

### **2015 Tax Increment Development District (TIDD)**

The TIDD includes two recreation developments. These are a new public plaza at the bottom of lift #1 and the river walk along the Rio Hondo (see above). The cost estimate for the public plaza is \$2,750,000 to be completed between 2015 and 2017. The cost estimate for the river walk is \$1,100,000 and is scheduled to be completed in 2016-2017.

### **Infrastructure Capital Improvements Plans**

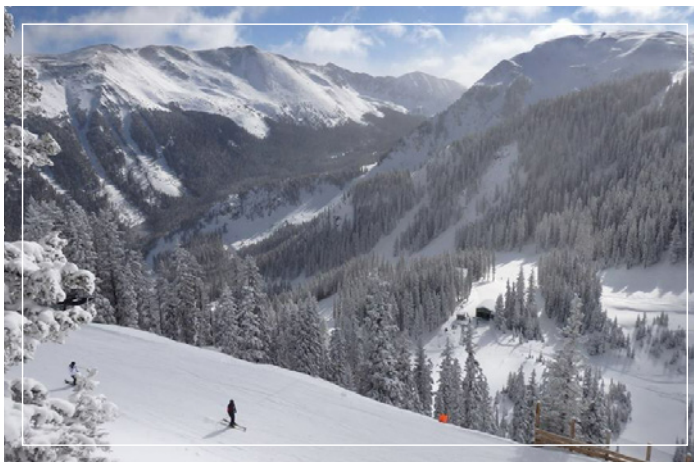
The following recreation projects have been included in the previous 5 years of ICIPs:

<b>ICIP</b>	<b>Project Name</b>	<b>Status</b>
2012-2019	Pedestrian Walkways in Village Core( Pedestrian Circulation Plan needed?)	To Be Determined
	Acquire Land for Bike/Walking Path (Amizette)	To Be Determined
2013-2020	Village Core Pedestrian Walkway Construction	Ongoing
	Design Village Community Center/Public Safety Building	To Be Determined
	Design & USFS Approval of Hiking, Biking Path in Amizette	To Be Determined
2017-2021	Kachina Area Park	To Be Determined

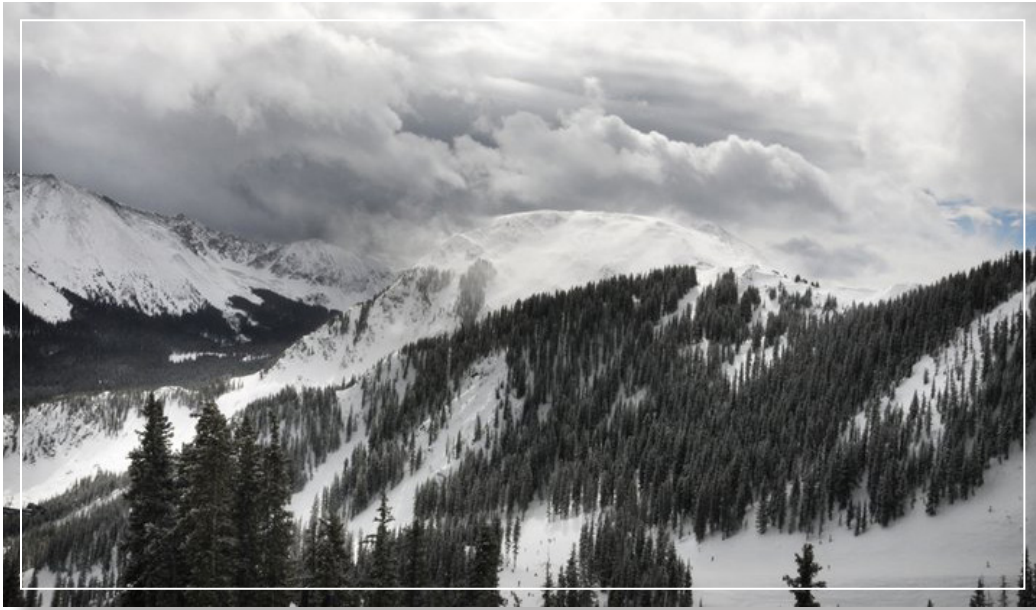
## **Taos Ski Valley Inc. (TSVI) Special Use Permit (SUP)**

### **Mountain Improvements**

TSV, Inc. operates Taos Ski Valley under a special use permit administered by the Forest Service. In August 2012, the Taos Ski Valley Inc. completed the Environmental Compliance required by the U. S. Forest Service for the Master Development Plan to renovate the ski mountain and base area. The Proposed Action alternative included new realigned lifts, lift replacements, glading (creating alpine skiing through trees off trail or on a defined wood trail). All improvements and proposed projects are located within TSVI's existing 1, 268 acre SUP administered by the Carson National Forest or on private land owned by TSVI.



In February 2015, the Main Street lift to the summit of Kachina Peak ( 12, 481feet) was completed. This action opened a ski area to the public that was formerly hiking only. This lift does not run in the summer. Proposed lift service, the Ridge Lift, to the West Basin Ridge (map, figure ) will open at least 22 acres of existing expert terrain. Three of TSVI's existing lifts will be upgraded, The Kachina Lift (lift 4), the High Five Lift (Lift 5) and Maxie's Lift (Lift 7) will be upgraded and replaced, reducing the amount of time on a lift ride, respectively, by half. Two new gladed areas, The Wild West Glades and Minnesota Glades will be created over a 5 year period, focusing on small diameter dead and dying trees.



### ***Adventure Center***

The proposed Adventure Center would offer a two mile, marked interpretive trail system (one main loop trail with interconnecting segments) for snowshoeing. A dedicated facility within the Center would enhance the existing, snowtubing experience throughout the day and evening on Strawberry Hill. The existing access over the Rio Hondo will be improved to accommodate pedestrian access from the parking areas and the J.R. Trail

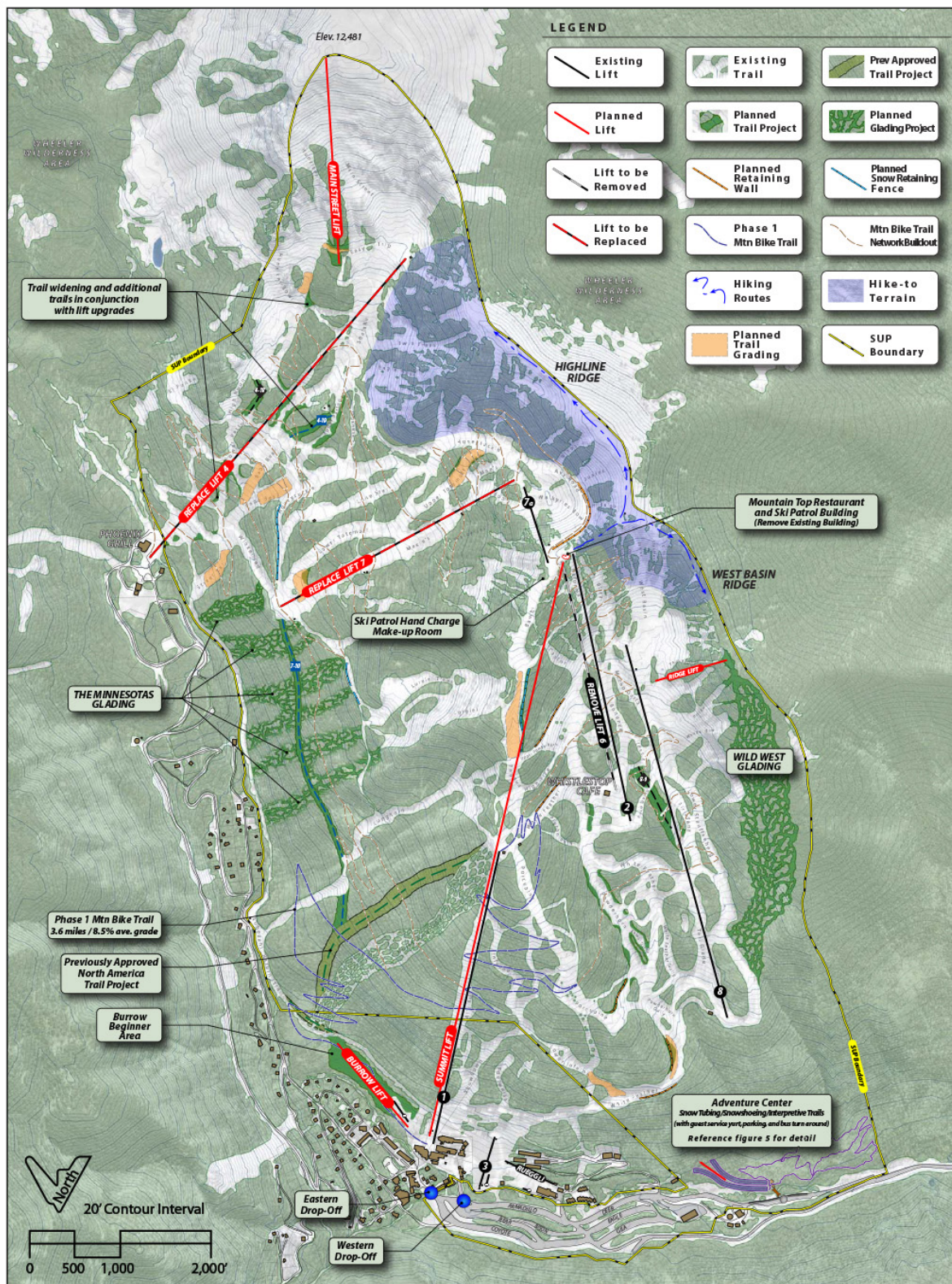
Over the last 25 years the skier numbers have been:

<b>Year</b>	<b>Skier Number</b>	<b>Year</b>	<b>Skier Number</b>
2015-2016	251,304	2002-2003	249,000
2014-2015	241,182	2001-2002	201,000
2013-2014	215,181	2000-2001	235,000
2012-2013	219,789	1999-2001	163,000
2011-2012	239,382	1998-1999	264,000
2010-2011	193,716	1997-1998	285,000
2009-2010	256,879	1996-1997	271,000
2008-2009	241,115	1995-1996	213,000
2007-2008	219,002	1994-1995	364,000
2006-2007	208,187	1993-1994	355,000
2005-2006	158,000	1992-1993	309,000
2004-2005	237,000	1991-1992	307,000
2003-2004	224,000		

### ***Mountain Bike Trail***

A lift-served mountain bike trail (approximately 3.6 miles) has been created between the top of lift 1 and the base area for use during the summer, utilizing, when possible, the old access roads on the mountain.





**Figure 4**

Prepared By:



**UPGRADE PLAN**  
MASTER DEVELOPMENT PLAN



## Goals, Objectives And Strategies

The goal, policies, and objectives present a framework for evaluating new development proposals and for implementing recreation projects.

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### Goal:

*The Village is known as a world-wide destination for year-round recreation activities to serve visitors and the local community.*

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### Objective

Because of the limited land available for recreation development, the heavy reliance on tourism and recreation as the economic base, and the limited funding capacity, the Village recognizes that recreation development is primarily a private sector endeavor.

### Strategy

- The Village will work in partnership with private sector developers, land owners, regional recreation organizations, government agencies and community organizations to develop recreational facilities that are open and available to the public. In other words, some types of recreation facilities are appropriate for private developments, such as tennis courts and swimming pools while other types of recreational facilities are more appropriate for government investments such as trails and public parks. Additionally, TSV Inc, is the most obvious investor for recreation facilities such as zip lines, outdoor adventure parks, snow play areas, disc golf, and other recreation improvements due to their land ownership and capital investments. Participate to promote recreational activities and the design and construction of recreation facilities that serve Village and visitors.

### Objective

The Village supports the development of accessible recreational trails for health, leisure, and tourism and will participate in trails planning efforts sponsored by private property owners and local and regional organizations that provide trails planning and construction services. An improvement to the pedestrian experience will benefit everyone.

### Strategies

- Develop a recreational trail system within the Village that connects to wilderness areas as well as creating a link between Amizette, the Core Village area and the Kachina area. To achieve this goal it is recommended that any new development be required to construct public trails according to a community trails plan. Ensure that trails will be ADA compliant when appropriate. This would provide an aspect of walkability throughout our Village that has in the past been lacking. Along with the improved trail system, Parks and Recreation has expressed interest in improving the Hiker Parking area's restroom facilities and the walkability from the parking lot to the trailhead.
- Riparian restoration projects as well as a river walk shall work to improve the quality of life not only for residents of the Village and visitors enjoying the river area, but also for the flora and fauna that inhabit our valley.



<b>VTSV Park and Recreation</b>	<b>Cost</b>
Waterless Composting Trailhead Toilets	\$75,000.00
Fish Habitat and Riparian Restoration	\$90,000.00
Trail Extensions	\$50,000.00
Core Area Restrooms	\$50,000.00
Core River Walk	\$250,000.00
Core Village Pedestrian Paths and Plazas	\$506,200.00

- Update the Zoning Regulations to allow developers open space dedication to be satisfied through development of trails or other recreational activities.
- Work with New Mexico Department of Transportation to build a bicycle lane along state highway 150 at such time it is resurfaced.

### ***Objective***

The Village recognizes that recreation opportunities are not limited to outdoor winter sports. The Village will work cooperatively with the Taos Ski Valley Chamber of Commerce, the Lodger's Tax Advisory Board, and other arts and cultural organizations to promote year-round recreation, arts and cultural events.

### ***Strategy***

- The Village will seek partnerships with private businesses and property owners to develop a venue to promote year-round cultural, entertainment and recreational events.

## **Potential Funding**

### ***NM Transportation Alternatives Program***

The Transportation Alternatives Program (TAP) is a Federal program authorized under Section 1122 of the Federal transportation act, Moving Ahead for Progress in the 21st Century (MAP-21). TAP funds can generally be used for bicycle and pedestrian infrastructure and activities, in addition to other projects, as outlined in the TAP Guide. Each state's department of transportation administers the program using its own competitive process. Approximately every two years, the NM Department of Transportation coordinates with the state's Regional transportation Planning Organizations and five Metropolitan Planning Organizations on soliciting TAP applications.

Maximum amount of TAP funds agencies can apply for: \$2 million\* Minimum amount of TAP funds agencies can apply for: \$75,000\*TAP requires a local match of 14.56% of the total project cost. Eligible projects and activities under the TAP program include:

- Planning, design, and construction of on-road and off-road trail facilities for pedestrian, bicyclists and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Public Rights-of-Way Accessibility Guidelines (PROWAG).
  - Planning, design, and construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, which include but are not limited to:
  - Inventory, control, or removal of outdoor advertising.
- Historic preservation and rehabilitation of historic transportation facilities;
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
- Archaeological activities relating to impacts from implementation of transportation project eligible under this title.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
  - Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff.
  - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

### ***Recreational Trails Program, Federal Highway Administration***

The Recreational Trails Program (RTP) provides federal funding to eligible entities within New Mexico to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized uses. These Federal transportation funds benefit recreationists who enjoy hiking, bicycling, in-line skating, equestrianism, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, and off-road four-wheel driving. NMDOT is pleased to provide access to funding for quality, diverse recreational trail projects that will improve New Mexicans' quality of life all across the state.

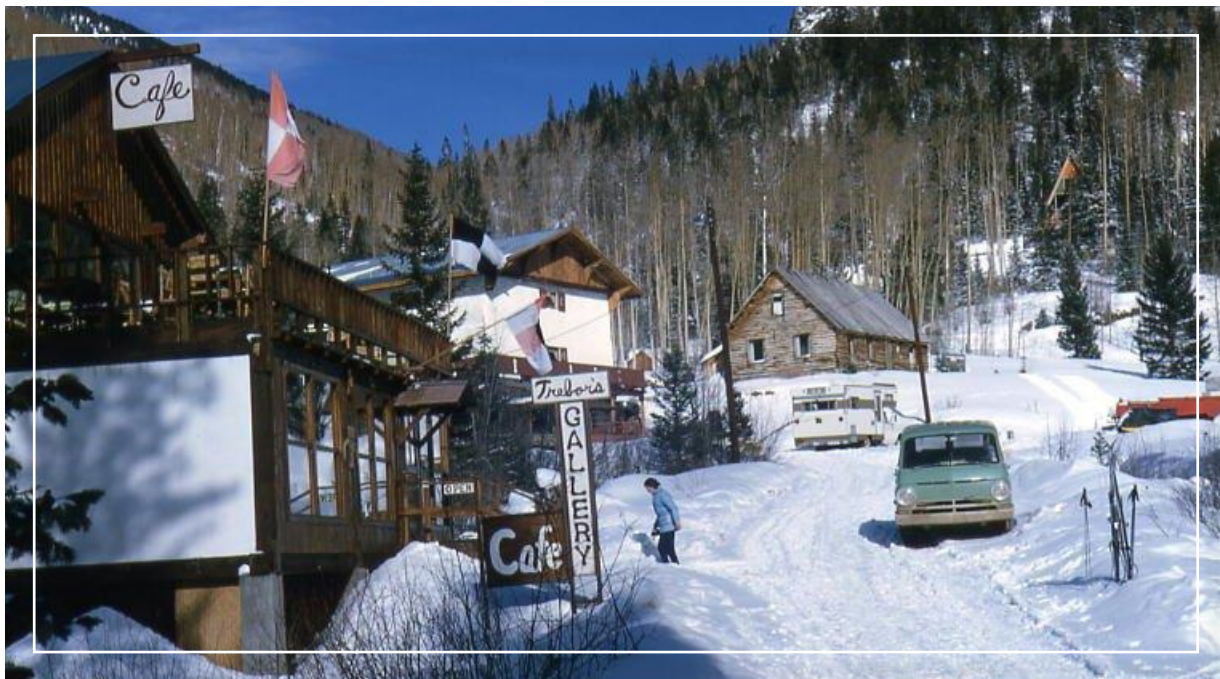
## VILLAGE CHARACTER

### Existing Conditions

Community design is the total experience of public spaces, outdoor lighting, public art, landscaping, signage, and open spaces that add character to the entire community. In other words, it is what happens in between buildings. Accordingly, the scope of the Community Design Element is to examine the existing conditions of the architecture, signage, pedestrian facilities, outdoor lighting, development density, building height, and open space standards to determine how each element contributes to the broader design of the community.

The current character of the Village's is evolving.

*Taos Ski Valley has evolved and developed in a very spontaneous fashion over the last several decades. This has resulted in an eclectic and funky organization of circulation systems and buildings that reinforce the character of this place. Residents and visitors alike cherish the little surprises and chance encounters that occur in this environment.*  
*The 2010 Taos Ski Valley Redevelopment Plan*



The Ski area and Village Core are undergoing extensive revitalization and redevelopment. The Blake Hotel and Plaza is complete and Parcel D (figure\_) will begin ground work in 2017. The Taos Ski Valley Inc. has developed a wayfinding Signage Plan that seeks to unite, visually, the Village Core and businesses just beyond the Core. Consistent signage will assist both pedestrians and vehicles in circulation around the Village Core. Installation of signage is underway.

### Community Design Committee

A group of community members and business owners have formed an informal Community Design Committee to address a variety of design issues and to recommend code amendments to the Planning & Zoning Commission and the Village Council. The primary role of the Committee is to communicate between property owners, residents, business owners, Village staff, and the Planning & Zoning

Commission. The Committee does not intend to become a design review board with authority to approve or deny a particular design of a proposed development project, as the Planning and Zoning Commission serves in that capacity. However, the Committee is encouraged to recommend amendments to the Village zoning regulations for signage, outdoor lighting, street lighting, architecture standards, and other design issues.



## Existing Ordinances

### Zoning

The zoning ordinance requires utility boxes, mechanical equipment, and satellite dishes to be shielded from public view. It also regulates architecture to encourage “alpine rustic elegance” architecture. Many other community design features are regulated by the zoning ordinance, including signage, outdoor lighting, landscaping, and fencing.

The Village works with a Community Design Committee to review existing ordinances and to recommend amendments to the Planning & Zoning Commission and the Village Council. The Village Council approved a variety of amendments to the sign standards based on the Committee’s recommendations.

### Subdivision Ordinance

Subdivision development can have irreversible impacts on community design. Accordingly, the subdivision ordinance regulates development to minimize the impacts of grading and drainage infrastructure and the cut and fill for roadways.

## Previous Plans And Proposed Actions

The Village has addressed community design and development issues since the Village was first incorporated in 1996. The Village adopted its first Comprehensive Plan 2001. The Village later adopted a Master Plan in 2007 and an updated Master Plan in 2010. Other plans have been offered by Taos Ski Valley Inc. Below is a summary of these plans and a brief description of the roadway improvements that have been considered.

### 2001 Village of Taos Ski Valley Comprehensive Plan

The Village Council recognized the importance of urban design when it adopted the first Comprehensive Plan in 2001.

- All new construction will be in harmony with the character of the Village and will respect the form, design, height and bulk of neighboring construction. Newly developed standards will respect the predominant nature of the Village core.
- New construction will respect the natural views found in the Village, will seek to minimize the disturbance of existing vegetation and trees and will favor the use of natural materials on the outside of the building.
- In order to assure that the above stated design standard policies are implemented, the Village has developed a Design Review process and design review requirements.

### Signage

- The Village has developed and implemented signage regulations, with the objective being to



minimize visual clutter while providing adequate information for residents and visitors.

- The Village of Taos Ski Valley desires to keep signage to a minimum while still allowing businesses to notify customers of their location and type of business. Signage will be in harmony with the scale and type of architecture of the building in question.

### ***2010 Village of Taos Ski Valley Master Plan***

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The recommendations of the Master Plan were created in part through a series of community meetings. Community members were asked to express their concerns and share their recommendations for future development within the Village. Several recommendations were included under the theme of “Place-Making,” as follow:

- Maintain the Village character.
- Create a central location in the Village for orientation information and way-finding.
- Promote the natural and other amenities that are in the Village.
- Preserve green space within development areas.

The Master Plan included a number of GOALS and ACTION ITEMS related to community design under the heading “Commercial Development.” They are summarized below:

- Improved streetscape
- Improved pedestrian friendly design
- Protect view corridors
- Support multi-use developments that encourage walking over vehicular traffic
- Promote a general style of a European Alpine Village within the CVZ
- Require good urban design
- Parking behind or below buildings
- No gated streets - Public/ Life Safety
- Buildings that form a street wall
- Doors accessible from the sidewalk
- Active ground floor uses, including storefronts, stoops, porches, or forecourts
- Pedestrian-scaled signage

Another section of the Master Plan is the “Regulatory Plan.” The recommendations of the Regulatory Plan are divided into geographic sections. Development criteria related to community design are outlined for each section.

### ***Village Core Development Criteria:***

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- The Village core is the location of the highest density, intensity and building height in the Village.
- All building entrances must open onto one of the pedestrian plazas.
- Building height is in scale with the mountains.
- The ground floor of all buildings is at least 50% retail use.
- All streets are designed with sidewalks and pedestrian facilities.
- Parking is below grade in structures.

### ***Kachina Center Development Criteria:***

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- Buildings south of the wetlands must be focused around a pedestrian plaza.
- Design 40% of the ground level space for commercial/retail purposes.
- All development respects viewsheds.
- Height is restricted to minimize impacts on views and visibility of development from roadways.

### ***Amizette Development Criteria:***

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- Amizette is the “Gateway” to the Village of Taos Ski Valley.
- Creating a central location in the Village for orientation information and way- finding.

### ***2010 Taos Ski Valley Redevelopment Plan, 2010***

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Taos Ski Valley, Inc. hired Design Workshop to prepare a Redevelopment Plan in 2010 to address the deficiencies in urban design and the lack of amenities within the Village typically found in comparable resort developments. Although the Plan was not formally adopted by the Village Council, many of the recommendations were brought forward into subsequent planning efforts.

The Redevelopment Plan proposed several improvements to enhance the visitor experience and generate a stronger sense of place and quality urban design:

- a new Village entry road,
- an improved skier drop off area,
- a new recreation center at the Twining campgrounds,
- a retail street from Thunderbird to Lift #1,
- a skier plaza at the bottom of lift #1,
- a central plaza on the north side of the Rio Hondo,
- reconfigured access to Lift #1 from Sierra del Sol condominiums,
- new ski-in / ski-out accommodations.

### ***2014 Village of Taos Ski Valley Parcel Conceptual Plan***

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The Planning & Zoning Commission and the Village Council amended the Zoning Regulations to include the Core Village Zone to the zoning map and adopted a variety of development standards to facilitate new development within the Village Core. The Core Village Zone allows property owners to submit a Parcel Conceptual Plan for the purpose of “facilitating the redevelopment and revitalization of the CVZ area, stimulating a consistent and sustainable mixture of commercial, residential and recreational land uses, promoting a reasonable bed base of residential and lodging units to support the resort, fostering a vibrant pedestrian activity zone, and providing a base village environment that supports resort operations and provides a positive resident and visitor experience in multiple seasons.”

The Village of Taos Ski Valley Inc. has completed extensive design studies for the redevelopment of the Village Core. The Concepts largely respond to *2001 Village of Taos Ski Valley Comprehensive Plan* and the *2010 Village of Taos Ski Valley Master Plan* recommendations:

- The massing and scale of the existing Village buildings will inform the redevelopment of the Core.
- The Alpine Bavarian style will be perpetuated.
- Pedestrian friendly plazas and streets; improved pedestrian drop offs and pedestrian-oriented streets with comfortable walking distances to the ski base.
- Streets designed with sidewalks and pedestrian amenities.
- Multi use developments with retail spaces on ground level off pedestrian areas.

- Signage that minimizes visual clutter and is pedestrian oriented when appropriate.
- A central location for way-finding in the Village plaza.
- Preserve green space through an improved riparian corridor.
- Improve the spatial relationship between the ski base and the pedestrian plaza.
- Respect view corridors.
- Improved parking areas.



*The Parcel Conceptual Plan was based largely on illustrations (below) and recommendations from the TSV, Inc. Redevelopment Plan of 2010 and 2012*

Additional improvements include providing an improved Village entry road, a flatter pedestrian route through the Village Core, protect the Rio Hondo corridor and improve the path along the river.

Improved utilities access is under way with a utility trench installed alongside State Highway 150 that contains gas, fiber optic, and electric service. Residents will be able to hook up in the next year and these services support the redevelopment.

### ***2015 Tax Increment Development District (TIDD)***

The following table identifies only the improvements listed under “Public Spaces.”

### **TIDD Projects**

<b>Project</b>	<b>Year</b>	
Visitor Drop Off	2017	To Be Determined
Public Plaza Areas	2015-2017	To Be Determined
Riverwalk	2016-2017	To Be Determined
Parking Lot Upgrades & RV Park	2018	To Be Determined
Route 150 / Village Entry	2017	To Be Determined





*Historic buildings from the mining era should be used to inspire architecture for new developments.*

*Photo credit–Village of Taos Ski Village*

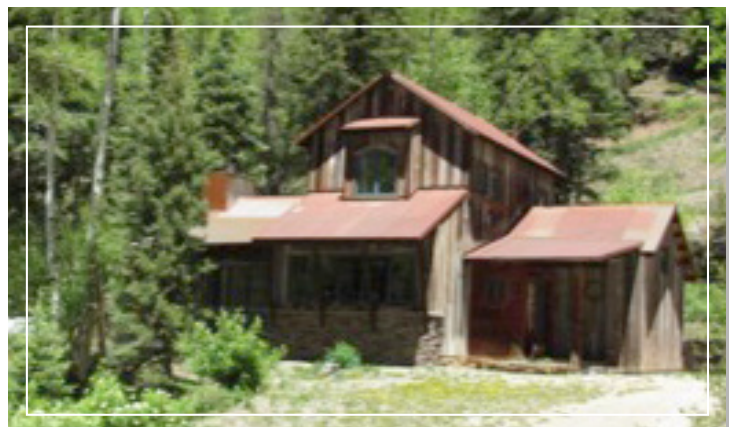
### *Alpine Rustic Architecture*



*Wilderness Lodge Taos*



*1961 Hondo Lodge*



## ***Goal Objectives And Strategies***

The objectives and strategies of this element will create an authentic community design tradition that reflects the natural beauty and design opportunities inherent in the Village landscape and history.

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### **Goal:**

*The Village is designed and developed to enhance the natural beauty and design traditions that define its unique sense of place.*

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#### ***Objective***

Public art contributes to the sense of place and beauty of the built environment. Art should be included in the design of public spaces, including trails, parks, pedestrian areas, and plazas.

#### ***Strategies***

- The Village will work with the TIDD Board and developers in incorporating public spaces and urban design elements into proposed development.
- The Village will set aside lodger's tax revenues and impact fees for a public art program.

#### ***Objective***

The Village recognizes that community design traditions evolve over time and community design should not be contrived or imported from other places or cultures.

#### ***Strategy***

- Create Design Guidelines that reflect the inherent character of the Village.

#### ***Objective***

The Village will encourage new development to meet the highest standards of community design. These standards include conservation of water and energy, utilize natural building materials that are not only beautiful but are fire-resistant, minimize impacts to slopes and the natural topography.

#### ***Strategy***

- Taos Ski Valley Village competes with a number of other destination resorts. A high quality of design which continues and exceeds the standards of the original Village is expected in all projects.

#### ***Objective***

The Village will encourage distinct community design standards between the Village Core and Kachina areas to create a stronger sense of place and identity.

#### ***Strategies***

The Planning & Zoning Commission and Village Council will update the zoning regulations to codify community design requirements. Amendments will focus on community design standards for the Village Core and the Kachina areas for the overall purpose of distinguishing them as separate but interrelated places.

- Stronger pedestrian emphasis and a reduction in vehicular traffic, and address parking needs.
- Continue compatibility with surrounding wildlife and the natural environment.
- Assemble a built environment that connects buildings, spaces and structures through common scale, materials and design.
- The Village will work with the Chamber of Commerce, business owners, and property owners to adopt a comprehensive plan for signage and wayfinding in the Amizette, and Kachina areas.
- The Village will enforce the sign code by conducting a full “sweep” of the Village to identify non-conforming signs.





## APPENDICES

### Previous Plans

The Village has contracted for or created a number of plans since incorporation in 1996. Below is a summary of these plans with a brief description. Taos County, the US Forest Service and Taos Ski Valley, Inc. and other agencies have created plans that impact the Village. A brief summary of these plans is also included.

#### ***Proposed Taos Ski Valley Inc. Master Development Plan-Environmental Impact Statement, April 1981, United States Forest Service***

This EIS evaluates the 1980 Master Development Plan for feasibility. Six alternatives were created for up mountain development with a full capacity of 4800 skiers a day. Four alternatives were created for parking and transportation.

#### ***Report of Vehicle and Pedestrian Study for the Village of Taos Ski Valley, New Mexico (1998) Larkin Group Study***

This study was commissioned to quantify traffic conditions for pedestrian and vehicles. Roadway projects were recommended to manage projected traffic as the result of new development. This study also examines snow storage, signage, subdivisions and road maintenance issues. The study states “The most critical areas for concern within the Village are Thunderbird Road, Ernie Blake Road and Twining Road.” Amizette was not included in this study.

#### ***Village of Taos Ski Valley Master Plan (Adopted July 5, 2006)***

The major themes of the 2006 Comprehensive Plan were to set a priority for economic diversification, protection of natural resources, and clustering commercial development to create a high-quality urban design, encourage pedestrian amenities, and to increase the capacity and efficiency of public services and infrastructure.

#### ***Water System Master Plan for the Village of Taos Ski Valley (May 2007)***

This Plan for the Village by McLaughlin Rincon Engineering Firm is a system design that integrates all elements of water infrastructure including water rights, lack of storage and failing pipelines.

#### ***Village of Taos Ski Valley Master Plan (Revised November 2010)***

The 2010 Master Plan reflected many of the same values that were articulated in the 2006 Comprehensive Plan. Infrastructure, land use, Village services, Village character, environmental protection, expansion of recreational activities such as snowboarding and creating mixed-use developments that preserve open spaces were major themes of the 2010 Master Plan.

#### ***2011 Preliminary Engineering Report by McLaughlin Water Ltd***

The Village hired McLaughlin Water Ltd. to prepare a Preliminary Engineering Report (PER) for the expansion and upgrades to the waste water treatment plant. The primary purpose of the PER is to “provide the preliminary design basis for an optimum next phase, near future, plan expansion/upgrade project.”

The PER states that the existing plant is not amenable to expansion or upgrading for higher levels of water quality. The PER recommends a new sequencing batch reactor (SBR) to be followed by precipitation, multi-media filtration, and UV disinfection for the new facility.

The PER states that a pump station at Amizette is a feasible solution for providing sewer services. The PER recommends a new facility with a capacity of 310, 000 gpd to accommodate existing demand and future development potential.

#### ***The Village of Taos Ski Valley Parcel Conceptual Plan 2014***

The Village's zoning regulations require all land owners within the Core Village Zone to submit a Parcel Conceptual Plan prior to submitting a site plan or preliminary sketch plat for a subdivision. The Planning and Zoning Commission is responsible for reviewing each parcel conceptual plan. Site-specific development plans need to be consistent with each parcel conceptual plan. The Parcel Conceptual Plan is a master planned approach to development. The process is intended to integrate snow storage, open space, parking, landscaping, utilities and other improvements between individual parcels due to the complexity of infill development and the scarcity of land and rights-of-way. The Commission approved a Parcel G Plan for six parcels on June 11, 2014.

#### ***The Taos Ski Valley Master Plan 2012(Not formally adopted)***

This plan designated seven Development Zones with their individual land uses and design standards intended to assist the community in evaluating proposals for new development and redevelopment. Central goals were: creating a vision for the Village of Taos Ski Valley for the next 25 years; encouraging a diverse and sustainable mix of hospitality, art, recreation, food and retail businesses; encouraging smart growth; improving the visual character of the three primary community zones (Amizette, Core Village, Kachina Basin); establish a community wide trail system, create a strong character and identity for the Village of Taos Ski Valley.

#### ***The Taos Ski Valley Master Plan 2014(Proposed July 2014, not adopted)***

This plan is essentially the same as the 2012 Taos Ski Valley Master Plan with a few statistical changes and recommendations to include the 2015 Tax Increment Development District (TIDD) information and Impact Fees.

#### ***Village of Taos Ski Valley Infrastructure Capital Improvements Plan (ICIP)***

Every year the Village Council adopts an ICIP which is a list of unfunded infrastructure projects presented in a priority order for a five year period.

#### ***The Village of Taos Ski Valley Community Wildfire Protection Plan (CWPP) June 2016***

The CWPP is the result of a collaborative effort to bring together residents, property and business owners, elected and appointed officials and all levels of government and community organizations to reduce the risks associated with a forest fire. The CWPP includes a series of objectives and maps that will implement the CWPP over the next five years.

#### ***The Wireless Communication Plan for the Village of Taos Ski Valley, July 2015***

The Planning and Zoning Commission adopted this plan that reflects the current goals, policies and objectives for safe and reliable wireless communication for the Village.

### **Private Master Development Plans**

#### ***Comprehensive Plan Twining-Amizette, Taos County, New Mexico (1971)***

A report to the Taos County Commission laid out the goals related to Resort and Community Development for the "Twining- Amizette Community". The majority of the goals relate to " clean water, clean air and



an abundance of undisturbed natural area”; to encourage the future of Taos Ski Valley as a year round resort; and “...to encourage planned development of the ski resort to its fullest extent in terms of both skier capacity...and the amenities offered to summer guests and permanent residents.” Separate goals that related to Community Development were listed, all consistent with today’s intent, particularly “...to stress the importance of a carefully planned community due to minimal amount of easily urbanized lands in Twining-Amizette”.

### ***The Master Plan for Kachina Village (1973)***

The Pattison Trust and TSV, Inc. joined together to hire an architectural and engineering consultant team to prepare a development plan for the Kachina area. The plan explored alternative development scenarios for the area and included preliminary engineering studies for the necessary infrastructure and utility improvements.

This Master Plan included development plans, design guidelines and development criteria.

Several other master development plans have been prepared for the Kachina area. These include the 2008 study provide by SMPC architects, several plans prepared by Comet Studios between 2007 and 2010, and a more recent study by Champalimaud consultants. None of the plans were formally adopted by the Village. The limiting factors in supporting new development in Kachina at that time, were water and fire suppression capacity and limitations of the wastewater treatment plant.

### ***Proposed Taos Ski Valley Inc. Master Development Plan, Environmental Impact Statement, U. S. Forest Service, April 1981***

The EIS evaluates the Master Development Plan proposal that was submitted to the U. S. Forest Service by Taos Ski Valley, Inc. in 1980 for up mountain development, parking and transportation. At that time, full development capacity was 4800 skiers a day with parking for 1065 cars and 25 busses. The effects implementing each of the five alternatives were evaluated, with one set of alternatives for parking and one for set for up mountain improvements.

### ***Taos Ski Valley, Inc. Redevelopment Plan, Design Workshop, November 2010***

A planning consultant prepared a Redevelopment Plan for TSV, Inc. for the Core Village area in 2010. This plan formed the background for the addition of the Core Village Zone and related development standards and procedures. The Plan contains a brief analysis of topography and slope, sun and shadow patterns, walking distances to ski facilities and the character of the Village that needs to be preserved.

### ***Taos Ski Valley Core Village Revitalization 2012 Conceptual Plan Presentation***

This graphic version depicts proposed land uses, brief design requirements for development and ski valley infrastructure improvements. It is a condensed version of the Redevelopment Plan of 2010.

### ***The Core Village Zone of Taos Ski Valley Wayfinding Signage Plan & Design Standard, June 2016, Zehren and Associates***

This graphic plan creates a standard sign program for the Taos Ski Valley to facilitate circulation patterns for pedestrian and vehicles.

### ***Taos Ski Valley Inc. 2014 Parcel Conceptual Plan***

The Planning & Zoning Commission and the Village Council amended the Zoning Regulations to include the Core Village Zone to the zoning map and adopted a variety of development standards to facilitate new development within the Village Core.

### ***Pattison Land Master Plan, Northside at Taos Ski Valley. June 2015***

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The Pattison Family owns 1,299 acres of land in Taos Ski Valley. This planning process provides a preliminary master plan that studies the feasibility and development potential of the site as a mixed-use resort destination. Several real estate scenarios are examined and evaluated according to their feasibility in terms of site development that is sensitive to the area and the environmental constraints, as well as their economic viability.” This plan presents a thorough analysis. The final recommendation was that the site be valued more for its natural characteristics than potential for ski development due to excessive costs.

### ***Final Environmental Impact Statement for Taos Ski Valley’s 2010 Master Development Plan-Phase One Projects, Carson National Forest, Taos Country, New Mexico, August 2012***

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This Plan analyzes and discloses the estimated environmental impacts of implementing the 2010 Master Development Plan-Phase 1 Projects. Three alternatives for the ski mountain (winter and summer activities) were created and analyzed, as were parking lot re-configurations to improve the sense of arrival into the Taos Ski Valley.

<https://www.fs.usda.gov/project/?project=34310>

### ***Second Revised Economic Impact Analysis for Taos Ski Valley Inc., Doug Kennedy Advisors, January 7, 2015***

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An economic study commissioned by Taos Ski Valley Inc. to assess the potential impacts of the redevelopment of the Ski area with regard to local and regional growth, tax revenues, fiscal impacts over the next decade.

### ***The Core Village Zone of Taos Ski Valley Wayfinding and Signage Plan, TSVI., Zehren and Associates, June 2016***

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A graphic Plan of the design standards, locations and pedestrian/ vehicular wayfinding signage created for the Village by Zehren and Associates for The Taos Ski Valley, Inc..

## **Regional Plans**

### ***Taos County Comprehensive Plan & Growth Management Plan (2004-2016)***

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The County Commissioners adopted a comprehensive plan in 2004. This plan combines land use and water resources. The plan outlines the goals, objectives, and strategies for addressing a variety of community development issues. The plan focuses heavily on preserving rural land from inappropriate development and preserving water resources. Taos County has updated the 2004 Comprehensive Plan in the fall of 2016.

The Growth Management Plan was initiated as the next step from the Comprehensive Plan towards adopting zoning ordinances for the County’s neighborhood associations.

### ***Taos Regional Water Plan***

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The Taos Regional Water Plan was created through a committee of stakeholders during 2008. One of the main components of the Plan was the public welfare statement. The public welfare statement is a written proclamation of the importance of water resources to the community. The State Engineer reviews the transfer of water rights against the welfare statement.

The Interstate Stream Commission is working with all stakeholders throughout 2016 to update the Regional Water Plan.

The addressed the following issues:

- the Rio Grande compact and availability of water rights
- drought vulnerability
- infrastructure needs
- water quality
- public education
- protection of agriculture
- protection of water rights
- planning for growth
- watershed protection
- data gaps

### ***Rio Hondo Watershed Restoration Action Strategy, 2006***

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The Village participated in the Watershed Restoration Action Strategy (WRAS) and Non-Point Source Abatement Plan in 2006. The WRAS is “a non-regulatory, voluntary approach to addressing non-point source impacts to water quality.”

The WRAS identified a number of concerns regarding water quality in the upper Rio Hondo watershed, including sedimentation from grazing and steep slope trails and developments, the impacts of future resort development, prevention of catastrophic wildfire, application of salt and sand to roadways and parking lots.

### ***Revised Forest Plan, Carson National Forest, United States Forest Service***

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The Carson National Forest is beginning the process of revising their 1986 Forest Plan.. According to the Forest Service, the revised plan will incorporate changed conditions, best available science, and new public issues. It is intended to be a “science based framework for integrating resource management”; which will promote healthy, resilient, diverse, and productive national forest grasslands with a range of social, economic and ecological benefit now and for future generations.” ([www.fs.usda.gov/detail/carson/landmanagement/planning/?cid=stelprdb5443166](http://www.fs.usda.gov/detail/carson/landmanagement/planning/?cid=stelprdb5443166)).

The Forest Plan is expected to be available for public review and comment in the Fall/Winter of 2017.

### ***Town of Taos 2013 UPDATED Community Economic Development Strategic Foundational Plan & Community Economic Development Element***

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This plan was done in response to Taos’ participation in recertification as a Certified Communities Initiative participant, and was an update to the 2010 project of the same name. This effort was a progression towards a formal community economic development plan. It was an update to the original Foundation Plan.

### ***Taos County Comprehensive Plan Update 2016- Visions, Goals and Strategies***

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This document updates the 2004 Taos County Comprehensive Plan to describe and responds to conditions in 2016. The update reflects the current needs and visions of the community residents. It is organized as community values, goals and strategies and defines the direction for the County Commissioners.





## **Planning and Zoning Commission**

### **Resolution 16-284**

#### **APPROVING THE ROADWAY IMPROVEMENTS ELEMENT OF THE VILLAGE MASTER PLAN**

**WHEREAS**, the Planning and Zoning Commission adopted the Village of Taos Ski Valley Master Plan in November 8, 2010 by Resolution 11-198; and

**WHEREAS**, Section 3-19-10 of the New Mexico state statutes allow the Planning and Zoning Commission to adopt "a part of the master plan as work progresses on the master plan; provided the part corresponds with one of the functional subdivisions of the subject matter of the plan;" and

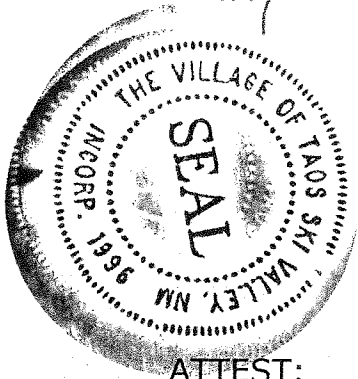
**WHEREAS**, the Planning and Zoning Commission finds it necessary to adopt the Roadway Improvements Element of the Master Plan to reflect the most current goals, policies, and objectives for the improvement and maintenance of Village roadways in order to better serve the safety and overall welfare of the Village; and

**WHEREAS**, the goals, policies, and objectives of the Roadway Improvements Element are based on careful and comprehensive studies of existing conditions, probable future growth of the Village, and citizen input from Village residents, businesses, and property owners; and

**WHEREAS**, the Planning and Zoning Commission has reviewed the Roadways Improvements Element, together with the accompanying maps, charts, descriptive and explanatory matter; and

**Now, be it resolved**, that the Planning and Zoning Commission approves the Roadway Improvements Element and encourages the Village Council to adopt the Roadway Improvements Element.

Approved by the Planning and Zoning Commission this 6<sup>th</sup> day of July, 2015.



Planning and Zoning Commission

Tom Wittman

Tom Wittman, Chair

ATTEST:

Kim M. Woodridge

Village Clerk

Vote: For 5 Against 0 Abstain 0

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Planning & Zoning Commission

Approving the Roadway Improvements Element of the Village Master Plan



## **Resolution 2016-289**

### **ADOPTING THE ROADWAY IMPROVEMENTS ELEMENT OF THE VILLAGE MASTER PLAN**

**WHEREAS**, the Planning and Zoning Commission adopted the Village of Taos Ski Valley Master Plan in November 8, 2010 by Resolution 11-198; and

**WHEREAS**, the Planning and Zoning Commission approved Resolution 15-285 – Approving the Roadway Improvements Element of the Village Master Plan; and

**WHEREAS**, Resolution 15-285 encourages the Village Council to adopt the Roadway Improvements Element; and

**WHEREAS**, the Village Council finds it necessary to adopt the Roadway Improvements Element of the Master Plan to reflect the most current goal, policies, and objectives for the improvement and maintenance of Village roadways in order to better serve the safety and overall welfare of the Village; and

**WHEREAS**, the goal, policies, and objectives of the Roadway Improvements Element are based on careful and comprehensive studies of existing conditions, probable future growth of the Village, and citizen input from Village residents, businesses, property owners, and committees; and

**WHEREAS**, the Village Council has reviewed the Roadways Improvements Element, together with the accompanying maps, charts, descriptive and explanatory matter; and

**Now, be it resolved**, that the Village Council adopts the Roadway Improvements Element of the Village Master Plan.

**PASSED, ADOPTED AND APPROVED** this 14th day of July, 2015.

**THE VILLAGE OF TAOS SKI VALLEY**

Neal King  
Mayor

Attest:

Ann M. Wooldridge  
Village Clerk

Vote: For 4 Against 0





# **INTRODUCTION**

The Village of Taos Ski Valley (Village) adopted this Roadway Improvements Element of the Master Plan to provide residents, property owners, developers and the Village staff with a clear guide of how the Village roadway network should be improved and maintained within the next twenty years. The Council and the Planning & Zoning Commission believe it is necessary to adopt the Roadway Improvements Element prior to the adoption of the complete Master Plan due to the redevelopment taking place within the Core Village. As new development occurs in the Core Village (and elsewhere), it is more important for the Village to approve the preferred design, construction, and priorities of roadway improvements to facilitate safe and convenient circulation for vehicles, pedestrians, and bicycles.

## **EXISTING CONDITIONS**

The existing roadway system is characterized by steep terrain with narrow rights-of-way, gravel road surfaces, several steep switch-backs, and icy driving conditions. The existing conditions make roadway improvements very difficult and very expensive. Furthermore, the icy conditions, narrow roads, lack of sidewalks, and steep switch-backs cause safety hazards for drivers and pedestrians. The intensity of development proposed in the Village Core will exaggerate these conditions if new roadways are not designed and maintained properly.

There are 5.6 miles of public roads and .9 miles of private roads within the Village. This does not include the 7.7 miles of NM 150 between the intersection of NM 230 and the Village entry and the roadways located in the U.S. Forest Service (USFS) parking lot. Only the USFS parking lot, the Pioneer Glade subdivision, and Sutton Place are paved roads; however, recent development plans include pavement of several roads within the Village Core area and Twining Road to Kachina area.

The Village is a member of the Northern Pueblos Regional Planning Organization (NPRTPO). The NPRTPO is a state-designated organization that orchestrates rural transportation planning with local and regional government agencies. The NPRTPO develops the Regional Transportation Improvement Plan Recommendation, a regional transportation plan consisting of project recommendations from rural, municipal, county, and tribal governments within the region. The Village Public Works Department is responsible for maintaining public roads, including snow removal and snow storage. Snow storage easements are scattered throughout the Village along roadways.

Erosion is a concern to the Village and private property owners due to the impacts to roadways, culverts, water quality, and riparian areas.

The **Existing Conditions Map** and **Table #1 - Existing Conditions** identify the individual roadway sections, their ownership, length, rights-of-way, surface type, slope and general condition. The general condition is determined by the combination of width, slope, surface condition, and drainage. The **Roadway Slope Map** identifies the average slope of each roadway. The slopes in the Roadway Slope Map should be verified prior to any additional planning or design.

## **PREVIOUS PLANS**

The Village has entertained numerous roadway improvement proposals since the Village was first incorporated in 1996. The Village adopted a Master Plan in 2007 and an updated Master Plan in 2010. The Council adopts the annual Infrastructure Capital Improvements Plan. Below is a summary of these plans and a brief description of the roadway improvements that have been considered.

**Some of the proposed projects found in previous plans have already been completed while many of the proposals have been disregarded due to the estimated cost or the lack of additional rights-of-way. Other projects will be completed through the Tax Increment Development District (TIDD). The current status or funding sources of each project is indicated in parentheses wherever possible.**

### 2001 Comprehensive Plan

The Village Council recognized the importance of roadway improvements when it adopted the first Comprehensive Plan in 2001. The Comprehensive Plan included the following recommendations for transportation and circulation:

1. In order to enhance the Village core, increase pedestrian safety, reduce pedestrian/vehicle conflicts and generally create a pedestrian oriented Village core, every attempt will be made with both public and private projects to place priority on a pedestrian only Village core.
2. Any new parking structures or surface lots will be encouraged to locate beyond the perimeter of the Village core, although such parking may be allowed within the Village core.
3. Any new roadway in the Village will allow for adequate emergency vehicle access, snow storage, and pedestrian walkways as determined by the appropriate Village department, whether built by the Village or by a private party.
4. Because of the existing problem with snow storage, the Village will develop snow storage areas away from existing roadways where possible.

### 1999 Larkin Group Study

This study was conducted to quantify traffic conditions for vehicle and pedestrians and to recommend roadway projects to satisfy the projected traffic demand as a result of new development. The study also examined snow storage, signage, subdivision regulations, and maintenance issues. The study states, "The most critical areas of concern for travel within the Village seem to be along Thunderbird Road and Ernie Blake Road and along Twining Road." Amizette was not included in the study.

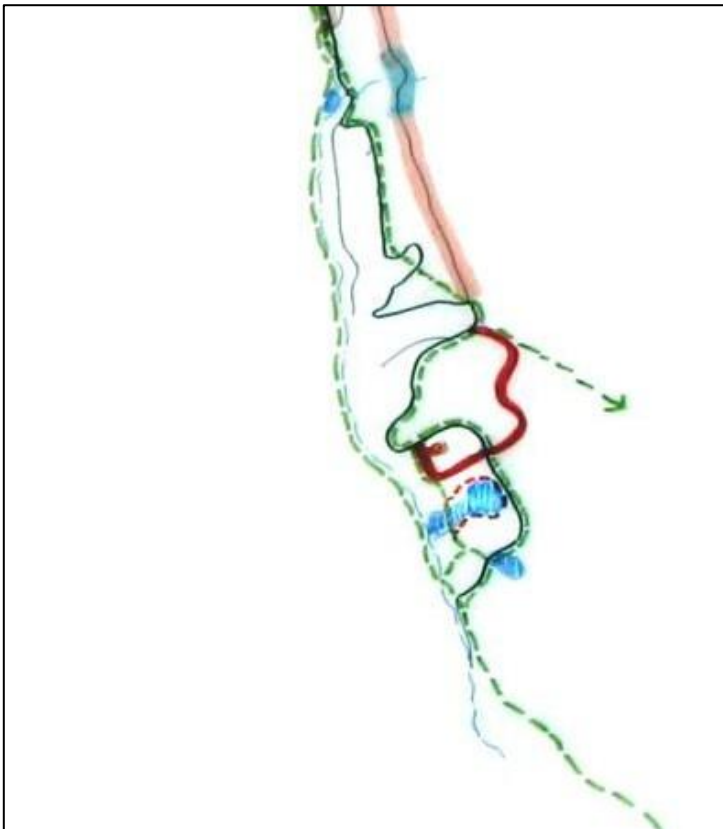
The Study recommended the following roadway improvements:

1. **Relocation of Ernie Blake Road** along the Sierra Del Sol condominiums toward the Twining Condominiums and connect to a new intersection at Twining Road. (TIDD)
2. **Improve Thunderbird Road** with 6 foot sidewalks and curb and gutter. (TIDD)
3. **Twining Road Drainage System** to provide positive drainage. (COMPLETE)
4. **Twining Road Pavement** near the Ernie Blake Road intersection. (TIDD)
5. **Phoenix Switchback Intersection Improvements** to improve turning movements. (COMPLETE)
6. **Cliffhanger Drive Improvement** to improve the sharp curves at Twining Road. (FURTHER STUDY)
7. **Ernie Blake Drainage Improvements** to reduce ponding at the Thunderbird Road intersection. (COMPLETE)
8. **Improve Cliffhanger Drive** as a potential one way pair with Twining Road.
9. **O.E Pattison Loop** to become a one way road. (COMPLETE)
10. **Improve Twining Road** with grade changes and acquire snow storage easements and apply dust suppressants during summer months. (COMPLETE)
11. **Kachina Road Avalanche Structure** (and avalanche bridge) to minimize damage caused by avalanches and provide an alternative access to Kachina. (FURTHER STUDY)
12. **Pedestrian Facilities** at Ernie Blake Road and Thunderbird Road, including a pedestrian path between Dolcetto Road and Twining Road. (FURTHER STUDY)

## 2010 Master Plan

The 2010 Master Plan included a variety of recommendations to improve roadways and traffic circulation. These included:

- develop a pedestrian circulation plan, (PARCEL CONCEPTUAL PLAN + TIDD)
- provide appropriate street lights, (IN PROGRESS)
- consider people moving options such as an electric shuttle, cog railroad, gondola or funicular, (FURTHER STUDY)
- examine the potential for a bypass to Kachina Road, (FURTHER STUDY)
- create areas of snow storage, (IN PROGRESS)
- "a landscaped entry along Armadillo Road (previously the Armadillo parking lot) that focuses attention in the "Center" and the scenic vista of the narrowing valley beyond" and "Prohibit parking along Armadillo Road." (FUTURE DOT MUNICIPAL ARTERIAL PROJECT)



The map illustrates the proposed Kachina Bypass. (FURTHER STUDY)

A gondola was also recommended to connect the Village Core and Kachina.



The Master Plan also included typical roadway sections to identify design standards for different roadways. However, the map and the illustrations do not identify which roadways should be developed to the particular standard.

<b>Road Type</b>	<b>Right-of-Way</b>	<b>Travel Lane Width</b>	<b>Speed</b>	<b>Other</b>
Entry Avenues and Queuing Lanes	60'	10'	30 MPH	on-street parking, 12' landscape buffer & sidewalk
Main Road	50'	12'	20 MPH	on-street parking, 12' landscape buffer & sidewalk
One-Way Lane	24'	12'	not identified	6' landscape buffer
Rural Road	24'	12'	not identified	6' landscape buffer

The Master Plan also recommended:

1. "Study the feasibility of improving the Kachina High Road for year-round use." (FURTHER STUDY)
2. "Also look at ways to improve Phoenix Switchback." (COMPLETE)
3. "The terminus of Armadillo is a public space, opening onto community facilities and providing a hub for transit services and mixed-use buildings." (IN PROGRESS)

### 2012 Parcel Conceptual Plan

The Planning & Zoning Commission and the Village Council amended the Zoning Regulations (Ordinance 14-30) to include the Core Village Zone to the zoning map and adopted a variety of development standards and procedures to facilitate new development within the Village Core. The Core Village Zone allows property owners to submit a Parcel Conceptual Plan for the purpose of "facilitating the redevelopment and revitalization of the CVZ area, stimulating a consistent and sustainable mixture of commercial, residential and recreational land uses, promoting a reasonable bed base of residential and lodging units to support the resort, fostering a vibrant pedestrian activity zone, and providing a base village environment that supports resort operations and provides a positive resident and visitor experience in multiple seasons."

Following the approval of the CVZ, the developers of Taos Ski Valley, Inc. submitted a Parcel Conceptual Plan for 6 parcels within the CVZ. The Parcel Conceptual Plan proposed roadway improvements for Sutton Place, Thunderbird Road, and the relocation of Ernie Blake and Burroughs Roads.

### 2015 Tax Increment Development District (TIDD)

The Village Council unanimously approved the formation of the TIDD and village residents and property owners overwhelmingly approved the TIDD in early 2015. The TIDD is a public finance “mechanism” whereby the developer provides the up-front bond financing for a variety of public infrastructure improvements in return for the dedication of future gross receipts taxes and property tax increments. The tax increments are used to re-pay the debt service of the bonds. A portion of the incremental taxes are dedicated to the local government to pay for the on-going operations and maintenance of the infrastructure after it has been developed and dedicated to the local government. The TIDD estimated over \$52 million in overall infrastructure needs. The following table identifies only the transportation and roadway improvements of the TIDD.

#### **TIDD Projects**

<b>Project</b>	<b>Year</b>	<b>Cost Estimate</b>
Sutton Place Crossing	2015	\$1,460,000
Snow Storage Solution	2016-2017	\$525,000
Ernie Blake & Thunderbird Road Upgrades	2016-2017	\$1,650,000
West Burroughs Crossing	2017	\$1,320,000
Route 150/Village Entry Road	2017	\$1,650,000
Strawberry Hill Access & Crossing	2018	\$2,335,000
Parking Lot Upgrades & RV Park	2018	\$1,100,000
Twining Road Pavement (.5 miles)	2018	\$660,000
Pave Road to Kachina	2018	\$2,200,000
Public Parking Facility (at Kachina)	2019	\$1,000,000
	TOTAL	\$13,900,000

### Infrastructure Capital Improvements Plan (ICIP)

Every year the Village Council adopts an ICIP. The ICIP is a list of unfunded infrastructure projects presented in priority order for a five year period. The following roadway and parking improvement projects have been included in the ICIP since 2011:

<b>Project</b>	<b>Estimated Cost</b>
Twining Road Improvement – Phase III Construction	\$50,000
Purchase Land for Pedestrian Walkways in Village Core	\$150,000
Village Core Pedestrian Walkway Construction	\$45,000
Construct Kachina Road Improvements – Phase II	\$70,000
Construct Kachina Road Improvements – Phase III	\$70,000
Phases I - IV Village Core Infrastructure Improvements	\$750,000
Phases IV – VIII Road Improvements	\$55,000
Acquire Land and Design New Village Entry Road	\$400,000
Construct Phase I Village Entry Road	\$1,800,000
Design and Construct Kachina Road Improvements (Hiker Parking to Bavarian)	\$100,000
Beaver Pond Sediment Control / Riparian Restoration	\$100,000/\$50,000/\$150,000
Terry Sports Demolition	\$50,000

### State and Regional Plans

The Village falls within District 5 of the New Mexico DOT (DOT). DOT completes a Statewide Transportation Improvements Plan for state highways such as NM 150. The Northern Pueblos Regional Transportation Planning Organization (NPRTPO) is responsible for coordinating regional transportation planning with the Village and other government agencies and communities.

## **EXISTING ORDINANCES**

### Zoning Regulations

The Core Village Zone of the Village Zoning Regulations includes development standards for new roadways. It states, "The typical cross-sections should strive to strike a balance that provides a functionally efficient, safe and connected network of vehicular and pedestrian facilities with street cross-sections that balance the need for necessary vehicular movement with the minimized speeds and traffic management controls necessary to promote a pedestrian-oriented resort community. Parking on roads shall not be permitted unless the road is specifically designed for on-road parallel parking."

## Impact Fees

The Village Council adopted impact fees as a part of the zoning ordinance. Impact fees are imposed on new development to pay "its fair and proportionate share of the costs to the Village of Taos Ski Valley associated with providing necessary public services and public facilities...that serve such development." (Ordinance 14-30. Section 22). Impact fees are charged for 1) roadway, pedestrian and drainage improvements, 2) parks & recreation / open space, 3) general government facilities, and 4) public safety. The fee for roadway, pedestrian and drainage improvements is \$2.4773 per square foot of development. The fee is determined from an estimate of the total square footage of future development divided by the total estimated costs of the public services and public facilities. Water and sewer systems are not included in the impact fee ordinance. These estimates were prepared by the Village staff and are contained in the "Public Facilities Needs Assessment Report" which was approved by the Village Council on June 10, 2014.

### **Public Facilities Needs Assessment Report June 10. 2014**

"In addition to the current deficiencies found in the Village's transportation system, future traffic problems generated by increased residential and commercial growth in Taos Ski Valley will severely impact the Village's current roadway system. Because all the traffic into or out of the Village must use NM State Highway 150, the traffic volume on the streets at the north end of the Village are highest. Additionally, this area will see the greatest traffic impact as a result of growth in the southern section of the Village. Specific areas where existing traffic problems will be further exacerbated by new growth are the following:

- Ernie Blake Road
- Sutton Place
- Thunderbird Road
- Twining Road
- The intersection of Phoenix Switchback and Twining Road
- Kachina District Roads and Intersections
- Lack of snow storage along Twining Road and in commercial core creates traffic congestion problems and safety issues.

Taos Ski Valley receives on average 300 inches of snow per year. Because of this, adequate **snow removal and storage sites are needed in order to facilitate traffic, pedestrian and emergency vehicle movement throughout the Village.**"



The Assessment identified the following roadway improvements and cost estimates:

<b>VTSV Road Improvements</b>	<b>Costs</b>
Phoenix Switchback Retaining Wall (COMPLETE)	\$275,000.00
Village Entry Road (TIDD)	\$2,548,273.00
Twining Rd, ending at Phoenix Switchback, sidewalk, street lights, curb, gutter, storm water management, etc. (TIDD)	Phase I - \$528,895.50 Phase II - \$528,895.50
Ernie Blake paving, sidewalk, street lights, curb, gutter, storm water management, etc. (TIDD + LAND ACQUISITION)	\$459,430.00
Replace Sutton Place river crossing (TIDD)	\$375,000.00
Sutton Place resurfacing, sidewalk, street lights, curb, gutter, storm water management, etc. (TIDD)	\$278,771.00
Thunderbird Rd. Paving, sidewalk, street lights, curb, gutter, storm water management, etc. (TIDD)	\$293,655.00
Kachina District Improvements (TIDD)	\$275,000.00
West Burroughs Road sidewalk, street lights, curb, gutter, storm water management, etc. (TIDD – NEED RIGHT OF WAY)	\$303,402.00
Purchase of Land for Snow Storage & Right of Way (TIDD)	\$525,000.00
<b>Total:</b>	<b>\$6,291,322.00</b>

### Subdivision Ordinance

The subdivision ordinance includes designs standards for new roadways to be constructed within a new subdivision. These standards are intended to preserve views and protect the natural characteristics of the hillside. Specific design standards require a minimum street right-of-way width not less than thirty (30) feet, two 12-foot travel lanes, twenty (20) feet snow storage easement on each side (excluding driveways), and a slope not to exceed 12% grade.

The Village applies these standards for re-design and re-construction of existing roadways when a development necessitates roadway improvements to service the development.

# **GOAL, POLICIES, AND OBJECTIVES**

The goal, policies, and objectives present a framework for evaluating new development proposals and for implementing roadway projects.

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## **Goal**

**The Village accommodates the transportation needs of all users with a safe, convenient, and cost effective roadway network.**

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## **Policies**

1. The Village will improve roadways (or propose new roadways) where there is a clear benefit to public safety, convenience, and welfare and when the development of the Village's public facilities requires new roadways.
2. Private property owners will pay for all necessary roadway improvements which are necessitated by new development, particularly in areas where the existing roadways do not meet design standards.
3. The Village will accept dedication of roadways only when they are built to the Village's design standards and protect the public safety and welfare.
4. Village roads will be designed, constructed, and maintained to provide adequate snow storage areas without placing an undue burden to individual property owners or the Village.
5. Roadway design will minimize cut and fill to avoid erosion and landslides and to minimize sedimentation and jeopardize surface water quality; the installation of underground utilities will be coordinated to the maximum extent possible prior to any construction to avoid trenching after the roadway has been improved.
6. The Village will maintain public roadways to ensure the safety and convenience of the public.
7. The Village will seek funding from federal and state agencies for roadway improvements, including the DOT Coop program, wherever possible and feasible.
8. The Village will participate in regional transportation and transit planning efforts sponsored by Taos County, DOT, the Regional Transit Authority, the Town of Taos Chili Line, the Northern Pueblos Planning Organization, or the Intergovernmental Council of the Enchanted Circle.

## **Objectives**

### **1. Improve Village roadways.**

Each of the following roadways will be designed and developed according to the proposed conditions and typical cross sections to the maximum extent feasible. Not all roadway sections can be developed to these standards for the entire length the roadway, however. The roadway design should balance the needs for vehicle traffic, access to private property, public safety, lighting, pedestrian safety, snow storage requirements, signage, rights-of-way, utility easements, driveways, drainage and slope, and other potential limitations.

#### **a. Thunderbird Road**

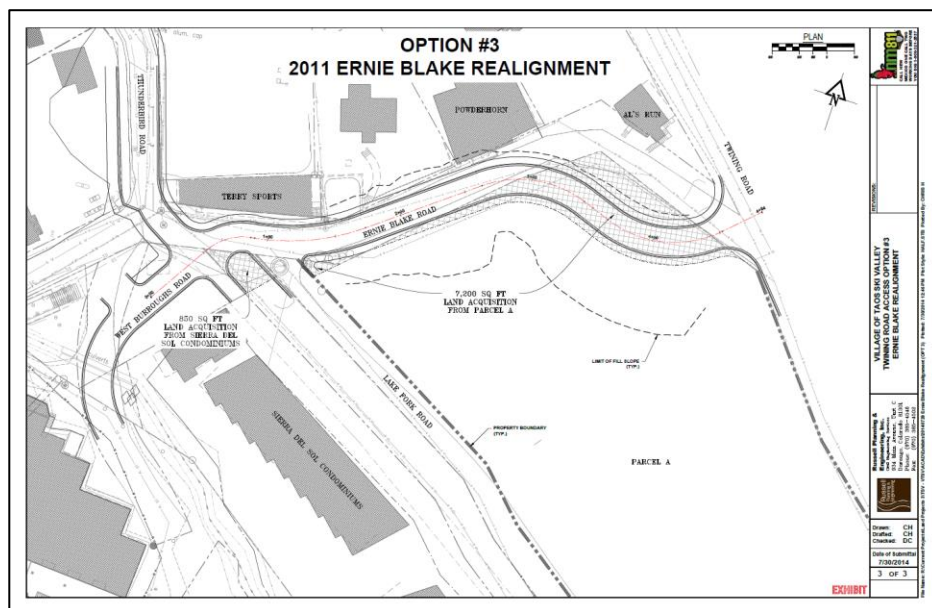
The Planning & Zoning Commission approved the roadway improvements to Thunderbird Road as a part of the Conditional Use Permit for the Parcel D Development. There will be a minimum of a five-foot sidewalk on both sides; however, the Village will continue negotiations with adjacent property owners to acquire the necessary rights-of-way for adequate sidewalks.



**Illustration of Thunderbird Road taken from the TSV, Inc. Core Revitalization Conceptual Plan. February 2012.**

b. Ernie Blake Road

Ernie Blake is currently not safe for two-way traffic. The Planning & Zoning Commission approved Option #3 for the new alignment of Ernie Blake Road during a Commission meeting held on August 4, 2014 . A land acquisition or land



exchange will be required with private property owners to improve the roadway to safe conditions prior to permitting two-way traffic along the entire length of the road. The road will be realigned to reduce the slope and provide a perpendicular intersection at Twining Road. It will include two travel lanes, curb and gutter, sidewalks.

c. Sutton Place

Sutton Place will be developed as a part of the mixed-use development on Parcel G. It will include two 10-foot travel lanes, curb and gutter, a landscape strip of various widths, and an 8- to 6-foot sidewalk on the east side. The existing walkway along the Edelweiss will serve as the pedestrian passage on the west side.

d. West Burroughs Road

West Burroughs Road will remain a private road beyond the Lake Fork Stream to provide access to private developments. The design and schedule for construction of be determined between the developer and the consulting engineers.

e. Twining Road to the Phoenix Switchback

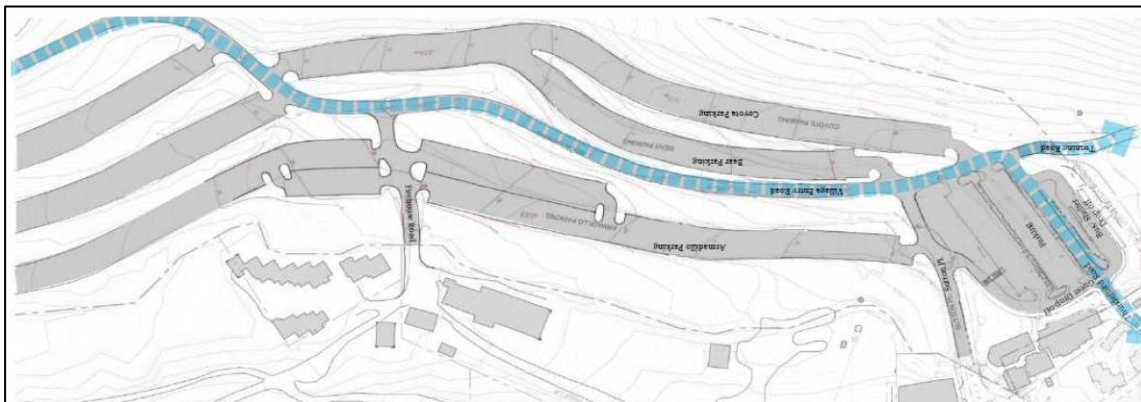
Twining Road improvements will include water line upgrades and dry utilities, pavement of two 12-foot travel lands, shoulders and roadside drainage ditches.

**A ROAD SITE PLAN AND TYPICAL SECTIONS OF ROADWAY IMPROVEMENTS FOR THE VILLAGE CORE AREA ARE INCLUDED AS EXHIBITS #1 - #5.  
A NARRATIVE IS INCLUDED AS EXHIBIT #6.**



2. Adopt a comprehensive **snow management plan** by winter, 2015.
3. The Village anticipates increases in dust pollution as new development occurs at the Kachina area. The Village Public Works Department will apply **bionic soil** to selected sections of gravel roads for more effective **dust and erosion control**. Thunderbird Road and Twining Road are likely candidates as a pilot project to determine if the bionic soil should be applied throughout the Village. Completed in 2015 and 2016.
4. Utilize **GIS** to complete a comprehensive inventory of roadway conditions, rights-of-way, and the location, type, and age of all roadway signs, utilities, and drainage structures. To be completed by 2017.
5. Amend the Village Zoning Regulations to quantify the **shared parking** calculations for mixed use developments. To be completed by 2017.
6. Work with TSV, Inc. and the US Forest Service to design and construct a new **Village Entry** road. The road will provide direct access to Twining Road and Thunderbird Road. Sidewalks will not be necessary. A landscaped median, way-finding signs, and adequate lighting should be included in the design. To be completed by 2017. A typical cross section is included as **EXHIBIT #7**.

**The proposed alignment of the new Village Entry taken from the TSV, Inc. Core Village Conceptual Plan. February 2012.**



7. **Adopt roadway design standards** for Village roadways. Standards should address minimum slope, drainage, travel lane width, sidewalk width, crosswalks, landscape buffers, public lighting, snow storage, and other potential conditions. Standards will be adopted for Primary and Secondary Roads. A Primary Road serves high density commercial development and anticipates heavy pedestrian traffic. There should be a 10-foot travel lane, ample sidewalks with space for street lights, trash receptacles, ski racks, benches, planting strips, street trees, and other street furniture to create an urban character. A Secondary Road

serves the residential areas of the Village. The car is the predominant use of the Secondary Road with limited pedestrian traffic. There should be a 30-foot right-of-way with two 10- to 12-foot travel lanes, a 3-foot drainage swale, and a ten foot front set-back on private property for snow storage. Completed by 2018.

8. Install standard **name signs on all Village roads** and **require standard name signs on all private roads**. To be completed by 2019.

**Table #2** summarizes the **Proposed Roadway Improvements** for all roadways. Roadway maintenance will consist of routine grading, clearing of drainage and culverts, dust control with magnesium chloride and water, and the application of base course and/or pit run. The **Roadway Improvement Plan Map** identifies the location and proposed improvements.

Any paving, curb and gutter improvements to roadways must be preceded by the proper design and installation of all underground utilities to avoid any unnecessary cuts to the finished road surface. The village will coordinate with utility providers on the timing and placement of underground utilities during the planning, design, and construction phases of each project.

## **FUNDING SOURCES**

The following is a summary of potential funding sources for the roadway improvements and related projects. The Village will utilize the impact fees as much as possible to leverage additional funds for roadway improvements.

- **Tax Increment Development District**

As described above, the TIDD will be paying for over \$15 million in roadway improvements within the next several years. These projects are:

1. Sutton Place Crossing
2. Snow Storage Solution
3. Ernie Blake & Thunderbird Road Upgrades
4. West Burroughs Crossing
5. Route 150/Village Entry Road (Trenching)
6. Strawberry Hill Access & Crossing
7. Parking Lot Upgrades
8. Twining Road Pavement (.5 miles)
9. Pave Road to Kachina
10. Public Parking Facility (at Kachina)

The Village will work with the TIDD Board of Directors, TSV, Inc. and other developers and engineers to coordinate in the planning, phasing, design, construction, and dedications of these projects.

- **Local Government Road Fund**

The Local Government Road Fund was established by state law to provide funds to local governments for projects where local entities take the lead in developing and contracting construction and maintenance projects. Funding is eligible for project development, construction, reconstruction, improvement, maintenance or repair of public highways, streets and public school parking lots, and acquisition of right-of-way. The State will pay for 75% of the project costs if the Village contributes 25% of the project costs. There are four primary Programs funded by Local Government Road Fund: 1) The County Arterial Program, 2) the School Bus Route Program, 3) the Cooperative Agreement Program, and 4) the Municipal Arterial Program. The County Arterial Program and the School Bus Route Program do not apply to the Village; however, the Cooperative Agreement Program and the Municipal Arterial Program are excellent sources of funding for maintaining and improving the Village roads.

- **US Department of Transportation - Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants**

TIGER can provide discretionary, competitive grants for capital funding directly to any public entity, including municipalities. This flexibility allows traditional partners at the state and local level to work directly with a host of entities that own, operate, and maintain transportation infrastructure. TIGER's competitive structure and broad eligibility allow project sponsors to develop multi-modal, multi-jurisdictional projects that may not be eligible for funding through traditional DOT programs. The TIGER program focuses on capital projects that generate economic development, and improve access to reliable, safe and affordable transportation for disconnected communities, both urban and rural, while emphasizing improved connection to employment, education, and services, workforce development, and community revitalization.

- **Highway Safety Improvement Program**

The New Mexico Highway Safety Improvement Program (NM HSIP) is designed to reduce traffic crashes causing fatalities and serious injuries in New Mexico. The New Mexico DOT issues an announcement soliciting proposals for either engineering stand-alone transportation safety improvement projects or non-construction transportation safety programs for consideration for discretionary funding in the appropriate fiscal year.

Local governments must send their applications first to the Regional Transportation Planning Organization (RTPO) for review, processing, and approval and then have the RTPO submit the applications to the DOT General Office, Traffic Technical Support Bureau.

# **CONCLUSIONS**

The Roadway Improvements Element will be used as a guide to develop the annual Infrastructure Capital Improvements Plan and to work with private land owners, developers, and the state of New Mexico DOT in meeting the transportation needs of the community.

The Roadway Improvements Element was adopted prior to the other elements of the Master Plan due to the amount of development planned for the Core Village and the need to identify the Village's priorities and design standards for future roadway improvements.

The Village recognizes that many of the existing roadways are too narrow and too steep to allow for proper slope, drainage, and snow storage. The Village also recognizes that the cost of improving these roads to current standards is not feasible from an engineering and financial perspective. Nonetheless, the Village will work diligently to make any necessary roadway improvement to protect the health, safety and welfare of all residents and guests of the Village of Taos Ski Valley.

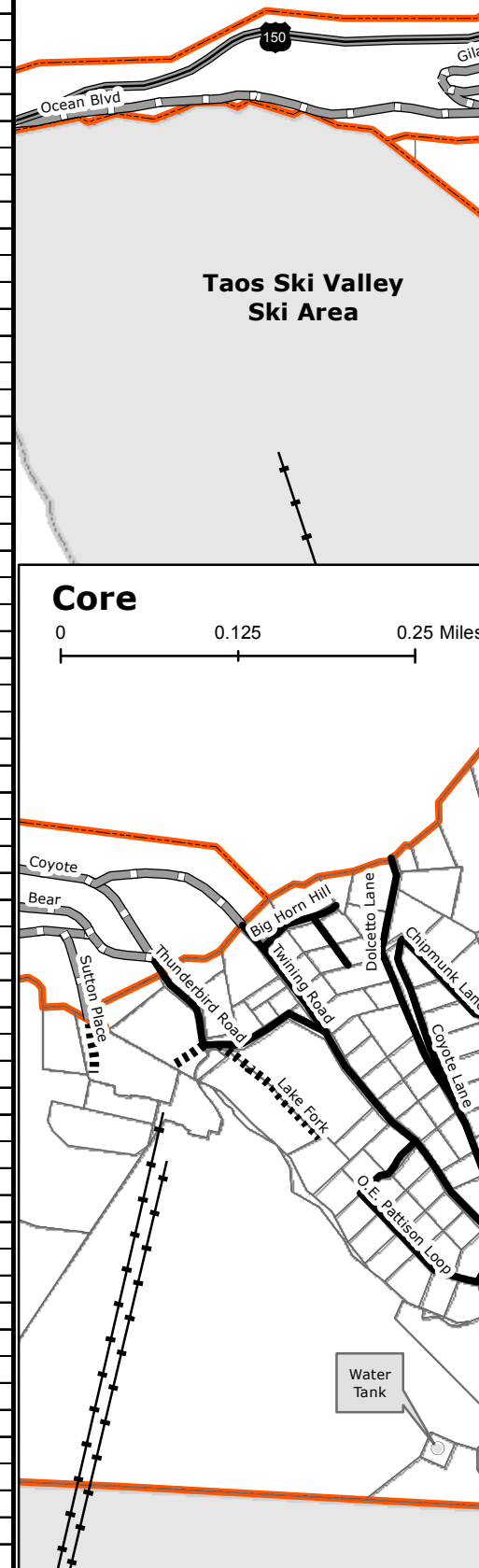
TABLE #1 – EXISTING CONDITIONS						
Name	Ownership	Right of Way Width	Surface Type	Distance (Feet)	Average Slope (%)	General Condition
Armadillo	USFS	0	Paved	1222	5.4	Fair
Bear	USFS	0	Paved	640	2.3	Fair
Big Horn Hill	Public	20	Gravel	323	18.7	Poor
Bison	USFS	0	Paved	823	6.4	Fair
Black Bear Drive	Public	20	Gravel	109	unknown	Fair
Bull of the Woods Road	Public	30	Gravel	1261	23.9	Poor
Chipmunk Lane	Public	20	Gravel	483	20.9	Poor
Cliffhanger Loop	Public	20	Gravel	1187	13.1	Poor
Coyote	USFS	0	Paved	1263	4.0	Fair
Coyote Lane	Public	20	Gravel	1199	16.6	Fair
Dolcetto Lane	Public	20	Gravel	968	17.3	Poor
Eagle	USFS	0	Paved	1106	4.4	Fair
Ernie Blake Road	Public	30	Gravel	393	6.7	Poor
Firehouse Road	Private	0	Gravel	737	12.9	Fair
Gila Monster	USFS	0	Paved	841	7.6	Fair
Kachina Road	Public	50	Gravel	5230	4.1	Good
Lake Fork	Private	20	Gravel	511	8.1	Fair
Lynx Road	Public	40	Gravel	629	7.3	Fair
Mineslide Road	Private	0	Gravel	754	4.4	Poor
O.E. Pattison	Public	20	Gravel	738	3.8	Fair
Ocean Blvd	USFS	0	Gravel	1227	26.8	Fair
Phoenix Switchback	Public	30	Gravel	1503	8.0	Fair
Porcupine Road	Public	50	Gravel	1876	4.6	Good
Snow Shoe Trail	Public	20	Gravel	506	13.2	Fair
State Road 150	State	0	Paved	40667	12.2	Fair
Sutton Place	USFS	0	Gravel	340	23.2	Fair
Thunderbird Road	Public	30	Gravel	511	7.3	Fair
Twining Road	Public	30	Gravel	2046	5.2	Fair
Wolf Lane	Public	20	Gravel	222	2.3	Fair
Kachina Road South	Public	50	Gravel	1777	6.1	Good
Deer Blvd	USFS	0	Paved	735	13.9	Fair
Armadillo	USFS	0	Paved	92	8.2	Fair
Upper Twining Road	Public	20	Gravel	1583	5.7	Good
Zap's	Public	40	Gravel	1257	4.6	Fair
Blue Jay Ridge Road	Private	40	Gravel	1465	1.8	Fair
Emma	Public	0	Gravel	849	9.8	Poor
Gusdorf	Public	40	Gravel	643	10.0	Poor
Deer Lane	Public	40	Gravel	381	12.8	Fair
Big Horn Cove	Public	30	Gravel	135	1.9	Fair
Marmot Trail	Public	0	Gravel	292	6.5	Fair
Coyote	USFS	0	Paved	624	4.9	Fair
Bear	USFS	0	Paved	256	6.1	Fair
Bear	USFS	0	Paved	459	6.9	Fair
Burroughs Road	Public	30	Paved	597	2.8	Good
Lily Lane	Public	30	Paved	182	11.5	Fair
Gerson	Public	40	Gravel	513	6.9	Poor
Ocean Blvd	USFS	0	Paved	1180	4.4	Fair
Twining Road	USFS	0	Gravel	666	9.2	Fair
Twining Road	Public	30	Gravel	396	8.3	Fair
Twining Road	Public	30	Gravel	530	10.7	Fair
Firehouse Road	Private	0	Gravel	703	11.0	Fair
Borroughs	Private	30	Gravel	126	12.8	Poor
Firehouse Road	USFS	0	Gravel	222	4.1	Poor
Sutton Place	Private	0	Gravel	199	9.0	Fair
Marmot Trail	Public	0	Gravel	103	4.7	Fair
O.E. Pattison Loop	Public	20	Gravel	291	7.6	Fair
Twining Road	Public	30	Gravel	485	16.0	Fair
Twining Road	Public	30	Gravel	113	46.2	Fair
Twining Road	Public	30	Gravel	529	14.3	Fair
Kachina Road South	Public	50	Gravel	1818	6.8	Fair
Kachina Road South	Public	50	Gravel	522	6.6	Fair



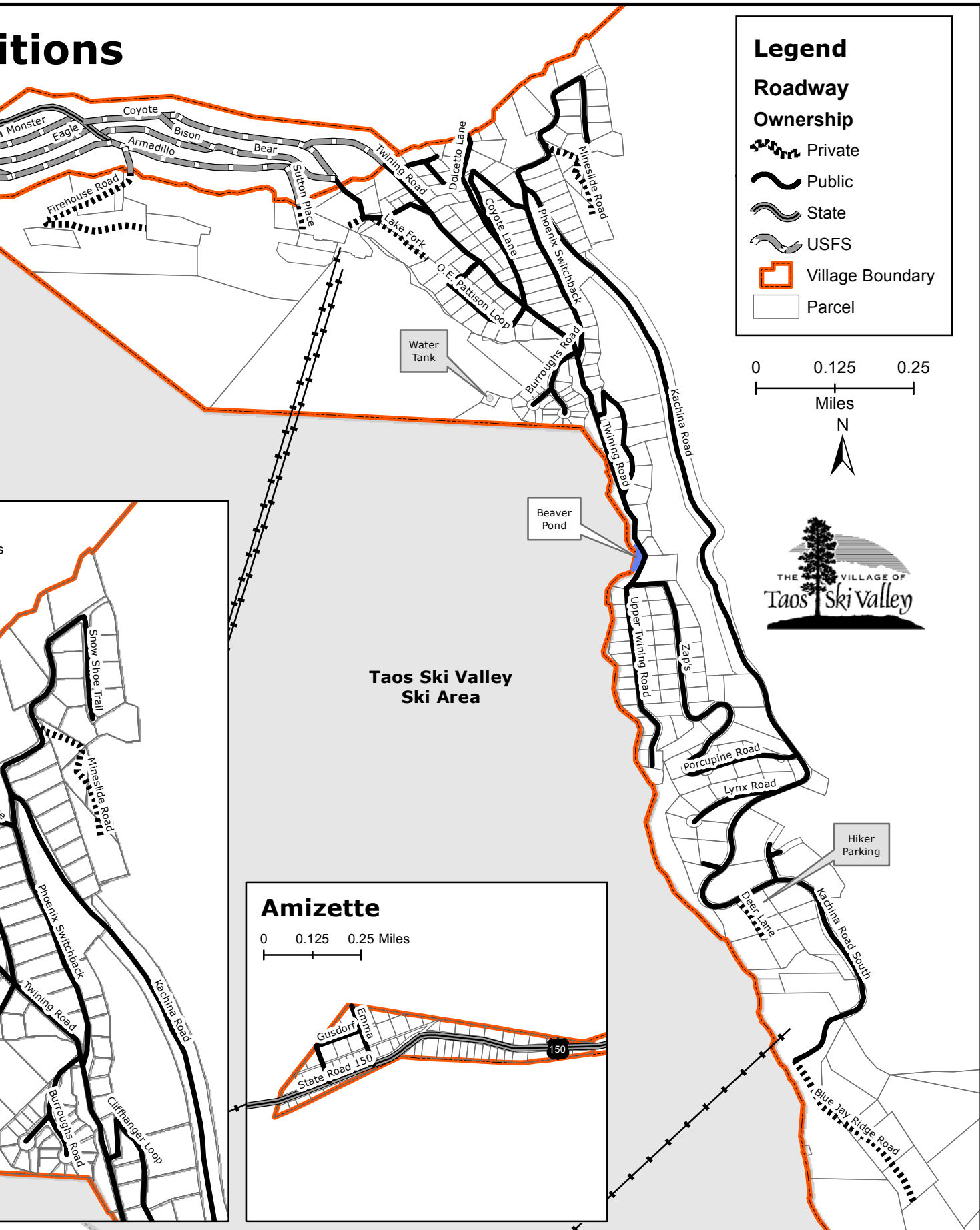
<b>TABLE #2 - PROPOSED ROADWAY IMPROVEMENTS</b>			
<b>Priority Year</b>	<b>Roadway Name</b>	<b>Proposed Improvement</b>	<b>Funding Source</b>
2015/2016	Sutton Place	Pave, Curb & Gutter, Sidewalk	TIDD
2016	Zap's Road	Grading & Drainage	DOT - NPRTPO
2016	Twining Road	Grading & Drainage	DOT - NPRTPO
2016	Kachina Road South	Grading & Drainage, Widen 20' for Snow Storage	DOT - NPRTPO
2016	Coyote Lane	Maintenance	DOT - NPRTPO
2016/2017	Ernie Blake Road	Realignment, Pave, Curb & Gutter, Sidewalk	TIDD
2016/2017	Thunderbird Road	Pave, Curb & Gutter, Sidewalk	TIDD
2016/2017	Snow Storage Solution	Acquire land and equipment for snow storage	TIDD
2017	West Burroughs Crossing	Pave, Curb & Gutter, Sidewalk	TIDD
2017	NM 150 / Village Entry	Planning and Design, Pave and Shoulder	TIDD
2017	Upper Twining Road	Grading & Drainage, Widen 10' for Snow Storage	DOT - NPRTPO
2017	Chipmunk Lane	One-Way, Improve Intersection at Phx Switchback	DOT - NPRTPO
2017	Phoenix Switchback	Improve Intersection at Chipmunk	DOT - NPRTPO
2017	Big Horn Hill	Grading & Drainage	DOT - NPRTPO
2018	Bull of the Woods Road	Maintenance	DOT - NPRTPO
2018	Dolcetto Lane	Maintenance	DOT - NPRTPO
2018	Emma	Reconcile Roadway alignment with Right of Way	DOT - NPRTPO
2018	Lake Fork Creek	Gravel	DOT - NPRTPO
2018	Kachina Road	Pavement	TIDD
2018	Strawberry Hill	Pave, Curb & Gutter, Sidewalk	TIDD
2018	Twining Road (.5 miles)	Dust Control, Pave, Curb & Gutter	TIDD
2018	Parking Lot Upgrades	Redesign and resurface the TSV parking lot	TIDD
2019	State Road 150	Resurface & Bike Lane	DOT - NPRTPO
2019	Wolf Lane	Grading & Drainage	DOT - NPRTPO
AS NEEDED	Big Horn Cove	Maintenance	DOT - NPRTPO
AS NEEDED	Deer Lane	Maintenance	DOT - NPRTPO
AS NEEDED	Black Bear Drive	Maintenance	DOT - NPRTPO
AS NEEDED	Porcupine Road	Maintenance	DOT - NPRTPO
AS NEEDED	Snow Shoe Trail	Maintenance	DOT - NPRTPO
AS NEEDED	Twining Road	Maintenance	DOT - NPRTPO
AS NEEDED	Lily Lane	Maintenance	DOT - NPRTPO
AS NEEDED	Lynx Road	Maintenance	DOT - NPRTPO
AS NEEDED	Marmot Trail	Maintenance	DOT - NPRTPO
AS NEEDED	O.E. Pattison Loop	Maintenance	DOT - NPRTPO
AS NEEDED	Gerson	Maintenance	DOT - NPRTPO
AS NEEDED	Gusdorf	Maintenance	DOT - NPRTPO
AS NEEDED	Cliffhanger Loop	Maintenance	DOT - NPRTPO
AS NEEDED	John Burroughs Trail	Maintenance	DOT - NPRTPO
N/A	Bear	Pave, Curb & Gutter	Private
N/A	Blue Jay Ridge Road	None	Private
N/A	Firehouse Road	None	Private
N/A	West Burroughs Road	Pave, Curb & Gutter, Sidewalk	Private
N/A	Armadillo	None	N/A
N/A	Bear	None	N/A
N/A	Bison	None	N/A
N/A	Coyote	None	N/A
N/A	Deer Blvd	None	N/A
N/A	Eagle	None	N/A
N/A	Gila Monster	None	N/A
N/A	Lake Fork	None	N/A
N/A	Mineslide Road	None	N/A
N/A	Ocean Blvd	None	N/A

Name	Ownership	Right of Way Width	Surface Type	Distance (Feet)	Average Slope (%)	General Condition
Armadillo	USFS	0	Paved	1222	5.4	Fair
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Big Horn Hill	Public	20	Gravel	323	18.7	Poor
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Bull of the Woods Road	Public	30	Gravel	1261	23.9	Poor
Chipmunk Lane	Public	20	Gravel	483	20.9	Poor
Cliffhanger Loop	Public	20	Gravel	1187	13.1	Poor
Coyote	USFS	0	Paved	1263	4.0	Fair
Coyote Lane	Public	20	Gravel	1199	16.6	Fair
Dolcetto Lane	Public	20	Gravel	968	17.3	Poor
Eagle	USFS	0	Paved	1106	4.4	Fair
Ernie Blake Road	Public	30	Gravel	393	6.7	Poor
Firehouse Road	Private	0	Gravel	737	12.9	Fair
Gila Monster	USFS	0	Paved	841	7.6	Fair
Kachina Road	Public	50	Gravel	5230	4.1	Good
Lake Fork	Private	20	Gravel	511	8.1	Fair
Lynx Road	Public	40	Gravel	629	7.3	Fair
Mineslide Road	Private	0	Gravel	754	4.4	Fair
O.E. Pattison Loop	Public	20	Gravel	738	3.8	Fair
Ocean Blvd	USFS	0	Gravel	1227	26.8	Fair
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Porcupine Road	Public	50	Gravel	1876	4.6	Good
Snow Shoe Trail	Public	20	Gravel	506	13.2	Fair
State Road 150	State	0	Paved	40667	12.2	Poor
Sutton Place	USFS	0	Gravel	340	23.2	Fair
Thunderbird Road	Public	30	Gravel	511	7.3	Fair
Twining Road	Public	30	Gravel	2046	5.2	Fair
Wolf Lane	Public	20	Gravel	222	2.3	Fair
Kachina Road South	Public	50	Gravel	1777	6.1	Good
Deer Blvd	USFS	0	Paved	735	13.9	Fair
Armadillo	USFS	0	Paved	92	8.2	Fair
Upper Twining Road	Public	20	Gravel	1583	5.7	Good
Zap's	Public	40	Gravel	1257	4.6	Good
Blue Jay Ridge Road	Private	40	Gravel	1465	1.8	Fair
Emma	Public	0	Gravel	849	9.8	Poor
Gusdorf	Public	40	Gravel	643	10.0	Poor
Deer Lane	Private	0	Gravel	381	12.8	Fair
Big Horn Cove	Public	30	Gravel	135	1.9	Fair
Marmot Lane	Public	0	Gravel	292	6.5	Fair
Coyote	USFS	0	Paved	624	4.9	Fair
Bear	USFS	0	Paved	256	6.1	Fair
Bear	USFS	0	Paved	459	6.9	Fair
Burroughs Road	Public	30	Paved	597	2.8	Good
Lily Lane	Public	30	Paved	182	11.5	Fair
Gerson	Public	40	Gravel	513	6.9	Poor
Ocean Blvd	USFS	0	Paved	1180	4.4	Fair
Twining Road	USFS	0	Gravel	666	9.2	Fair
Twining Road	Public	30	Gravel	396	8.3	Fair
Twining Road	Public	30	Gravel	530	10.7	Fair
Firehouse Road	Private	0	Gravel	703	11.0	Fair
Borroughs	Private	30	Gravel	126	12.8	Poor
Firehouse Road	USFS	0	Gravel	222	4.1	Poor
Sutton Place	Private	0	Gravel	199	9.0	Fair
Marmot Lane	Public	0	Gravel	103	4.7	Fair
O.E. Pattison Loop	Public	20	Gravel	291	7.6	Fair
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Kachina Road South	Public	50	Gravel	1818	6.8	Fair
Kachina Road South	Public	50	Gravel	522	6.6	Fair

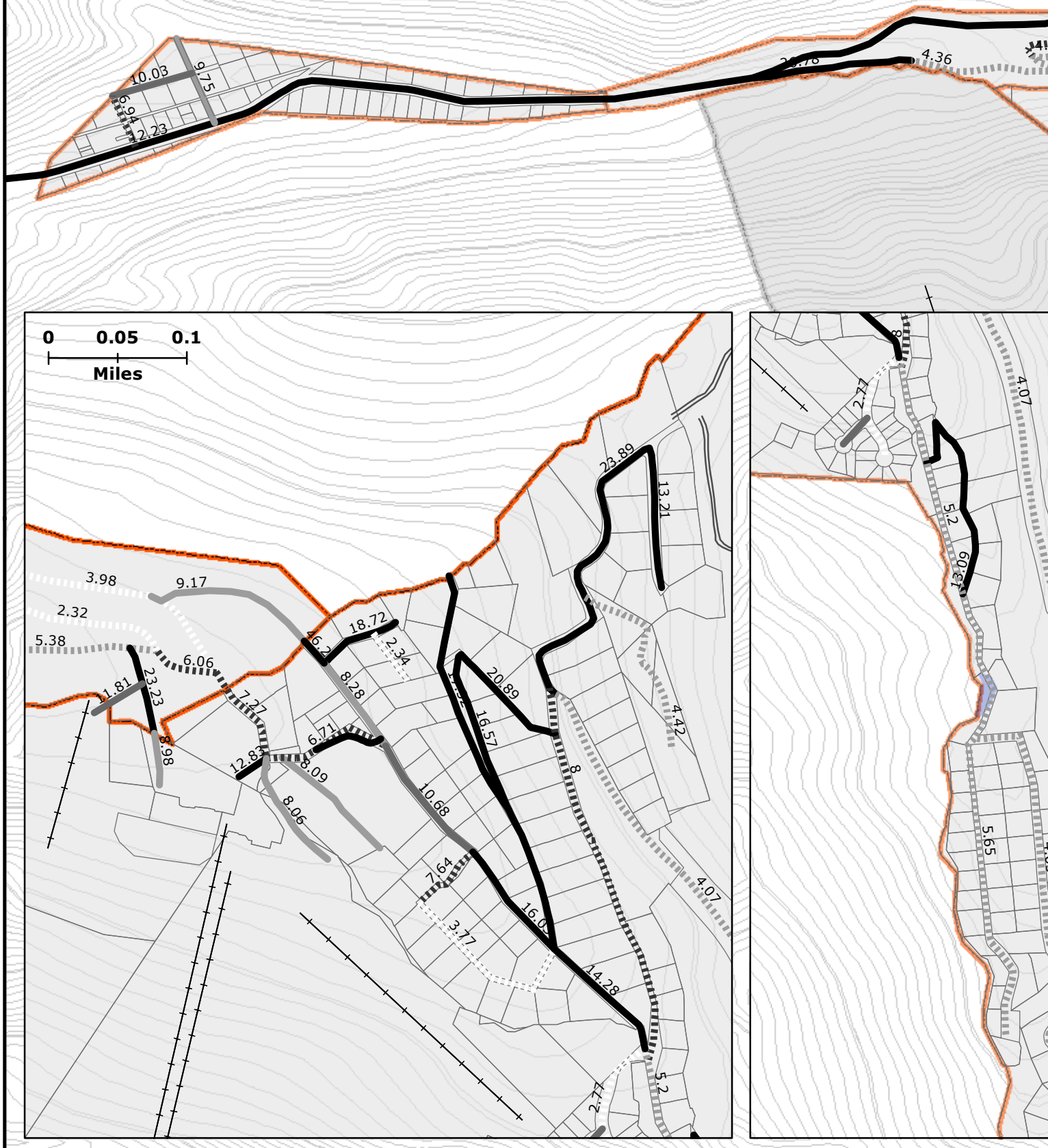
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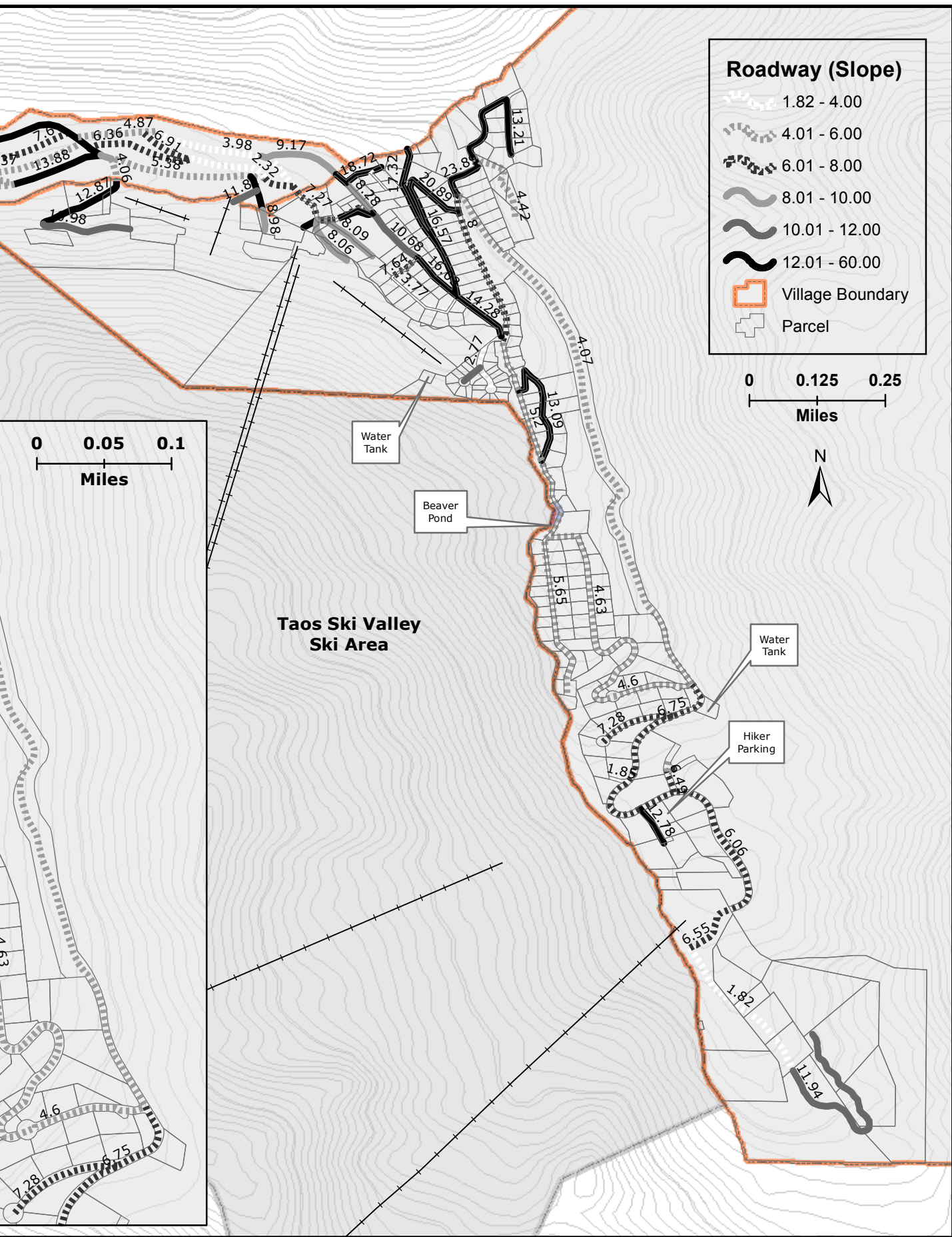
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# Roadway Improvements Element - Slopes





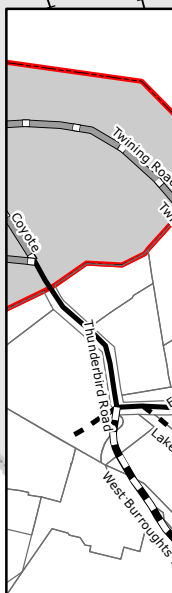
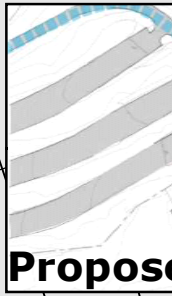
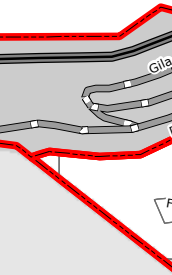




# Roadway Improvements Plan

**TABLE #2 - PROPOSED ROADWAY IMPROVEMENTS**

Priority Year	Roadway Name	Proposed Improvement	Funding Source
2015/2016	Sutton Place	Pave, Curb & Gutter, Sidewalk	TIDD
2016	Zap's Road	Grading & Drainage	NM DOT - RTPO
2016	Twining Road	Grading & Drainage	NM DOT - RTPO
2016	Kachina Road South	Grading & Drainage, Widen 20' for Snow Storage	NM DOT - RTPO
2016	Coyote Lane	Maintenance	NM DOT - RTPO
2016/2017	Ernie Blake Road	Realignment, Pave, Curb & Gutter, Sidewalk	TIDD
2016/2017	Thunderbird Road	Pave, Curb & Gutter, Sidewalk	TIDD
2016/2017	Snow Storage Solution	Acquire land and equipment for snow storage	TIDD
2017	West Burroughs Crossing	Pave, Curb & Gutter, Sidewalk	TIDD
2017	NM 150 / Village Entry	Planning and Design	TIDD
2017	Upper Twining Road	Grading & Drainage, Widen 10' for Snow Storage	NM DOT - RTPO
2017	Chipmunk Lane	One-Way, Improve Intersection at Phx Switchback	NM DOT - RTPO
2017	Phoenix Switchback	Switchback	NM DOT - RTPO
2017	Big Horn Hill	Improve Intersection at Chipmunk	NM DOT - RTPO
2017	Bull of the Woods Road	Grading & Drainage	NM DOT - RTPO
2018	Dolcetto Lane	Maintenance	NM DOT - RTPO
2018	Emma	Maintenance	NM DOT - RTPO
2018	Lake Fork Creek	Reconcile Roadway alignment with Right of Way	NM DOT - RTPO
2018	Kachina Road	Gravel	NM DOT - RTPO
2018	Strawberry Hill	Maintenance	TIDD
2018	Twining Road (.5 miles)	Pave, Curb & Gutter	TIDD
2018	Parking Lot Upgrades	Redesign and resurface the TSV parking lot	TIDD
2019	State Road 150	Resurface & Bike Lane	NM DOT - RTPO
2019	Wolf Lane	Grading & Drainage	NM DOT - RTPO
AS NEEDED	Big Horn Cove	Maintenance	NM DOT - RTPO
AS NEEDED	Porcupine Road	Maintenance	NM DOT - RTPO
AS NEEDED	Snow Shoe Trail	Maintenance	NM DOT - RTPO
AS NEEDED	Twining Road	Maintenance	NM DOT - RTPO
AS NEEDED	Lily Lane	Maintenance	NM DOT - RTPO
AS NEEDED	Lynx Road	Maintenance	NM DOT - RTPO
AS NEEDED	Marmot Lane	Maintenance	NM DOT - RTPO
AS NEEDED	O.E. Pattison Loop	Maintenance	NM DOT - RMPO
AS NEEDED	Gerson	Maintenance	NM DOT - RTPO
AS NEEDED	Gusdorf	Maintenance	NM DOT - RTPO
AS NEEDED	Cliffhanger Loop	Maintenance	NM DOT - RTPO
AS NEEDED	John Burroughs Trail	Maintenance	NM DOT - RTPO
N/A	Bear	Pave, Curb & Gutter	Private
N/A	Blue Jay Ridge Road	None	Private
N/A	Firehouse Road	None	Private
N/A	West Burroughs Road	Pave, Curb & Gutter, Sidewalk	Private
N/A	Armadillo	None	N/A
N/A	Bear	None	N/A
N/A	Bison	None	N/A
N/A	Coyote	None	N/A
N/A	Deer Blvd	None	N/A
N/A	Deer Lane	None	N/A
N/A	Eagle	None	N/A
N/A	Gila Monster	None	N/A
N/A	Lake Fork	None	N/A
N/A	Mineslide Road	None	N/A
N/A	Ocean Blvd	None	N/A





## **EXHIBITS**

**#1 – ROAD SITE PLAN**

**#2 – SUTTON PLACE ROAD SECTIONS**

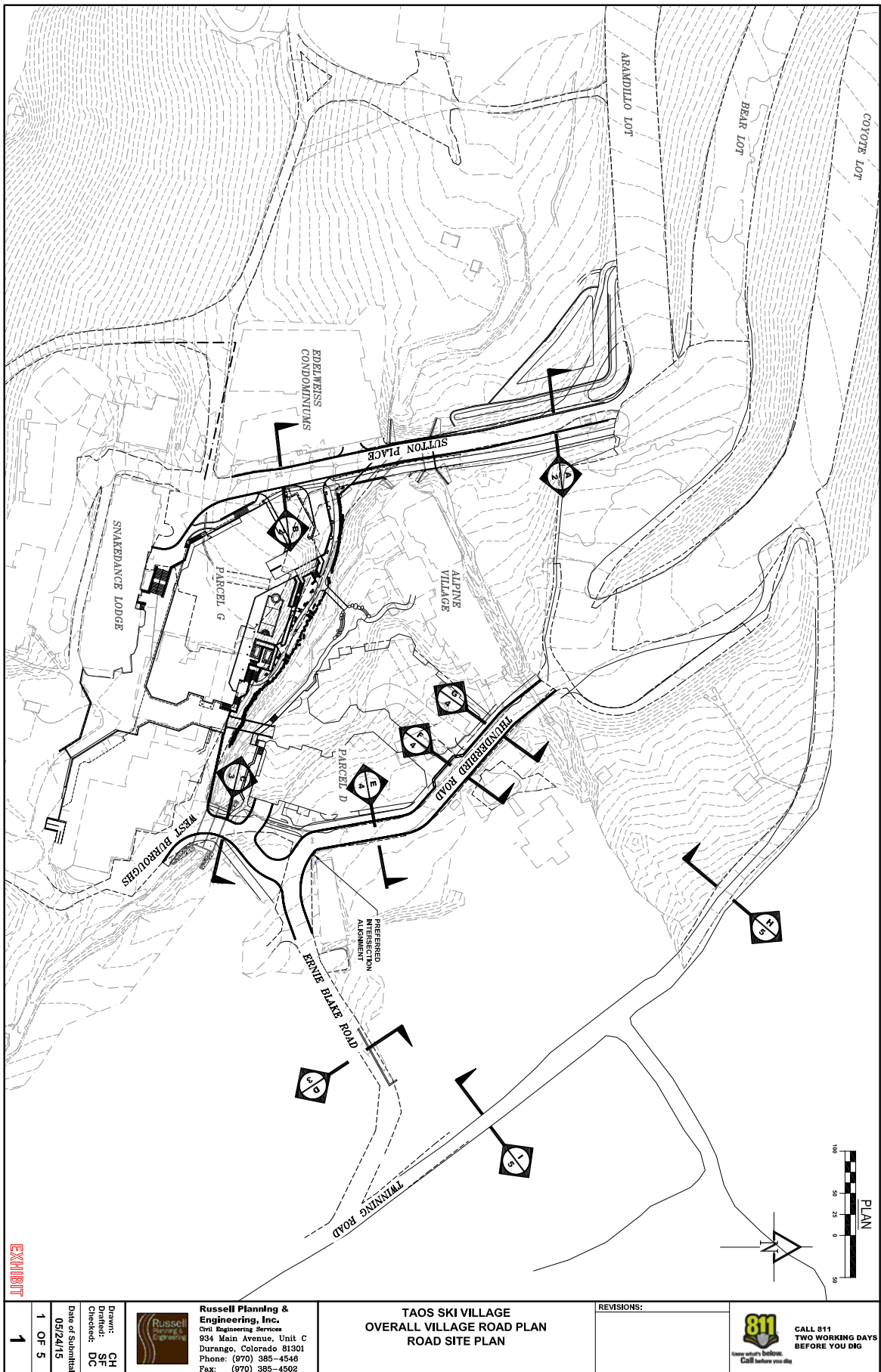
**#3 – WEST BURROUGHS & ERNE BLAKE ROAD SECTIONS**

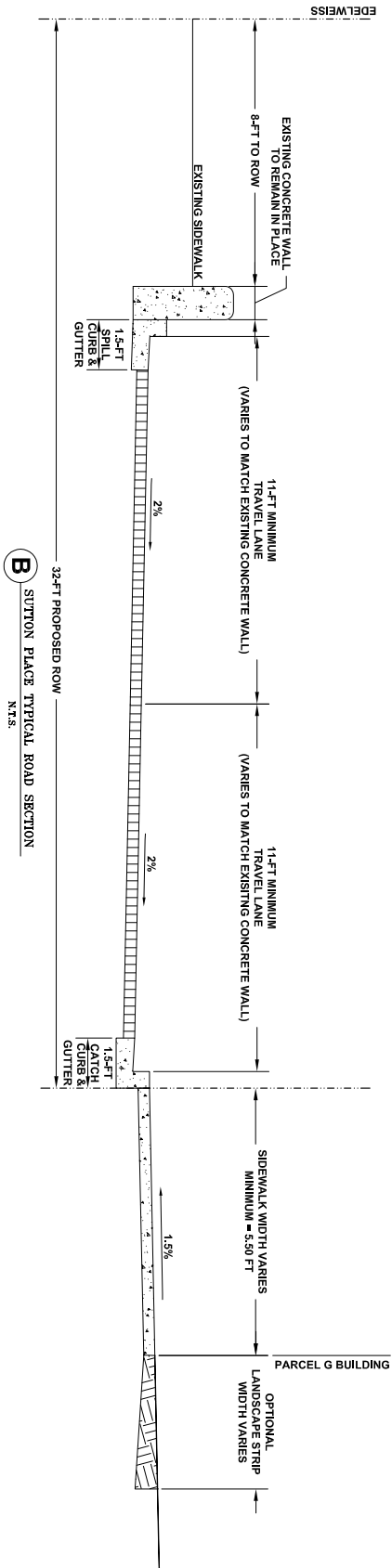
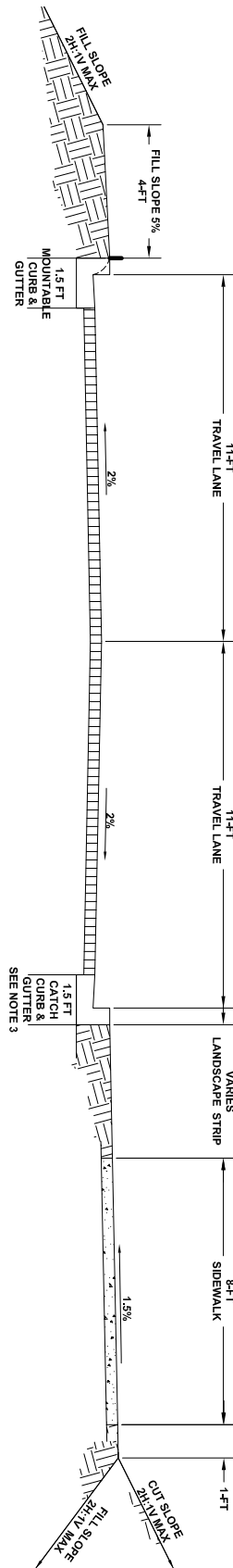
**#4 – THUNDERBIRD ROAD SECTIONS**

**#5 – TWINNING ROAD SECTIONS**

**#6 – CORE ROADWAY IMPROVEMENTS NARRATIVE**

**# 7- ENTRY DRIVE AND ARRIVAL CONCEPT TYPICAL CROSS SECTION**



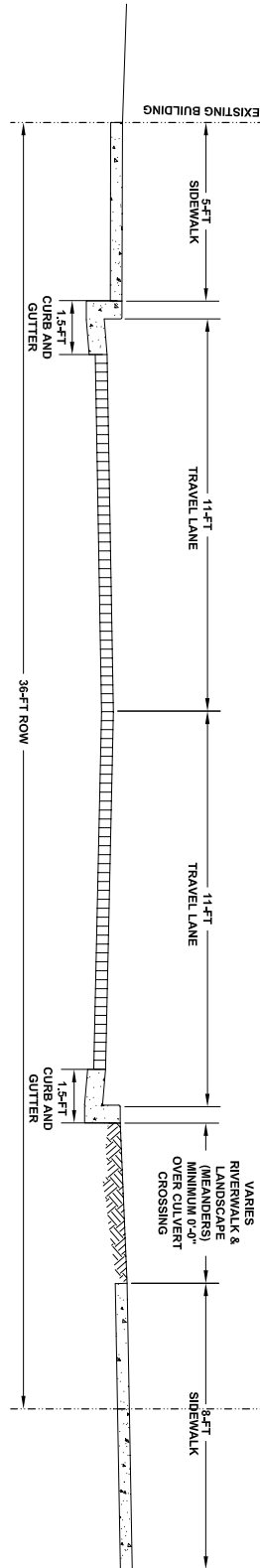


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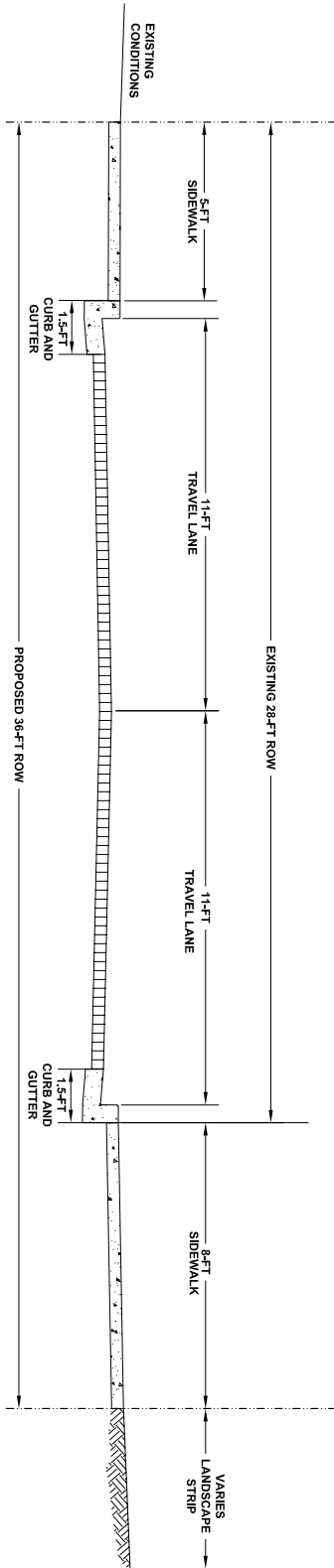
<b>2</b> OF 5	Date of Submittal 05/24/15	Drawn: CH Design: SF Checked: DC	<b>Russell Planning &amp; Engineering, Inc.</b> Civil Engineering Services 934 Main Avenue, Unit C Durango, Colorado 81301 Phone: (970) 385-4546 Fax: (970) 385-4502	<b>TAOS SKI VILLAGE</b> <b>OVERALL VILLAGE ROAD PLAN</b> <b>SUTTON PLACE ROAD SECTIONS</b>	REVISIONS:	<b>811</b> CALL 811 TWO WORKING DAYS BEFORE YOU DIG
	Russell Planning & Engineering, Inc. is an Equal Opportunity Employer. Minorities and women are encouraged to apply.					

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**C** WEST BURROUGHS ROAD TYPICAL ROAD SECTION  
N.T.S.

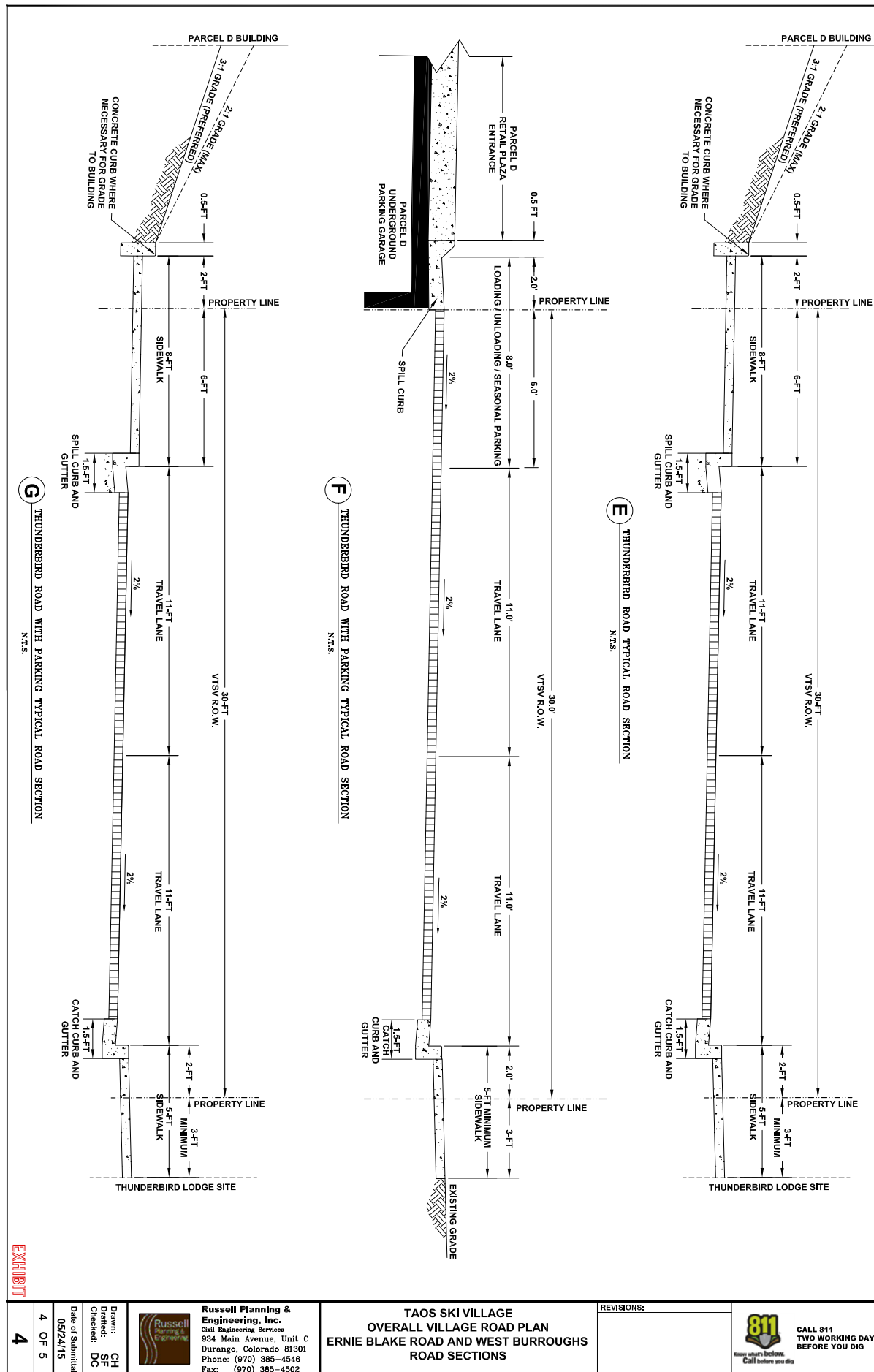


**D** ERNIE BLAKE ROAD TYPICAL ROAD SECTION  
N.T.S.

EXHIBIT

3 OF 5	Drawn: CH Drafted: SF Checked: DC Date of Submittal: 06/24/15	 <b>Russell Planning &amp; Engineering, Inc.</b> Civil Engineering Services 934 Main Avenue, Unit C Durango, Colorado 81301 Phone: (970) 385-4546 Fax: (970) 385-4502	<b>TAOS SKI VILLAGE OVERALL VILLAGE ROAD PLAN ERNIE BLAKE ROAD AND WEST BURROUGHS ROAD SECTIONS</b>		REVISIONS:	 <b>CALL 811 TWO WORKING DAYS BEFORE YOU DIG</b> <small>Know what's below. Call before you dig.</small>
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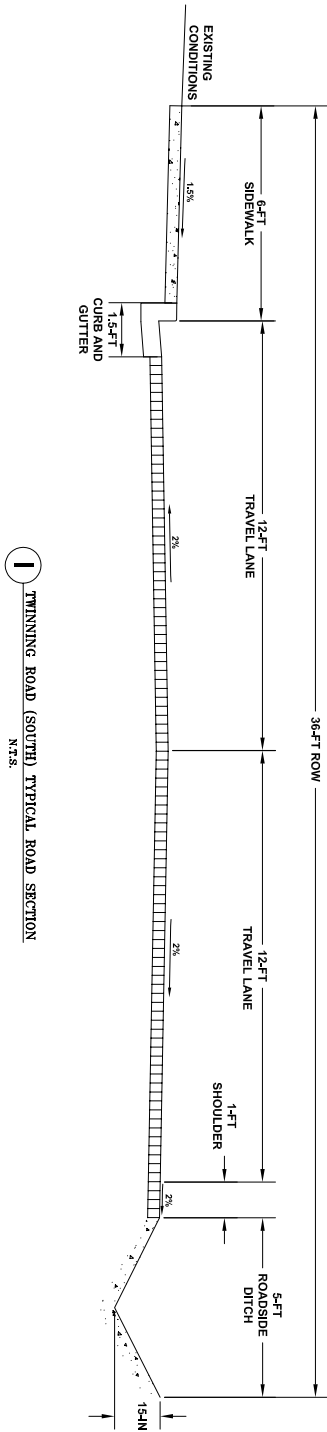
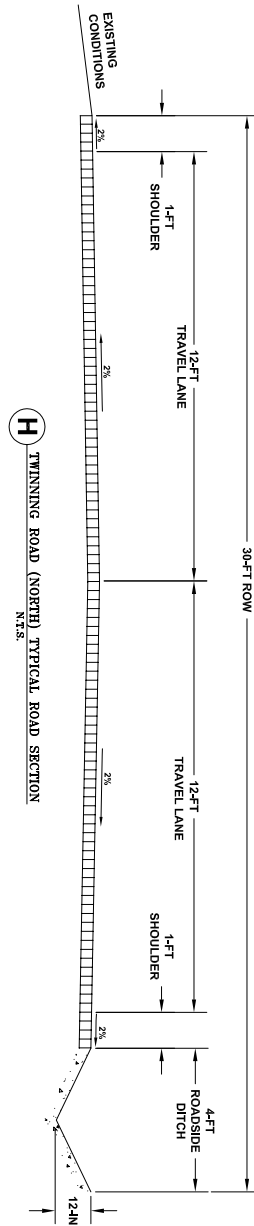
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EXHIBIT

4 OF 5 Date of Submission 05/24/15 Checked: SH DC	 <b>Russell Planning &amp; Engineering, Inc.</b> Civil Engineering Services 934 Main Avenue, Unit C Durango, Colorado 81301 Phone: (970) 385-4546 Fax: (970) 385-4502	<b>TAOS SKI VILLAGE</b> <b>OVERALL VILLAGE ROAD PLAN</b> <b>ERNIE BLAKE ROAD AND WEST BURROUGHS</b> <b>ROAD SECTIONS</b>	REVISIONS:	 CALL 811 TWO WORKING DAYS BEFORE YOU DIG <small>Know what's below. Call before you dig.</small>

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EXHIBIT

5 OF 5 5	Drawn: CH Checked: DC Date of Submittal: 05/24/15	 <b>Russell Planning &amp; Engineering, Inc.</b> Civil Engineering Services 934 Main Avenue, Unit C Durango, Colorado 81301 Phone: (970) 385-4546 Fax: (970) 385-4502	TAOS SKI VILLAGE OVERALL VILLAGE ROAD PLAN TWINNING ROAD SECTIONS		REVISIONS:	 CALL 811 TWO WORKING DAYS BEFORE YOU DIG
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## **EXHIBIT #6**

### **CORE ROADWAY IMPROVEMENTS**

The redevelopment of the Village Core between 2015 and 2019 (+/-) will have temporary but important impacts to vehicle and pedestrian traffic during various phases of construction. The proposed improvements during construction are outlined below.

- Sutton Place

Sutton Place will be closed during the summer 2015 construction of Parcel G but will re-open during the 2015-2016 ski season. The developers will add a gravel surface in October 2015. Underground utilities will be installed in 2015; the culvert crossings at the Rio Hondo are pending approval by the US Forest Service.

The grade will be increased by approximately 1'6" near the location of the existing guard shack.

Construction of the final design is anticipated after the completion of the Parcel G hotel.

- Thunderbird

The developer will asphalt the roadway between curb lines of the Thunderbird Lodge parcel and Parcel D after the temporary commercial building on the old T-Bird lot is completely installed.

Construction of the final roadway is anticipated after the construction of the Parcel D retail and condominium development. Improvements include the raising of Thunderbird at the point of intersection with the new pedestrian "mall" through Parcel D. Additional easements for sidewalks and proper roadway design and intersection alignments will be continued with property owners.

- Ernie Blake

The Village will negotiate the re-alignment of the roadway with adjacent property owners to permit the development of a two-way road that meets the Village's design standards for roadway width, slope, drainage, intersection alignment (with Twining) and to provide adequate pedestrian facilities, signage, access to adjacent properties, snow storage, and underground utilities.

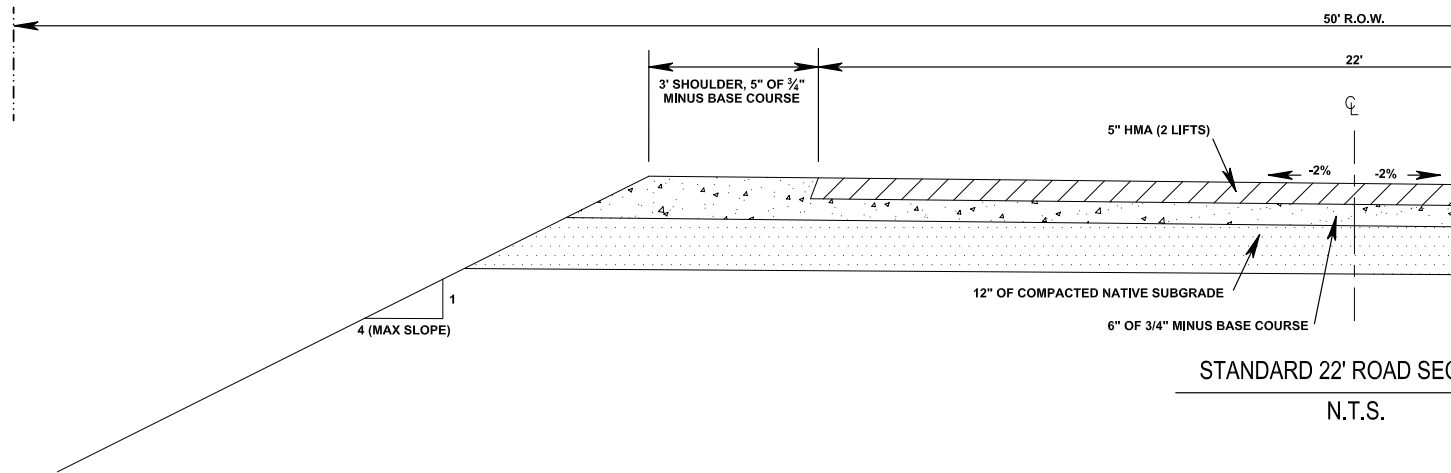
- West Burroughs

The developers are negotiating the design of the culvert crossings at the Lake Fork Creek with the owners of the Sierra del Sol condominium. The developers and the Village must determine if the crossing (roadway, culverts, sidewalk, etc.) at the Lake Fork Creek will be dedicated to the Village or if the developer will retain ownership of the crossing. The Developer will retain ownership of the remaining roadway south of the crossing to provide access to future planned development as proposed in the Parcel Conceptual Plan for Parcels F and E.

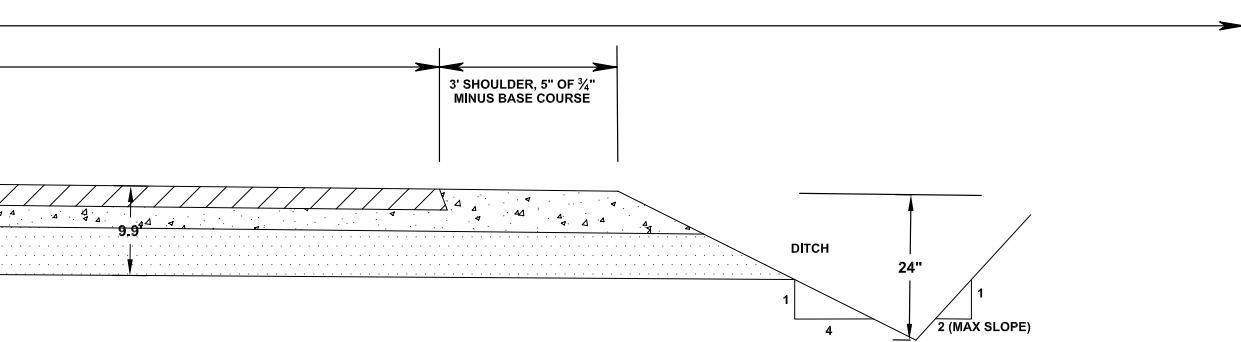
- Firehouse Road

The developers will improve the roadway between the Children's Center and the Village offices to provide adequate slope and drainage to provide access to the construction site at Parcel G.





SECTION



PRELIMINARY

<div>REVISIONS:</div>		<div>TAOS SKI VALLEY BASE REDEVELOPMENT ENTRY DRIVE AND ARRIVAL CONCEPT TYPICAL CROSS SECTIONS</div>	<div><div><div>Russell Planning &amp; Engineering</div><div></div></div><div>Civil Engineering Services 934 Main Avenue, Unit C Durango, Colorado 81301 Phone: (970) 385-4546 Fax: (970) 385-4502</div></div>	<div>Drawn: DS Drafted: TM Checked: DS</div>	<div>Date of Submittal 01/13/2012</div>	<div>----</div> <div>D-1</div>
<div><div><div><div><div>NEW MEXICO One Call, Inc.</div></div><div>CALL NMO TWO WORKING DAYS BEFORE YOU DIG 1-800-321-2537 NEW MEXICO ONE CALL</div></div><div><small>Contract Documents &amp; General Notices</small></div></div></div>						

File Name: R:\Current Projects\Land Projects 3\Taos Ski Valley Redevelopment Plan\ACAD\Level 3 Production Drawings\TYPICAL DETAILS Plotted: 3/2/2012 12:01 PM Plot Style: HALF.STB Plotted By: TRAVIS MOONEY



## **Planning and Zoning Commission**

### **Resolution 16-285**

#### **APPROVING THE WIRELESS COMMUNICATIONS MASTER PLAN**

**WHEREAS**, the Planning and Zoning Commission adopted the Village of Taos Ski Valley Master Plan in November 8, 2010 by Resolution 11-198; and

**WHEREAS**, Section 3-19-10 of the New Mexico state statutes allow the Planning and Zoning Commission to adopt "a part of the master plan as work progresses on the master plan; provided the part corresponds with one of the functional subdivisions of the subject matter of the plan;" and

**WHEREAS**, the Planning and Zoning Commission finds it necessary to adopt the Wireless Communications Master Plan to reflect the most current goals, policies, and objectives for the provisions of safe and reliable wireless communications throughout the Village in order to better serve the safety and overall economy of the Village; and

**WHEREAS**, the goal, policies, and objectives of the Master Plan are based on careful and comprehensive studies of existing conditions, probable future growth of the Village, and citizen input from Village residents, businesses, and property owners; and

**WHEREAS**, the Planning and Zoning Commission has reviewed the Wireless Communications Master Plan, together with the accompanying maps, charts, descriptive and explanatory matter; and

**Now, be it resolved**, that the Planning and Zoning Commission approves the Wireless Communications Master Plan and encourages the Village Council to adopt the Master Plan.

Approved by the Planning and Zoning Commission this 6<sup>th</sup> day of July, 2015.



Planning and Zoning Commission

Tom Wittman, Chair

ATTEST:

  
Village Clerk

Vote: For 5 Against 0 Abstain 0



**Village Council  
Resolution 16-290**

**ADOPTING THE WIRELESS COMMUNICATIONS MASTER PLAN**

**WHEREAS**, the Planning and Zoning Commission approved Resolution 15-286 – Approving the Wireless Communications Master Plan; and

**WHEREAS**, Resolution 15-286 encourages the Village Council to adopt the Wireless Communications Master Plan; and

**WHEREAS**, Section 3-19-10 of the New Mexico state statutes allow the Village to adopt “a part of the master plan as work progresses on the master plan; provided the part corresponds with one of the functional subdivisions of the subject matter of the plan;” and

**WHEREAS**, the Village Council finds it necessary to adopt the Wireless Communications Master Plan to reflect the most current goal, policies, and objectives for the provisions of safe and reliable wireless communications throughout the Village in order to better serve the safety and overall economy of the Village; and

**WHEREAS**, the goal, policies, and objectives of the Master Plan are based on careful and comprehensive studies of existing conditions, probable future growth of the Village, and citizen input from Village residents, businesses, and property owners; and

**WHEREAS**, the Village Council has reviewed the Wireless Communications Master Plan, together with the accompanying maps, charts, descriptive and explanatory matter; and

**Now, be it resolved**, that the Village Council adopts the Wireless Communications Master Plan.



**PASSED, ADOPTED AND APPROVED** this 14th day of July, 2015.

**THE VILLAGE OF TAOS SKI VALLEY**

Neal King  
Mayor

Attest:

Ann M. Woodbridge  
Village Clerk

Vote: For 4 Against 0





# Wireless Communications Master Plan

## 2015

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### **PURPOSES OF THE PLAN**

The Village Planning and Zoning Commission and the Village Council have determined that there is a need to enhance wireless communications services in order to increase the safety of Village residents, employees, and visitors and to improve the economic development opportunities in the community. The Planning and Zoning Commission and the Village Council believe that the visual impacts of wireless communications towers must also be minimized in order to preserve the natural beauty of the Village.

The purposes of the Wireless Communications Master Plan is to provide the community and developers with criteria necessary to determine the most suitable locations for wireless communications towers and to define the role of the Village in developing and regulating wireless communications services within the Village boundaries.

### **EXISTING CONDITIONS**

Presently, telephone and internet wireless communication is unreliable and inconsistent within the Village. Although many residents, employees, and visitors have expressed the need for improved services, the Village does not yet regulate the siting and construction of wireless communications towers or antennas. However, the Village Planning and Zoning Commission is considering an amendment to the Zoning Regulations (Ordinance 14-30) to include regulations and approval procedures for constructing a wireless communications tower.

Wireless communications (phone and internet) services are currently provided by Verizon, AT+T, Comnet, and T-Mobile. Taosnet provides internet through a "point to point" wireless system.

Taos Ski Valley, Inc. is working with the Village, Kit Carson Electric Cooperative, and New Mexico Gas Company in digging a utility trench along the entire length of NM 150 to provide broadband internet and to bury the overhead power lines along the highway. This work is estimated to cost approximately \$9 million and is expected to be

completed by the end of 2018. The Tax Increment Development District (TIDD), Kit Carson Electric Cooperative, NM Gas Company, and the Village are sharing the costs for the trenching project.

## **SITE SELECTION CRITERIA**

The siting of a tower will be determined by forthcoming zoning regulations. These regulations will include the following criteria for determining the specific location of a wireless tower:

1. **COVERAGE** – The location must provide adequate coverage to prevent the construction of additional towers, thereby protecting the aesthetics of the Village and minimizing the impact to property values. Locations(s) should provide maximum service to all constituents, including residents, visitors, and business.
2. **CAPACITY** – The location of the tower should maximize the amount of data transmittable by the tower. The higher the capacity of the tower, the fewer towers necessary.
3. **CONTINUITY** – The location of the tower should provide uninterrupted service without sacrificing the continuity and integrity of the landscape and natural resources.

## **GOAL, POLICIES & OBJECTIVES**

The Planning and Zoning Commission and the Village Council will utilize the following goal, policies and objectives in order to make informed decisions regarding the siting and construction of wireless communications towers.

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### **GOAL**

The Village receives reliable and affordable wireless communications services while protecting the environmental integrity and aesthetic beauty of the Village's landscapes and natural resources.

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In furthering this GOAL, the Village will refer to the following POLICY STATEMENTS when considering an application for the construction of a wireless communication tower:

### **Policies**

1. The Village recognizes that wireless communications towers provide a necessary service for emergency circumstances and help to protect public safety.
2. The Village also recognizes the economic benefits of increasing wireless communications services in the Village.
3. The Village further recognizes that the benefits of providing wireless communications services should not compromise the natural beauty and environmental integrity of the community.
4. The Village will encourage the co-location of antennas on existing towers in order to minimize the visual impacts and environmental impacts to the natural resources within the Village.
5. The Village will seek to minimize the total number of towers throughout the community without compromising the quality and reliability of wireless services.
6. The Village will encourage and require designers and developers of towers and antennas to minimize the adverse visual impact of the towers and antennas through careful design, siting, landscape screening, and innovative camouflaging techniques.
7. The Village seeks to enhance the ability of the providers of telecommunications services to provide such services to the community quickly, effectively, and efficiently.
8. The Village recognizes that private developers may need to construct wireless communications towers on properties located outside of the Village jurisdiction (e.g. – the US Forest Service); and, in recognizing the relationship between the US Forest Service and private developers, the Village will assist in any negotiations for utility access or other easements that may be necessary to facilitate the appropriate siting and construction of a tower.
9. The Village will require that any new tower be designed to avoid potential damage to adjacent properties from tower failure through engineering and careful siting of tower structures.
10. The Village will require that every new tower comply with applicable federal laws, including, but not limited to, the National Environmental Policy Act (NEPA), the National Historic Preservation Act (NHPA) and those regulations administered by the Federal Aviation Administration (FAA) and Federal Communications Commission (FCC).
11. The Village will require the proper management of the number and location of towers, antennas and related infrastructure such that ongoing maintenance of these structures does not impede residents, businesses and visitors.
12. Each applicant for a tower shall provide a performance bond in the form and amount acceptable to the Village to ensure the proper and timely removal of the tower to be constructed and for the removal of any and all facilities related to the wireless tower and antennas associated with the application.

## **Objectives**

The Village will accomplish the following objectives in conformance with policies and regulations that address the following:

1. Adopt regulations for the siting and construction of wireless communication towers and antennas. This objective will be completed by the end of 2015. The Planning and Zoning Commission will review a draft of the regulations prior to adoption by the Village Council. The regulations should give discretion to the Planning and Zoning Commission to deny an application for the construction of a new wireless communications tower based on the relative conformity of the application to the Master Plan and any other application policy or regulation.
2. Work with private developers and property owners in constructing a wireless communication tower in the Kachina area. To be completed by the end of 2016.
3. Work with private developers and property owners in constructing a wireless communication tower in the Bull-of-the-Woods area. To be completed by the end of 2017.
4. Work with Taos Ski Valley, Inc. and the US Forest Service to construct a tower near the top of lift #6. To be completed by the end of 2017.
5. Work with private developers and property owners in constructing a Distributed Antenna System between Amizette and Arroyo Seco. This objective will be completed by the end of 2018.

## **IMPROVEMENTS PLAN & FACILITIES MAP**

The Village worked with VIAM consultants who studied the most feasible and unobtrusive locations for the construction of wireless communications towers across the Village. The **Wireless Communications Tower Master Plan Map** identifies the preferred locations for the construction of new towers. The locations were selected based on the potential coverage, capacity, and continuity of the system.

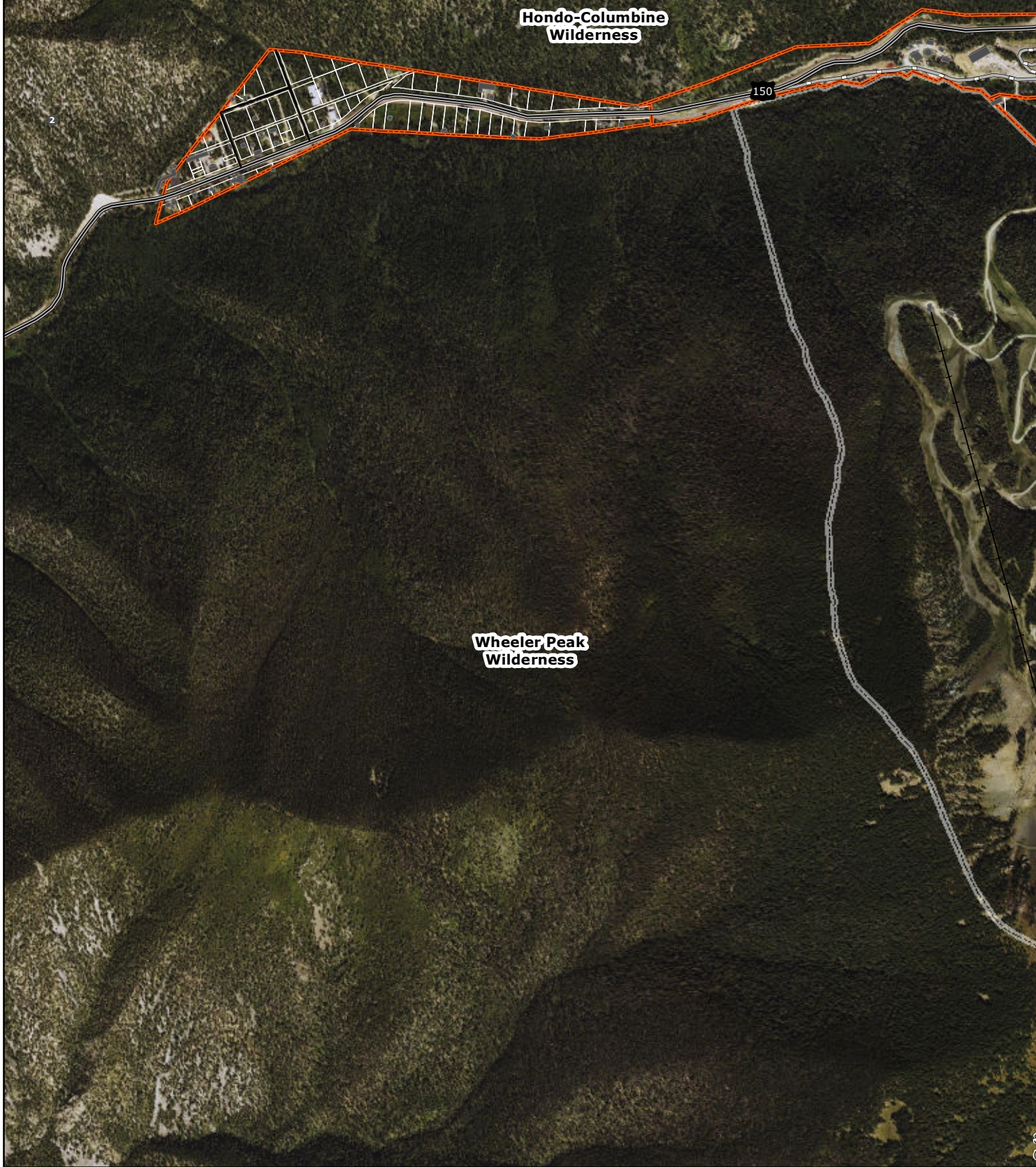
## **CONCLUSIONS**

The elected and appointed leadership of the Village believe it is necessary to adopt a Master Plan specific to the preferred locations of wireless communications towers in order to provide the community with the goals, policies, and objectives for increasing mobile phone services while protecting the beautiful landscapes within the Village.

Although the Master Plan does not identify a specific property for the preferred location of a new tower, the Master Plan does include specific selection criteria to be used for selecting a specific location. The Master Plan also includes a map which identifies the preferred locations for new towers. The Village believes these preferred locations will increase the reliability of service while minimizing the environmental and aesthetic impacts to the community.



# Wireless Communications Master





# Plan



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



**Village of Taos Ski Valley**  
**2016 Community Open House Q&A**

These notes from the Questions and Answers sessions:

**SATURDAY, JANUARY 2**

**Q: Are trails included in the master plan?**

A: Yes. The Master Plan calls for a trails plan throughout the entire Village. The Planner applied for a grant to fund a river restoration plan, including new trails, from Amizette to the Village core area. The Master Plan will not recommend alignment of any new trails. Identifying a new trail will be included in a more specific master plan for trails with outreach to all property owners prior to “putting pencil to paper” to recommend specific locations for a trail on private property.

**Q: What is the status of provide fiber optic services?**

A: A fiber optic cable was partially installed along NM 150 and is scheduled to be fully installed by the end of 2016. A fiber cable was installed in Kachina Road in fall of 2015. Other specific installation schedules are uncertain. The Planner encouraged property owners to contact Kit Carson.

**Q: What is the status of improving wireless telephone coverage?**

A: The Village Council adopted a master plan for improving services. The master plan included the preferred locations of three towers to be installed that will provide enhanced coverage. The Planner referred to a recent email that was distributed by the Village giving information about various problems with the service. The Village also adopted an ordinance that regulated the location and size of a tower. Developing new towers requires coordination between a private land owner, a developer of towers, the Village, and the mobile service provider.

**Q: What is the process for deciding the priorities of the master plan?**

A: Everyone is encouraged to provide comments to the Planner and particularly to the members of the Planning & Zoning Commission and the Village Council. The Planner will ask the Planning & Zoning Commission to determine the priorities and recommend them to the Village Council. The Planner will ask the Commission to select their priorities from each of the elements, then he will compile the list of priorities and perhaps assign a point system for determining the top priorities among all of the 80 objectives that were selected by the Commissioners.

**Q: How would the Village like to receive comments? What happens to the comments?**

A: Email is a good way to provide comments. Personal meetings or phone calls are also encouraged. Anyone is also welcome to write comments on the document and send them to the Planner. The comments will be incorporated into the Master Plan as much as possible. Comments will be provided to the Planning & Zoning Commission. The Commission will be asked to endorse the Plan, recommend the priorities, and request the Village Council to adopt the Master Plan.

**Q: What can be done about dust control on Village roads?**

A: The Master Plan calls for the application of bionic soil on test areas. This type of soil can be effective in rural areas and for gravel roads to increase durability and reduce dust.

### **SUNDAY, JANUARY 3**

**Q: What needs to happen to open Sutton Place to pedestrian traffic during the hotel construction?**

A: The Planner and Councilman Tom Wittman will discuss this issue with Taos Ski Valley, Inc. to see if it can be done.

**Q: Can helicopters land on the new helipad for emergency medical evacuation?**

This is unknown. The Planner will ask about the status of the helipad.

**Q: What is the status of improving Ernie Blake Road and Thunderbird Road?**

A: The Council approved a new alignment for Ernie Blake Road. The alignment requires acquisition of some land from the adjacent property owner. The completion of the design for Thunderbird Road greatly depends on completing Ernie Blake as a two way road from Thunderbird to the intersection of Ernie Blake and Twining.

There was more discussion of the pedestrian safety and signage issues and concerns about the proliferation of temporary signs and the number of falls and rips on the sidewalk.

**Q: What is envisioned for future development in the Kachina area?**

A: The Master Plan calls for a more specific development plan in the Kachina area. The Planner prepared a scope of work to be completed by a consultant along with stakeholders and property owners.

**Q: What can be done about dust control on Village roads?**

A: Same as above.

**Q: Has the Village considered a gondola between the core area and Kachina?**

A: The Master Plan adopted by the Village Council in 2010 considered a gondola. The current draft of the new Master Plan does not.

**Q: Has the Village considered a ladder truck for greater fire suppression for the new hotel and other multi-story buildings?**

A: Yes. The Village's Infrastructure Capital Improvements Plan (ICIP) includes the purchase of a ladder truck. The ICIP is a list of unfunded projects. One of the limiting factors in purchasing a truck is the requirements to have a permanent place to store the truck inside.

**Q: What is the status of improving the entry road into the Village?**

A: A new entry road is planned under the Tax Increment Development District to be completed in 2017. The design of the new road is intended to reduce the slope at the main village entrance and to provide quicker access to the skier drop off and Twining Road. Parking will not be permitted.

A few of the attendees discussed the open space parcels along the Lake Fork Creek and potential connections to the wetlands park in Kachina.

## **Acknowledgements**

*The following individuals deserve acknowledgements for the completion of the Comprehensive Plan:*

### **Village Council**

*Kathy Bennett*

*Christof Brownell*

*Chris Stagg*

*Tom Wittman*

### **Mayor**

*Neal King*

### **Planning & Zoning Commission**

*Thomas P. Wittman, Chair*

*April Bender*

*Henry Caldwell*

*Richard Duffy*

*Susan Nichols*

*J. Christopher Stagg*

*Jim Woodard*

### **Village Staff**

*Mark Fratrack, Village Administrator*

*Adrienne Anderson, Planner*

*Anne Marie Wooldridge, Village Clerk, Acting Editor*

*Ray Keen, Public Works Director*

*Ruth Martin, Administrative Assistant, Public Works*

*Renee Romero, Administrative Assistant*

*Bill Jones, Building and Construction*

*Special Thanks to Matthew Foster for his research.*