

**TOWN OF MOUNTAIN VILLAGE
DESIGN REVIEW BOARD REGULAR MEETING
THURSDAY FEBRUARY 4, 2016 10:00 AM
2nd FLOOR CONFERENCE ROOM, MOUNTAIN VILLAGE TOWN HALL
455 MOUNTAIN VILLAGE BLVD, MOUNTAIN VILLAGE, COLORADO
AGENDA
(REVISED)**

	Time	Min.	Presenter	Type	
1.	10:00		Chair		Call to Order
2.	10:00	5	Van Nimwegen	Action	Reading and Approval of Summary of Motions of the January 7, 2016 Design Review Board Meeting
3.	10:05	60	Mahoney and Van Nimwegen	Executive Session	Executive Session for the Purpose of Receiving Legal Advice Pursuant to C.R.S. 24-6-402(b), and for the Purpose of Negotiations Pursuant to C.R.S. 24-6-402(4)e
4.	11:05	20	Mahoney and Van Nimwegen	Action	Consideration of a recommendation to the Town Council regarding an Ordinance amending section 17.6.6 of the Community Development Code concerning Road and Driveway Standards
5.	11:25	30	Van Nimwegen	Work Session	Review Scope of Work for the Town Hall Subarea Plan Update
6.	11:55	10	Van Nimwegen		Other Business
7.	12:05				Adjourn

**SUMMARY OF MOTIONS
TOWN OF MOUNTAIN VILLAGE
DESIGN REVIEW BOARD MEETING
THURSDAY January 7, 2016**

AGENDA ITEM 2

Call to Order

Chairman Hoins called the meeting of the Design Review Board of the Town of Mountain Village to order at 10:17 a.m. on Thursday January 7, 2016, in the Conference Room at 455 Mountain Village Boulevard, Mountain Village Colorado, 81435.

Attendance

The following Board/Alternate members were present and acting:

Bill Hoins (Chairman)
Banks Brown
Keith Brown
Dave Eckman
Phil Evans
Luke Trujillo
Dave Craige (Alternate)
Jean Vatter (Alternate)

The following Board members were absent:

Greer Garner

Town Staff in attendance:

Glen Van Nimwegen, AICP, Director of Community Development
Dave Bangert, Town Forester/Planner
Colleen Henderson, Planner II

Public in attendance:

Michael Lynch, Representing the owner of Lot 175R2
Bill and Karen Valaika, Owners of Lot 421
Bruce and Jodie Wright, One Architects
Bronwen Speilman, One Architects
Beth Bailis, Caribou Design Associates

Reading and Approval of Summary of Motions of the December 3, 2015 Design Review Board Meeting

On a **Motion** made by Phil Evans and seconded by Banks Brown, the DRB voted 7-0 to approve the Summary of Motions from the December 3, 2015 meeting with the amendment under General Business that the Chair and Vice Chair would meet at the Madeline site to consider a minor amendment to a column. Mr. Van Nimwegen stated the meeting took place.

Reading and Approval of Summary of Motions of the December 17, 2015 Design Review Board Meeting. On a **Motion** made by Phil Evans and seconded by Banks Brown, the DRB voted 7-0 to approve the Summary of Motions from the December 17, 2015 meeting.

Consideration of Design Review Application/Resolution for a new single family home on Lot 421 (234 Touchdown Drive).

Town Forester/Planner Dave Bangert presented the Design Review Development Application for Lot 421 (234 Touchdown Drive). Bruce and Jodie Wright with One Architects presented on behalf of the applicant.

On a **Motion** made by Phil Evans and seconded by Banks Brown, the DRB voted 6-1 (Luke Trujillo voted against) to approve a Design Review Application/Resolution for Lot 421.

Break

The DRB board took a break from 12:25 - 12:35 p.m.

Informational

Glen Van Nimwegen, Director of Community Development made an announcement that four DRB members (Chairman Hoins, Banks Brown, Keith Brown, and Luke Trujillo) terms will expire in April 2016 and requested members interested in remaining on the board to submit a letter of intent and resume by 5:00 p.m. on February 29, 2016.

Other Business

Chairman Hoins expressed concerns about the design review process and the difficulties of reviewing and approving projects at a single DRB meeting. The board discussed options including a two meeting system, separate study sessions, and/or sketch plan review for each project.

Banks Brown left the DRB meeting at 12:50 p.m.

With no further business, on a **Motion** made by Phil Evans and seconded by Dave Eckman, the DRB voted **6-0** to adjourn the January 7, 2016 meeting of the Mountain Village Design Review Board at 1:00 p.m.

Respectfully Submitted,

Glen Van Nimwegen, AICP
Director of Community Development

Memo

AGENDA ITEM 4

To: DRB
From: James Mahoney
CC: File
Date: January 27, 2016
Re: Ordinance Amending Section 17.6.6

In your packets you will find a redline version of section 17.6.6 of the CDC. The proposed changes all have to do with the criteria for the Town accepting a private access tract (which would then be owned and maintained by the Town).

There are many privately owned access tracts in the Mountain Village and many are perfectly acceptable as private access tract, some are suitable to become Town owned access tracts and some require a lot of work to be eligible for acceptance as a Town owned access tract.

There is yet another category of access tracts that which are access tracts that would require a substantial amount of work to be brought up to the Town's standards and also have other complicating factors, but due to certain circumstances it would be nearly impossible for the benefited lots to accomplish bring these access tracts up to Town standards. Therefore, the Town Council has asked staff to come up with criteria to allow for the acceptance of these uniquely situated access tracts that would allow for acceptance by the Town, but at the same time making sure that the criteria is strict so that only truly uniquely situated access tracts can be accepted without being at the proper standards.

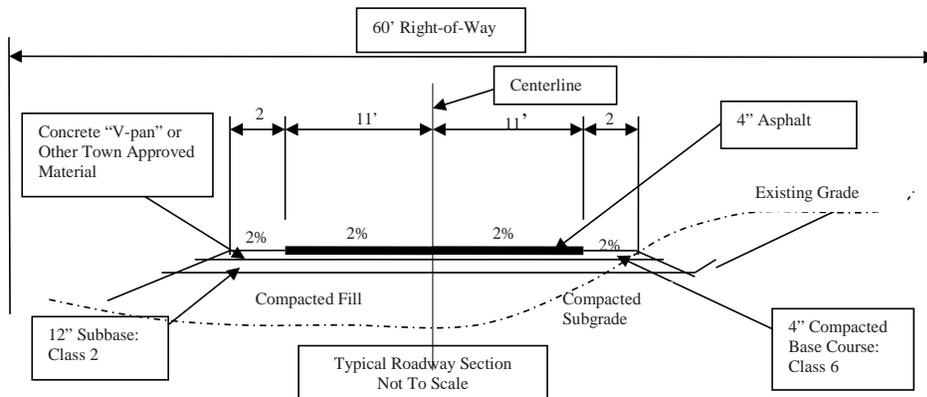
Thus, we have prepared the changes to the CDC that you see before you in order for the DRB to consider and make a recommendation to the Town Council.

17.6.6 ROAD AND DRIVEWAY STANDARDS

A. Roadway Standards

1. **Minimum Right-of-Way.** The minimum right-of-way width shall be sixty feet (60').
2. **Roadway Width.** The minimum roadway width shall be twenty feet (20'), with two foot (2') "v-pan" curbs.
 - a. Concrete "v-pan" curbs and gutters constructed of Class B concrete (as defined by CDOT standards) other review authority-approved material shall be provided on both sides of the road leading into the required drainage system.
 - i. Curbs and gutters or other shoulder materials shall be constructed of concrete drainage pans or other review authority-approved material that is compacted to withstand a twenty (20) ton load minimum. The shoulders shall pitch no more than two percent (2%) grade from the edge of the twenty foot (20') travel roadway.
3. **Roadway Construction.** Roadways shall be designed and constructed in accordance with the specifications shown in Figure 6-2.
4. **Maximum Grade.** The maximum road grade shall be eight percent (8%) except:
 - a. The maximum roadway grade shall not exceed five percent (5%) for the first twenty feet (20') from the edge of the public roadway or access tract.
 - b. Transitional sections not exceeding 500 feet in length may be allowed a maximum of percent (10%) if approved by the Town in consultation with the Fire Marshal. Transitional sections exceeding eight percent (8%) shall not be within 500 feet of each other.
 - c. Transitional sections may be allowed a maximum grade up to twelve percent (12%) with the approval of the Town in consultation with the Fire Marshal, providing all structures are equipped with a fire sprinkler system meeting the requirements of the Fire Code.
 - d. Curves with a centerline radius of less than 250 feet shall not exceed eight percent (8%) grade.

Figure 6-2, Roadway Design Specifications.



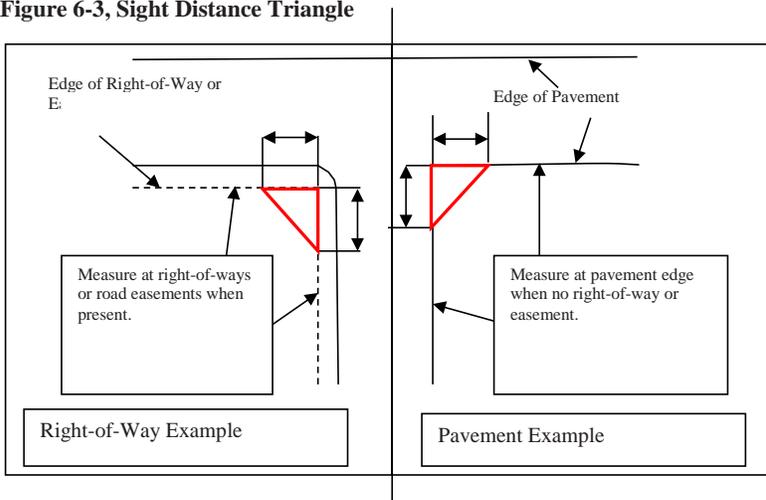
5. **Turning Radius.** Curves with centerline radii of less than 250 feet shall not exceed eight percent. The minimum inside turning radii of a corner shall not be less than 100 feet (100').
6. **Grading.** The maximum cut and fill slope shall be 3:1 without a soils report prepared by a Colorado professional engineer that shows steeper slopes are warranted. Slopes steeper than 2:1 shall require retaining walls that are designed by a Colorado professional engineer.
 - a. The maximum retaining wall height shall be five feet (5'), with a minimum "step" in between walls of four feet (4') to allow for landscaping to soften the walls.
 - b. Retaining walls shall be setback from roadways at least five (5) feet, where practicable, to allow proper room for drainage, snow plowing and snow storage.
 - c. Roadways shall be crowned at two (2) to three (3) percent maximum grade.
7. **Live Load and Surfacing.** Roadways shall be designed, compacted and maintained to support the imposed loads of fire apparatus, twenty (20) ton minimum, and shall be surfaced so as to provide all-weather driving capabilities.
 - a. Approved roadway surfaces include asphalt, concrete or other materials as approved by the review authority.
 - b. Gravel is prohibited as a surface material for roadways.
8. **Emergency Turnarounds.** Dead-end roads shall be avoided wherever possible.
 - a. Where an emergency turnaround is the only alternative, the roadway shall provide an emergency turnaround as provided for in the Town adopted Fire Code or commentary to such code.
 - b. Adequate rights-of-way for snow storage, utilities and drainage shall be provided at turnarounds.
 - c. Dead-end streets shall not be longer than 600 feet.
9. **Sight Distance Triangles.** For safety and visibility purposes, a sight distance triangle shall be maintained at road and driveway intersections. The distances along the legs of the sight distance triangle shall be measured from the corner or intersection point along the right-of-way lines or along edge of driving surface for driveways as shown in Figure 6-3. For each intersection, the length of the legs of the triangle shall be determined by the classification of the roadways at the intersection as outlined in Table 6-2.
 - a. To minimize traffic hazards at road intersections and along curves by improving visibility for drivers of converging vehicles, no structures, retaining walls or earth berms, nor landscaping, parking or other obstructions more than three feet (3') in height will be permitted within the sight distance triangle except for single-family residential accessways that may provide an address monument in such area.

Table 6-2, Sight Distance Triangle Length

Type of Access	Length of Sight Distance
Driveways (No road intersection)	10 Feet

Local Access/Low Volume	30 Feet
Collector (San Joaquin, Benchmark, Adams Ranch Roads)	50 Feet
Arterial (Mountain Village Boulevard)	70 Feet

Figure 6-3, Sight Distance Triangle



10. **Bridges.** Bridges shall conform to CDOT requirements and specifications. Plans shall be prepared by a qualified Colorado professional engineer.
 - a. Bridges shall be stone faced and have railings and other design features in accordance with the town design theme.
11. **Traffic Control Devices.** Traffic control devices shall be installed and maintained in accordance with the Manual on Uniform Traffic Control Devices.
12. **Guardrails.** Guardrails shall be installed on the outside of curves as required the Public Works Department. Guardrails shall be installed thirty (30) inches from the outside edge of the road curb. The following conditions may necessitate guardrail installation:
 - a. Height of embankment exceeds ten feet (10') within ten (10) feet of the pavement;
 - b. Side slopes exceed 4:1 within ten (10) feet of the pavement;
 - c. Shoulder or pavement widths are substandard; or
 - d. Roadside hazards exist.
13. **Revegetation.** Revegetation within road right-of-way shall be required utilizing grass seed mix specified in the Landscaping Regulations and shall be completed within forty-eight (48) hours after the completion of the project. Cut and fill slopes shall be treated to prevent erosion.
14. **Drainage.** Roadway drainage shall meet the following requirements:

- a. Retention or detention shall be provided to protect water quality and attenuate flood flows;
- b. Culverts shall be located at each natural draw or watercourse, as conditions warrant, to prevent excessive accumulation of flow in roadside ditches or along toe of slope; and
- c. All drainage shall be designed to in accordance with the drainage design standard.

15. **Sidewalks.** When a new roadway is required, the review authority may require the development to provide a sidewalk constructed of Class B concrete six feet (6') wide shall be provided on one side of the road with the location favoring the predominant pedestrian flow.
16. **Provision of Right-of-Way.** When a new roadway is required, the Town shall require a developer to either dedicate rights-of-way for public use for such new roadway, or require an easement that serves the same functions of a right-of-way, including but not limited to utilities, drainage, grading, snow storage and public access.
 - a. Where the minimum right-of-way width does not include all of the required grading and drainage, easements for such road-related improvements shall be provided to ensure use and maintenance over time.
17. **Fire District Review.** All new roadways shall be required to be reviewed by the Telluride Fire Protection District to ensure compliance with the Fire Code.
18. **Engineer Required.** A Colorado professional engineer shall design all new proposed roadways, bridges and associated grading, utilities and drainage.
19. **Construction and Maintenance.** The design and construction paving of roadways shall be the responsibility of the developer. Roadways shall be maintained after construction by the lot owner(s) that obtain access from the roadway, including but not limited to snow plowing, resurfacing, sign maintenance, curbs and any landscaping.
 - a. The Town may elect to maintain a roadway that is dedicated to the Town or that is dedicated by an easement, or it may also require the developer to provide a private maintenance function by a legal instrument that runs with the affected lot(s).
 - b. Roadways shall be maintained in accordance with the CDC regulations in effect at the time of development approval.
20. **Road Cut Resolution.** Road construction and maintenance activities shall be in accordance with the effective Town road cut resolution.
21. **Variation.** The review authority may grant a variation to the roadway standards provided the review authority finds such exemption will not adversely affect public health, safety and welfare.

B. Driveway Standards

1. **Driveway Allowance.** A driveway may provide access for up to a maximum of three (3) single-family dwellings, or may also be used to provide access to a parking garage or any allowed surface parking lot serving multi-family, mixed-use, commercial or other development containing three or fewer buildings only one (1) lot directly from the main roadway.

- a. All other development shall only use a roadway to serve access per the roadway standards.

2. Driveway Width

- a. For driveways that service three (3) or fewer single-family dwellings, the maximum paved drive surface width shall be twelve feet (12') for driveway lengths less than 150 feet. Shoulders may be required by the Fire Code.
- b. For driveways that service multi-family, mixed-use, commercial or other development, the paved drive surface width shall be no less than twenty feet (20') with two foot (2') shoulders on each side.
 - i. Shoulders shall be constructed of concrete drainage pans or other review authority approved material that is compacted to withstand a twenty (20) ton load minimum. The shoulders shall pitch two percent (2%) grade from the edge of the edge of the twelve foot (12) driveway.
 - ii. Drainage pans are not required where a driveway is a drive aisle in a parking lot with the minimum width of such drive aisle twenty-four feet (24').

3. Driveway Construction. Driveways shall be designed and constructed in accordance with the specifications shown in Figure 6-4.

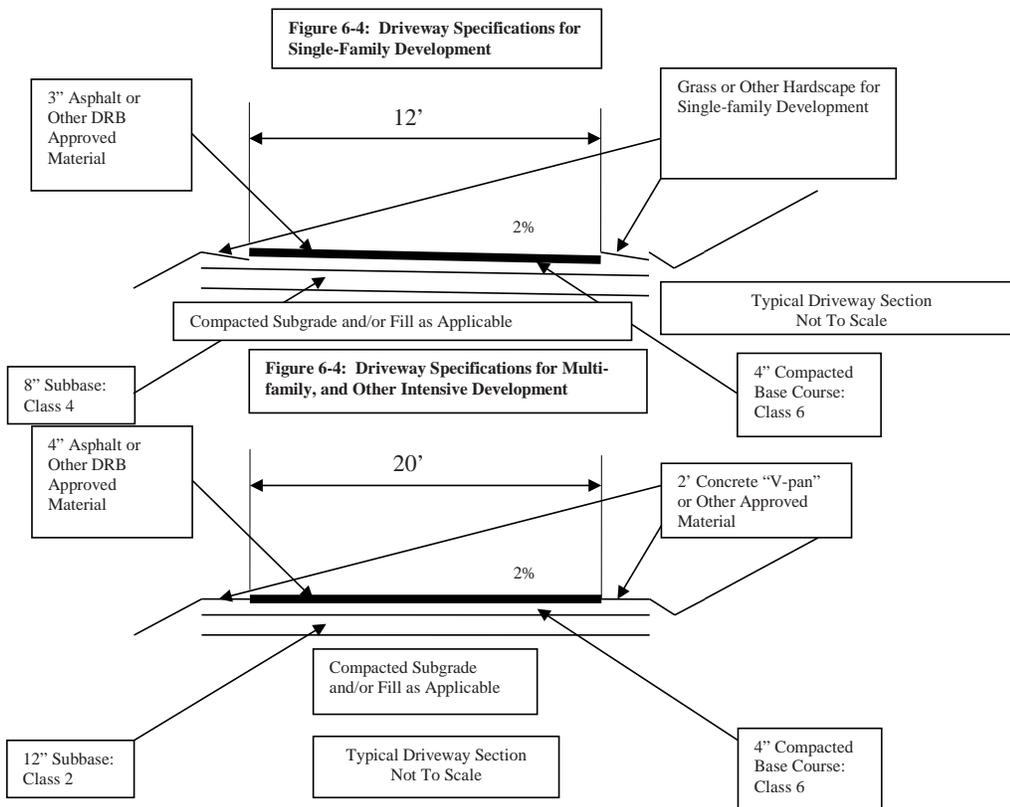
4. Maximum Grade. Driveway grade shall not exceed eight percent (8%) except:

- a. Garage entrances, parking and required fire apparatus turnaround areas shall not exceed five to six percent (5% - 6%) grades without specific approval from the review authority in consultation with the Telluride Fire Protection District and Public Works Department.
 - i. If driveways grades for such areas are approved greater than five to six percent (5% - 6%), then the review authority may require that a snowmelt system be incorporated into the driveway design.
- b. The maximum driveway grades shall not exceed five percent (5%) for the first twenty feet (20') from the edge of the public roadway or access tract.
- c. Transitional sections not exceeding 500 feet may be allowed a maximum of ten percent (10%) if approved by the Town in consultation with the Fire Marshal. Transitional sections exceeding eight percent (8%) shall not be within 500 feet of each other. Curves with a centerline radius of less than 250 feet shall not exceed eight percent (8%).
- d. Transitional sections may be allowed a maximum grade up to twelve percent (12%) providing all residences are equipped with an approved fire sprinkler system meeting the Fire Code.
- e. Curves with a centerline radius of less than 250 feet shall not exceed eight percent (8%) grade.

5. Driveway Fire Apparatus Access. A driveway shall extend to within 150 feet of all portions of the exterior walls of the first story of a building as measured by an approved route around the exterior of the building.

- a. The Fire Marshal is authorized to increase the dimension of 150 feet (to 225 feet) where:
 - i. Driveways cannot be designed and installed in accordance with this section because of location on property, topography, waterways, non-negotiable grades or other similar site conditions; and
 - ii. The residence is equipped with an approved fire sprinkler system installed in accordance with section.
- b. The minimum, unobstructed vertical clearance for a driveway shall be thirteen feet six inches (13' 6").

Figure 6-4, Driveway Design Specifications



6. **Turning Radius.** The inside turning radii of a corner shall not be less than thirty-two feet (32').
7. **Grading.** The maximum cut and fill slope shall be 3:1 without a soils report prepared by a Colorado professional engineer that shows steeper slopes are warranted. Slopes steeper than 2:1 shall require retaining walls that are designed by a Colorado professional engineer. Notwithstanding the foregoing, a maximum slope of 1.5:1 may be approved by

the review authority based on a soils report prepared by a Colorado professional engineer if the aesthetic of such slope is determined to be appropriate.

- a. The maximum retaining wall height shall be five feet (5'), with a minimum "step" in between walls of four feet (4') to allow for landscaping to soften the walls.
 - b. Retaining walls shall be setback from driveways at least five (5) feet, where practicable, to allow proper room for drainage, snow plowing and snow storage.
- 8. Live Load and Surfacing.** Driveways shall be designed, compacted and maintained to support the imposed loads of fire apparatus, twenty (20) ton minimum, and shall be surfaced so as to provide all-weather driving capabilities.
- a. Approved driveway surfaces include asphalt, concrete, pavers or cut or tumbled stone block or other materials as approved by the review authority.
 - b. Gravel is prohibited as a surface material for driveways.
- 9. Emergency Turnarounds.** The Fire Code may require emergency turnarounds for long driveways.
- 10. Emergency Turnouts.** Driveways in excess of 200 feet in length and less than twenty (20') feet in width shall be provided with turnouts if required by the Fire Marshal.
- a. Required driveway turnouts shall be an all-weather driving surface at least ten feet (10') wide and forty feet (40') long and be compacted to withstand a twenty (20) ton load minimum.
 - b. Driveway turnouts shall be located as required by the Fire Marshal.
- 11. Sight Distance Triangles.** Sight distance triangles at driveway intersections shall be as set forth under the roadway standards above.
- 12. Bridges.** Bridges shall conform to CDOT requirements and specifications. Plans shall be prepared by a qualified Colorado professional engineer.
- a. Bridges shall be stone faced and have railings and other design features in accordance with the town design theme.
- 13. Traffic Control Devices.** Traffic control devices shall be installed and maintained in accordance with the Manual on Uniform Traffic Control Devices.
- 14. Guardrails.** The review authority may require the installation of guardrails on the outside of curves as required by this section or as otherwise required by the Public Works Department. Guardrails shall be installed thirty (30) inches from the outside edge of the road curb. The following conditions may necessitate guardrail installation:
- a. Height of embankment exceeds ten feet (10') within ten (10) feet of the pavement;
 - b. Side slopes exceed 4:1 within ten (10) feet of the pavement;
 - c. Shoulder or pavement widths are substandard; or
 - d. Roadside hazards exist.
- 15. Revegetation.** Revegetation within road right-of-way shall be required utilizing grass seed mix specified in the Landscaping Regulations and shall be completed forty-eight (48) hours after the completion of the project to the extent practicable. Cut and fill slopes shall be treated to prevent erosion.

16. **Drainage.** Driveway drainage shall meet the following requirements:
 - a. Culverts shall be located at each natural draw or watercourse, as conditions warrant, to prevent excessive accumulation of flow in roadside ditches or along toe of slope.
 - b. Where culverts are required, they shall be at least eighteen inches (18") in diameter to minimize ice and debris build up.
 - c. Drainage shall be directed away from wetlands, steep slopes and other environmentally sensitive areas.

17. **Maximum Number of Curb Cuts.** Only one (1) curb cut for a driveway accessing a lot from the main road shall be permitted without specific approval from the review authority in consultation with the Public Works Department.
 - a. Single-family lots that are proposed to be created or have been created from duplex lots will be required to utilize a single common driveway from the adjacent access-way.

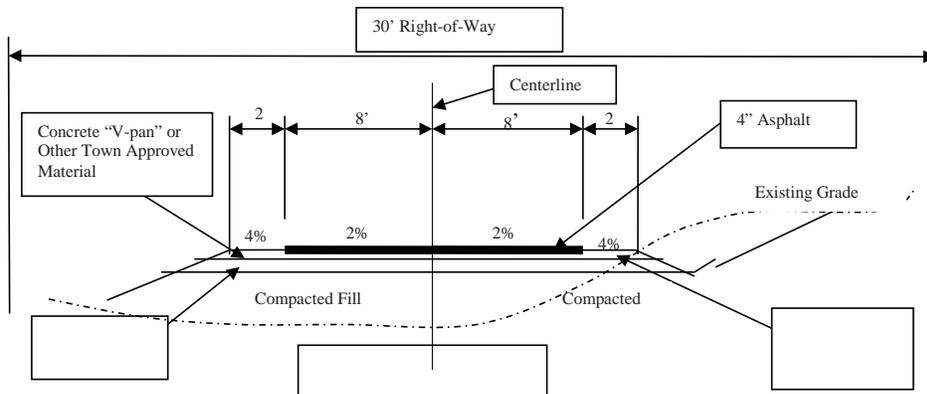
18. **Public Works Review.** All driveway cuts shall be required to be reviewed and approved by the Public Works Department.
19. **Fire District Review.** All new driveways shall be required to be reviewed by the Fire District to ensure compliance with the Fire Code.
20. **Engineer Required.** A Colorado professional engineer shall design all new proposed driveways, bridges and associated grading and drainage.
21. **Construction and Maintenance.** The design and construction paving of driveways shall be the responsibility of the developer. Driveways shall be maintained after construction by the lot owner(s) that obtain access from the driveway, including but not limited to snow plowing, resurfacing, sign maintenance, curbs and any landscaping.
 - a. Driveways shall be maintained by the lot owner(s) in accordance with the CDC regulations in effect at the time of development approval.

22. **Road Cut Resolution.** Driveway construction and maintenance activities shall be in accordance with the effective Town road cut resolution when work or maintenance is being conducted in a Town right-of-way or access tract.
23. **Variation.** The review authority may grant a variation to the driveway standards provided the review authority finds such exemption will not adversely affect public health, safety and welfare.

C. Access Tract Standards

1. **Roadway Construction.** Roadways or driveways within access tracts shall be designed and constructed in accordance with the specifications shown in Figure 6-5.

Figure 6-5, Access Tract Design Specifications.



2. **Acceptance of Access Tracts.** Pursuant to the class 5 development application process, the Town Council may accept an access tract that is offered for dedication by the owner(s) of such access tract provided:
- a. The roadway or driveway has been constructed to meet the specifications in Figure 6-5. This provision may be waived in the sole and absolute discretion of the Review Authority by finding that the following conditions exist:
 - i. The access tract was constructed prior to 2014.
 - ii. Acceptance of the access tract without meeting the specifications would allow the Town to upgrade other Town owned infrastructure which would not be feasible without the acceptance of the access tract.
 - iii. There is a public safety issue not directly related to the access tract being below the specifications set forth in Figure 6-5, which can be alleviated by the Town accepting the Access Tract and making improvements to the access tract and surrounding area (acceptance of an access tract does not require or guarantee the Town will make such improvements).
 - iv. More than ninety percent (90%) of the lots or condominium land units are owned by parties other than the original or successor developer.
 - v. Acceptance of substandard access tract shall not set a precedent for future acceptance as every access tract is uniquely situated.
 - b. The Town determines that it is in the Town' best interest to accept such access tract.
 - c. The access tract serves three (3) or more lots or condominium land units.

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**PLANNING AND DEVELOPMENT SERVICES
DEPARTMENT**

455 Mountain Village Blvd.
Mountain Village, CO 81435
(970) 728-1392

Agenda Item No. 5

TO: Design Review Board
FROM: Glen Van Nimwegen, Director
FOR: Meeting of February 4, 2016
DATE: January 28, 2016
RE: Scope of Proposed Amendment to the Town Hall Subarea Plan of the Mountain Village Comprehensive Plan

DISCUSSION

The Town Hall Center Subarea Plan is a chapter of the Mountain Village Comprehensive Plan that sets the principles, policies and actions for our specific part of Mountain Village which includes town hall, the fire station, Mountain Village Boulevard, Village Court Apartments, the future medical facility and other surrounding properties. A lot has happened since this important chapter was published in June of 2011.

Staff has drafted the attached Memorandum of Understanding (MOU) to serve as an agreement on the process, which we have shared with representatives of TMVOA and TSG. Our partners own land within the subarea and this will be an opportunity to define appropriate uses for those parcels.

Staff presented the MOU to Council that also lays out a preliminary scope, goals and timeline for the public process. Staff met with potential members of the oversight committee and will be proposing some changes to Council at their February 11th meeting.

RECOMMENDATION

Staff would like the Board's input on the scope and process as we have laid it out.

MEMORANDUM OF UNDERSTANDING

TOWN HALL CENTER SUBAREA PLAN

- Date: November 30, 2015
- Between: The Town of Mountain Village, Telluride Mountain Village Owners Association, and Telluride Ski and Golf, which represents the governing body on land use matters and major land owners within the Town Hall Center Subarea (the “Principals”).
- Regarding: Defining and engaging in the process to determine the highest and best use for the Town Hall Center Subarea? It shall include the Principals, hired expert consultants along with representatives of neighboring property owners and comments from the general public. The conclusion of the process shall result in a recommendation to the Mountain Village Town Council for an adoption of an amendment to the Town of Mountain Village Comprehensive Plan, Town Hall Center Subarea Plan.
- Background: The principals wish to equally participate in further evaluation of the Town Hall Subarea to answer development questions posed by the comprehensive plan and the Town Hall Task Force. The plan must be flexible enough to allow for changes as the site develops, yet give reasonable assurance to surrounding property owners of the scale, impacts and mitigation of the possible development. The update should consider land use and transportation changes planned and proposed for the area since its original adoption in June, 2011 including but not limited to:
- Sale of a land condominium unit to the Telluride Hospital District for the future construction of the Telluride Medical Center;
 - Opportunity for employee housing within the Town Hall Subarea;
 - Potential creation of ski school within the Town Hall Subarea;
 - Realignment of Mountain Village Boulevard to optimize use of lots 1007 and 1008;
 - Highest and best uses for TMVOA, TSG and Town owned parcels;
 - Roadway improvements to Mountain Village Boulevard to provide better access to the subarea;
 - Parking supply and demand;
 - Required utility extensions needed to serve the mixed use core;

- Possible reconfiguration of Lift 10 to provide access to proposed ski school, the Town Hall Center and from the Meadows Sub Area.
- Evaluate cost-benefits of energy improvements such as a central boiler for heat and domestic hot water, solar energy or a Combined Heating and Power (CHP) system for future developments within the Town Hall Subarea.
- An urban design that accentuates walkability.
- Address recommendations of the Town Hall Task Force including improved trail access from the Meadows and incorporating a town pocket park within the Town Hall Subarea. See Exhibit A for the complete list of recommendations.

Method: The principals shall agree to a scope of work and once it is agreed upon, create and submit a Request for Proposal from qualified consultants to assist in the process. The fee for the consultant shall be split equally among the Principals paying their respective percentages upon within 10 days of receiving a invoice from the hired consultant. Selection criteria shall be based on the firm’s experience in the above outlined issues and scope of work in a similar ski-based economic environment and a proven track record of reaching consensus among differing interests.

Process: The chosen consultant will propose a public outreach process that will utilize all forms of communication appropriate to reach part time and full time residents; workers and customers of the Town Hall Subarea in order to receive the broadest range of public input possible.

Oversight: A committee made up of representatives of the principals; affected residents and other stakeholders chosen by the principals shall vet all proposals for the subarea, and provide a recommendation to the Design Review Board and Town Council. The oversight committee shall not exceed nine participants:

- Two representatives from each of the Principals;
- Three affected residents chosen by the principals; and
- Three representatives from stakeholders within the community at large representing sectors such as affordable housing, business or medical care.

The oversight committee shall be chaired by the Mountain Village Planning Director, who shall be responsible for organizing meetings, providing materials and agendas for meetings and other technical tasks; however, each Principal acknowledges that it shall provide the Planning Director with timely responses and requests for information.

Timeline: Approximately nine months beginning in January, 2016.

Next Steps: Agree to scope of work, draft and advertise RFP; form committee and bylaws; interview consultants; prepare three party contract; complete process; recommendation to DRB and Town Council for consideration of amendment to the comprehensive plan.

Agreed to in principle:

Town of Mountain Village Date

Telluride Mountain Village Owners Association Date

Telluride Ski and Golf, Inc. Date

Exhibit A: Recommendations from the Town Hall Center Subarea Task Force

Marti Prohaska made the following motion:

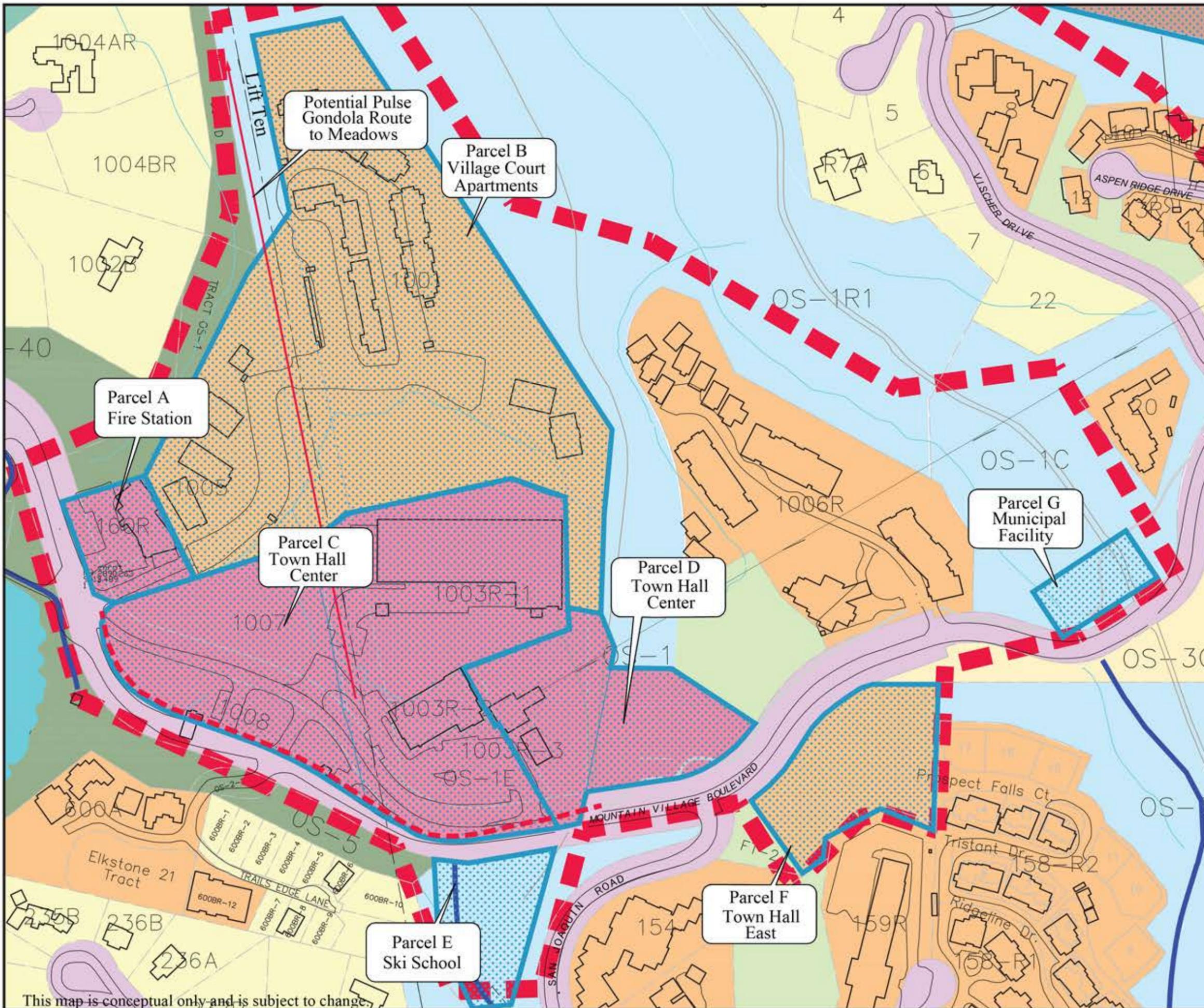
I move the Task Force recommend that the Town Council and DRB consider the following elements during the conceptual worksession as previously outlined by Jim Mahoney:

1. The DRB and Council should consider the impacts of staging and construction on the Town, including such issues as quality of life, traffic, parking and impact on businesses and residence.
2. DRB and Town Council should consider the aesthetics of the building pursuant to the Design Regulations to ensure that the building fits within the design of the area and Mountain Village. Being a visible building on a ski run the DRB should ensure that the building is designed and follow the Design Regulations especially for most visible elements of the project.
3. The DRB and Council should consider improved trail access throughout the area including ski in ski out access. The DRB and Council should also address the maintenance of the main ski-in/ski out access to the parking garage.
4. The Town should explore the provision of the current or a new trail alignment from VCA and Town property to the existing sidewalk along Mountain Village Boulevard.
5. The DRB and Town council should consider addressing shared responsibilities and costs at the parking structure and surrounding areas impacted or used by the development. Especially esthetics and safety issues which impact the development.
6. The provision of a landscaping buffer on the east side in between the development and the Double Cabin Ski Run. The applicant should work with TSG for an easement or other permission for added landscaping on TSG land.
7. The preservation of as much of the existing vegetation in the surrounding area as possible. The applicant should also work with the Town and surrounding land owners to install pocket parks or other usable spaces.
8. The provision for shielded exterior storage areas for bikes and other equipment.

9. The provision of a more detailed short-term and long term bear-proof trash/recycling plan that explores a combined facility with the new medical center.
10. The provision of a park for residents either on Town land or an expanded park at VCA.
11. The provision of adequate storage spaces for the units.
12. The provision for an onsite manager for the future management of the property to enforce maintenance, aesthetics and occupancy.
13. The evaluation of wetlands pursuant to the Wetland Regulations for the north building and the fire access through VCA.
14. The Town should carefully craft a development agreement to look at oversight of occupancy, and other issues affected by the development .

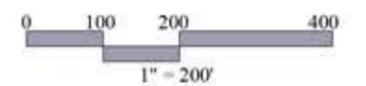
Steve Togni seconded the motion which passed by a unanimous motion of the Task Force present, with members Delves and Barth not attending the meeting.

Town Hall Center Subarea Plan Map



Legend

- Subarea Parcel Boundary
- Civic
- Mixed-Use Center
- Multiunit
- Municipal Public Works
- Single-Family and Duplex
- Passive Open Space
- Limited Use Golf Course Active Open Space
- Full Use Ski Resort Active Open Space
- Limited Use Ski Resort Active Open Space
- Resource Conservation Active Open Space
- Right-of-Way and Access Active Open Space
- Existing Trail
- Proposed Trail
- Existing Sidewalk
- Proposed Sidewalk
- Subarea Boundary



This map is conceptual only and is subject to change.