

Candidate: As a candidate for the Vail Town Council we would like to have a public conversation with you via the internet. If you wish to respond, please return your reply to my email address. We will pose questions. It is up to you whether you reply or not.

You may circulate the content of our communications through your own media platform(s). If you desire to know about the Vail Homeowners Association please access the VHA web site: www.vailhomeowners.com

Vail Town Council Candidate 2017



Mayor - David Chapin

Age: 58

Career: Food and Beverage Business

Business Owner Manager: Vendetta's Italian Restaurant and pizza bar.

Residence: Larkspur Lane Neighborhood West Vail

Years in Vail: 36

Contact info: vha@vail.net

Candidate Dialogue:

Please tell us:

1. The qualifications and life experiences you would bring to the Vail Town Council?

I believe a very important qualification is my last four years of experience on town council with 2 as Mayor. Owning a business in Vail Village that allows me to have interaction with locals and guests alike gives me an ear to what enhances or affects their experience in Vail. Having to create my own path in Vail while renting, working 2 jobs, and just trying to do whatever it took to make this my permanent home for the last 35 years has given me an understanding of the commitment of those who were here before me and those moving here today. As stated already my time on council and previous TOV boards is an asset in understanding the sometimes complicated process of town government. My life experiences while unique to myself have given me a foundation to always give 110% to anything i endeavor to be a part of including town council, because giving a full effort will usually bring great results. I believe in the mantra of no regrets about the past, no fears about the future, make the most of everyday.

2. What are your top five priorities for the next 5, 25 and 50 years to achieve on behalf of:

- a. The community-at-large (includes non-resident homeowners and local residents),**
- b. The local voters (residents).**

The next 5 years, 25, and 50 should all have the common goal of maintaining our stated council action plan goal of being the premier international mountain resort community. If we keep that focus our mission statement will be achieved. The community at large which is all of us as second homeowners and year round locals will be able to maintain the quality of life experience we all live here for with these goals as common interest. Our top priorities should always be quality of life, economic vitality, environmental sustainability, guest experience and a balanced community. There are numerous

opportunities under all those categories to ensure the success of the TOV going forward. Long range strategic plans with input from all stakeholders will be necessary to maintain these goals and change priorities as necessary.

3a. How would you suggest the TOV approach the financing of an estimated nearly \$½ billion in deferred maintenance to replace the Vail Village/Lionshead parking structures and Town Hall building; also, should the parking capacity in the two main parking structures be expanded?

3b. How should your approach be financed? Totally through local taxes: property, sales, and others, i.e., user fees? What other types of financing options could be used? When does the local tax burden become so heavy as to be counter to the interest of both resident and non – resident tax payers.

As context, you may want to review the following links for VHA's analysis of the TOV's financial situation and the basis for the estimated cost of deferred maintenance for the aforementioned infrastructure.

<http://www.vailhomeowners.com/VHA%20Vail's%20Financial%20Future%20081917%20Final.pdf>

<http://www.vailhomeowners.com/Parking%20structure%20Research%20JFL%20072617abbreviated%20080217.pdf>

500 million in deferred maintenance? I don't believe that is accurate. We do have ongoing maintenance budgeted on an annual basis. My hope is through better local transit options, new economy transit models and possibly the use of privately owned underutilized parking spaces we can lessen our parking needs. A major capital spend to expand either structure would need to bring an enhanced economic opportunity with it such as a hotel, performing arts center or some other economic or housing component. Without a dedicated and approved well planned approach financing option discussions are premature.

4. What do you foresee as potential pathways to incentivize economic growth for the TOV and the Vail community at large?

Engaging the new economy models particularly in the social media aspect will be critical. We need to pay attention to what the "young" people are engaged in they are the future guest. We may have some opportunity in environmental leadership to engage many guests who now make this a priority in their vacation choice. We need to keep our strong marketing approach going forward and never become complacent even in growth periods. Better air service should always be a goal. Maintaining the highest level of guest service is paramount.

5. When do you foresee the circumstances existing under which every Town of Vail election is conducted by all mail-in balloting?

As context, you may want to review the following VHA analysis of voter participation rates for at-the-polls vs. all mail-in balloting.

<http://archive.constantcontact.com/fs179/1101935191883/archive/1118136766926.html>

Although it may come with additional costs why not do both. Without doing the research not sure if thats possible. It is great to have the camaraderie of election day in the town and I would hate to lose that.

6. What are Vail's most significant quality-of- life issues?

Stressing our capacity. This occurs many different ways powder days, events, growth of the state, and I-70 all contribute. Housing for our local workforce in both ownership and rental opportunities affects us in our ability to maintain a balanced community and guest service. Protection of our environment and surrounding mountain geography has to always be a strong consideration.

7. Do you believe that an environmental analysis, neighborhood master plan and site development plan should be provided for public review before a zoning, rezoning, or condemnation occurs?

As context, you may want to review the following links to VHA's analysis of the TOV's conduct with respect to these matters.

<http://www.vailhomeowners.com/VHA%20VR%20EV%20Housing%20Final%20082917.pdf>

<http://www.vailhomeowners.com/VHA%20Report%20May%202017%20Final%20050917.pdf>

<http://www.vailhomeowners.com/Looking%20at%20the%20bigger%20picture%20-%20Vails%20New%20Renaissance%20final%20032317%20.pdf>

No. Until an applicant knows their zoning parameters why would they make the necessary spend to develop those analysis.

8. Including existing residents, what is your estimate for the number of minimum wage workers that should be housed in the Town of Vail?

a. What priority should housing for minimum wage workers be given in the next 2 years?

Housing for all potential and current residents should be a priority every year regardless of income. To put a number on it related to income is unfair as market conditions and wage structure do change usually adjusting to economic conditions. Many years ago the TOV had a stated goal of housing 30% of our workforce in Vail.

9. What roles should the town and county bus systems play in providing access for the down-valley work force employed in Vail?

a. Should tax/fee based funding be reduced or expanded to fund the bus system?

b. What is an affordable ticket price for the rider?

c. What needs to be done to improve security and safety?

d. Is it too soon to talk about commuter train service between Gypsum and Vail?

As context, you may want to review the following link to VHA's analysis of the TOV's involvement with respect to these matters.

<http://www.vailhomeowners.com/VHA%20Transportation%20Master%20Plan%20Report%20Final%20021817docx.pdf>

Our town system at this point should be TOV only. We need better service from ECO as it relates to our financial contribution to them. A tax would not be my first choice but needs to be considered if all operational improvements are found to not create a more efficient system. Affordable? Many would say free, realistically one would have to dive into the current operational budget for a better analysis but right now it is too expensive for the level of service is the feedback I mostly hear. I'm not sure safety and security are issues, but well-lit and visible stops should be #1. Train service always needs to be and has been an ongoing conversation.

10. What is your reaction to the following statement from a local resident that speaks to the effect of recent increases in local taxes and fees: "You can't make things more affordable by making them more expensive"?

Local increases in Vail? Outside of our parking fee increase I'm not sure what specific fees you're referring to. If the question is related to the VRD proposed increase I could give a more detailed response. Very odd statement on paper as it appears they're stating the obvious. I would welcome the chance to engage this person to better understand their point.

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