

# THE VILLAGE OF TAOS SKI VALLEY



## FINAL DRAFT COMPREHENSIVE PLAN

APRIL 2017





*Trail to Wheeler Peak*

## **EXECUTIVE SUMMARY**

The 2017 *Village of Taos Ski Valley Comprehensive Plan* was developed with careful consideration of the opportunities and constraints that impact the future growth of the community. Recent investments in infrastructure, the new Kachina Peak lift, and the construction of the Blake Hotel have triggered new interest in land development. The Village is experiencing unprecedented growth and development. The greatest challenge in the next few years is to insure new development does not erode the unique character of the Taos Ski Valley. The Village is defined by the beauty of the natural environment, the quality of the outdoor recreation experiences, and the welcoming atmosphere that the local business community and residents offer visitors.

The Planning & Zoning Commission and the Village Council decided that one of the best strategies for managing new development is to prepare an updated Comprehensive Plan. This Plan will serve as a framework for evaluating new development proposals, prioritizing and investing in infrastructure, providing a variety of public services and community programs, adopting new ordinances or amending existing ordinances. This Plan incorporates many of the concepts of previous Master Plans, building on the continuity of prior strong concepts and enhancing those concepts when appropriate. The Plan is divided into seven distinct but interrelated elements:

- Land Use and Natural Resources
- Utilities
- Transportation
- Community Services
- Hazard Mitigation
- Recreation
- Village Character

In each element the following is described:

- Existing Conditions
- Existing Ordinances
- Proposed actions from previous approved plans
- Goals, objectives and strategies

The Comprehensive Plan represents the values, vision and expectations of the community as they relate to the development or preservation of all land within the Village of Taos Ski Valley boundary (Zoning/

Planning Area, Map 2). This plan is intended to look at the Village and the Ski Valley comprehensively and to protect the health, safety, welfare and quality of life of the entire community.

The Plan will be updated when appropriate and completely revised after five years of its approval by the Village Council. This Plan is based on many planning efforts over the years since the Village was incorporated. Frequent evaluation and updates to the Plan will improve accountability for implementing the objectives and provide an opportunity for the elected and appointed leaders to revisit the goals and priorities for the future.

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# INTRODUCTION

## Vision

*The Vision of the Village of Taos Ski Valley is to create a year round economy based upon resort related commerce by improving infrastructure, preserving the environment, improving amenities for ourselves and our visitors and protecting the health, safety and welfare of the community.*

*–2006 and 2010 Village of Taos Ski Valley Master Plans*

## Purpose of the Plan

The 2016 Village of Taos Ski Valley Comprehensive Plan (Plan) provides a series of goals, objectives and strategies, addressing both public and private improvements. When the Village Council (Council) and the Planning & Zoning Commission (Commission) need to make a decision about a development proposal, a budget, or an ordinance, they can turn to the Plan and evaluate the specific proposal against the goals and objectives and determine if the proposal implements one or more of the objectives. The staff will use the Plan as a basis for evaluating development proposals and zoning applications.

The Village is experiencing unprecedented growth and development pressure. The Plan is an expression of the vision and values that will shape new growth and development for the next twenty years. The Village staff, Council, and Commission will use the Plan as a guide to coordinate infrastructure improvements and to develop the annual Infrastructure Capital Improvements Plan or other, more specific master plans. The Plan provides the framework for adopting new ordinances or amending existing ordinances that regulate unwanted development and facilitate development that is consistent with the vision and values of the community.

The Plan consists of seven separate but related elements. Although each element is presented separately, they represent a comprehensive perspective of how the issues represented within each element can impact and compliment the other:

- Land Use
- Utilities
- Transportation
- Community Services
- Hazard Mitigation
- Recreation
- Village Character

The interdependent nature of comprehensive planning can protect the Village from the unintended consequences of development and can help protect the health, safety, and welfare of the entire community.

The Plan is considered “comprehensive” because development decisions, including the decision to restrict development in certain areas, impacts the quality of life for everyone in the community.

## HISTORY AND CONTEXT

The Village of Taos Ski Valley's early beginnings are based in mining. In the late 1600's the Spanish mined the area until they were unable to extract any more ore. Mining continued to be the primary activity in the Village until 1906.

The development of what is now Taos Ski Valley resort was founded in 1954 by Ernie and Rhoda Blake. They began to build the ski resort with the first run opening in 1957. In 2013 the Taos Ski Valley was purchased from the Blake family.

The Village of Taos Ski Valley was incorporated as a municipality in 1996. Before incorporation the Village area was governed by Taos County regulations regarding development. Upon incorporation, the Village began the necessary planning and zoning ordinances.

Numerous studies, master plans and comprehensive plans have advised development and have evolved over the years. Please see the chapter on *Previous Plans*. This *Comprehensive Plan* has benefited from these studies and strives to capitalize on the sound, visionary concepts put forth over the years.



Photo credit–Village of Taos Ski Valley

## Context

The Village of Taos Ski Valley is located within the Carson National Forest, approximately 19 miles northeast of the Town of Taos. The Village of Taos Ski Valley is surrounded by approximately 75,000 acres of Wilderness area. The Wheeler Peak Wilderness Area acreage borders much of the Village on the south. Wheeler Peak, located within the Wilderness Area, is the highest peak in New Mexico (13,161 feet) and is located approximately 1 ½ mile south of the Village boundary. The Columbine-Hondo Wilderness Area acreage forms the Village northern border. These borders provide a steep, breathtaking alpine backdrop for the Village. Local spring/summer and fall opportunities include, fishing, hiking, mountain biking, camping and hunting. Winter activities include downhill skiing, snowboarding, snowshoeing and snowmobiling. The Taos Ski Valley resort has operated on

Map 1 – Context



Forest Service administered land since 1955. Today, Taos Ski Valley offers a unique alpine mountain experience which complements the Town of Taos' unique blend of world-renowned art and culture.

The steepness of the valley and the narrow developable area allow for a close interface with the natural environment. The Valleys diverse terrain varies from riparian habitat to heavily forested areas to alpine tundra. These habitats include over 250 different plant species grow in these habitats and a plethora of birds and animals that make their home in the mountains and valley.

Taos Pueblo is located less than two miles south of the Village, adjoining the Wheeler Peak Wilderness area boundary. The Taos Pueblo is the only living Native American Community that is designated both as UNESCO World Heritage Site and a National Historic Landmark.

The 242, 5000 acre Rio Grande del Norte National Monument is located 22 miles from the Village and provides a wealth of recreational activities such as white water rafting, hiking, mountain biking and camping.

## DEMOGRAPHICS AND ECONOMIC DEVELOPMENT

Although economic development is primarily a private sector endeavor, the Village can play an important role in generating and supporting a year round economy and maintaining a stable environment for business development by providing a maintaining infrastructure and community services. The Village recognizes that sustainable, long-term economic development can only take place with cooperation among dedicated government agencies, community organizations, and private sector investors. The Village will participate in regional economic development planning efforts to support the regional and local economy and entrepreneurial activity and investments.

### Existing Conditions

#### Demographics

##### Population

As of the 2010 US Census, the Village is home to a small population of 70 residents with a median age of 54 years. Twenty-three percent of the total population is over 62. Only five residents were under 19 years of age.

New Mexico's population increased by 15 percent between 2000 and 2013; Taos County 's population increased by 10 percent; and Town of Taos population increased by 18 percent. Population change has been significantly lower since the year 2010. Projected population change in Taos and Taos County show a gradual increase over the years until 2015 (Source: U.S. Census Bureau; Bureau of Business and Economic Research- UNM).

##### Housing Tenure

Most housing units in the Village are second homes with the majority used for short-term rental. Of the 272 housing units in 2010, only 39 were occupied. Of the 39 occupied units, only 18 were owner-occupied and 21 were renter-occupied. Seventy-one percent (71.6%) of the units were used for "seasonal, recreational, or occasional use".

With the redevelopment in the ski valley and new part time, full time job opportunities, the need for affordable workforce housing will rise.

##### Income, Employment & Education

Of the 70 estimated as the resident population, the 2010 US Census reports 70 would be in the labor force. Other data is summarized in the following table:

**Table 1 – Demographics**

Median Household Income	\$103,422
Employed with health insurance coverage	70
Employed in "service occupation"	45
Employed in "arts, entertainment, and recreation, accommodation and food service"	56

## **Property Ownership**

There were 628 total property owners within Village limit, and of this total, only 80 parcels were owned by individuals with a mailing address in the Village (12.7%), 126 had mailing addresses in Albuquerque (20.0%), 330 from New Mexico (52.5%), and 298 from out of state (47.4%).

*\*2009-2013 American Community Survey 5-Year Estimates*

## **Economic Development**

### **The Local Economy**

As the name implies, the Village of Taos Ski Valley economy is dominated by skiing and it is primarily a destination resort therefore, is a heavily seasonal economy. Roughly 1,100 of Taos Ski Valley guests are lodging at hotels, condos and single-family homes throughout the Village. It is estimated that approximately 30 percent of destination guests stay in the Town of Taos. Currently, many of the businesses in the Village are only open during the ski season but the anticipated redevelopment of the Village Core includes a broad mix of land uses that will revitalize and encourage year round recreation and amenities.

*“Taos Ski Valley is a substantial generator of economic activity in Taos County, attracting approximately 275,000 visitors on an annual basis, and generating total economic output of 41.7 million.*

*Employment at mountain resorts like Taos Ski Valley is typically seasonal in nature, much more so than for most industries; while approximately 100 workers currently have full-time, year-round jobs at the resort, the resort employs up to 745 workers during peak activity periods in the ski season.”*

*The direct economic impacts of Taos Ski Valley Inc. construction and increased activity will occur within the resort (Village of Taos Ski Valley) the Town of Taos or Taos County. Direct employment impacts will include jobs at Taos Ski Valley or at businesses that directly serve visitors to the resort (Restaurants, Retail stores, Service Stations, etc.)*

*—2nd Revised Economic Impact Analysis for: Taos Ski Valley (TSVI) Presented to: New Mexico State Board of Finance By: Doug Kennedy Advisors Date: January 7, 2014*

The Village issues business licenses every year. The types of businesses reflect the tourism economy. These businesses include restaurants, hotels, bed and breakfasts, condominium associations and retail businesses. There were 76 business licenses issued in 2015, 21 were issued to hotels, condominium associations, bed & breakfasts or construction contractors.



*Photo credit—Village of Taos Ski Valley*

Taos Ski Valley generates municipal revenues for the Village of Taos Ski Valley through Lodgers tax produced through overnight stays in the Village and gross receipt taxes (GRT) generated from retail sales, food and beverage sales, rental sales and lift ticket sales at Taos Ski Valley.

Taos Ski Valley Inc. and Twining Development are investing heavily in the local economy. They anticipate investing \$350 million in the ski and base area over the next decade.

The investments will be made in ski lifts, snow making equipment, hotel, retail, and condominium developments. The Village investment occurs by providing the necessary infrastructure improvement to support this development at a cost of approximately \$54 million and financed primarily through the Tax Incremental Development District. The Village Council unanimously approved the formation of the Tax Increment Development District (TIDD). Village residents and property owners voted overwhelmingly to approve the TIDD in an election in early 2015. The TIDD is a public finance “mechanism” whereby a developer provides the up-front financing for a variety of public infrastructure improvements in return for the dedication of future gross receipts tax and property tax increments resulting from the new development. The tax increments are used to pay the principal of and interest on 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, utilities, and other public improvements after they have been built and dedicated to the local government.

The Taos Ski Valley Chamber of Commerce supports local businesses through collaborative marketing and advertising. The mission of the Taos Ski Valley Chamber of commerce is “to develop and promote tourism as a vehicle to strengthen the local economy and improve the economic well-being of Village businesses, residents, Chamber members, and the community at large.”

## **Existing Ordinances**

The Village Council has adopted several ordinances that shape the taxation of business activities. These ordinances are outlined below:

### **Business Registration Fee**

This ordinance imposes a \$35 annual registration fee for all businesses located in the Village.

### **Municipal Gross Receipts Taxes**

There were several ordinances adopted between 1997 and 2004, which impose gross receipts taxes on business activity. The Village tax rate is currently 8.6875% of gross revenue of a company, of this total amount, the State receives 5.1250%, Taos County receives 1.5% and the Village receives 2.0625%. Additionally, 1.225% of the state’s allocation is returned to the Village.

### **Outdoor Entertainment**

This ordinance requires a permit for outdoor public celebrations and events that are intended to promote tourism and provide recreational opportunities.

### **Lodgers Tax**

The Village imposes a 5% occupancy tax on the gross taxable rent of a property. The tax may be used for “advertising, publicizing and promoting tourist-related attractions, facilities and events, and acquiring, establishing and operating tourist-related facilities, attractions or transportation systems.” The Lodger’s Tax Advisory Board recommends a budget for the lodger’s tax proceeds collected by the Village to the Village Council for approval.

As a part of the TIDD formation, the State agreed to dedicate 50% of its incremental GRT, above the established baseline, to the TIDD. Taos County agreed to dedicate 35% of its increment of property tax above the baseline to the TIDD. The Village agreed to dedicate 75% of its increment, above the baseline to the TIDD.

# VILLAGE OF TAOS SKI VALLEY MUNICIPAL STRUCTURE

## **Mission**

*The mission of the Village of Taos Ski Valley is to ensure public safety and provide for the welfare of all residents and visitors. This mission will be accomplished through collaborative community planning, providing quality community services, financial accountability, and supporting a thriving atmosphere for business and infrastructure investments.*

The comprehensive planning process gives a municipality the opportunity to review past planning efforts, zoning and ordinances and to create a new vision that responds to changing conditions in the municipality. Upon incorporation in 1996, the Village began formulating the necessary planning and zoning ordinances. New Mexico Statute §3-19-5 states “each municipality shall have planning and platting jurisdiction within its municipal boundary”. It further states that a municipality with the population of the Village (e.g. – 70) has a planning and platting jurisdiction of three miles from its boundaries. The Village and Taos County have not exercised this provision of the law because the land surrounding the Village is administered by the U.S. Forest Service.

## **Creation of the Village Council**

The Mayor and Council were elected in March 1996 and the Village became the 100<sup>th</sup> municipality in New Mexico. The Village Council coordinates land use planning, subdivision standards, and development with the responsibility of managing growth, protecting property values, preserving natural resources, and providing efficient public services. Land use and development decisions are controlled by zoning regulations and a zoning map, the subdivision ordinance, and related development standards for landscaping, outdoor lighting, and signage

Prior to incorporation of the Village in 1996, the Village area was governed by Taos County. Approval for Subdivisions and building permits were issued by the County. Upon incorporation, the Village adopted an interim Comprehensive Plan and an Interim Zoning Ordinance. The Village adopted a Comprehensive Plan in 2001 and a Village Master Plan in 2006 with revisions in 2010. This plan will capitalize on the consistent ideas from each of those plans.

## **The Planning and Zoning Commission**

The Mayor appoints members to the Planning and Zoning Commission and the Council approves their appointment. The Commission recommends approval of master plans; recommends amendments to the zoning regulations and the zoning map; reviews applications for conditional use permits, zone changes, variances, and other regulations delegated to them by the Council.

The Village of Taos Ski Valley Council Ordinance 97-15 created the Planning and Zoning Commission and assigned them the duties necessary to:

- Promote municipal planning
- Promulgate and enforce regulations governing the subdivision of land,
- Promulgate and enforce regulations governing zoning,
- Serve as the Board of Appeals pertaining to the Adopted Building Code

The Commission performs such other functions as the Village Council may from time to time grant to the Commission for the purpose of promoting health, safety, moral or general welfare of the community, and provides efficient public services.



New Mexico State Statute 3.19.5 requires the Planning and Zoning Commission to “prepare and adopt a master plan for the physical development of the municipality and the area within the planning and platting jurisdiction of the municipality, which in the planning commission’s judgment bears a relationship to the planning of the municipality”. This Comprehensive Plan and the associated elements satisfy this legal requirement.

## **The Village of Taos Ski Valley Municipal Staff**

The Village of Taos Ski Valley has a municipal planning staff to review all applications for land development and to present various zoning applications to the Commission for its consideration. After a land development application has been approved by the Planning Department and the Commission for development, the Village’s Building Official is responsible for reviewing construction drawings, issuing building permits, conducting inspections of new construction, and issuing Certificate of Occupancy. The Village Public Works staff provides services for the community such as road maintenance, snow removal and operation of the Villages municipal wastewater and sanitary sewer systems. The Department of Public Safety (DPS) staff provides law enforcement services, while the administrative staff provides oversight of the Villages finances as well as general local government administration. The DPS also manages the Village of Taos Ski Valley Volunteer Fire Department and Emergency Medical Services.

The Village Council has adopted a host of ordinances that provide further details to the legal framework for comprehensive planning and community development. These ordinances include zoning, signage, outdoor lighting, animal control, water and sewer services, and many more. Specific ordinances are identified and described in the appropriate element of this Comprehensive Plan.

The Village, County, federal, state and tribal governments communicate about land use, transportation, economic development, natural resources conservation, and the most effective ways to protect the health safety, and welfare of the communities they serve.

# THE PLANNING PROCESS

## Public Involvement for this Comprehensive Plan

The Village staff and the Commission were responsible for developing the Comprehensive Plan and providing it to the public for review and comments. Community members were encouraged to provide feedback on each of the draft elements.

With a small number of full-time residents and 75% of all property owners having an address outside of Taos County, the Comprehensive plan received limited participation and comments during public meetings; however, the first and second draft was widely distributed to the community residents and landowners by email, through the Village web page, and on social media. The Village Planner presented a 1<sup>st</sup> draft of each of the elements to the Commission for review and feedback. The first draft was presented to the Village Council in March 2015.

Open Houses were held on January 2<sup>nd</sup> and 3<sup>rd</sup> 2016 and on July 2<sup>nd</sup> and 3<sup>rd</sup> 2016.

Both events were designed to provide the community an opportunity to review the 1<sup>st</sup> draft and offer feedback. Participants were asked to vote on the priorities the objectives during the July Open House. Comments and recommendations were considered and prioritized and when appropriate, incorporated into the second draft.

Individual draft elements were presented to the following organizations:

- TSV Chamber of Commerce (Economic Development Element)
- Lodgers Tax Advisory Board (Economic Development Element)
- Firewise Board of Directors (Hazard Mitigation & Community Services Elements)
- Community Design Committee (Community Design Element)
- Parks & Recreation Committee (Recreation & Economic Development Elements)
- Public Safety Committee (Hazard Mitigation & Community Services Elements)
- Carson National Forest, Questa Ranger District (Recreation & Hazard Mitigation Elements)

All members of the Commission were asked to prioritize each of the objectives based on their knowledge of the community, the need for public services, and the potential opportunities for future land conservation and development.

A revised draft plan was prepared in late 2016. In that document Economic Development as a separate element was removed. The primary responsibility that the Village has for economic development are the following: provision and maintenance of the Village infrastructure; the collection and distribution of Lodgers Tax which was determined through Village Ordinance; the distribution of a portion of the Lodgers Tax to Village of Taos Ski Valley Chamber of Commerce for marketing the Taos Ski Valley and its respective businesses.

Village Staff members reviewed the document and provided comments that were incorporated. The revised draft was presented to the Village Planning and Zoning Commission for review on February 6, 2017 for their comments. In addition, the revised draft will be reissued to the organization listed above for comments following the completion of the revised draft document. The final Comprehensive plan was revised to reflect all of these comments.

## LAND USE AND NATURAL RESOURCES

### Existing Conditions

The Village encompasses 1,821 acres or 2.85 square miles. The base elevation of the Core Village is 9,207 feet. The Kachina area is situated at approximately 10,200 feet. The Valley's steep yet diverse terrain varies from riparian habitat to alpine tundra. Alpine tundra covers Wheeler and nearby peaks. Flower species include Stonecrop, Forget-me-nots, Columbine, Fireweed, Monkshood and Mountain Harebell. Cottonwood trees are common along the Rio Hondo. Bristlecone pine, Engelmann spruce, and sub-alpine fir are the dominant tree species. The natural diversity provides habitat to over 250 different plant species. An abundance of wildlife is found in the vicinity, including big horn sheep, elk, mule deer, golden eagles, beaver, many kinds of songbirds, marmots, bears. Bird species include blue grouse, hawks, flycatchers, magpies, Gray jays, woodpeckers, chickadees, and many others.

The surface water within the Upper Rio Hondo watershed includes the Lake Fork Creek and the Rio Hondo. The Village's drinking water supply is from the natural springs located in the upper Lake Fork Creek watershed.



*Williams Lake*

### Land Use

#### *The Village of Taos Ski Valley*

The Village is facing unprecedented growth due to extensive improvements in the ski area. New lifts, a luxury hotel, pedestrian walkways and improved parking, and a proposed new retail/housing area in the Village Core as well as other proposed improvements, have prompted a closer look at the zoning and other ordinances and the need for additional master planning in areas not yet heavily developed.

Future development is limited by the steep slopes, snow and severe storms (summer and winter), unstable soils, and access to the Village's centralized water and sewer systems. Taos Ski Valley remains an attractive destination with the challenging terrain, unique history and the multi-cultural experience of juxtaposition to the Town of Taos.

Existing land uses are illustrated on the **Existing Land Use Map 3**. Each type of land use is summarized in the table below. The table also shows the number of acres being used for each type of land use along with the number of parcels used for each type of land use.

**Table 2 – Land Use**

<b>Land Use</b>	<b>Acres</b>	<b>Parcels</b>
Hotel	2.0	6
Maintenance	0.1	1
Mixed use (commercial + residential)	0.5	3
Municipal	8.8	14
Office	0.5	1
Open space	2.4	5
Multifamily condo	14.1	14
Single family	78.1	128
Recreation	1.1	3
Retail	1.1	2
undeveloped	1591.1	168
<b>Total*</b>	<b>1699.8</b>	<b>345</b>

*\*Discrepancies in acres are due to rights of way.*

The Village of Taos Ski Valley is divided into several distinct areas. These areas are:

### **Amizette**

Amizette is the “Gateway” to the Village of Taos Ski Valley. Located along State Highway 150, the Amizette corridor will continue to provide a range of housing and mixed use lodging options appropriate to the surrounding narrow canyon and steep slopes.

### **The Village Core**

The Village Core is the heart of the Village and houses the ski resort base operations, ticket sales, ski school and ski rental, retail shops, and the bulk of the resort hotels and condominiums. The Village Core is where a majority of commercial development is located. Residential and lodging developments include the Edelweiss Lodge, Snakedance condominiums, Sierra Del Sol condominiums, and the St. Bernard condominiums, among others.

### **Kachina Basin Area**

Kachina Basin Area is located at the base of the Kachina Lift at 10, 200 feet and includes the mixed-use Kachina subdivision, the Blue Jay Ridge residential lots and contiguous mixed-use properties. Current development includes the Bavarian Lodge and Restaurant, the Wheeler Peak Condominiums, two single family homes and a six duplex condo chalet.

### **Neighborhood District**

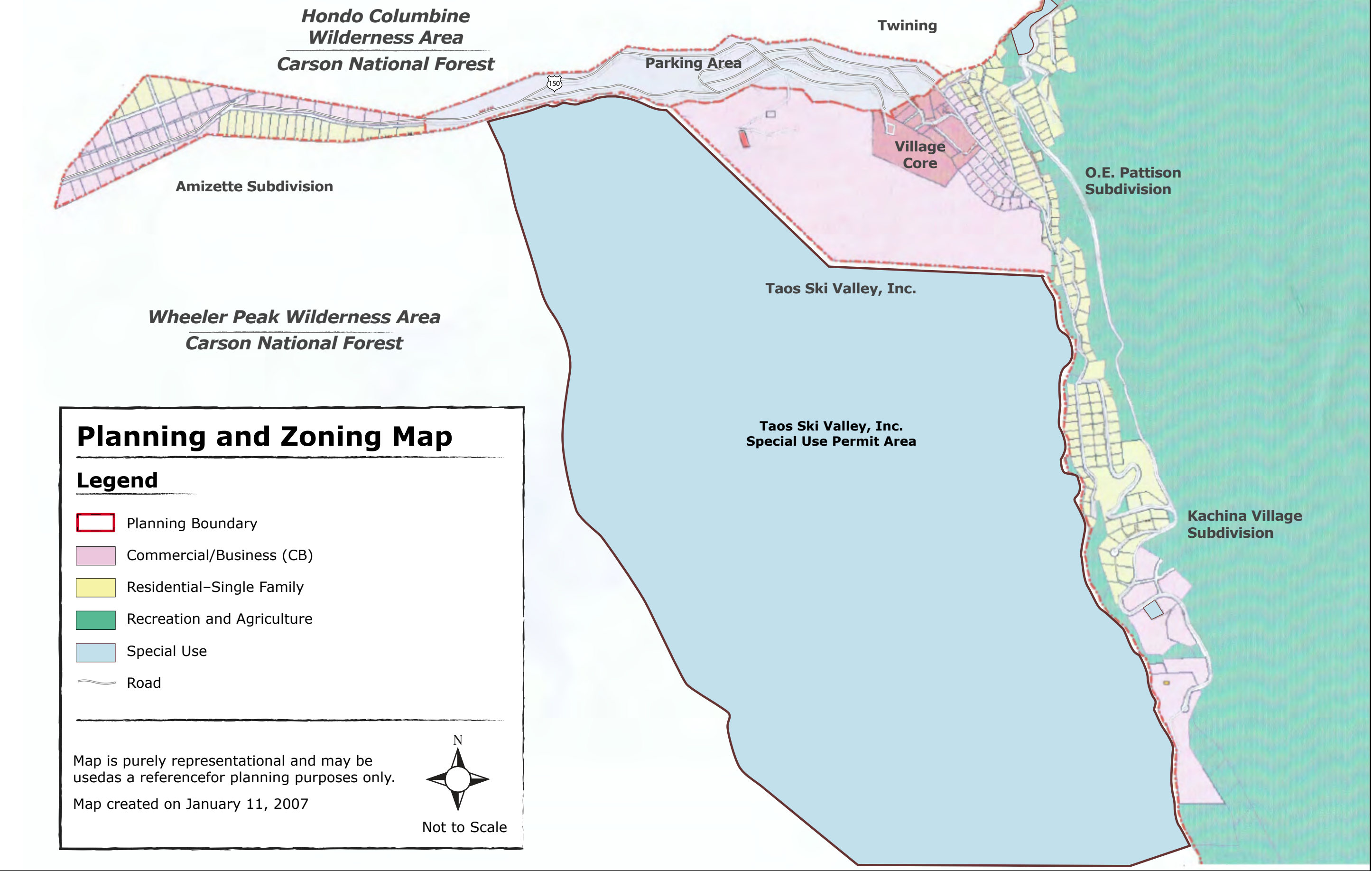
This includes the residential subdivisions and homes along Twining, Zap and Porcupine Roads. These are single-family houses, which are mostly second homes. They may be used as rental properties for visitors.

### ***Farming and Recreation***

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Three quarters of the land in the Village is undeveloped in large part because of the 1,300 +/- acres owned by the Pattison Trust, LLC. This parcel is zoned as Farming and Recreation. The development potential of this parcel would require re-zoning by the Village and would be limited due to the steep slopes, avalanche chutes, unimproved roads and distance from utilities; however, the Pattison Trust has prepared a master development plan for the potential future development of a ski resort and accompanying retail and residential development. The parcel is currently being used for fee-based recreation.

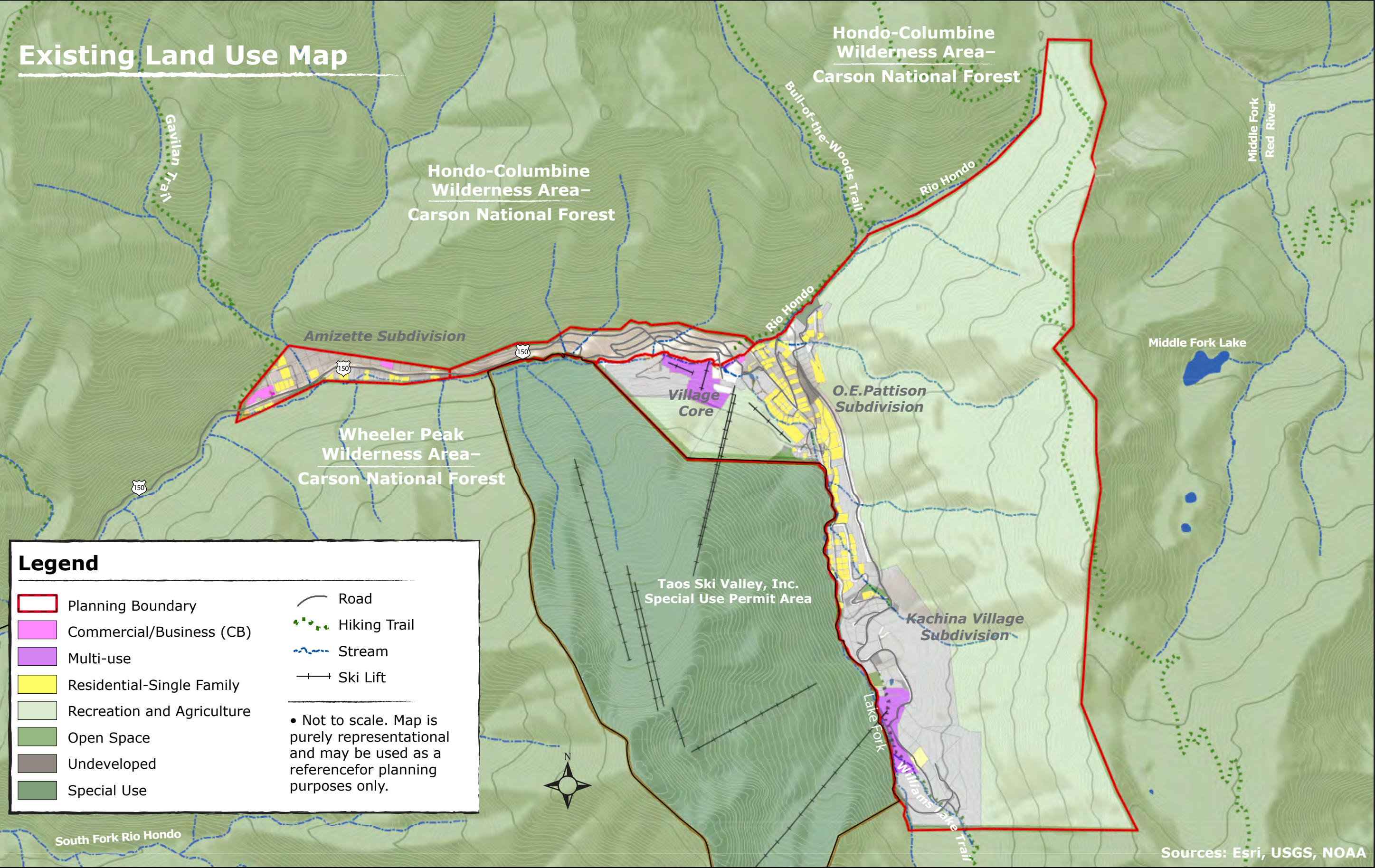
Map 2 – Planning and Zoning







Map 3 – Existing Land Use







## Existing Ordinances

### Zoning Regulations

The zoning regulations govern development through minimum standards for building envelopes and set-backs, building heights, architecture, snow storage, parking, site grading and drainage, utilities, landscaping, signage and outdoor lighting.

### Subdivision Ordinance

This ordinance regulates the subdivision of land according to state law. It controls the density of proposed development and includes specific provisions for the developer to provide adequate infrastructure and utilities.



*Photo Credit-Nancy Grabowski*

## Proposed Land Use

### Development Potential

The Land Use Element includes an analysis of the development potential of the Village. The analysis triggers several important questions about land use and development:

- What if every parcel of land was developed to the maximum potential?
- How much land is undeveloped, where is it, and is it feasible to develop?
- What would be the impacts to the Village water and sewer systems if each parcel were fully developed?
- Do the Commission and Council need to amend the zoning map to reduce the amount of development that could be permitted?
- Would the character of the Village be damaged if all parcels were developed?

The **Existing Land Use Map** identifies the locations of undeveloped parcels and the overall distribution of all land uses. The current zone and permitted density of each undeveloped parcel determines the maximum development capacity of the Village; however, many parcels are not developable. The analysis assumes that a fair proportion of parcels will be developed due to market conditions for real estate development and the construction of the wastewater treatment plant and the Kachina areas water tank.

**Table 3 – Zoning of Undeveloped Parcels**

<b>Zone</b>	<b>Acres</b>
Residential	52
Farming and recreation	1351
Core Village Zone/Commercial Business Zone	12
Commercial business	171

*Zoning of Undeveloped Parcels outlines the number of acres of undeveloped parcels according to zone.*

There is a total of 1,591 acres of undeveloped land within the Village boundary.

The Village will work with property owners to create master development plans in order to develop accurate and feasible analysis of the total developmental capacity of the Village.

New commercial and mixed-use development is most likely to occur in the Village Core in the next few years due to the value of property, the proximity to skiing and the availability of infrastructure and utilities. Some commercial development should be anticipated in the Kachina area after a new Kachina water tank is installed in 2017. New development in the Amizette area will be possible after water and sewer services are made available in the near future.

## Development Criteria

The staff will use the following development criteria and other yet undetermined criteria to evaluate the potential impacts and opportunities of a development proposal. The Commission can use the development criteria to determine if a development proposal is consistent with the Plan and to determine if the proposal creates negative impacts to adjacent properties. Using the criteria consistently for each proposal will help the Village staff coordinate infrastructure and utilities.

1. Is the proposed land use consistent with the Planning and Zoning Map?
2. Are the proposed use, massing, and density compatible with surrounding development?
3. Are there any Master Plans that apply to the property?
4. Does the development unify and connect adjacent properties or does it isolate the development from adjacent properties?
5. Can the development be built with a roadways and/or driveways with less than 12% slope? Are there opportunities for shared driveways or roadways to minimize cut-and-fill?
6. Are there water and sewer service lines within the required distances of the proposed development?
7. Is there adequate water pressure for fire suppression? Are all buildings within 150 feet of the nearest fire hydrant?
8. Does the Village have adequate water supply to service the additional development?
9. Does the site plan include utility improvements for gas, electrical, and communications? Are any easements necessary from adjacent properties to provide utilities to the property?
10. Does the site plan include a grading and drainage plan? Does the plan retain the existing drainage patterns at the site boundaries or does the development propose to alter the natural drainage patterns and quantity of runoff as existed prior to the proposed development?
11. Is the building(s) the most developable location(s) and in compact arrangements where grading can be minimized?
12. Is there adequate emergency access for ambulance, police and fire vehicles and equipment? Would a vehicle need to back into a public roadway?
13. Can emergency vehicles access all of the buildings within the proposed site plan?
14. Do any proposed public spaces provide adequate outdoor security lighting?
15. Does the landscaping plan include creating defensible space?
16. Does the terrain management plan minimize cut and fill and include revegetation of disturbed areas? Low-impact and vegetative treatments of drainage “facilities” and improvements are preferred over hard surface treatments such as gabions or concrete.
17. Is there any potential for a natural hazard, including forest fire, flood, avalanche, or landslide?
18. Are facilities required to comply with the American with Disabilities Act, including restrooms, parking spaces, or pedestrian passages?
19. Are there wetlands or streams located on the property or adjacent to the property?
20. Has the Public Works Department and the Public Safety Department reviewed the site plan?
21. Does the snow management plan encroach on any adjacent properties or limit the Village’s ability to manage snow? Do any of the buildings shed snow on a public passage or entry/exit of a building?
22. Does the proposed development include any proposed open space, conservation easement, trail, or other amenity that can be permanently protected from development or offer a public service or bene-

fit? Are there any significant rock outcroppings, watercourses, vegetation, or views on the property?

23. Are there any deed restrictions, easements, development agreements, or covenants that apply to the property that control the development?
24. Does the architecture enhance the natural surroundings, vegetation, views, and topography with regard to rooflines, building height, finishes and materials?
25. Are there opportunities for including renewable energy production into the development such as solar photovoltaic, solar hot water, or geothermal? Is water use minimized with low-flow fixtures?
26. Could windbreaks reduce energy costs? Does the development create any micro-climate(s) that create wind tunnels, snowdrifts, ice, and excessively shaded areas? Snowdrifts can be anticipated on the leeward side of structures, roof edges, walls, fences, vegetation, and predominant landform features.
27. Are the buildings oriented for passive solar gain? Is the development eligible for any federal or state sustainable building tax credits?
28. Does the development require a licensed architect, civil engineer, or a structural engineer to prepare any of the necessary civil engineering designs or construction drawings?
29. Outdoors lighting plans will be reviewed to insure night sky clarity is not compromised.

Many of the criteria may not apply to a certain proposal; however, using the criteria can avoid complications during development and can create a fair and consistent evaluation process for all land owners and developers.

### ***Land Use Recommendations from the 2006 and 2010 Village of Taos Ski Valley Master Plans***

The 2006 and 2010 Master Plans reflect the same values and actions, which are relevant for consideration in this plan. Environmental protection, mixed use development that preserves open space, adequate infrastructure and requiring development to pay its fair share for services and infrastructure are recurring themes. Many of these concepts have been carried forward into this plan or will be addressed through the implementation of one or more of the objectives.

- Manage growth in the Village.
- Protect the environment.
- Attract younger residents to the Village.
- Consider wildlife corridors within development areas.
- Require development to pay its fair share for infrastructure and services.
- Develop a storm water runoff management plan.
- Development on steep slopes above Kachina could compromise safety of lower development.
- Simplify the permitting process and development process.
- Allow the transfer of development rights.

The **2010 Master Plan** also included specific plans for improving *Amizette*, *Village Core*, and *Kachina* the *Neighborhood District*, and *Farming and Recreation*.

#### ***Amizette Area Actions***

- Supply connections to a wastewater treatment plant.
- Create a wetland interpretive park off the Rio Hondo.
- Prevent negative impacts on the Rio Hondo.
- Consider a pedestrian path to connect Amizette to the Village Core.

- Encourage low intensity mixed use development and amenities to unify the Amizette Community.
- Limit cut and fill projects to prevent soil disturbance.
- Improve shoulders along State Highway 150 to provide safe deceleration lanes to access local businesses.
- Provide bike lanes along State Highway 150 and trail linkages to open space mountain bike trails.

### ***Village Core Actions***

- Landscaping improvements to Armadillo Road.
- Create public open spaces and pedestrian amenities.
- Identify snow storage areas.
- Expand the Core Village Zone boundaries to the Children's Center.
- Adopt a Parcel Conceptual Plan for all parcels within the Core Village.
- Adopt a river restoration plan for all properties adjacent to the Rio Hondo and Lake Fork Creek.
- Negotiate with property owners for public easement or land exchanges for future development of trail corridors and riparian restoration projects.
- Recognize properties that should be declared "blighted" and proceed with condemnation.

### ***Kachina Area Objectives***

- Complete and adopt a master development plan. The plan should address the following elements:
  - Create architectural standards to reflect the mining history of the community
  - Preserve wetlands and surface water
  - Provide adequate snow storage and parking
  - Maximize views from public spaces
  - Plan location of infrastructure and utility capacity
  - Provide facilities for public events
  - Preserve the views of nearby mountain peaks

### ***Neighborhood District***

- The Master Plans recommend continued development of single-family homes.
- Create zoning districts that reduce environmental impacts.
- Concentrate development and promote open space.
- Create guidelines for Firewise development. (completed 2016)

### ***Farming and Recreation***

- Work with the Pattison Trust and other adjacent property owners to develop and adopt a Master Development Plan. This Master Plan should address the following priorities:
  - Preserve steep slopes and natural resources and mitigate erosion.
  - Preserve the natural beauty.
  - Identify the developable areas for potential commercial and residential development.
  - Identify avalanche chutes.
  - Provide alternatives for providing water, sewer, roadway access and alternative energy for heat and electricity.



## Land Use and Natural Resources Goal, Objectives and Strategies

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### Goal

**Strive for an environmentally and economically sustainable community by managing resources for future generations.**

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### *Zoning Objectives and Strategies*

#### Objective

Update the zoning regulations.

#### Strategies

- Require regular updates to the zoning map.
- Identify open space zones, revise and quantify open space dedication requirements.
- Clarify the process for Certificate of Compatibility as it relates to other zoning.
- Reconcile discrepancies between zoning ordinances and the subdivision ordinance.

#### Objective

Create a comprehensive database that utilizes Geographic Information Systems (GIS) for decision support, asset management, monitoring development applications, and code violations.

#### Strategy

- GIS is a very powerful tool for implementing the Plan. It should be utilized to evaluate the infrastructure impacts of development projects, prioritize land conservation programs, evaluate infrastructure investments, and generate maps and produce data for the public and other government agencies. GIS can be integrated with a searchable database so the staff can review prior approval dates of nascent development projects, identify code violations, create public notification letters, and be aware of a variety of time and location-sensitive issues. The database will include a comprehensive inventory of roadway conditions, rights-of-way, and the location, type, and age of all roadway signs, utilities, and drainage structures.

#### Objective

Development applications must be substantially consistent with the goals, and objectives of the Comprehensive Plan.

#### Strategy

- Require a narrative with each application that describes how the developer's proposal is consistent with the goals and objectives of the Comprehensive Plan. Staff reports to the Commission must include an analysis of the consistency between the proposed development and the policies and objectives of the Plan.

#### Objective

The Village challenge is to create a streamlined efficient and predictable development review process. Planning is most effective when there is clear community support for the plan and transparency in development decisions. Transparency in the planning process increases accountability for elected officials,

appointed officials, and staff who are expected to implement the Plan. The Village affirms that the entire community deserves the most accurate and timely information about land use and development decisions; therefore, are community members will be included in public outreach and education efforts.

### **Strategies**

- Develop a fee schedule reference for all types of zoning and development applications to be approved and updated by resolution from the Village Council and post on the Village website. Use up to date information technology to keep all aspects of the land use regulatory system current and easily accessible to the public.
- Reconcile any discrepancies between the zoning ordinance and the subdivision ordinance.

### **Objective**

Add an Open Space Zone and revise Open Space dedication requirements.

### **Strategy**

- Consider a land trade of Village property at the end of Bull of the Woods Road for properties with potential snow storage and open space.

### **Objective**

Assess deteriorated properties for potential redevelopment or condemnation.

### **Objective**

The Village encourages entrepreneurial activities through home-occupations and live/work developments.

### **Strategy**

- The Village will update the zoning regulations to facilitate live/work developments. Live/work development will encourage permanent residency that can create social and economic vitality. Home occupations and live/work developments will encourage permanent residency and entrepreneurship.



*Photo Credit:  
Nancy Grabowski*

## ***Planning Objectives and Strategies***

### ***Objective***

Update the Land Use Section of the Comprehensive Plan every five years. The Plan will be more manageable and relevant when updated regularly. Updates will reflect the most current goals, policies and objectives of the Planning and Zoning Commission and the Village Council.

### ***Strategies***

The update to the Plan will be accompanied by a brief report. The report will include the following:

- The number of objectives/strategies that have been accomplished, including a revised list of objectives/strategies to be implemented over the following five years.
- The overall effectiveness of each policy.
- The challenges, threats or new opportunities that have emerged.
- The data that needs to be updated.
- The recommended changes and updates to maps and other data.

### ***Objective***

Complete and adopt a master development plan for the Kachina area.

### ***Strategies***

- Work with property owners in completing and adopting a master development plan.
- Identify the feasibility of providing water and sewer services, roadway improvements, gateway signage, outdoor lighting and landscaping, flood control and riparian habitat protection, snow storage, trail head improvements and trailhead parking and defensible space.

### ***Objective***

Adopt a snow storage plan for all property owners.

### ***Strategy***

- Include property owners in the planning process and map areas for storage.

## ***Communication and Outreach Objectives and Strategies***

### ***Objective***

The Village recognizes that land use planning and development decisions have impacts beyond the Village boundaries. No single government entity has full legal jurisdiction, political power, or funding capacity to implement all of the goals, policies, and objectives of the Plan. There are many factors that influence development decisions, including market forces and economic trends, budget limitations, and county, federal, state, and tribal plans and regulations. The Village's policy is therefore to collaborate with Taos County, Taos Pueblo, federal and state agencies as well as local community organizations in land use planning and development decisions.

### ***Strategy***

- The Village will utilize the most accessible formats of public participation and education, including email and mail notices, print and radio media, web pages and blogs, social media, public hearings, charrettes, and open house events. The Village will be proactive in providing land use and development planning information to the public.

## *Natural Resource and Sustainability Objectives and Strategies*

### *Objective*

Natural resources consist of the land, vegetation, wildlife, air, water, and clear skies. These resources not only sustain lives but they define the character, economy, and quality of life in the Village. Accordingly, natural resources must be protected because of their cultural, environmental, and economic benefits.

### *Strategies*

- Insure that development does not exceed the development capacity of the land and natural resources. The Village will consider an application for a zone change to increase the density of a development when the application demonstrates that the proposed development will not have long-term negative impacts to the beauty and integrity of the land and natural resources of the community.
- Encourage water and energy conservation in new development and renovations through installation of low flow toilets, recirculating heat pumps and energy efficient appliances.
- Encourage on-site water retention through best practices in storm water management, including the use of rain barrels, bio-swales and other permaculture designs.
- Improve the sedimentation of the Beaver Pond for future use as a fishery and a water source for firefighting.
- Install water quality ponds and sedimentation basins, as well as underground pretreatment to control runoff and erosion as a result of increased hard surface and impervious development.
- Encourage clustered development and shared access for roads and utilities to developable portions of properties in order to conserve natural resources, provide for efficiency in utility services, and preserve views.
- Invest in renewable energy production and conservation measures in Village facilities in order to save energy, water, and reduce impacts to natural resources.
- Evaluate new development for its impacts to natural resources. The Village will require natural resource conservation through sustainable design and innovation during the initial phase of site selection, design and development.
- Retain the clarity of night skies. All lighting proposals will be reviewed to insure that such lighting will not be detrimental to the viewing of the night-time skies and will not contribute to undesirable “light pollution”. Conduct a code compliance sweep to locate all non-compliant exterior lighting fixtures and encourage voluntary compliance.
- Support Taos Ski Valley, Inc in their efforts to reduce greenhouse gas emissions through the National Ski Areas Association and their commitment to The Climate Challenge. The Climate Challenge is a voluntary program dedicated to helping participating ski areas reduce greenhouse gas emissions and reap other benefits in their operations, such as reducing costs for energy use. The Village will participate in the TSV Inc. Green Team to offer suggestions and contributions to reducing greenhouse gas emissions, using renewable energy, and seeking out opportunities to save energy, time, and work more efficiently in natural resources conservation.
- Maintain Village roads regularly to minimize dust pollution.
- Consider land acquisition or trade of Village property for properties with potential for snow storage, open space or natural resource conservation.
- Work with private landowners along Lake Fork Creek and Rio Hondo to provide a connected trail and open space network along riparian area.

- Negotiate with property owners for public easement or land exchanges for future development of trail corridors, riparian restoration projects, fishing access, habitat restoration, drainage and erosion control improvements and easements for public access.
- Parcels of privately owned property, particularly along Lake Fork Creek, could be used as protected open space to be owned and/or managed by the Village.
- Collaborate with Taos Ski Valley, Inc. and the U.S. Forest Service to improve storm runoff conditions and snow storage to prevent surface water pollution.
- Adopt a Green Infrastructure and Trails Plan and the associated land dedication and riparian protection ordinances. Identify properties with environmental, scenic or recreational value to the entire community. The map should also identify possible trail connections and riparian corridors, thereby creating a network of green infrastructure.
- Update the open space dedication requirement of the zoning ordinance to require a developer to dedicate the green infrastructure that is identified on the green infrastructure map. If a property is not on the map, the developer will be required to pay a fee to offset the costs of developing open space within the same neighborhood where the land development is located. The ordinance will also require setbacks from riparian areas and streams.
- Support projects when the design and implementation of green infrastructure manages storm water and utilize best management practices, such as increasing tree canopy, using bio-swales, permeable pavers, bio retention, green roofs, downspout disconnection, landscaping with native vegetation and other proven practices for water quality and habitat protection.



*The Rio Hondo and Lake Fork Creek are critical links in a network of green infrastructure.*



## UTILITIES

### Existing Conditions

#### *Water*

The Village owns and operates the water utility since it accepted the system from the Twining Water and Sanitation District in April 2001. One hundred percent of the Village's drinking water supply comes from the Phoenix spring gallery, which produces a maximum flow rate between 1,600 to 2,000 gallons per minute (gpm) of high quality water. The lowest flows occur between February and April with approximately 140 to 150 gpm. The spring is located on the far southern edge of the Village boundary. The Village also has access to the Gunsight spring located east of the Kachina subdivision, but it is not developed. The Phoenix spring feeds an infiltration gallery and a chlorination station before it flows into a 250,000 gallon storage tank located adjacent to Kachina Road. The distribution system is gravity fed through ductile iron piping. A second 250,000 gallon storage tank is buried behind the Pioneer Glade subdivision. This tank serves developments within the Village core area below. A third tank of at least 250,000 gallons will be located in Kachina by the end of 2017. The Amizette subdivision, the St. Bernard Condominium, and a few residents in the higher elevations are not currently served by the Village's water system but are served by private wells. See the **Water/Sewer Infrastructure Map**, (Map 4) for the locations of the springs, water tanks, and other water utility improvements.

The Village manages 167 utility accounts. Accounts are for water, sewer, or water and sewer services. Twelve of the accounts are for commercial developments. All others are residential or condominiums. Users pay a base rate plus an additional amount based on water use. Rates are based on one Equivalent Residential Unit (EQR). One EQR equals the water demand and corresponding sewer discharge estimated from a single-family residence of 2 bedrooms and 2 baths. Additional EQRs are assigned to larger residences and other types of development that demand a greater amount of domestic water.

#### *Wastewater*

The Village operates and maintains the wastewater treatment plant, including approximately 3.5 miles of sewer lines. The plant was first constructed in 1982 and improved in 2004. The 2004 improvements were designed to treat .167 million gallons per day (mgd) with a peak of .200 mgd but these numbers have never been realized. The maximum daily flows are approximately 120,000 gallons per day (gpd) or .120 mgd during the winter ski season. The plant uses a conventional activated sludge system with integrated fixed film aeration to treat the sewage. Treated water (effluent) is discharged into the Rio Hondo, which is described as a high quality mountain stream, requiring an advanced treatment process to maintain water quality standards. The discharge permit from the New Mexico Environment Department and the US Environmental Protection Agency for the discharge of treated wastewater from the plant into the Rio Hondo was renewed on September 2016. Discharge permits are renewed every five years. The Village currently transports the solid sludge to the landfill in Rio Rancho, NM; however, the Village hopes to revise the sludge permit to haul sludge to the Town of Taos to reduce hauling costs to the landfill in Rio Rancho. The plant is located on Ocean Boulevard within the US Forest Service Special Permit area. The tract of land where the treatment plant will be located will be conveyed to the Village of Taos Ski Valley by the end of 2018.

Installation of a septic tank and leach field within the Village is regulated by the state of New Mexico Environment Department (NMED). There are approximately 40 buildings with private septic tanks in the Village. The black water sewage from commercial developments in Amizette is stored in vaults with gray water stored in septic tanks and leach fields in the Village. Solid sludge is pumped and trucked to the Town of Taos wastewater treatment plant. Residences use a septic tank and leach field system depending on the size of their property.

The general guidelines for NMED to approve a solid waste permit are outlined below:

- A 3-bedroom house with 1,000 gallons of sewage per day requires .75 acres.
- A 4-bedroom house with 1,250 gallons of sewage requires .88 acres.
- A 5-bedroom house requires a minimum of 1 acre.

The liquid waste system must be at least 100 feet from a well. Furthermore, the tank must be at least 50 feet away from the Rio Hondo; the field must be at least 100 feet away. A well is required to maintain these same setbacks from the Rio Hondo. A holding tank is permitted provided that the owner occupies the house less than 120 days throughout the year, which is difficult to regulate and perhaps more difficult to finance the construction of the house with such a limitation. Shared septic systems among more than one property are not permitted according to NMED. All systems require a soils test as part of the application with NMED. At least four feet of soil (e.g. – not rock) is required to allow proper drainage of the system. A viable alternative is a “split flow” system where black water from the toilets is drained into a holding tank while the drains from the kitchen and other sinks are drained into a leach field. This system is appropriate for 4-bedroom house on a .135-acre property provided all of the setbacks from above are met.

See the **Water/ Sewer Infrastructure Map**, (Map 4) for the locations of the wastewater treatment plant and other wastewater utility improvements.

### ***Electric***

Electricity is provided by Kit Carson Electric Cooperative (Kit Carson). A single 3-phase underground transmission line runs parallel to State Highway 150 in a trench that was completed in the summer of 2016. The Village suffers from power outages due to fallen trees in the canyon along Highway 150. The Village negotiates a franchise agreement with Kit Carson. Franchise fees are used to bury power lines underground. Mapping of existing power lines was unavailable and could not be included in the Plan.

### ***Renewable Energy***

Solar energy potential is limited in the Village due to the steep slopes and limited sun exposure. However, there are a few residences and facilities that utilize renewable energy, including The Blake Hotel which is utilizing 40 ground source heat pumps to provide pre-heated water to the hotel and for the radiant heat system to melt snow on the pedestrian plaza at the base of chair #1.

### ***Communications***

Internet and wireless communications services are unreliable and inconsistent within the Village. Many residents, businesses, and visitors expressed the need for improved services, which occurred in 2016 with improved services on existing towers. Wireless communications (e.g. – “cell” phone) services are currently provided by Verizon, AT&T, Comnet, and T-Mobile. Taosnet provides Internet through a “point to point” wireless system. The limited cell phone service is a capacity issue. The Village and Taos Ski Valley, Inc. have taken great strides to increase the capacity. A fiber optic backhaul to Albuquerque is in place, which AT&T is utilizing. Other carriers, T-Mobile, Verizon and Sprint have been asked to start utilizing the fiber optic backhaul as well. Until these other carriers upgrade their equipment to take advantage of this backhaul, they will continue to have poor service in the Village during busy periods.

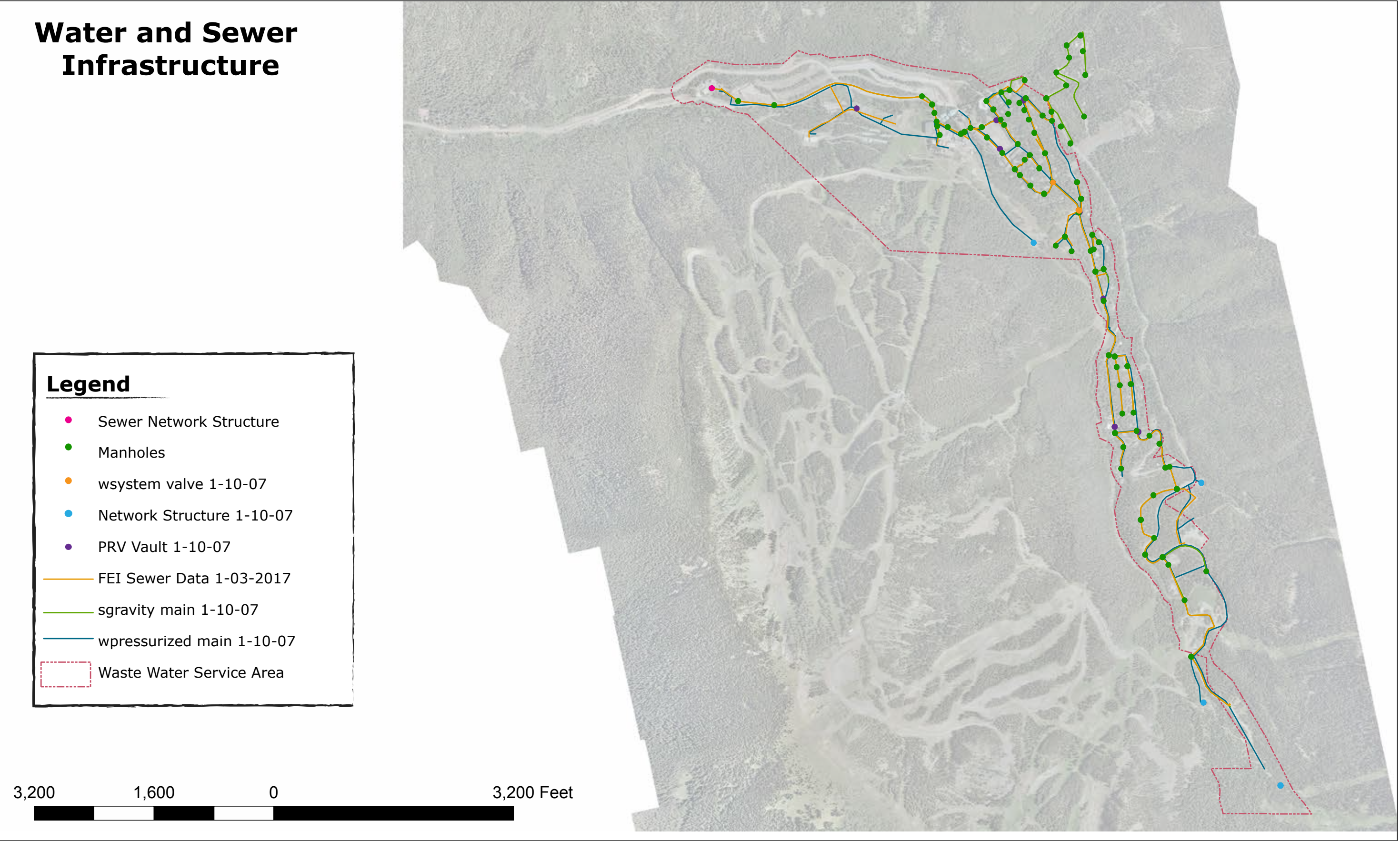
A fiber optic cable is included in the utility trench along State Highway 150. The trench also includes an electric line and a natural gas line. The Tax Increment Development District (TIDD), Kit Carson Electric Cooperative, and NM Gas Company are sharing the costs for the trenching project.

### ***Gas***

Natural gas is now available in the Village Core and to businesses and residences in Amizette. Eventually it may be possible to extend lines to all the primary residential areas. The alternative to natural gas is electricity and liquid propane.



Map 4 – Water and Sewer Infrastructure





## **Existing Ordinances**

### **Zoning Ordinance**

One of the primary purposes of the Village's Zoning Regulations (Ordinance 2017-30) is to "facilitate adequate provisions for transportation, water, sewerage, schools, parks and other community requirements". Several sections of the zoning ordinance address utilities, such as the requirement that all permanent utilities are located underground or inside structures and that propane tanks and satellite dishes blend with the natural surroundings and are shielded from public view.

### **System Development Fees**

The Village charges a System Development Fee from all new development to pay for improvements to the water and sewer systems. The fee is based on the estimate of square footage of new construction and the cost of providing utilities to the proposed development.

### **Impact Fees**

Development Impact fees are charged for four categories of public facilities, including roadway/pedestrian/drainage infrastructure, parks and recreation / open space, general government facilities and equipment, and public safety.

### **Subdivision Ordinance**

The Subdivision Ordinance (Ordinance 2010-25) includes provisions for the locations of utility easements and the dedication of utilities and other amenities to the Village after the subdivision has been developed. The ordinance further requires that:

- All developments shall be connected to the Village's water and sewer systems at developers' expense.
- All extensions and connections shall be paid for by developer and conform to the Village's standards and must be inspected and approved by the Village.
- All water and sewer service lines shall be installed in the road right of way or appropriate easements accessible to each lot.
- The applicant provides a surety bond or other acceptable method of payment to ensure the successful completion of utilities required to service the subdivision.
- The developer and the Village agree to a subdivision improvement agreement.

### **Water Use Ordinance**

The Water Use Ordinance (Ordinance 2015-38) requires all property owners to hook-up to the Village's water system if the building is within 300 feet of an existing water distribution line. Alternatively, an owner may elect to drill a well only if the owner receives a permit from the New Mexico Environment Department and domestic water well permit from the Village under the condition that the cost of hooking up to the water system exceeds the cost of drilling a well.

Section 1.4 of the ordinance states, "The Village shall develop a plan to extend its water lines so that all lands within the Village have water available through the municipal water system subject to the Village's connection charges."

This element satisfied this directive from the Village Council.

### ***Sewer Ordinance***

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With some exceptions, this ordinance (Ordinance 2015-37) requires all residences located within 150 feet of an existing sewer line request a sewer line extension from the Village prior to generation of wastewater and to abandon their septic system. Commercial buildings are required to hook-up to the sewer system if they are located within 300 feet.

Similar to the Water Ordinance, the Sewer Ordinance includes a clear directive toward planning for sewer system improvements:

“The Village of Taos Ski Valley will develop a plan to treat all wastewater generated within the Village and include in the plan methods to encourage the safe treatment of wastewater that is generated on lands not connected to the Village water treatment facility.”

### ***Underground Electric Utility Service Ordinance***

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Ordinance 2015-51 “mandates the elimination of overhead electrical service and requiring the conversion of underground service for all properties and structures within the municipal boundaries of the Village”. The purpose of the mandate is to protect the Village from forest fire caused by overhead power lines, to improve the quality and consistency of service, and to improve the aesthetics and beauty of the Village. The Village utilizes the franchise fees to pay for the cost of converting to underground lines within the Village’s rights-of-way. Property owners are required to pay for the costs from the property line to the building.

### ***Wireless Towers***

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The Village Council added new regulations to the zoning ordinance to set criteria and design standards for the construction of new wireless towers and antennas. The ordinance treats all new towers as a Conditional Use in all zones. Towers are prohibited in open space and can only be approved at a Public Hearing of the Planning and Zoning Commission. These new regulations will implement the goal, policies, and objectives of the Wireless Communications Master Plan.

### ***Franchise Agreements***

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The Village Council approved Ordinance 2005-32 to grant Kit Carson Electric Cooperative a franchise to utilize the Village’s roadways for providing electrical service to the Village. The franchise agreement expired on June 2015. The Village Council approved Resolution 2016-292 to extend the Franchise Agreement, including provisions for broadband, for four months until a long-term agreement could be approved. The Village approved a franchise agreement with NM Gas for providing natural gas services.



“Major strengths of the TSV water system include the Village’s water rights and the Phoenix Springs physical supply; present problems include old pipelines (too small or poor quality) and lack of storage. Fortunately, the latter can be replaced when funds are available, while water supply and water rights are almost irreplaceable.”

**Water System Master Plan  
June 2007**

## **Previous Plans and Proposed Actions**

The Village has planned for utility improvements since the Village was first incorporated in 1996. Below are a summary of these plans and a brief description of the utility improvements that have been considered in past plans.

### **2006 Comprehensive Plan**

- The Village will develop a plan for the orderly expansion of water and sanitation service to areas not presently served, while also providing for the improvement of the existing infrastructure.
- All new development will be required to connect to central water and sanitation services where available.
- The Village will develop a plan to connect existing development to the central water and sanitation services.
- No new public or private development (residential, commercial, retail and community facilities) will be approved by the Village unless there is adequate water and sanitation service to assure maintenance of downstream water quality.
- In order to maintain continuation of services during the winter months and to provide an improved aesthetic environment, new utility lines (electric, telephone, cable, etc.) will be placed underground.
- In order to provide an improved aesthetic environment, the Village will develop a program to place all existing utility lines underground.

### **2007 Village of Taos Ski Valley Water System Master Plan by McLaughlin Rincon**

This Village Council formally adopted the Water System Master Plan in June 2007. The Master Plan provided an analysis of the existing water facilities and “prediction of future potable water requirements”. It recommended a design flow of 1,500 EQRs and a design peak daily usage of 450,000 gallons.

Following the approval of the Master Plan, the Village re-hired the engineering consultant, McLaughlin, in December 2007 to prepare an implementation plan, including cost estimates for the proposed improvements. The recommendations of the implementation plan included the following:

- Replace pressure regulating stations to prevent water line breaks (complete).
- Provide adequate water supply to the Kachina area for fire protection for new development (anticipated in 2016 – 2017).
- Complete preventative disinfection at the Phoenix springs (completed).
- Install a water storage tank at the base area of Pioneer Glade, for system reliability and fire suppression (completed).
- Replace base area distribution lines below Beaver Pond. Construction would be all PVC, except upgrades to Bighorn, Coyote and Sutton Place (planned).

### ***Tax Increment Development District***

The Village Council unanimously approved the formation of the Tax Increment Development District (TIDD). Village residents and property owners overwhelmingly approved the TIDD in an election in early 2015. The TIDD is a public finance “mechanism” whereby the a developer provides the up-front financing for a variety of public infrastructure improvements in return for the dedication of future gross receipts taxes and property tax increments as a result of the new infrastructure and utility improvements. The tax increments are used to 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, utilities, and other public improvements after it has been developed and dedicated to the local government The TIDD plan estimated over \$52 million in overall infrastructure needs. The following table identifies only the utility improvements of the TIDD.

**Table 4 – TIDD Utility Projects**

<b>Project</b>	<b>Year</b>	<b>Status</b>
Up-Valley Utility Trench		
Trenching	2015-2016	Completed
Electrical	2015-2016	Completed
Natural Gas	2015-2016	Completed
Telecom/Fiber Optic	2015-2016	Completed
Core Village Improvements		
Water Utility	2015	Completed
Sanitary Sewer	2015	Completed
Kachina Improvements		
Fiber Optic (main line)	2018	Completed
Waterline (Beaver Pond to Village Core)	2015	To be determined
Natural Gas	2018	In progress
Water Tank	2019	In progress

### ***Infrastructure Capital Improvements Plan***

Every year the Village Council adopts an Infrastructure Capital Improvements Plan (ICIP). The ICIP is a list of infrastructure projects presented in priority order for a five year period. The following utility improvement projects have been included in the ICIP since 2011:

**Table 5 – Infrastructure Capital Improvements**

<b>Project</b>	<b>Status</b>
Design & Construct Kachina Village Water System Improvements	In progress (2017)
Installation of Kachina Lift Station	Completed
Three Phase Electrical Connection to Homes	In progress
Construction of Phase III of the Community-Wide Wastewater Collection Line Extension. Bull of the Woods/Mineslide/Snowshoe areas	To be determined
Design New Wastewater Treatment Plant	In progress
Construction of Phase IV of the Community-Wide Wastewater Collection Line Extension (included Amizette)	To be determined

**Table 5, Infrastructure Capital Improvements (continued)**

Project	Status
Construct New Wastewater Treatment Plant	In progress
Phase II Water Improvements (Cliffhanger Loop, Phoenix S.B., Chipmunk	To be determined
Fiber Optic Utility Trench	Completed
Phases I-V of Village Core Infrastructure Improvements	In progress
Phases II-IV of Kit Carson Franchise Underground Electric CO-OP	Ongoing
Map/Delineate Phoenix Spring for Future Development	To be determined
Purchase WWTP USFS Town site Act	In progress
Construct Community Center	To be determined
Phoenix Spring Infiltration Gallery Upgrades	To be determined

### ***Core Village Parcel Conceptual Plan***

TSV, Inc. submitted a Parcel Conceptual Plan for the development of six parcels of land under the requirements of the Zoning Ordinance for the Core Village Zone. Accordingly, they also submitted a plan for improving the wet and dry utilities that serve the six parcels. The Commission approved the Parcel Conceptual Plan in June 2012. The utility improvements are being developed through the TIDD with the intention of being dedicated to the Village.

### ***2011 Preliminary Engineering Report (PER)***

The Village hired McLaughlin Water Ltd. to prepare a Preliminary Engineering Report (PER) for the expansion and upgrades to the wastewater 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.

### ***2015 Village of Taos Ski Valley Wireless Communications Master Plan***

In recognizing the need for improved mobile phone services throughout the Village, the Village Council adopted this single purpose Master Plan by Resolution 15-286, to establish the criteria for locating new wireless towers within the Village. The Master Plan identified the criteria for reviewing an application for constructing a new tower and recommends areas within the Village where a new tower will maximize the coverage, capacity, and continuity of wireless communications services. A map is also included that identifies the preferred locations for the construction of new towers. (Appendix C)



## Utilities Goals, Objectives and Strategies

The Goals, Objectives and Strategy present a framework for evaluating new development proposals and for implementing utility improvement projects.

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### Goal

**Insure utilities are reliable, affordable, and efficient while sustaining public health, safety and natural resources**

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### *Objectives*

The Village believes that taxpayers should not be responsible for the utility costs associated with private developments. Accordingly, land developers and property owners should pay for the full cost of utility services to accommodate new developments.

### *Strategy*

- Update the impact fees and system development fees. Section 5-8-30 of the New Mexico state statutes require an update of land use assumptions and capital improvements plan required in order to impose impact fees at least every five years. The initial five-year period begins on the day the capital improvements plan is adopted. The Village Council approved the Public Facilities Needs Assessment Report on June 10, 2014. The next Needs Assessment Report will be issued in June 2019.

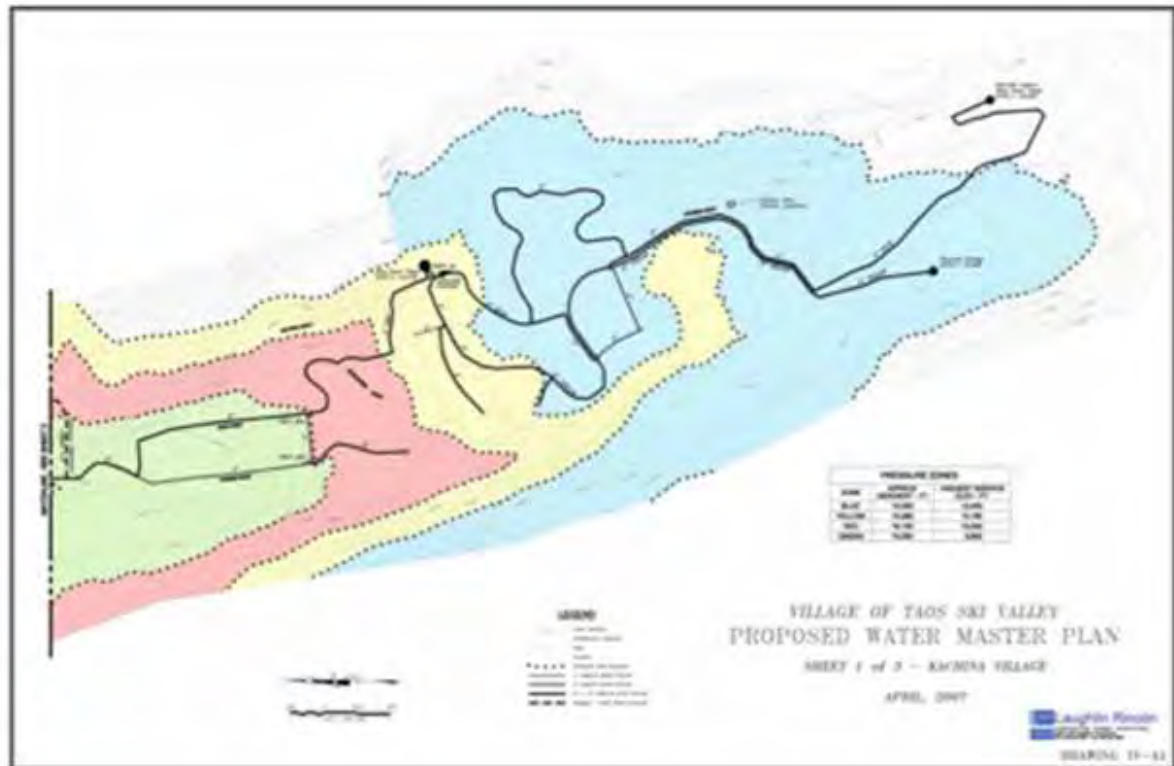
### *Objective*

No new public or private development (residential, commercial, retail or community facility) will be approved by the Village unless there is adequate water and sanitation service to assure maintenance of downstream water quality.

### *Strategies*

- Design and construct a new wastewater treatment plant. Having recently acquired 4.5 (+/-) acres of land from the US Forest Service through the Townsite Act, the Village is ready to begin the design of the new facility. The next step to replacing the existing wastewater treatment plant (WWTP) is to amend the existing Preliminary Engineering Report (PER) prepared by McLaughlin in August 2011. The Village is working with FEI Engineers to update the PER and prepare the preliminary design for the new plant. The PER will include the following components:
  - Review of the existing and future organic and hydraulic loading.
  - Documentation of the expected growth of the TSVI and VTSV within the next 20 years.
  - Estimate effluent discharge limits for the expanded WWTP.
  - Complete a technology screening and selection based upon the anticipated effluent discharge limits.
  - Complete a conceptual level site layout for the proposed WWTP expansion, include future VTSV building (e.g. public works building).
- The new Waste Water Treatment Plant (WWTP) will be a hybrid treatment system. The Village received a \$500,000 loan/grant from the Clean Water State Revolving Fund (\$350,000 of the \$500,000 is a loan and \$150,000 is a grant for planning and design).
- Municipal bonds and other financial programs are also being considered to finance the construction of the WWTP.

**Figure 1 – Proposed Water Plan**



*Note: Taos Ski Valley is considering a larger capacity tank at no additional cost to the Village of Taos Ski Valley*

- The WWTP produces “Class B” sludge. The sludge must be transported to the Rio Rancho landfill at great cost to the Village. Consequently, the Village is looking at options to produce Class A sludge and is working on a plan to haul to the town of Taos Regional landfill.
- Design and construct the “blue zone” water tank in the Kachina area. The “blue zone” refers to lands above the 10,400 foot elevation. The “Proposed Water Master Plan” map below identifies the blue zone. Installing a 250,000 gallon water storage tank in the blue zone will provide adequate water pressure for fire suppression and provide adequate domestic water storage for additional development in the Kachina area.

### **Objective**

The Village believes that the proliferation of septic tanks and domestic water wells poses a threat to water quality and human health.

### **Strategy**

- The Village will encourage existing developments to hook up to the centralized water and sewer systems to minimize the potential environmental impacts of domestic wells and septic tanks.

### **Objective**

The Village will develop a plan for the orderly expansion of water and sanitation service to areas not presently served, while also providing for the improvement of the existing infrastructure. Utilities improvements should encourage infill development and redevelopment of underutilized land. Infill and redevelopment accommodate more growth in an already developed area rather than using undeveloped land on the periphery of the community. Infill development should take priority over outward growth.

## ***Strategies***

- Extend and replace existing water and sewer lines. The Village will repair existing utilities prior to constructing new utilities. This policy will encourage infill redevelopment and could reduce development pressure on surrounding areas with open space and pristine views. The annual budget and the Infrastructure Capital Improvements Plan will prioritize repairs and upgrades to existing utilities in areas already developed. The 2007 **Water & Wastewater Improvements Plan Maps** identify the locations of the proposed improvements to the water and wastewater utilities.
- Inventory all water and sewer utility infrastructure to be included in an asset management program. Currently, the Village has contracted with webDPW for asset management software that will, when fully implemented (by summer 2018):
  - Provide accurate map-based data for water, sewer and road infrastructure.
  - Host a comprehensive database for vehicles, equipment and inventory necessary for utility maintenance.
  - Track condition, level of service, criticality and replacement value for all Village assets.
  - Maintain preventative maintenance schedules.
- The Village staff relies on thousands of paper maps to identify the locations and types of utility lines, manholes, and other improvements. A comprehensive GIS inventory will help the staff in completing asset management, planning for system upgrades and routine maintenance. *Global Positioning System data, as-built drawings and land survey information will need to be acquired and uploaded into a geo-database for accurate baseline information.*
- Provide water services to the Amizette area.

**Table 6 – Water & Sewer Line Improvement Projects**

Project	Year(s) Complete	Funding Sources			
		Village	TIDD	Utility	Franchise
<b>Water Lines</b>					
Replace water line from Beaver Pond to Core Village Area	2020-2021		X		
Abandon line and vault on Ernie Blake Road (Part of Ernie Blake Redesign)	To Be Determined		X		
Install new 8" line along the Twining Condos to connect to Twining Road. Twining to Lakefork (Part of Ernie Blake Redesign)	Date To Be Determined	X			
Replace water line at Thunderbird Road with a new 8" line (Parcel D)	2019		X		
Install new 10" line at Burroughs Road to tie into the water line at the Resort Center	2016		X		
Install new 8" line from the Edelweiss around the St. Bernard Hotel to connect to the line from the Pioneer storage tank.	To Be Determined	X			
Replace existing 4" PVC line along Phoenix Switchback with 8" DI pipe	2019	X			

**Table 6, Water & Sewer Line Improvement Projects (continued)**

Project	Year(s) Complete	Funding Sources			
		Village	TIDD	Utility	Franchise
<b>Water Lines</b>					
Replace PVC line along Cliffhanger Loop with new 8" Ductile Iron pipe	2020	X			
Replace all 2" and 4" PVC lines with 6" DI for fire flow purposes (Coyote, Chipmunk, O.E. Pattison, and Firehouse to Ocean Blvd.)	2018	X			
Block N (Bull of the Woods) Line Extension	2018-2020	X			
<b>Wastewater Lines</b>					
Install new 8" line to service Block N (Bull of the Woods/Snowshoe)	2017-2020				

**Objective**

In order to maintain continuation of services during the winter months and to provide an improved aesthetic environment, new utility lines (electric, fiber optic, etc.) will be placed underground. Existing overhead lines should also be buried.

**Strategy**

- Work with Kit Carson and property owners to bury overhead power lines. The Village will work with Kit Carson to identify the specific locations of all existing power poles, lines, and transformers. The data will be incorporated into the GIS database. The inventory will help the Village and Kit Carson to develop a plan together with the necessary service line agreement and any other easements required to properly buy the lines. The Franchise Agreement with Kit Carson allows the Village to use the fees to pay for the costs of burying the lines.

**Objective**

The Village recognizes the economic and environmental benefits of renewable energy resources and energy and water conservation measures in order to capitalize on investments and protect natural resources. The Village will invest in alternative energy development and conservation and encourage private developers to invest and conserve.

**Strategies**

- Complete Energy Audits on Village facilities. The Village will hire a consultant to perform the audits and recommend the most cost-effective methods to save energy.
- Provide referrals and resources for renewable energy tax credits and other financial incentives to private landowners, architects, and developers.
- Landowners can also save significant amounts of money in constructing energy and water efficient building and in retrofitting existing buildings to save energy and water. The federal and state governments provide financial incentives to assist owners in financing energy and water efficiency improvements. The Village will make the information about these incentives available to the community and encourage them to take advantage of these opportunities.

- The Village will encourage water and energy conservation through public education and outreach initiatives.
- Determine the feasibility of developing renewable energy resources, including solar and geothermal.

### **Objective**

The Village believes that residents, visitors, and business deserve the fastest and most reliable communications systems for improved personal communications, public safety, and business operations. The Village will coordinate with Kit Carson and other utility providers to provide efficient and reliable Internet and telephone services.

### **Strategies**

- Install Wireless Towers. Although the Village does not anticipate acting as a developer of any towers, the Village will encourage private landowners to install towers as recommended in the Wireless Communications Master Plan.
- Install Broadband. Kit Carson is installing fiber optic cable in the Village. Fiber optic cable was included in the trenching project along NM 150 all the way to the Bavarian; however, not all properties in the Village have access to the service. The Village will work with Kit Carson and property owners to extend the cable to all properties.

# TRANSPORTATION

## Existing Conditions

### *Roads*

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, Thunderbird 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 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.

### *Transit*

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 will participate in regional transportation and transit planning efforts sponsored by Taos County, DOT, the Regional Transit Authority, the Town of Taos Chile Line, the Northern Pueblos Planning Organization, or the Intergovernmental Council of the Enchanted.

The North Central Regional Transit District (RTD) took over bus services from the Town of Taos Chile Line in 2015. The RTD provides bus services to the Village during the regular ski season. In addition, the Village subsidizes a transit service provided by TSV, Inc. that provides free shuttle service primarily to anyone who works in the Village.

There is currently shuttle service (the Chile Line) provided by RTD from December to March that is fare free service, and this serves the town of Taos to Taos Ski Valley. There is also service from Taos to Santa Fe. All information is available on the website [ridethebluebus.com](http://ridethebluebus.com).

"The North Central Regional Transit District began service in 2007. It provides free bus transit connecting communities and pueblos throughout the counties of north central New Mexico including Los Alamos, Rio Arriba, Santa Fe and Taos. Further expanding its reach, the signature RTD Blue Buses provide riders with connections to New Mexico Rail Runner, Santa Fe Trails, New Mexico Park and Ride, Los Alamos Atomic City Transit, Taos Chile Line and Red River Miner's Transit. All of its buses are ADA accessible and equipped with bicycle racks. The RTD provides service on 20 Fixed routes and two Demand Response routes."

- [www.ncrtd.org](http://www.ncrtd.org)

TSV Inc. provides daily shuttle service to Albuquerque and Santa Fe airport during ski season. All information is available at the website, [skitaos.org](http://skitaos.org).



## ***Pedestrian***

Pedestrian circulation flow is unclear in the Village and other areas of the Ski Valley. The steep terrain has resulted in a meandering pattern that can be confusing to a first time visitor. Day skiers or visitors arrive through a difficult entry sequence and park in a series of terraced lots. During ski season, these skier/visitors are picked up by an open-air shuttle and taken to a centralized drop off location. They must then navigate a series of levels and stairways to reach the main ski base and lifts. Sidewalks are narrow and often iced over, making navigation with ski equipment and children difficult and dangerous.

The existing roadway system is characterized by steep terrain with narrow rights-of-way, gravel road surfaces, several steep switchbacks, 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 switchbacks 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.

**Table 7 - Existing Conditions** identifies 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.

**Table 7 – Existing Conditions**

<b>Name</b>	<b>Ownership</b>	<b>Right-of-Way Width</b>	<b>Surface Type</b>	<b>Distance (Feet)</b>	<b>Average Slope (%)</b>	<b>General Condition</b>
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	Fair
Bison	USFS	0	Paved	823	6.4	Fair
Black Bear Drive	Public	20	Gravel	109	Unknown	Poor
Bull of the Woods Road	Public	30	Gravel	1261	23.9	Fair
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	Poor
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	Fair
Firehouse Road	Private	0	Gravel	737	12.9	Poor
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

**Table 7 – Existing Conditions** (continued)

Name	Ownership	Right-of-Way Width	Surface Type	Distance (Feet)	Average Slope (%)	General Condition
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	Good
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	Fair
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	Poor
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	Poor
Twining Road	USFS	0	Gravel	666	9.2	Fair

**Table 7 – Existing Conditions** (continued)

Name	Ownership	Right-of-Way Width	Surface Type	Distance (Feet)	Average Slope (%)	General Condition
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

## 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 serves 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:

**Table 8 – VTSV Road Improvements**

VTSV Road Improvements	Status
Phoenix Switchback Retaining Wall	Complete
Village Entry Road (TIDD)	To Be Determined
Twining Rd, ending at Phoenix Switchback, sidewalk, street lights, curb, gutter, storm water management, etc. (TIDD)	To Be Determined
Ernie Blake paving, sidewalk, street lights, curb, gutter, storm water management, etc. (TIDD + LAND ACQUISITION)	To Be Determined
Replace Sutton Place river crossing (TIDD)	Complete 2016
Sutton Place resurfacing, sidewalk, street lights, curb, gutter, storm water management, etc. (TIDD)	Complete 2016
Thunderbird Rd. Paving, sidewalk, street lights, curb, gutter, storm water management, etc. (TIDD)	To Be Determined
Kachina District Improvements (TIDD)	To Be Determined
West Burroughs Road sidewalk, street lights, curb, gutter, storm water management, etc. (TIDD – NEED RIGHT OF WAY)	To Be Determined

### **Subdivision Ordinance**

The subdivision ordinance includes design 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 redesign and reconstruction of existing roadways when a development necessitates roadway improvements to service the development.

### **Previous Plans and Proposed Actions**

The Village has entertained numerous roadway improvement proposals since the Village was first incorporated in 1996. The Village adopted a Master Plan in 2006 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.

### **Report of Vehicle and Pedestrian Study for the Village of Taos Ski Valley, New Mexico (1998) 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 Larkin Study recommended the following roadway improvements:

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

### ***2006 Village of Taos Ski Valley Master Plan***

The Village Council recognized the importance of roadway improvements when it adopted the first Master Plan in 2006. The Comprehensive Plan included the following recommendations for transportation and circulation:

- 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.
- 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.
- 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.
- Because of the existing problem with snow storage, the Village will develop snow storage areas away from existing roadways where possible.

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

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

- Develop a pedestrian circulation plan.
- Provide appropriate streetlights.
- Consider people moving options such as an electric shuttle, cog railroad, gondola or funicular.
- Examine the potential for a bypass to Kachina Road, of improving the Kachina High Road for year round use.
- Create areas of snow storage.
- Create a landscaped entry along Armadillo Road (previously the Armadillo parking lot) that focuses attention on the scenic vista of the narrowing valley beyond. Prohibit parking along Armadillo Road. The terminus of Armadillo is a public space, opening onto community facilities and providing a hub for transit services and mixed-use buildings. A gondola was also recommended to connect the Village Core and Kachina.
- Provide bike lanes along State Highway 150 to promote year round recreation activities.

**Table 9 – Road Standards**

<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



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

The TIDD estimated over \$52 million in overall infrastructure needs. The following table identifies only the transportation and roadway improvements of the TIDD.

**Table 10 – TIDD Road Projects**

Project	Year	Status
Sutton Place Crossing	2015	Completed in 2016
Snow Storage Solution (sedimentation pond)?	2016-2017	Completed in 2016-17
Ernie Blake & Thunderbird Road Upgrades	2017-2018	In Design
West Burroughs Crossing	2017-2018	To Be Determined
Route 150/Village Entry Road	2017	To Be Determined
Strawberry Hill Access & Crossing	2017	To Be Determined
Parking Lot Upgrades & RV Park	2018	To Be Determined
Twining Road Pavement (.5 miles) Parking lot to Phoenix switchback	2018	To Be Determined
Pave Road to Kachina	2018	To Be Determined
Public Parking Facility (at Kachina)	2019	To Be Determined

### ***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:

**Table 11 – ICIP Roads Projects**

Project	Status
Twining Road Improvement – Phase III Construction	2018- To Be Determined
Village Core Pedestrian Walkway Construction	Ongoing
Construct Kachina Road Improvements –	To Be Determined
Construct Kachina Road Improvements – Phase III	To Be Determined
Phases I - IV Village Core Infrastructure Improvements	Ongoing
Phases IV – VIII Road Improvements (NMDOT Co-op)	Ongoing
Acquire Land and Design New Village Entry Road	To Be Determined
Construct Phase I Village Entry Road	To Be Determined
Design and Construct Kachina Road Improvements (Hiker Parking to Bavarian)	To Be Determined
Beaver Pond Sediment Control / Riparian Restoration	To Be Determined

### ***The Core Village Zone of Taos Ski Valley Way Finding and Signage Plan and Design Standards, Zehren and Associates, June 2016***

This plan of graphic standards and pedestrian/vehicular sign standards and locations is being implemented and will alleviate confusion and sign clutter in the Village Core.

## ***Final Environmental Impact Statement for Taos Ski Valley's 2010 Master Development Plan-Phase One Projects, August 2012***

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

In addition to analyzing the alternatives for the ski mountain, the Final EIS puts forth alternatives for re-configuring the parking lots to improve the sense of arrival at the Taos Ski Valley and access to Twining Road. The Taos Ski Valley's eastern day parking lots (Armadillo, Bear and Bison) would be reconfigured to better accommodate traffic circulation. To improve pedestrian access to the resort:

- Create a new guest drop off area on Thunderbird Road.
- Reconfigure the eastern day parking lots to allow Bison to become a thoroughfare primarily for residents driving to Twining Road.

### ***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.

## **Transportation Goal, Objectives and Strategies**

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

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### **Goal**

**The Village will continue to improve roads and pedestrian circulation in the community and encourage alternative transportation when feasible.**

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### ***Objective***

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. Improved roadways benefit the entire community or residents, business owners, and visitors due to increased safety while traveling within the Village, but also during emergency situations and natural hazards for evacuation purposes.

### ***Strategies***

- 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 setback on private property for snow storage.

- 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. Consider permeable concrete/asphalt for road improvements.

*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.

**Figure 2 Thunderbird Road**



*Thunderbird Road taken from the TSV, Inc., Core Village Conceptual Plan. February 2012.*

*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.

*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.

*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 to be determined between the developer and the consulting engineers.

*Twining Road to the Phoenix Switchback-* Twining Road improvements will include water line upgrades and dry utilities, pavement of two 12-foot travel lanes, shoulders and roadside drainage ditches.

*Work with Taos Ski Village, 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.

**Figure 3**



*Proposed alignment of the new Village entry taken from TSV, Inc., Core Village Conceptual Plan, February 2012*

### ***Objective***

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.

### ***Strategy***

- Adopt a comprehensive snow management plan.

The Village purchased a snow blower in 2016. The need for additional space for snow storage will increase as new development occurs. The Village will identify locations to store snow.

### ***Objective***

The Village will maintain public roadways to ensure safety and the convenience of the public.

### ***Strategies***

- 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.
- The Village will continue to apply dust control measures to selected sections of gravel roads for more effective dust and erosion control as part of road co-op project and explore road stabilization products. The Village anticipates an increase in dust pollution as a new development occurs at the Kachina area. Twining Road and Thunderbird Road are likely candidates as a pilot project.
- Roadway design will minimize cut and fill to avoid erosion and landslides and to minimize sedimentation and jeopardize water quality.
- The installation of underground utilities will be coordinated to the maximum extent possible prior to any construction to avoid trenching after the curb and gutter, drainage or roadway is improved.
- Private property owners will pay for all necessary roadway improvements that are necessitated by

new development, particularly in areas where the existing roadways do not meet design standards.

- Utilize GIS to complete a comprehensive inventory of road conditions, rights of way, and the location, type and age of all roadway signs, utilities and drainage structures.
- The Village will seek funding from federal and state agencies for roadway improvements, including the DOT Coop program, wherever possible and feasible.

### **Objective**

Improve pedestrian circulation.

### **Strategies**

- Support improvements that clarify an arrival experience and facilitate access to lodging, restaurants and retail and provide efficient circulation from parking areas.
- Create a Community Trail Plan as a component of new development.
- Provide a continuous pedestrian connection that extends the length of the Village. Create a trail system that connects to wilderness areas as well as creating a link between Amizette, Village Core and Kachina Centers.

### **Objective**

Amend the Village Zoning Regulations to quantify the shared parking calculations for mixed-use developments.

## **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.

### **Local Government Road Fund, New Mexico Department of Transportation**

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, State of New Mexico***

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.

### ***Transportation Alternatives Program, Federal Highways Administration***

Transportation Alternatives Program (TAP) is a Federal reimbursement program originally authorized under section 1122 of the Federal transportation act, Moving Ahead for Progress in the 21st Century (MAP-21). TAP was reauthorized as a set-aside of the Surface Transportation Block Grant (STBG) program in section 1109 of the Fixing America's Surface Transportation Act (FAST Act)—signed into law in December of 2015. Although TAP is not explicitly mentioned in the FAST Act, all of TAP's eligibilities have been preserved and are now codified under Title 23 of the United States Code, sections 133(h)(3) and 101(a)(29). *For simplicity and consistency, NMDOT will continue to refer to the program as TAP.*

In New Mexico, TAP is administered by NMDOT. TAP provides funding for programs and projects such as: pedestrian and bicycle facilities, safe-routes-to-school projects, infrastructure improvements that provide better access to transit, environmental mitigation, and other infrastructure improvements to the transportation system.

**Table 12** 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.

**Table 12 – Proposed Roadway Improvements**

<b>Priority</b>	<b>Roadway Name</b>	<b>Proposed Improvement</b>	<b>Funding Source</b>
2015/2016	Sutton Place	Pave, Curb & Gutter, Sidewalk (Complete)	TIDD
2016	Zap's Road	Grading & Drainage (Installed D.I. and culvert)	DOT – NPRTPO
2016	Twining Road	Grading & Drainage (In progress)	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



**Table 12 – Proposed Roadway Improvements (continued)**

<b>Priority</b>	<b>Roadway Name</b>	<b>Proposed Improvement</b>	<b>Funding Source</b>
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 Phoenix Switchback	DOT – NPRTPO
2017	Phoenix Switchback	Improve Intersection at Chipmunk	DOT – NPRTPO
2017	Big Horn Hill	Grading & Drainage (Road co-op 2016)	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
2017	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

**Table 12 – Proposed Roadway Improvements (continued)**

Priority	Roadway Name	Proposed Improvement	Funding Source
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

## COMMUNITY SERVICES

### Existing Services

#### *Department of Public Safety*

The Department of Public Safety (DPS) is responsible for law enforcement, fire protection, emergency medical services, search and rescue, and animal control. All of these services are completed with cooperation from local and state resources and agencies. They also work with other Village departments in reviewing land development proposals and roadway improvements.

"The Village of Taos Ski Valley Department of Public Safety has a commitment to provide quality law enforcement, fire protection and EMS service to the Village of Taos Ski Valley's citizens and visitors. We have qualified, professionally trained full-time and volunteer personnel to meet the needs of our community. We promote the philosophy and practice of community-oriented policing through selected crime prevention programs. We focus on solving problems within our community and continue to diligently investigate and prosecute those who commit crimes against persons or property.

We are proactive in the area of fire protection, with constant training in the area of fire suppression. We conduct fire prevention programs such as commercial fire inspections, public fire education, plans review of new construction, and inspections and acceptance testing of fire protection systems.

We are constantly training in the area of EMS in order to continually improve the quality of emergency medical care provided to those in need of our services.

We will meet the challenges that changing times place on public safety, with dedication and commitment to doing the best job possible on behalf of our citizens and visitors."

Village of Taos Ski Valley Web page

#### *Law Enforcement*

Law enforcement applies to all state criminal statutes and Village ordinances. Law enforcement does not enforce civil issues. Officers do not have authority to make an arrest outside of the Village limits. The Village enjoys excellent working relationships with other law enforcement jurisdictions and works in cooperation with state, tribal, federal, and other municipal public safety departments.

The Village employs two full-time officers and the Chief. The Chief also serves as the Director of the Public Safety Department. The Village owns four law enforcement vehicles with one of the four being stored in reserve for back up. The New Mexico Department of Public Safety licenses all officers. Officers are required to earn 40 hours of in-service training every two years. The training courses they are required to attend are mandated by the state legislature.

The Village is in the process of drafting an agreement with the United States Forest Service (USFS) which will allow the Village law enforcement officers to have authority to enforce criminal and traffic laws on USFS property. The primary interest for this agreement is to allow the Village's law enforcement officers the ability to issue traffic violations within the TSV, Inc. parking lots. These areas are already annexed into the municipal limits of the Village. Village law enforcement currently has the ability to detain a criminal and to report criminal activity to the USFS. The USFS has a Law Enforcement Officer position.

Unfortunately, the position is currently vacant at the Questa Ranger District. Village law enforcement officers patrol the camping areas along NM 150 particularly in high fire season.

The Department of Public Safety also manages the Village of Taos Ski Valley Volunteer Fire Department. The District boundary is illustrated on the **Fire Service District Map**. The Fire Department responds to structure fires, vehicles crashes, and wildfires within the District boundaries.

Volunteers will assist if requested for inspections of fire suppression systems and inspections (with the assistance of the state Fire Marshal's office) of sprinkler systems. The Fire Chief helps the Village staff in building code review issues and designating fire lanes in roadway improvement plans.

The Village owns two engines, a rescue truck, and a brush truck as well as the air curtain incinerator or Burn Boss. The Village recently purchased a truck for mobile communications and search and rescue. The fire engine and the medical rescue vehicle are located in the garage at Fire Station #1 on Firehouse Road. Fire Station #2 houses an engine and is located near the Bavarian Restaurant in the Kachina area.

There are twenty volunteers with ten active members who often participate in training and respond to calls for service. Volunteers are trained in vehicle extrication (e.g. - a vehicle crash with entrapment) and low and high angle rescue.

The state Fire Marshal provides annual funding to cover the Village's operational expenses and fire-fighting equipment. The amount of funding is based on the Village's "ISO" rating. The Insurance Services Office (ISO) is a private legal organization that determines the ISO rates. The ISO rate determines fire insurance premiums. The Village's current rating is "6" with 1 being the best rating and 10 being the worst rating. The rating is determined by the capacity of the dispatch system (provided by Taos County), volunteer training, water systems, equipment, response times, and personnel. The Fire Department is fully equipped per ISO standards.



*Firehouse #1.*

*Taos County dedicated the land for the Firehouse #1 to the Village in 1997 under the deed restriction that the building is "used primarily as an active fire station."*



*Fire Substation #2. The Village leases the property underneath the substation from TSV, Inc.*

## ***Emergency Medical Services***

The Village's emergency medical service (EMS) is managed by the Village's DPS. It is a volunteer service with the same district boundaries as the Volunteer Fire Department District. It is a "non-transporting" service; however, the Village owns a transport capable medical rescue vehicle that can transport a patient in the event a County ambulance is not available. Many EMS volunteers also volunteer for the Fire Department and participate in EMS training. Training courses include first responder, EMT Basic and others.

## ***911 Service***

Emergency 911 phone calls are dispatched to the appropriate fire or EMS district from the dispatch center located in the Taos County complex in the Town of Taos.

## ***Search & Rescue***

Similar to the Fire Department and EMS, many volunteers also volunteer for Search and Rescue (SAR). The SAR service is recognized as a SAR Team by the state of New Mexico Search and Rescue Coordinator. The Village's SAR Team searches for missing persons within the Village boundaries and within USFS lands. TSV, Inc. Ski Patrol searches for lost skiers. Volunteers can be called to a SAR mission all over the region depending on staffing and availability of the volunteers. Volunteers are trained in SAR procedures on a limited basis. The Village Police Chief is designated as the Incident Commander during a SAR mission. State police must be notified of a SAR report because they have statutory authority over all SAR missions. They do not search for animals.

## ***Animal Control***

DPS is responsible for animal control within the Village. Law enforcement officers can give a citation for a pet running at large and for bites. However, the Village does not have a facility to keep animals. Animals are sheltered by Taos County who are available to assist with animal control as needed.

## ***Trash & Recycling***

Outdoor trash storage is not permitted due to bears. The Village accepts household trash at a compactor located at the wastewater treatment plant. A charge is added to the each property owner's water and/or sewer bill.

## ***Slash Pile Burning***

The Village and TSV Inc. purchased a Burn Boss (air incinerator) in 2014 to incinerate slash piling to support the community in creating defensive space to protect their property from forest fire. The Burn Boss, or air incinerator is moved to various areas throughout the Village where property owners can deliver their slash. Trained operators burn the slash. The USFS requires the operators be trained in Wildland Certification class (e.g. - "Red Card"). All operators of the Bun Boss must have a "red Card" in order to operate the Burn Boss on USFS land.

## ***Special Events***

The Village permits special events such as music and art festivals. These events are regulated by the zoning ordinance and administered by DPS.

## Existing Ordinances

### Zoning & Subdivision

The zoning and subdivision ordinances include several provisions to ensure that new development provides adequate facilities for emergency access, fire suppression, appropriate trash disposal and broad authority of Village staff to require additional improvements or design considerations that prevent the development from threatening public safety.

### 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 (emergency medical service, law enforcement, and fire). The fee for general government facilities is \$.7738 per square foot of development. The fee for public safety is \$.7095 per square feet 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. Cost estimates are 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.

The report identified the need for a new administrative office building, a public safety building for law enforcement, fire, and emergency services, a fire substation in the Kachina area, tank truck, and a ladder truck.

### Other Ordinances

Several ordinances have been adopted that regulate a variety of public safety issues. These are:

- 97-13 - Criminal Offenses; Violations of Municipal Ordinances; Dogs and Domesticated Animals
- 97-26 – Animal Control
- 97-27 –Creating the Department of Public Safety

## Previous Plans and Actions

### Village of Taos Ski Valley Infrastructure Capital Improvements Plans

Every year the Village Council adopts an Infrastructure Capital Improvements Plan (ICIP). The ICIP is a list of unfunded projects presented in priority order for a five-year period. The following community services have been included in the ICIP since 2011:

**Table 13 – ICIP Community Services (Since 2011)**

Service	Status
Construct Public Safety Building / Multi-Purpose Building	To Be Determined
Relocate / Construct Fire Substation	To Be Determined
Purchase Police Patrol Vehicle	To Be Determined
Recycling Facility	To Be Determined



## **2015 Threat Assessment**

The Office of Homeland Security completed a threat assessment of the Village in 2015. The following is a summary of their findings.

- There are no indicators of a threat from environmental terrorism, other domestic terrorism elements, or for international terrorism,
- Taos Valley crime statistics indicate a clear dominance in drug related offenses (males 25-50 years old are consistently the highest prevalence among adults)

## **Community Services Goal, Objectives and Strategies**

The goal and objectives present a framework for evaluating new development proposals and for implementing community services.

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### **Goal**

**The Village is fully equipped, trained, and empowered to provide community services that meet the recognized needs of Village residents and visitors.**

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### **Objective**

The Village will collaborate with regional agencies and organizations to explore new opportunities.

### **Strategy**

- The Village recognizes that providing new or enhanced community services is not always feasible due to the small population and remote location.

### **Objective**

Purchase law enforcement vehicles.

### **Strategy**

- The Village receives funding from the state public safety department for new vehicles. The Village will purchase a new law enforcement vehicle every two years.

### **Objective**

Renovate Firehouse #1 to accommodate the needs of the Public Safety Department.

### **Strategy**

- The Village purchased the Taos Mountain Lodge in the summer of 2016 in order to expand the office spaces for staff and provide meeting space. When the staff relocates, Firehouse #1 will be renovated to include office space, evidence lockers, training and meeting space, and at least four storage bays for equipment storage and for the year-round storage of public safety vehicles.

### ***Objective***

Implement an emergency evacuation and notification program.

### ***Strategy***

- The Village will invest in Internet and mobile device technology to increase public participation and facilitate real time feedback and reporting of issues that need the immediate attention of the Village administration and service providers. Programs may include services that allow residents and visitors to report a wide variety of issues to the Village. These issues may include:
  - flood, fire, avalanche, active shooter
  - road closures (due to construction or down trees)
  - dead animals
  - missing persons
  - forest fire alerts and evacuation procedures
  - downed utility poles and/or downed trees
  - planned outages for electric and water utilities

### ***Objective***

Increase fire protection services by purchasing a water tender truck and a new ladder truck.

### ***Strategy***

- A water tender (sometimes called a tanker truck) is necessary to transport water to a forest fire.
- A ladder truck is required for adequate fire protection due to the number of multiple story buildings within the Village core. Additional development of hotels and condominiums increases the need for a ladder truck.

### ***Objective***

Sign a Joint Powers Agreement (or other agreement) with the USFS to grant jurisdiction to the Village's Public Safety Department for issuing citations on Forest Service lands.

### ***Strategy***

- A large amount of traffic takes place at the TSV, Inc. parking lots during the ski season; however, the parking lots are located on USFS lands. The Village does not currently have the authority to give citations. Having authority on USFS lands will provide greater police protection and traffic control in the parking lot for the safety and convenience of all residents, employees, and visitors.

### ***Objective***

Relocate fire substation #2.

### ***Strategy***

- Substation #2 will be relocated to the .25 acres of Village-owned property located adjacent to Kachina Road.

### ***Objective***

Expand recycling services.

### ***Strategy***

- The Village will expand services to accept paper. The Village will provide recycling bins at the Village offices.

### ***Objective***

Adopt protocols for assigning addresses to new development; conduct a sweep of existing buildings to determine addressing redundancies and errors.

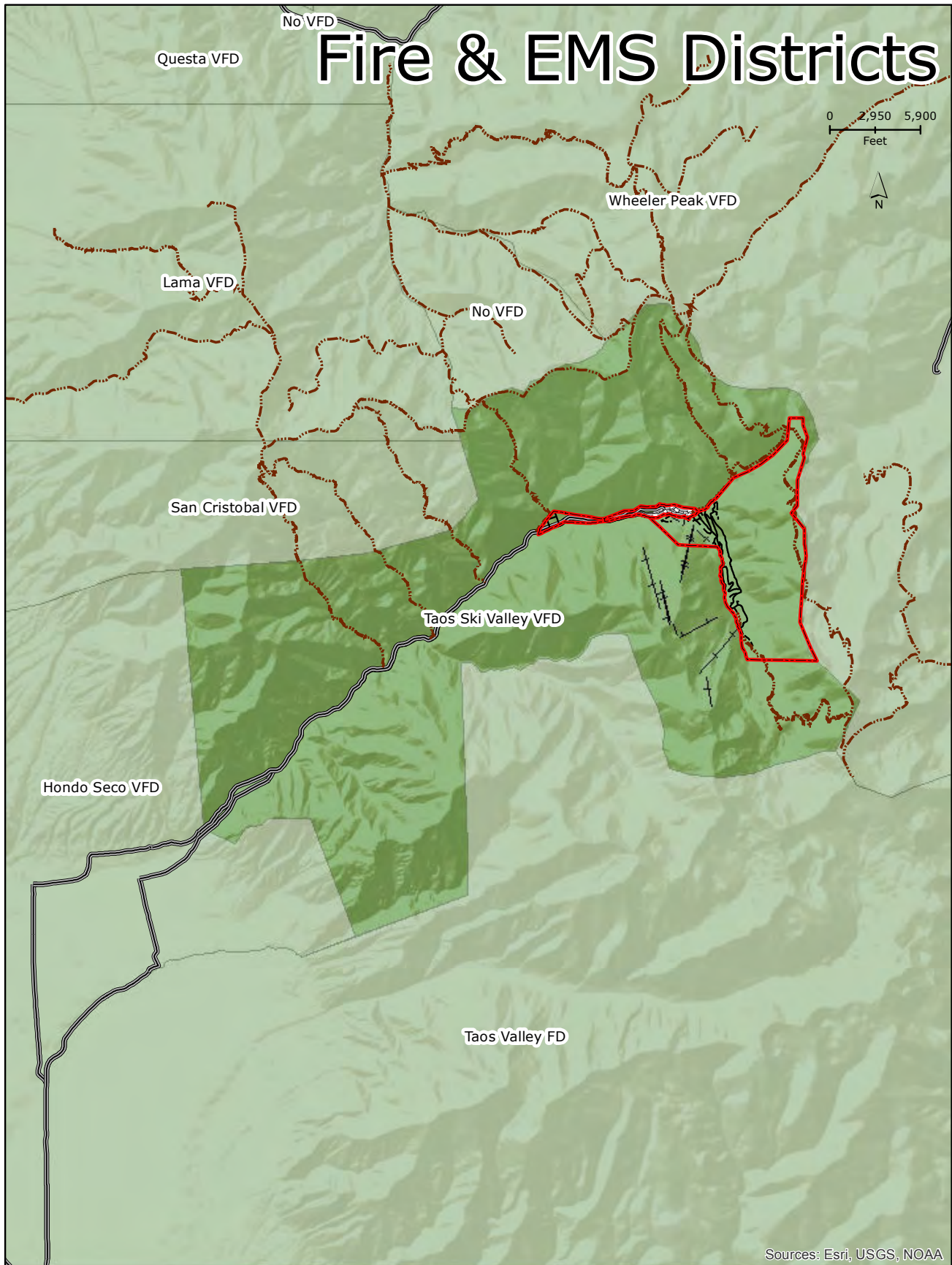
### ***Objective***

Special events are seen as an economic benefit to the Village, encouraging year round visitation and activities; however, the additional noise could be detrimental to the residents of the Village. The Village would take the appropriate steps to moderate any disturbances.

### ***Strategy***

- Adopt a noise ordinance to regulate noise levels during special events.

**Map 5 – Fire and EMS Districts**





# HAZARD MITIGATION

## Existing Conditions

The high alpine environment can be hazardous to human activity. The Village is at risk of several natural disasters including forest fire, floods and erosion, avalanches, landslides and severe weather. Natural hazards represent a serious threat to the natural beauty, property, safety, and economy of the Village.

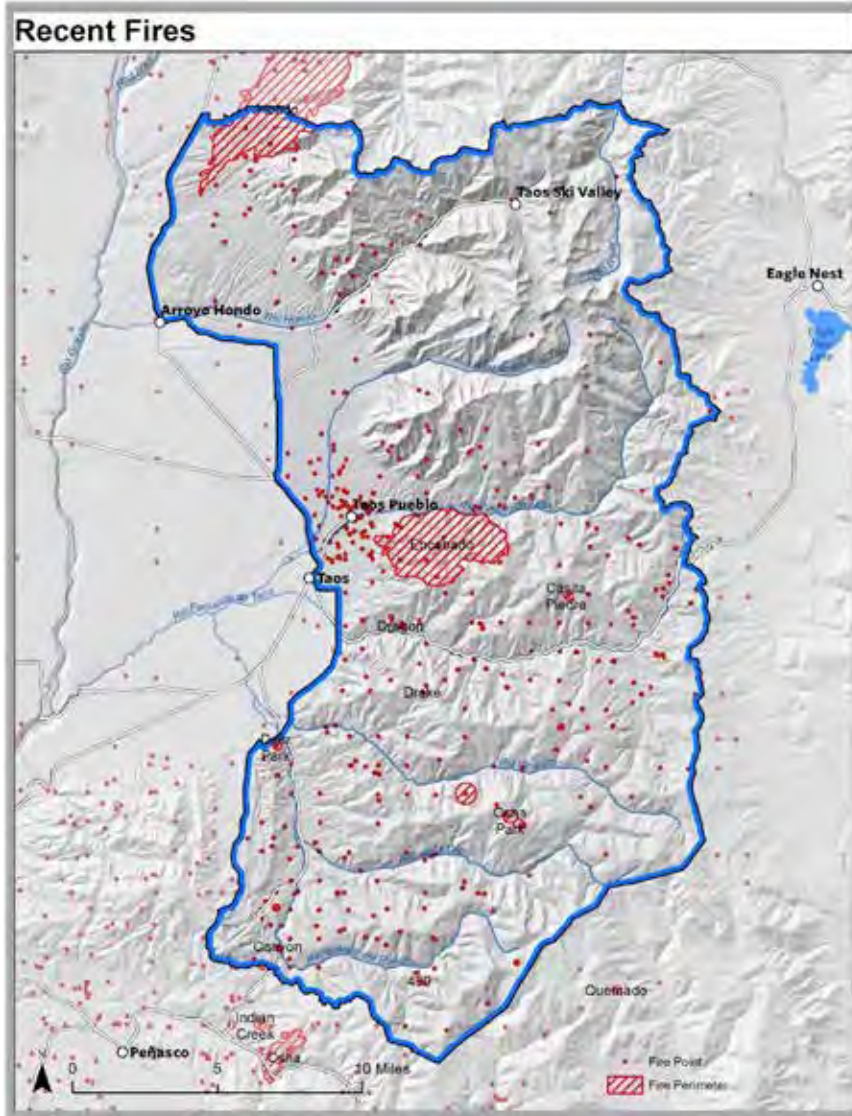
### *Forest Fire*

A forest fire represents a variety of risks and consequences to the Village, the tourism industry, and private property owners. These are summarized below:

- The forest surrounding the Village is overgrown with small diameter, dead-and-down and dead-and-standing trees due to fire suppression policies that remained in place by the US Forest Service for many decades.
- A forest fire would have disastrous consequences to wildlife and wildlife habitat, including the potential for massive fish kills in the Rio Hondo.
- Soil erosion would damage waterways and increase flood potential.
- Irrigated agriculture and grazing in downstream communities would be at risk of water pollution in the Rio Hondo due to ash and debris deposited in the river following a forest fire.
- Persistent drought increases fire potential.
- Invasive insect species kill trees, increasing the ignitability of the forest.
- A fire could damage the Phoenix Spring that provides the Villages single source of drinking water.
- A forest fire would be disastrous to the aesthetics of the ski runs and hiking and biking trails with a very negative effect on the visitor experience.
- Hundreds of millions of dollars being invested by TSV Inc. in the redevelopment of the core area and infrastructure improvements are put at risk.
- State highway 150 is the single access road to and from the Village making emergency evacuation problematic and dangerous.
- Careless visitors may accidentally or intentionally start a fire in remote areas.
- Aboveground electric utility poles along NM 150 and within the Village are at risk from falling on the lines, from high winds and many other factors beyond human control.
- The Village has limited financial resources to provide the necessary training equipment to fight wild-land fires.
- Difficulty in getting fire hazard insurance for residences and commercial buildings.



**Figure 4 – Recent Fires**



*There have been several devastating forest fires in Taos County in recent history, including the Encebado fire and the Hondo/ Lama fire. The Recent Fires Map identifies the location of recent forest fires*

2015 Rio Grande Watershed Coalition - Landscape Restoration Strategy. 2015

“Within hours after the Hondo Fire started on May 5, 1996, near San Cristobal and Taos, NM, the neighboring town of Lama was burned through. Some structures remained, but many were destroyed. Families in nearby Red River and portions of the town of Questa were evacuated. Before this incident was over, about 2,000 individuals were displaced or evacuated from their homes, and portions of some highways were closed to all but local residents and fire traffic.”

– Taos News. From an article in Fire Management Notes Volume 56, No.4, 1996 United States Department of Agriculture, Forest Service.

*The ash cloud from the Hondo/Lama Wildfire reached across the Sangre de Cristo Mountains.*

– 2009 Taos County CWPP.



"The Village is surrounded by the Taos County Wildland Urban Interface (WUI). The WUI is the area or zone where structures and other human development meet to intermingle with undeveloped wild-lands or vegetative fuel. When homes blend together with the wild-land, a tremendous wildfire danger can exist. This creates the Wild-land/Urban Interface." - 2009 Taos County Community Wildfire Protection Plan.

The Village has been proactive in addressing the threat of catastrophic wildfire in recent years. The Village was designated as a Fire Wise Community / USA status in December 2014. The Firewise Board of Directors is responsible for preparing an annual Work Plan to address the risks of a catastrophic forest fire.

In August 2014, the Firewise Community Board of Directors assessed each property in the Village to determine whether or not they are high, medium, or low risk. Then in 2015 the Firewise Community Board of Directors was awarded a \$500 grant from State Farm Insurance for thinning the dead and dying trees and dead underbrush on the property around the Village Offices and Fire Department building.

Most recently in 2015, the Village purchased software that will send a text message to anyone within range of cell towers in the Village of an immediate emergency situation (i.e. - wildland fires, landslides, avalanches, mudslides, active shooter, etc.) and inform them of evacuation sites and protocols. Also in 2015, the Village signed on as a member of the Rio Grande Wildfire and Water Source Protection Collaborative Effort and donated the requested \$5,000 to the US Geological Survey for a Regional Fire History Study.

### ***Flood & Erosion***

The Village receives 21 inches of rain per year. Rainstorms come in short, intense episodes, increasing the threat of flood and erosion. Flood and erosion can contribute to non-point source pollution of surface waters. Several areas within the Village are susceptible to flood, including several Amizette properties along the Rio Hondo, properties along the Lake Fork Creek in the O.E. Pattison subdivision, properties on Upper Twinning Road, and the Rio Hondo condominiums and the "old bone yard" near the Rio Hondo.

The Federal Emergency Management Agency (FEMA) has not mapped the 100-year Flood Hazard Area (e.g. – "Flood plain") within the Village; however, the Village requires site specific flood studies prior to approving new construction when there is an apparent threat of flood conditions. The Village works with the US Army Corps of Engineers (USACE) to evaluate the potential for a development project to impact surface water and wetlands. The USACE permits development projects as a part of their regulatory responsibility under Section 10 of the Rivers and Harbors Act and/or Section 404 of the Clean Water Act.



*Flooding along Highway 150*

### ***Avalanche***

**"The high elevations and steep topography (upper slopes range from 30o to 45o inclinations) provide an ideal topographic setting for snow avalanches."** *Snow Avalanche Mapping and Zoning with Land Use Recommendations, Arthur I. Mears. June 2000*



The last major avalanche was above the Bavarian Restaurant in the Kachina area in 1995 and again in 1997. However, numerous avalanches routinely occur above and through Kachina Road and have resulted in significant property damage to homes on Cliffhanger Loop as recent as 2008.

The Village relies on a June 2000 study prepared by Arthur I. Mears, PE, as a reference for determining the limits of avalanche zones. The study identified a Blue Zone, a Red Zone, and the TSV, Inc. Control Area:

**Red Zone (High Hazard)** –a return period of 30 years or less and/or produce impact pressures of 600 lbs/ft<sup>2</sup> or more on flat surfaces normal to the flow direction. The Red Zone is effectively a no build zone.

**Blue Zone (Moderate Hazard)** – return periods of more than 30 years and produce impact pressures of less than 600 lbs/ft<sup>2</sup>. Construction is permitted if (1) structural engineering defenses have been built to protect the building from an avalanche design (2) buildings have been reinforced for design avalanche impact and deposition loads, and (3) avalanches have been prevented by structures in the starting zone.

**TSV, Inc. Control Area** – regular avalanche control, including forecasting, skier and /or machine compactions, and explosive or skier release. Explosives may cause a “100-year” avalanche and are not always entirely effective at preventing an avalanche. Major avalanches may occur in these areas in the spring due to high intensity prolonged storms.

The **Avalanche Zone Map** (Map 7) identifies the locations of Blue and Red zones and the TSV, Inc. Control Areas.

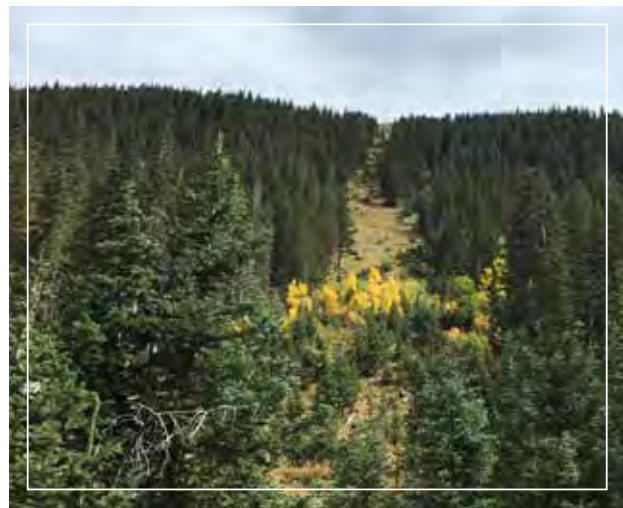
## ***Landslides***

Landslides occur when rock, soil, or debris slide down a slope under the force of gravity. Landslides are not uncommon in the Village. Problems often occur on slopes steeper than 10-15 degrees. Roadways and buildings constructed on steep slopes can cause erosion and landslides. Underground water can seep and heave the soil causing it to move and slide. Development on steep slopes above Kachina could compromise safety of lower development

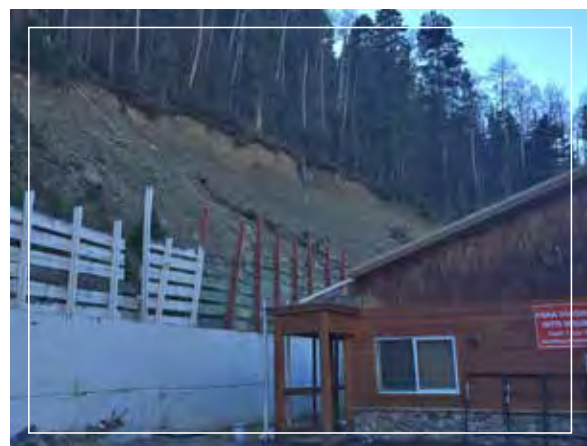
## **Existing Ordinances**

### **Zoning Regulations**

The zoning regulations include many standards that must be met in order to develop properties within the Village. These include cut and fill, terrain management, fire resistant building materials, and prohibitions and restrictions of developing in or near avalanche zones.



*Avalanche Chute on the Pattison Trust property*



*Large cut and fill increases the risks of landslides and erosion*

### ***Subdivision Regulations***

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The subdivision regulations include extensive provisions for clustered developments. Clustered development is permitted in any subdivision to “encourage creative and flexible site design that is sensitive to the land’s features and adapts to the natural topography.”

### ***Building Codes & Other Ordinances***

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The Village Council adopted several ordinances that regulate building design and construction with specific standards to prevent fire and other potential hazards. These ordinances include:

- 2007-10 – Adopting the New Mexico Building Code
- 1997 - 11 – Adopting the Plumbing and Mechanical Code
- 1997 - 12 – Adopting the Electrical Code
- 1997 - 23 – Creating the Fire Department
- 2007-44 – Adopting the International Urban – Wildland Interface Code
- 2004-2002 & 2002a - Open Fires and Fireworks

The Village Council amends these ordinances from time to time to reference the most current versions of applicable building codes.

**Burn Permits** – The Village has an air curtain incinerator (Burn Boss) approved by the New Mexico Environment Department to burn slash (vegetation, tree limbs, leaves etc.) within the ski Valley. Residents of the Village can deposit slash at the Waste Water Treatment Plant where the “Burn Boss” incinerator is located. The Burn Boss is authorized through a Taos Ski Valley Special Use permit for administrative burning or the burning of debris at administrative sites. The Questa Ranger District must be notified 48 hours prior to burning.

## **Previous Plans and Actions**

### ***2013 New Mexico State Forestry Assessment***

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The State Forestry Division completed this assessment to provide recommendations for hazardous fuel treatments. It utilized the data from the 2009 Taos County CWPP as a reference for the assessment. Although the Taos County CWPP identifies the Village as a moderate risk, the NM Forestry Assessment concluded that the Village is a “high hazard community” due to drought and insect infestation impacts to forest health in and around the Village.

### ***2015 The Village of Taos Ski Valley Firewise Community Action Plan***

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The Firewise Board is required to submit an annual Action Plan to the state Department of Forestry in order to maintain the Village’s status as a Firewise Community. The 2016 Action Plan summarizes the history and background of the Firewise Board, outlines previous accomplishments, and identifies several projects for 2016. The Action Plan calls for GIS mapping of properties with adequate (or inadequate) defensive space, multiple mass mailings to educate the community about defensive space and to share recent success stories, a series of “Firewise Education Days”, consideration of an ordinance to mandate thinning, ongoing participation in regional meetings and activities, and purchasing additional sirens. The Action Plan also calls for a Community Wildfire Protection Plan (CWPP) specific to the needs, risks, and opportunities of the Village.

### **2016 Carson National Forest Management Plan-U.S. Forest Service**

The Carson National Forest is operating from a Forest Management Plan created in 1983. According to the US Forest Service web page regarding the revised Forest Plan, “The Carson National Forest will be in the process of revising its Forest Plan to incorporate changed conditions, best available science, and new public issues beginning October, 2013”

- <http://www.fs.usda.gov/main/carson/landmanagement/planning>

The Plan is intended to promote “healthy, resilient, diverse, and productive national forests and grasslands with a range of social, economic, and ecological benefits now and for future generations.” The Plan will represent a major policy shift from forest fire suppression to fire management.

### **2009 & 2016 Taos County Community Wildfire Protection Plan (CWPP)**

Taos County adopted a CWPP in 2009. A CWPP Core Team met throughout 2015 to update the 2009 CWPP. The CWPP includes a Community at Risk rating for all communities within the County.

The ratings were determined through vigorous CORE Team input, mapping data and fire modeling, professional forestry consultation, and local knowledge. The CWPP gives the Village a “Moderate” Final Risk Rating.

### **Taos Valley Watershed Coalition Landscape Restoration Strategy**

The Landscape Restoration Strategy (LRS) was developed over seven months during 2014-2015 by the Taos Valley Watershed Coalition.

*“The goal of the Coalition is to protect, improve and restore the water quality, quantity, and ecological function of the forests and streams in the Rio Grande watershed within Taos County to the benefit of both local and downstream beneficiaries of the water supply arising from these watersheds.”*

The Landscape Restoration Strategy is a combination of local knowledge of forest conditions, forest ecology, and mapping studies to recommend the most appropriate forest treatments across the Taos valley watershed.

### **Taos Ski Valley Inc.**

TSV Inc. is glading the ski runs at the “Minnesota” and the “Wild West” to protect the ski mountain from forest fire and to create more terrain for skiers and snow boarders. Glading is the removal of trees to create pockets of skiable terrain. Thinning activities would occur gradually over a 5-year period, with small diameter dead and dying trees being removed first. Most of the trees to be removed would be smaller than 10 inches in diameter. For safety, all existing hazard trees would be removed from the gladed areas. Trees that have a high potential to fall due to lean angle, exposed roots or broken crowns are considered hazard trees. Broken crown trees can be a safety hazard attributed to an increased susceptibility to fall during high winds.

### **Evacuation Plan**

The Village Evacuation Plan was updated in 2015 by the Public Safety Committee and distributed to all residents and businesses. In addition, it is posted on the six public billboards throughout the Village where all public notices are displayed. The plan includes directives on safe locations and a checklist for evacuation. The plan is currently under review by the Public Safety Committee and the Firewise Committee.

## **Hazard Mitigation Goal, Objectives and Strategies**

The objectives present a framework for evaluating new development proposals and for implementing hazard mitigation efforts.

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### **Goal**

**The Village is adapted to natural hazards and prepared to mitigate the potential impacts.**

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### **Objectives**

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The Village recognizes that natural hazards represent a serious threat to the safety and economy of the Village. In order to protect the health, safety and welfare of the community, the Village will require specific engineering or planning studies to demonstrate that a proposed development will not increase the threat of natural hazards and to include recommendations to mitigate the potential impacts.

### **Strategies**

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- New development should include infrastructure and drainage improvements that are designed to accommodate the 100-year flood event to protect lives and property.
- The Village recognizes the critical role that wetlands and streams have in preventing floods and preserving water quality. New development should not only prevent damage to surface waters but also should actively restore and preserve surface water and wetlands.
- The Village encourages clustered development as a method to avoid unnecessary roads and driveways that contribute to erosion and landslides. Clustered development will take advantage of the limited developable area and encourage adjacent property owners to share driveway access and avoid inappropriate development on steep slopes that can cause erosion, landslides, and unnecessary cut and fill for building footprints, access roads, utility trenches, and driveways.
- The Village will require professional geotechnical engineering of proposed structures on steep slopes exceeding 15 percent to protect properties from landslides.
- The Village is mapping areas of potential natural hazards. Any person(s) proposing to develop within the identified areas must prepare (at his/her expense) a more detailed study of potential hazards and propose mitigating measures to assure the public safety and welfare.
- The Village may determine if there are specific areas in which no development may take place because of probable endangerment to the health, safety and welfare of the residents, visitors and businesses of the Village.

### **Objective**

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Natural hazards can have disastrous impacts within the Village but also across the entire landscape. Therefore, the Village will collaborate with all levels of government and community organizations to identify and minimize the threats of natural hazards and to leverage financial and technical resources to mitigate the impacts.



## ***Fire***

### ***Strategies***

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- The Village will work with the U.S. Forest Service, private property owners, TSV Inc., New Mexico State Forestry, and community organizations in funding the recommended forest treatments within the upper Rio Hondo Watershed. Potential funding sources include the U. S. Forest Service non-Federal Lands Grant, Community Forestry Restoration Projects and the Rio Grande Water Fund.
- Adopt a Community Wildfire Protection Plan (CWPP) (completed). The CWPP provides specific strategies and objectives for government agencies, community organizations, and landowners about the types and specific locations of treatments necessary to reduce wildfire hazards within the upper Rio Hondo watershed. Also included are specific recommendations for public education, improving the capacity of the Village Public Safety and Volunteer Fire Departments. The CWPP is consistent with the Taos County CWPP update and the Landscape Restoration Strategy described by the Taos Valley Watershed Coalition.
- The Village will support the Firewise Board in promoting Education Day and other special events associated with forest fire prevention and education.
- The Village will provide educational materials and financial incentives to the community regarding forest fire protection measures on private property. For example, The Taos Soil and Water District Private Lands Fuel Reduction Treatment Program is a cost share program that provides technical assistance and funding for private property fuel reduction.
- The Village Council adopted the 2003 code; however, adopting the 2012 code will improve the fire prevention requirements for new construction. Full compliance (e.g. – clearing trees within 50 feet of a building) due to lot sizes would mean denuding the Village of trees.
- The Village will adopt applicable sections of the 2012 International Code Council Wildland-Urban Interface Code to improve fire prevention requirements for new construction.
- Implement Forest Treatments- the Village will work with the U.S. Forest Service, private property owners, Taos Ski Valley Inc. and community organizations in funding the recommended forest treatments within the Upper Hondo watershed. Potential funding sources include U.S. Forest Service Collaborative Forest Restoration, community Forest Restoration Projects and the Rio Grande Water Fund.
- Update the Village web page to provide information to the community regarding natural hazards.
- Use GIS mapping software and web-based applications to provide maps and other materials to inform the community about meetings, funding opportunities, prescribed burns, and risk assessments.

## ***Flood and Erosion***

### ***Strategies***

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- The Village recognizes the critical role that wetlands and streams have in preventing floods and preserving water quality. New development should not only prevent damage to surface waters but also should actively restore and preserve surface water and wetlands.
- New development should include infrastructure and drainage improvements that are designed to accommodate the 100-year flood event to protect lives and property.
- The Village will encourage on-site water retention through best practices in “light imprint” storm water management, including the use of rain barrels, rain gardens, bio-swales, and other permaculture designs.

- The Village encourages clustered development as a method to avoid unnecessary roads and driveways that contribute to erosion and landslides. Clustered development will take advantage of the limited developable area and encourage adjacent property owners to share driveway access and avoid inappropriate development on steep slopes that can cause erosion, landslides, and unnecessary cut and fill for building footprints, access roads, utility trenches, and driveways.
- Update the Zoning Regulations to clarify the development standards to increase protection of riparian areas and wetlands and to require grading and drainage plans for new construction

## ***Avalanche***

### ***Strategy*** \_\_\_\_\_

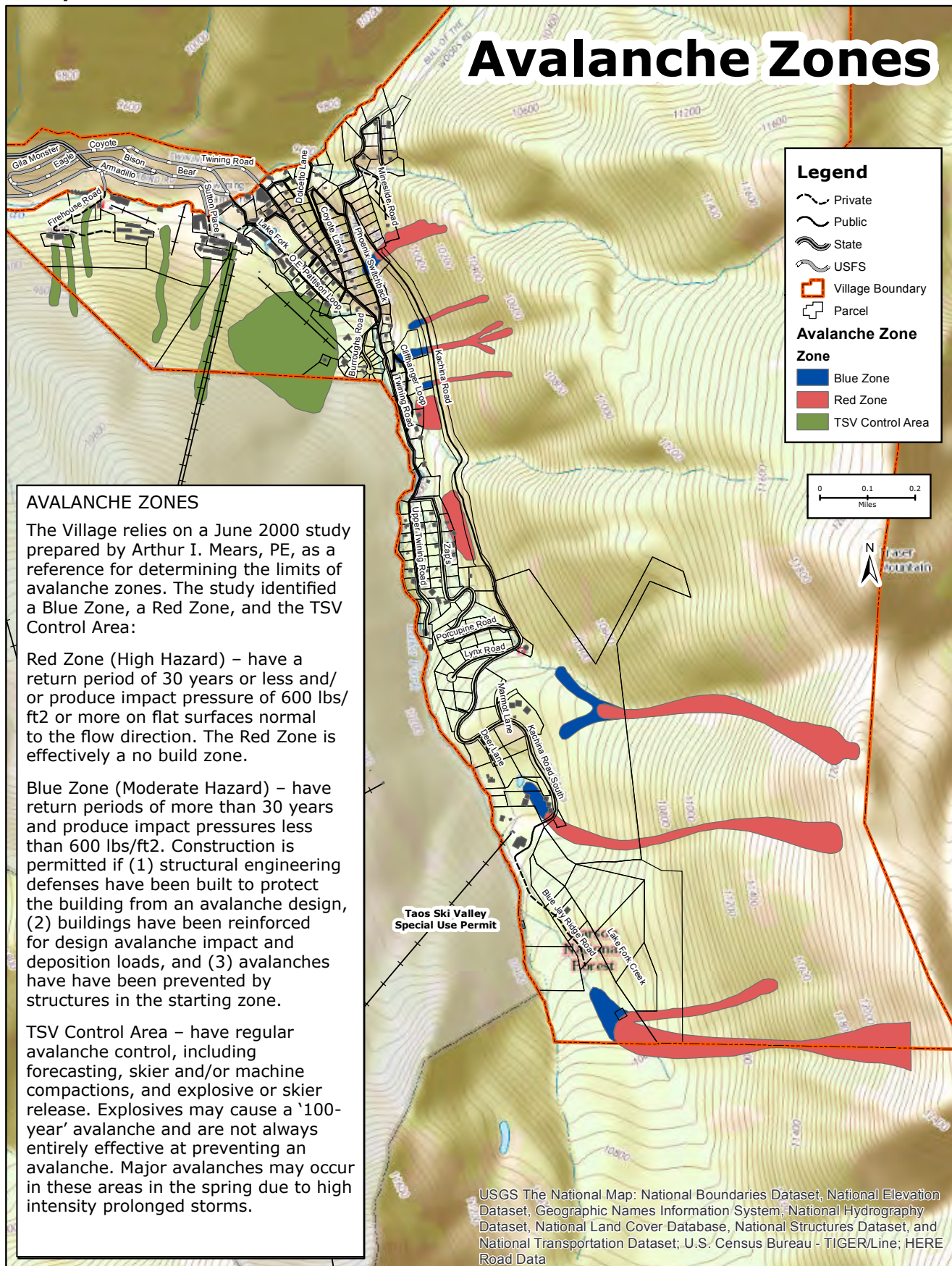
- The Village will provide education materials and maps about the causes and consequences of developing and living near avalanches.

## ***Landslides***

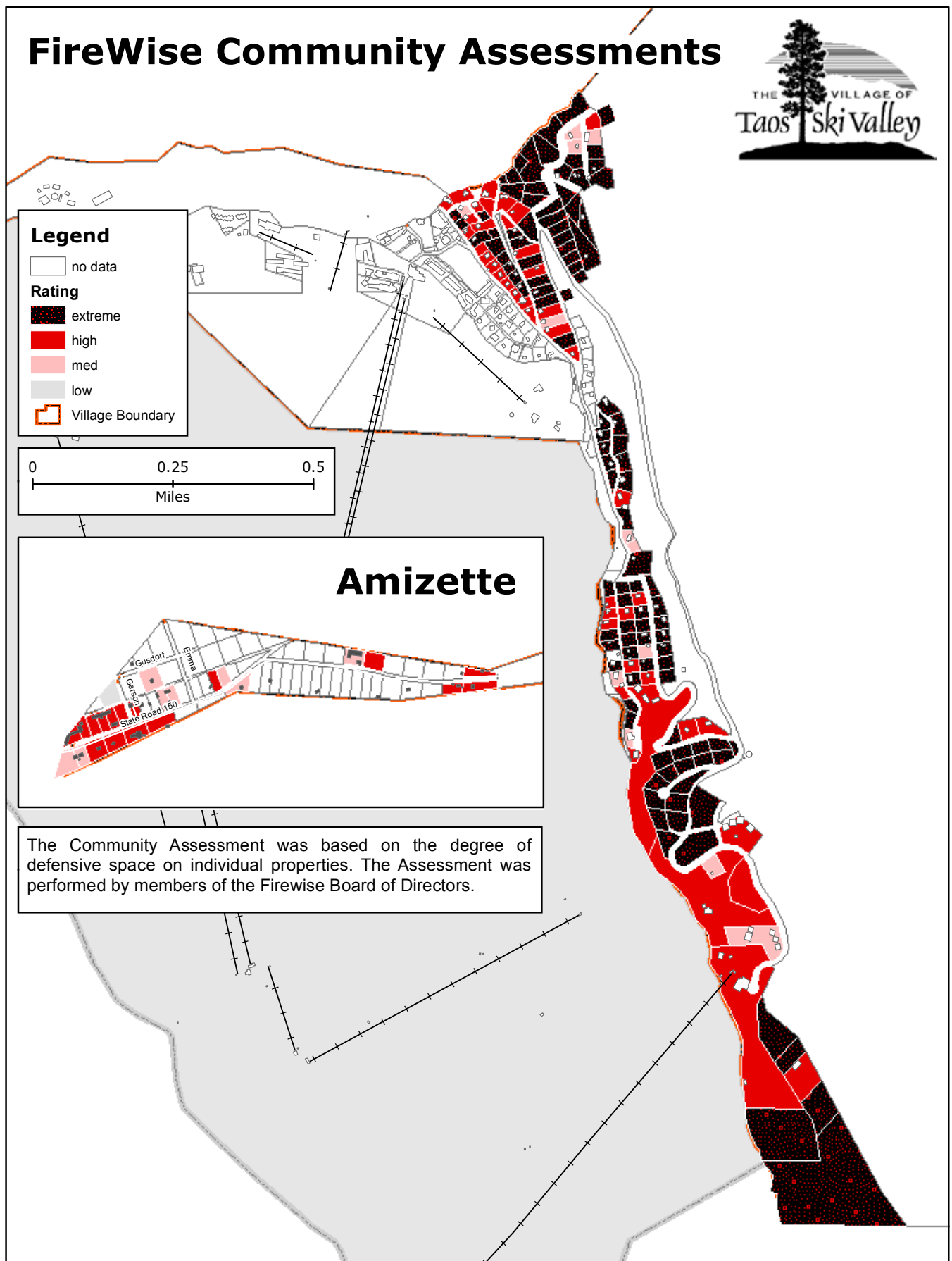
### ***Strategy*** \_\_\_\_\_

- The Village will require professional geotechnical engineering of proposed structures on steep slopes exceeding 15 percent to protect properties from landslides.

**Map 7 – Avalanche Zones**



Map 8 – FireWise Community Assessments





## RECREATION

### Existing Conditions

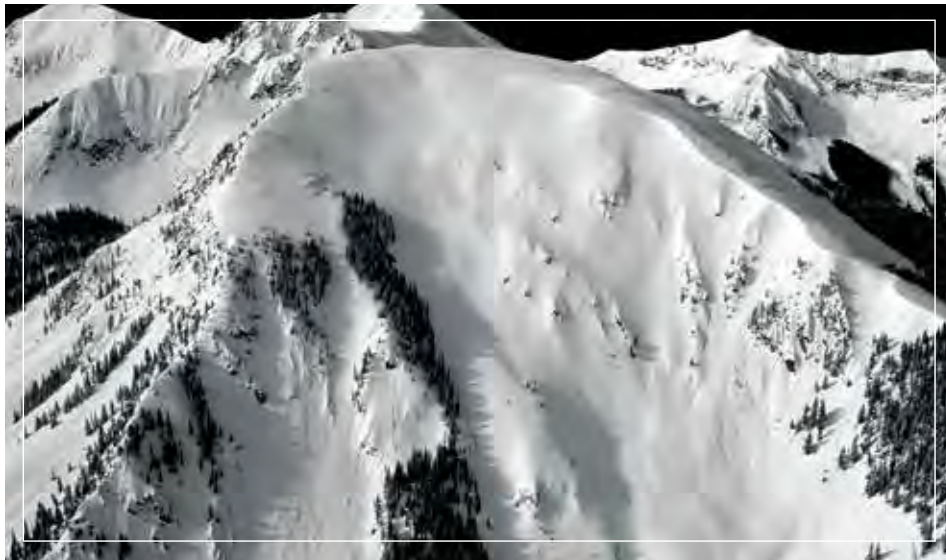
#### *Skiing, Snowboarding & Tubing*

Taos Ski Valley is located in the Sangre de Cristo Mountain Range, has a distinctive European atmosphere combined with local Native American and Spanish cultures. The ski valley is known for its light dry powder conditions, with minimal lift lines, steep chutes and tree glades. The terrain is 49% beginner and intermediate runs and 51% advanced and expert runs. The Taos Ski Valley base is at 9,206 feet with the summit at 12,481 feet. The Kachina lift at 12,481 feet, was installed in the summer of 2014 making it one of the highest chairlifts in North America. The additional elevation gives Taos a lift served vertical drop of 3,250.

Taos Ski Valley, Inc. (TSV) provides 1,294 acres of downhill skiing and snowboarding through a Special Use Permit issued by the United States Forest Service (Forest Service). There are 110 total ski runs and 15 lifts. The uphill lift capacity is 16,500 skiers per hour.

Snowboarding was permitted in 2008. Snow tubing is located at the Strawberry Hill Tubing Park.

The Ernie Blake Snowsports School has been rated number one in the nation and has a worldwide reputation for excellent private and group instruction. The adult Snowsports program is the result of more than 60 years of experience and the Snowsports week, a six-day instruction for skiers of all abilities under the tutelage of experienced instructors.



#### *Trails*

Hiking, horseback riding, mountain biking, snowshoeing, backcountry skiing, and snowmobile riding are popular activities on Forest Service trails and trails located on private property. Trailheads for the Bull of the Woods Trail, Long Canyon Trail, Goose Lake Trail, and Gold Hill Trail are also located within the Village. The J.R. Memorial Trail was constructed by the Village and runs along the Rio Hondo between the Children's Center and Sutton Place. TSVI permits hiking along the Rubezahl Return Trail during the off-season. This trail provides a connection between the Village Core and the Kachina Area. The Rubezahl Return Trail and Williams Lake Trail provide a continuous pedestrian connection that extends almost the full length of the Village but not to Amizette. The Village envisions that pedestrians and hikers would be able to access the trail from numerous points and connect to parks, trailheads, and resort destinations throughout the Village.

The Village owns a 2-acre parking lot on Kachina Road dedicated to hiker parking. It has a capacity of at least 50 cars.

Business enterprises take advantage of the trails network. Rio Grande Stables and Northside at Taos Ski Valley offer guided horseback riding, lama treks, and snow mobile excursions along various trails in and around the Village and across the Pattison Trust property. The Field Institute of Taos, a non-profit organization has offered outdoor education programs in the Village since 1996, and regularly use the trails for both day and overnight events. The Chamber of Commerce and other organizations support the Up and Over Trail Run, which is in its 12<sup>th</sup> year. This annual 10K is a challenging trail run with beautiful views of Kachina and Wheeler Peak.

**Table 14 – Trails**

Name	Distance	Permitted Uses
Wheeler Peak	7.3 miles	hiking + horseback + snowshoeing
Wheeler Peak Summit	2 miles	hiking + snowshoeing
Lobo Peak	10.7 miles	hiking + horseback riding
Italianos	3.5 miles	hiking + horseback riding + snowshoeing
Gavilan	2.4 miles	hiking + horseback riding + snowshoeing
Manzanita	4.2 miles	hiking + horseback riding
Yerba Canyon	4.0 miles	hiking + horseback riding
Williams Lake	2.0 miles	hiking + horseback riding
Long Canyon	3.6 miles	hiking + horseback riding
Goose Lake & Gold Hill	5.1 miles	hiking + horseback riding + ATVs

### ***Fishing***

The Rio Hondo begins at the confluence of several small perennial streams within the Village then runs into the Rio Grande near Arroyo Hondo. The upper Rio Hondo provides fishing for cutthroat and brown trout.

Trout Unlimited is a non-profit organization that provides technical support and advocacy to conserving, protecting, and restoring North America’s coldwater fisheries and their watersheds.

### ***Camping***

The Forest Service operates the Lower Hondo Campground and Cuchillo del Medio Campground, along NM 150 and the Twining Campground located near Wheeler Peak. These facilities offer hiking, fishing, overnight camping, and limited facilities.

### ***Disc Golf***

TSV operates a free 18-“hole” disc golf course located around Strawberry Hill and Pioneer lifts. It operates from June 28<sup>th</sup> to October 1<sup>st</sup>.

### ***Motorcycle Events & Off Road Vehicles***

The Pattison family sponsors “observed trails” and dual sport and adventure guided rides on Pattison Trust property.



### **Rock Climbing**

Rock climbing adventures are available through a private company.

### **Hunting**

Hunting for big horn sheep, elk, and deer can be found in U. S. Forest Service administered lands by permit. Pattison Trust property is also used for hunting.

### **Music, Language & Dance Schools**

Outdoor recreation is not the only form of recreation in the Village. The Village is the home of The Taos School of Music, the Taos Opera Institute, the Jillana Ballet School, and the German Summer School of New Mexico language school.



### **Music & Art Festivals**

Music festivals have been well-attended events. One of the most popular events has been the Mountain Music Festival. A Saturday Summer Music Series is also popular and the July 4<sup>th</sup> Commemoration is a collaboration of the Village of Taos Ski Valley, the Ski Valley Chamber of Commerce and Taos Ski Valley, Inc.

The Parks & Recreation Committee supports a volleyball court located at the base of lift #5. The court is used for pick-up games and frequently used by the German school and ballet classes.

Other recreation activities include horseshoes located near the volleyball court, a playground located at the bottom of chair 5, and lift ride during the summer.



*The 2015 Mountain Music Festival.*

### **The Parks & Recreation Committee**

The Village Council originally formed the Parks & Recreation Committee on July 8, 1996. The committee serves as the advisory committee to the Village Council regarding parks and recreation facilities. They also advise the Village Council on budget recommendations for the uses of the parks & recreation impact fees.

This Committee was instrumental in the construction of the John Ramming Educational Trail, the gazebo located at the hiker parking lot, the amphitheater at the bottom of lift #1, the stage at the Bavarian, and the Visitors' Information Center at the Guard Shack. They are currently working on several projects, including a hiking/biking trail between the Village core and the Amizette area and a permanent picnic/play area.

## **Existing Ordinances**

### **Skier Responsibility Ordinance**

- A. Reckless Skiing Prohibited. No skier shall ski in a reckless or negligent manner so as to endanger the life, limb or property of any person, his own or of another. Each skier has the additional duties to ski in a safe and reasonable manner, to heed all posted warnings, to ski only on a skiing area designated by the ski area operator and under sufficient control to be able to stop or avoid other skiers or objects within the ski area.
- B. Entering Closed Area Prohibited. No skier except a member of the ski patrol, area operator employee in the course of his or her employment or Village Marshal or Deputy Marshal enforcing this Ordinance shall enter or go upon any closed area.
- C. Removing or Destroying Closed Area Signs Prohibited. No skier or other person, except a member of the ski patrol or employee of the ski area operator or Village Marshal in the course of his or her employment shall remove, mutilate, deface, damage or destroy any sign erected or placed by the ski patrol, ski area operator or Marshall to designate a closed area.
- D. Duties of Skiers Involved in Collisions. Any skier involved in a collision with another skier or person in which an injury results shall immediately do the following:
  - (1) Stop at the scene of such collision and render to any skier or person injured in the collision reasonable assistance.
  - (2) Notify or cause to be notified a member of the ski patrol or other area operator employee about the collision and injury.
  - (3) Remain at the scene of the collision with the injured skier or person until a member of the ski patrol arrives.
  - (4) Give his or her name, current address and telephone number to a member of the ski patrol or area operator employee before leaving the scene of the collision.

### **Impact Fees**

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". 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.

## **Previous Plans and Proposed Actions**

The following is a summary of plans previously adopted by the Village Council and/or Planning & Zoning Commission that address recreation improvements.

### ***2006 Village of Taos Ski Valley Comprehensive Plan***

The Village Council recognized the importance of recreation to the Village when it adopted the first Comprehensive Plan in 2006. The Comprehensive Plan included the following recommendations in the Recreation Element:

- The Village will, as a part of the emphasis on a year round resort economy, encourage the private development of recreation amenities for the public.
- The Village will, as a part of its capital improvement plan, identify opportunities for recreation and community amenities funded by taxes, bonds and/or government grants. These recreation and community amenities will be chosen for their ability to help support a year-round resort economy, as well as serve different age and interest groups.
- The Village will consider partnership arrangements with private entities for development projects to enhance Village amenities and services.

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

The *2010 Master Plan* is filled with very broad recommendations for recreation improvements. Most of the recommendations are related to trails. The proposed trails system is illustrated on the map below.

- 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.
- Create a focal point that establishes Taos Ski Valley as a visitor destination for local, regional and national events pertaining to arts and recreational activities.

### ***2012 Taos Ski Valley TSV Core Village Revitalization Plan, February 2012***

This plan recommends a river walk along the Rio Hondo between the new hotel, retail, and condominium developments.



*Rendering of the proposed river walk along Rio Hondo*

### **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:

**Table 15 – Infrastructure Capital Improvements Plans**

ICIP	Project Name	Status
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.





*Looking toward Kachina Peak*

### ***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, snow tubing 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:

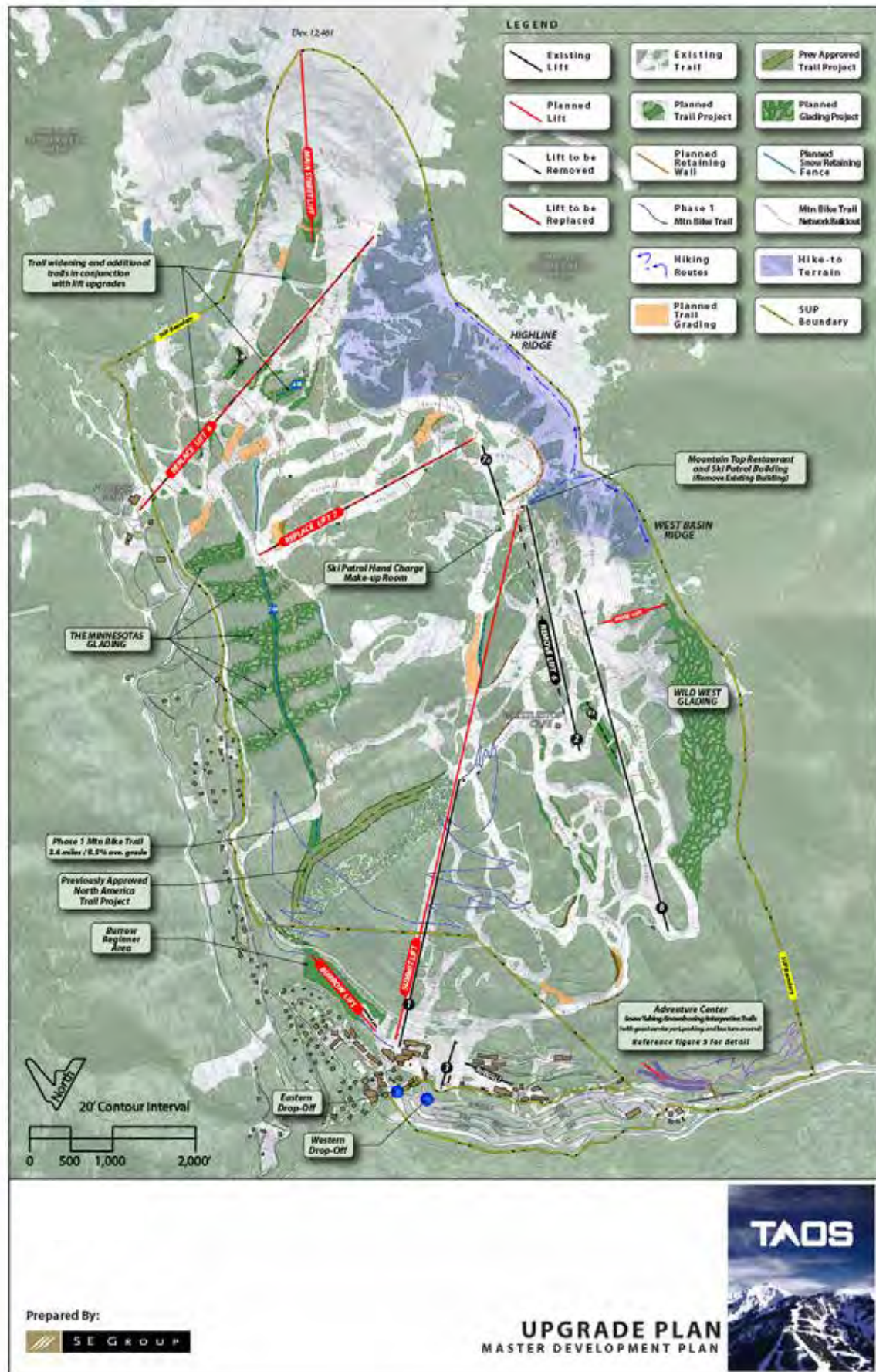
**Table 16 – Skier Numbers of Last 25 Years**

<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	1999-2000	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.

**Map 9 – Upgrade Plan**





## Recreation Goal, 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 worldwide 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, landowners, 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.

**Table 17 – VTSV Park and Recreation**

VTSV Park and Recreation	Cost
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

### *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***

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- 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.
- 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***

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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***

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- 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***

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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 storm water 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***

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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.

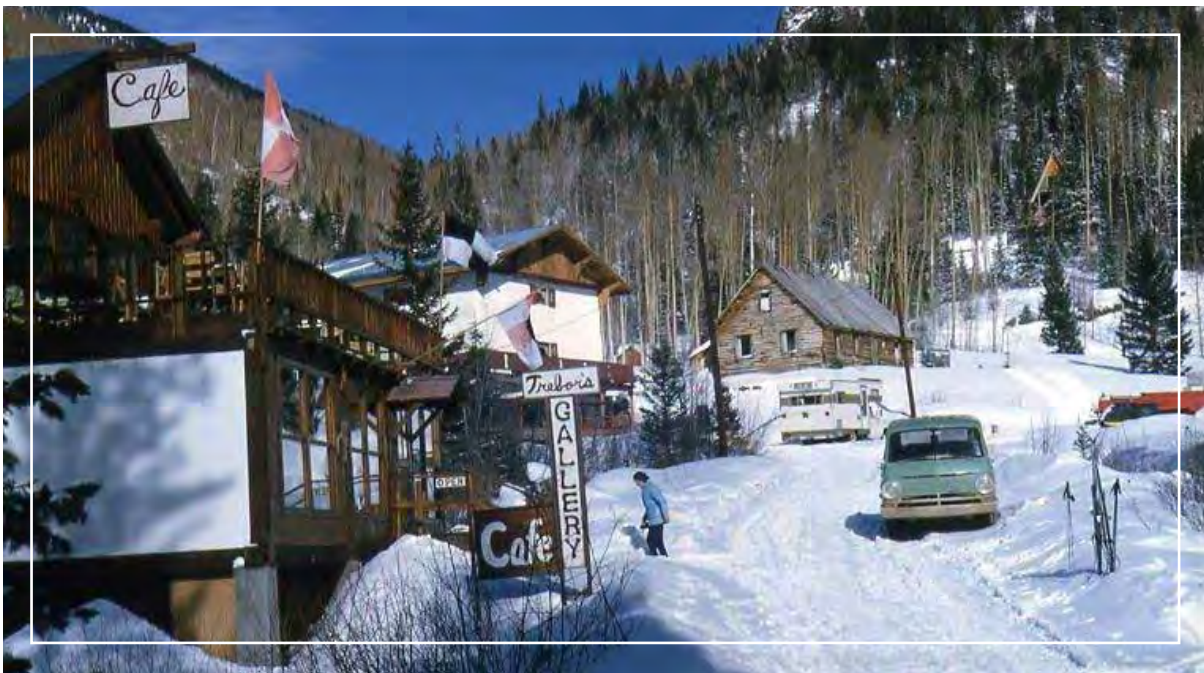
## VILLAGE CHARACTER

### 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 are complete. The Taos Ski Valley Inc. has developed a way-finding 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.

### **2006 Village of Taos Ski Valley Comprehensive Plan**

The Village Council recognized the importance of urban design when it adopted the first Comprehensive Plan in 2006.

- 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***

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:***

- 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:**

- 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 view sheds.
- Height is restricted to minimize impacts on views and visibility of development from roadways.

### **Amizette Development Criteria:**

- 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**

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 Village Council did not formally adopt the Plan, 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**

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 *2006 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.

**Figure 5 – Parcel Conceptual Plan Illustration**



*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.”

**Table 18 – TIDD Projects**

Project	Year	
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



*Photo credit–Village of Taos Ski Village*

## *Alpine Rustic Architecture*

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*Residence*



*1961 Hondo Lodge*



*Residence, Cliffhanger Loop Road*

## Village Character 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 way finding 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.

## **APPENDIXES**

### **Appendix A**

#### **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***

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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***

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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)***

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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)***

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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)***

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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***

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The Village hired McLaughlin Water Ltd. to prepare a Preliminary Engineering Report (PER) for the expansion and upgrades to the wastewater 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 that 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 buses. 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 Way Finding Signage Plan & Design Standard, June 2016, Zehren and Associates***

This is a 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**

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**

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**

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 Way Finding and Signage Plan, TSVI., Zehren and Associates, June 2016**

This is a graphic Plan of the design standards, locations and pedestrian/ vehicular way finding signage created for the Village by Zehren and Associates for The Taos Ski Valley, Incw.

## **Regional Plans**

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

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**

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.

## Appendix B

### Planning and Zoning Resolutions



#### 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

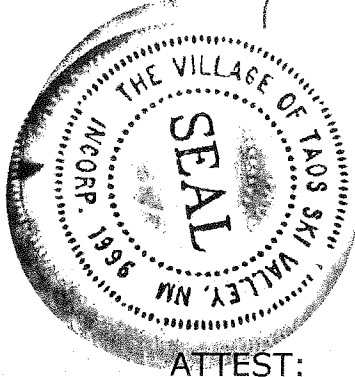
**Now, be it resolved**, that the Planning and Zoning Commission approves the Roadway Improvements Element and encourages the Village Council to adopt the Roadway Improvements Element.

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Planning & Zoning Commission  
Resolution 16-284

Approving the Roadway Improvements Element of the Village Master Plan

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:

Ann M. Waldrige  
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.

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Village Council Resolution 16-289  
Adopting 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



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Village Council Resolution 16-289  
Adopting the Roadway Improvements Element of the Village Master Plan

# **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 switchbacks, 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.**

### 2006 Comprehensive Plan

The Village Council recognized the importance of roadway improvements when it adopted the first Comprehensive Plan in 2006. 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.

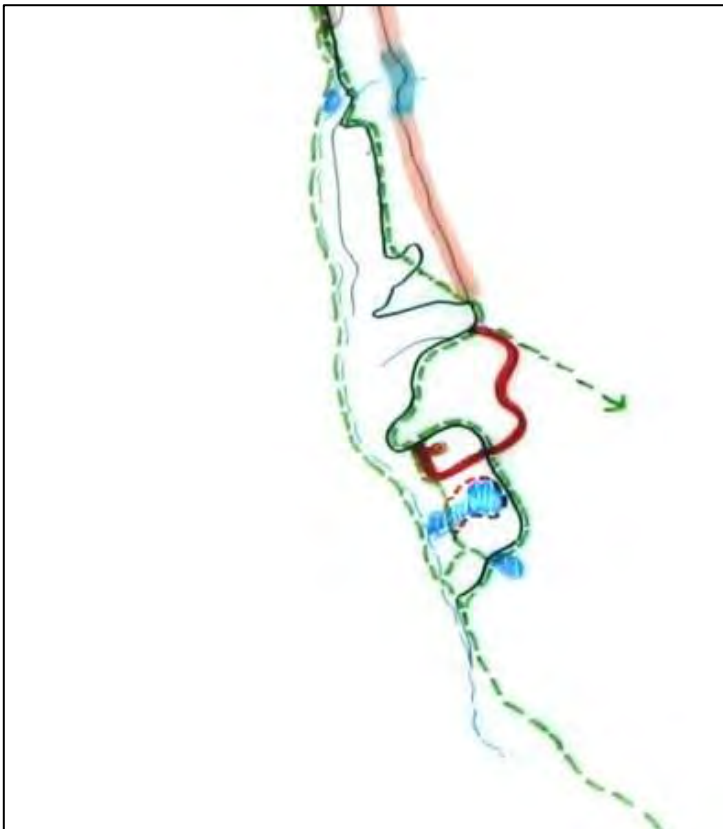
The Study recommended the following roadway improvements:

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.

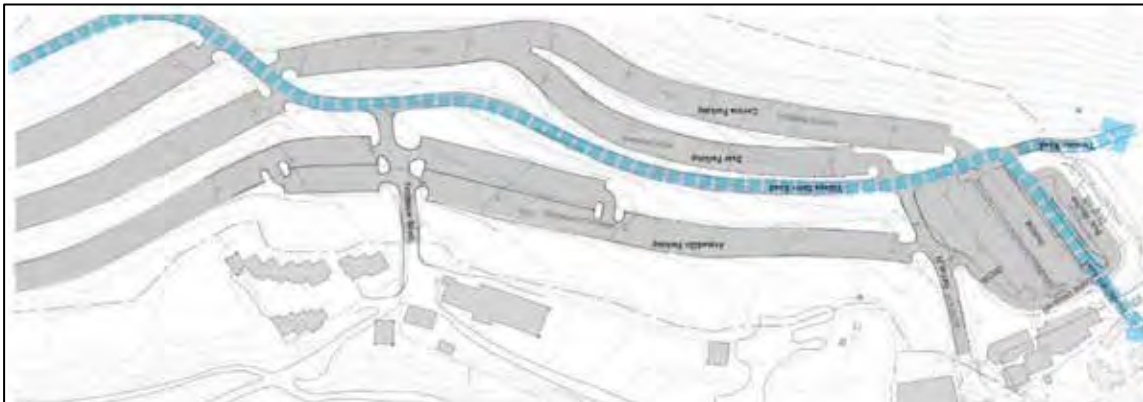
e. Twining Road to the Phoenix Switchback

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.



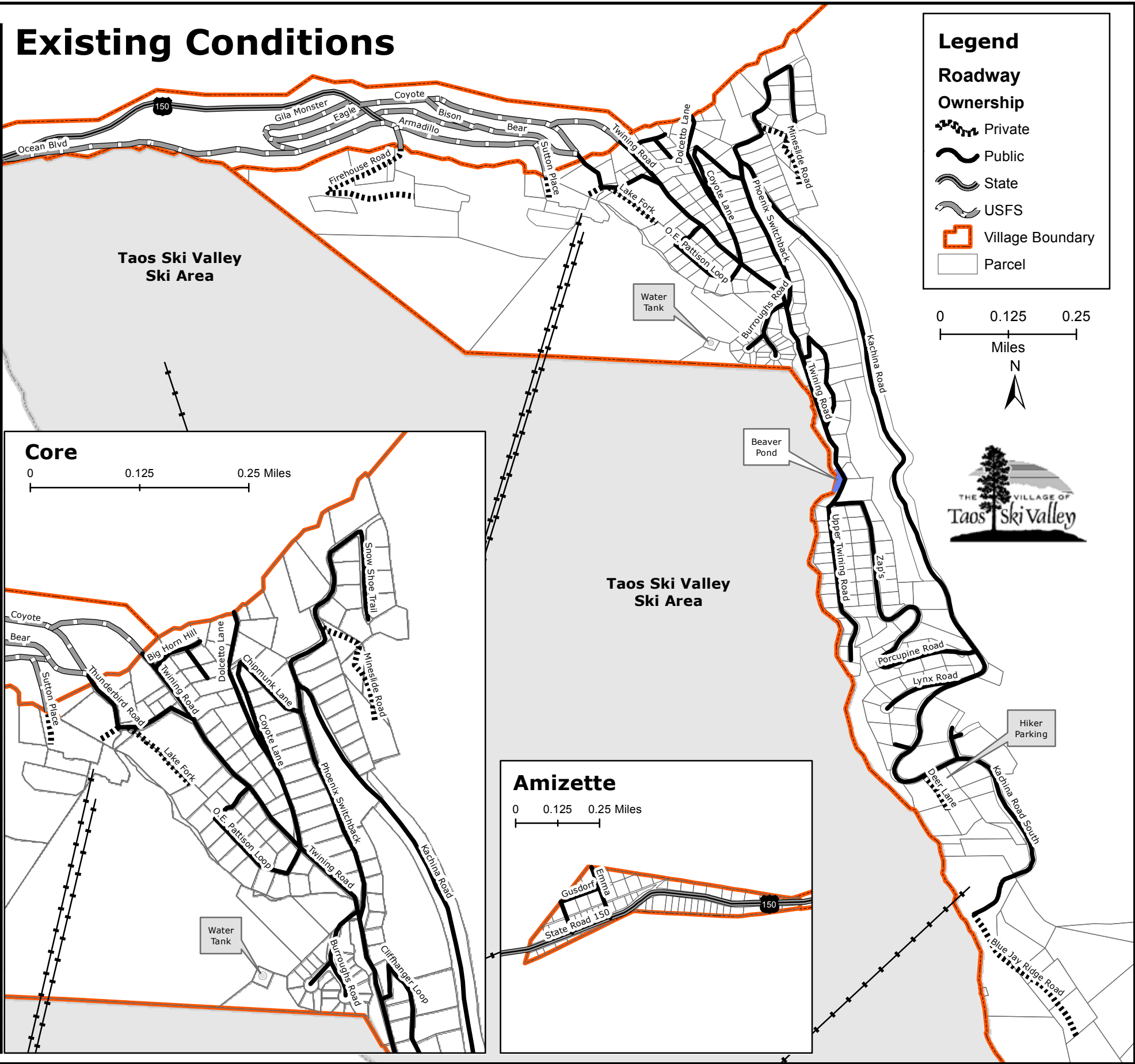
TABLE #1 – EXISTING CONDITIONS						
Name	Ownership	Right of Way Width	Surface Type	Distance (Feet)	Average Slope (%)	General Condition
Armadillo	USFS	0	Paved	1222	5.4	Fair
Bear	USFS	0	Paved	640	2.3	Fair
Big Horn Hill	Public	20	Gravel	323	18.7	Poor
Bison	USFS	0	Paved	823	6.4	Fair
Black Bear Drive	Public	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
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
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
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	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
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

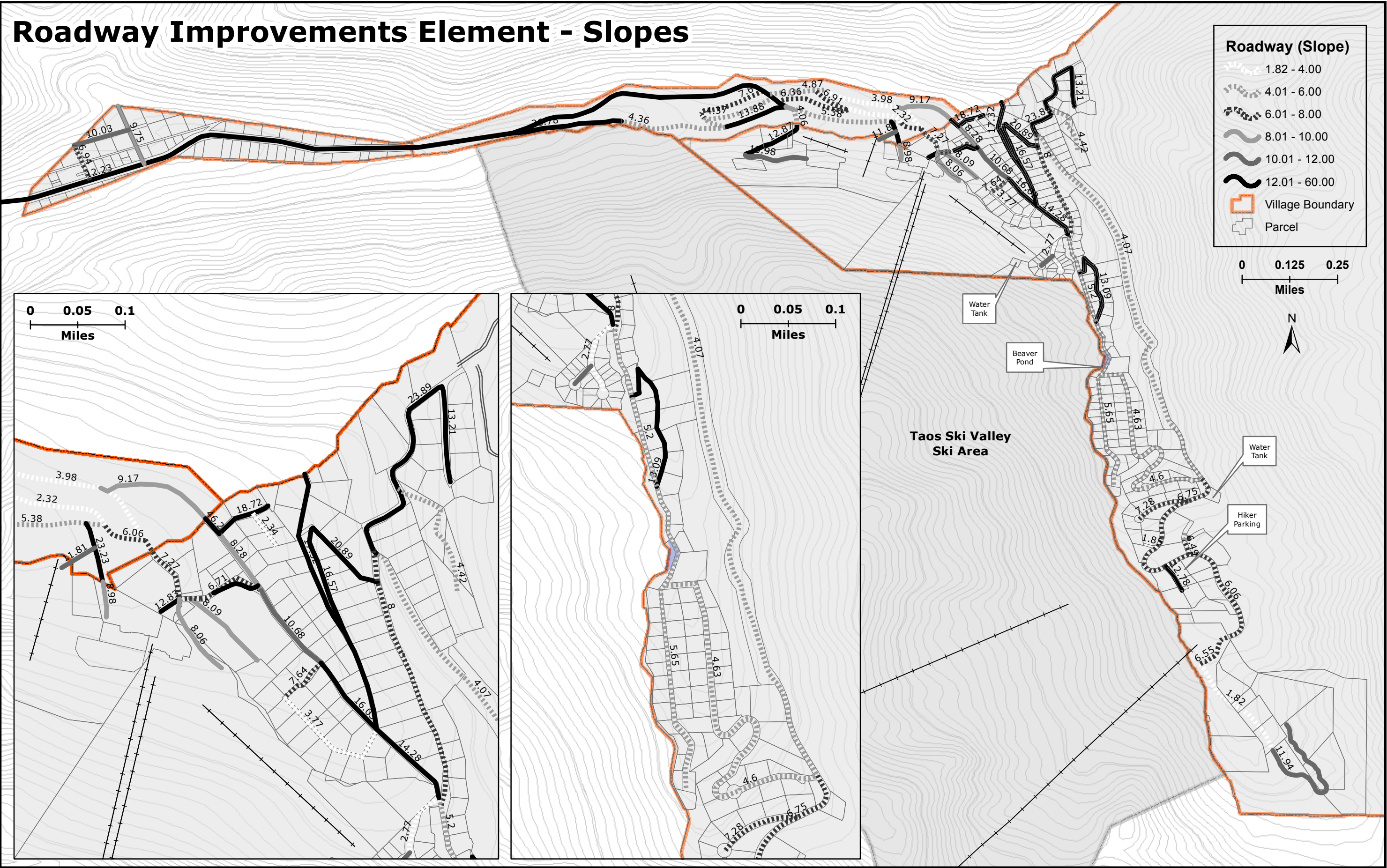
## Existing Conditions







# Roadway Improvements Element - Slopes



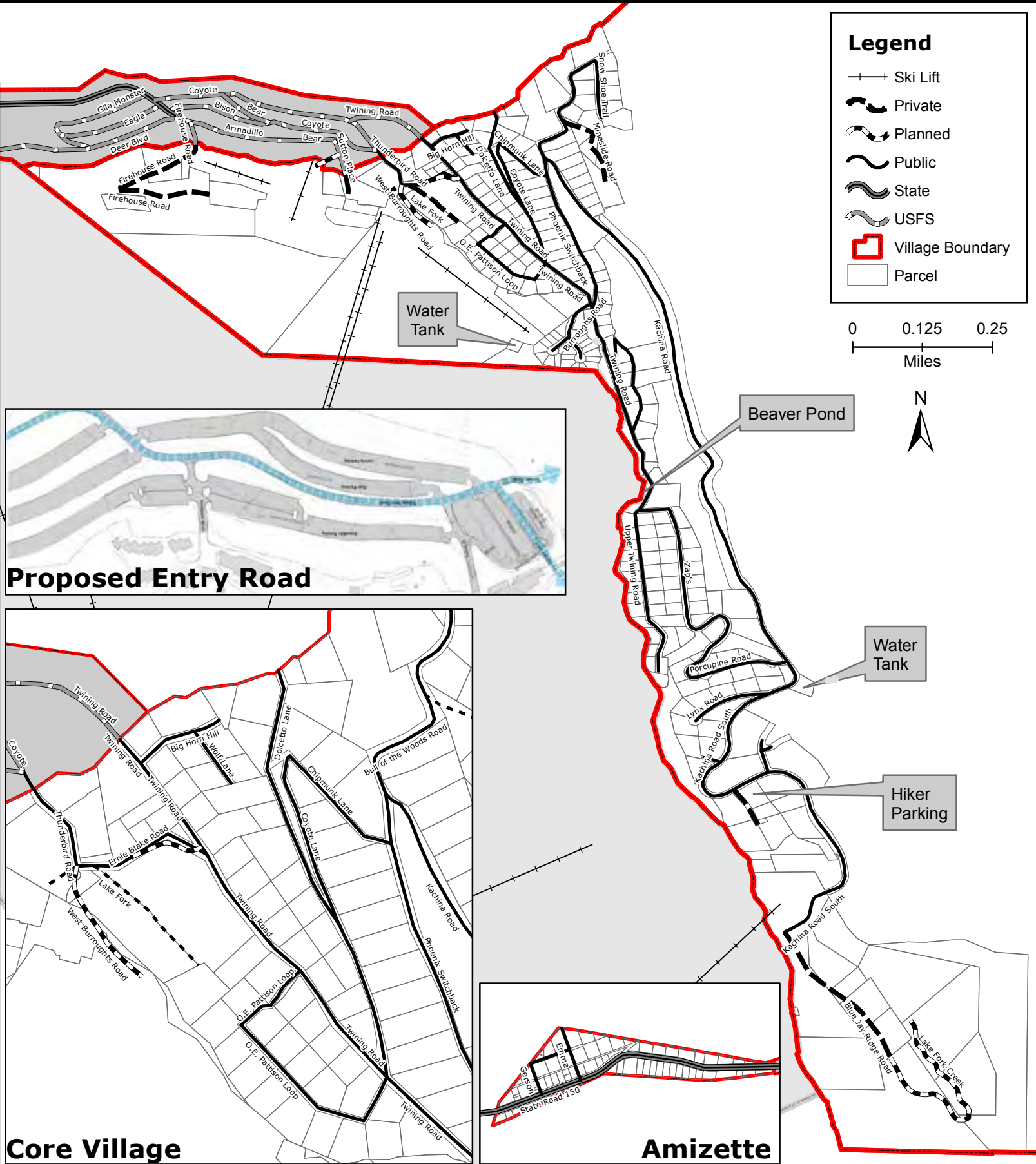




# Roadway Improvements Plan

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	Improve Intersection at Chipmunk	NM DOT - RTPO
2017	Big Horn Hill	Grading & Drainage	NM DOT - RTPO
2018	Bull of the Woods Road	Maintenance	NM DOT - RTPO
2018	Dolcetto Lane	Maintenance	NM DOT - RTPO
2018	Emma	Reconcile Roadway alignment with Right of Way	NM DOT - RTPO
2018	Lake Fork Creek	Gravel	NM DOT - RTPO
2018	Kachina Road	Maintenance	TIDD
2018	Strawberry Hill	Pave, Curb & Gutter, Sidewalk	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 - RMPO
AS NEEDED	O.E. Pattison Loop	Maintenance	NM DOT - RTPO
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**

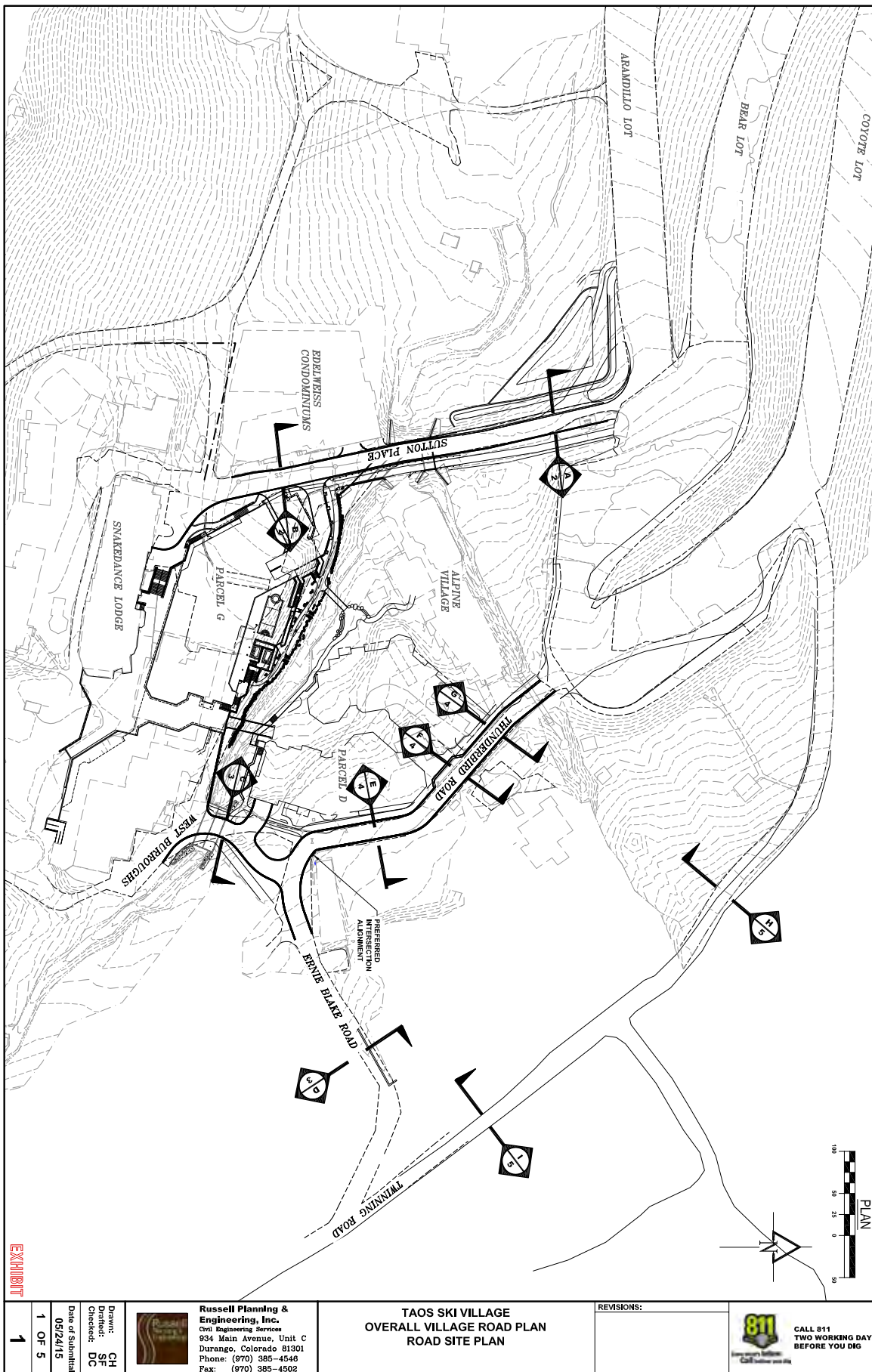
**#3 – WEST BURROUGHS & ERNE BLAKE ROAD SECTIONS**

**#4 – THUNDERBIRD ROAD SECTIONS**

**#5 – TWINNING ROAD SECTIONS**

**#6 – CORE ROADWAY IMPROVEMENTS NARRATIVE**

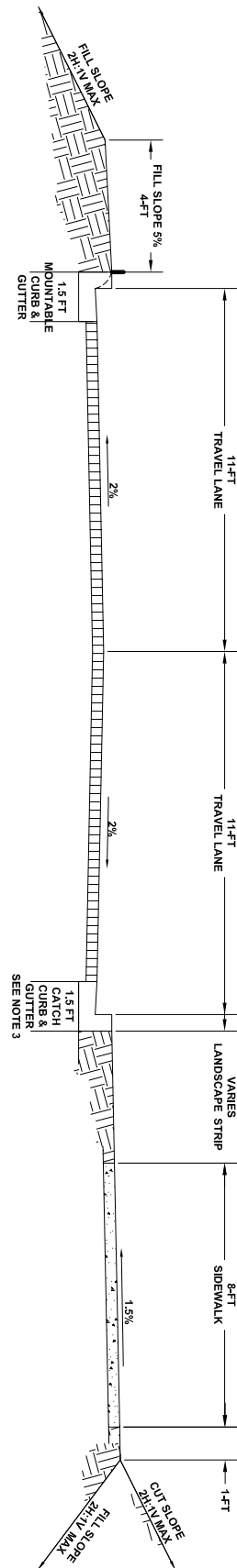
**# 7- ENTRY DRIVE AND ARRIVAL CONCEPT TYPICAL CROSS SECTION**



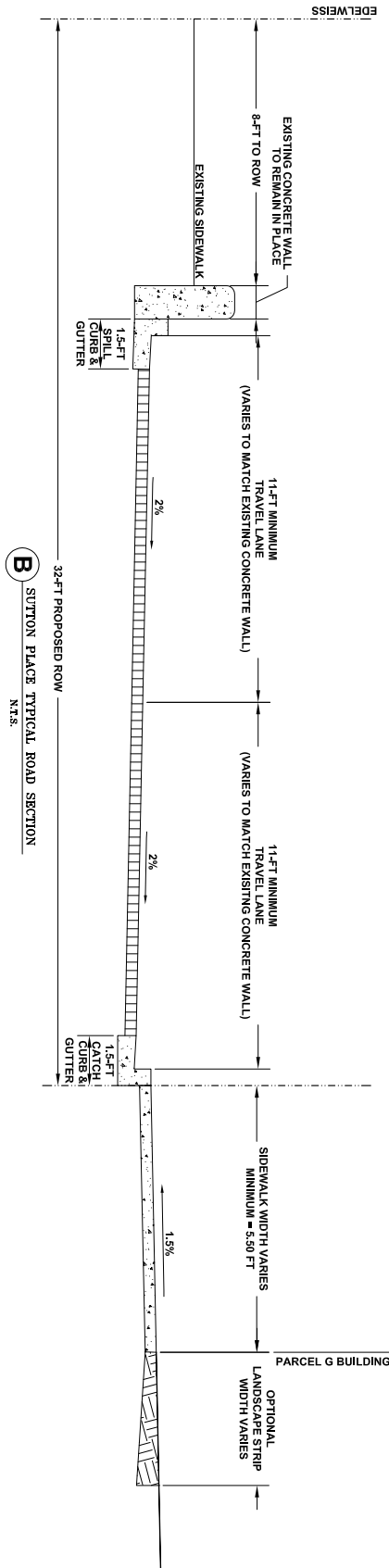
EXHIBIT

1	Drawn: CH District: SF 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	<b>TAOS SKI VILLAGE OVERALL VILLAGE ROAD PLAN ROAD SITE PLAN</b>	REVISIONS:	 <b>CALL 811 TWO WORKING DAYS BEFORE YOU DIG</b>
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**A** SUTTON PLACE TYPICAL ROAD SECTION  
N.T.S.



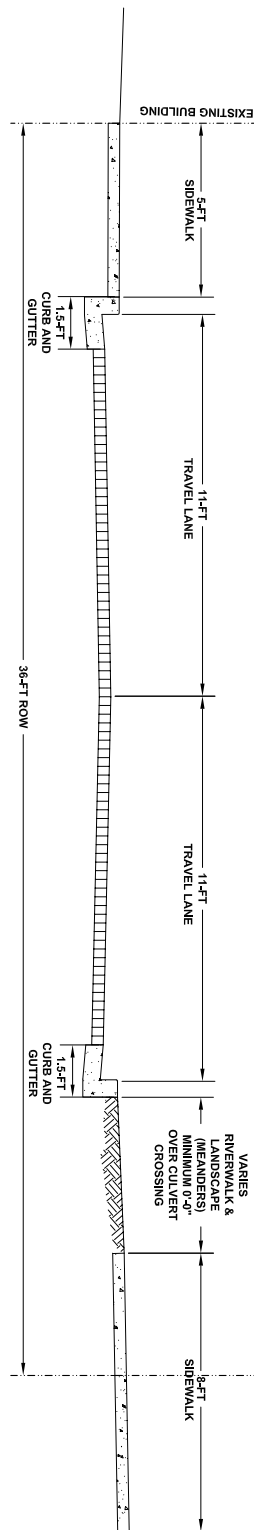
**B** SUTTON PLACE TYPICAL ROAD SECTION  
N.T.S.

EXHIBIT  
2

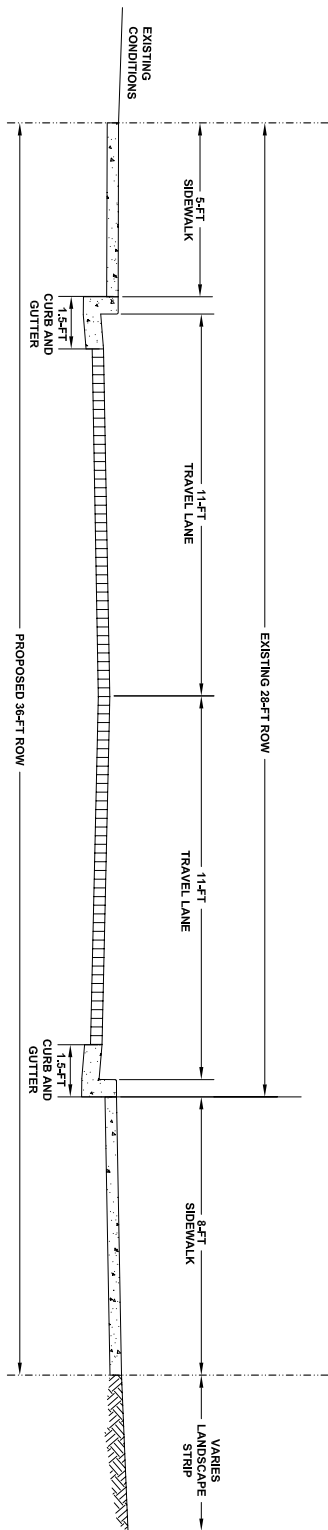
Drawn: CH Drafted: SC Checked: DC Date of Submittal: 05/24/15 2 OF 5	 <b>Russell Planning &amp; Engineering, Inc.</b> Civil Engineering Services 934 Main Avenue, Unit C Durango, Colorado 81301 Phone: (970) 385-4546 Fax: (970) 385-4502	<b>TAOS SKI VILLAGE OVERALL VILLAGE ROAD PLAN SUTTON PLACE ROAD SECTIONS</b>		REVISIONS:	 CALL 811 TWO WORKING DAYS BEFORE YOU DIG
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**C** WEST BURROUGHS ROAD TYPICAL ROAD SECTION  
N.T.S.



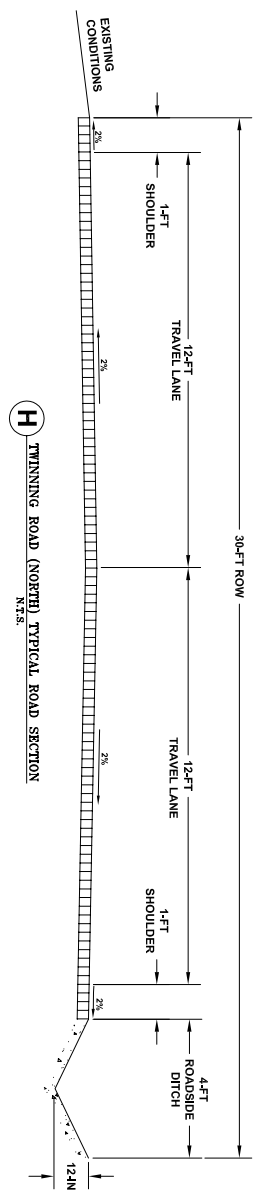
**D** ERNIE BLAKE ROAD TYPICAL ROAD SECTION  
N.T.S.

EXHIBIT

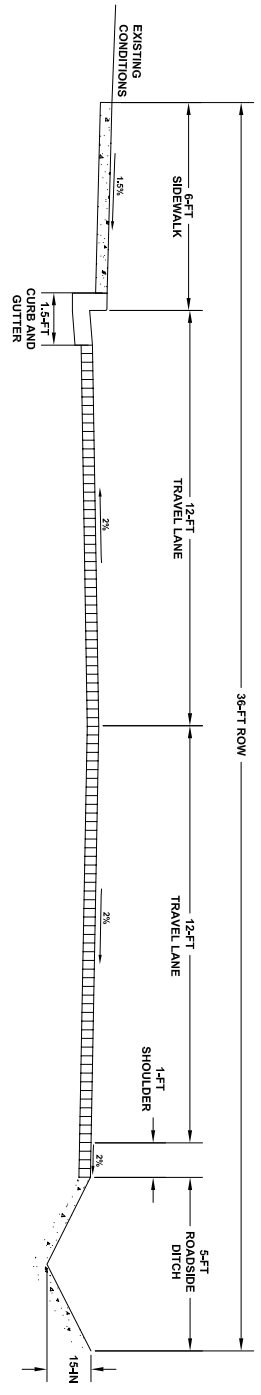
3 OF 5	Drawn: CH Drafted: SF Checked: DC Date of Submittal: 05/24/15	 <b>Russell Planning &amp; Engineering, Inc.</b> Civil Engineering Services 934 Main Avenue, Unit C Durango, Colorado 81301 Phone: (970) 385-4546 Fax: (970) 385-4502	<b>TAOS SKI VILLAGE OVERALL VILLAGE ROAD PLAN ERNIE BLAKE ROAD AND WEST BURROUGHS ROAD SECTIONS</b>	REVISIONS:	 CALL 811 TWO WORKING DAYS BEFORE YOU DIG
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**H** TWINNING ROAD (NORTH) TYPICAL ROAD SECTION  
N.T.S.



**I** TWINNING ROAD (SOUTH) TYPICAL ROAD SECTION  
N.T.S.

EXHIBIT

<p>5 OF 5</p>	<p>Drawn: CH Drafted: SF Checked: DC Date of Submittal: 05/24/15</p>	 <p><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</p>	<p>TAOS SKI VILLAGE OVERALL VILLAGE ROAD PLAN TWINNING ROAD SECTIONS</p>	<p>REVISIONS:</p>	 <p>CALL 811 TWO WORKING DAYS BEFORE YOU DIG</p>
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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

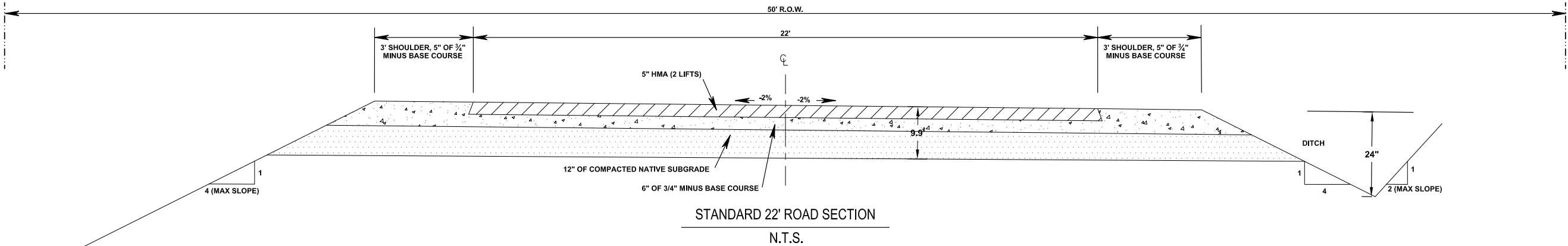
The Village will negotiate the re-alignment of the roadway with adjacent property owners to permit the development of a two-way road that meets the Village's design standards for roadway width, slope, drainage, intersection alignment (with Twining) and to provide adequate pedestrian facilities, signage,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



PRELIMINARY

 <p>CALL NMOC TWO WORKING DAYS BEFORE YOU DIG 1-800-321-2537 NEW MEXICO ONE CALL</p>	
<p>REVISIONS:</p>	
<p><b>TAOS SKI VALLEY BASE REDEVELOPMENT ENTRY DRIVE AND ARRIVAL CONCEPT TYPICAL CROSS SECTIONS</b></p>	
<p><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</p>	
<p>Drawn: DS Drafted: TM Checked: DS</p>	
<p>Date of Submittal 01/13/2012</p>	
<p>----</p>	
<p><b>D-1</b></p>	

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## Appendix C

### **Communications Master Plan**



### **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.

---

Planning & Zoning Commission  
Resolution 16-285  
Approving the Wireless Communications Master Plan

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:

Ann M. Worldridge  
Village Clerk

Vote: For 5 Against 0 Abstain 0

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Planning & Zoning Commission  
Resolution 15-285  
Approving the Wireless Communications Master Plan



**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.

---

Village Council Resolution 16-290  
Adopting 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







## Appendix D

### 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 trips 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.



## Appendix E

**Comments Table**

<b>Page #</b>	<b>Comment</b>	<b>Answer/Action</b>
Executive Summary	Apparently, you don't intend to present these in this order in the element write-ups. Each seems to be different. Some are omitted and the order changes.	Each Element has: Existing Conditions, Existing Ordinances and then Proposed actions from Previous Plans, then Goals, Objective and Strategies. So the order is incorrect on the Executive Summary. I will verify the order in each Element. The order has been changed to reflect your comment in the Executive Summary.
Executive Summary	"The Plan will be updated when appropriate and completely revised after twenty years." Seems too long, five to ten years seems better.	Changed to five years.
Executive Summary	Add "...prepare an updated Comprehensive Plan".	Completed
Table of Contents	Add page numbers	This cannot be completed until all comments are in and revisions made.
Demographics and Economics Page 5	With the redevelopment in the ski valley and new part time, full time job opportunities, the need for affordable workforce housing will rise.  While there is no doubt some demand for affordable workforce housing in the Village, the short commute to housing in Taos and intervening communities will severely mitigate this need. In addition, the lack of shopping (especially groceries), entertainment, etc. significantly reduce the attractiveness of residing in the ski valley for employees, especially those with families. This is a stark contrast to other resorts such as Vail or Aspen which are substantial population and commercial centers that would be attractive to ski area employees except for their insane prices.	Statement
Demographics Page 7	Add, " Taos County agreed to dedicate 35% of its increment of property tax above the baseline to the TIDD.	Completed

VTSV Planning Staff, Page 9, last sentence	Is it worth saying something about the Fire Department and Emergency Medical Treatment before going on with the planning process?	A detailed description of the Volunteer Fire Department and EMS is described on page 54-55. But I will add information on these two services to the Municipal Staff on page 9. "The DPS also manages the Village of Taos Ski Valley Volunteer Fire Department and Emergency Medical Services".
Land Use and Natural Resources Page 12	Neighborhood District This includes the residential subdivisions and homes along Twining, Zap and Porcupine Roads. These are single family houses, which are mostly second homes. They may be used as rental properties for visitors, primarily during the ski season. I was told a couple of years ago that a fair number of the older houses in this district are three season structures and are not really suited for winter use. To the extent this statement is true, the fraction that are three-season should be noted here, as there are not useful for winter rentals and in fact raise other issues.	Deleted "...primarily during ski season." But this section is not meant to serve as a housing inventory.
Land Use and Natural Resources Page 18	"...the following development criteria and other yet undetermined criteria..."	Completed
Land Use and Natural Resources Page 18-19	The list of development criteria does not include compliance with Dark Sky ordinances. VTSVs high elevation and dark sky ordinances make it a highly attractive site for astronomy, which is a potential marketing opportunity, esp. in the off-season. (Dark skies are mentioned as "sky clarity" on page 24).	Night Sky Protection is mentioned on page 24 as a Strategy. But it will certainly be added to the "Development Criteria".
Land Use and Natural Resources Page 18-19	The dark sky ordinance. This is a tremendous feature of the ski valley that seems to be violated more and more lately. One of the first things I noticed when I first bought my house here was the amazing number of visible stars at night. I would love to see this re-emphasized in the Plan.	Night Sky Protection is mentioned on page 24 as a Strategy. But it will certainly be added to the "Development Criteria".

Land Use and Natural Resources Page 19	Land Use Recommendations: While I have no particular objection to the goal of “attract younger residents to the Village”, I’m not sure I would consider this to be particularly important. The resort nature of the Village and the associated costs of living in a resort, as well as the isolation, will lead to an atypical population, esp. in terms of age distribution (and income/wealth). I don’t think this has a particularly adverse effect on the health of the community. In addition, developing a younger population with school age children will create additional challenges for the Village. I think the list would benefit from a mention of wildfire management (although there are mentions later in the document)	Wildfire is covered thoroughly in the chapter on Hazard Mitigation.
Land Use Page 19	“2006 and 2010 Master Plan” information- Seems unnecessary to include all this here. Could just say they were considered w/o listing them.	The Master Plan criteria listed is intended to demonstrate the continuity in concepts through the years, demonstrating validity in perpetuating these ideas.
Land Use Page 21	Does not seem to follow the element format. No Existing conditions, Proposed actions..., Existing Ordinances, Goals. Seems to jump right to Objectives and Strategies.	Existing Conditions begins on page 11. Proposed Actions begins on page 14. The Natural Resource Goal in the former plan was “Land use and development activity sustain and enhance the Village economy and natural resources”, which seemed false. Please see the new Goal on page 21.
Land Use Page 24	There are a large number of strategies here. Too many?	Not all strategies have to be achieved, they are meant as actions to aspire to and inform.
Land Use, page 15	Please provide clarification on the purpose of the design capacities, how these capacities will be used; and whether the stated design capacities will be used in future development.	After research, it was determined that develop capacity table was not based on in depth analysis. The table has been removed from the document with accompanying text. In the future the Village will work with property owners to create master development plans to develop accurate and feasible analysis of the total development analysis.

Land Use, page 15	Please provide clarification on how the design capacities were calculated for all the village sites listed on the Development Capacity table in the Land Use and Natural Resources Section of the Village Comprehensive Plan.	After research, it was determined that develop capacity table was not based on in depth analysis. The table has been removed from the document with accompanying text. In the future the Village will work with property owners to create master development plans to develop accurate and feasible analysis of the total development analysis.
Land Use Pages 5 and 19	Though I agree with the need for workforce housing will rise and there is a need to attract younger residents. I think there is a need to differentiate between single -family home neighborhoods and core village/condo areas. Most of the single -family homes in my immediate neighborhood are vacation homes, with a couple occupied full time and only a couple used for rentals. Sometimes renters can be noisy and problematic, but we know they will be gone within a few days. I have a concern with houses being bought up for workforce housing. People don't by 5 bedroom houses to have a 5-bedroom house next door converted to group housing for young employees. I think a better approach would be to encourage remodeling and upgrading older single-family homes rather than using them as inexpensive employee housing. Perhaps we could see the core village emphasized for workforce housing.	The zoning approved for the Village of Taos Ski Valley permits only single-family residences for the majority of Twining Road towards Kachina. (Please refer to the Zoning Map). The area closest to the Commercial Business Core or the Core Village Zone, allows multi family. A large section of Amizette is also zoned Commercial which would allow for multi-family. While no areas have been designated for work force housing, the zoning would indicate the multi family housing (Commercial, Commercial Business). Workforce housing requires public transit and other amenities that would not be practical further up Twining in the quieter residential neighborhoods.
Utilities Page 27	The communications section mentions the in-trench fiber, but says nothing about plans to use it to provide decent internet access in the Village.	Internet connection/schedule is determined by Kit Carson Telecom, not by the Village.
Utilities Page 27	"The Village suffers from power outages due to fallen trees in the canyon along Highway 150". Still true now that line is underground? Maybe so, Kit Carson reliability is probably still less than in Santa Fe or Albuquerque.	There are still active above ground lines along 150. Kit Carson determines when they are no longer needed.
Utilities Page 28	Change "Gas Services are currently provided by individual liquid propane tanks." To " The alternative to natural gas is electricity and liquid propane."	

Utilities Page 33	Is there a demonstrated need for a new wastewater treatment plant? Page 26 suggests that the current plant peak use is barely above 50% of peak capacity. Do anticipate almost a doubling in demand in the next 20 years?	Existing Plant has experienced exceedances in the past due to clarifier capacity limitations, demonstrating the need for alternative treatment method to handle future demand and water quality standards.
Utilities Page 36	Energy conservation, renewable energy: Should the strategies include lower impact fees for construction that has lower impact on Village infrastructure?	To be discussed by Commission
Utilities Page 38	<p>"The North Central Regional Transit District (RTD) took over bus services from the Town of Taos Chile Line in 2015. The RTD provides bus services to the Village during the regular ski season. In addition, the Village subsidizes a transit service provided by TSV. Inc. that provides free shuttle service primarily to anyone who works in the Village."</p> <p>Why is the Village subsidizing this service since it is primarily to the benefit of TSVI and a few other merchants? Furthermore, this subsidy appears to be paid from the lodger tax revenues. This use of lodger tax revenues to support free shuttle service for skiers lodging in the town of Taos puts lodging owners in the position of subsidizing their competition.</p>	The Village is not actually subsidizing the service, it is the Lodgers Tax Fund. It was voted on by the Lodgers Tax Board and the Village Council approved.
Utilities Page 45	I don't understand the table. Twining Rd is listed 7 times. I assume these refer to different sections, but they are not designated in a way they could be shown on a map.	That is correct- I will be happy to put in a map showing these sections- going from the Village, toward Kachina.
Utilities Page 50	The TIDD described under the Utilities Element. It is pretty important to several Elements. Maybe it should be described before we get to the Elements.	The TIDD is described on page 7 in the Economic Development Section before any of the other Sections or Elements
Transportation Page 38	TSV Inc. provides daily shuttle service to Albuquerque and Santa Fe Airports during ski season. All information is available on the website, skitaos.org"	Completed
Community Services Page 64	"Most recently in 2015, the Village purchased software that will send a text message to anyone within range of cell towers in the Village...." who has signed up for the service.	Wording change. Insert "who has registered for the service" instead of "...anyone within range..."

Recreation Page 81 and 82	This table seems out of place. This stuff is expensive, isn't it?	Agree that it needs explanation. Inserted "The Village Park and Recreation Committee prioritized the following improvements to a recreational Trail System;" and put it directly under the first "Strategy"?
Village Character Page 84	"The Blake Hotel and Plaza is complete and Parcel D will begin groundwork in 2017." Delayed a year?	To be determined
Village Character Page 89	I find the comment about "...historic Building from the Mining era..." confusing. Most of the buildings in the core village have an alpine look to them, including the newest addition, the Blake. Many of the remainder has either an alpine look or wilderness lodge look (take the Burroughs subdivision, for example). I see very few houses that have a mining look to them. It seems strange that this is the emphasis. The alpine buildings came along with the Blakes well after the mining era. My concern is; if I tore my house down and rebuilt my house to modernize that I would be told that my preferred style (alpine) isn't a "mining era" style. Can you clarify this page?	The historic era comment relates more to the scale, rooflines and materials that were used in the historic photo shown. I have removed that sentence regarding the "mining era" and you will see the category "Alpine Rustic", with the housing examples shown. The intent, whatever it may be called, is to suggest rather than dictate what style is consistent with the Village Character. Natural materials, 2-3 story scale, gabled roofs that evoke a rustic style are appropriate to the Village character.
General	Not in the plan: The TIDD anticipates dedication of certain improvements to the Village (e.g., Sutton Place, proposed Strawberry Hill Bridge and plaza). Should the criteria for acceptance of proposed dedications be contained in the planning document?	To be discussed with the Commission.



## **Acknowledgments**

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### **Village Council**

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*Chris Stagg*

*Tom Wittman*

### **Mayor**

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