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**A Guide  
 for Better  
 Community Living**


**THE  
 MONTROSE  
 PLAN**

**1961**

**APPROVAL RECOMMENDED:**

The Montrose Planning Commission; having developed this comprehensive plan for community improvement with the assistance of technical consultant, citizen committees, and the public through public hearings; recommends approval of THE MONTROSE PLAN and requests that action be initiated as recommended in this plan.

\_\_\_\_\_ date



Jack Pixler, Chairman

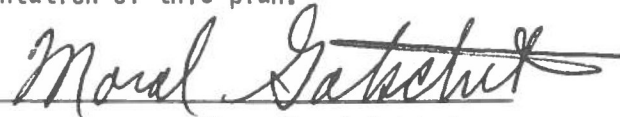


Wesley M. Howe, Secretary

**THE MONTROSE PLAN APPROVED:**

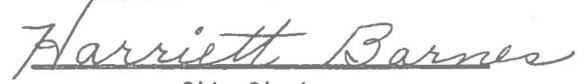
The Montrose City Council; having reviewed these recommendations with the Planning Commission, the Consultant and the Public, hereby approves and adopts THE MONTROSE PLAN and requests the City Manager and all city employees to initiate the implementation of this plan.

\_\_\_\_\_ date



Mayor Moral Gatchet

Attest



City Clerk

**THE MONTROSE PLAN**

**FOR**

**THE CITY OF MONTROSE  
MONTROSE COUNTY  
COLORADO**

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**JULY - 1961**

by

**EDWARD E. HOUK**  
Planning Consultant  
Denver, Colorado  
and  
The Montrose  
Planning Commission

**PROJECT NO. COLORADO P-12**

Prepared under contract for the Colorado State Planning Division by Edward E. Houk. The preparation of the Document was financed in part through an Urban Planning Grant from the Housing and Home Finance Agency under the provisions of Section 701 of the Housing Act of 1954, as amended.

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## **DEDICATION AND PURPOSE**

The MONTROSE PLAN is dedicated to the youth of Montrose. The plan recognizes the failures of the past: to retain high school and college graduates within the community. The purpose of this plan is to make the community competitive with the large metropolitan cities, both in living standards and in job opportunities for the youth.

Many small communities will die or be abandoned within this decade. Their only salvation is to retain the family as a unit. To do this the community must be competitive with large cities in living and job opportunities.

THE YOUTH IS OUR FUTURE AND THEIR FUTURE IS OUR ACTION TODAY. Only united effort will make MONTROSE - A GREAT CITY.

## ACKNOWLEDGEMENTS

The Montrose Plan is a result of the cooperative efforts of professional urban planners, and citizens of Montrose. Others have also given assistance for which appreciation is extended, however space limits our listing all names.

### THE MONTROSE CITY COUNCIL

Moral Gatschet, Mayor  
L. C. Seagler, Mayor Pro-Tempore  
John Flynn  
Fred Paddock  
Jack O'Keefe

### THE MONTROSE PLANNING COMMISSION

Jack Pixler, Chairman  
Jack O'Keefe, Council Representative  
Bob Schaeffer  
George Cummings  
Walt Allison

### MONTROSE CITY ATTORNEYS

Howard Bjelland  
John Kreidler

### CITIZEN COMMITTEES

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Frank Casias  
Denny Morris  
Bob Tinus  
Woody Woodward  
Chester Dodge

**INDUSTRIAL**  
Terry Carr  
LeMoine Brown  
Bill Musgrave

**DOWNTOWN**  
Stewart Krebs  
Homer Sims  
Verne Stong

**RECREATIONAL**  
Lois Elicker  
Pat Russel  
Ray Pixler, Jr.

---

### THE MONTROSE SCHOOL SYSTEMS

M. J. Johansen  
Phillip S. Pratt

### MONTROSE CITY MANAGERS

Wesley M. Howe  
Donald R. Wageck

J. K. Smith, State Planning Director

**PART I.**

**A PLAN FOR ACTION**

The ultimate product of a comprehensive master plan is an improved standard of living. In order to accomplish community improvements, certain actions must be carried out by the local public bodies.

The MONTROSE PLAN establishes a plan for action to accomplish higher standards of living for all citizens, create more job opportunities, and thus retain the youth within the community.

## A PLAN FOR ACTION

The MONTROSE PLAN is a blue print for improving the environment effecting the health, welfare and economics of all its citizens and neighbors. It is intended to initiate and carry through several actions which will eliminate the liabilities and conserve the assets presently effecting everyday life in the Montrose community. It is anticipated that these actions should include:

Adoption of a comprehensive plan for the city's growth and development.

Adoption of minimum housing standards to protect the health of all citizens and limit the spread of sub-standard dwellings.

Establishment of a housing authority to provide adequate housing for low income groups who presently live in inadequate, unhealthy and unsafe housing and are unable to pay for adequate housing.

Provision for a continuous information program to inform citizens of unsafe living conditions and needs for community improvements.

Completion of a Capital Improvements Plan to determine the city's ability to finance building needs, street and utility improvements, and new equipment needs.

Completion of a public works plan for a storm drainage system, access improvement program and other community improvements as anticipated in the MONTROSE PLAN.



Completion of a community redevelopment plan to determine the city's ability to, and the feasibility of, utilizing federal aid for conservation, rehabilitation and renewal of sub-standard living conditions.

Revision of the Montrose Zoning Ordinance to allow greater freedom in building locations and conserve the healthful, attractive city environment.

Continuous review and revision of all building regulations to provide adequate but minimum control.

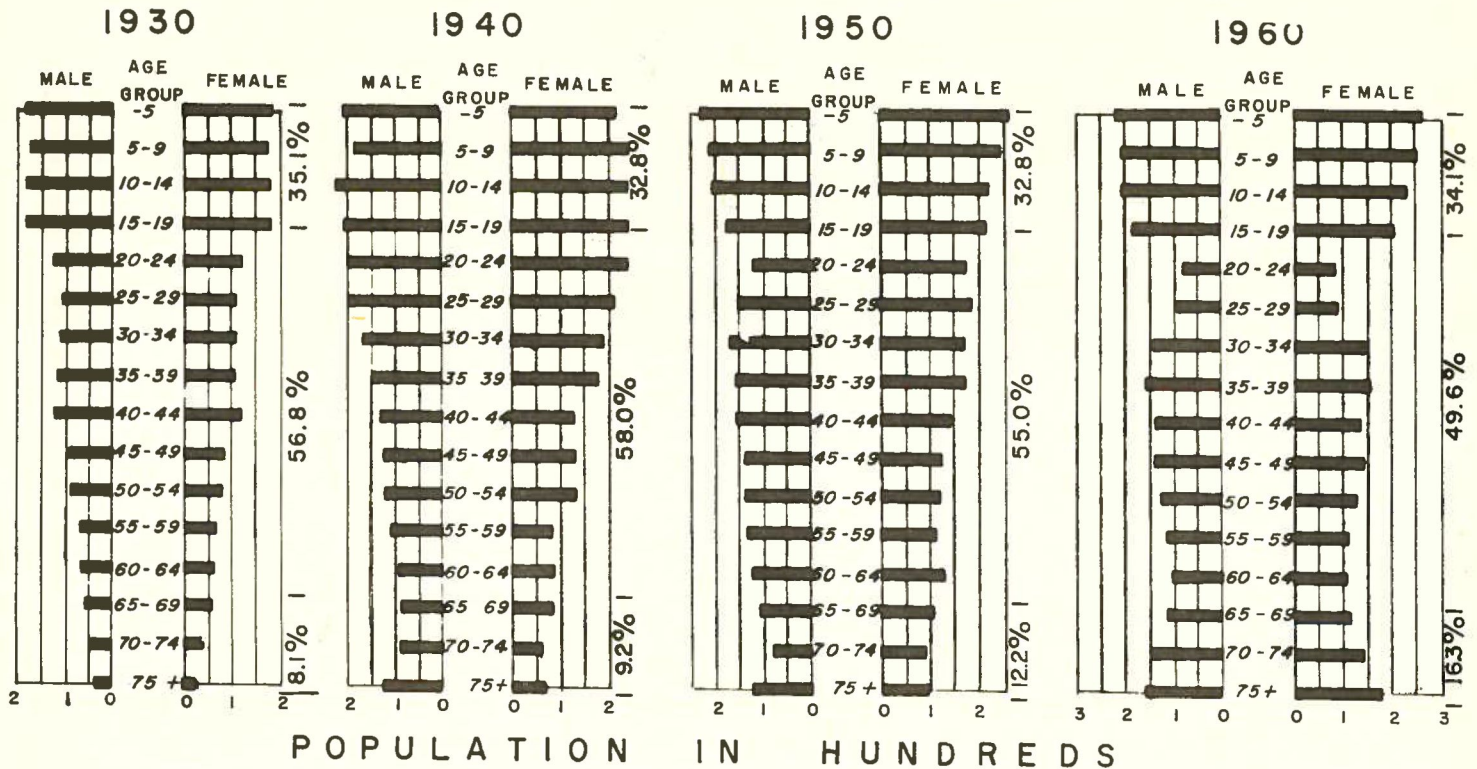
Utilization of federal, state, county and school cooperation and assistance in improving the city.

## PART II

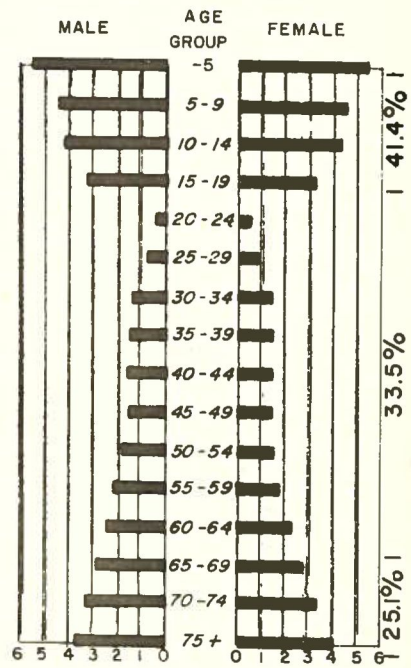
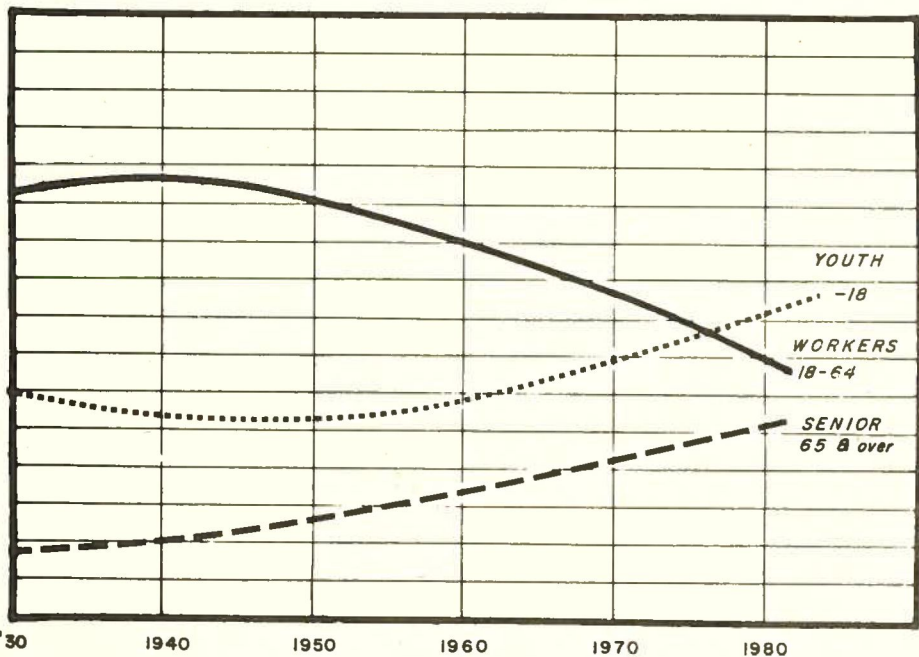
## MONTROSE TODAY



Montrose is a merchandising center for an agricultural and mining region in southwestern Colorado. Growth has been steadily upward until World War II. Some growth has occurred around the perimeter of the city since that time, however the central city has remained at about 5,000 population since 1940. Several factors have restricted its growth: isolation from large agricultural and mineral markets, insufficient quantity of filtered water storage, insufficiency of sewage treatment, nonavailability of low cost housing and sites for industry. The blight and conflicting land use within the central core have restrained full development. LOCAL CITIZENS MUST BE MADE AWARE OF THE NATURE OF ALL DEVELOPMENT PROBLEMS AND ACTIONS MUST BE TAKEN TO ELIMINATE HAZARDS TO A HEALTHY ENVIRONMENT IF AN ORDERLY, HEALTHFUL GROWTH IS TO BE ACCOMPLISHED.



Source: U.S. Census

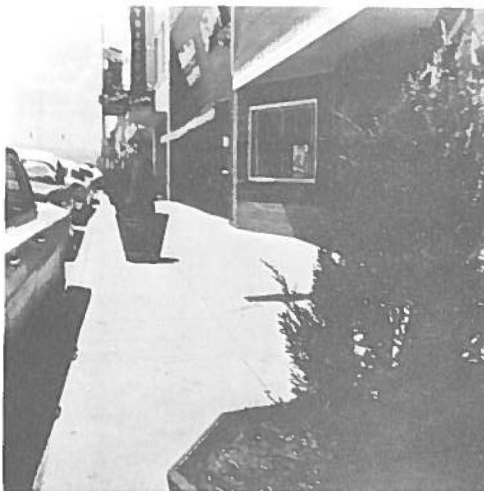


THE CHARTS INDICATE PAST AND PROJECTED POPULATION DISTRIBUTION. CONTINUED GROWTH OF SCHOOL ENROLLMENT IS INDICATED. THE NEED FOR STUDY OF THE NEEDS OF SENIOR CITIZENS IS EVIDENCED BY THE GROWING NUMBER IN THIS AGE GROUP (820 IN 1960; 1,960 ESTIMATED IN 1980). NEW OPPORTUNITIES WILL BE REQUIRED TO INCREASE THE NUMBER OF AVAILABLE WORKERS.

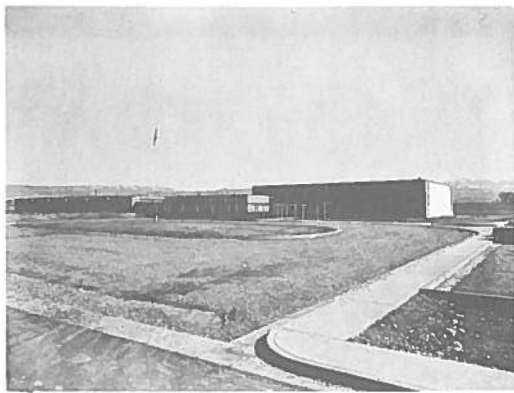
POPULATION CHARACTERISTICS by SEX and AGE

## PART III

## OUR ASSETS



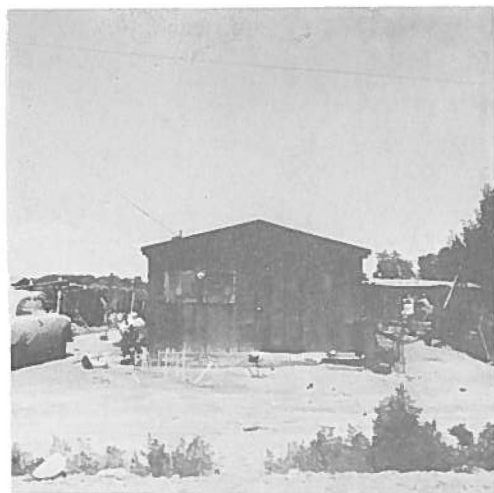
- Eleven hundred adequate, well maintained homes.
- About 15.4 miles of paved streets.
- Over two hundred growing businesses located in adequate buildings.
- Located in a healthy agricultural area which has increased in value by two-fold since 1950.
- A healthy economic growth which has continuously grown in:
  - retail trade
  - tourist trade
  - power consumption
  - school enrollment
  - community improvements
  - building construction
  - goods consumption
- A large trade area with a sales potential nearly 30% greater than present trade volume.
- Nearby mining which has contributed to its present growth.
- Governmental activities which include the county seat, farmers' co-ops, the Bureau of Reclamation, the departments of Agriculture and Soil Conservation.
- A potential increase in community growth due to the construction of the Curricanti and participating projects.
- Adequate public transportation services which include bus, air and freight service.
- Wide rights-of-way.



- Adequate modern utility services which include electrical, telephone, and sanitary sewer service.
- Increasing number of industrial activities which has grown from 12 to 45 since World War II in the county.
- A large lumbering industry with a reserve of over 6 billion b.f. of merchantable lumber in the area.
- Services of professional and skilled workers in all categories except architects and assayers.
- An economically stable land use with few conflicts
- A new junior high school and a new elementary school under construction.
- A new golf course completed just east of the city.
- A new civic park which will be under construction soon.
- Two city parks, fully developed and a municipal swimming pool.
- A modern high school with exercise grounds.

## PART IV

## OUR LIABILITIES



- A need for county planning and zoning.
- 200 homes which offer unsafe or unhealthy living conditions.
- Over 200 homes which are becoming sub-standard or dilapidated.
- A need for seven miles of additional pavement to provide access to many homes.
- The city arroyo which has caused much of the land to become uneconomical to develop.
- Dusty or muddy streets due to about 4,000 automobiles tracking this fine clay in and out daily.
- An existing street system based upon a small grid system with too many streets to pave and maintain.
- A few conflicts in land use because of the city shops, the county shops, a concrete mix plant next to the hospital and a mixture of industrial and housing activities.
- A need for additional downtown parking and improvements to the downtown facilities.
- A need for new schools to replace the obsolete Johnson School and the eventual relocation of Morgan School.
- A need for more space in the present senior high school.
- A need for housing regulations to limit the spread of dilapidated houses.

**PART V**

**THE MONTROSE LAND UTILIZATION AND DEVELOPMENT PLAN**

The encouragement of the most appropriate usage of land is a function of good government. Investors will speculate if confidence can be gained in the economic feasibility of any project. Private developers will question the directions of community growth to determine factors of feasibility. Public officials must know the direction of growth in order to protect public investment in utilities and public facilities.

Conflicting land use results in depreciated land values, inhibits growth and encourages the spread of blight and slums.

## CONCLUSIONS:

Three major factors prevent the full development of Montrose:

Scattered blight, lack of paved access to about 50% of the city, and hazards caused by farm ditches draining into the city arroyo within the higher boundaries of the city.

Federal aid is available for the development of a Community Revewal Plan. This will assist in further studies of blight housing and the feasibility of community renewal. Federal aid through urban renewal can eliminate the environmental hazards such as street conditions, arroyo hazards, parks, public facilities, and blight. Federal Loans are available for planning of public works projects such as access improvements.

It is recommended that full advantage be taken of all assistance by all government agencies to eliminate environmental hazards to the city's growth.

Before presenting details of the land uses in the Montrose area, a brief review of some effects of land use to the community will be discussed.

An industry may reduce surrounding property values and encourage blight. Noise, air pollution, heavy freighting, traffic hazards or just unsightly storage areas may contribute to this. This type development will probably encourage low investment housing and business in adjacent land.

A business may destroy surrounding property for residential use by creating a poor environment due to noise, traffic and unpleasant conditions such as flashing signs at night.

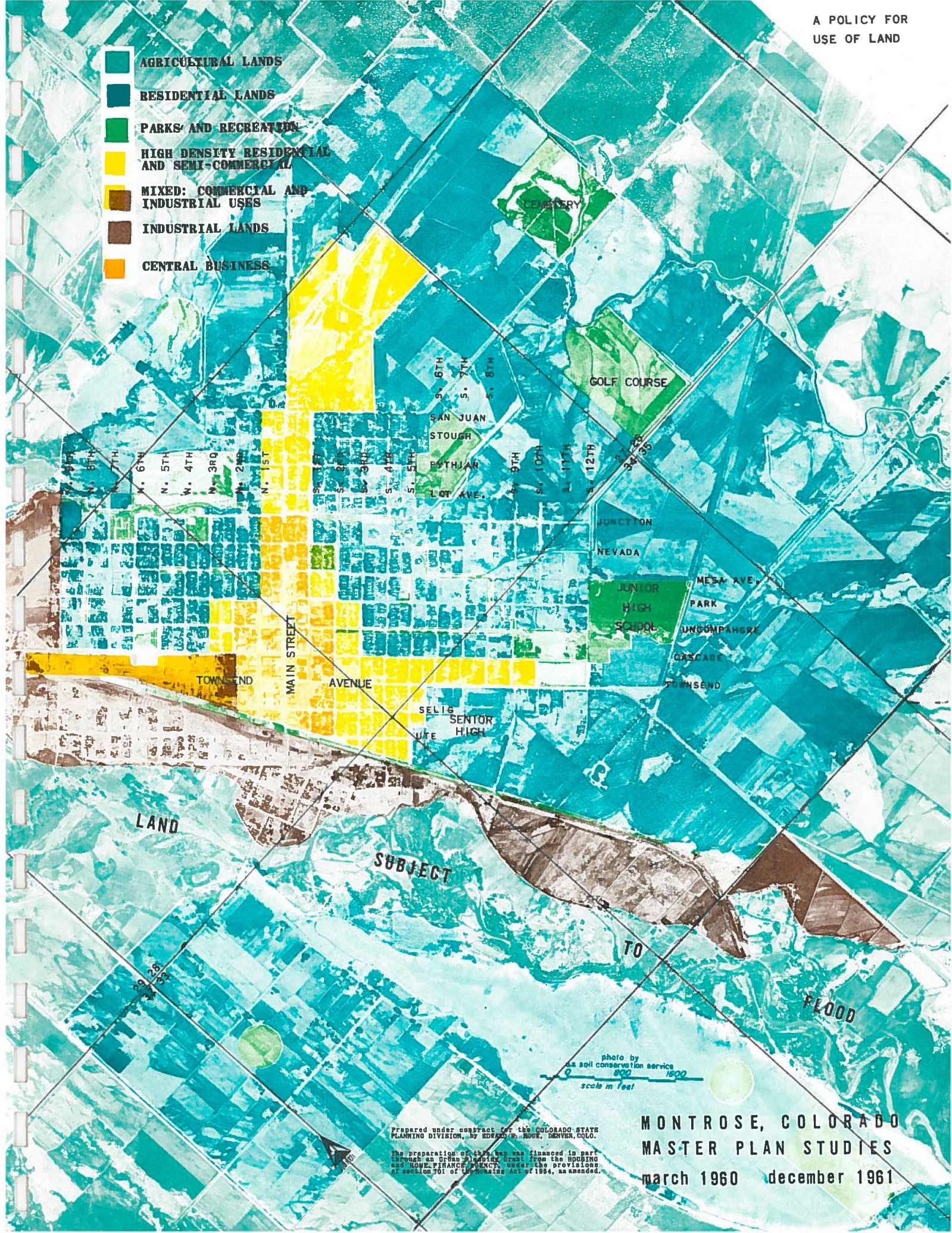
A new residential area affects the economy of the entire area. If utility and street improvements are not completed by the builder, and the development is not suited to the area, failure of the enterprise will probably occur. This failure acts as a restraint to all home development, even in the most desirable areas. New residential areas may also tax city services, i.e. water, sewer, electrical, fire, garbage collection, weed control, as well as educational and recreational services.

Hazardous uses in congested areas may increase fire insurance in the entire area. Service stations, wood mills, oxygen and inflammable storage of petroleum or wood products are a few of the may contributing factors in this category.

The construction or reconstruction of residences in commercial districts may force new enterprises to seek cheaper raw land for retail purposes. Conflicting land use can result in extreme tax, insurance and loan rates because of hazards involved.



- AGRICULTURAL LANDS
- RESIDENTIAL LANDS
- PARKS AND RECREATION
- HIGH DENSITY RESIDENTIAL  
AND SEMI-COMMERCIAL
- MIXED: COMMERCIAL AND  
INDUSTRIAL USES
- INDUSTRIAL LANDS
- CENTRAL BUSINESS



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MONTROSE, COLORADO  
MASTER PLAN STUDIES  
march 1960    december 1961

**PART VI**

**THE MONTROSE PUBLIC FACILITIES AND BUILDINGS PLAN**

By working together, the city, the school board, and the county can furnish the citizens within the Montrose area with the best public facilities at nominal cost. Money spent for these facilities will be for the most appropriate use, if coordinated with a general plan for the city.

## SUMMARY

Within the foreseeable future several new public facilities will be needed. The intent of these studies is to evaluate existing facilities, to present and future requirements and to furnish recommendations for implementing the necessary initial phases.

### PRESENT FACILITIES:

Educational: Thirty-three elementary classrooms, 10 junior high classrooms and 20 senior high classrooms exist. Of the 33 elementary classrooms, only 22 are on ground level. Lunchroom facilities are located in an inadequate plant adjacent to Morgan School. The present junior high school is being replaced by a new 18 classroom facility. The high school is considered adequate in construction but inadequate in classroom area.

Governmental: The present city hall has received some emergency repairs in early 1961. City jail facilities are not only poor, but also unsafe. County administrative facilities will require extensive rehabilitation or replacement. The city maintenance, or shops building should be replaced. The county has recently constructed a new shops building. However the siting of this building is very poor.

Recreation: Six developed acres exist for general public use; about 5 acres of school playgrounds which are partially developed and about 16 acres of developed practice grounds and fields around the senior high school are available.

### IMMEDIATE REQUIREMENTS:

Educational: Improve existing playgrounds, construct a new elementary classroom on the site of the old junior high school, remove fire hazards in existing plants, provide lunchroom facilities for North Side School.

Governmental: A new city shop building should be constructed to replace the present structure. The need for replacement of city and county administrative facilities can be foreseen.

Recreational: Development of the new South Park should be planned and completed soon. The Fairgrounds should be developed into a City-County Park.

**FUTURE REQUIREMENTS:**

**Educational:** Future planning should include replacement of Johnson Elementary School, rehabilitation or replacement of the older section of North Side School, additions to the senior high school, new elementary schools as growth occurs, and administrative space.

**Governmental:** Plans should include new city and county administrative space, confinement facilities, fire station, library and relocation of county shops.

**Recreational:** New Parks, recreational areas and an adequate youth center should be planned. The city arroyo is planned to be developed into a continuous neighborhood park. The county fairgrounds is planned for a year-around community park.

- elementary ages: K-6
- junior high: 7-8
- senior high: 9-12

SCHOOL CENSUS  
march, 1960



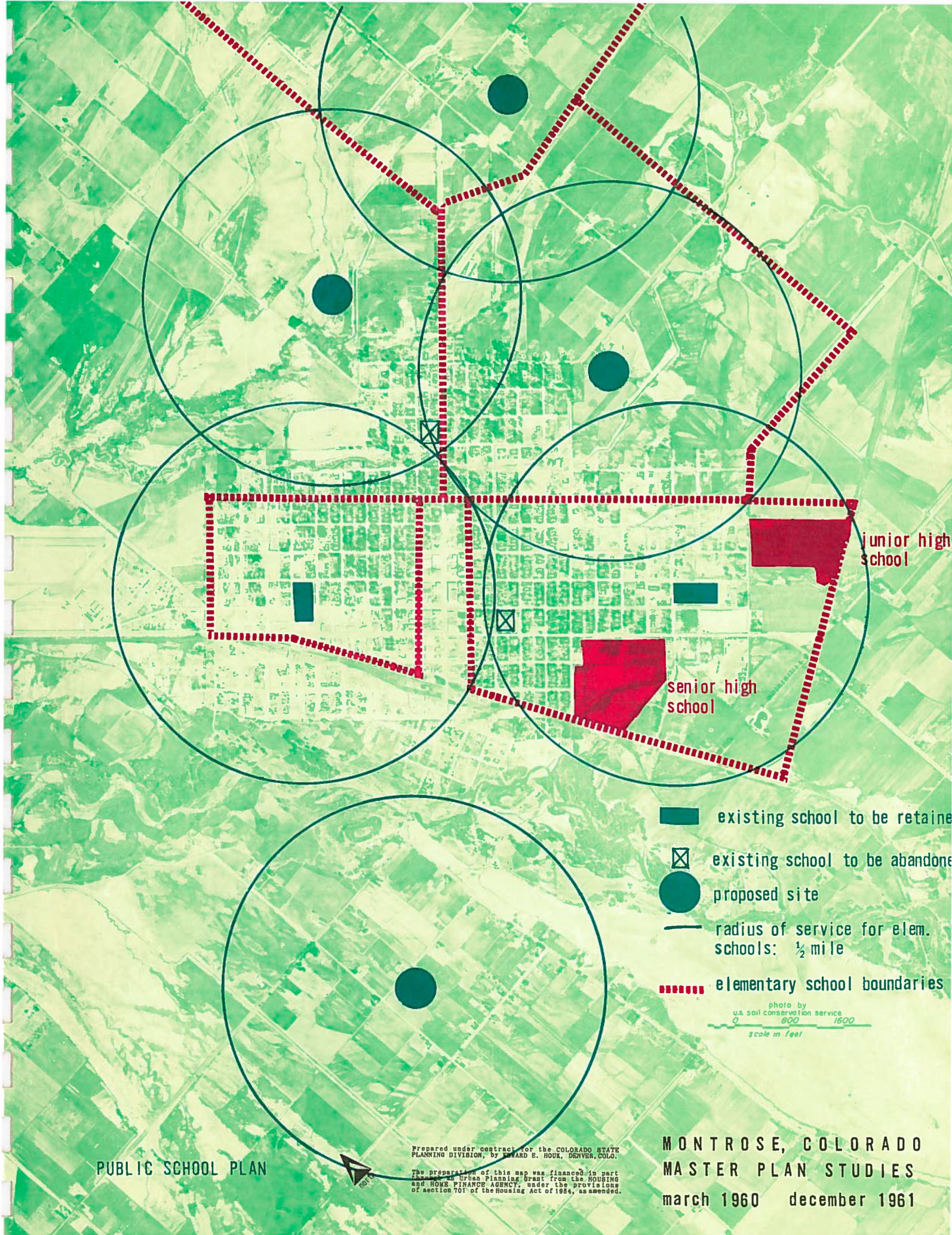
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photo by  
us soil conservation service  
0 800 1600

scale in feet

MONTRÖSE, COLORADO  
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- existing school to be retained
- existing school to be abandoned
- proposed site
- radius of service for elem. schools: 1/2 mile
- elementary school boundaries

photo by  
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**PUBLIC SCHOOL PLAN**

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**MONTROSE, COLORADO**  
**MASTER PLAN STUDIES**  
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proposed city,  
county & water  
users' shops

■ sale city land

■ proposed civic center

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**COMMUNITY FACILITIES PLAN**



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**MONTROSE, COLORADO**  
**MASTER PLAN STUDIES**  
march 1960    december 1961

## THE PROPOSED WATER SUPPLY SYSTEM

Raw water sources are presently from Cerro Canal and the Gunnison Canal. Winter supply, since these sources are closed during winter months, is obtained by storage in the Cerro Reservoir, barely adequate for today's population.

Additional raw water and filtration is proposed as a part of the Ridgeway Project. The water main is expected to connect into the proposed filtered water storage, located atop of the Hog Back.

Mains are planned to loop for pressure equalization. The Circulation Plan, this plan, and the Land Use Plan have been coordinated so that the outer loops will provide for even-constant flow. Adequate water pressure will be assured in the areas subject to urbanization.



..... existing main  
- - - - - proposed main

TO FILTER  
PLANT

PROPOSED WATER  
SUPPLY SYSTEM

WATER STORAGE  
photo by  
soil conservation service  
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Scale in feet



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MONTROSE, COLORADO  
MASTER PLAN STUDIES  
march 1960    december 1961

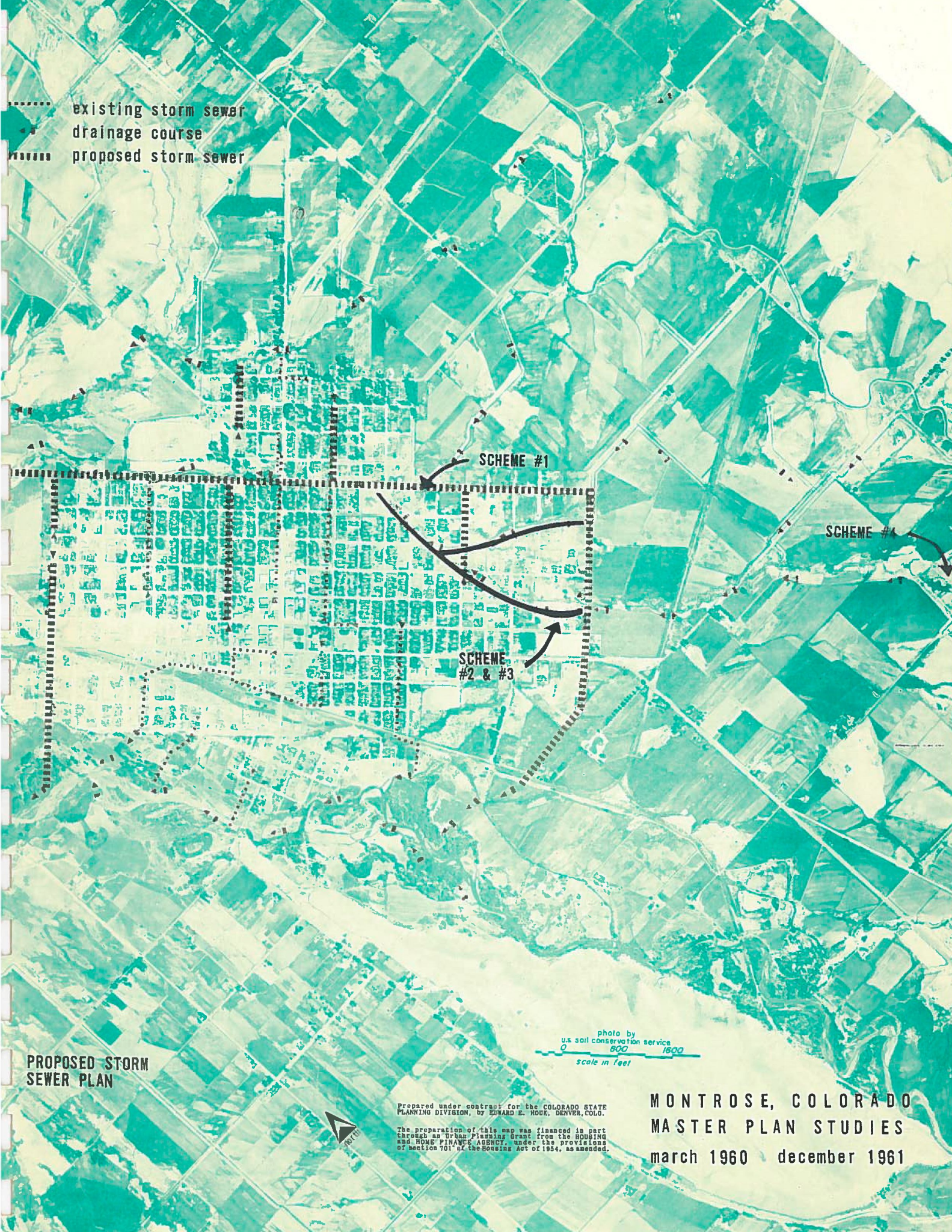
## **PROPOSED STORM SEWER PLAN**

Four schemes have been considered to provide drainage and eliminate the hazards caused by the arroya, these include:

1. A drainage pipe along Junction Avenue and revision of natural drainage to provide a large swale.
2. Install pipe in the present drainage and provide a swale above.
3. Provide a swale with a concrete pan for normal drainage.
4. Divert the arroya above town and provide one of the above developments.

The solution to this problem is not possible at this time. A consultant should be employed to study all solutions and present a qualified economical plan.

- - - - - existing storm sewer  
 -> drainage course  
 - - - - - proposed storm sewer



**PROPOSED STORM SEWER PLAN**

photo by  
 U.S. Soil Conservation Service  
 0 500 1000  
 scale in feet

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**MONTROSE, COLORADO**  
**MASTER PLAN STUDIES**  
 march 1960 - december 1961

## **PROPOSED INTERMEDIATE GAS MAINS**

Present Mains were installed in 1960 by the Rocky Mountain Natural Gas Company, Inc. High pressure gas arrives from the north along Highway 50. The pressure is reduced within the city. Intermediate mains are not looped, however low pressure lines are looped in the northern part of the city. The low pressure lines should be tied together across South Townsend to provide a loop there.

Future plans should provide for the extension of present intermediate mains so that adequate pressure can be maintained in the urbanized area as defined on the land use map. Easements will be provided by utilizing county rights-of-way.

Mains have not been indicated in the Hog Back area. It is assumed that a large system will not be needed in this area, southeast of the city due to the low density of urban growth.

..... existing gas mains  
- - - - - proposed gas mains

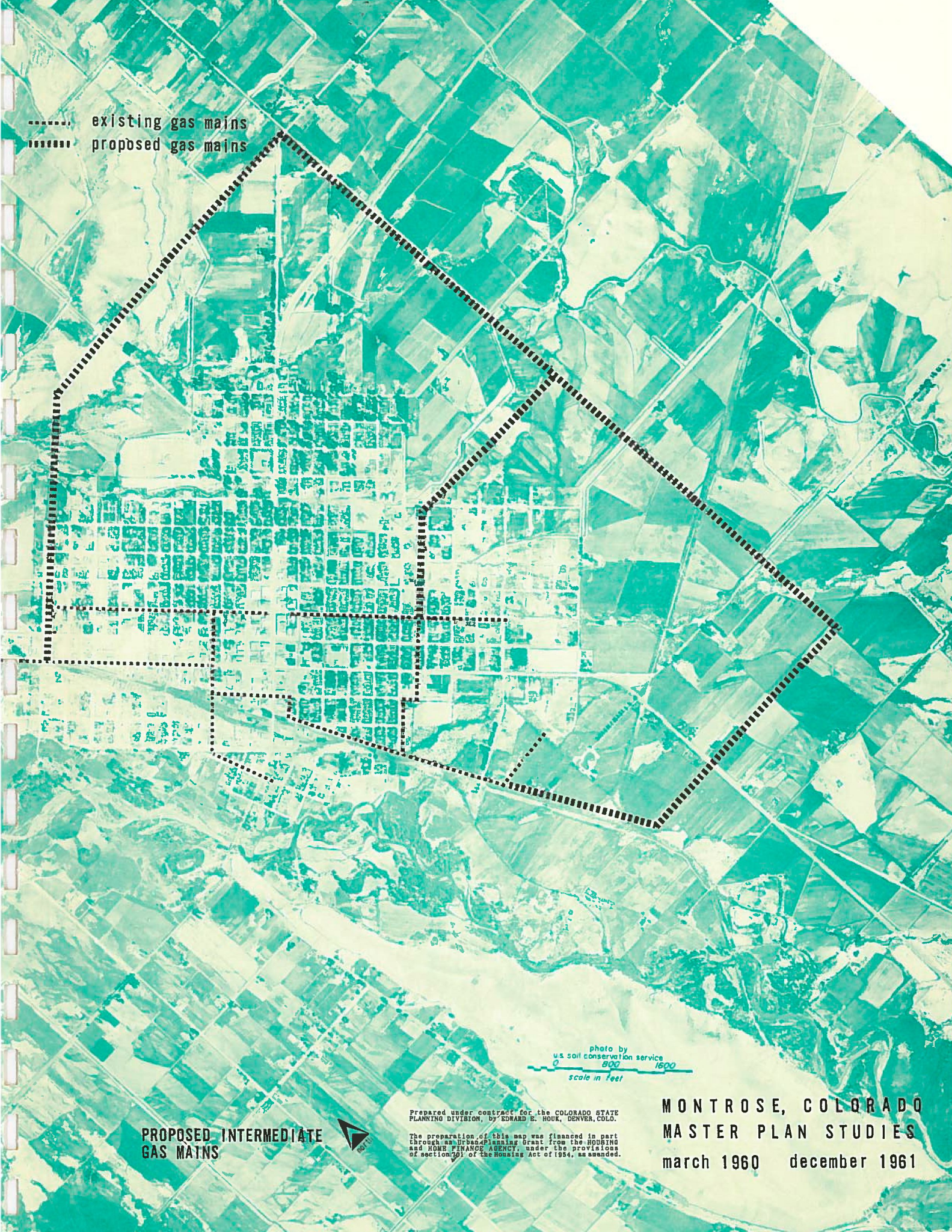


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scale in feet

### PROPOSED INTERMEDIATE GAS MAINS



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## THE PROPOSED SANITARY SEWER SYSTEM

Studies conducted by Sanitation Engineers indicate that present trunk lines were installed properly and are of adequate size to provide service during the period of this study. Therefore plans are made to extend these lines as suburban areas are developed.

The line along N. 9th Street should be replaced at a lower depth in order to extend service toward the east.

Mains are indicated for the area southwest of town (Hog Back area). To serve this area, the river must be crossed by trunk mains - a less expensive undertaking than the construction of of an additional treatment plant.

— existing  
..... proposed

SEWER TREATMENT PLANT

PROPOSED SANITARY SEWER SYSTEM

photo by  
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Scale in feet

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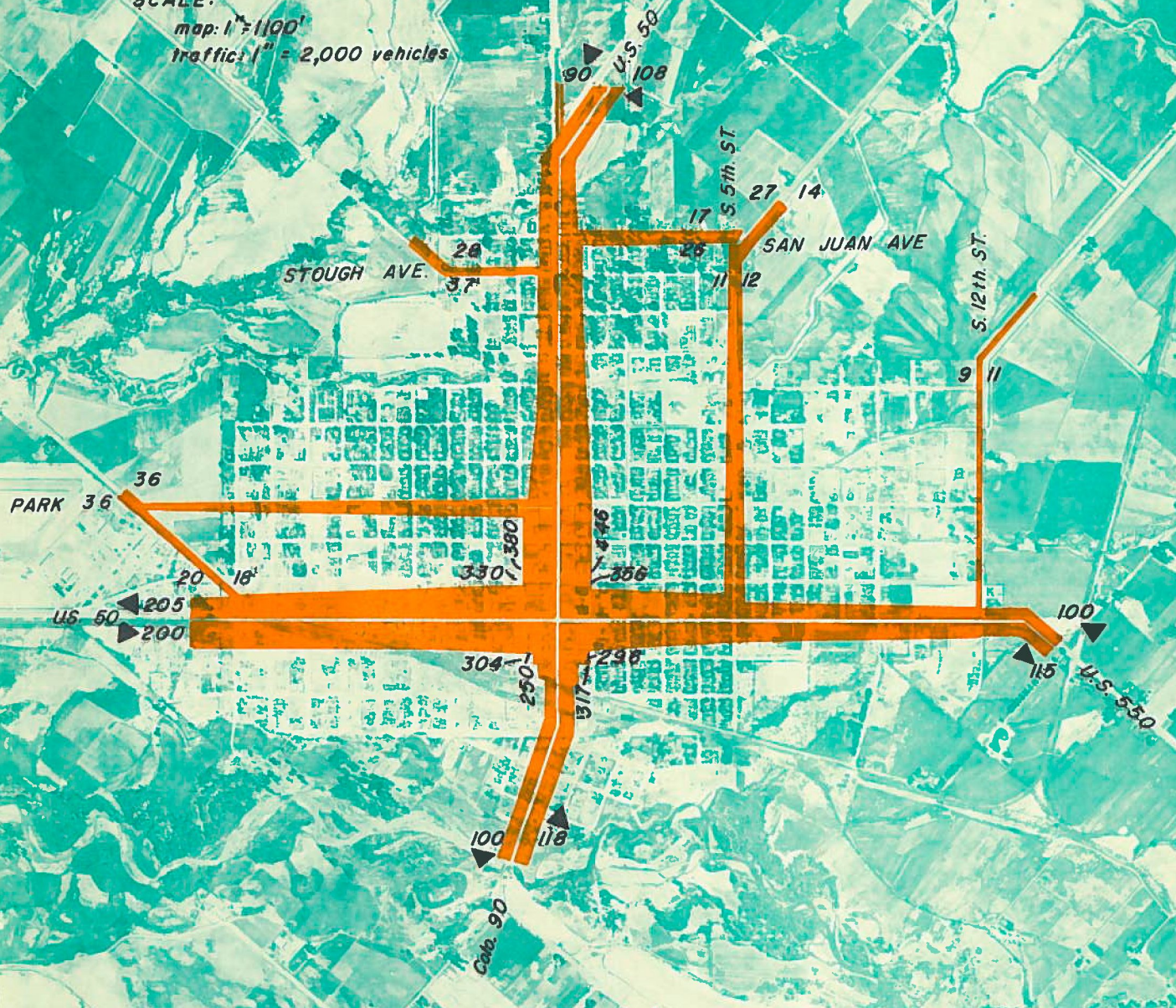
**PART VII**

**THE MONTROSE TRAFFIC AND CIRCULATION PLAN**

A MOST IMPORTANT OBSTACLE TO THE HEALTH AND SAFETY OF ALL MONTROSE CITIZENS IS DISCUSSED HERE. A CONTEMPORARY SYSTEM OF QUIET RESIDENTIAL STREETS AND WIDE CONVENIENT THROUGHFARES IS OUTLINED. A UNITED EFFORT BY THE DOWNTOWN GROUPS, HOME OWNERS, AND CITY OFFICIALS WILL BE REQUIRED TO RID THE CITY OF THE MUD AND DUST AND PROVIDE A HEALTHY ENVIRONMENT FOR THE FUTURE.



SOURCE:  
 survey sept. - nov. 1960  
 SCALE:  
 map: 1" = 1100'  
 traffic: 1" = 2,000 vehicles



AVERAGE MAXIMUM DIRECTIONAL  
 HOURLY TRAFFIC VOLUME



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MONTROSE, COLORADO  
 MASTER PLAN STUDIES  
 march 1960 december 1961



**AVERAGE DAILY TRAFFIC VOLUME**

**SOURCE:**  
 survey: sept-nov, 1960  
 state traffic counts  
**TRAFFIC SCALE: 1" = 6,000 veh**  
 photo by  
 us soil conservation service  
 0 800 1600

**MONTROSE, COLORADO  
 MASTER PLAN STUDY  
 march 1960 december 1960**

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## INTRODUCTION:

While reviewing this plan, certain criteria should be used to evaluate its value. Just as we set standards to measure housing, automobiles, and almost all materials we buy, we should set standards for our streets and thoroughfares. The criteria should be based on the habits of people; not on the speed possible for the automobile. **STREETS SHOULD BE DESIGNED FOR PEOPLE, NOT FOR CARS OR TRUCKS.** The more important criteria, or measuring rules, are given in order of importance.

**SAFETY:** Does the plan recommend maximum safety for school children? Will elementary children have to cross major arterials to go and come from school? Will downtown pedestrians have to cross hazardous traffic to get from store to store? Can residential streets be used as speedways? Are traffic intersections kept to a minimum?

(A four-way intersection has 24 points where automobile paths cross, or possible collision points. A "T" intersection has only 6 collision points, or one-fourth the hazards.)

**CONVENIENCE:** How easy will it be to get to town to shop for urbanites and the rural people? Will it be easy to get from store to store? To go across town? To go to a neighbors house three blocks away? (Shorter distances are quicker to walk.) Must you go through the downtown in order to get across town? (A straight line is not always the quickest route.)

**ECONOMY:** Can any street be deleted and still provide efficiency and safety? Can any street be designed more narrow to cut pavement and maintenance costs? Can private accesses be substituted for public thoroughfares? Are there any high-speed streets in residential areas which will require traffic patrols? Each of these questions must be asked in evaluating the plan, and each weighed to determine its importance.

## CONCLUSIONS

Montrose has no critical traffic hazards at this time. Some congestion occurs in the downtown. This can be minimized by providing off-street parking with accesses from South First and North First Streets.

The present circulation problems are caused by the lack of paved accesses. A total of 6.9 miles of pavement is needed today.

A plan is provided by this study which will provide an adequate circulation system at a minimum cost. Minimum pavement is proposed to give adequate, convenient and safe access to all lands subject to development within and around the city. IT IS RECOMMENDED THAT A GENERAL IMPROVEMENT DISTRICT BE INITIATED TO PAVE AND INSTALL CURB AND GUTTERS ON STREETS AS OUTLINED IN THE PROPOSED ACCESS IMPROVEMENT PLAN. THIS SHOULD BE COMPLETED IN ONE PROJECT. ACCESS SHOULD BE LIMITED TO ALL UNPAVED AREAS WHEN THE STREET IMPROVEMENT PROGRAM IS COMPLETED. THE IMPORTANCE OF HIGHWAY 90 TO MONTROSE SHOULD NOT BE OVERLOOKED. ALL WEATHER HIGH-SPEED ROUTE SHOULD BE COMPLETED AS SOON AS POSSIBLE. FEDERAL LOANS ARE AVAILABLE FOR PLANNING OF PUBLIC WORKS PROJECTS SUCH AS ACCESS IMPROVEMENTS. The application should be made soon after acceptance of this plan.

**KEY**

-  existing pavement
-  new access pavement: 34' width
-  new access pavement: 50' width

colo. 90 truck route

photo by  
us soil conservation service  
0 600 1600

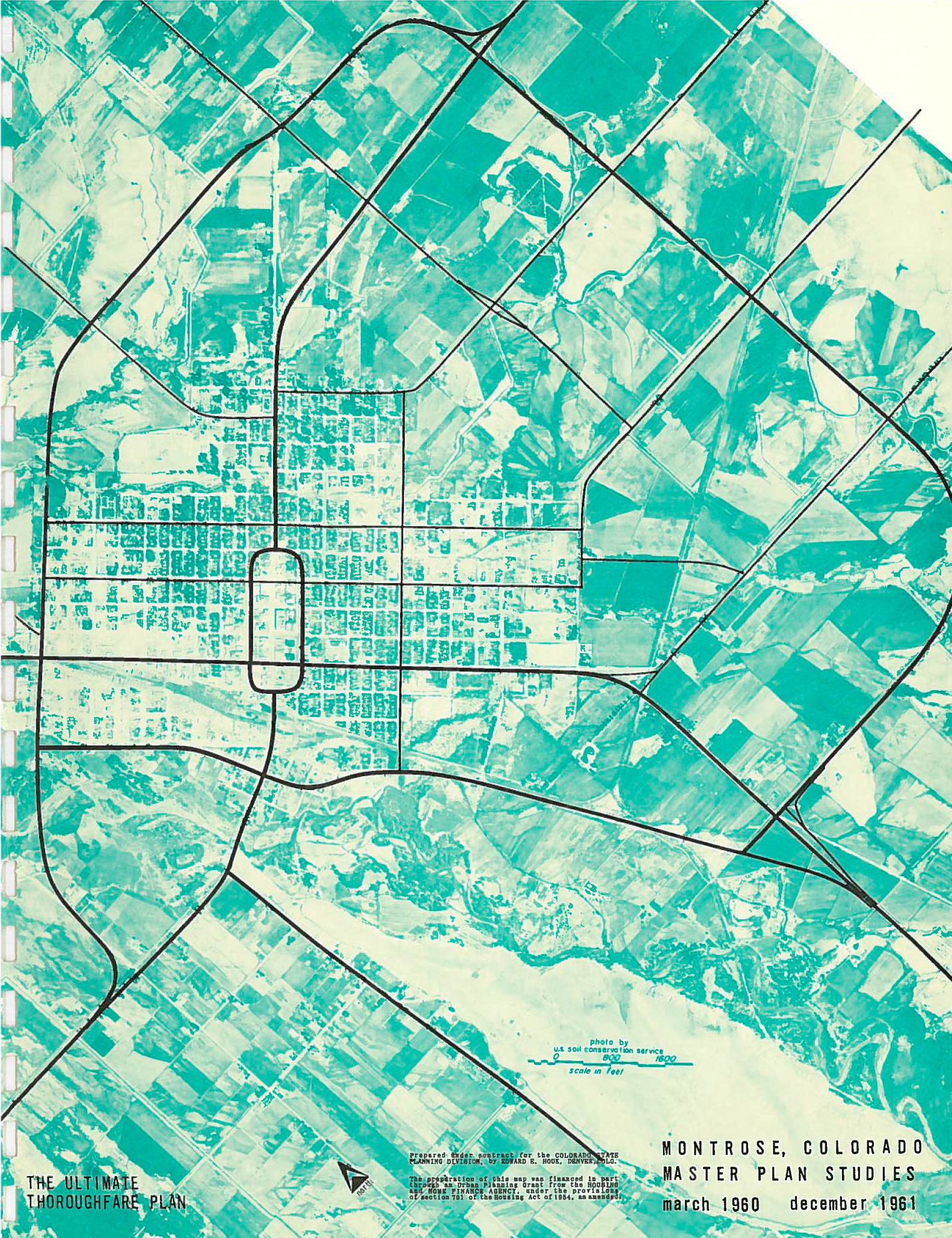
scale in feet

**THE ACCESS  
IMPROVEMENT PLAN**



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**MONTRORSE, COLORADO**  
**MASTER PLAN STUDIES**  
march 1960    december 1961



THE ULTIMATE  
THOROUGHFARE PLAN



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U.S. SOIL CONSERVATION SERVICE  
0 800 1600  
scale in feet

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MASTER PLAN STUDIES  
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U.S. 90-50 truck route

NEW  
U.S. 90

U.S. 550-50 truck route

photo by  
u.s. soil conservation service  
0 800 1600

scale in feet

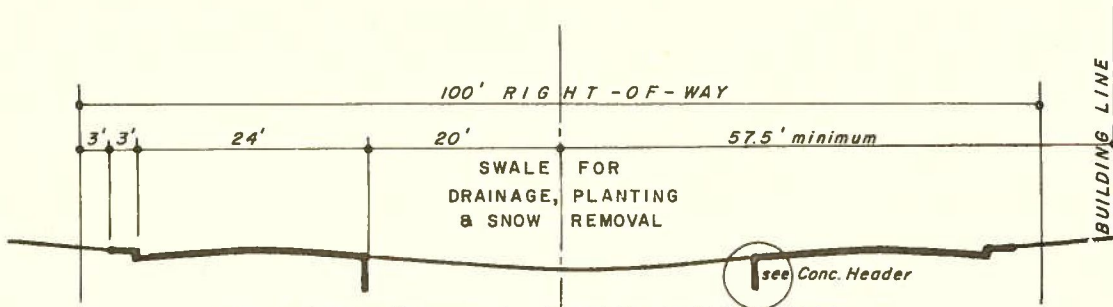
# THE ULTIMATE CIRCULATION PLAN



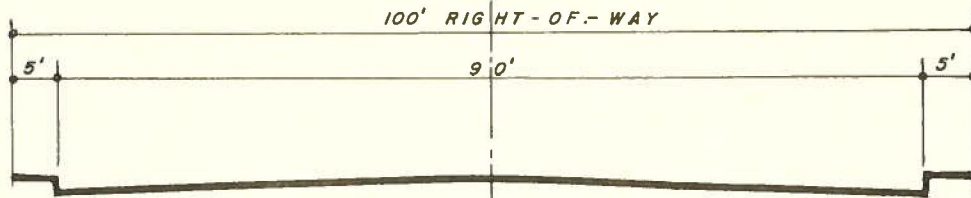
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## MONTROSE, COLORADO MASTER PLAN STUDIES

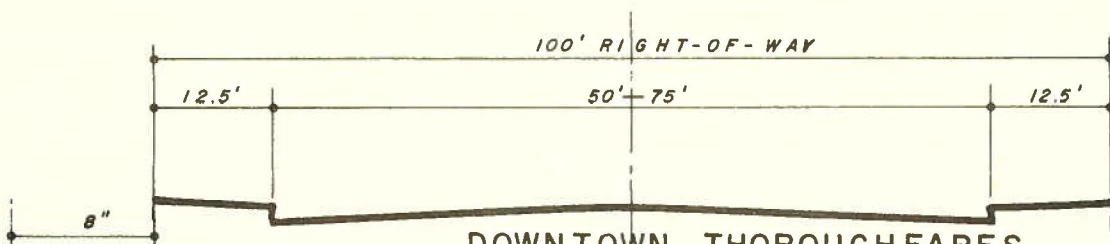
march 1960    december 1961



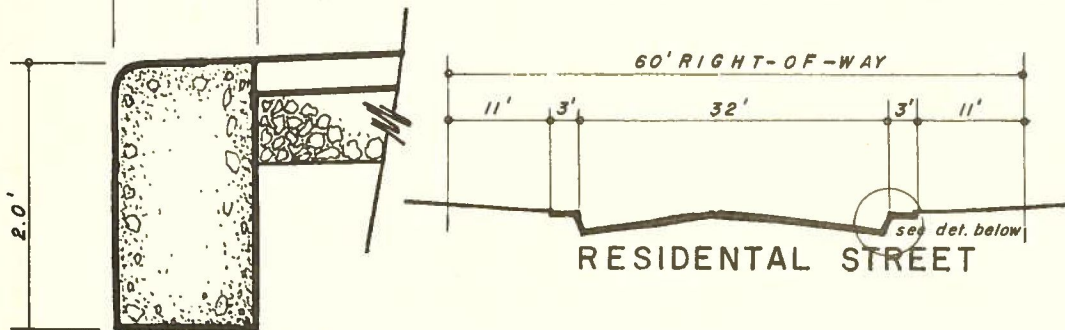
COLLECTORS and THOROUGHFARES



PARKING AVENUES, DOWNTOWN

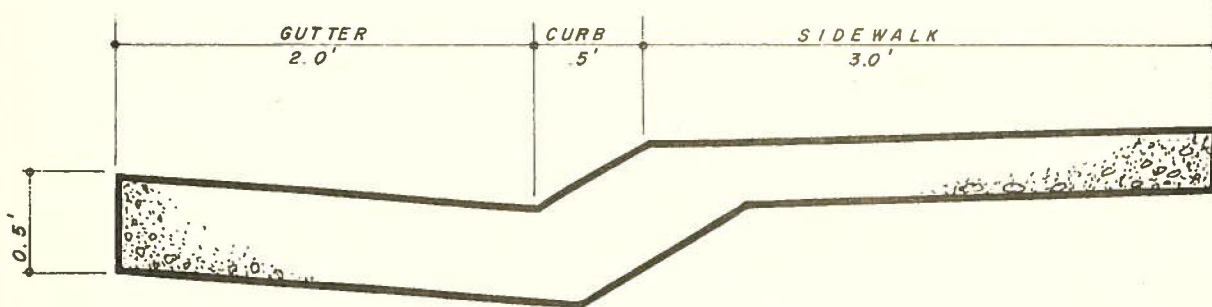


DOWNTOWN THOROUGHFARES



RESIDENTIAL STREET

CONC. HEADER



CURB, GUTTER & SIDEWALK  
for  
RESIDENTIAL AREAS

RECOMMENDED RIGHT-OF-WAYS & STREET SECTIONS



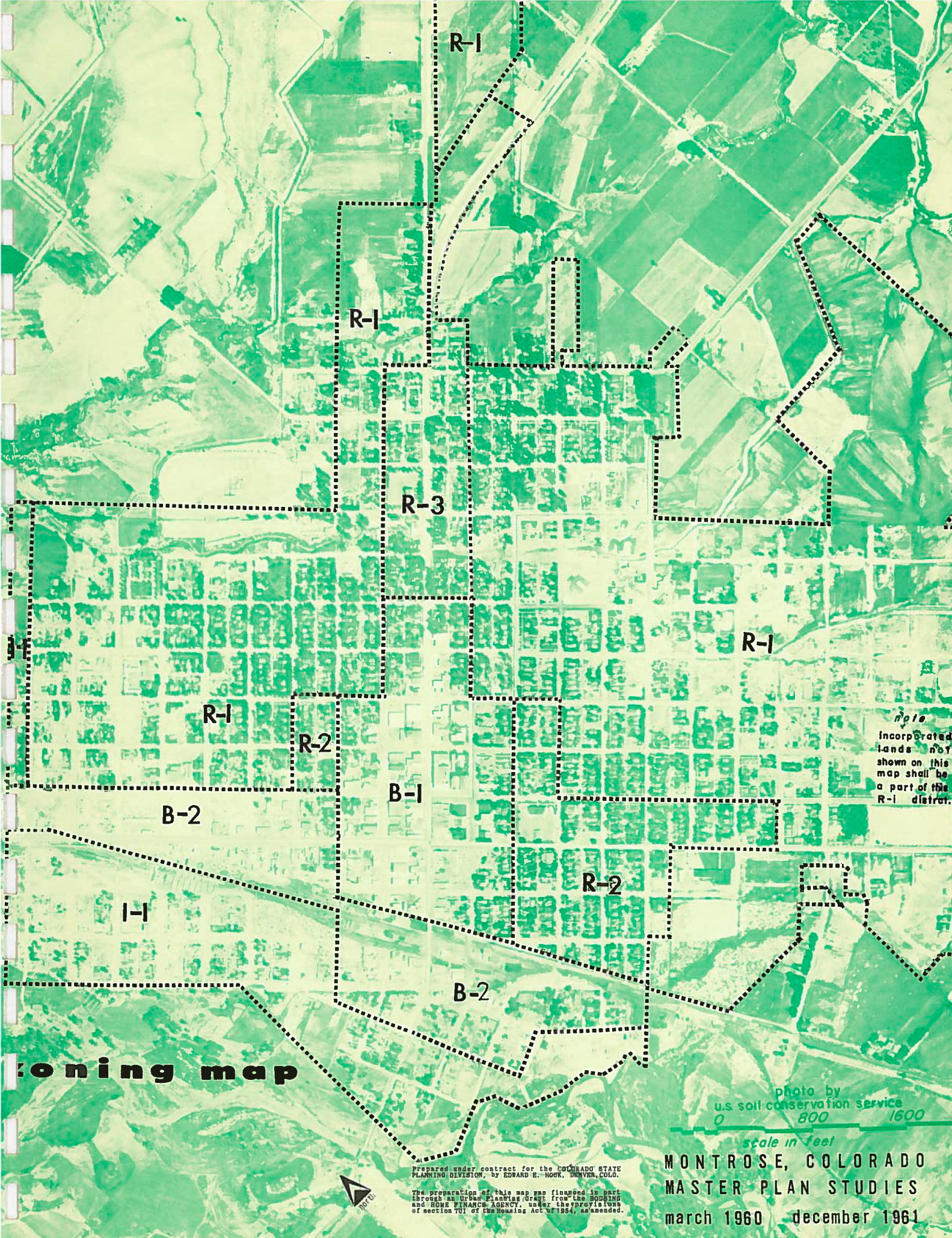
**PART VIII**

**MONTROSE REVISED ZONING ORDINANCE**

The purpose of zoning is to protect the health and welfare by providing minimum restrictions on new construction to control land use, density of dwellings and buildings, clearance for streets, air space for living and nuisance control. Zoning provides the means of implementing the land use plan and the traffic and circulation plan. RESTRICTION ON NEW CONSTRUCTION SHOULD BE KEPT AT A MINIMUM TO ACCOMPLISH ITS PURPOSE. The revisions proposed here are intended to reduce restrictions and simplify administration and usage.

## MONTROSE ZONING REQUIREMENTS

INDUSTRIAL MANUFACTURE I-1	INDUSTRIAL & WAREHOUSING B-2	BUSINESS DISTRICT B-1	RESIDENTIAL & SEMI-COMMERCIAL R-3	HIGH DENSITY RESIDENCES R-2	LOW DENSITY RESIDENCES R-1	
Industrial manufacture & storage; residence of security & fire personell *	Wholesale, warehousing, service stations, & drive-in restuarants with 5' high screens *	Commercial & business uses; single family residences not permitted *	Uses in R-2, Retail outlets having drive-in services, with 5' screens; Including Service stations & motels	Single and multi-family residences; uses in R-1, Accessory uses	Single families, farming & gardening, community facilities, home occupations, Hospitals if approved by the Board of Adjustment, accessory uses **	USES ALLOWED
2,500 S.F.	N.P.	2,500 S.F.	600 S.F.	600 S.F.	800 S.F.	MINIMUM BUILDING AREA
N.P.	N.P.	see R-2 for residence	see R-2 for residence	1 unit per 750 sq. ft.	1 per 6,250 sq. feet	MAXIMUM DENSITY
MAXIMUM: AIRPORT CLEARANCE; MINIMUM: 8'					Min: 8 ft. Max: 2 stories	HEIGHT
N.P.	N.P.	** N.P. for Commercial Building	15 feet from property line	15 feet from property line	15 feet from property line	MINIMUM FRONT SETBACK
N.P.	N.P.	N.P. for Commercial Building ** see R-1 for residence	**57.5 feet measured from center line of street	57.5 feet measured from center of street	57.5 feet measured from center line of street	MINIMUM FRONT SETBACK FROM CENTER LINE OF STREET
N.P.	N.P.	N.P.	25 feet for residences	25' not including garages	25 feet not including garages	MINIMUM REAR YARD
N.P.	N.P.	N.P.	5' screen between residence & drive-in activities	10 feet **	5 feet **	MINIMUM SLIDE YARD
25'	25'	25' & subject to approval of City Engineer	12 feet	N.P.	N.P.	CURB CUTS
See B-1	See B-1	Signs must advertise that activity on the lot placed	See B-1	1/2 sq. ft. maximum for permanent signs; 4 sq-ft. for temporary signs; All signs must be unlighted and unanimated		MAXIMUM AREA OF SIGNS
50'	50'		50'	N.P.	N.P.	MINIMUM FRONTAGE
Prohibited: all residences wholesale, retail & storage unless a part of process. * Applies only to new construction. Does not apply to remodeling or reconstruction.	Prohibited: all residences, hotels, motels, retail & commercial sales other than indicated above.	* See City Nuisance Ordinance.  * See exception for R-1	Single family dwellings now in use require approval of Board of Adjustment before conversion. ** See exception for R-1	* If joint property wall has 2 hr fire resistance, sound resistance equal to 2 frame wall - 10 feet, & density average as required above, side & front yards may be deleted  ** The number of livestock shall not exceed one per acre unless in an agricultural district when annexed to the city		EXCEPTIONS  N.P. INDICATES NO PROVISION.



R-1

R-1

R-3

R-1

R-1

R-2

B-1

B-2

R-2

I-1

B-2

*note*  
 incorporated  
 lands not  
 shown on this  
 map shall be  
 a part of the  
 R-1 district.

**zoning map**

photo by  
 u.s. soil conservation service  
 0 800 1600

scale in feet

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## PART IX

### A PROPOSED HOUSING ORDINANCE

Surveys conducted as a part of this plan by city employees, the housing committee, and the consultant indicate that 220 dwellings have unsafe or unsanitary conditions existing.

Nearly 200 need minor repairs or modifications to make them safe and attractive to live in. Eleven hundred adequate homes are in danger of becoming blighted by the spread of disrepair.

The proposed housing code was drafted after a thorough survey and a review of several housing codes used throughout the United States. Standards have been reduced from those used in most cities in order that it may be administratively enforceable by the City Manager and the City Health Officer. Regulations proposed are:

Minimum Standards for Basic Equipment and Facilities: No person shall occupy or let to another for occupancy any dwelling unit which does not comply with the following requirements:

Every habitable room shall have artificial light.

A habitable room must have an openable window unless mechanical ventilation is provided.

Every dwelling unit shall be supplied with rubbish and garbage storage facilities whose type and location are approved:

Every dwelling shall have adequate facilities and utilities for heating in at least ½ of the habitable rooms.

There shall be a supply of running water for drinking within all dwelling units from city service.

In each dwelling unit there shall be at least one sink with running water of approved quality connected in accordance with the Montrose Plumbing Code, except as provided in the Montrose Trailer Court Ordinance.

Every dwelling unit shall have approved, safe, unobstructed means of egress leading to safe and open space at ground level.

All dwelling structures shall be weather tight, dry and in good repair. There shall be no leaking gas pipes or fixtures; no leakage of coal gas from coal stoves, furnaces, pipes or chimneys; or dampness from faulty drainage.

Each dwelling unit shall be adequately wired for electricity.

There shall be insect screening on every window and exterior door or other opening and absence of infestation of any insects, rodents or other pests.

Every dwelling unit shall contain at least 100 sq. ft. of floor space for the first occupant thereof and at least 50 additional sq. ft. of floor space to be calculated on the basis of total habitable room area.

The occupants of not more than two dwelling units may share a single bathtub or shower, and a single flush water closet if; the facility is accessible to the occupants of each dwelling unit without their having to go outside to reach the facility.

#### Responsibility of Owners and Occupants.

Every owner of a dwelling containing two or more dwelling units shall be responsible for maintaining in a clean and sanitary condition the shared or public areas of the dwelling and premises thereof.

Every occupant of a dwelling unit shall keep in a clean and sanitary condition that part of the dwelling, which he occupies and controls.

Rooming Houses and Hotels. No person shall operate a rooming house, or hotel except in compliance with all the applicable provisions of this article.

There shall be supplied at least one flush water closet or urinal, or shower, for each 10 persons, or fraction thereof.

The operator shall supply and change bed linen and towels therein at least once each week, and prior to the letting of any room to any occupant. The operator shall be responsible for the maintenance of all supplied bedding, walls, floors and ceilings, in a clean and sanitary manner.

- major violations to the Montrose Housing Code.
- minor violations to the Montrose Housing Code.
- adequate housing.



photo by  
 U.S. Soil Conservation Service  
 0 800 1600

scale in feet

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**PART X**

**MONTROSE REVISED SUBDIVISION ORDINANCE**

Revisions to the Montrose Subdivision Ordinance are few. The basic ordinance adapted is considered excellent. It provides for administrative improvements, and sets minimum restrictions and required improvements.

Revisions proposed are:

Street jogs will be permitted on residential streets.

Residential streets shall be designed to prohibit through traffic.

Design of residential street curves shall prohibit high speed traffic. Collector streets and thoroughfares shall be designed to permit greater speeds.

Residential units fronting on collector streets and thoroughfares shall be prohibited.