

Our History

50 YEARS AGO

From The Telluride Times, Nov. 28, 1969

TIMES SALE ANNOUNCED

The Telluride Times, San Miguel County's official newspaper, was sold last week to Louis



**BOBBIE SHAFFER
A HISTORICAL
PERSPECTIVE**

Newell of Basalt by Betty C. McPhee, owner and publisher.

The paper will be edited by Mr. and Mrs. Edwin C. (Jane) Bowers, who have been residents

of Telluride since September of this year.

The Telluride Times was founded in December 1962 by Mr. and Mrs. John C. McPhee. San Miguel County and Telluride had been without a newspaper for several years prior to the starting of The Times.

The McPhees came to Telluride from Window Rock, Arizona, on the Navajo Indian Reservation. In the belief that every county and community therein needs a voice, as well as a news medium, John McPhee started The Telluride Times.

40 YEARS AGO

From The Telluride Times, Dec. 13, 1979

ALLRED REVEALS TELCO'S 30-YEAR DEVELOPMENT PLAN

[That would have been 10 years ago by now]

Telco chairman Ron Allred gave the Regional Advisory Commission a look at his company's plan for developing the ski area over the next 30 years.

Phase One is in place. Phase Two includes a new lift up Boomerang ridge and new trails there and elsewhere on the mountain. Phase Three would be the big building time, involving six new lifts in the Skunk Creek and Prospect Basin areas and two up the front hillside.

Phase Four includes a "big maybe" lift on Gold Hill and a lift connecting the Telco mountain village with the top of Coonskin

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File Fact:

Did you know that August Imgard is credited with introducing the Christmas tree to America? In 1847, the Bavarian immigrant hauled a tree inside and decorated it with paper ornaments and a tin star on top. And to this day people in Wooster, Ohio, erect a Christmas tree at his tomb each Christmas

Birthdays

Dec. 15: Joseph Antista, Robert Dubac, Jodi Repola, Jennifer Saftler, Travis Wentworth **Dec. 16:** Jan Herrick, Stacey Plunkett, Chris Woods **Dec. 17:** Mark Betts, Charris Ford, Kathy McLaughlin, Eric Reeser, Rob Shultheis

If you'd like any additions, deletions or corrections to the birthday list, please contact Bobbie at bobbies@telluridecolorado.net. Ages 18 and over please.

TELLURIDE DAILY PLANET

ORBIT

THE SECOND FRONT PAGE
DECEMBER 15, 2019



The Epic Diamond as depicted in architect Tommy Hein's drawing. (Image courtesy of Tommy Hein Architects)

MOUNTAIN VILLAGE

A home for the future

Architect's Epic Diamond design approved

By **SOPHIE STUBER**
Planet Contributor

One of the mountain slopes above the Mountain Village core will soon be the site of a forward-thinking, environmentally sound residence. The Design Review Board of Mountain Village recently approved the design of a 5,000-square-foot home designed by architect Tommy Hein.

Called "Epic Diamond," the design of the glass, steel and wood building is intended to incorporate the mountainous geography of its location. The Epic Diamond design features panoramic floor-to-ceiling windows and spacious terraces. For this project, Hein envisioned "light-filled glass spaces that interact with the mountain."

Although the physical footprint of the house is quite large at 5,000 feet, the style of its construction aims to decrease environmental disturbance, according to Hein, who has worked as an architect for 27 years.

"I've always wanted to be the bridge between luxury living and sustainability. I don't think the two are mutually exclusive," Hein said.

For Hein, it is important to design buildings that minimize their environmental impact. Along with the late Glen Harcourt, Hein helped create the local green building codes during the 1990s.

"I try to offer creative options while being sensitive to the hill-sides and our surrounds," he added. "A mountain house should be sensitive to its particular place."

In his architectural designs, Hein wants to reimagine what a typical mountain home can resemble.

"We've been trying to move away from log construction. It's really unsustainable," he said. "I just encourage people to be open-minded about what buildings will look like in the future."

For Liz Charbonnet, who will own the Epic Diamond house with her husband, Dan Odea, Hein's innovative ideas have

Sunday Focus:

Business & Real Estate

1. Holiday Prelude is on for one more day in Mountain Village Sunday with free films, visits with Santa, curling demonstrations and more.
2. "Light of the Season," the Telluride Choral Society's annual holiday concert, is at Christ Church Sunday at 4 p.m.
3. The latest ski film, from Teton Gravity Research, "Winterland," screens twice on Tuesday at the Sheridan Opera House, at 6 p.m. and 8:30 p.m.

CALIFORNIA

ZERO EMISSION TRUCK SALES?

By **ADAM BEAM**
Associated Press

SACRAMENTO, Calif. (AP) — The country's most populous state could become the first to require a portion of new truck sales be electric or "zero emission" vehicles as California grapples with how to clean up its worst-in-the nation air quality.

Home to the two largest ports in the country in Los Angeles and Long Beach, California has roughly 1.5 million medium and heavy duty trucks on the road that spew harmful pollutants as they haul freight to warehouses. The state's transportation sector accounts for 41 percent of all greenhouse gas emissions, a cause of climate change, and is a major source of ozone and particulate matter pollution that can cause respiratory problems.

Regulators estimate the new rules would result in roughly 74,000 zero emission trucks on the road in California by 2030, or about 4 percent of all trucks. California already has a rule requiring car makers to offer for sale specific numbers of clean cars. But Mary Nichols, chairwoman of the California Air Resources Board, said the truck rule would be the first of its kind in the world.

The board considered the new rule in a public hearing on Thursday that drew more than 100 public comments. The board won't vote on the proposal until next year. But Thursday was the last chance for advocates and opponents to weigh in.

"Trucks are increasingly a major contributor to air pollution nationwide, but especially in our cities where they are among the largest sources of toxic emissions in vulnerable neighborhoods," Nichols said.

If adopted, at least 15 percent

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A home for the future

EPIC, from page 36

The Epic Diamond project will also include super insulation. According to Hein, the Epic Diamond home will require approximately half of the energy that a normal house does. If the final design includes solar panels, the total energy consumption could come out to net-zero.

When asked about the energy output of larger houses compared to small, Hein explained that he designs spaces based on client requests, while trying to be conscious of the environmental demand of a house. All the homes that Hein designed in town are of a smaller scale.

“To me size is not the issue,” Hein said. “We are constantly trying to make spaces more efficient. We are aware of it and we try to make programs that are most accommodating for large

families and guests in the least amount of acreage possible.”

The building’s core materials were chosen with the environment in mind. The steel and wood are recycled, and Hein sources wood from wood brokers, old beams and recycling companies across the U.S. The majority of the stone is “site-quarried,” meaning it originates from the building site itself. Hein tries to use as much rock from the hillside for both environmental and aesthetic reasons.

“Site stone and moss informs the whole color palette — the greens and grays. My inspiration comes from being intuitive about the land,” Hein said.

The owners were striving for something singular.

“We wanted something that respects the natural environment, but also something that is totally our own,” Dan Odea said.

For all his projects, Hein spends a lot of time on the site.

“I try not to imagine what a house will look like before. I’m purely process oriented.”

Odea explained that the design was fully Hein’s vision. Odea and Charbonnet outlined the initial layout of the house and how the spaces will be used. They especially wanted to maximize the views of peaks without having a very long driveway, which is why the house winds up the hill.

Hein is grateful for the town of Mountain Village’s openness to new designs and projects.

“Our heartfelt thanks and gratitude to the DRB board members and town staff who embraced the design and its direction for 21st century architecture in Mountain Village,” Hein said.

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A historical perspective

HISTORY, from page 36

plus other “transportation” (as opposed to “skiing”) lifts near the Adams ranch if development rights are transferred to receiving zones there.

Assuming that 80 percent are destination vacationers, the Telluride area would need to develop beds for 9,000 plus.

A good portion of the beds would be in the mountain village, connected to each other and to the town by a cog train.

20 YEARS AGO

From The Weekly Planet, Dec. 17, 1999

[Note: This was the year that the saga began. Development plans for the Valley Floor were announced by the San Miguel Valley Corporation. We know all too well the endless announcements, discussions, lawsuits and ultimate acquisition by the Town of Telluride that followed. Of more interest, at least to me, is a quick history of this war-torn piece of land.]

HISTORICALLY, THE VALLEY FLOOR HAD MANY USES

Telluride native Senior Mahoney’s long memory conjures up images of the Valley Floor as an active piece of property that has undergone significant transformations through the century.

In 1891, the railroad came to Telluride, laying its path across the Valley Floor. Tailings were first deposited on the land in the late 1800s.

Mahoney remembers at least five dairy farms on the property, a brewery, a racetrack, a chicken ranch, a ball field, a slaughterhouse, a sawmill and a mother lode of moonshiners who made the valley their home. Interestingly, a municipal golf course with sand greens once sat on SMVC’s property at Society Turn. Built sometime in the 1920s, the golf course fell victim to the Great Depression.

The red barn that still exists was part of the Kelly McKnight dairy, but the Valley Floor was never homesteaded. The land was initially plotted as mining placers, and dredging and mining continued through the 1950s. Many of the Telluride’s streets

during that period were built with Valley Floor gravel, and the property has been a source for sand and building materials as well as peat and clay.

In the 1920s, pioneer Joe O’Berta began consolidating Valley Floor mining claims and dairies, among many other properties he held in the region. Idaho’s parent company, the Newmont Mining Corp. bought the Valley Floor about 1968, planning to use it for tailings deposits once the Pandora piles reached capacity. They sold it in 1983 to SMVC.

Each summer, a herd of Holsteins — the Valley Cows — run anywhere between 160 and 200 head. Beginning about 1960, a venerable local character, Alley Oop, ran the cows, and the property has been consistently used for grazing. Since Alley Oop died, Dewey Campbell has cared for the cows on behalf of a Grand Junction ranching family. [Well, not anymore. Another Telluride landscape bites the dust.]

Bobbie can be contacted at bobbies@telluridecolorado.net. Comments are welcome.



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Zero emission truck sales?

EMISSIONS, from page 36

of sales of heavy duty pickup trucks like the Ford F-250 and full size vans like the Chevrolet Express must be zero emission vehicles by 2030. That standard also applies to the heaviest trucks, including tractor trailers.

The standard is tougher for box trucks and delivery trucks, mandating at least half of all new sales be zero-emission vehicles by 2030.

The rules are part of the state’s plan to have 100 percent zero emission truck sales by 2040. By then, state regulators say the phased-in limits could

prevent more than 600 premature deaths due to poor air quality in California.


Sales requirements for the heaviest trucks would begin in 2024 and gradually increase until 2030. Sales requirements for pickup trucks would not begin until 2027.

The proposed rules continue California’s aggressive push on environmental regulations, which already include tougher emission standards on cars and trucks than the federal government imposes and a first-in-the-nation cap-and-trade system that requires big polluters to purchase credits to let them pol-

lute.

Most environmental groups support the rule, but they say it is not strong enough. Trucks last longer than passenger vehicles, which is why companies are slower to replace their fleets. While the rules would impact up to 50 percent of some new truck sales by 2030, it would only result in about 4 percent of trucks on the road being zero emission vehicles.

Andrea Vidaurre, policy analyst for the Center for Community Action and Environmental Justice, said these types of trucks historically are clustered in poorer communities.

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