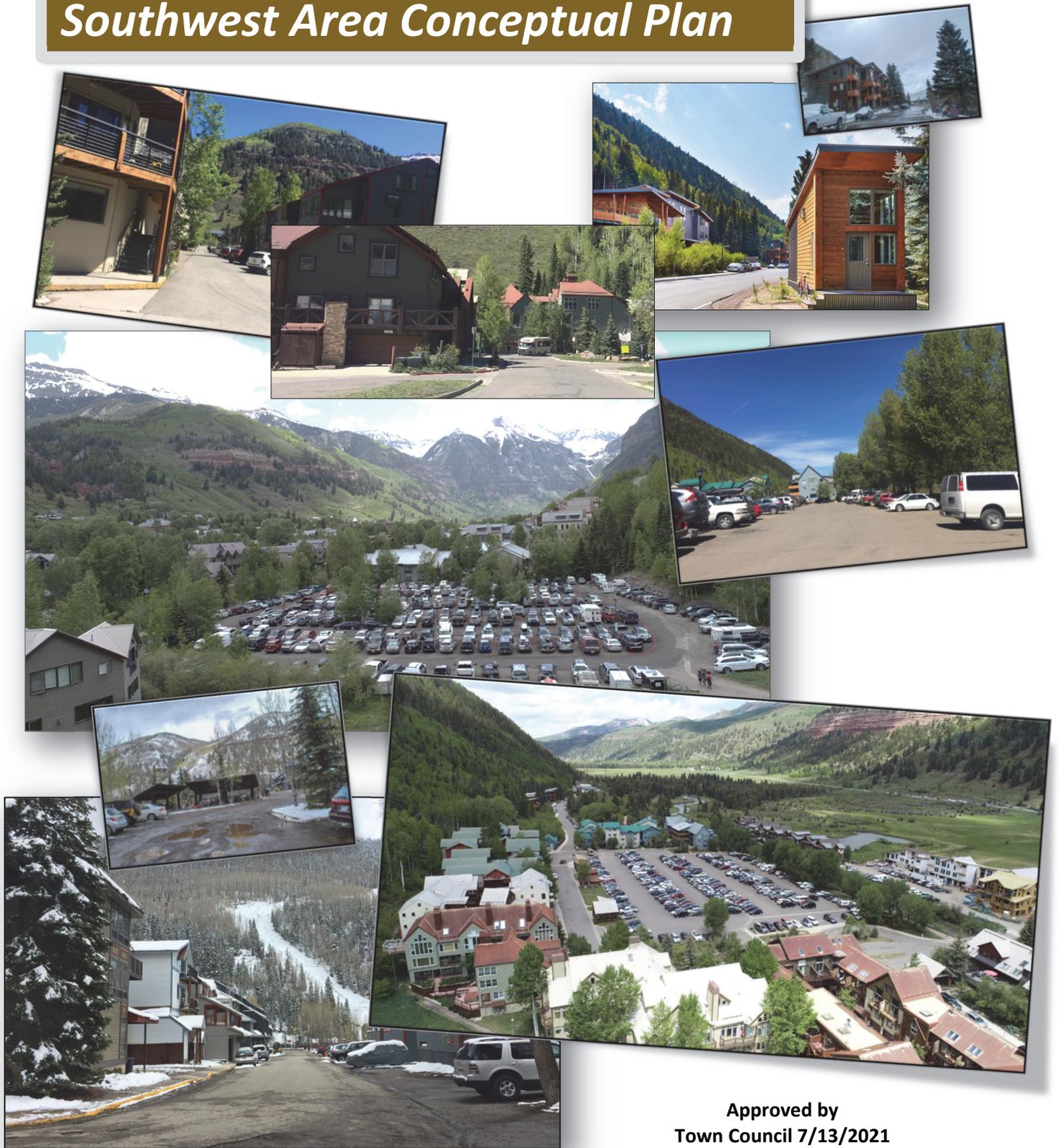


Southwest Area Conceptual Plan



Approved by
Town Council 7/13/2021



TABLE OF CONTENTS	PAGE
1.0 INTRODUCTION	1
1.1 OVERVIEW	1
1.2 SOUTHWEST AREA CHARACTER	2
2.0 PUBLIC PROCESS	3
2.1 OVERVIEW	3
2.2 PUBLIC COMMENTS	4
3.0 ZONING AND DESIGN GUIDELINE CONSIDERATIONS	5
3.1 OVERVIEW	5
3.2 ACCOMODATIONS II DISTRICT	6
3.3. PUBLIC PURPOSE DISTRICT	8
3.4 DESIGN GUIDELINES	9
3.5 ACCOMODATIONS TREATMENT AREA	10
3.6 RIVER PARK CORRIDOR OVERLAY TREATMENT AREA	10
3.7 TRANSITIONAL HILLSIDE TREATMENT OVERLAY AREA	11
3.8 BACKMAN VILLAGE SUBDIVISON	11
4.0 LAND USE CONCEPTS	13
4.1 OVERVIEW	13
4.2 GUIDING CONCEPTS/PRINCIPLES FOR DEVELOPMENT	14
4.3 SPECIFIC SITES	14
4.3.1 CARHENGGE PARKING (LOTS 34/34B)	14
4.3.2 SHANDOKA APARTMENTS / LOT L	15
4.3.3 VIRGINIA PLACER	18
4.3.4 LOT B	18
4.3.5 TOWER HOUSE	20
5.0 PHASING / SEQUENCING	20
5.1 OVERVIEW	20
5.2 SCENARIO ONE	20
5.3 SCENARIO TWO	22
6.0 CIRCULATION	24
6.1 OVERVIEW	24
6.2 BRIDGE AND RIVER TRAIL ALIGNMENT	24

6.3	CONCEPTUAL OPTIONS FOR INTERSECTION AT COLORADO AVENUE AND S. DAVIS STREET	25
6.4	ROAD PROFILES AND CONCEPTUAL OPTIONS W. PACIFIC AVENUE	28
6.5	ROAD PROFILE AND CONCEPTUAL OPTION MAHONEY DRIVE	31
6.6	ROAD PROFILE AND CONCEPTUAL OPTION S. TOMBOY STREET	32
6.7	ROAD PROFILE AND CONCEPTUAL OPTION S. DAVIS STREET	23
6.8	FUTURE STEPS	34

APPENDIX

KEY TAKE-AWAYS FROM PUBLIC INPUT

TELLURIDE SWAP SURVEY AND COMMENTS

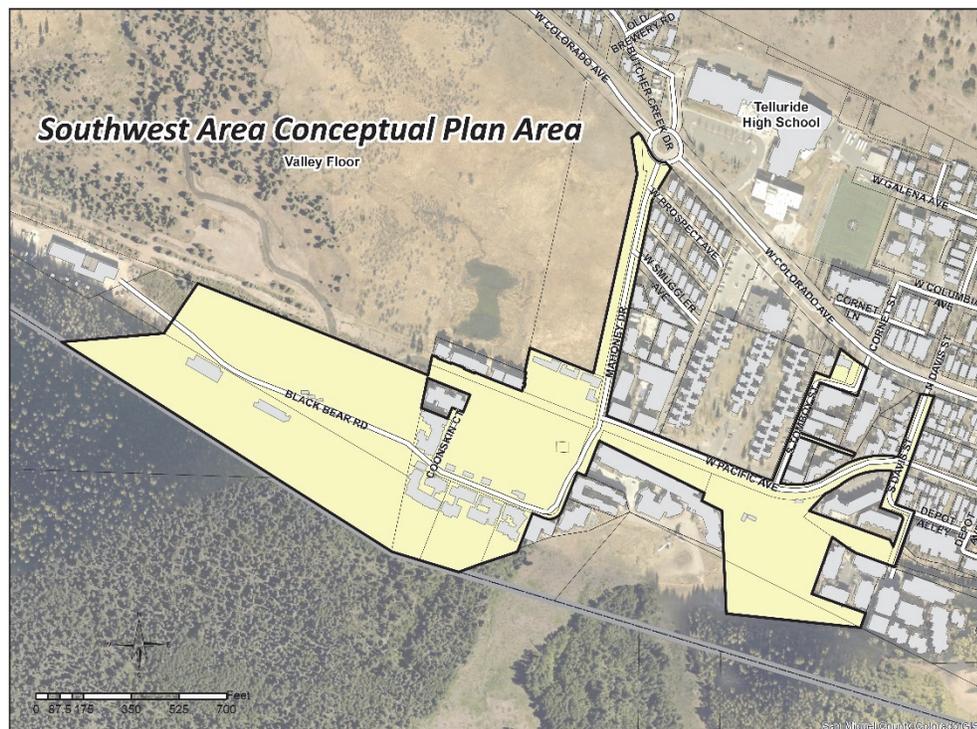
SUMMARY OF DESIGN GUIDELINES IN TREATMENT AREAS

1.0 INTRODUCTION

1.1 OVERVIEW

The Telluride Town Council initiated the Conceptual Planning process in 2019 to determine how best to utilize Town of Telluride (Town)- and Telluride Housing Authority (THA)-owned parcels assembled generally south of the San Miguel River and west of Davis Street. DHM Design, along with Charles Cunniffe Architects, Uncompahgre Engineering and Amy Levek, were selected to work with the Town to identify general land use approaches and opportunities for these publicly-owned parcels and the surrounding streets and pedestrian network. The plan indicates a range of potential land uses for the various sites and circulation alternatives and does not constitute a detailed site plan. Although the Planning Team explored the siting of buildings and elements in this process to understand land uses and densities, specific approaches and designs to achieve the recommended uses will occur as developments are pursued by the Town Council.

The consultants considered existing land use patterns; pedestrian circulation; bicycle routes; vehicular connections; transit routes; existing street and sidewalks improvements; and adopted community goals, objectives and policies as expressed in the 2006 Town Master Plan; as well as the Town Council’s annual goals and objectives. Although privately-owned land and developments are referenced in terms of adjacency to publicly-owned property, this plan focuses on publicly-owned resources and public spaces. Currently, uses within the Planning Area encompass rental and owner-occupied,



affordable and employee housing units in the Shandoka, Virginia Placer and Longwill developments; public surface parking within all or part of the “Shandoka,” “Carhenge” and Lot B lots; and street and pedestrian ways, most of which were established through subdivisions/re-platting of Town rights-of-way processes that occurred in the 1970’s and 1980’s. Open space and portions of the River Park are also located within the plan area, with the River Trail traversing several public and privately-owned lands.

1.2 SOUTHWEST AREA CHARACTER

The Southwest area is located at the entry to the developed part of the Town of Telluride, just beyond the open space of the Valley Floor. As this western portion of Telluride was developed concurrent with, or short after, the installation of Lift 7, it is visually distinct from the other historic parts of Town that developed before the evolution of the ski industry in Telluride. Full-time year-round residents and seasonal visitors are both represented in the area.

Presently, there are limited commercial or neighborhood services to serve the residents and visitors, and much of the publicly-owned land is used as surface parking lots (Shandoka and Carhenge) by workers, residents, visitors, and skiers. The Galloping Goose Transit system circulates through the Town and the neighborhood on a regular schedule. Residents have access to the San Miguel River Trail and the Valley Floor open space for hiking and winter activities. Pedestrian connections through the area generally consist of sidewalks established primarily along West Pacific Avenue and Mahoney Drive and the River Trail. With respect to vehicular circulation, there is often congestion at the Mahoney Drive and Colorado Avenue roundabout during peak times in the morning primarily due to the significant number of vehicles associated with the high school, middle school, and elementary school; commuters from outside of Telluride; and visitors to the Town. Conflicts between pedestrians, bike and vehicle traffic occur along



View East on Pacific Ave. – the Major circulation corridor of the Southwest Area

W. Pacific Avenue; and the Davis Street and Colorado Avenue intersection often experiences cueing issues along Davis Street



The large parking lot for residents and the public is in the foreground as you enter Shandoka.

2.0 PUBLIC PROCESS

2.1 OVERVIEW

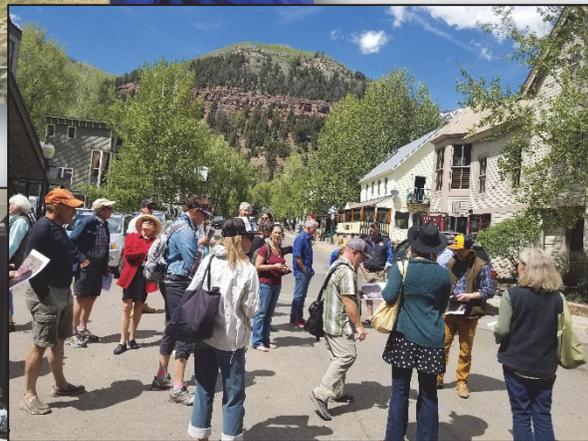
Throughout much of 2019 the consultant team sought to inform the public of the planning process by conducting a series of meetings and workshops with the Town Council. The following series of meetings were conducted between the summer and fall of 2019. During the process, Town Council sought additional consulting services to understand traffic and pedestrian circulation patterns. PST Engineering, from Durango Colorado, was added to the Planning Team in the late spring of 2019. A Traffic Impact Study was completed by the Consultants in August of 2020. The study and public meetings served to better inform the Town Council on future decisions following this conceptual plan process.

- Site Walk with Public - June 10th
- Workshop #1 with Committee/Staff/Public – June 11th
- Public Open House #1 – June 11th
- Workshop #2 with Committee/Staff/Public – July 30th
- Public Open House #2 – July 30th
- Spanish Language Meeting – August 4th
- Traffic Counts – August 7th -13th
- Traffic Observations – Friday Sept 13th Blues and Brews Committee Meeting #3 - Traffic – Oct 28th
- Public Open House #3 (Traffic/Circulation Focus) – Oct 28th

Although originally a work session was anticipated in May of 2020, the Town Council calendar was adjusted to respond to the shifting priorities resulting from the Covid 19 pandemic. In effect, the completion of the planning process was paused for more than 12 months.



Public Open House June 11, 2019



Site Walk June 10, 2019



Public Spanish-Speaking Meeting August 4, 2019

2.2 PUBLIC COMMENTS

Although, decisions will ultimately rest with the Town Council on how it will utilize publicly owned land, public comments during the planning process are especially valuable in informing the Town Council of public perceptions and opinions. The consultants gained some understanding of the public's preferences by making available an on-line survey and by conducting the series of workshops. The Appendix attached to this plan includes survey response and comments. Generally, the neighborhood residents voiced support for more neighborhood commercial and services lacking in the area and some residents suggested that uses should be considered other than deed-restricted resident housing. Other suggested uses included a possible recreation center facility, neighborhood park space,

and future playgrounds for the residents. There appeared to be general agreement that future planning and design efforts in the Southwest Area should emphasize opportunities for expanding neighborhood amenities and encouraging more gathering spaces for the residents and visitors.

Although there was a general concern expressed by neighborhood residents of increased housing density, the consultants were clear to emphasize that the publicly-owned land offers unique opportunities for future quality affordable housing and expanded neighborhood amenities.

Issues of circulation, connectivity and safety were also discussed throughout the planning process. Residents identified the intersections at Pacific Avenue and Mahoney Drive; and Davis Street and Colorado Avenue as the focus areas where future improvements were needed. Additionally, because Pacific Avenue is the central spine for circulation in the area, residents voiced support for improving safety for bikes and pedestrians along this corridor. Concerns were often raised that any future improvements preserve as much of the linear park space as possible. A key takeaway for the consultants was that the River Trail should be preserved and a new multi-use path could serve multiple users. Additionally, residents requested that the sidewalks throughout the area be upgraded and improved for pedestrian safety.

Many of the residents expressed the desire to keep Pacific Avenue a one-way street; to limit vehicular impacts on the river corridor; and to limit disturbance to the park. The public sentiment was clear to the team that pedestrians and bicycles are of primary importance in the corridor. At the same time, some of the residents expressed the desire to consider two-way traffic on Pacific Avenue to improve circulation for all of the area. The two-way option was discussed as a possible way for improving traffic movements at the Davis Street and Colorado Avenue intersection, and along the segment of West Colorado between the traffic circle and Davis Street. The consultants recognize that whichever option is ultimately considered by the Town Council, pedestrian connections to neighborhood amenities are crucial to enhance the quality of life for the residents.

3.0 ZONING AND DESIGN GUIDELINE CONSIDERATIONS

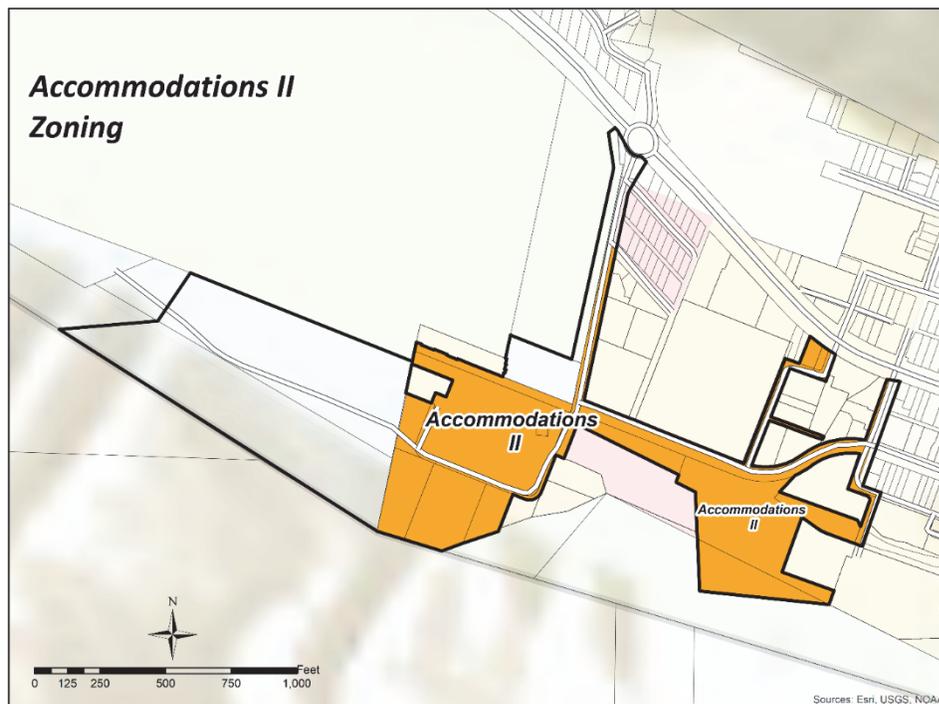
3.1 OVERVIEW

Existing zoning for the publicly-owned land within the Southwest Study Area is split between the two districts of Public Purpose (PP) and Accommodations II (ACII). The Public Purpose zoning is applied to Lot B, Pearl Subdivision, north of the river, and the lots within the Virginia Placer Subdivision and along both sides of Black Bear Road, west of the Shandoka Apartments. The Virginia Placer Apartments, Boarding House and “tiny homes,”(2018), the Longwill 16 residences (2019), and the Town’s Public Works Facility (out of the study area) have been constructed within the PP District. The AC II District is applied to the Carhenge property, the Shandoka Apartments and Lot L (“Shandoka

Lot”). The Shandoka Apartments, a small child-care center, and the Entrada Residences were constructed between 1989 and 2009 in the AC II District. In total, the study area includes thirty-eight affordable or employees housing units, and forty-six person boarding house, within the PP District and 151 affordable or employees housing units within the AC II District, on publicly-owned land.

3.2 ACCOMMODATIONS II DISTRICT

Land Uses: The Accommodations II District is established to permit and encourage areas of “relatively” higher densities, for visitor-oriented accommodations; housing for residents; recreation facilities to serve both visitors and residents; and limited commercial uses to provide tourist and accommodations-related services. As such, many types of accommodations and employee/affordable housing unit types are permitted as uses by right. Additionally, parking of motor vehicles is a use by right west of S. Davis Street within the zone. The AC II District was originally established in 1979 after the time of the Backman Village Subdivision and Annexation approvals that same year. (See Section 3.8 – Backman Village Subdivision)



Although tourist-related commercial uses are permitted, the AC II District limits those uses to no more than fifteen percent of the gross floor area of the building in which they are located. Tourist-related commercial uses specifically include art galleries, bars, book shops, camera shops, candy stores, tobacco stores, gift shops, jewelry stores, liquor stores, restaurants, sporting goods stores, property management offices, visitor service office,

and rental and repair and storage of uses in conjunction with the tourist related uses. Uses permitted on review and approval by the Planning and Zoning Commission include public/quasi-public buildings; single family and two-family dwellings on lots of less than 5,000 square feet, and other tourist related commercial uses.

Primary Dimensional Limitations:

Maximum Floor Area: There is no floor area limitation within the AC II Zone, however the maximum floor area for individual buildings is limited to 30,000 square feet, or 50,000 square feet if lodging/ hotel accommodations uses.

Building Heights: In acknowledgement of the higher densities anticipated within the Zone District, the maximum allowed building height is thirty-five to forty feet depending upon whether the specific site is north or south of the river. This is higher than the twenty-five feet maximum height typically applied to the Town’s Residential Zone Districts. Additionally, if more than fifty percent of the ground coverage of a building is located on a slope of greater than fifteen percent, building heights are measured parallel to underlying slope as opposed to an “average grade” method used in most Town zone districts.

Site Coverage / Enclosed Parking: The AC II District provides incentives to develop enclosed parking as a part of development by allowing increases to the maximum site coverages that would otherwise be permitted by the zoning. The amount of the Increases corresponds to the percentage of required parking that is enclosed. As an example, a lot size of 20,000 square feet or less is limited to a maximum site coverage of 40 percent. However, if all the required parking is enclosed in the building, the maximum site coverage increases to 50 percent or an additional 10 percent. The ratio of enclosed required parking and the increase to site coverage is defined as follows:

Percent of Required Spaces provided within Structure	Additional Site Coverage Percentage Allowed
100%	10%
75%	7.5%
50%	5%
0%	0%

Setbacks: To allow flexibility in the design process, there are no established Land Use Code setbacks within the AC II Zone, with setbacks governed by the Building Code and the requirements of HARC. Three exceptions to this standard are:

- A required minimum ten-foot setback from the property line along the San Miguel River, River Trail, or park land along the San Miguel River
- A minimum bulk plane along the River, River Trail or open space along the river, requiring all development to be setback from the property line a minimum of 1 horizontal foot for each 1.5 vertical feet
- A setback of at least 50 feet from the property line along the River, the River Trail

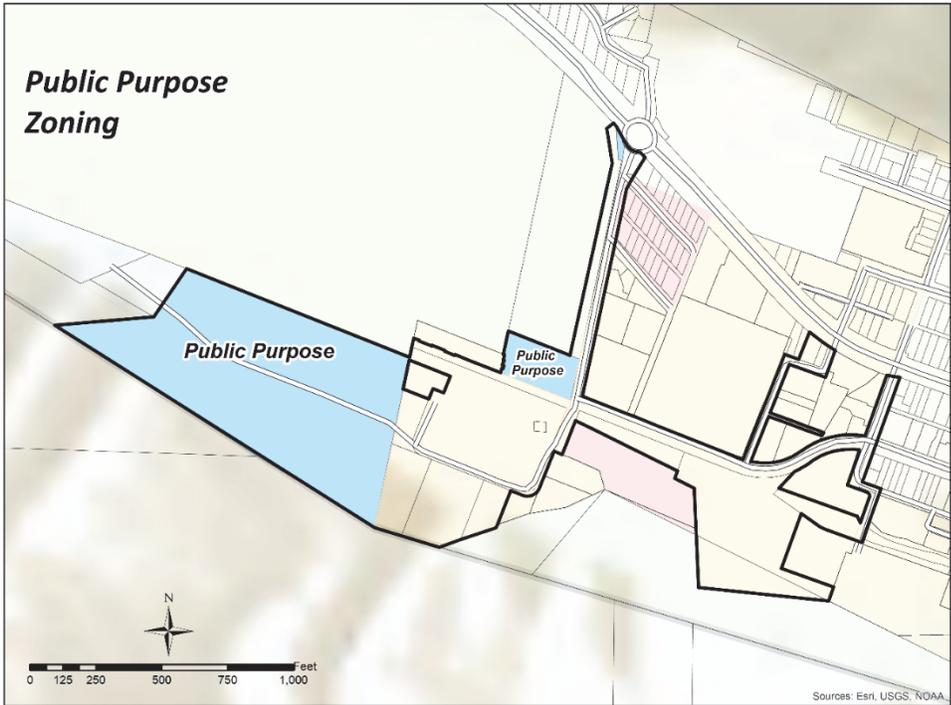
or open space along the River for high intensity commercial uses (such as restaurants).

Required Parking: The on-site parking required for the future uses depends on the types of land use that ultimately develop. Generally residential uses require 1 space per residential unit unless the units are used for short term dwellings, in which case the parking ratio is 2 spaces per every three units. Hotels and lodges must also provide at least 2 spaces per every three units. Low intensity uses require one space for every 1,000 square feet of floor area, compared to one space for every 500 square feet of floor area for high intensity uses.

Planned Unit Development Process: Maximum building size, site coverage, and maximum building height within the AC II Zone District may be increased through the Planned Unit Development Process.

3.3. PUBLIC PURPOSE DISTRICT

Land Uses: The Public Purpose District, originally created in 1995, is designed to accommodate public facilities such as public transportation, parking, affordable and employee housing, community buildings, etc., and some limited commercial uses on review. Opportunities for future development within the PP District in the Southwest Area include additional affordable and employee housing for residents compatible with the uses that have already occurred. In addition to affordable and employee housing, land uses permitted by right in the PP District include parking areas, public transit, medical



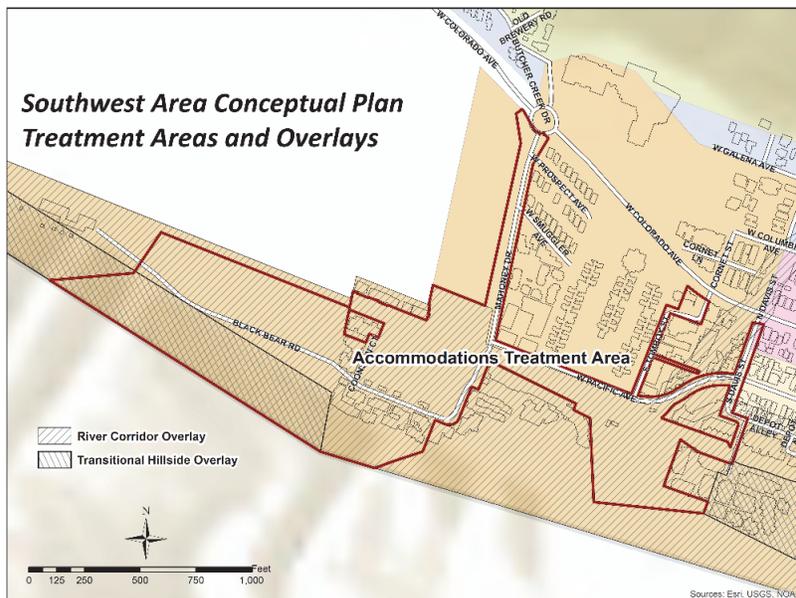
center uses, educational and recreational facilities, community center, government offices and open space administration and maintenance facilities. Other uses that require Planning and Zoning Commission approval include conference facilities, vending uses, transit related commercial uses and other public buildings.

Important development considerations in this Zone District, beyond those expressed in the area’s design guidelines, are the need to preserve and create strong pedestrian corridors; maintain compatibility with the San Miguel River and River Park Corridor; accommodation of public transit; and the opportunity to utilize the intercept parking areas that are located within the Zone District.

Primary Dimensional Limitations: The dimensional limitations are similar to those found in the AC II Zone District, as there are no maximum floor area limitations (the maximum floor area for individual buildings is 30,000 square feet); maximum building height is thirty-five feet; maximum site coverage is limited to forty percent; setbacks are governed by the Building Code and the requirements of HARC; and the parking requirements are the same. Of note, the maximum site coverage allowed by right may be increased to seventy-five percent provided the site coverage increase is attributable to buildings and structures constructed to enclose or cover motor vehicles. Also, to anticipate and design around and for the San Miguel River and River Trail Corridor, the PP Zone District has additional outdoor illumination and landscaping standards, and basements are prohibited within the Zone District to protect groundwater.

Planned Unit Development Process: Maximum Building Size, Site Coverage and Maximum Building Height within the PP Zone District may be increased through the Planned Unit Development Process.

3.4 DESIGN GUIDELINES



The publicly-owned lands within the Southwest Plan Area are within the Historic Preservation Overlay District (HPOD) and thus subject to architectural review by the Historic and Architectural Review Commission (HARC). The Commission is responsible for evaluating site specific projects for consistency with the Design Guidelines for building in Telluride. For the purposes of design review by HARC, the publicly-owned lands fall generally within the

Accommodations Treatment Area, River Park Corridor Overlay and the Transitional Hillside Overlay.

3.5 ACCOMODATIONS TREATMENT AREA

The Accommodations Treatment Area embraces much of Southwest Telluride. This Treatment Area was established after, and in many ways was a response to, the non-traditional development patterns resulting from the Backman Village Subdivision. Specifically, direction in the guidelines emphasize that new development and re-development should “be planned to reinforce and preserve existing public and private view corridors and to establish new view opportunities,” and, where feasible, incorporate “site orientation and street layout” that is representative of the historic parts of Town. Architecturally, the guidelines suggest development distinct from the historic core. Redevelopment of the Shandoka parking area and the Carhenge Parking area can provide opportunities for re-establishing the appearance of the grid pattern through future



building designs, driveway locations, landscaping, etc.

Attention to “historic proportions” or building heights, widths and depths are identified as the most effective ways to establish consistency with the historic character of the Town rather than historic building details. Pedestrian paths are emphasized in the guidelines so that there are connections to the external streets and the open spaces.

3.6 RIVER PARK CORRIDOR OVERLAY TREATMENT AREA

The River Park Corridor is a natural and recreational area that extends through Telluride encompassing land along both sides of the San Miguel River and its tributaries. Additionally, the River Trail is a primary pedestrian and recreation connector through Town connecting to the Valley Floor to the west and to the Town Park to the east. The River Park Corridor Overlay guidelines, which apply to all of the Southwest Area Conceptual Plan study area, seek to protect these sensitive lands along the Town’s waterways and to ensure that future development will preserve the natural topography, vegetation, and habitat. Generally, guidelines encourage new construction and activities be setback from the river and the open space along the river through establishing “buffer zones” or “passive space” between development and the river. Additionally, access to the River Trail should be provided in new development, but is to be limited in number and size. Finally, the guidelines discourage any additional bridges across the river or future use of culverts or similar supports in the river channel.

3.7 TRANSITIONAL HILLSIDE TREATMENT OVERLAY AREA

The Transitional Hillside Treatment Area is applied to lands within Telluride that are characterized as having steep slopes in areas that are within or adjacent to the existing built environment. As such, this Treatment Area is applied to the portions of the Virginia Placer within the study area that are west of the Shandoka Apartments and south of Black Bear Road. In addition to the Accommodations and River Park Treatment Overlay guidelines, development in this area is to respect the natural features and resources and will be required to address design issues associated with potential geologic hazards such as debris flow and avalanche paths.

Although the guidelines support the grid pattern, natural features are also to be respected in this Treatment Area. Minimizing visual impacts of cuts associated with roads and development and the use of earth berms, rock forms and stone retaining walls is encouraged.

3.8 BACKMAN VILLAGE SUBDIVISION

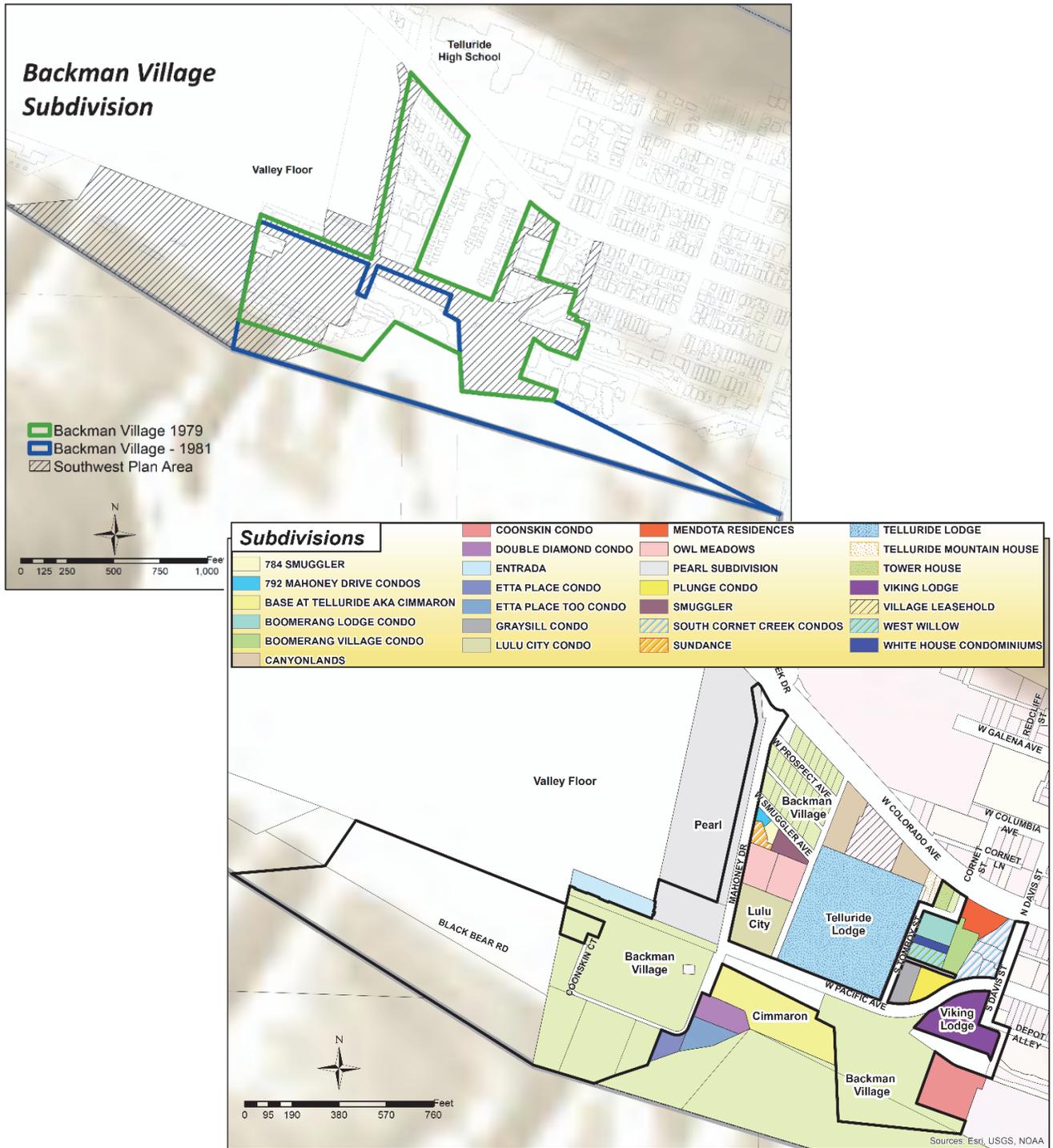
A large part of the publicly-owned land in the southwestern part of Town was originally platted as part of the Backman Village Subdivision and Annexation, which was originally approved in 1979 and amended and enlarged in 1981. Many of the privately-owned properties within this western part of Telluride are also within the subdivision. In addition to creating rights-of way, park lands, and open space, the subdivision also established densities and uses to the various lots. Density on any buildable lot can be increased for employee housing units. In total, the density of the Backman Village Subdivision includes 693 to 771 dwelling units / lodging units (including employee and affordable housing units), and up to 76,690 square feet of commercial uses,¹ exclusive any increases for employee housing units. Presently, within the confines of the original Backman Village Subdivision, including publicly-owned land, there are 521 dwelling units (including employee and affordable housing units) not counting “lock-off” units, and 16,587 square feet of commercial space primarily at Cimmaron Lodge.

Most of Backman Village is zoned Accommodations II, with the exception of land along the southern hillside abutting US Forest Service land that is zoned Open Space and upon which the Telluride ski area is constructed, and a small area at the northwest corner of the subdivision which is zoned Residential and Commercial with restrictions to single family residential.

Much of the initial commercial use in the subdivision was allocated to the Commercially-zoned Cimarron Lodge location, which served as a primary base area for the Telluride Ski Area. After the construction of Lift 8 in the mid-1980s and the Telluride - Mountain Village

¹ On some lots, uses are expressed alternates with density varying depending upon specific unit type and commercial square footage.

Gondola in the early 1990's, the area experienced less demand for tourist-related commercial uses and visitor-oriented accommodations. This resulted in the commercial uses becoming more local or community-serving, and dwelling units in the area used as long-term residential uses to a greater extent than when initially constructed. Recently, it appears that the dwelling units within this area are returning to use as short-term accommodations.



4.0 LAND USE CONCEPTS

PRESERVATION OF COMMUNITY

GOAL A: Maintain and enhance the unique sense of community that is present in Telluride today.

4.1 OVERVIEW

The Land Use Concepts expressed in the Plan are directly supportive and consistent/harmonious with Telluride Master Plan with an emphasis on Goal A, Preservation of the Community through establishment of new, and reinforcement of existing, resident-occupied neighborhoods. It is also desired to address the Town Master Plan's goals of providing intercept, commuter parking at the west end of Town so as to minimize vehicular congestion and associated air quality impacts; encourage transit ridership; and to open up and improve pedestrianization opportunities throughout Town.

To address these community needs, the plan envisions for the Town- and THA-owned parcels 450 to 605 new resident-occupied affordable/employee housing units; approximately 300 new parking spaces for commutes and other related parking needs; new or additional neighborhood- or community-serving commercial and accommodation uses; public uses such playgrounds and childcare; and other uses that



Creating more livable housing with access to sunlight, green spaces, and individual balconies.

ensure neighborhood and community vibrancy. The density ranges provided herein are generally achievable and consistent with the dimensional and density limitations set forth in the current Telluride Land Use Code. As previously noted, the dimensional limitations such as maximum site Coverage and maximum building height may be increased through the Planned Unit Development process, which, if pursued, would result in higher densities. Specific designs and site plans for the individual sites will be required to achieve the plan's goals and purposes.

4.2 GUIDING CONCEPTS/PRINCIPLES FOR DEVELOPMENT

When implementing or proceeding with site specific development plans on the publicly-owned lands, the following planning concepts and principles should guide future development:

1. Create new, resident-occupied neighborhoods, and reinforce and enhance the existing neighborhood. A range and mix of unit types and tenure (ownership, rental) of affordable and employee housing for residents is desired.
2. Create a vibrant neighborhood that is respectful of surrounding established uses and park/open space areas, and that enhances the quality of life for existing and future residents.
3. Contribute and address the Town’s goals of providing intercept parking, encourage transit ridership, and lowering vehicle miles traveled (VMT) and associated emissions.
4. In addition to the neighborhood residential uses, new development should incorporate other uses beneficial to the neighborhood and the community, such as community-serving accommodations and neighborhood-serving or transit-oriented commercial uses. Specifically, accommodations may include lodging for visitors that participate in community sporting, science, or other similar events. Neighborhood serving commercial would be designed for convenient access to residents and fulfill basic needs.
5. Include as a part of the designs, neighborhood amenities such as child care facilities, playgrounds, pocket parks and other public spaces.
6. Plan for efficient and usable pedestrian connections throughout the area, particularly to and from the River Trail, open spaces, and winter access to Lift 7.
7. Parking associated with new development should be provided as required by the Telluride Land Use Code and integrated into the specific plans.
8. Pedestrian and Traffic circulation throughout the plan area and adjacent lands should be implemented pursuant to the recommendations of Section 6.

4.3 SPECIFIC SITES

4.3.1 CARHENGE PARKING (LOTS 34/34B)

The 4.11-acre Lot 34/34B Backman Village is commonly referred as the “Carhenge” due the public surface parking lot constructed on the property. The lot provides 280-300

parking spaces for commuters and others requiring day-long parking including skiers, and was funded in part by the Federal Transit Authority (FTA) and contributions from Telluride Ski and Golf as part of the ski's area obligations to mitigate impacts under its USFS Special Use Permit. Redevelopment of this site would involve relocating the current parking uses to the Shandoka/Lot L area, which, given its more accessible location, would better serve commuter and visitor parking needs, and reduce traffic circulation impacts in the neighborhood.

As described above, the recommended land uses for this site include redevelopment as resident-occupied, affordable and employee housing, with neighborhood and community amenities such as childcare, playgrounds, and pocket parks. Future uses should also include neighborhood-serving commercial uses and possible community-serving accommodations for visiting groups that participate in community activities.

The following re-development could be achieved pursuant to the Accommodations II Zoning standards¹ with the assumptions that all required parking is on-site; basements are avoided due to high ground water; the current River Park and transit interface along W. Pacific Avenue is maintained; and the design concepts in Section 4.2 are incorporated into specific development plans :

1. Approximately 220-300 housing units depending upon on unit size and the extent other uses are programmed into the site
2. Approximately 15-20,000 sf. of neighborhood-serving commercial (likely on the western and northwest portions of lot, south of the river) and childcare uses
3. Approximately 30,000 sf. of community-serving accommodations facility (likely western and northwest portion of lot, south of the river)
4. New playgrounds and pocket parks

4.3.2 SHANDOKA APARTMENTS / LOT L

The Shandoka Apartments and the Lot L parking lot are located on approximately 7 to 8 acres of land platted in the late 1970's and early 1980's and developed after 1989. Specifically, Shandoka Apartments were constructed on Lots A through E (Backman Village) from 1989-1992, and 2004, and is comprised of 134 rental units, and a small childcare facility. The apartments are generally located south of Lot L parking lot. The purpose of Town-owned Lot L parking lot is to satisfy/provide the required parking for Shandoka apartment residents as well as residents in the nearby Etta Place, Etta Place II, Double Diamond, Cimarron (portion), and Creekside developments. The parking lot also provides public parking, and skier parking as part of the ski area's obligation under its Special Use Permit with the USFS.

¹ 50% site coverage, 3-4 story building heights, 950 sf. average unit size

Redevelopment of this site would involve incorporating the relocated surface parking uses to Lot L from the Carhenge site. As stated previously, this site is better suited to fulfill the parking demands of commuters and visitors due to its location and accessibility.

As described above, the recommended land uses and re-development goals for the area of the Shandoka Apartments/Lot L are to expand the number of resident-occupied, affordable and employee housing units; to improve the quality of the Shandoka neighborhood through the redevelopment/replacement of the existing units; to create a broad range of residential units in terms of housing type and tenure; to add and improve the neighborhood amenities such as child care, playgrounds, pocket parks and public spaces; and to add neighborhood-serving commercial uses. Also recommended for this site is to increase intercept parking for commuters and provide transit-oriented commercial uses proximate to parking and a new local/regional transit hub; provide parking for others requiring day-long parking, such as skiers; and potentially provide limited overnight parking for the community.

Two redevelopment scenarios are identified for the Shandoka/Lot L site. Both alternates include assumptions that the Shandoka Phase 4, constructed in 2004, would remain; and Shandoka Phase 3, located north of Black Bear Road, would be re-developed independently of the alternates described herein.

The following two re-development scenarios could be achieved, pursuant to the AC II zoning standards¹ with the assumptions that all required parking is on-site; basements are not pursued due high ground water; current transit routes and stops along Mahoney Drive and Black Bear Drive are maintained; and the design concepts in Section 4.2 are incorporated into Specific development plans:

Alternate A:

- Approximately 960-vehicle, multi-level (3 to 4 level) parking structure on Lot L. The new parking structure would provide 300+ new commuter spaces, in addition to the current number of Lot L spaces (330+/-) and the relocated spaces from Carhenge (288+/-). Parking for new resident units would also be incorporated into the structure.
- Approximately 35-45 resident-occupied, affordable and employee units wrapping along north and east facades of the structure, which would serve to architecturally screen the structure from the north and east.

¹ 50% site coverage, 3-4 story building heights, 950 sf. average unit size

- Approximately 120-160 additional resident-occupied, affordable and employee units through the redevelopment/replacement of Shandoka Apartments Phases 1 and 2, generally at the current location and extending up the hillside (using techniques utilized on the recently constructed Virginia Placer development). Parking for these additional units would occur on site, at the ground level beneath the redeveloped housing.
- Approximately 5,000 square feet to 10,000 square feet of ground floor, transit-oriented commercial uses and new local/regional transit hub located at the northeast or eastern portion of Lot L (incorporated into the parking structure); and neighborhood-serving commercial and childcare uses adjacent to, or integrated with, the redeveloped Shandoka site.
- New playgrounds and pocket parks

Alternate B:

- Approximately 1060- vehicle multi-level (4 to 5 level) parking structure on the site presently occupied by Shandoka Phases 1 and 2. The new parking structure would provide 300+ new commuter spaces, in addition to the current number of Lot L spaces (330+/-), the relocated spaces from Carhenge (288+/-), provide parking for new resident-occupied, affordable and employee units.
- Approximately 190-230 additional resident-occupied, affordable and employee units through the relocation and redevelopment of Shandoka Apartments Phases 1 and 2 (presently 86 units) generally on the area currently occupied by the Lot L surface parking lot. Some parking for these additional units would be incorporated into the residential development, with the remainder occurring in the parking structure described above.
- Approximately 5,000 sf. to 10,000 sf. of ground floor, transit-oriented commercial uses located at the northeast or eastern portion of Lot L could be incorporated into the parking structure. The commercial would serve as a hub for local and regional transit routes, and neighborhood-serving commercial and childcare uses adjacent to, or integrated with, the redeveloped Shandoka/Lot L site
- Approximately 5,000 square feet to 10,000 square feet of ground floor, transit-oriented commercial uses and new local/regional transit hub located within the new parking structure, and neighborhood-serving commercial and childcare uses adjacent to, or integrated with, the redeveloped Shandoka/Lot L site.
- New playgrounds and pocket parks.

4.3.3 VIRGINIA PLACER

The portion of the Virginia Placer area that is included in the study area and south of Black Bear Road is approximately 7.5 acres, although the developability of the site is significantly constrained by wetland, steep-slopes and geological and avalanche hazards. In 2018, THA completed development of the Virginia Placer Apartments, Boarding House and tiny homes as a first phase of development in this area.

The recommended land uses for this Virginia placer is to continue to develop the site in phased manner with a goal of continuing the diverse approach to providing housing for residents, and to improve the neighborhood qualities through the continued preservation of surrounding open space and the provision of appropriate pedestrian connections to the Valley Floor, the Shandoka Area, and neighboring open spaces and River Trail.

The following potential new development scenarios could be achieved pursuant to the Public Purpose Zone District standards:

1. Approximately 8-12 multi-family units serving short term municipal housing needs.
2. Approximately 22-38 apartments or townhomes located west of the current apartment building
3. An approximate 20 room boarding house, or additional apartments located between the current boarding house and apartments
4. Approximately 10-20 single-family, duplex or triplex units located on the hillside south of the and east of the current development, which would access a new road to be constructed

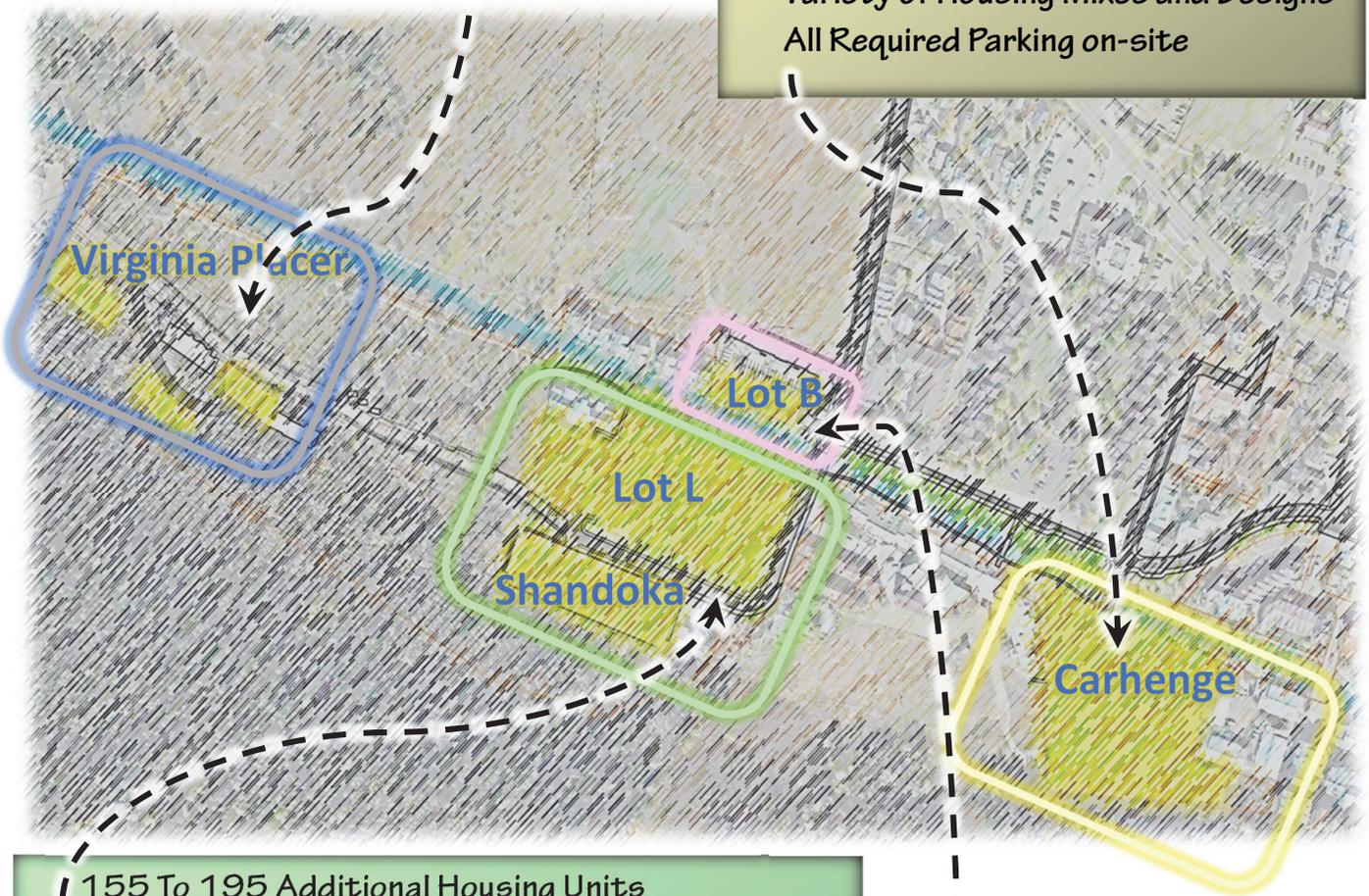
4.3.4 LOT B

Lot B, Pearl Subdivision is located north of the San Miguel River and east of the 18-unit Entrada Residences. Present use on the lot is sixteen affordable housing units constructed in 2019 (Longwill 16), and sixty public parking spaces, currently restricted to a 72-hour time limitation.

The recommended land use for Lot B is the addition of approximately 15-20 residential units located along the southern portion of the Lot, with the remaining parking in the lot used for neighborhood parking. Redevelopment of this site should take into consideration the reduction of the public spaces and whether those spaces would be replaced in the new parking structure or along Mahoney Drive.

8 to 12 Multi.Fam. for short term
 Municipal Housing Needs
 22 to 38 Apts./Townhomes
 20 (approximate) Room Boarding House
 or additional apts.
 10 to 20 Single Fam./Duplex or Triplex
 Units

220 to 300 Housing Units
 (depending on unit size - other uses)
 15- 20K SQ.FT. Neighborhood-
Serving Commercial /Child Care
 30K Sq.Ft. Lodging for Community
 Groups
 New Playground / Pocket Parks
 Variety of Housing Mixes and Designs
 All Required Parking on-site



155 To 195 Additional Housing Units
 (Redevelopment / Replacement - Shandoka)
 Parking (Multi-Level) (960 - 1,060 Spaces)
 300+ Commuter Spaces
 Retain Current Parking
 Relocate Parking from Carhenge
 Parking for New Housing/Residents
 5 To 10K SQ. FT. Transit Oriented Commercial and
 Neighborhood-serving Commercial / Child Care
 New Playground / Pocket Parks
 All Required Parking on-site

15 To 20 Additional
Housing Units



B. Relocate the Carhenge parking uses to the Lot L structure, begin to develop the desired uses (resident housing, community-supporting accommodations, neighborhood-serving commercial uses, childcare, etc.) on Carhenge in a phased manner

C. Re-develop Shandoka in phased manner for Alternate A under 4.3.1 above; include new parking for additional units at the ground level of the Phases 1 and 2 re-development; consider using the newly constructed housing on Lot L and Carhenge to temporarily accommodate residents displaced by the redevelopment of the Shandoka Apartments; incorporate neighborhood-serving commercial uses, childcare, pocket parks, playgrounds, etc.)

D. Consider redevelopment of Shandoka Phase 3, and additional resident units in the Virginia Placer and on Lot B, concurrent with, or independent of, the steps above.



5.2 SCENARIO TWO



A. Construct new housing along the southern and eastern perimeter of Lot L Parking Lot (approximately 50 units); implement and improve pedestrian connections.

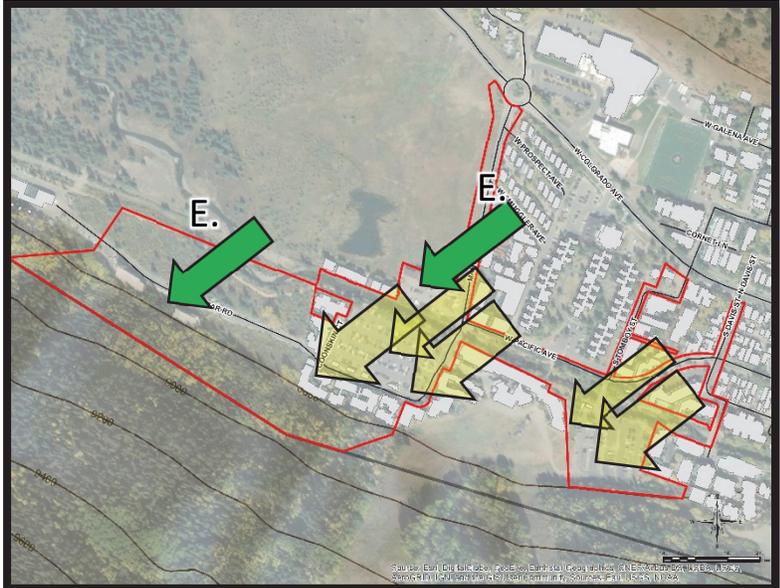
B. Relocate a portion of Phases 1 and 2 Shandoka residents to the new housing units constructed in A above and begin construction of the 1060-vehicle parking structure per Alternate B under Section 4.3.1 above.

C. As the parking structure is completed in phases, migrate parking from Lot L and Carhenge to the new structure, and continue relocating residents of Shandoka Phases 1 and 2 to new housing on Lot L; begin to incorporate neighborhood-serving commercial uses, childcare, pocket parks, playgrounds, etc.; begin the phased development of Carhenge for resident housing, community-supporting accommodations, neighborhood-serving commercial uses, childcare, playgrounds, pocket parks, etc.



D. Upon completion of the parking structure and relocation the Lot L and Carhenge parking, continue the phased development of Lot L and Carhenge.

E. Consider redevelopment of Shandoka Phase 3, and additional resident units in the Virginia Placer and on Lot B, concurrent with, or independent of, the steps above.



Sequencing Considerations/Implications :

Considerations/Implications :

- It is important to avoid displacement of residents and to ensure adequate parking availability during all phases of development.
- Replacement of the Shandoka Apartments will need to occur in manner consistent with financing obligations.
- Obligations regarding parking (FTA and Telski) will need to be maintained in future development as necessary.

6.0 CIRCULATION

6.1 OVERVIEW

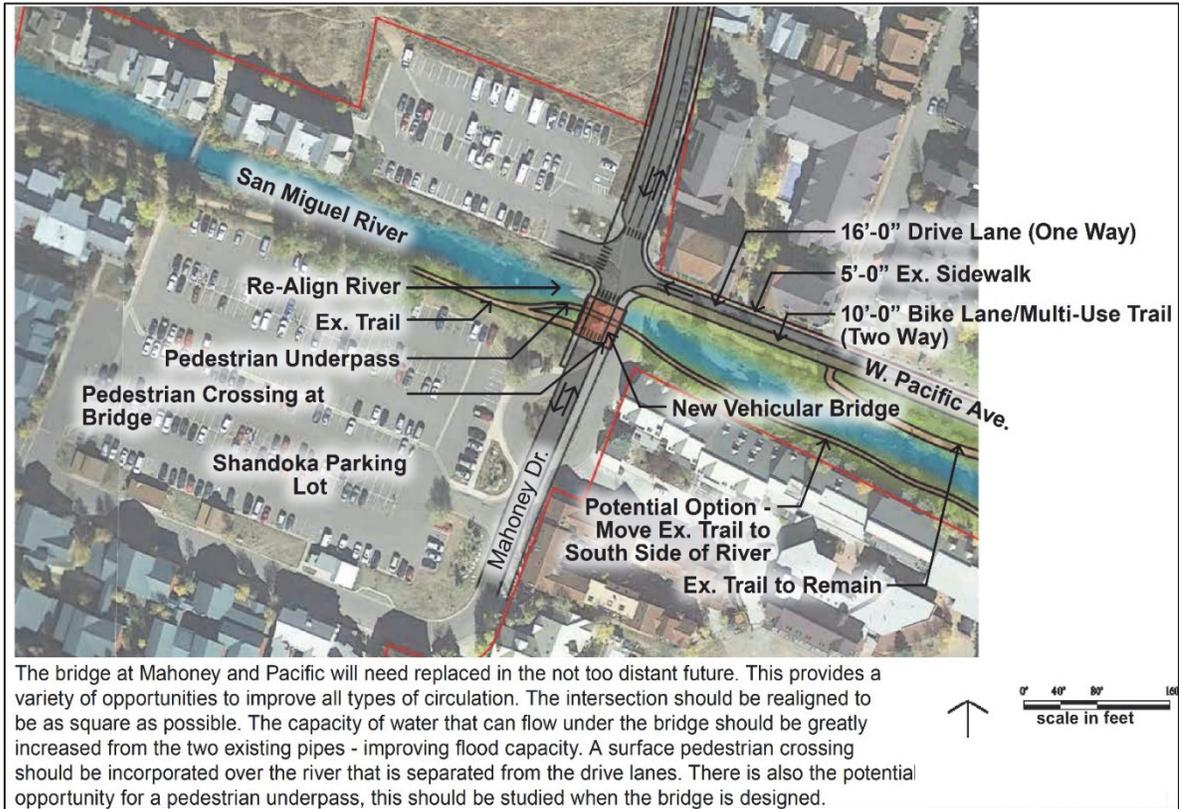
The consultants studied the overall circulation and flow of the plan area and evaluated all streets and sidewalks for potential improvements. The plan identifies existing cross-sections and proposes potential reconfigurations for improved functionality and efficiency. Three options are presented to the Town Council for considerations. The options include 1) One way eastbound with striped bike lane; 2) One-way eastbound with grade separated trail; and 3) Two-way directional with trail. The team is also recommending options for potential improvements at the intersections at Davis Street and Colorado Avenue, and Mahoney Drive and Pacific Avenue. Because West Pacific Avenue serves as the primary east/west connection, the plan recommends possible future options for improving circulation along this corridor. Options range from painted striping that can be accomplished in the very short term to the more complex and long-term options of curbing and lane improvements and adding a grade separation for the multi-use trail.

The consultants observed some key circulation issues that need to be addressed by the Town of Telluride. The issues are summarized as follows:

- The intersection of Colorado Avenue and Davis Street requires improvements to ensure safe vehicle turns and pedestrian circulation even without future development or re-development in the Southwest Area.
- Bicycle traffic heading west on Pacific is unsafe as there is no separation from the oncoming eastbound vehicle traffic.
- There are current bicycle conflicts with pedestrians on the River Trail (the walking path, not the commuting trail) that need improvement.
- Bicycles and Pedestrians make up a larger proportion of traffic than most similarly sized communities. Better accommodations should be made for these users.

6.2 BRIDGE AND RIVER TRAIL ALIGNMENT

The consultants are proposing the concept of moving the River Trail at Mahoney and Pacific Avenue to the south of the river to expand available space for a multi-use trail along Pacific Avenue. The consultants believe that relocating the trail could establish a new opportunity for a safer trail crossing with an underpass at the Mahoney bridge. A new vehicular bridge would replace the existing culvert bridge and thereby increase flood capacity. The replacement would also correct the off-set and confusing intersection that currently exists at this location.



6.3 CONCEPTUAL OPTIONS FOR INTERSECTION AT COLORADO AVENUE AND S. DAVIS STREET

According to the analysis of PST Engineering the northbound section of West Colorado Avenue and Davis Street is currently functioning just at or below acceptable levels of service during the evening peak hours. Any additional traffic would increase the delays. Potential improvements to the W. Colorado/Davis intersection include the following two options:

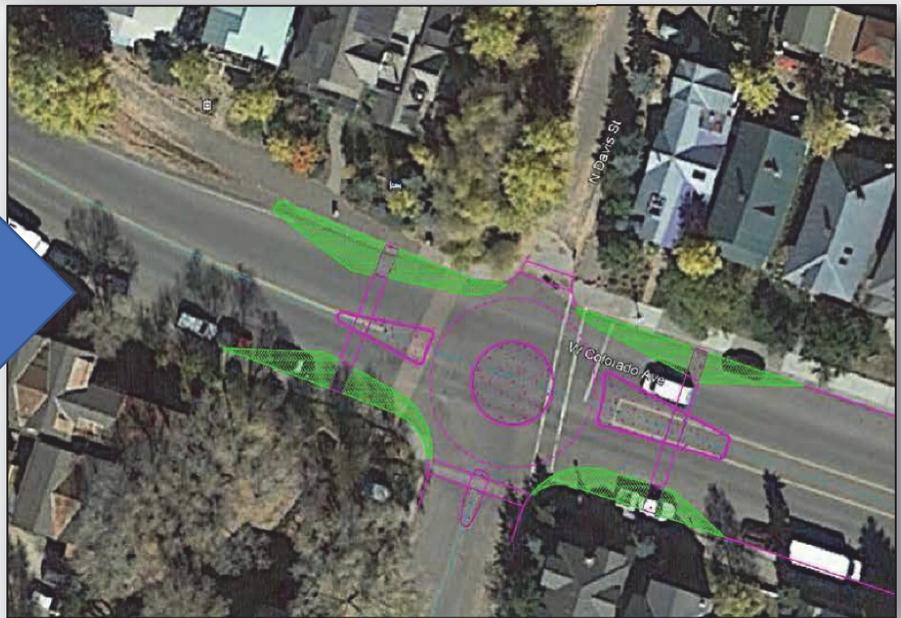
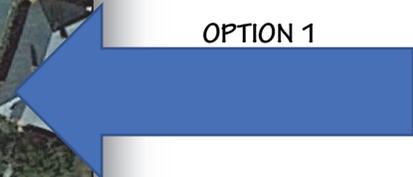
1. Provide a dedicated Northbound left/thru and a dedicated northbound right turn lane and stripe in a two-way left turn lane (TWLTL) on W. Colorado Avenue. This lane could be provided on both approaches to the intersection or at a minimum at the west approach to the intersection.
2. Retrofit this intersection with a mini roundabout.

The line striping is identified as a “short-term, low-cost solution,” as opposed to more permanent solution such as a mini-roundabout.

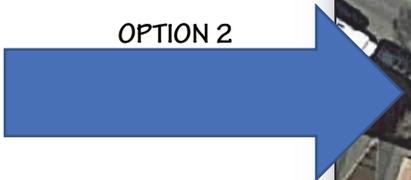
IMPROVEMENT OPTIONS – INTERSECTION OF S. DAVIS STREET AND COLORADO AVENUE



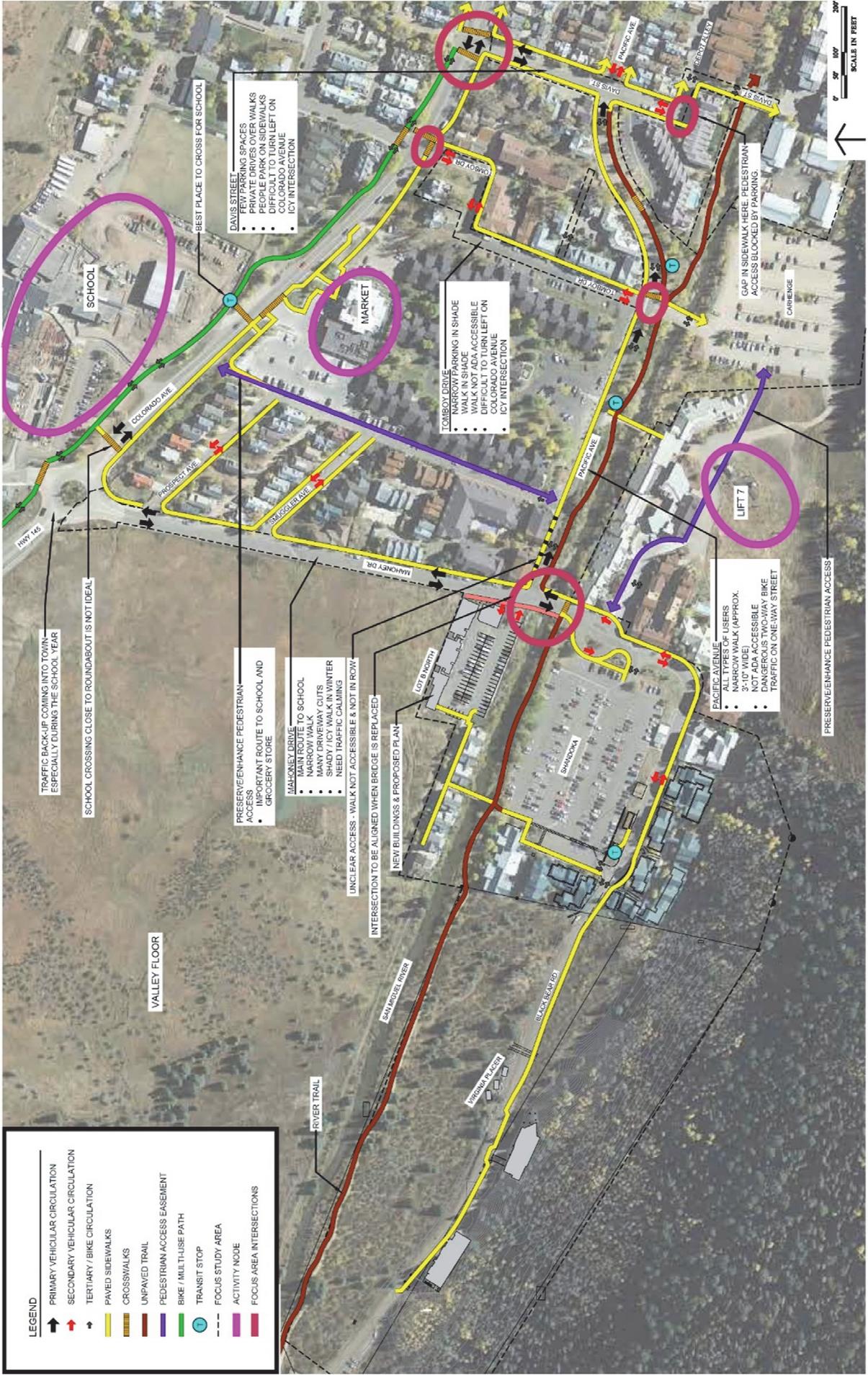
OPTION 1



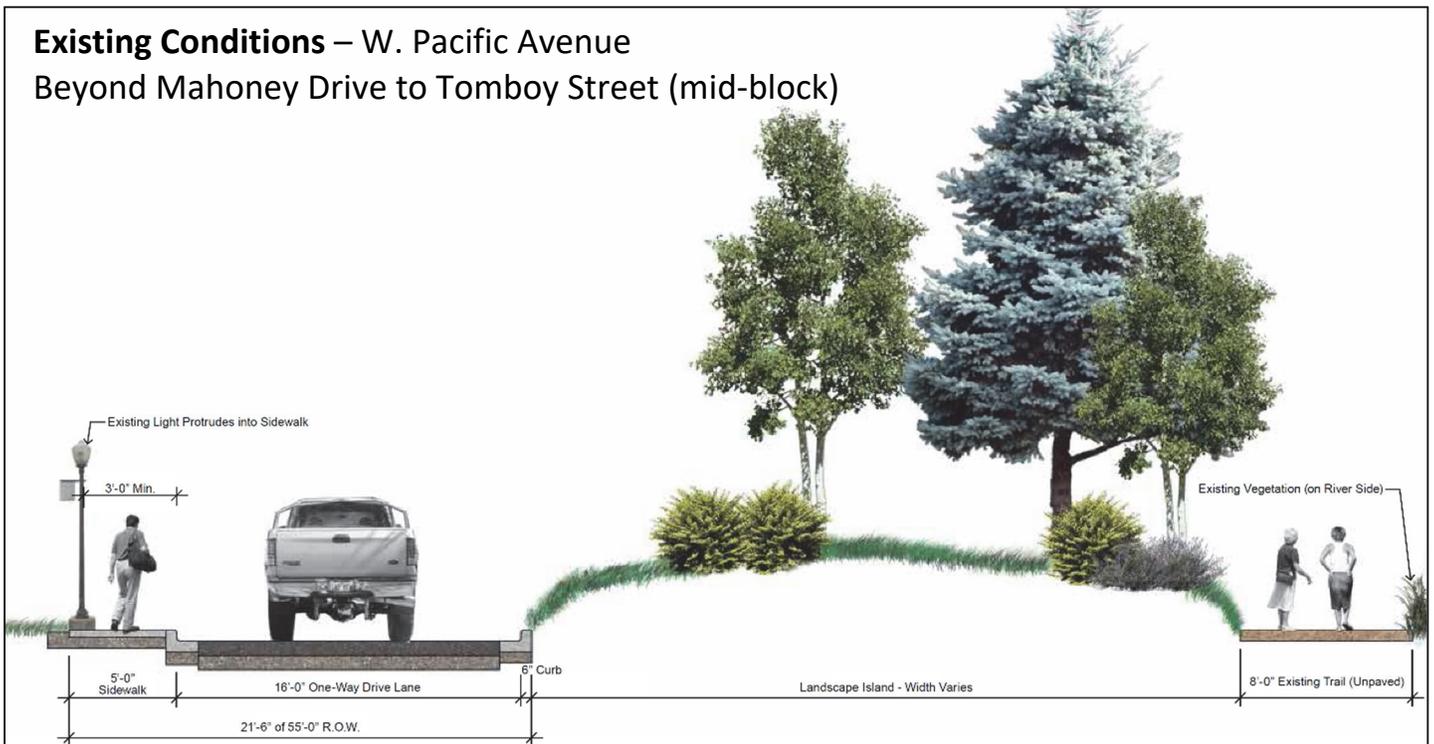
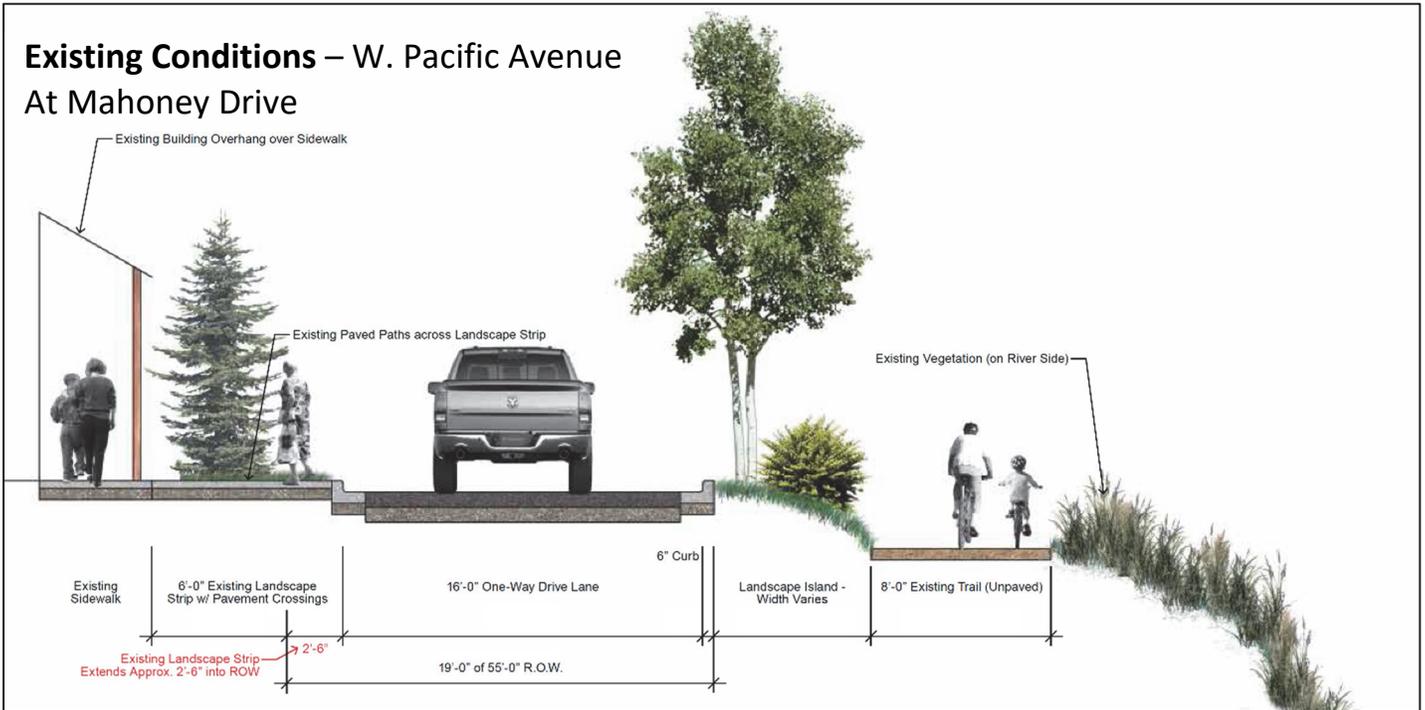
OPTION 2



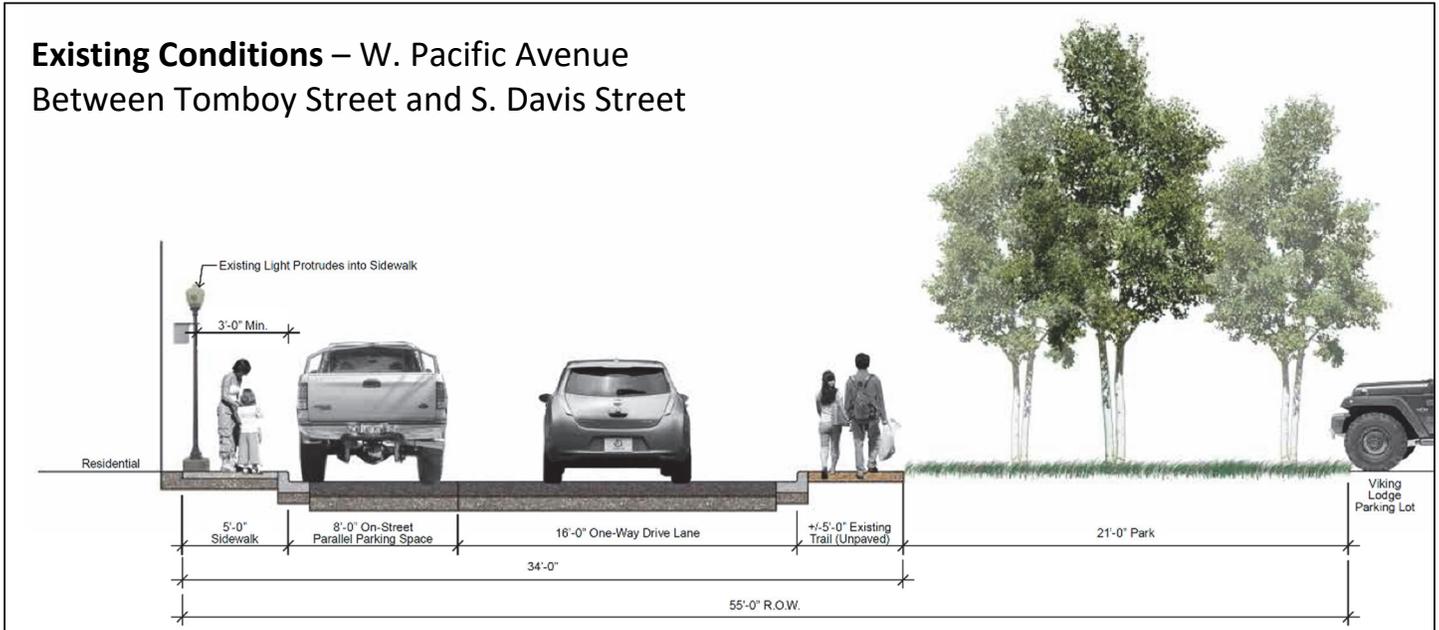
EXISTING CIRCULATION ANALYSIS



6.4 ROAD PROFILES AND CONCEPTUAL OPTIONS – W. PACIFIC AVENUE AVENUE



Existing Conditions – W. Pacific Avenue Between Tomboy Street and S. Davis Street



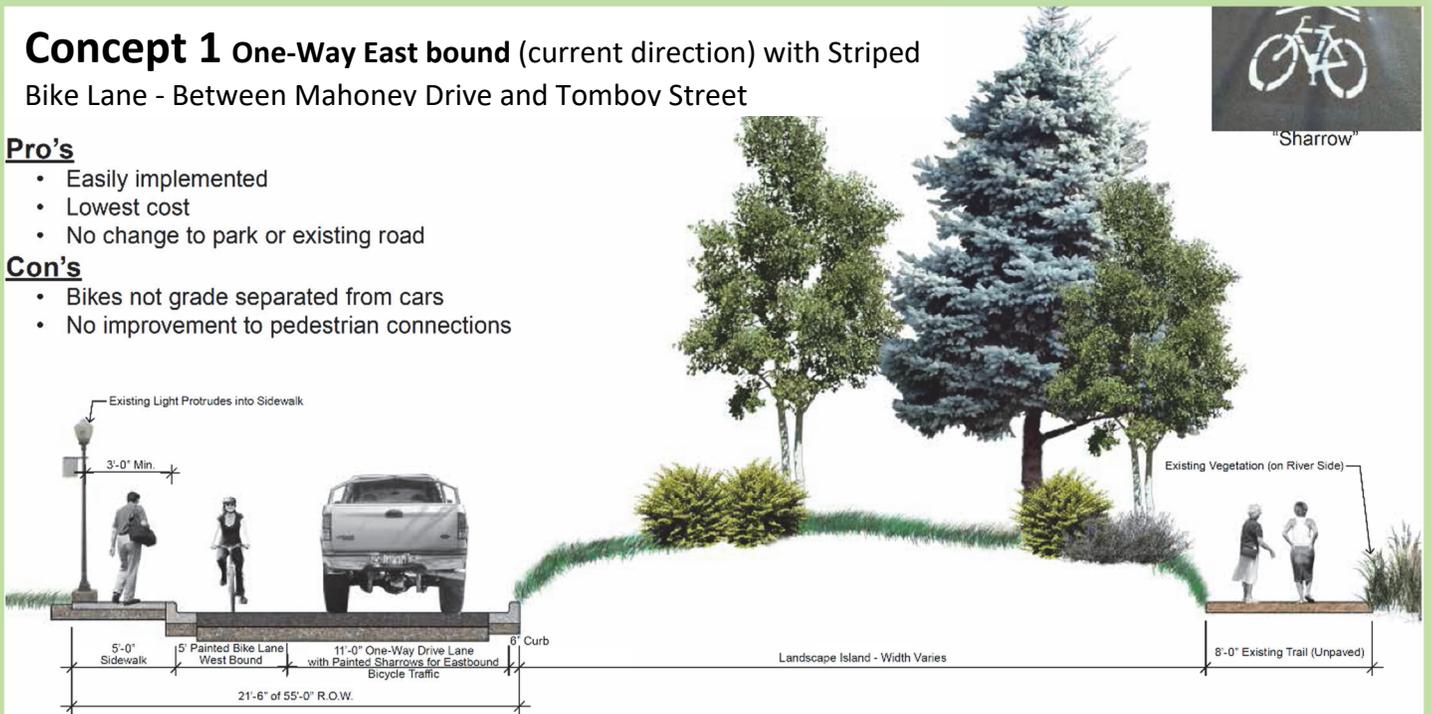
Concept 1 One-Way East bound (current direction) with Striped Bike Lane - Between Mahoney Drive and Tomboy Street

Pro's

- Easily implemented
- Lowest cost
- No change to park or existing road

Con's

- Bikes not grade separated from cars
- No improvement to pedestrian connections



Concept 2 one-Way East bound (current direction) with 10' wide Grade Separated Trail - Between Mahoney Drive and Tomboy

Pro's

- Bikes and pedestrians are grade separated from vehicular traffic
- Moving light poles to the park side will provide light for multi-use trail and open up north sidewalk for better accessibility

Con's

- Fire department dictates that roadway should be 16' wide for emergency access even for a one-way drive
- 10' impact to park



Concept 3 Two Way Between Mahoney Drive and Tomboy Street

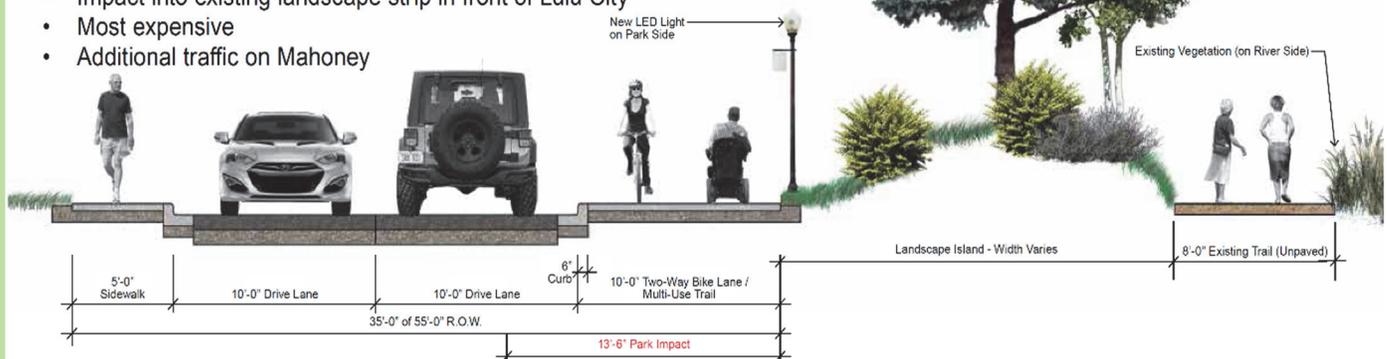


Pro's

- Provides flexibility in exiting Town to roundabout at Mahoney and Colorado
- Takes pressure off Davis/Colorado intersection
- Moving lighting to park side provides lighting for multi-use trail and opens up north sidewalk for better accessibility

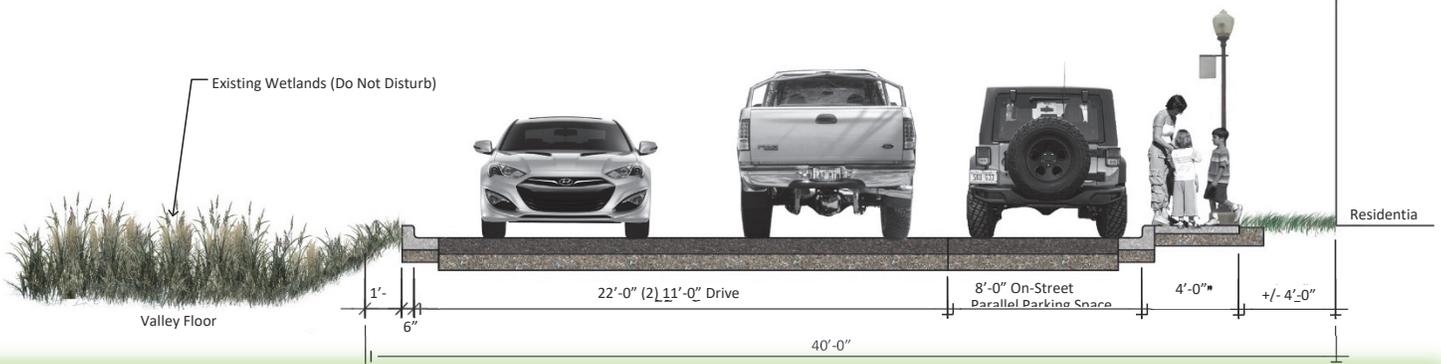
Con's

- Largest impact to the park
- Impact into existing landscape strip in front of Lulu City
- Most expensive
- Additional traffic on Mahoney



6.5 ROAD PROFILE AND CONCEPTUAL OPTION – MAHONEY DRIVE

- Sidewalk narrow and icy in shadows
- People drive too fast coming down long open straight road
- Parking on east side of street is limited due to driveway cuts



Pro's

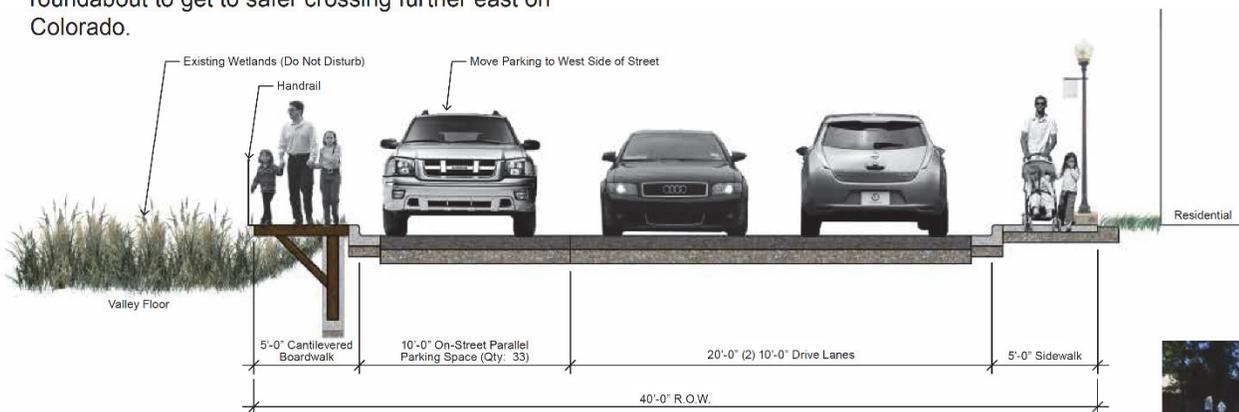
- Moving parking to the west side could gain 10 additional spaces.
- Boardwalk on west side would provide a safer walkway not disrupted by driveways. It also provides a nice recreational amenity in the form of a trail with views to the Valley Floor.

Con's

- Pedestrians would still have to cross Mahoney before roundabout to get to safer crossing further east on Colorado.

Recommendations

- Move parking to west side of street.
- Add boardwalk to west side of street (may need to be cantilevered in some locations).
- Add traffic calming techniques such as bulb-outs and special paving at crosswalks at Prospect and Smuggler.
- Narrow drive lanes to 10' in each direction for traffic calming.



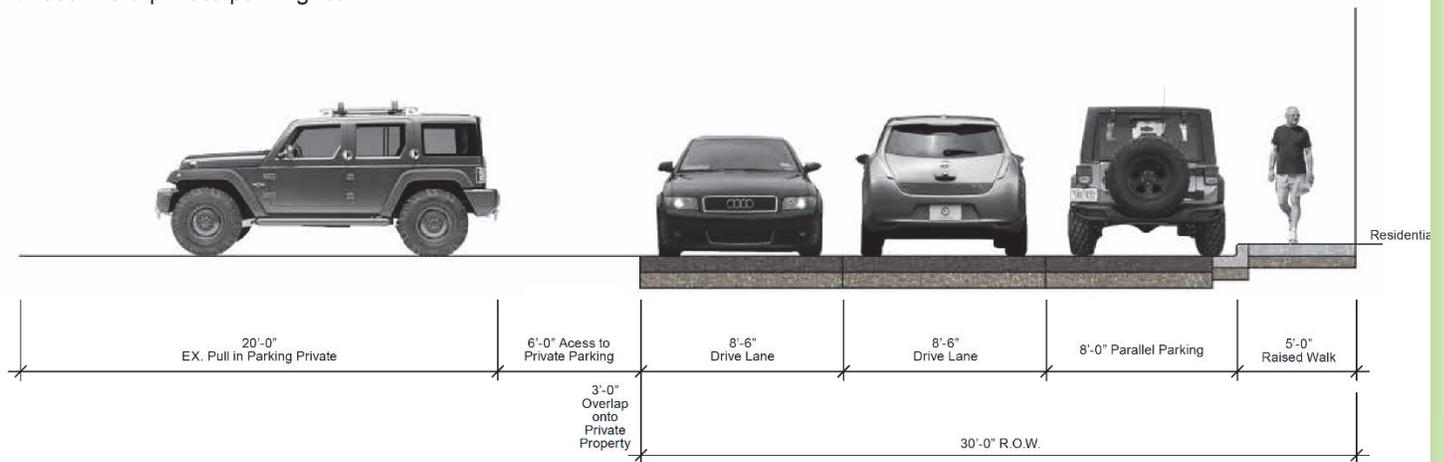
Traffic calming bulb-outs and special paving

6.6 ROAD PROFILE AND CONCEPTUAL OPTION – S. TOMBOY STREET

Tomboy is a narrow corridor with a very limited ROW. Right now it functions as a shared street between bikes, pedestrians, and cars accessing Telluride Lodge and other condos. Cars circulate through by using overlap space in the parking area when passing is required. The recommendation is to keep the ROW configuration as is. In the future special paving materials and pedestrian lighting could be used to make the space feel more inviting to pedestrians and less like a private parking lot.



Changes in paving were used to make this vehicular drive feel more pedestrian friendly.

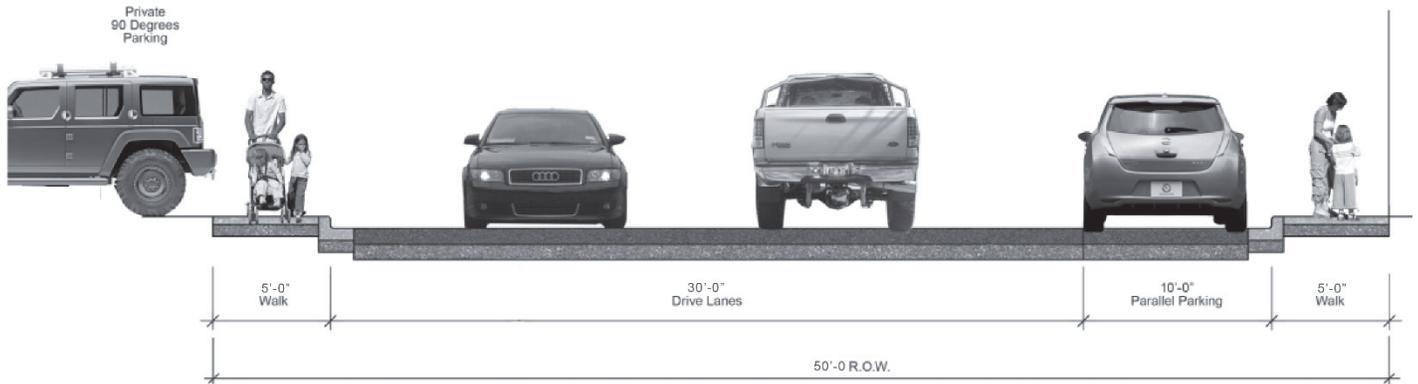


Roadway Sections
S. Tomboy Dr. - Existing Conditions Section

6.7 ROAD PROFILE AND CONCEPTUAL OPTION – S. DAVIS STREET

Issues

- Very large drive lanes. Extra pavement going to vehicles and not promoting slower traffic.
- Cars drive over sidewalk to access parking on private property.
- Parked vehicles overhang sidewalk.

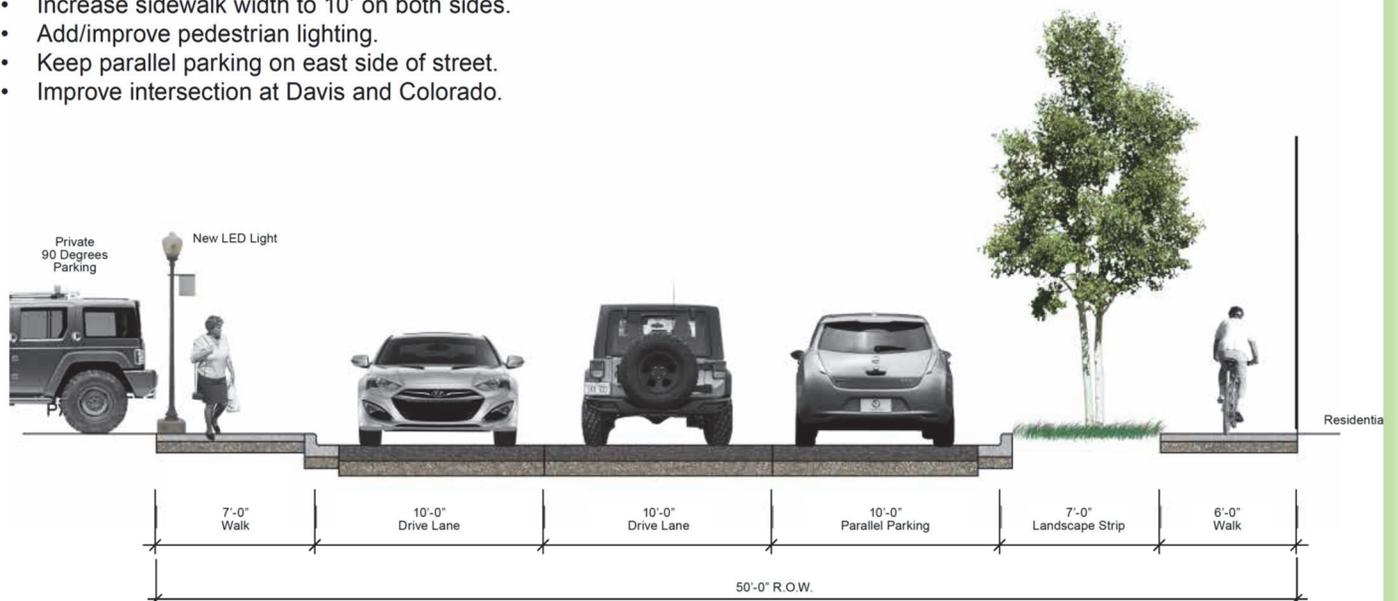


DHM DESIGN LANDSCAPE ARCHITECTURE
LAND PLANNING
URBAN DESIGN
10010 900 W. 100TH ST.
DENVER, CO 80261 (303)8642118

Roadway Sections
S. Davis St. - Existing Conditions Section

Recommendations for future, when street needs repaved and budget allows:

- Narrow drive lanes to 10'
- Increase sidewalk width to 10' on both sides.
- Add/improve pedestrian lighting.
- Keep parallel parking on east side of street.
- Improve intersection at Davis and Colorado.



6.8 FUTURE STEPS

Short-term Recommendations:

1. Improve safety on W. Pacific Ave., stripe westbound bike lane as well as “shared lane” marking for eastbound bike traffic.
2. Develop wayfinding signage for vehicles and pedestrians entering Town and passing through the Southwest Area.
3. Determine approach for improving Davis Street and Colorado Avenue intersection.
4. Determine directional requirements for Pacific Avenue and implement final designs.
5. Design and engineer improvements for Mahoney Drive and Pacific Avenue intersection, which includes Mahoney bridge replacement (with span bridge) and realignment; river trail improvements including possible underpass; street intersection improvements; and river and trail re-alignments.
6. Design, engineer, and prioritize plans for the following street network improvements:
 - Pacific Ave from Mahoney Drive to Davis Street (for grade separated multi-use path
 - Mahoney Drive (west walkway and traffic calming)
 - Davis Street improvements
 - Tomboy Street (special paving, pedestrian lighting)
7. Ensure pedestrian access and connections from Shandoka to Lift 7 and from Pacific Ave through the alley west of Telluride Lodge (to Clark’s Market) are ensured.

Medium-term Recommendation:

1. Design, engineer and implement approach to improving intersection of Davis Street and Colorado Avenue.
2. Implement intersection improvements at Mahoney Drive and Pacific Avenue, Mahoney bridge; river trail improvements; street intersection improvements.
3. implement priorities for Pacific Ave., Mahoney Drive, Davis Street, and Tomboy Street and pedestrian improvements.

APPENDIX

KEY TAKE-AWAYS FROM PUBLIC INPUT

1. Circulation/Connectivity – bikes and pedestrians are priority. Safety and access to the school are important.
2. Parking is insufficient and needs to be increased.
3. Housing – create more housing for workforce within a mixed-use setting
4. Neighborhood character should be vibrant and well served.
5. Open Space and parks are needed. Celebrate the river trail.
6. Neighborhood amenities should fit the context and be compatible with the neighborhood character.
7. Traffic calming is important but flashing lights, etc. may not fit Telluride.
8. Potential west side boardwalk at Mahoney with a crosswalk prior to the roundabout.
 - a. Pacific – one way circulation is preferred by most residents, river trail, sidewalk circulation issue at Lulu City.
 - b. Tomboy St. is very narrow.
 - c. Davis - issues at Colorado slope of Davis, winter drainage etc. Parking on private lots dominates the streetscape. Need to improve pedestrian presence.
9. Transit – system is great, continue to work to improve and adapt stops as area Redevelops.
10. Pedestrian traffic to/from Clark’s Market needs consideration for planning and circulation. This well-used pedestrian corridor is adjacent to the study area.
11. There are some pedestrian easements that the Town will try to get more information about over to the planning team.
 - a. Owl meadows
 - b. Bridge at Entrada for Valley Floor access
 - c. From Shandoka lot to Lift 7
12. Concerns about density of infill development on parking areas. Needs to be designed to be livable and accommodate parking on-site

Telluride SWAP Survey and Comments

There were 190 responses to the Survey plus 26 “Give us your Feedback” comments for a total of 216 responses from the website. The survey remained open through the end of May 2020.

Question 1: What works well in the area? Consider vehicle circulation, pedestrian/bicycle traffic and other factors you think are important for planning for the future?

Sample Responses:

- River trail works well. Traffic flow is limited on Tomboy - this is good b/c the street is narrow, twisty, and sees a lot of pedestrian cross-walking. Flow of traffic from Carhenge should not

ever be allowed to flow up Tomboy. It will be dangerous on Tomboy and create a nightmare left-turn situation off Tomboy onto main street. Carhenge is a good resource for local-regional skiers to park and day-ski. One-way traffic on Pacific is good because it decreases chaos and makes the area safer for pedestrians/bikers access- ing the river trail and parking

- Currently Mahoney going south has consistent traffic flow beginning at 7 A.M. until at least 10:00 P.M. When school or Telluride Academy are in session the sidewalks have heavy traffic. Some sidewalks in areas of Mahoney are safe in newer area and unsafe in other areas.
- I think the location of the new bus stop at Shandoka is great for residents. It is more open, more easily accessed and I think more widely used. The permitted parking at the Shandoka lot and on Black Bear road seems to be working much better than the no permit lot did. The River Trail is a great asset, especially for our visitors.
- I feel that one-way traffic from Mahoney to S. Davis is important along with the river trail and green belt for pedestrian/bike traffic, but perhaps the One-Way flow would better ease congestion if it flowed West from S. Davis to Mahoney.
- The current configuration of Pacific street being one lane and one way is by far the best and safest option for SWAP. Two way there would promote speeding to by pass downtown, yet the river trail, sidewalk, bridge way to lift 7, the Goose stops, and Pacific street itself are a very high pedestrian and biking traffic area as it is. Adding more, faster and two way traffic on Pacific there would be very unsafe. Especially when snow packed and skiers are crossing Pacific all day long to access lift 7. Two way traffic on Pacific would create too much noise, traffic, speeding, congestion, and be very unsafe.
- The presence of large trees put the large condo buildings along Pacific near Davis in scale. Since 1998 when we first bought our place, the trees and other vegetation have grown up naturally along Cornet Creek and along the river, which both contribute white noise to the often loud after- bar/festival crowd walking down the road presumably to Shandoka and beyond, at least in summer. Access to the Goose is vital for all in the neighborhood, visitor or resident. The bus stop at Carhenge gets used, as does Cimarron and Davis/Pacific. Parallel parking along Pacific from Davis to Carhenge gets continual use. Carhenge is heavily used on festival weekends, and on powder days, and by residents on snowplow days. The area at Lift 7 is heavily used as an informal dog park all year, as is the River Trail and river itself. Smart homeless people use the back side of the bus stop as respite. The landscape strips along Pacific act as linear parks during every season, offering separation from the street. One Way circulation keeps drivers slow, as the street becomes a mixed use zone for bikes, pedestrians, and cars. Many residents will speak up and warn drivers if they are traveling the wrong way. Except for one blind curve at the Carhenge bus stop, the one way mix seems to work. This same curve makes drivers naturally slow down, and acts as a traffic calming feature. It's the most direct route to areas west for bikes, rather than having to use Colorado where speeds and volume of cars are much higher, or the River Trail which is congested with pedestrians. Whole families, employees and others use this as a route both ways into town and back home.

Key takeaways from Question 1:

- Majority of responses were in favor of keeping the one-way traffic pattern.
- The quietness, low traffic, ease of access to transit/Town amenities and green space are appreciated.
- Some responses said they would be interested in two-way but not at the expense of green space.
- Some wanted to explore two-way for flexibility in overall circulation and directing cars to Mahoney as the safest way to exit Town.
- Preserve green space as much as possible.
- Pacific to be for bikes/pedestrians/transit, cars are secondary.

Question 2: What needs improvement?

Sample Responses:

- Vehicle circulation at the initial roundabout entering town - we need an “exit lane” so folks can bypass school traffic and head down Mahoney. One way out of town - it is not safe nor logical to have only one street out of town. Pacific St needs to be two-way to improve traffic flow. Bus stop - a pull-out for the Galloping Goose between Chair 7 and Telluride Lodge would vastly improve traffic flow. Divider at Tomboy - this doesn’t work and just makes traffic flow strangely at this intersection. Blind corners on Tomboy - if more traffic is going to flow through Tomboy, we need improved corners with better visibility.
- Parking needs to be carefully considered during development and for post development needs. This should cover anticipate residents use, those who work in Telluride but live outside Telluride and drive to work, and visitors (especially since Telluride basis a large part of its economy on hospitality).
- More attractions/ commercial activity to increase traffic at this end of town. There is a perfect example of the kind of business that can succeed. Re- orienting Coonskin Lift as once proposed in TELSki Master Plan would help too. Also more employee housing extending from existing down valley is also key to increasing density to fuel commercial growth as well as provide necessary housing
- I like the idea of encouraging guests to town to park in either the Shandoka lot or Carhenge for their time in town and walking during their visit. I would like to see the signage in those lots be made clear to visitors about parking rules and how the town values visitors but wants to keep congestion in and around town to a minimum.
- Some kind of “turnaround” type roundabout on Black Bear Rd would be nice.
- More parking. We live part-time in Viking Lodge and often have 2-3 cars at our place due to

the size of the unit (we live in Montrose so we are “drivable” and come up often). We do not have enough parking for units (I realize not the Town’s problem). The parking zone pass we get is good, but the area is often full, especially busy weekends. But, the area just to the east of us usually has TONS of parking but we can’t access it even though it is very close to our building. I would like to see an expansion of our parking rights in town. The overflow lots at the west end of town have pretty much disappeared which used to be the solution. Thank you.

- Increased bike lane/path to separate bike from vehicular traffic and separate pedestrian friendly River Trail from higher speed bikers (to/ from valley floor); adding as much parking as possible-multi level parking structure on Shandoka lot with additional mixed use--deed-restricted residential/commercial/professional spaces; Encourage west-end neighborhood vitality with retail/restaurant/cafe business at Davis/Pacific and base of Coonskin; explore partnerships with Telski, Pinhead, TSSC to enhance events and community usage of Coonskin base area; markets at Carhenge; consider community bike sharing system and eliminate town overload/bike rack clutter.
- More trees and attention to the landscape of this area, including the stream, to preserve the neighborhood character and riparian area. Most parking areas drain into Cornet or the San Miguel directly, without any retention/ stormwater filtration. What vegetation exists helps that somewhat. The addition and upkeep of vegetation especially along the Viking Lodge and Telluride Lodge sections would help a lot. Access to Carhenge with signing from Colorado Avenue, along Mahoney and Pacific, would help this parking area meet its original goal as an intercept for ski and daily visitation trips. The Goose is used by many skiers going to the Gondola, despite the fact that there’s a lift right there at Cimarron. With an improved lift service, visitors could use this lift more efficiently to access MV, perhaps even in summer to take the load off the Gondola at peak times. Other times, the Goose is underutilized, because visitors don’t know it’s there, and end up seeking a place in town to park. I’m a proponent of Park Once, and the use of transit, walking or a bike to get anywhere in town. We’re not that big, yet we are still thinking we need to park directly in front of everything. For such a small town with limited land, we must use all our land resources in many ways. More should be done to encourage this, and not continue the building of parking structures in the core of town that just perpetuates this thinking. Circulation could be improved by demarcating the parking spaces on Pacific, to gain more efficiency. Consider the striping of a south bound bike lane next to the parking to help guide bikes and cars as to their place on the pavement. Replace the existing walkway on the north side all along Pacific, as it’s a broken mess in a lot of places, and too narrow at Telluride Lodge. Add a walkway on the South side of Pacific from Davis to Carhenge. Further west, from Carhenge to Mahoney, provide a widened walkway and bike lane southbound along Telluride Lodge. There is a pinch point for pedestrians at LuLu City, so rethinking the intersection and approaches both west and south at Mahoney and Pacific is needed. Southbound pedestrian traffic at Mahoney and the River Trail is a conflict, so improved continuous access needs to be thought through.
- In no particular order: need outdoor community gathering spot (playground, restaurant), more parking in Shandoka, traffic flow from Carhenge to Colorado on Tomboy. car speed control on Mahoney, fast bikers on River Trail. Lack of any west end restaurants

Key takeaways from Question 2:

- Parking is inadequate, more parking options are needed.
- Improved wayfinding signage for visitors is needed. Improved signage for vehicle/bicycle/pedestrian safety is needed
- Landscaping improvements including more trees, hardscape repairs/ improvements are needed.
- Need improvements to the overall flow of traffic.
- Would like to see more opportunities for businesses and mixed use, with the possibility of affordable housing options in the future.
- Need outdoor amenities and park space on this end of town.

Question 3: What should be preserved for future residents and visitors?

Sample Responses:

- I like one way traffic on Pacific. Sure, it's a pain if I have to circle back to try to find a spot, but overall, I think it would be a mistake to widen it to two way traffic. I am guessing that would also result in less parking which is NOT what we need. I really don't want to see a parking garage at Carhenge though. Maybe dedicate some of Carhenge to overnight parking for those with street parking passes? I realize the intent is to keep it open for day drivers to ski, but maybe even adding 10-20 for parking pass spots would help.
- Parking needs to be preserved for locals and for the ski traffic. There is limited to no parking in Telluride, if you limit the on-street parking permits then it allows more units that are in need to utilize the parking. Also if you allow limited parking in Carhenge that is overnight parking to compensate for the removal of the one-way parking spots. In Shandoka you increase the overnight parking then you'll create more of a supply for the true need. Most people with garages aren't using it for cars in this area, yet they were required to build a garage or parking on location when they developed their property. This will help change this practice to the real intent of this requirement for garages and on-site parking, so people are parking cars in their garages instead of using them as storage. 2.) Long term for rent housing is needed desperately. The last affordable housing study specifically stated that there needs to be more rentals. In a town that has 3 pages of help wanted ads and no long-term rentals in the paper we need to address this issue. This is causing businesses to suffer with limited employees and a decrease of service. Also the town can do revenue bonds to finance these projects, which frees up the cash needed for additional for sale housing projects and provides another revenue stream while meeting the need to keep locals in the community. 3.) Traffic in this side of town is an issue. If you can divert traffic from the school and

Clark's Market to increase the pathways this will help this problem.

- Property rights; Ease and accessibility of public transportation; encourage pedestrian/biking transportation into town; pedestrian friendly river trail; west end neighborhood shops/sundries/cafes/breakfast/coffee/ATM.

The neighborhood character of large condo buildings is offset tremendously by the cottonwoods and aspen - these features need to be tended and added to. Cornet Creek and the river with their native vegetation are wonderful and critical features in this neighborhood, both quality and quantity. Water quality all along Cornet should be protected as the stream bed is a play space and the vegetation is playing a part in keeping it clean and stabilizing the stream bank. Carhenge as a parking area should be preserved; however, some housing - rental, employee, and market - should be added to make it more multi-use, given our short supply of land. The River Trail and associated linear open spaces are also important contributors to the neighborhood's character. These should be preserved and enhanced.

Key takeaways from Question 3:

- The greenspace and river trail should be preserved.
- Infrastructure, if built, should not take away from views and nature of the area.
- Accessibility of the public transportation system, trails and greenways are critical to maintain.

Question 4: How would the area look and feel in the future if these changes were made?

Sample Responses:

- The increase of housing to this part of town would make this side of town a real community and would potentially drive additional commercial in the Cimarron HOA and potentially in these new housing complex's if built. The long term hope would be for Telski to improve the Chair 7 lift and potentially build a hotel on their lot. This would increase the lively hood and the community feel in this area.
- Quiet residential feel improving the general well-being of the mostly working class residents of the SW Telluride area. Less high traffic business, sales and services structures, a welcome thought as the town is already bursting at the seams in the summer as daily vehicle traffic nears and at times exceeds 3000 vehicles per day.
- Accessing the town by bikes, walking or using public transportation. Limited cars use to the number of cars that are in town presently. Design a plaza at the Coonskin entrance where the bus stops and a gathering area for conversation by adding tables, benches, etc. Sorta like, Mountain Village plaza or Aspen Square. Increase the size of the bridge to accommodate the traffic.

Key takeaways from Question 4:

- People were concerned with increased traffic of any development, knowing there are already some trouble spots.
- Concern about density.
- Economic stability, diversity of use.
- Quiet, similar to the feel of what is there now.
- More affordable housing, reduce traffic by giving people a place to live.

Question 5: Is there anything else you want to be considered?

Sample Responses:

- It is a shame that room for the Telluride Medical Center wasn't found in the study area. While locating in Society Turn is better than in MV, losing the center in Telluride is a very big loss for the town. Some form of recreation center would also be beneficial to the town.
- Please keep housing in the spirit of the boarding house and employee housing with space and green and not a duplicate of the excessive private condos that took over the area west of Davis. Carhenge needs to be used to the greatest extent possible—repaint lines to make best use of space for public parking. Option to purchase a parking pass if a resident, employee etc as well as for public use
- In the long run, the idea of a 2-3 story parking structure at Shandoka or Carhenge or both should be explored more in depth. Ideally I would like to see fewer visitor cars entering downtown and struggling for parking and more people parking for the day and using the Goose. It could also ease some of the parking clutter on the Spur and Mahoney during Festivals.
- I think it is critical that Telluride does not make Pacific Avenue a 2-way street through the core of the West End rental district. This will pose serious safety concerns for this densely populated area with increased traffic. If widening occurs it should be to allow more space for bikers and pedestrians - NOT another traffic lane.
- I would love to see Carhenge paved, as this winter it was filled with ice lakes and potholes and as a result less cars could fit, and preferably used to increase parking options for town. A 2 or 3 story (if 3, one at basement level), parking structure. I would like to see some of the additional spaces made available for overnight parking for area residents, as well as additional commuter parking. I would also like to see better use of town owned land in Lawson Hill for commuter parking (a park and ride type set-up). This would be hugely beneficial to reduce some of the parking issues in town. It should allow for long-term parking to take some 2nd and 3rd vehicles for residences out of town as an example

Key takeaways from Question 5:

- Preserving the green space was reiterated.
- Neighborhood is concerned about only implementing high density housing, need to make sure there is a mix of uses. Some of the new development at Virginia Placer has been well received and more of this could be implemented.
- Parking structure should be explored

SUMMARY OF DESIGN GUIDELINES IN TREATMENT AREAS

Generally, the following designs are encouraged in the Accommodations Treatment Area:

- Storefronts are located along the streets (pedestrian scale).
- Storefront window openings have moderate horizontal emphasis.
- Buildings step down in scale along the streets and alleys.
- Building entrances are clearly identified.
- Doors reflect well defined front entrance.
- Large lots are developed with several buildings rather than a single structure.
- Entrances on the rear or sides of buildings are secondary to the front.
- Bridges that span streets or alleys are discouraged if they increase building's apparent size or block view corridors.
- Residences are set back behind front yards to commercial storefronts at the streets.
- Building orientations/setbacks preserve view corridors.
- Building spacing respect open spaces and solar access.
- Historic pattern of side yard spacing in the area are maintained.
- Low scale buildings develop with mountain views along alleys.
- Buildings are constructed respecting traditional grids but with the contours when feasible.
- Building mass and scale are minimized and open space is maximized.
- Building Heights increase closer to the mountains.
- Building heights vary on larger projects – one-and two-story elements at sidewalks and alleys.
- Roof ridge lengths reflect historic context – residential – 35 to 40 feet; commercial 50 to 75 feet.
- Primary facades exceeding 50 feet are differentiated by setbacks in the wall plane.
- Typical residential fronts are 15 to 30 feet; commercial fronts are 25 feet.
- Larger buildings are of a single form divided into modules each with significant architectural changes.
- Composition of façade treatment have appearance of collection of smaller

buildings.

- o Elements are in scale with overall mass.
- o Porches are encouraged in residential context
- o Materials for secondary structures vary from primary structure.
- o Building forms are simple rectangular shapes / vertical proportions.
- o Building forms may vary along steep hillsides.
- o Predominant roofs are gabled roofs, but hip roofs are also considered.
- o Mansard, gambrel roofs are inappropriate.
- o Flat roofs are appropriate on commercial buildings.
- o Roofs are composed of sawn wood shingles, metal sheeting or standing seam roofs (baked-on finishes or matte finishes).
- o Asphalt shingles (muted colors) are also considered.
- o Ridgelines are oriented parallel with floor planes and perpendicular to streets when feasible.
- o Dormers are used with restraint.
- o Buildings are wood frame, stone and brick construction.
- o Use of stone, concrete board-formed concrete, wood lattice and vertical boards are used for foundation finishes.
- o Visual impacts of active or solar designs are considered.
- o Windows are simple in shape, arrangement and detail.
- o Accent windows are limited.
- o Window trim elements are traditional.
- o Large glass surfaces are inappropriate on residential buildings and on upper floors of commercial buildings.
- o Skylights are limited.
- o Non-traditional window patterns are limited to areas with steep rise of the mountains.
- o Generally, window heights are twice the dimension of width
- o Sidewalks/pedestrian paths/ bike lanes/mini-parks are provided.
- o There are a variety in setbacks and materials.
- o Projects include use of native plantings and natural materials
- o Site furniture is simple (benches/bike racks/trash receptacles).
- o Public art is located in courtyards, plazas, and building entrances.
- o Open space is included in all projects.
- o Open space is visible to roads and proportional to developments.
- o Open space is connected to other open space areas and natural areas (river).
- o Driveways, parking surfaces, service areas and utilities are visually minimized.
- o Parking areas are screened from public right of way and accessed from alleys or rear drives.
- o On-site parking is located inside or behind buildings where possible.
- o Paving surfaces are composed of natural materials/ colors.

- o Large parking areas are divided into smaller components, (interior landscape islands) with increased landscaping, minimal curb cuts and driveways.
- o Landscaping is a significant feature of larger projects.
- o Plants are planted in such a way to be a gentle transition from valley floor.
- o Landscaping used to reduce apparent scale of larger buildings
- o Trees are aligned along streets or planted to give impression of streets in larger projects.
- o Landscaping and lighting is used to identify entrances to projects.
- o Sites are contoured to reduce the need for retaining walls (when feasible).
- o Retaining walls are limited to less than 30 inches and series of short walls are used when height is greater.
- o Retaining walls are simple (native rock preferred).

The following building design guidelines are identified in the River Park Corridor Overlay treatment area primarily to ensure a pedestrian scale along the trail:

- o Buildings are one or two stories along the River Trail.
- o Facades or elevations do not exceed 50 feet in length along the River Trail without a significant change in setback.
- o The height of buildings step down at the property edge.
- o Tall structures are avoided along the trail edge.
- o Portions of buildings are set back along the river and at the park to retain the sense of open space.
- o Attention to detail on facades that face the River Trail are as apparent as those that face the street.
- o Decks and balconies are set back from the river and trail edges, and do not extend into established setbacks.
- o Decks and balconies are small in size and are located in such a way that they do not negatively impact the natural setting of the River Park Corridor Overlay Treatment Area.
- o Deck railings are solid panels to minimize night-time light spill. Other designs will be reviewed by HARC on a case-by-case basis.
- o Doors onto decks shall be no more than two-thirds lights to minimize night-time light spill. Other designs will be reviewed by HARC on a case-by-case basis.

The following building orientation and site planning guidelines in the Transitional Hillside Treatment Overlay area should direct any future construction. It is noted that some of these elements are also recommended in the Accommodations Treatment Area:

- o Step buildings down at hillside edges, to minimize visual impacts and reduce the apparent height

- o Place buildings in locations that minimize visibility, not on high points of the proposed site. Avoid placing tall buildings at high points on the site or in other highly visible areas.
- o Consider clustering if buildings will be clearly visible from below.
- o Step down the mass of larger buildings to minimize the perceived scale at the street.
- o Building elements should be in scale with the overall mass of the building.
- o Maintain the traditional proportions (height to width to depth) found in the residential neighborhoods of Telluride.
- o Use roof forms similar to those found traditionally in the established residential areas (gabled and shed roofs)
- o Roof forms that protect views of significant features and existing view corridors are encouraged.
- o Buildings that are predominantly rectangular in form are encouraged.
- o Building forms should reinforce the perception of the natural topography.
- o Orient ridgelines parallel with the floor planes.
- o Orient ridgelines perpendicular to the street when feasible.
- o Dormers should be used with restraint.
- o Building fronts that orient to the established street grid are encouraged.
- o Unusual setbacks may be appropriate when they help protect views to significant features.
- o Minimize the number of driveways, parking and service areas.
- o Screen parking areas from view from the public right of way with site features
- o Given the steep terrain and few alleys in this treatment area, parking and garages will usually be accessed from the street
- o If parking is located within a garage, minimize the size of the driveway.
- o Design parking facilities such that they are subordinate to other site features
- o On-site parking area should be in a garage, unless site conditions (such as steep slopes) prevent its use.
- o Minimize the surface area of paving and consider using materials that blend with the natural colors and textures of this treatment area. Consider modular pavers, gravel, grasscrete and textured or colored concrete.
- o Curb cuts and driveways should be minimal in width.
- o Design the parking layout so all spaces are accessible and usable year-round.