

Telluride SWAP Subcommittee Meeting 7/30/19

Committee present Todd, Delanie, Sean, Geneva

-process recap to date.

-agenda; 2-4 committee meeting, 6-8pm open house.

Circulation conversation

- Challenge with the one way west: galloping goose route has to be redone; impacts to pick up and drop off for the route as well as route stops and time to get downtown.

Todd comments – directionality notwithstanding, south side multi-use path and moving river trail to south side achieves a number of the primary goals.

Delanie – one way west creates difficulty in disembarking if path is on the south side. There would have to be a good walk on the north side if the transit direction was switched.

Geneva – likes preserving the green space, but priority on functionality should be primary

Broader question: what is absolute minimum travel lane width that would be allowed? Can the multi-use trail be included in the lane width calculation via a mountable curb. Paul said drive lanes should be 11' minimum.

Circulation Takeaways

**improving Pacific and Mahoney intersection is necessary and given in each of the three options

**bus transit functionality and improvement is critical

**reversing galloping goose may be Achilles heel of reversing one-way (look into this more?)

** need to preserve the fundamental precept that river trail and multi-use path are important as serving separate users.

**losing some greenspace is ok to create a functional street

**keep the sidewalk on the north side of Pacific

Land Use Conversation

Delanie – parking may be generously estimated

Public comment – density, mass and scale is uncomfortable (after presenting option 1) HOA's will fight this density unless more parks/green space is added.

Public comment – lack of pocket parks and green space is already a challenge in the neighborhood (after presenting option 1)

Public comment – where is the vibrancy? Density is overdone. Balance in housing type. *Amenities* that reflect the number of residents and population. Reiterated by another resident. (after presenting option 1)

Delanie – why is parking garage lower than the residential units? WC: maintaining 4-story parking; it could step back and go a level higher per land use code (to capture additional units)

Traffic analysis – critical to begin right away. Capture early August to get traffic ahead of school, late August becomes “non-family” high season. Recommend through Blues and Brews.

Sean – traffic study is paramount...DO IT. Kathy recommends ski season traffic snapshot.

Related to traffic/transit: there should be charging stations and ebikes at a new parking garage to

encourage people to leave their cars.

Land use takeaways

**Access from new Shandoka day use parking to Lift 7: through Cimarron is this a possibility? (or can we provide access on east end of Shandoka to slope, and ski down to the lift, bridge, etc)

**closer review of the net gain of parking at new Shandoka housing to make sure it's realistic.

**Access to the outdoors and green space – not just access to, but as a component of character and scale (access to the outdoors as recreation is a different thing)

**addressing the overall scale conversation...

**staff needs to definitively understand the funding/parking/FTA grants situation.

**for the team: (Todd's question): is there anything else we need to be able to make master planning decisions?

**drainage and discharge with new development – needs to be accounted for in the master plan document

Call traffic engineer. Need to make sure the scope of work starts with summer aggregation and then winter aggregation. Subcommittee voted to approve moving forward with the traffic study.

Community Housing Needs:

440 current need (in the region)

400 more over 10-15 years (in the region)

Housing need: About 400 units needed now and 300-350 in the next 10 years.

Public comment: There should be a range of uses – retail, commercial, office, housing, rentals, private condos to help finance other projects. All of these things should be considered, not just focus on affordable housing.

EVENING OPEN HOUSE AND PRESENTATION.

TSWAP Public Meeting 7/30/2019

Draft Land Use Plans Comment: – Community needs housing, but feels like too much in one spot.

- # of people, 900 cars: foot traffic
- "Completely change the place"
 - Screening/Opening of parking garage
- Character
- Neighborhood impacts
- Traffic/people density
- Preservation of Mountain Views as well as valley views
- Several one-way proponents
- Focus on improving transit, pedestrian

- Focus on improving “pathways” for pedestrians
- Open space to get outside near home
- Keep the affordable housing affordable
- Keep the rental units in the mix – Shandoka “Aging out”
- Should be replaced with rental units
- Access to sunlight is critical, lights/noise of parking garage, needs good ventilation. Build more parking.
- Outdoor spaces for children/families
- Wayfinding and Facilities
- Storage and Bikes
- Displacement of parking during construction will need to be considered.
- Supportive of additional housing
- Order of priority for land use: 2,1,3
- Turn river trail green space between Mahoney and Davis into new skate park?
- How much will Mountain Side Inn be hindered by lack of parking?
- A young man in the crowd explained the need for a recreation center from the youth perspective. People were appreciative to have that input.
- Can you add more pedestrian space on Mahoney if new parking garage is built?

Circulation Concept 1 Comments:

-Like adding a 10’ bike lane. Could be for bikes and pedestrians.

-Like adding pedestrian space to Mahoney, Davis, Tomboy.

Circulation Concept 2 Comments:

-Can the Town get an easement for the wood chip area at Telluride Lodge? This could be paved to create a more continuous access through that area for bikes.

-Keep River Trail in place on north side of River.

-Prefer one way circulation

-Increase and improve pedestrian and bike facilities

- People are heading to the ski area and gondola, so the changing in traffic direction would not be ideal.

Circulation Concept 3 Comments:

-Vastly opposed to two way option

-Davis to Tomboy could be 2-way, Tomboy to Mahoney could stay one way

-Don’t want to lose trees

-Don’t move river trail

- Like little roundabout at Pacific and Carhenge entry. Maybe this provides some flexibility and gets rid of island. People drive around island illegally anyway.

-Like the 2-way traffic flow, mainly because I see no benefits from keeping it one way. Moving river and realigning street is best long term plan. Might lose a few trees but there would be new plantings and we have to think long-term. Chair 7 base (Carhenge) needs to include some more ski hill base businesses... need to be able to get a pitcher of beer and munchie on a deck/patio. Town would benefit from another commercial pocket.

-Green space highly used and loved.

TSWAP Follow-up Meeting 7/31/2019

Committee and Staff present: Todd, Delanie, Sean, Geneva, Stephanie, Paul, Ron, James

Mollie Harrick present from public.

Direction on Traffic Study: – Want to do the three intersections on Pacific plus Davis/Colorado and Mahoney/Colorado. Get the study going ASAP. Provide pricing for additional counts during Blues and Brews and during Winter.

Main Public Feedback from Open House:

-Concern with densities shown.

-Everything we do needs to create a neighborhood destination/gathering spaces. Services/businesses/housing that supports the people living in the SW neighborhood. Like the option that showed more mixed use. There could be uses like offices/non-profits.

-Fitness center/youth center use had some support. Some people wanted more background on why a rec center is needed. Instead of identifying exactly what land use – provide a list of potential land uses that match the land use color. Stephanie has some info on community requests for a rec center facility.

-Can we come up with a target goal for density? We want to show that the Town is doing its fair share to address the housing shortage. Come up with a number by saying the Town would like to be able to house 60-70% of people working in Town who currently cannot live in Town. Target 60% of the regional need for housing. The 2007 Master Plan targeted 300 units to be built between 2006-2021. The Master Plan also recommended that the Town secure or acquire sites for the use in building new housing for the community.

-Example photos need to fit the character or Telluride better. Even though examples were meant to show similar density, they didn't fit Telluride. Telluride has its own land use code and design guidelines to help guide the desired character. Can we show existing projects in Telluride that have a similar density next time, people may understand that better.

-Heard split reaction on moving river trail to south side. Heard a lot of support but a couple people did not want to move it. Option 2 on circulation really gave a lot of options for peds and bikes and keeping them separated. If the river is being relocated, show what that looks like in a cross-section. This could be an expensive proposition.

-People liked separating bike and pedestrian traffic.

- Strong support for some type of paved bike or multi-use trail along Pacific.
- Can we compartmentalize circulation vs. planning options? It would be easier for everyone to understand and people won't tie the land use options to the different circulation ideas. They can be evaluated individually.
- The Committee wants to have an additional meeting on Circulation in October after the traffic study is complete. Potentially week of October 2nd. Walker will check with SET Engineering on how fast they can process and analyze the data. *Follow-up: SET said it would be better to do the meeting around the third week of October to give them time to analyze the data.*
- Have an intro for the next presentation that describes what is a master plan. We are not doing detailed site planning. Explain the reason for the housing densities shown. Talk about neighborhood vibrancy.
- Public Works sees a need for a two-way road on Pacific but thinks it could be phased in. Failing intersections at Colorado Ave are the reason that Pacific needs to be improved. If the reverse one-way option is taken further the transit route needs to be studied more. 5' walk on north side of Pacific would need to be retained.
- Viking has river trail in front and back, so losing a little bit of green space on Pacific may not be a critical impact.
- Utilizing Mahoney up to the roundabout is critical. Adding the parking garage at Shandoka will increase the traffic on Mahoney.
- There is limited space. The paved bike path/multi-use path may have to combine with the river trail for a section.
- Bike Lane should be year round.
- For the summary document – want to see recommendations on short term projects that can be done and won't impact the long term future improvements.
- Parking during construction is critical. Can you phase in the parking structure so that people can park while the rest of it is being built?
- Alley at Telluride Lodge: Private alley but plat says it is fire/pedestrian access. Can the Town work with Telluride Lodge on future improvements, to make more pedestrian friendly paving? Need to consider snow sliding off roofs on both sides.
- Should there be an overlay district so that we can get more height as future buildings are developed against hillside? Can Jim look at floor to floor height going into slope.
- Code says we have a cap of 15% commercial. Site coverage is 50% if parked underneath buildings. Public Purpose can have higher site coverage for parking garage.
- Jazz festival is August 9th, if we want to capture for traffic study.
- Direction from Committee to do traffic study. Finalize details with Ron.

