



Man with Crutches

**Crutching West Meadow Drive - Millions rest on the healing touch of the Vail Valley Medical Center Master Plan.**

## **Vail Homeowners Association Newsletter**

**The Annual Report**

**December 18, 2014**

### **In This Issue**

**The President's Message**

**Executive Summary**

**2014 in Review**

**Gore Creek Pollution**

**Town Congestion**

**Traffic Congestion**

**Insufficient Parking**

**Vail Valley Medical Center Expansion**

**Golf Course Redevelopment**

**Issues for 2015**

**It is Time to Revisit the Vision for Vail's Future.**

## Become a Member

### Looking Around Town

#### The President's Message

**More Issues and Challenges:** The past year has presented a record number of issues for your Association. Although in many respects 2014 was a banner year for Vail, many issues arose which directly impact the quality of life in our community. That is at the heart of the Association's mission. We gather information, maintain a database and present fact-based advocacy intended to maintain and improve the quality of life in our community. All that is shared with our members and the community at large through our Newsletter and commentary in the Vail Daily Newspaper.

As you will see in this publication, VHA is already engaged in Vail's cutting edge issues. One involves the pollution of Vail's crown jewel, Gore Creek. Others involve redevelopment of major portions of the Town. Some involve chronic problems such as traffic congestion and parking. Others go to the very essence of who we are and what we want for our community.

Our intention is not to just influence policy makers but also to engage the community. We believe that the strength and endurance of our response to the challenges ahead depends on the community's involvement in the dialogue about its future. I encourage you to read our Newsletter, talk to your neighbors, get to know your Town Council and become involved in the discussions. We welcome your ideas and support in our quest to help shape the plans and policies that will ensure Vail continues to be the best it can be. If you are not already a member, we also invite you to join and add your voice to the debate. Together we can build a better future.

Gail Ellis, Psy.D., VHA President

#### Executive Summary

Twenty-fourteen was a busy year for your Association. Issues ranged from pollution of Gore Creek to the Golf Course Clubhouse redevelopment and included matters as varied as the Town's traffic congestion, insufficient parking and the redevelopment of the Vail Valley Medical Center (VVMC) - all matters that affect the quality of life in Vail. We report here on how those issues played out over 2014.

Twenty-fifteen already looms as an equally busy year. Major decisions should be made on the remediation of Gore Creek. Some might not be popular but stop-gap measures will not work. VHA will continue to insist on an "all-hands-on-deck" approach to this complicated, difficult issue.

A new VVMC Master Plan will also be adopted, which will necessarily address traffic issues on both South Frontage Road and Vail Road/West Meadow Drive, as well as the possible redevelopment of surrounding properties including the Vail municipal site. Also included will be the location of the community's emergency heliport. VHA intends to advocate that public safety be a prime consideration in that process and that the final product be based on sound planning principles.

We end with a growing concern by many over the direction of the Town. VHA questions whether, following the 2015 World Alpine championships, the community should pause and reexamine our vision, goals and priorities for Vail's future.

#### 2014 in Review

**Twenty-fourteen was somewhat of a banner year for Vail:** The snow was exceptional, a near record amount; summer was busy; and the economy continued to rebound from the Great Recession. [Sales tax receipts and property sales were up](#); unemployment was down. Momentum built for the [2015 World Alpine Championships](#) as the Town spruced up for the anticipated crowds.

However, not all the news was positive. For the last eight years Vail was not No. 1, but finished at least in the top 3 in the [annual Ski Magazine Readers' Poll](#). But this year Vail slipped to No. 5, its lowest ranking ever. Vail had previously occupied first place for 14 years of the survey's first two decades. Furthermore, Gore Creek remained polluted; parking continued to overflow onto the Frontage Roads; traffic was congested in Town, especially in the Golden Peak and West Meadow Drive areas and generally throughout the Town on weekends. I-70 traffic continued to be an issue and overcrowding complaints mounted, both for the Town and the mountain and, in the case of the mountain, skier safety became more of an issue.

Most recently, Vail Resorts acquired the Park City ski area and is poised to create the largest interconnected ski area in the country. What this means for Vail remains to be seen.



## World Ski Championships Poster

### **TOV Needs to Set New Priorities Following the 2015 World Alpine Championships.**

Against this backdrop, your Association has tackled a number of issues that affect the Vail quality of life. Some are new; others are chronic problems that have existed for years. Here we highlight those issues, what the Association has done and the advocacy it has provided.

## **Gore Creek Pollution**



## Early Morning on Gore Creek

### Early Morning on Gore Creek - Iconic Cleanup

No issue is more important to Vail's future than the health and vitality of Gore Creek. For years Gore Creek was one of Vail's crown jewels; a source of both beauty and pride and the focus of many Town activities including in recent years, winter ice carving displays and international level white-water events. It is the community's primary source of domestic water, and for decades the section downstream of the Lionshead wastewater treatment facility has been designated a "Gold Medal Trout Stream." But then in 2012, the adoption of new water quality standards resulted in the creek being designated as "impaired."

Unfortunately there is no single "point source" of the pollution. Instead, it has been tied to three diverse causes: (1) stream bank degradation due to development extending to the water's edge which prevents natural filtration of the creek water, (2) urban runoffs containing hydrocarbons and road salt (magnesium chloride) which end up in the creek because of impervious covering of a large percentage of the valley floor (roadways, parking lots, etc.) and (3) pollutants from land-use activities (pesticides, fertilizers, etc.). Moreover, ground water migration may be bringing pollutants from locations other than streamside locales. The diversity of sources means cleaning up the creek will not be easy.

The pollution should not have come as a surprise. Stakeholders have been studying the creek for years and it is no secret that there has been little regulation of runoff into Gore Creek. The Town's stormwater collection system has only sand traps to remove particulates; there is no filtration to remove toxic pollutants. And while there are traction sand collection ponds along the Vail pass portion of I-70, that runoff is also unfiltered for hydrocarbon and magnesium chloride contaminants. Additionally there has been no protection of streamside vegetation with many property owners extending their landscaping to the creek.

Given the complexity of the pollution causes, the overall solution will most likely require a multiplicity of actions. Even though it has now been two years since the "impaired" designation, with the exception of some requests for voluntary limits on pesticides and fertilizers and some site specific actions, little has been done. Initially the draft of the Town's Plan of Action contained a commitment to the development of a comprehensive plan by December. It is not now clear how complete the plan will be when presented.

VHA is carefully monitoring developments on this issue, researching [how other communities are tackling the problem](#) and intends on advocating prompt action and an "all-of-the-above" approach for the remediation of Gore Creek.

## Town Congestion



### **Ski Magazine Says Vail Is Too Dense, Too Disney and Too Expensive.**

For several years there has been growing concern about community congestion, both in the Town and on the mountain. Many believe that overcrowding in Vail has been caused by the need to increase sales tax revenues and the resulting commercialization of the Vail experience. At the same time, there is increasing concern that the commercialization of Vail has caused a shift of Town priorities from quality of life to the business of doing business. Considerations of increased sales tax revenues and more jobs seem to be driving many decisions. This is an issue that has been building for many years and underlies much of what is happening in critical decisions facing the community.

In a prescient muse, in 2006, Ski Magazine questioned whether the Vail Renaissance, then in full throttle, could propel Vail from a rustic, small-town resort into a mass-marketed mega-resort. That has largely happened as real estate based revenues tanked as a result of the Great Recession and Vail became increasingly dependent on sales taxes, which required boosting visitor numbers. To achieve those numbers, Vail has progressively turned to mass-marketed special event activities.

This is evident in the Town's budget. Town expenditures, which were traditionally at a 50/50 ratio of operational costs versus capital investment, have shifted to a 70/30 ratio with Town [spending on special events doubling](#) since 2006. Now the Town's [post-2015 economic strategies](#) place an even greater emphasis on special events aimed at the American Millennial and Gen-X age groups, perhaps even expanding those events to midweek dates or by developing more mass event venues. To some, Vail seems locked in a cycle of dependency that only leads in one direction, toward more congestion.

There is no question that [sales tax revenues have increased](#) but not all agree that the wholesaling of the Vail experience through mass-marketed promotions and special events has resulted in a qualitative improvement that benefits the entire community. Readers of Ski magazine gave Vail poor scores for customer service and authenticity. Many are concerned that the qualities that made Vail famous - a sense of community, a tranquil mountain life and unsurpassed skiing - are being lost to the [success of Vail's commercialization strategy](#). They believe that Vail runs the danger of diluting the Vail experience to the point where customer loyalty is irreparably damaged. At a time when Vail's competition is only a "click" away, being perceived as congested, over-priced and unauthentic can make it a long, slow climb back to the top.

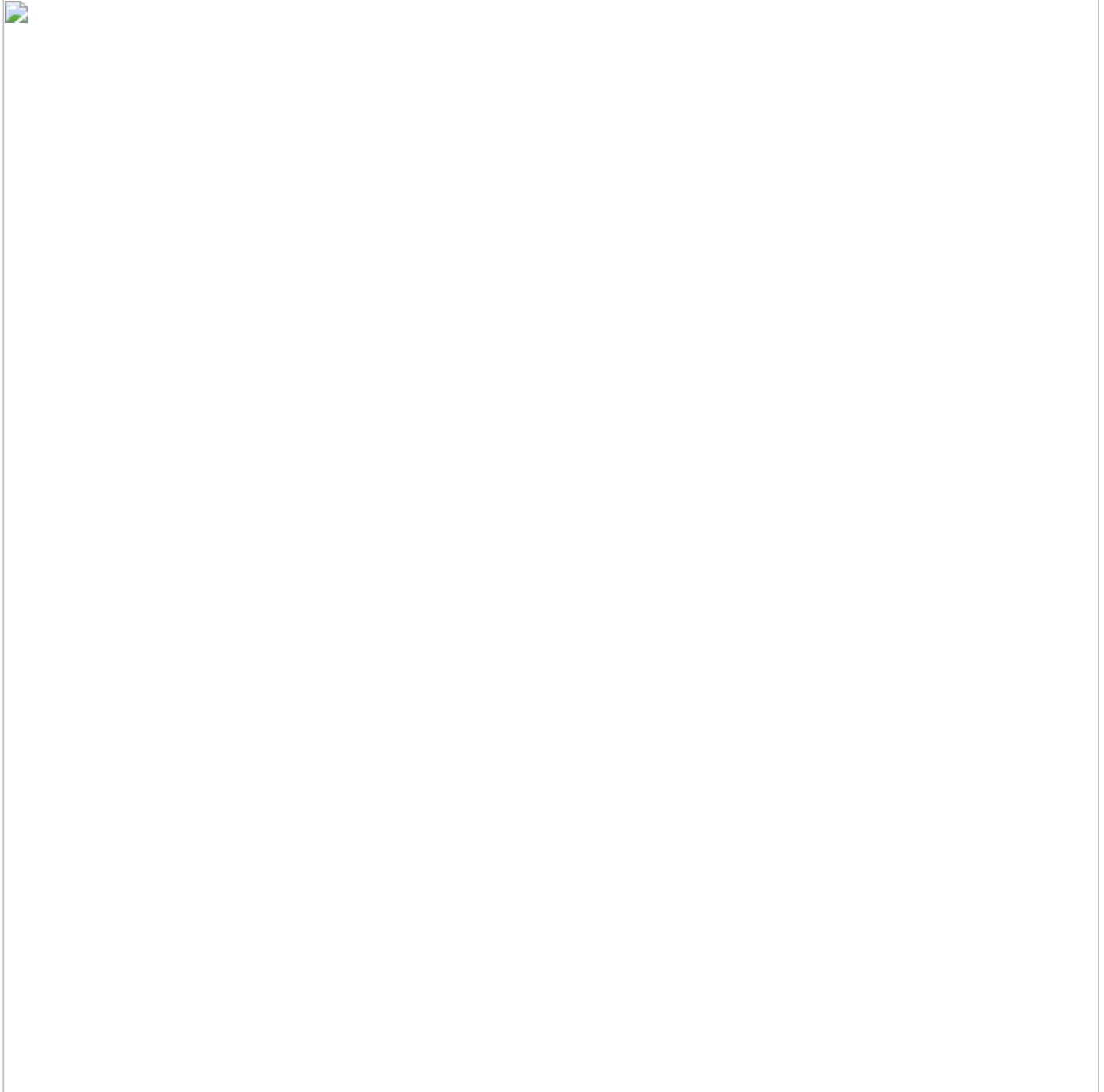
Earlier this year Vail adopted a [two-year Action Plan](#). Unfortunately it encompasses almost every issue, problem or action facing the Town, all of which are given equal weight, so that, for instance, actions to deal with Gore Creek pollution stand on equal footing with building a permanent skateboard park. The Plan contains a lot of "assess, review, research, analyze and develop" for issues that are not new and there are no priorities for action. Congestion and overcrowding are not even mentioned.

VHA realizes that questioning a "more-is-better" approach in the complacency that often accompanies commercial success is difficult. There is little incentive to critically examine the consequences. But VHA believes that it is time to put quality over quantity, to throttle back on special events - in particular those that only appeal to day visitors - and to invest in projects that will directly improve the quality of life for the entire community. At the very least, these issues should be at the forefront for consideration.

## Traffic Congestion

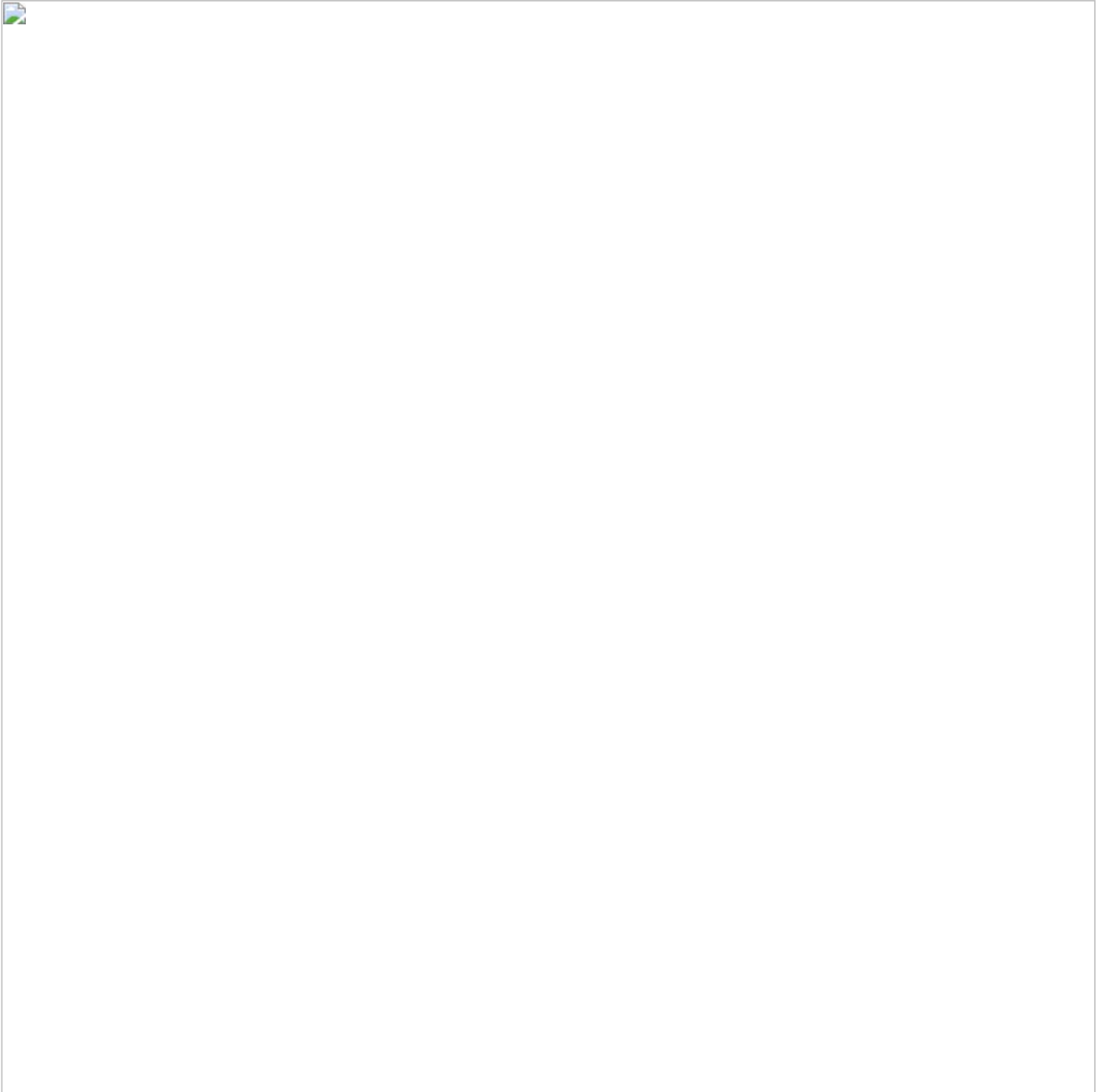
Traffic congestion has been a problem in Vail for a long time and, despite improvements such as roundabouts, significant problems remain in areas like Vail Road/West Meadow Drive and Golden Peak.

Recently, the Colorado Department of Transportation (CDOT) granted the Town nearly \$14 million towards the construction of a new [Simba Run Underpass](#) to facilitate the movement of traffic between the North and South Frontage Roads. The design of that underpass has been criticized by neighbors on the north side of the project who are justifiably concerned about its impact on their property. VHA's position is that, however the local issues are resolved; the underpass should be designed to handle maximum traffic capacity. Anything less is a disservice to the larger community. To resolve the conflict, the Town could provide an agreement that would shield these properties from road noise and headlights with landscaped, protective sound walls. Sound walls should be aesthetically compatible with the community and in accord with a town-wide plan.



**Sound Wall with Glass or Acrylic Inset Panels in Alaska**

At the same time redevelopment of the Vail Valley Medical Center and potentially the Vail municipal site will require the redesign of traffic flow on the South Frontage Road with a [new roundabout](#) to handle ingress and egress from those sites. VHA supports those plans and views this as an opportunity to advance a longer-range vision of transforming the South Frontage Road into a landscaped grand boulevard as opposed to its usage as a regular overflow parking outlet.



**VVMC/TOV/Evergreen Hotel proposed roundabout on the South Frontage Road**

The redevelopment of the VVMC is also an opportunity to address traffic congestion on Vail Road/West Meadow Drive. In part, the new plan for the VVMC does that by shifting patient and emergency traffic entrances to the South Frontage Road. The plan, however, would leave the commercial delivery entrance on West Meadow Drive. VHA believes continued [VVMC deliveries via West Meadow Drive](#) will create increased public safety issues in the coming years as pedestrian use increases and a larger facility requires even more deliveries.

Traffic congestion in the Golden Peak area was improved, but not fully addressed in 2014. The area needs a comprehensive traffic redesign. In addition to the redevelopment of the Ski & Snowboard Club Vail's building, the Golden Peak [tennis/pickleball courts](#) may be converted to just pickleball courts over the objections of neighborhood property owners, but that area is also eyed by developers as a possible site for redevelopment which has the potential to bring even more traffic to the area. Finding solutions to the Golden Peak traffic flow problems will be difficult, but that should not deter policy makers from assigning the issue a high priority in their Action Plan.



**Ski & Snowboard Club Vail Begins Rebuilding in April 2015.**

### **Insufficient Parking**

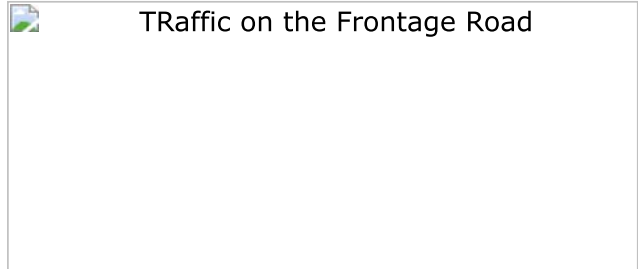
Related to congestion are the Town's chronic off-street public parking problems. There is insufficient parking in Vail for peak days, by as many as 1,000 spaces, and Vail lacks a comprehensive parking strategy to deal with the issue.

In recent years, the Town has sought to at least partially shift responsibility for building more public parking onto private developers whenever new projects are constructed. Some private developers, like the Solaris, see profitability in public parking; others do not. Some of the new residential hotels offer valet parking to day-skiers and visitors who patronize their facilities. But this is a tail-chasing-the-dog solution as new development brings more traffic and more parking demand. Whether private developers can ever fill the gap is very questionable. This also creates an inevitable conflict of interest with the Town of Vail's own business activities, since the Town, in part, relies on parking revenue to balance its budget.

In an effort to deal with the parking problems, the Town has designated areas of free parking on the North Frontage Road and major paved segments of the South Frontage Road shoulders. The result has been increasing use of the Frontage Roads as a primary parking venue. But adding and improving Frontage Road on-street public parking doesn't result in an improved guest experience. To the contrary, some see it as a hazard to public safety and a visual eyesore.

Some see the proposed development of Ever Vail as at least a partial solution since Vail Resorts has planned nearly 1,200 parking spaces to be included in the project, with many of those spaces to be available for public parking. However, negotiations on the development are currently stalled because of VRI's position that, because these are facilities that service the public, the Town should rebate to VRI the tax revenues gained from the development to pay for the cost of constructing these facilities. Moreover, the economy has put the project on the back burner and it is now many years away, so it is questionable whether Ever Vail should be considered as a near-term solution.

Recently, the redevelopment of the Town municipal site has been revived, after last collapsing in 2012. Included in those plans is a 160-325 space parking garage. Whether this project will become a reality is not clear. Even if approved, it is still several years away and will not solve the overall problem. These are chronic issues for Vail, issues that VHA has continued to follow, and provide guidance on to the Town council.



**Eliminating Frontage Road Parking Helps Eliminate Congestion.**

### **Vail Valley Medical Center Expansion**





## Flight Paths - proposed

**Flight Paths from proposed VVMC Heliport - Helicopter flight paths overfly Sandstone School and many other occupied properties.**

The much anticipated expansion plan for the VVMC was finally announced in June. It envisions a complete overhaul of the Vail facilities. While VHA supports the overall planning effort, several critical issues remain to be resolved, namely delivery access and the location of the helipad. Although most access to the hospital will be moved to the South Frontage Road, VVMC wants to keep all deliveries via Meadow Drive. VVMC also wants to move the helipad south of the adjacent Frontage Road to the top of one of its new buildings.

VHA believes this will create [public safety issues](#) as the new flight paths will have to cross a number of residential buildings, including the Red Sandstone Elementary School.



**VVMC Proposed 75'+ Helipad Tower is not compatible with Vail Architectural qualities.**

Leaving the helipad in its current location minimizes the overflight of existing buildings. The construction of a connecting sky bridge or tunnel attains the conditions desired by the hospital for the efficient and speedy transfer of patients to and from the helipad, while protecting the safety of those on the ground. The VVMC plan requires a new Master Plan for the area, something that is partly under consideration by the Vail Planning & Environmental Commission. Included in that plan will be a new roundabout on the South Frontage Road, the possible redevelopment of the Evergreen Hotel/Condominiums and the recently announced redevelopment of the [TOV municipal headquarters building and site](#). VHA is closely monitoring the Master Plan development, advocating that public safety be a prime consideration and that the final product be based on sound planning principles. The Evergreen Hotel has recently proposed a land exchange with the VVMC, which could be a game changer for the VVMC proposed master planning process, [see summary report](#) of VHA's requested changes to the VVMC Master Plan.



### Flight Paths - existing

**Flight Paths from existing CDOT Heliport - Paths overfly the fewest properties. The exception is the Vail Municipal Complex, which has been in the flight paths for the past several decades and would be similarly impacted by either Helipad location.**



**VHA and neighborhood proposal to retain residential character of West Meadow Drive Neighborhood as VVMC redevelops.**

## Golf Course Redevelopment

Perhaps nothing in recent years has highlighted concerns about a shifting community focus more than the Town of Vail's plans to commercialize the Vail Golf Course Clubhouse by expanding it to allow event function capability. To recap, in November 2011 voters authorized the use of Convention Center funds for several Town projects, including a renovation of the Vail Golf Course Clubhouse and its surrounding site. When the design was released it included an area for event functions (mainly weddings) on the former site of the adjacent 18<sup>th</sup> hole, which spawned a major dispute over commercial use of the facility and site. Efforts to resolve the issue, including those by VHA, were unsuccessful and a lawsuit followed, in which VHA supported those opposed to the commercial uses.

The Town proceeded with the relocation of the 18<sup>th</sup> hole and in March the trial judge ruled in favor of the Town. That ruling is [now on appeal](#) in the Colorado Court of Appeals. In many ways, this unfortunate dispute underscores the conflicts that arise when government gets in the business of doing business; it becomes very difficult, if not impossible, for the government to be a fair arbiter between citizen and business interests.

## Issues for 2015

As we head into 2015, it appears that two main issues will predominate but aspects of others will probably emerge and the larger issue of Vail's vision for the future lies just in the background. How these issues play out will have a major impact on the quality of life in Vail. Here is what we see on the "agenda" for the coming year, together with the positions we will advocate. Of course, the first rule of politics is to expect the unexpected so we will also be prepared to respond as other issues arise. Case in point, the local economic recovery is setting up the community for another gush of development, and its accompanying housing shortages.

**Gore Creek Remediation:** Baby-step remedies and hoping for the best is not going to get the job done. The pollution of Gore Creek should be Job No. 1 for the Town and requires an "all-hands-on-deck" response. Anything less runs the risk of continued impairment.

It is unclear when a plan of action will be forthcoming. Vail does not, however, have to approach this problem anew. There is already a working blueprint about what needs to be done [as reported by VHA](#). In 2010, in anticipation of a potential need for corrective measures, many stakeholders, including the Town, formed the Urban Runoff Group (URG). The URG, in turn, undertook the development of the Gore Creek Water Quality Improvement Plan which included a number of items for planning and implementation. Of particular note is the recommendation for the creation of a new agency, with a dedicated revenue stream, to handle the clean-up. Whether the Town will create such an agency or whether it will take recommended actions such as imposing penalties for removal of riparian vegetation, increasing stream set-backs, creating "no-mow" buffer zones, requiring increased landscaping and stormwater treatment at parking sites, undertaking aggressive enforcement of illegal dumping into the Creek and imposing Best Management Practices, remains to be seen.

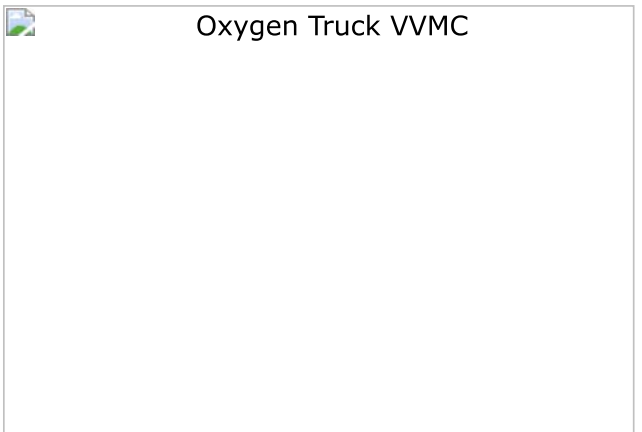
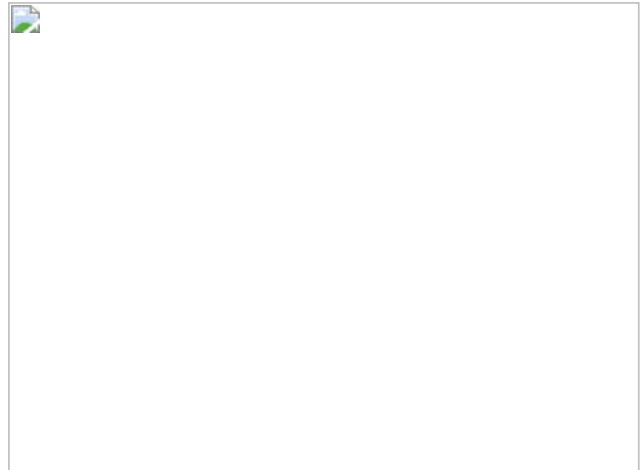
VHA will, however, continue to advocate an "all-hands-on-deck" approach which will leave no stone unturned in the effort to restore Gore Creek to its original pristine state.

**Vail Valley Medical Center:** Although construction will not start until 2016 at the earliest and each phase of the project will have to go through multiple levels of review, the adoption of a new Master Plan for the area will largely set the scope and particulars of the VVMC project. It is in that process that the key issues will be resolved, such as moving deliveries from West Meadow Drive and the location of the helipad.

While VHA supports the expansion of the VVMC facilities, it continues to monitor and provide input to the PEC, mainly insisting that public safety be a prime consideration and that the final product be based on sound planning principles. The PEC recommendations are due to be finalized in January 2015. It will then be up to the Town Council to adopt, modify or reject those recommendations. VHA will continue to advocate its positions throughout that process.

On the [key issue of delivery traffic](#) on Vail Road and West Meadow Drive, VHA will continue to point out that those are already congested roadways. To a significant degree, West Meadow Drive is also becoming a major pedestrian corridor, which will only become more crowded in coming years. Mixing increasing pedestrian and Town shuttle bus traffic with the ever increasing truck and semi-tractor trailer traffic that will be generated by an expanding hospital is not in the best interest of public safety; nor does it promote a visitor friendly environment for guests. As the Master Plan process for the VVMC moves forward, VHA will forcefully advocate that all vehicular entrances be via the South Frontage Road.

On the other key issue of the helipad location VHA will continue to make the case that this is a "if-it-ain't-broke-don't fix-it" situation. In its present location or on the municipal site, approach and departure routes are mainly over I-70. VVMC argues that relocation to its building will cut patient transfer times and avoid having to cross a busy thoroughfare. Both of those concerns can be addressed by a pedestrian over/underpass, which will be necessitated in any event by the redevelopment of the municipal site.



### Oxygen Truck VVMC

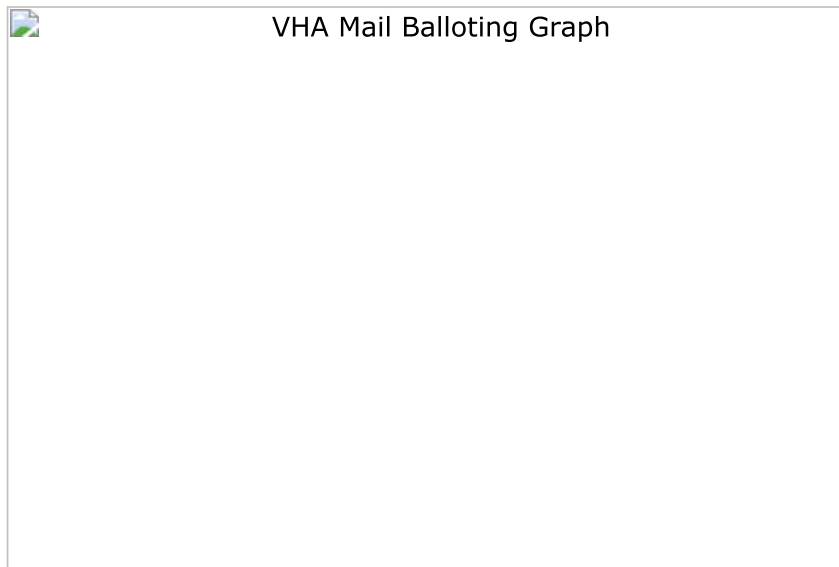
**VVMC Truck access and staging needs to be totally removed from West Meadow Drive.**



**Concept Plan for TOV Municipal Site Redevelopment**

**Renovation of the Vail Municipal Site:** Recently, the Town presented conceptual plans for [renovating the Vail Municipal site](#). The plans included a 160-325 space parking garage but there was not a lot of other detail provided. Reports are that members of the Council may desire to include various other functions. VHA will be closely monitoring the development of these plans and believes the [Municipal site should be incorporated](#) into an area master plan that includes the adjacent Evergreen Hotel and Vail Valley Medical Center properties.

**Vail Elections:** In November of 2015, four Council members will be up for election, two of them are term limited, including the Mayor. VHA does not endorse specific candidates but does question the candidates about their views and positions on a wide range of community concerns and issues. Their responses are made public so voters can consider them as they decide whom to vote for. VHA has also called for mail-in balloting for this and all Vail elections. [VHA Research shows](#) that mail-in ballots greatly increase voter participation in local elections and that the Town may have the lowest voter turnout in its non-mail ballot municipal election when compared with other major mountain resort communities.



**Mail Balloting Yields The Highest Voter Turn Out In Vail Elections.**

**Other Potential Issues:** Although congestion is not currently on the Town's radar, the Town and its traffic remain congested at levels that VHA believes is undermining the quality of life in Vail and plaguing efforts to improve guest and resident satisfaction. VHA believes that those issues are ignored at risk of negative consequences. Anecdotally, it also seems that congestion on the mountain, resulting in collisions, near misses, out-of-control skiers and boarders, and concerns about safety are on the rise. Together with Town congestion, these problems undermine Vail being seen as "like nothing on earth" and could result in dissatisfied guests who might seek to improve their experiences or lessen their risks by turning to other resorts.

The adverse effects of I-70 traffic: congestion, noise and pollution, are also growing problems for the community and realistic solutions still seem to be non-existent as weekend traffic problems continue to multiply. Slowing and metering traffic through the Eisenhower Tunnel has been ineffective and the [widening of the Twin Tunnels](#) at Idaho Springs will not bring any relief to areas west of the Eisenhower Tunnel. Widening I-70 to Vail is cost prohibitive and, in the view of many, creating even more traffic by an expanded roadway is the wrong solution because it would only increase environmental pressure and noise pollution in Vail where Interstate noise levels already exceed national standards. And, there are no realistic prospects of building high speed rail. VHA believes that this is an issue that the Town should aggressively pursue.

Parking will also continue to be a major problem for the community. While the Town's [two-year Action Plan](#) calls for "reviewing parking policies" and "exploring park n' ride opportunities with Eagle County," it does not propose any comprehensive solutions. The Town has a \$4.3 million parking pledge from VRI but there are currently no definitive plans for its use. VHA believes that parking is a key issue for the community and will advocate giving it a high priority.

## **It is Time to Revisit the Vision for Vail's Future.**

Vail's founders took great care to balance both commercial and residential interests as they considered each as an important contribution to the community's economic growth and sustainability. They did so within the larger context of protecting and preserving Vail's stunning and fragile natural environment. That balance no longer seems to be present in Vail's current "commercialization" strategies.

Overcrowding not only undermines the quality of the Vail experience for residents and visitors alike but it can drown out Vail's efforts to claim it is "the PREMIER international mountain resort community;" it also discredits Vail's slogan "Vail like nothing else on earth." Already Vail's competitors are using Vail's overcrowding to their advantage, advertising more "elbow room" at their resorts. Being hailed as the Disneyland of skiing in the most recent issue of Ski magazine can hardly be a welcomed accolade. But disturbingly, there seems to be no sense of outrage from community leaders over Vail's fall to a No. 5 ranking.

An increasing number are asking whether Vail is too focused on the business of boosting sales tax revenues through special event activities and whether quality-of-life concerns are being pushed aside in the consideration of key development projects. In other words, if we do not refocus and articulate a clear vision for the future, we are in danger of losing what brought many of us here.

Could Vail benefit, for example, from taking a page from the hospital industry playbook in which major hospitals are turning to the hospitality industry to promote patient satisfaction? Should Vail consider creating a "hospitality department" or major administration position with responsibility for developing ways to improve experiences for guests and resident and non-resident property owners? Should the focus on special events and commercialization be reexamined? Should there be tighter limits on what kind of special events are pursued or allowed? Should Vail expenditures be rebalanced?

It is counter intuitive to change focus or economic strategies during periods of commercial success, but there are times when corrections may be both prudent and necessary. VHA believes that these are issues that must be addressed and that, following the 2015 World Alpine Championships, the Town of Vail should convene a community-wide examination of whether "business as usual" is in the best interest of the entire community. This will not be easy; it takes visionary leadership to rethink underlying assumptions that have become politically entrenched, but VHA believes that the community will be better off if we take that course. Look for more on this in the coming months.

## **Become a Member!**

If you like what VHA is doing and want to benefit from the representation we provide, then please join your friends and neighbors by becoming a member. Fact-based advocacy, a hallmark of the Association, requires financial support. There is strength in numbers when we speak truth to power. Do something for yourself and your community; [Join Here](#).

## **Looking Around Town**



## A CHampionship Holiday

**A Championship Holiday - The Town of Vail Lighting Display**

### Quick Links

- [Special Events Calendar](#)
- [Local Media Links](#)
- [Visit VHA Website](#)
- [What's On Your Mind? Send Your Comments](#)
- [Contact the Editor](#)
- [View Our Newsletter Archives](#)
- [VHA Newsletter Reprint Policy](#)
- [VHA Collaborative Consensus Guidelines](#)

### Production Credits

**Content Editors:**

Larry S. Stewart, Gail Galvin Ellis, PsyD

**All Photography (unless otherwise noted)**

James Franklin Lamont  
[www.norrislamontgallery.com](http://www.norrislamontgallery.com)

**PDF Version, Copy Editing & Distribution**

Elizabeth Bailey  
Books Plus  
[books\\_plus\\_more@msn.com](mailto:books_plus_more@msn.com)

**Email Design and Layout:**

Jill Gordon  
Gordon Group, LLC  
[gordongrp@comcast.net](mailto:gordongrp@comcast.net)

Copyright © 2014 Vail Homeowners Association  
All Rights Reserved

