



Telluride Gondola Gateway Plan

Prepared By Design Studios West, Inc.
September, 1993



Introduction

Note: P Z HARC amendments, which begin on Page 12, are indicated in Arial Bold typeface, as shown here.

In the fall of 1992, the Town of Telluride initiated a process to prepare a plan for the area adjacent to the future Gondola site and the portion of the town that was likely to be most influenced by the Gondola location. The intent of the planning effort was to prepare a framework plan and implementation strategy which ensured that the base area location of the Gondola was positively integrated into the fabric of the community. At the beginning of the process, a series of objectives were developed to provide the basis for the work effort. They included:

- The appropriate distribution of pedestrian traffic to and from the Gondola area,
- Ensuring appropriate vehicular and transit circulation and connections in the area and appropriate connections to parking,
- Maintaining the historic fabric and character within this portion of the community, including building to building relationships, traditional streetscape patterns, and the integrity of individual historic structures,
- Providing guidance for property developers as it relates to circulation and delivery, pedestrian networks, building form, and/or facade relationships, and
- Providing direction for public landscape, pedestrian and river front improvements in the context of the Gondola location.

The process included a number of workshops attended by area residents, property owners, town staff, and town boards. The Historic Architectural Review Commission (HARC) and the Planning and Zoning Board were both intimately involved in the process, providing regular feedback and direction. In addition, staff and consultant team members met with the CREET Board to ensure that the activities were coordinated with the ongoing development of transit and pedestrian strategies for the town. The following document is intended to provide the basis for a physical framework plan and the identification of proposed policy, guideline, and/or ordinance changes.

During the initial phase of the process consultant team members met with town staff and area participants to discuss the range of issues which may be considered during the course of the project. Discussions included issues related to users of the Gondola, the preservation of the historic character of neighborhoods, the scale and magnitude of new developments and additions to existing properties, and general circulation issues. These early discussions and the range of meetings held with town boards and area citizens were utilized as a basis for preparing the Telluride Gondola Gateway Plan.

Framework Plan

Early in the process the consultant team consolidated and synthesized the information gathered from town representatives and citizens to develop an overall program for the gateway area. The program goals were intended to provide the basis for further planning activities and a context which allowed the team to address specific land use and public improvement issues. The program included:

From the town's perspective:

- The preservation of historic resources
- Maintaining the historic scale and character of the area
- Ensuring appropriate development on vacant or underdeveloped parcels
- The appropriate distribution and organization of pedestrian movement
- Ensuring compatibility of existing and future transit systems and remote parking
- The establishment of an exciting pedestrian gateway from the mountain village
- The appropriate provision of cost-effective infrastructure
- The promotion of appropriate and sustainable land uses and pedestrian ways

From the perspective of the mountain village area:

- The creation of a viable, non-auto related connection to town
- Improved reputation/identity for the resort and mountain village area
- Providing a location for appropriate base facilities
- Appropriate development costs and/or shared public improvement costs

The program was then utilized as the basis for preparing the framework plan. The framework was intended to address general vehicular circulation, general transit movement, pedestrian circulation, and the identification of specific community or activity nodes which may require special treatments.

Vehicular Circulation

Transit Movement

Although a series of past studies had explored the potential to close Oak Street to vehicular traffic, an initial exploration of the site and meetings with interested citizens suggested that closing South Oak Street to traffic may place additional burdens on area property owners and residents by focusing pedestrian movement in one area, and at the same time create potential conflicts as it related to area vehicular movement.

As it relates to transit, it was determined that on a long-term basis transit movement from the western portion of town toward the center of town would occur along either Colorado Avenue or Pacific Avenue. In either case, it is recommended that the transit movement be accommodated from Colorado or Pacific on Aspen Street to San Juan Avenue and back up Fir Street (or Pine Street). This will allow transit loading and drop-off to occur close to the Gondola station and also ensure that the town was able to meet the Americans with Disabilities Act (ADA) requirements. In addition, the distance from the Gondola allows a proper distance for the cueing needs associated with the modal transfer.

Based upon the location of pedestrian demand points and the specific needs associated with vehicular movement, the consultant team recommends that vehicular movement not be restricted unless absolutely necessary. In addition, based on a discussion of the historic street and traffic movement patterns, the consultant team is concerned that street closures may significantly alter the historic character of the area. Service and local access were treated in a similar fashion, and it is recommended that a variety of service and access points are appropriate, rather than a concentration of a service and loading areas.

Pedestrian Circulation

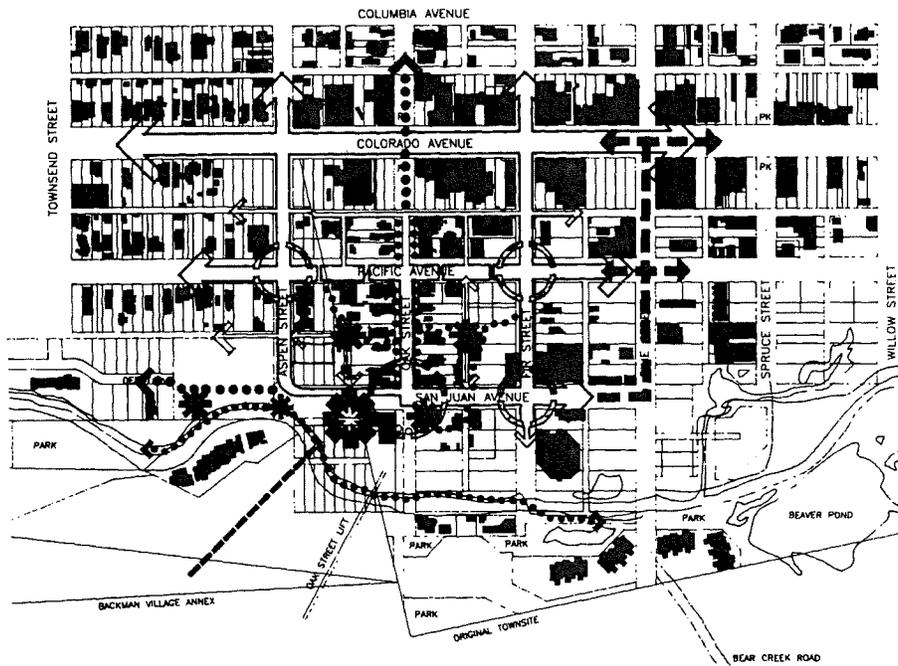
After a review of pedestrian demand points and discussions with citizens, and town boards and staff, the consulting team recommends that rather than intentionally concentrating pedestrian activity on South Oak Street alone (through the use of a pedestrian mall), a dispersed pedestrian strategy would be more appropriate for the area and will be necessary given future development patterns. As a result, pedestrian improvements are recommended on San Juan Avenue, Aspen Street, Oak Street, and First Street, promoting a variety of pedestrian connections to demand areas throughout the community. The project team has made this recommendation based on a review of existing land use patterns and the following issues associated with current and future development. They include:

- The fact that the majority of commercial development located on Colorado Avenue is not centered around Oak Street, but rather to the east of Oak Street,
- Future development in the warehouse and commercial district is likely occur to the east of Oak Street and will likely include a variety of development types such as restaurants, retail development, and accommodations uses, and
- The majority of existing and future accommodation development is located to the west of Oak Street.

Given these patterns, a dispersed pedestrian strategy was recommended to allow for the variety of pedestrian movement that is likely to take place as it relates to the distribution of land uses and the range of origins or destinations associated with pedestrian movement. Although it is likely that a significant portion of the pedestrian traffic will still utilize Oak Street, substantial movement is still expected along Aspen Street, Fir Street, Pine Street, and through the eastern portion of the Depot Property. The two streets with the most significant pedestrian volume are likely to be South Oak Street and the portion of San Juan Avenue between Aspen and Fir.

Community and Activity Nodes

The community and activity nodes indicate specific locations which are likely to be dominant entry or gateway points for the Gondola area. The development of community nodes reflect the need to help orient pedestrian and vehicular movement and should include the formation of cohesive development patterns. The activity nodes include the Gondola area and the undeveloped block east of the Gondola site. These areas are intended to have a significant focus toward pedestrians and should include special attention to circulation, amenity design such as paving and seating and ensuring appropriate lighting for pedestrian movement.



Legend



Vehicular Circulation



Service/Local Access



Pedestrian Circulation



Community Node



Activity Node

Proposed Framework

Prepared For The Town Of Telluride, Colorado

Prepared By Design Studios West, Inc.

February, 1993



TELLURIDE

Gateway Study

Figure Ground Study

After preparing the framework plan, a figure ground study was developed which explored the range of new development and expansions to existing structures that under current by right zoning could occur over time in the area adjacent to and surrounding the new Gondola location. In the Gondola area, a series of new developments were being proposed and others are expected to occur over the next decade. The figure ground explored the potential magnitude of each new development and the range of expansions that might occur to existing structures located along South Oak Street. An overview of the figure ground study shows that the development potential for the area, which will likely be realized over the next decade, is significant as it relates to both building coverage and the variety of new uses which may be accommodated.

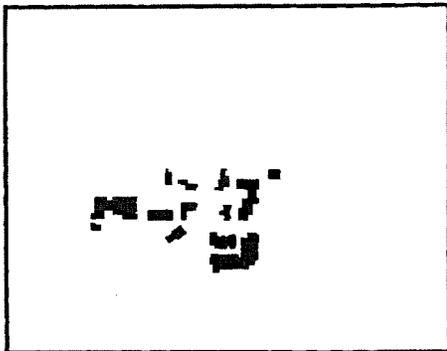
Over the next decade, this portion of the town will likely continue to be developed, adding a significant number of new commercial uses and increasing the accommodation base in this portion of town. The development that is likely to occur will help to provide a permanent anchor for this portion of the community and solidifies thoughts that the Gondola area will become a new gateway to the community.

The figure study also suggests that care should be taken in the planning in each of these new developments and/or the expansion of existing properties along South Oak Street to ensure that they respect the historical character and scale of the area. In addition, the figure study suggests that it will be important to evaluate new development and/or expansion of existing structures along South Oak Street in order to maintain the historic character and scale of this unique portion of the community. The current by right zoning could result in a scale of development along South Oak Street that would be contrary to maintaining the historic character and scale of the area. Modification of existing zoning and development regulations are likely to be necessary in order to maintain the desired scale and character (See Town Master reference to this subject).

Finally, the figure study reinforces earlier recommendations associated with creating a dispersed pedestrian pattern for the area. The range of uses associated with new development are likely to reinforce a variety of pedestrian movements and connections within the area. Each of the new developments will create both substantial pedestrian destinations and a series of pedestrian origins moving to the Gondola and to and from a variety of other locations within this portion of the community.



Existing



Proposed



Composite

Figure Ground

Prepared For The Town Of Telluride, Colorado

Prepared By Design Studios West, Inc.

February, 1993



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Gateway Study

Pedestrian and Transit Circulation

The gateway plan coincides with a movement on the part of the citizens of the community, town officials and town staff to create a new emphasis on improving the pedestrian environment within the community and begin a movement toward strengthened transit operation. The intent is to improve the quality of life in the community by minimizing vehicular traffic and the need for large-scale additions to the parking supply within the core of town. Although this movement is reflective of a long-term strategy and will need to be coordinated with community-wide parking programs and the expansion of transit activities, the gateway plan is supportive of these goals and includes a series of recommendations which help to reinforce these long-term strategies.

Pedestrian Movement Strategy

The new Gondola facility, required as a condition of density approval for the mountain village, is intended to function as much (or more) as a people mover to and from town and the mountain village as it is to serve as a ski lift. As a result, the volume of users will grow over time more as a function of the development of the mountain village area and the Town of Telluride, than as a function of skier days. As a multi-purpose facility, the Gondola will likely have more consistent use throughout the day than ski lifts and will serve a variety of users, with differing goals.

They are likely to include:

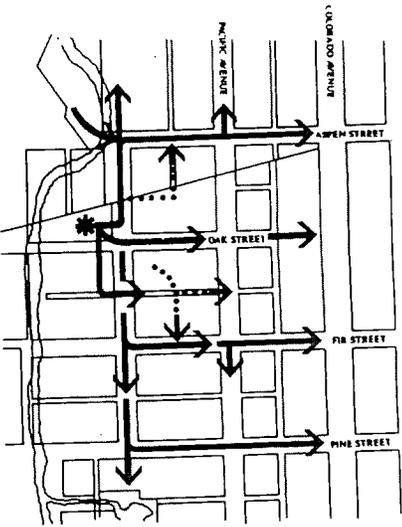
- Skiers wishing to access town or the mountain,
- Employees wishing to access the mountain village,
- Business people needing to move to and from town and the mountain village, and
- A wide range of visitors, during different seasons, wishing to move back and forth between accommodations, commercial uses, and the variety of activities provided on a year-round basis in both the mountain village and the Town of Telluride.

As a result of the diversity of users and the range of development patterns on the town side of the Gondola leg, it is recommended that a dispersed pedestrian pattern be promoted. As suggested earlier, it is expected that the pedestrians will be moving not just up South Oak Street, but to a variety of locations within the community and are likely to take a variety of routes. As a result, substantial pedestrian activity is expected on San Juan Avenue and South Oak Street, as well as on Aspen Street, Fir Street, Pine Street, and through the Depot Property.

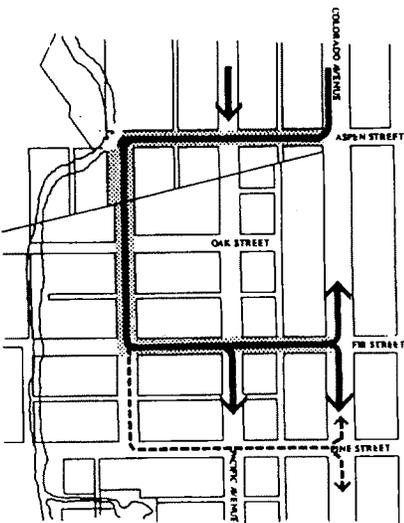
Pedestrian improvements on the streets identified previously should consist of sidewalks of approximately six feet in width, rather than the traditional residential standard of four feet, using the historical town scoring pattern to develop a consistent appearance which integrates with the rest of the community. Along key pedestrian connections appropriate scaled lighting improvements are recommended and in the variety of areas landscape improvements can be provided, primarily on private property.

Transit Movement

As discussed earlier, transit movement is expected to occur from the western portions of town on either Colorado Avenue or Pacific Avenue. In either case, the plan proposed that transit movement from the west turn south on Aspen, move eastward along San Juan, and then move north along either Fir Street or Pine Street. Transit movement is suggested in this directional pattern in order to provide access as close to the Gondola facility as possible in order to achieve high ridership. The general movement pattern (counterclockwise) is suggested to ensure that loading and unloading occurs on the southern portion of San Juan Avenue, avoiding the potential conflicts that would occur if individuals had to cross San Juan and load on the northern side of the street. The plan recommends transit pick up and drop off on San Juan Avenue east of Oak Street and west of Fir Street. This allows for significant cueing that will be necessary as people shift from one transportation mode to another and/or wait for the next mode. In this area, bus drop off zones can be accommodated and loading areas can be provided to minimize conflicts with individuals accessing and unloading from the Gondola.



Pedestrian Movement



Transit Routes (with alternates)

Pedestrian/Transit Circulation

Prepared For The Town Of Telluride, Colorado

Prepared By Design Studios West, Inc.

February, 1993

Automobile Circulation

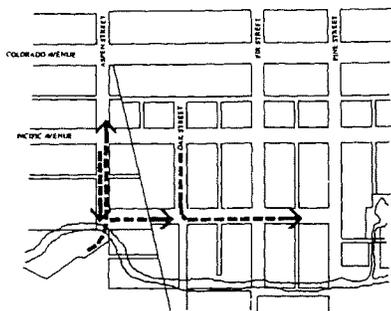
Although the plan recommends the creation of a system which favors pedestrian and transit movement, we also recommend providing vehicular movement opportunities which ensure that this portion of town is as accessible as possible to vehicles, without significantly disrupting pedestrian and transit movement. Where possible, two-way vehicular access remains intact. One-way streets are recommended in areas where two-way streets may create conflicts with movement to and from the Gondola, along the major pedestrian routes, or where two-way streets could not physically be accommodated as is the case on San Juan between Aspen Street and Oak Street because of the location of the Gondola building. As part of the plan, four options were explored for vehicular movement. Each is feasible and should be considered possible for the area over time. The consultant team recommends **Circulation Option 1** as the most appropriate compromise between maintaining accessibility for vehicles and minimizing potential conflicts with the pedestrian and transit movement.

Option 1

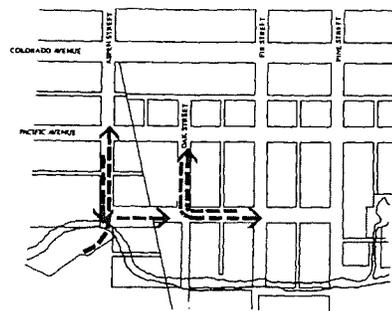
Option 1 recommends the maintenance of Aspen Street and Fir Street as two-way streets and suggests modifying San Juan Avenue and South Oak Street to become one-way movements. Maintaining Aspen as a two-way street ensures access and deliveries to existing developments along South Aspen, developments located across the river and the future development of the East Depot property. Maintaining Fir as a two-way street also ensures convenient access to existing and future development in this area. Along South Oak Street, we recommend changing the existing movement pattern to allow South Oak Street to become a one-way movement, south toward San Juan Avenue. This configuration is preferred because it minimizes conflict at the San Juan/Oak Street intersection, allows for a wide travel lane, and works with the grade in the winter during snow or ice conditions. On San Juan Avenue, we recommend a one-way movement to the East from Aspen Street to Fir Street. As discussed earlier, this organizational structure represents reasonable access to the area by vehicles, while at the same time minimizing potential conflicts associated with pedestrian and transit movement. Along this portion of Oak Street, a parking permit system should be implemented to reserve delivery space and provide owner parking on street.

Option 1-A

Should the volume of Gondola users be less than anticipated, it may be desirable to allow South Oak Street to function as a two-way street and to allow two-way movement on San Juan between Oak Street and Fir Street. This option would still allow for a one-way only movement (to the east) on the portion of San Juan from Aspen to Oak Street. Aspen and Fir Streets would continue as two-way movements.



1



1-A

Automobile Circulation

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Gateway Study

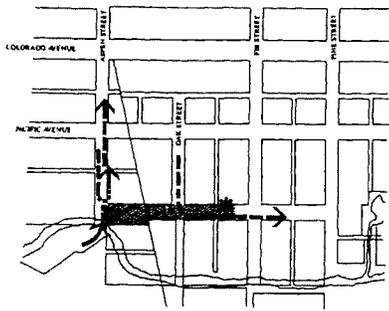
Option 2

Option 2 explores allowing a two-way movement on Aspen Street and Fir Street (similar to Option 1 and 1-A), a one-way movement on Oak Street to the South and a one-way movement east on San Juan Avenue. In this option, however, movement along San Juan Avenue from Aspen Street to Oak Street would only include transit vehicles. San Juan Avenue would be blocked to vehicular traffic at the intersection of Aspen Street and San Juan Avenue. Vehicles entering Aspen to the South would be forced to utilize a cul-de-sac located at the intersection of Aspen and San Juan in order to turn around and move north on Aspen Street. Although the land area for a cul-de-sac should be provided for in this area, the creation of a cul-de-sac affects adjacent development parcels and is likely to require significant retaining walls adjacent to the river trail. *This option is recommended only if Gondola volumes are significantly greater than anticipated and significant conflicts occur with transit and automobile circulation on the portion of San Juan Avenue between Aspen Street and Oak Street.*

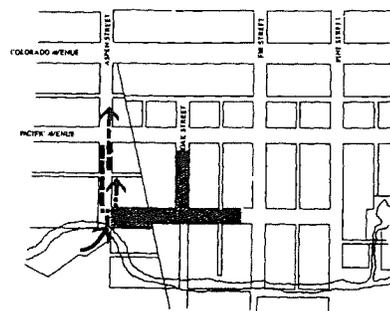
Option 2-A

Similar to the other options, Option 2-A also suggests a two-way movement on Aspen Street and Fir Street. In this option, San Juan Avenue would be blocked to vehicular traffic from Aspen Street to Fir Street. Access to this area would only be allowed for transit vehicles and pedestrians. South Oak Street would also be blocked from Pacific Avenue to San Juan Avenue. Only pedestrians would be allowed on this portion of South Oak Street. *Option 2-A represents an extreme movement away from vehicular access and should only be utilized if pedestrian, transit, and vehicular conflicts become unmanageable.* A more detailed study of circulation patterns within this area should be conducted prior to its implementation.

Note: Although it is not anticipated that Option 2 or 2-A will become necessary in the near future, we suggest maintaining the land area required to provide a cul-de-sac at the intersection of Aspen Street and San Juan Avenue. Retaining this land area will require the specific design of the cul-de-sac and a specific delineation of the land area required based on property surveys.



2



2-A

Automobile Circulation

Prepared For The Town Of Telluride, Colorado

Prepared By Design Studios West, Inc.



February, 1993



TELLURIDE

Gateway Study

Streetscape Organization

As the Design Guidelines for Building in Telluride discuss, the relationships of adjacent development to streets significantly effects the character of the streetscape, the perception of comfort for pedestrian movement, and the visual quality of the surrounding environments. Where possible, within the gateway area, streets should be developed in a fashion which reinforces the historic patterns as it relates to street widths and alignments, the scale of building-to-building relationships within the community, and creates an enjoyable visual environment and comfortable pedestrian movement. Introduction of non-traditional features and elements within developments are also discouraged. Along San Juan Avenue, the placement of the Gondola structure and the development of the parcel to the East of the Gondola may require variations from historical development patterns. In these areas, the placement of structures should still provide for an attractive visual environment and promote ease of movement for pedestrians within the area.

The following section describes the proposed improvements within the right of way (R.O.W.) for each of the streets within the gateway planning area and provides general direction for existing and proposed development of structures within that area. All paved street surfaces are proposed to be chip seal over asphalt. All curbs and sidewalks are proposed to be concrete. In addition, specific guidelines are presented in this document for key undeveloped parcels. They should be utilized in conjunction with the proposed streetscape organization.

The following general conditions will be applied to each of the streets discussed in the following sections. They include:

- Specific service area locations will be identified on Oak, Aspen, and Fir Streets. The service areas will be taken from areas which could otherwise be designated for on-street parking. Service areas should be located away from curb cuts.
- Over time it may be appropriate to add bike paths/lanes to some of the connecting streets. It is understood that these lanes would be added at the expense of on-street parking.
- New sidewalks will be poured around existing trees, regardless of whether the trees are in the rights of way.
- Street lighting within the plan area will utilize the traditional "Telluride" street lights with caps to direct light downward.

Finally, it is the intent of the plan to reinforce the existing grid system and alleyway system. However, due to the intersections at traditional town grids, certain lots within the western portion of South Oak Street do not have alleys adjacent to the rear yard. For this reason, behind Lots 9, 11, and 13, Block 18 TOT, the town would be willing to consider creating an alleyway provided affected property owners request and support such alley.

Oak Street (Between San Juan Avenue and the existing park)

This portion of Oak Street has an existing right of way (R.O.W.) of 50 feet. Within the R.O.W. a six foot walkway is recommended adjacent to the curb on both sides of the street. In addition, parking is recommended on both sides of the street and two 11-foot travel lanes are recommended for vehicular movement. Although a southward, one-way movement is recommended on Oak Street, two 11-foot travel lanes will allow for one lane of vehicular movement and will decrease the potential for conflicts between pedestrians and motorists. In addition, this configuration is consistent with the historic character of the area and would allow for eventual two-way movement, if desired. Development adjacent to the street includes a variety of existing setbacks and future improvements or modifications should be consistent with the existing guidelines.

On South Oak Street it is appropriate that a permit system be implemented. The allocation of permits should be based on lot ownership and should take into consideration spaces reserved for necessary driveways (for lots which do not have alley access available), setbacks to intersections, and service delivery areas (to be designated).

Aspen and Fir Streets (Between San Juan and Pacific Streets)

The R.O.W. configuration on Aspen and Fir Street is also 50 feet. On these streets, the same configuration recommended for South Oak Street is proposed, including a six foot walk on either side, parking on either side, and two 11-foot travel lanes. In these areas, travel lanes will allow for two-way movement. Private development adjacent to the R.O.W. in these areas should also be consistent with the Design Guidelines and, in many cases, may be developed immediately adjacent to the edge of the sidewalk.

On the western portion of Aspen Street between Pacific Street and the alley located to the south of Pacific Street, a street section should be utilized which preserves the existing trees and locates a sidewalk between the travel lanes and the trees. This section should allow for two 11-foot travel lanes, one 8-foot parking lane on the eastern side of the street, and a 5-foot sidewalk on the eastern side of the street abutting the R.O.W. The sidewalk width on the western side should be 6 feet wide, or as wide as the existing trees permit while maintaining the parking and travel lanes. New deciduous trees should be planted at the time the sidewalk is installed.

San Juan Avenue (Between Aspen and Oak Street)

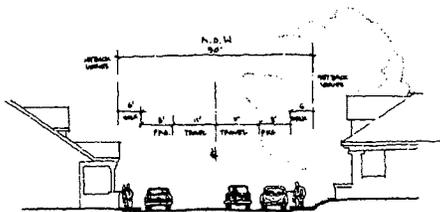
Between Aspen and Oak Street a 20-foot R.O.W. easement is to be retained on San Juan Avenue for pedestrian and vehicular movement. An 8-foot sidewalk is recommended along the northern portion of San Juan Avenue, immediately adjacent to a travelway of at least 12 feet, which is expected to be utilized for automobiles and transit movement. Access for pedestrians is not expected to be provided on the southern portion of San Juan Avenue from the Gondola to Aspen Street. Development along the northern portion of San Juan Avenue can be located immediately adjacent to the R.O.W. Snow storage can occur south of this R.O.W. In addition, land shall be preserved to allow for a cul-de-sac at the end of Aspen Street at San Juan in case it becomes necessary in the future.

San Juan Avenue (Between Oak and Fir Streets)

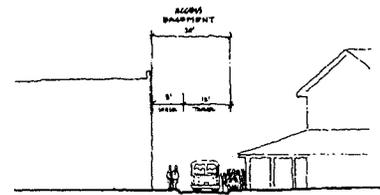
A 60-foot R.O.W. exists on this portion of San Juan Avenue. The R.O.W. is expected to be configured with an 8-foot landscaped area immediately adjacent to the northern edge of the R.O.W., two 12-foot travel lanes, a 9-foot bus pocket, and a 19-foot walk, (which may appropriately vary in specific areas to ensure consistency with the adjacent development to the south of the R.O.W.). The landscaped area adjacent to the northern portion of the R.O.W. is located in the area of the old railway bed and maintains open space along the historic railroad bed. This landscaped area should be designed to take up the grade from existing structures to the edge of curb and be landscaped with native grass and perennial wildflowers which will reduce Town maintenance costs. The sidewalk located on the southern portion of the R.O.W. should be designed to accommodate substantial pedestrian movement associated with the Gondola and transit loading and unloading areas. The potential for slight intrusions into the R.O.W. to shelter pedestrians or expanded sidewalks onto the private property could be explored with the developers of the property south of the R.O.W. to create a more comfortable pedestrian environment.

Depot Connection

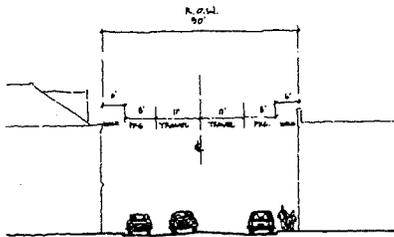
A physical connection shall be provided through the East Depot property to Depot Avenue. This connection should provide for pedestrian movement and could also accommodate vehicular or delivery access. The determination of the specific location of this connection should take into account pedestrian movement along the northern portion of San Juan toward the Depot, visual connections to the Depot, and visual access (and protection) of the River Park area. The scale and character of this connection should reflect the scale of historic streetscapes and alleys.



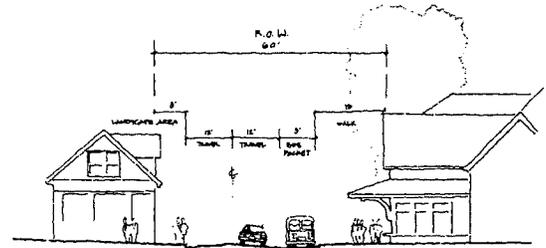
Oak Street
Between San Juan and Pacific



San Juan Avenue
Between Aspen and Oak



Aspen & Fir Streets
Between San Juan and Pacific



San Juan Avenue
Between Oak and Fir

Street Sections

Scale 1/4" = 1'-0"
Prepared For The Town Of Telluride, Colorado

Prepared By Design Studios West, Inc.



FEBRUARY, 1993

TELLURIDE
Gateway Study

Gondola Plaza Area

The Gondola Plaza is intended to provide a gateway to the community which reflects its heritage in terms of scale, materials, and design detailing and to assure the efficient and effective movement of pedestrians to and from the Gondola loading and unloading areas. At the same time, the Plaza area should provide a series of pedestrian scale public spaces which are consistent with the scale and character of the community. In general, individuals will access the Gondola from the southeast. Unloading of the Gondola will also occur in this general location. Therefore, the most open pedestrian area should occur in this immediate location, and the design of the plaza space should reinforce movement from the Gondola to the intersection of Oak Street and San Juan Avenue.

On the northwestern side of the Gondola building an access area should be provided for the removal of Gondola cars in need of repair. The rest of the site to the west of the Gondola building should be maintained as open space and reinforce the connection with the river. The site could also provide bike storage for users of the Gondola.

The plaza space should be developed using materials which are consistent with the scale and character of the surrounding community. The use of concrete, indigenous stone, and/or concrete unit pavers (of a color consistent with indigenous materials) are all appropriate. Bollards may be utilized to direct pedestrians, restrict vehicular movement, and define the edges of vehicular or transit movement ways, and should also use similar materials, textures, and/or colors. Lighting should be used as a tool to define space on the interior of the plaza. Lighting for the plaza area should be consistent with the Town's traditional light posts, with caps to direct the light downward, although the use of down lighting integrated into bollards, retaining walls, and adjacent structures is also appropriate.

Landscaping should also be consistent with the "rough and natural" feeling described in the Town Master Plan and supported by community citizens. Landscaping could include street trees, planter areas, and wildflower plantings in the open or grassed areas. **The landscaping should not require additional irrigation after being established. In addition, deciduous trees should be encouraged, rather than coniferous trees which tend to block the winter sun.** In addition, the wetland areas will be protected in order to minimize impacts and explore the potential for restoration or mitigation. Where possible, the plaza area should be at one level with a minimum of stairs and/or steeply sloped areas.

The location of a small structure is suggested at the terminus of Oak Street, south of San Juan Avenue and generally within the extension of the R.O.W. lines of Oak Street. This structure should have a scale and character which is consistent with the historic development on South Oak Street and should utilize materials consistent with historic development, while at the same time defining its quasi-public nature (see sketch and guidelines for more detail). Within the structure, it is appropriate to locate a number of base area functions appropriately oriented towards the visitor. These may include ticket sales, restrooms, visitor information, and, possibly, ski patrol functions (if they can be accommodated within the building footprint). Additional base area functions, such as ski rental are appropriately be located in the development to the east of the Gondola Plaza.

The Gondola Plaza should also provide connections to the adjacent development located to the east of the Oak Street R.O.W. A pedestrian connection could be appropriately located approximately half-way along the existing Oak Street R.O.W., which extends from San Juan Avenue past the river. This pedestrian connection should include the use of materials similar to those used in the Gondola Plaza, although the private developer may wish to utilize more native stone or other attractive pedestrian surfaces and amenities. Where possible, significant grade changes and the use of steps should be avoided.

A pedestrian connection should be provided to the river park trail in the general area shown on the Plaza plan. The specific location will be determined at the time of site-specific development plan approval and will consider whether the link between San Juan Avenue and the river trail should be a year-round access or a non-winter access.

Maintaining the Character and Scale of the Area

Over the next decade, it is likely that a variety of vacant parcels within the planning area will be developed, and existing structures will be expanded or modified. It is important that these changes respect the character and scale of the community and, specifically, the adjacent development patterns. While all new development and/or modifications to existing structures must be consistent with the Master Plan, Design Guidelines, and other development regulations, the following discussion should be utilized by town staff and boards as an additional guide when reviewing plans for these areas. In addition, more specific design guidelines have been prepared for key development parcels to provide further guidance.

South Oak Street Area

Throughout the course of the study, there was significant discussion associated with preserving the character and scale of development along South Oak Street. This is one of the oldest areas within the community and represents a development pattern which community citizens and residents hold dear. The Master Plan and Design Guidelines strongly recommend maintaining historic mass and scale, yet also acknowledge that use changes and expansion to existing structures is likely to occur over time. As part of the plan, an evaluation was made of the existing conditions and potential build-out patterns. Of significant concern was the lack of a site coverage requirement for this area and the potential for development to be maximized, even in light of the specific statements made in the Master Plan and Design Guidelines.

Existing development patterns within the area suggest that existing building coverages approximately 20 to 30 percent. While there are exceptions, the majority of development seems to fall within these percentages. These traditional site coverages are one of the fundamental components which creates the character and scale of the area. This amount of coverage allows for traditional front, side, and rear yards and provides open space between buildings.

A review of ~~the Master Plan and Guidelines~~ **current zoning** suggests that it is possible to argue that in some cases the development potential may be as high as 60 to 70 percent coverage, while still arguing that the proposed development is generally consistent with the Master Plan and Design Guidelines. Based on discussions with a variety of citizens, residents, owners, town board, and town staff, the majority of participants felt that this building coverage would not be consistent with the desires and intent expressed in the Master Plan and Design Guidelines.

Based upon a review of recent developments (both new structures and expanded structures) within the commercial/residential zone and discussions with different groups, it is suggested that a building coverage of approximately 40 to 45 percent more appropriately reflects the intent of the both the Master Plan and the Guidelines while still providing for expansion opportunities which supported Master Plan goals of economic diversification. It is recommended that a building coverage in this range be specified for this area.

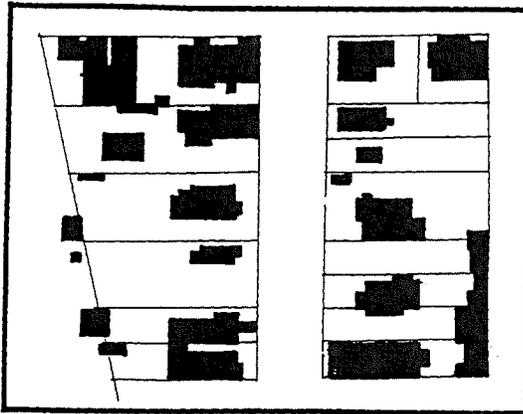
The existing parking requirements within this area also created substantial discussion. In this area, it is recommended that the parking requirement be decreased or removed in conjunction with the creation of a building coverage requirement. Reducing the parking requirement in this area will help to avoid parking on the front, side, or in the rear of buildings and will allow not only the building structures to reflect the character and scale of the area, but also allow the landscaped areas and open space adjacent to structures to maintain their scale and character. Historic alley R.O.W. should be maintained and should not be used for parking.

Finally, for the two South Oak Street parcels with side yards fronting on San Juan Avenue, the side yard setbacks on the San Juan Avenue side should be eliminated so as to provide and reflect the traditional citing of buildings along the previous rail line.

On South Oak Street we also recommend that additional or more specific zoning be developed related to:

- preserving historic mass/scale,
- maintaining traditional development patterns,
- preserving historic building setbacks and open space (e.g. site coverages),
- promoting consistent and appropriate lighting and signage, and
- address area parking issues.

The zoning should ensure that height increases are stepped back in a series of increments or along an angle from the existing structure. The intent of the modified zoning should be to preserve the mass/scale and character of the area while allowing reasonable changes that are supported by the Town Master Plan.



Existing Conditions (20-30% coverage)

South Oak Street Building Coverage Study

Prepared For The Town Of Telluride, Colorado

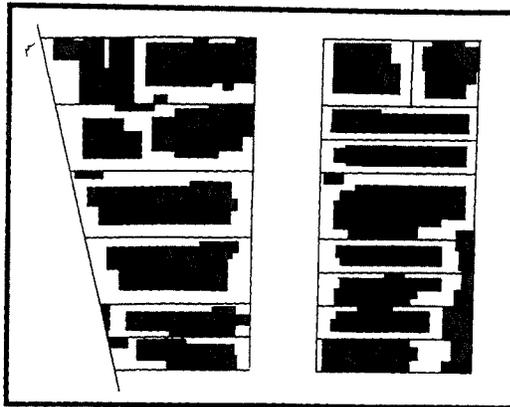
Prepared By Design Studios West, Inc.



TELLURIDE

Gateway Study





*Maximum Build Out Scenario/Apx. 60-70%
(Using Guidelines & Set Backs)*

South Oak Street Building Coverage Study



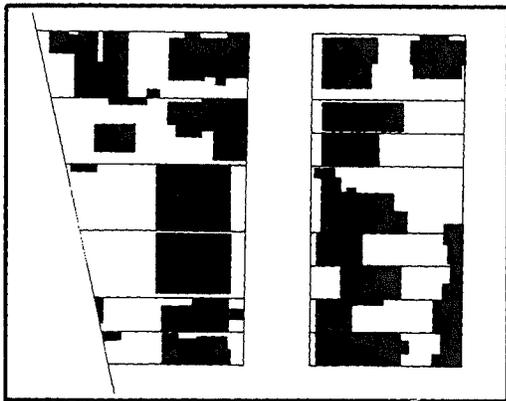
Prepared For The Town Of Telluride, Colorado

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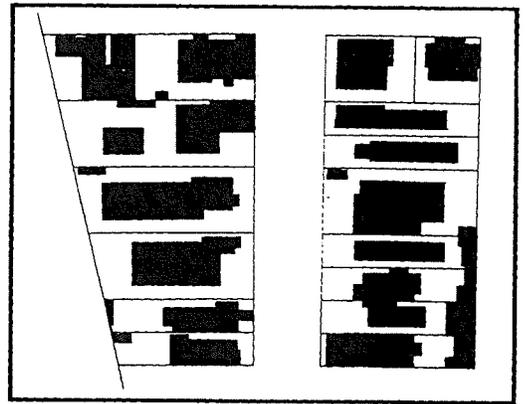
Prepared By Design Studios West, Inc.

Gateway Study





45% Coverage (No Set Backs)



45% Coverage (Using Guidelines & Set Backs)

South Oak Street Building Coverage Study



Prepared For The Town Of Telluride, Colorado

TELLURIDE

Prepared By Design Studios West, Inc.

Gateway Study



February, 1993

Key Undeveloped Parcels within the Gateway Planning Area

There are a series of undeveloped parcels which will play a key role in determining the scale and character of the gateway planning area. They include:

- Parcel #1: The commercial parcel immediately east of the Gondola site.
- Parcel #2: The parcel east of the original Depot site.
- Parcel #3: The parcel at the corner of Fir and San Juan.
- Parcel #4: The parcel located on the northern portion of San Juan adjacent to Aspen Street.

For each of these areas, the plan identifies a series of specific issues or concerns which should be addressed in the planning process. ~~For properties it is appropriate to develop more specific guidelines or site development standards to ensure that they are positively integrated into the community as a whole and, more specifically, into the planning area.~~

Parcel #1

This property represents a significant opportunity for new a development in the area and is likely to include commercial space, accommodation uses, and potentially, employee housing. At the same time, there are a number of issues which must be considered when reviewing the plan and determining whether it is appropriate to vacate town property for private owners. Some of these issues include:

- The overall scale and character of the development, including its ability to relate to the existing development on South Oak Street, its relationship to the river trail and existing development on the east side of Fir Street,
- **The specific relationship of the development to the river and the ability to provide connections to the river trail which are of extreme importance,**
- The scale and character of internal pedestrian ways,
- The ability of the development to promote an attractive streetscape on the southern portion of San Juan Avenue,
- The ability of the development to create a connection which appropriately integrates it with the Gondola Plaza, and
- The overall mass and scale of the development as it is viewed from various points immediately adjacent to the structures and from other locations within the community.

Parcel #2

This property creates a critical transition from the area adjacent to the Depot, which is currently under development, and the Gondola area. As such, there are a variety of issues which should be considered in the review of this development, some of which include:

- The ability of the development to provide a connection from Depot Avenue to Aspen Street,
- The need for the development to help define the Aspen Street streetscape and relate to future development on the northwest corner of Aspen Street and San Juan Avenue,
- River setbacks and accommodation of the river trail,
- Specific building setbacks from the alley between Pacific Avenue and Depot Avenue and ensuring that the building itself steps back from the alley in a series of increments,
- **Setbacks to the river, accommodations for the river trail, and specific building setbacks to the alley between Depot Avenue and Pacific Avenue should be considered more critical than setbacks to the properties to the west,**
- The creation of variations in the building facade along the alley and along the Depot Avenue circulation connection to break up the mass of the structure,

- The appropriate development of the southwestern portion of the site to ensure compatibility with single-family development, and
- The need to address specific access and parking issues to ensure minimum conflicts with the development located to the north and west of the property.

Parcel #3

This property includes two important historic structures which must be integrated into the development. In addition, the rear of the development faces the historic South Oak Street area. These and other issues must be addressed in order to successfully plan the project. Some of the specific considerations include:

- The integration of new development with the historic structures,
- The facade variation along Fir Street,
- The total height and stepping of the structure, most especially, adjacent to San Juan Avenue,
- The ability to successfully integrate an internal circulation pattern which is reflective of historical development patterns, and
- The ability to successfully address service and access concerns.

Parcel #4

Although smaller than the parcels previously described, when developed, this parcel will play an important role in defining the character of the northern portion of San Juan and the southern portion of Aspen Street. Therefore, a number of issues should be considered in its planning. Some of the issues include:

- The ability to successfully build to the R.O.W. of San Juan, creating an attractive streetscape in this area,
- The ability to build close or to the R.O.W. of Aspen Street, creating an attractive streetscape in this area,
- Providing for the location of a cul-de-sac at the end of Aspen Street (if required in the future), and
- Determining an appropriate setback from the development to the north of the property.

River Park Corridor

The development of the Gondola, the Gondola Plaza, and new development on other private property should all address the River Park trail corridor, the appropriate location of trails and access, and include appropriate development setbacks. This stretch of the River Park and Trail corridor should be considered one of the most important access locations for community citizens and individuals coming from the mountain village on the Gondola. River Park access points shall be located close to Aspen Street, the Gondola Plaza at a point within private development east of the Gondola, and Fir Street. Sensitive development of the River Park area should include, not only access points and trails, but setbacks, the preservation of riparian environments, wetland areas, and the view corridors.

Summary

Although the Master Plan and Design Guidelines for Building in Telluride for the community anticipate a transition in the area under consideration for the gateway plan, it is important that all new development and expansions or modifications to existing structures benefit not only property owners, but the community as a whole. As such, the gateway plan has been prepared to provide town staff, town boards, officials, and property owners with an additional guide for planning in this area. The gateway plan is not intended to replace the Master Plan, Design Guidelines for Building in Telluride, or existing development regulations, but instead to augment these documents to ensure proper development and the improvement of infrastructure within this area.

10. Maximum Building Height:

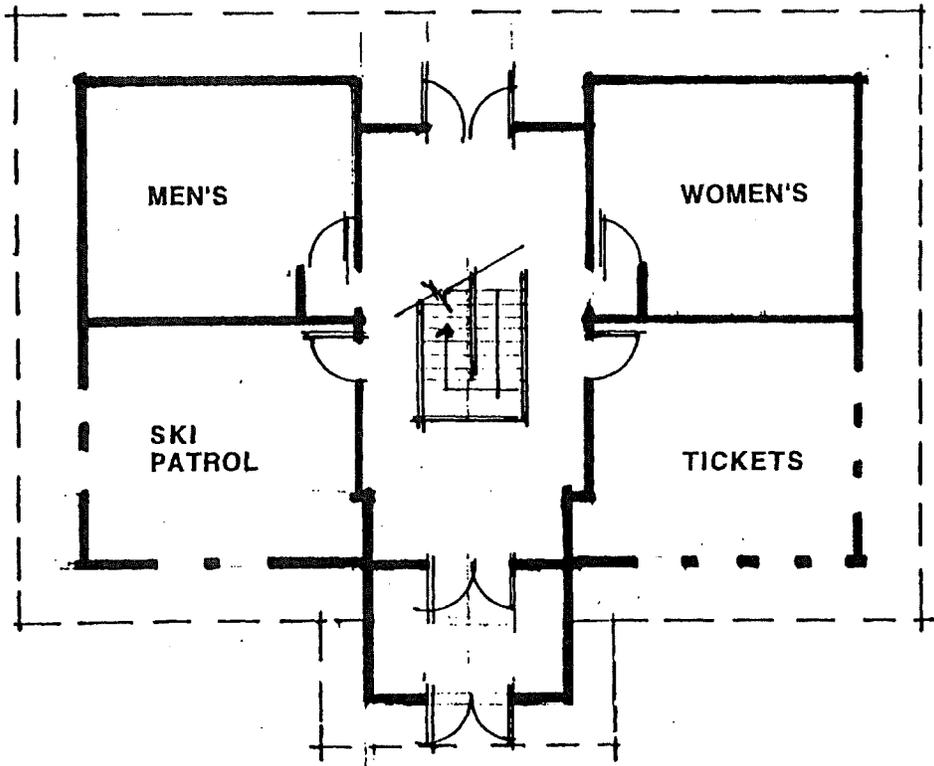
a. Principal Buildings

i. Residential/Commercial District: twenty-five feet (25').

ii. Gondola Corridor Overlay District: twenty-five feet (25'), provided that the maximum roof height shall not be thirty percent (30%) (35%) taller than the mean average of heights of all existing principal buildings, excluding public buildings and churches, which are located within the Gondola Corridor Overlay District.

b. Accessory and secondary principal buildings, sixteen feet (16').

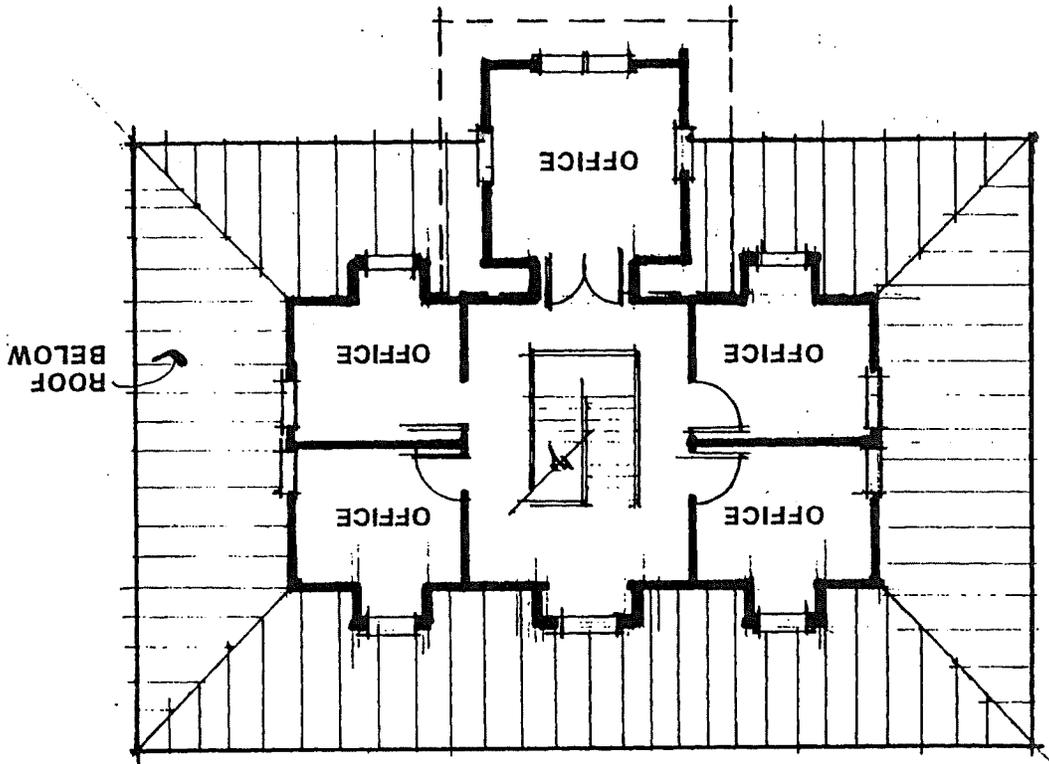
EXHIBIT A



**GATEWAY PLAZA BUILDING
FIRST FLOOR PLAN**

Scale: 1/10" = 1'-0"

GATEWAY PLAZA BUILDING
SECOND FLOOR PLAN
Scale: 1/10" = 1'-0"





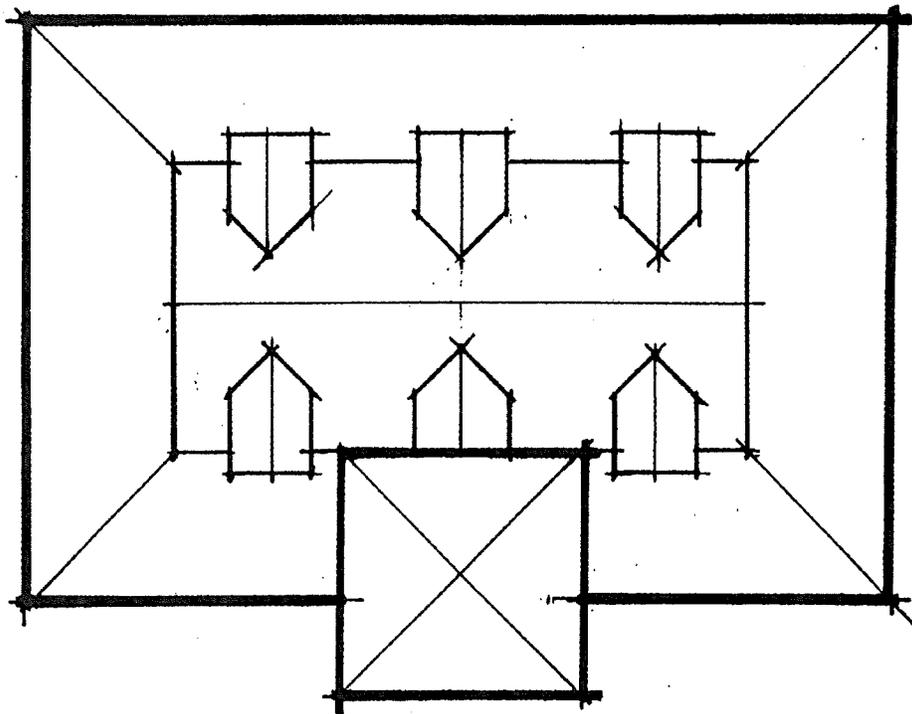
**GATEWAY PLAZA BUILDING
SIDE ELEVATION**

Scale: 1/10" = 1'-0"

GATEWAY PLAZA BUILDING
FRONT ELEVATION

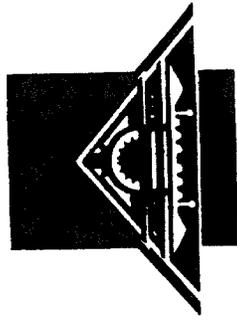
Scale: 1/10" = 1'-0"





**GATEWAY PLAZA BUILDING
ROOF PLAN**

Scale: 1/10" = 1'-0"



TELLURIDE

GATEWAY PLAN • GONDOLA PLAZA AREA

*Christie M. Connors
10/12/93*

prepared for: THE TOWN OF TELLURIDE, COLORADO

prepared by: DESIGN STUDIOS WEST, INC.

September 1993

Scale 1"=10'-0"



North

critical equipment



retention pond.

Christie M. Connors

