced, enhancing the walking enjoyment of the public.
- People will have a place to lock their bicycles (instead of a gas line or other inappropriate location).
- Horses will have a place where they can be tethered (ideally with shade and water).

Standards

- Bicycles will be parked in an area away from walking areas for safety.
- One bike rack per development is required.

Tools/Options

- Design is decided by applicant.
- Location is decided by applicant (should be within 300' of the business).
- Other options that meet the intent of the Mack Streetscape Standards will be allowed.



Figure 23

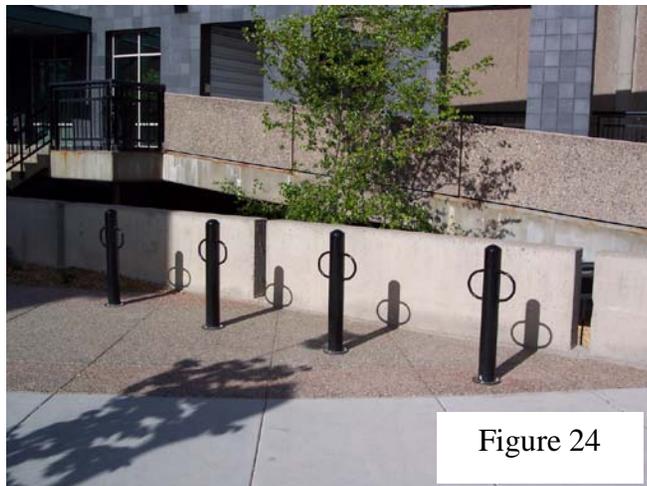


Figure 24

Signs

Intent

- To promote the history of Mack by the use of historic sign design. To promote businesses within Tiers 1 & 2 while enhancing the aesthetics of the districts.

Standards

- Every sign shall be in good proportion and visually integrated with buildings and surrounding uses.
- Each sign shall be compatible with adjoining premises and should not compete for attention.
- Use of wall, roof, hanging, and free standing monument signs are encouraged.
- Maximum of three signs per business allowed
- Billboards are not allowed.
- See Section 8.2 of the Land Development Code for prohibited signs
- No permanent signs are allowed to be installed in the right-of-way

Tools/Options

- Monument signs not to exceed 32 square feet; low-profile (6 feet high and under) are permitted (*a monument sign is a freestanding sign with its base permanently attached to the ground for its entire length and is typically wider than higher*).
- Pole mounted freestanding signs not to exceed 32 square feet in area and not more than 25 feet in height are permitted.
- Signs may be larger than otherwise allowed if western/false front theme used with architectural design. Sign may cover entire width of façade with western look (see Figure 20).
- Projecting signs, wall mounted signs and window signs are encouraged
- Lighted signs must comply with full-cutoff light standards
- No flashing or rotating signs are permitted
- Sandwich board signs are allowed to be placed outside daily on private property or on public sidewalks allowing at least 4' of unobstructed sidewalk space
- Roof signs are allowed with false front behind the sign
- Other options that meet the intent of the Mack Streetscape Standards will be allowed.



Figure 25



Figure 26

Landscaping for Tiers 1 and 2

Intent

The character of a town or rural community is greatly enhanced by the addition of landscaping

Standards

- Landscaping must meet the Landscape Requirements Table in Section 7.2 of the Land Development Code
- Requests for reductions from the Code may be allowed by the Director with the use of the options below.
- Use landscaping for buffering of different land uses between adjacent properties

Tools/Options

- Low water use plantings with railroad/western theme
- Use ore carts, etc. as landscape art
- Trees to provide shade in appropriate areas (over sidewalks, picnic areas, parking areas)
- The building may be used as street decoration instead of landscaping (awning, porch, and storefront windows).
- A park bench, planter boxes, and street light are options
- Other options that meet the intent of the Mack Streetscape Standards will be allowed.

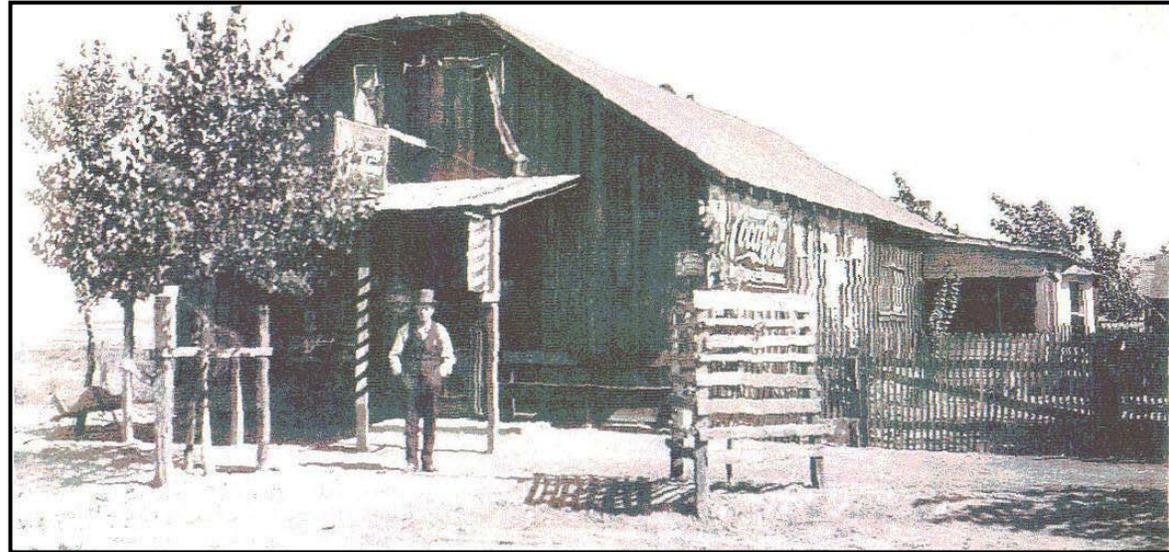


Figure 27

This picture has landscaping and a hitching post!

May 24, 1906

NOTICE —

This company is desirous of cultivating a lawn and otherwise beautifying its grounds at Mack for the benefit of its employees and the traveling public passing this way. It is hoped that all concerned will show their appreciation of this by using their best efforts to protect the same from the ravages of FOWLS and ANIMALS of ALL KINDS.

E. A. Grove,
Superintendent

Figure 28

Low Water Use: A Landscaping Alternative

Intent

- The purpose of this section is to allow an alternative to traditional landscaping types in order to reduce or eliminate irrigation water needs, while still creating and maintaining an attractive product for development and preserving our quality of life in the Grand Valley.
- Low water use promotes natural infiltration, enhances the aesthetic appeal of new development, buffers and screens uses from adjacent development and preserves property values.

Standards

- Low water use areas are to have a permanent irrigation source that is watered separately from higher water demand landscape areas. Once vegetation is established, irrigation may be reduced to a level that maintains vegetative coverage and suppresses weed growth. Proper soil preparation is extremely important.
- The Director must approve low water design landscape installations as well as variances from the required plant coverage ratio or minimum plant sizes (e.g. where 'desert' plants are only available in one gallon containers).

Tools/Options

- A reduction in the landscaping vegetation requirements for the site is allowed for using the following treatments, provided that they are part of an overall landscaping plan that is compatible with nearby properties: decorative walls, sculpture, decorative paving or stamped concrete, detached sidewalks or other pedestrian pathways, benches, porches, awnings, streetlights, planter boxes, or desert plantings.
- Additional berming or other attractive buffering, public art, enhanced paving treatments for public plazas (brick or concrete pavers, tinted and stamped concrete, etc.) is encouraged. A reduction of the square footage of improved area used to calculate the landscape requirement may be granted where these types of enhancements are included in the overall landscaping plan.
- Other options that meet the intent of the Mack Streetscape Standards will be allowed.



Figure 29



Figure 30

Lighting

Intent

- Matching lighting features can give a coordinated look to the downtown area
- Improves pedestrian safety

Standards

- Full cutoff light fixtures are required
- Pedestrian friendly maximum height of 14'
- 50-70 watts, or equivalent
- One streetlight every 50' is required for non-residential developments

Tools/Options

- Street lights with appropriate theme: railroad/historical/gas lamp style preferred
- Solar powered lighting
- Other options that meet the intent of the Mack Streetscape Standards will be allowed.

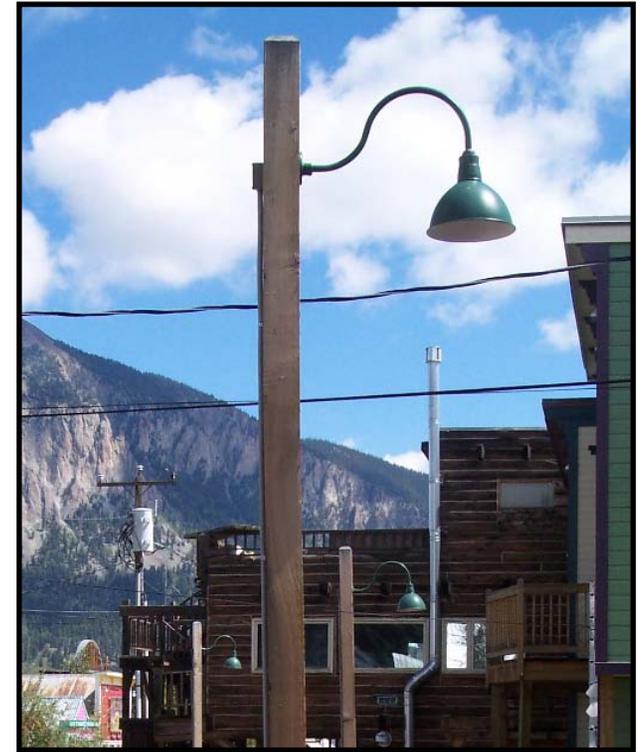


Figure 31

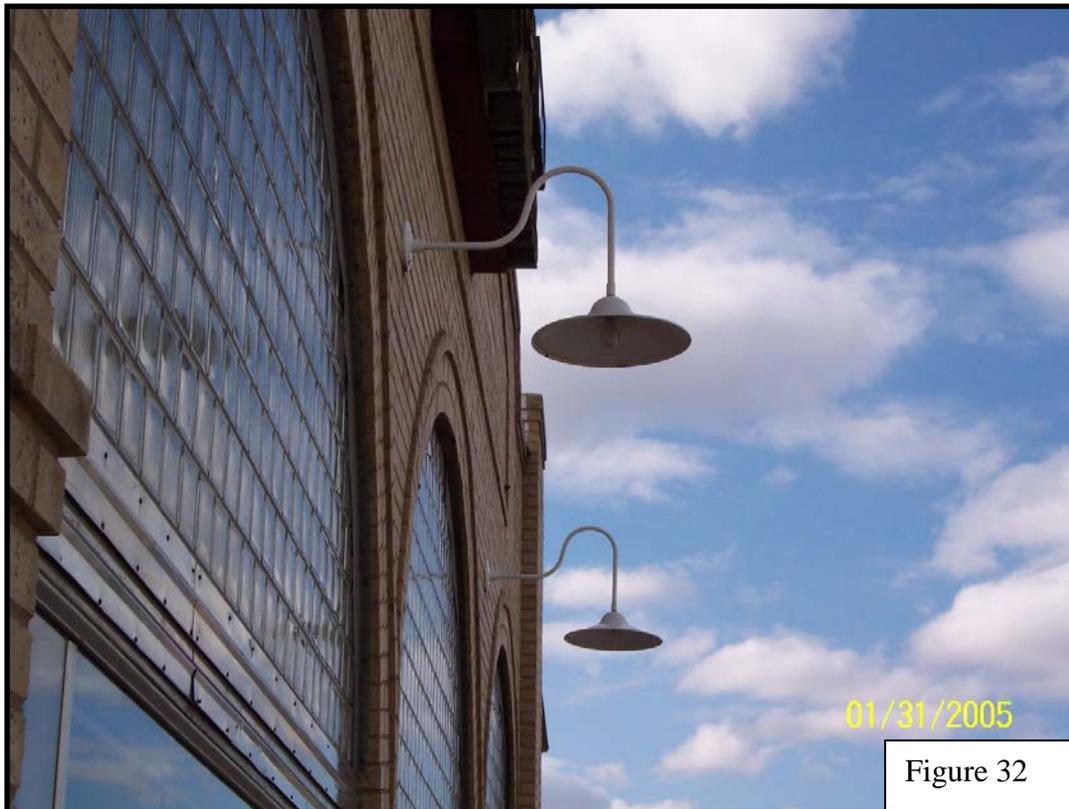


Figure 32

Architectural Standards

Intent

- To create a coordinated sense of community that is special to Mack. To create compatibility with other developed properties to maintain property values.
- Western style, railroad and Victorian architecture styles are encouraged.
- Buildings should be oriented to the street for a visually continuous pedestrian streetfront. Create a coordinated sense of community that is special to Mack.

Standards

- Applicable to both residences and businesses using the Tier 1 Overlay District

Options

- Picket fences, whitewashed fences, tree fences, split rail fences preferred.
- Buildings preferred to be wood, stucco, stone, or other locally available materials.
- A minimum of one of the following improvements shall be made to each property in Tier 1:
 - Site-built porch
 - Site-built garage
 - Pitched roof
 - Landscaping in the street setback
- Awnings:
- Other options that meet the intent of the Mack Streetscape Standards will be allowed.

The following materials and features are uncommon in the area and do not contribute to the character of the area:

- Brick
- Roman columns
- Bay windows, triangle or diamond windows, etc.

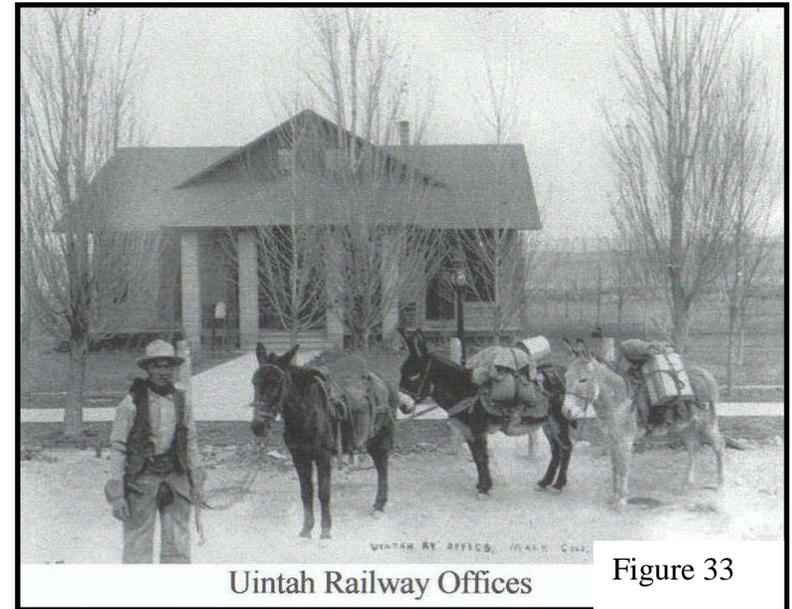


Figure 33

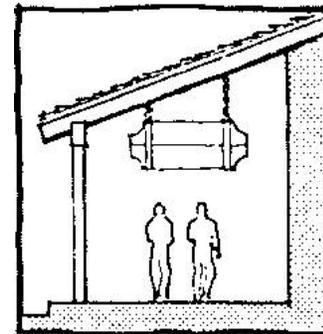


Figure 34

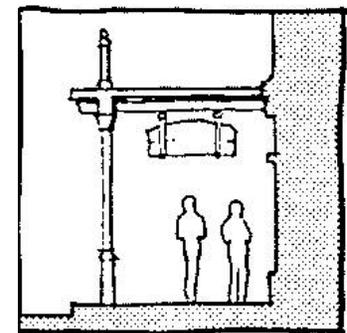


Figure 35

Themes promote Mack's history:

A Railroad Theme



Figure 36

Historical Buildings



Figure 37

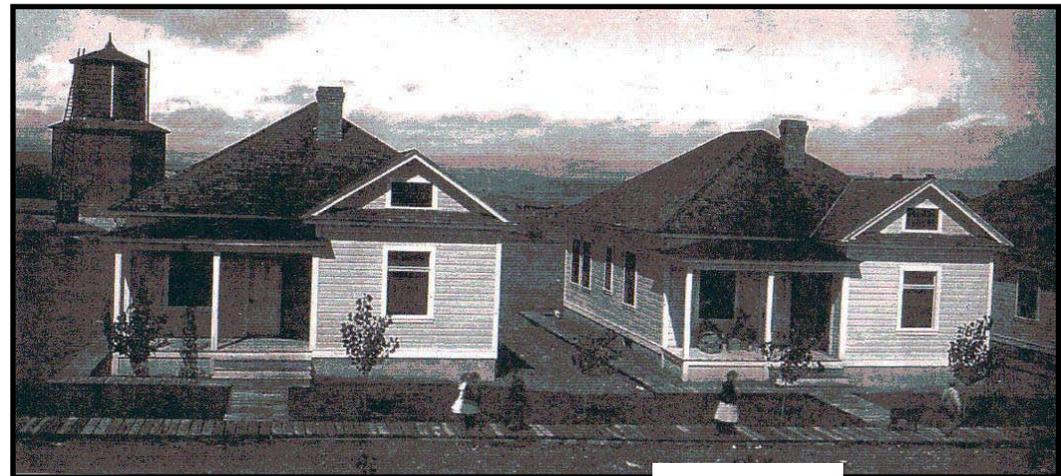


Figure 38

Western Building Fronts

Styles similar to existing and historic structures



Figure 39



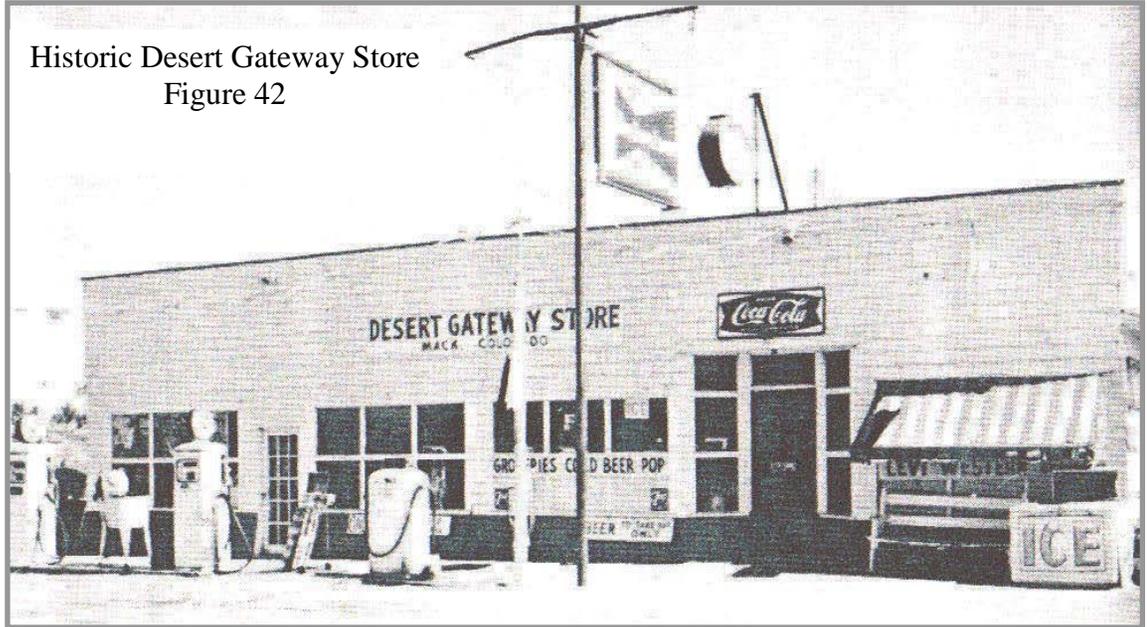
Figure 40



Figure 41

Existing building

Historic Desert Gateway Store
Figure 42



Existing Desert Gateway Store
Figure 43



Commercial Buildings



Figure 44

Existing building

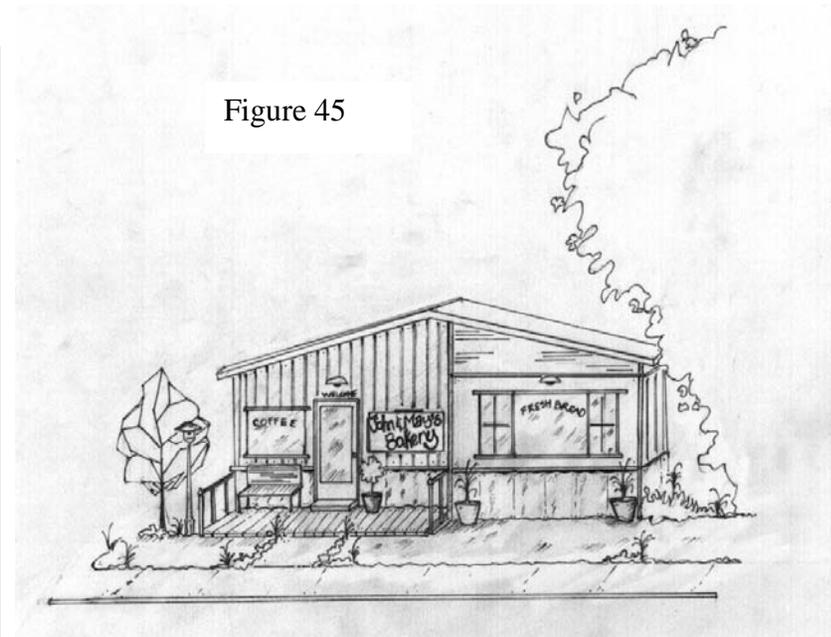


Figure 45

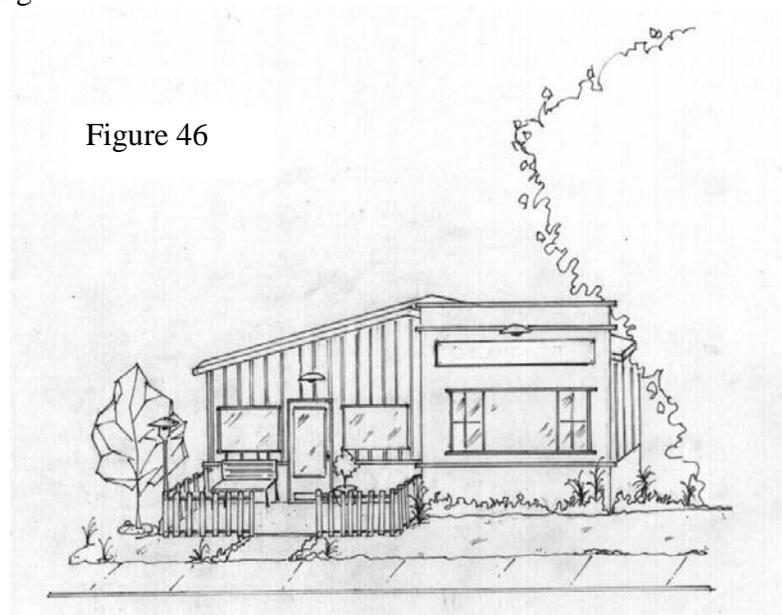


Figure 46

Submittal items for all Site Plan and Conditional Use Permit applications
in the Mack Rural Community

The following items may be required in addition to the normal requirements of the application process:

1. Front and side elevations of the proposed building are be required.
2. A landscaping design shall be submitted with the elevations of the building. If a low water use plan is proposed, designs shall be submitted to meet the intent of the regulations. If the Mack Streetscape Standards are to be used for a waiver of the requirements of the Mesa County Land Development Code, a low water use design of the property shall be submitted showing the elevations of the building and soil preparation will be discussed. An annual maintenance schedule of the low water use design is also required.
3. Buffering (Section 7.2 of the Land Development Code) is required in Tier 1 due to the mix of uses allowed and minimal setbacks. Flexibility is allowed in width and treatment. The narrative needs to include specific methods that will buffer the use from adjacent properties (options include fencing, landscaping, hours of operation, and any other methods that meet the intent of this document).
4. Buffering is required in Tier 2 if new construction is between properties having differing density classifications (high, medium or low) or having differing land uses (residential, commercial, institutional or industrial). Flexibility is allowed in width and treatment. The narrative needs to include specific methods that will buffer the use from adjacent properties (options include fencing, landscaping, hours of operation, and any other methods that meet the intent of this document).
5. Curb, gutter and sidewalk construction may be required. If required, engineered plans are to be submitted with drainage design. If sidewalk is existing, show location and width on plans. Show existing road pavement on plans.

Section D **Applicable Goals, Policies, Issues and Implementation Items from the Loma/Mack Area Plan (Adopted August 19, 2004)**

Transportation Implementation Items

- The dispute regarding the right-of-way, naming and use of Hotel Circle shall be resolved as soon as feasible.
- Access points on M.8 Road (old US Highway 6 & 50) shall be appropriate to zoning, provide for pedestrian safety and potential transit service.
- The road known as M.8 Road (old US Highway 6 & 50) is a County corridor to the west and serves a different function than simply being an old federal highway; consideration should be given to assigning it a new distinct name.

Community Image/Character

- Concerned with maintaining quality of life as the area grows.
- Business that echoes the character – architectural flavor – of the town, not Wendy’s/Rite-Aid/etc.
- New development will follow design guidelines called for in the Loma and Mack area.
- Work with area residents to establish a design review/architectural review committees for the Rural Community Core and adopt it in the Land Development Code.
- Identify historic and other resources that merit preservation.

Outdoor Lighting

- To maintain, to the greatest extent possible, the darkness of the night sky of the rural area around Loma and Mack
- The County will continue to enforce Section 7.6.7 of the Land Development Code that requires full cut-off fixtures for new development (agricultural operations are exempt).

Land Use

- Allow mixed uses
- Create the Mack and Loma Rural Community Cores (the areas where existing land use patterns do not fit well with modern zoning standards) that include:
 1. allowed mixed and concentrated uses – residential and non-residential uses: with a range of lot sizes and densities as small as platted lots (if utilities, services, infrastructure available to handle) up to 2 acres in size;
 2. urban road standards;
 3. design guidelines/standards unique to each Rural Community Core area; and
 4. the ability to increase densities as a receiving area for a Transfer of Development Rights/Credits program.

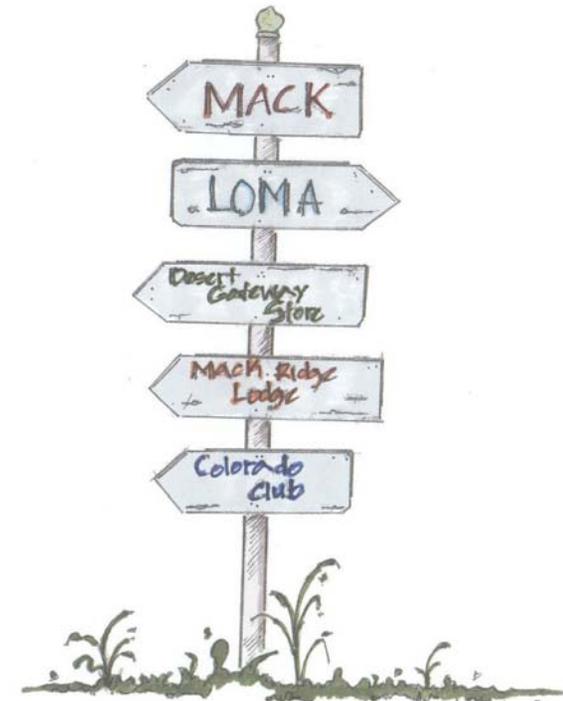


Figure 47

Applicable Goals, Policies, Issues and Implementation Items from the Loma/Mack Area Plan
(Adopted August 19, 2004), continued

Agricultural Policies

- New development is encouraged to locate on land least suitable for productive agricultural use.

Air Quality Implementation Items

- Require roads (including driveways serving more than 4 parcels) to be paved.

Stormwater Management, Drainages/Washes Goals

- Drainage from development or any alterations to historic drainage patterns shall not increase erosion either on site or on adjacent properties.

Noxious Weed Management Goals

- Weed management plans for new development shall be submitted to the Mesa County Pest and Weed Inspector for any new development and projects causing disturbance in existing and new rights-of-way.

Parks, Open Space, Public Lands and Trailhead Issues

- Create a park in Mack
- Utilize/promote Kokopelli Trail
- Take advantage of Colorado Canyons Conservation Area

Recreation/Open Lands Goals

- Active recreation/parks located in the Loma and Mack Rural Community Core areas meeting the need of area residents.
- To include parks, open space, public lands, and trailheads/corridors throughout the area for recreational, transportation and environmental purposes.
- To ensure a viable entity is responsible for construction and maintenance of local parks facilities.
- New development will provide trails/connections where there are opportunities to provide links to existing trails or the transportation system (see transportation sections).

Parks, Open Space, Public Lands and Trailhead Implementation Items

- Explore with local landowners/residents the feasibility of creating viable entities responsible for construction and maintenance of local parks facilities such as a park and recreation improvement district under Colorado Law (see Appendix of the Loma/Mack Area Plan for a Summary of alternatives available under State statutes).
- Identify specific sites for parkland or recreation opportunities in the Loma and Mack Rural Community Core Areas.
- Work with County Facilities and Parks Department to develop a park/open space/trail plan for the planning area.

Appendix #4 Special Districts, Recreation

- Creation of a Recreation District.
- Creation of an 1159 District.

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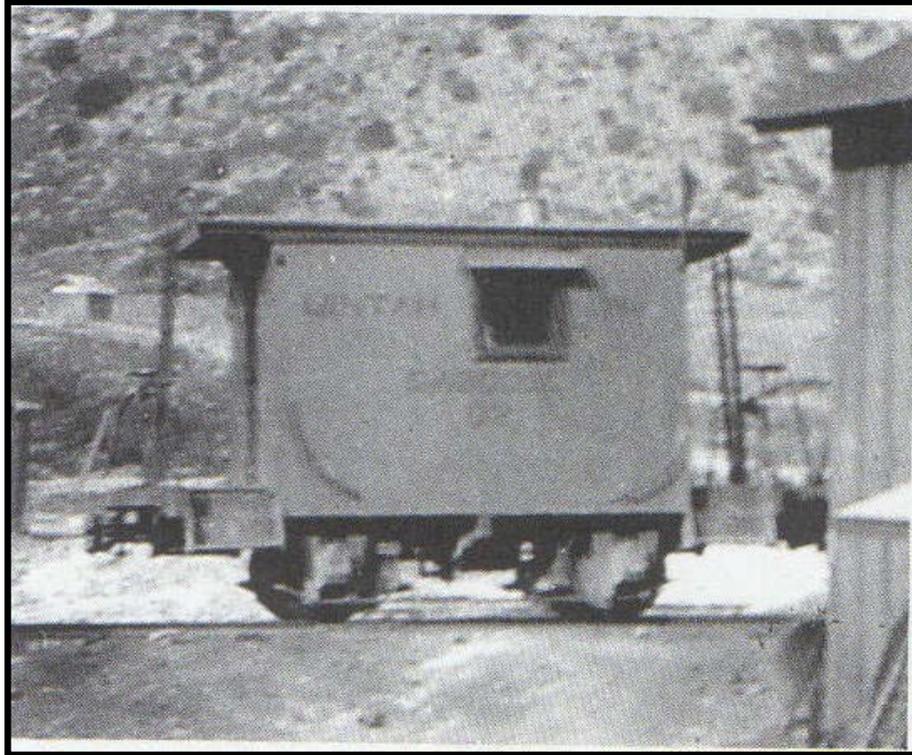


Figure 48

THE END