City of Santa Fe

AGENDA

REGULAR MEETING OF THE PLANNING COMMISSION MARCH 04, 2021 AT 6:00 PM ATTEND VIRTUALLY

SPECIAL PROCEDURES FOR VIRTUAL ATTENDANCE AND PUBLIC COMMENT

Attendance: In response to the State's declaration of a Public Health Emergency, the Mayor's Proclamation of Emergency, and the ban on public gatherings in excess of those permitted in the current Public Health Order, the Planning Commission meeting will be conducted virtually.

Viewing on YouTube: Members of the public may stream the meeting live on the City of Santa Fe's YouTube channel at https://www.youtube.com/channel/UCuW5Fb7iWuKpTdsWYNDurgA. The YouTube live stream can be accessed at this address from most computers, mobile devices, or smartphones. A video recording of the meeting will be posted on YouTube and available for viewing after the meeting.

Attending on Zoom: Members of the public may attend the Zoom meeting on a computer, mobile device, or phone. The video conference link and teleconference number will be posted on the City of Santa Fe's Meetings, Agendas and Packets website at least seventy-two (72) hours before the meeting: https://santafe.primegov.com/public/portal . The direct Zoom link is: https://us02web.zoom.us/j/82698785348?pwd=QWNzUVFSRjl6YjZvcmR2TFVhK082UT09 and use Passcode: 951196

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Public Comment:

- By video: A person attending the Zoom meeting by using a computer, mobile device, or smart phone may provide public comment during the meeting. Attendees should use the "Raise Hand" function to be recognized by the chair to speak at the appropriate time.

- By phone: A person attending the Zoom meeting by phone may provide public comment during the meeting. Phone attendees should press *9 to use the "Raise Hand" function to be recognized at the appropriate time.
- In writing: A person may submit written public comments at least 72 hours in advance of the meeting via the virtual comment "button" at https://santafe.primegov.com/public/portal.

A. ROLL CALL

B. PLEDGE OF ALLEGIANCE

C. APPROVAL OF AGENDA

D. APPROVAL OF MINUTES:

1. February 4, 2021

E. APPROVAL OF FINDINGS/CONCLUSIONS

1. Case #2020-2898. North Zia Station General Plan Amendment. (POSTPONED FROM FEBRUARY 18, 2021)

2. Case #2020-2914. South Zia Station General Plan Amendment. (POSTPONED FROM FEBRUARY 18, 2021)

3. Case #2020-2899. Zia Station Rezoning. (POSTPONED FROM FEBRUARY 18, 2021)

4. Case #2020-2900. Zia Station Rezoning. (POSTPONED FROM FEBRUARY 18, 2021)

5. Case #2020-2901. Zia Station Preliminary Development Plan. (POSTPONED FROM FEBRUARY 18, 2021)

F. OLD BUSINESS

G. NEW BUSINESS

1. **Case #2020-2999. 4250 Cerrillos Road Santa Fe Place Mall Apartments Development Plan.** JenkinsGavin, Inc., Agent, for Santa Fe Mall Property, LLC, Owner, requests approval of Development Plan to construct a 161,433 square foot residential structure for 141 dwelling units. The property is approximately 3.25 acres and is zoned SC3 (Regional Shopping Center District). (Dan Esquibel, Case Manager, daesquibel@santafenm.gov, 955-6587) (POSTPONED FROM FEBRUARY 18, 2021)

2. **Case #2020-2369. 4323 and 4319 Airport Road Casa de Todos Preliminary Subdivision.** Liaison Planning Services, Inc., Agent, for Casa de Todos Development, LLC, Owner, requests approval of a preliminary subdivision plat for 58 single-family residential lots located at 4323 and 4319 Airport Road. The properties are zoned R-6 (Residential- six dwelling units per acre) and total approximately 10.3 acres. (Lee Logston, CaseManager, lrlogston@santafenm.gov,955-6136). (POSTPONED FROM FEBRUARY 18, 2021)

H. STAFF COMMUNICATIONS

1. Ethics and Open Government Training (Sally Paez, Assistant City Attorney) (POSTPONED FROM FEBRUARY 18, 2021)

I. MATTERS FROM THE COMMISSION

J. ADJOURNMENT

Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6521, five (5) working days prior to meeting date.

SUMMARY INDEX
PLANNING COMMISSION MINUTES
FEBRUARY 4, 2021

ITEM		ACTION TAKEN	PAGE(S)
A.	Roll Call	Quorum Present	1
B.	Pledge of Allegiance	Recited	1
C.	Approval of Agenda	Approved as published	2
D.	Approval of Minutes January 7, 2021	Approved	2
E.	Findings & Conclusions	None	2
F.	New Business		
	1) Case #2020-2998, 4193 A and B Fairly Rd & 6450 Camino Rojo		
	Final Subdivision	Approved with conditions	2-5
	Findings/Conclusions	Approved	5
	2) Case #2020-2898. North Zia Station General Plan Amendment		
	3) Case #2020-2914. South Zia Station General Plan Amendment		
	4) Case #2020-2899. Zia Station Rezoning		
	5) Case #2020-2900. Zia Station Rezoning		
	6) Case #2020-2901. Zia Station Preliminary Development Plan		
		Postponed	6-36
G.	Staff Communications	Comments	36
H.	Matters from the Commission	Comments	36-37
I.	Adjournment	Adjourned at 11:00 pm	37

MINUTES OF THE CITY OF SANTA FE PLANNING COMMISSION
Thursday, January 21, 2021 - 6:00pm
VIRTUAL HEARING

CALL TO ORDER

A regular meeting of the City of Santa Fe Planning Commission was called to order by Chair Gutierrez on the above date at approximately 6:00 p.m. at a virtual meeting.

A. ROLL CALL

Roll Call indicated the presence of a quorum for the meeting.

Members Present
Commissioner Brian Patrick Gutierrez, Chair
Commissioner Mark Hogan, Vice Chair
Commissioner Janet Clow, Secretary
Commissioner Amanda Chavez
Commissioner Pilar Faulkner
Commissioner Lee Garcia
Commissioner Jessica Lawrence
Commissioner Carly Piccarello
Commissioner Dominic Sategna

Members Absent

Others Present:
Mr. Elias Isaacson, Land Use Director
Mr. Noah Berke, Planner Manager and Staff Liaison
Ms. Sally Paez, Assistant City Attorney
Ms. Melissa D. Byers, Stenographer

NOTE: All items in the Committee packet for all agenda items are incorporated herewith by reference. The original Committee packet is on file in the Land Use Department.

B. PLEDGE OF ALLEGIANCE

Commissioner Piccarello led the pledge of allegiance.

C. APPROVAL OF AGENDA

MOTION: Commissioner Hogan moved, seconded by Commissioner Faulkner to approve the agenda, as presented.

VOTE: The motion passed by unanimous roll call vote with Commissioners Chavez, Clow, Faulkner, Hogan, Garcia, Lawrence, Piccarello and Sategna voting in favor and none voting against. No response heard from Commissioner Garcia.

D. APPROVAL OF MINUTES

1. January 7, 2021

MOTION: Commissioner Hogan moved, seconded by Commissioner Faulkner to approve the January 7, 2021 minutes as presented.

VOTE: The motion passed by unanimous roll call vote with Commissioners Chavez, Clow, Faulkner, Garcia, Lawrence, Piccarello and Sategna voting in favor and none voting against.

E. APPROVAL OF FINDINGS/CONCLUSIONS

None

F. NEW BUSINESS

1. **Case #2020-2998. 4193 A and B Fairly Rd & 6450 Camino Rojo Final Subdivision.** JenkinsGavin, Inc., Agent, for Homewise, Inc., Owner, requests approval of a Final subdivision plat for fifty-six single family lots. The properties are approximately 10.05 acres and are zoned R-5 (Residential- five dwelling units per acre). (Dan Esquibel, Case Manager)

Written public comments related to this case are attached as Exhibit "1".

STAFF REPORT

Dan Esquibel presented the staff report.

STAFF RECOMMENDATION

Staff recommended approval of the final subdivision plat per the recommendations and the technical corrections in Exhibit A. The conditions and corrections are adopted as part of the preliminary subdivision plat effective at the subdivision plat filing, recording and/or building permit for the construction of the project, and are carried forward and adopted as part of the final subdivision plat as recommended.

Two motions are required: approve or deny the final subdivision plat subject to conditions of approval and technical corrections recommended by staff and approve or deny the Findings of Fact and Conclusions of Law as shown in Exhibit A.

Mr. Esquibel noted an error was found by the Water Department. The subdivision water budget was originally approved at 5.69 and a new water budget was found to be 6.38 due to landscape. The applicant has been notified and is working with the Water division to amend their water division budget to reflect 6.38 as the total. The approval criteria 14-3.7(3)(c) has been met. He stood for questions.

APPLICANT'S PRESENTATION

Jennifer Jenkins, 130 Grant Avenue, Suite 101, Santa Fe was sworn. The Commission granted preliminary plat approval for the subdivision on November 19, 2020 and they agree with all staff conditions and technical corrections. She offered to go through her presentation especially for Commissioners not present in November.

The Commissioners said the presentation wasn't needed.

PUBLIC HEARING

Jodie Densmore, 2309 Calle Pacifica, was sworn in. The biggest concern is water. An article yesterday said the State asked farmers not to farm unless necessary because we have no water. How can we ask farmers who provide food not to farm because there is no water, yet we can add new housing. It is not only the water used by those moving to the subdivision, but the amount of water construction takes to build this. She asked how this could not be on everyone's mind and they continue to build big complexes. We do not have any water we are in a deep drought and you are asking farmers not to farm. That doesn't make sense. She asked if anyone could explain that.

Rey Romero, 6312 Calle Zanate, was sworn. He lives north of the proposed subdivision. He has three concerns he wants to address. One is the traffic impact studies. He has noticed an increase in traffic, especially on Airport and Fairly Road. Also, with all the development going on around us, he wants to be on record that he doesn't believe the traffic analysis is correct. He isn't sure how the right-in, right-out can be used as a key access point to the subdivision. There will be a lot of cars cutting through his subdivision from Country Club Road. From Airport Road the stacking bay is about 4-5 cars. That will become dangerous for people trying to turn left on Fairly if traveling west on Airport. Also, the report indicated special signing made for Fairly Road. He asked that someone address that.

Nat Dean, PO Box 1888, Santa Fe, was sworn in. Her concern is Camino Rojo has a narrow way to pass on the street to the right or the left. There are parking cut-outs,

but they are only used appropriately on occasion. The street is winding and dangerous with no clear vision in either direction. She is concerned about children playing in the cul-de-sacs of streets merging into the traffic of Camino Rojo. Also, the sidewalks are concerning because the plantings are not trimmed. There should be better lines of communication and clearer and safer egress and access for traffic and that should be considered. And she adds her voice to the concerns of the safety of traffic and pedestrians on Fairly Lane.

James Mineheine, was unable to connect.

COMMISSION DISCUSSION

Commissioner Garcia said a letter was received from Mr. Keller relating to the safety of the traffic and the congestion. Mr. Keller requested additional stops signs at intersections; believes three access points would help to ease traffic at the intersections; asked if Fairly Road and Camino Rojo could be a four-way stop. Also, he said there is no right turn at the corner of Camino Rojo and Avenida Chamisa and asked for that to be looked at.

Mr. Esquibel said Mr. Keller has been working with the Public Works Director on a traffic calming issue. As soon as that is completed, they can do a study and many of those issues will be addressed.

Chair Gutierrez attempted to recognize Mr. Mineheine but he was still unable to connect. The Chair said they could try again later.

Commissioner Sategna said when he was reviewing the report, one of the issues raised was inadequate right of ways. The report says there will be an off-site improvement and Code requires sidewalks along the frontage where it doesn't exist, and screenshots were shared of the two lots with the Avenida de Chamisa address. The south side of the street was shown without sidewalks and the report stated that Ms. Jenkins offered as part of the plat submittal, to assess the possibility to connect the two streets. He wasn't sure that was addressed. He asked Ms. Jenkins to speak to that.

Ms. Jenkins shared an image at the south end of the project on the eastside where changes were made. She noted that everything in gray are sidewalk improvements. On Camino Rojo a new sidewalk extension will be constructed and connect with the existing sidewalk. They will also add an ADA curb ramp where none exist on the other side. The new sidewalk along Avenida de Chamisa will wrap in front of two homes to connect to the interior sidewalk network. She showed the location where they were unable to make improvements on the north side.

Commissioner Garcia said concern with water was brought up. That applies to just about all of the construction happening in the City. It is probably not the time to discuss the process for water rights and dedication but possibly someone could comment.

Jesse Roach, Water Division Director, addressed the comments about water. The planning done decades before he came to the city has put Santa Fe in a good position for the sustainability of water. Over the last several years 90% of our water comes from surface water resources. We are resting our wells for dry periods and have more than enough surface water in storage. That is the difference between us and farmers. This year and for the next five years we are able to open the dams. Currently the development paradigm is to have developers bring water rights. But we are working toward a return flow pipeline to allow more use of the surface water. We have a current planning process that goes out 40-80 years that looks at impacts of climate change and potential growth. He assured the Commission the City is thinking about those matters and have the water to support this project.

Ms. Paez mentioned that it was brought to her attention that the Zoom room is full. She encouraged everyone in the Zoom Room who was not planning to speak to view the meeting on the YouTube channel if possible. She asked those who had an opportunity to speak to watch the rest of the meeting on YouTube. That will allow more room for those who want to speak. She thanked everyone for their help.

Greg Keller, 6345 Avenida Chamisa, was sworn in. He lives across the street from the subdivision and has submitted comments to Dan Esquibel. He complimented staff for their help. He said he is looking for more signage to cut down on the cut through traffic and slow it down. Additional signage will make the intersection at Fairly Road and Camino Rojo a four-way stop and add signage at the east end of the property. There we would like to have no right turn and a sign saying No Through Traffic on Avenida de Chamisa.

Chair Gutierrez closed the public hearing.

MOTION: In Case #2020-2998, 4193 A and B Fairly Road & 6450 Camino Rojo Final Subdivision, Vice Chair Hogan moved to approve the final subdivision plat subject to conditions of approval. Commissioner Garcia seconded the motion.

VOTE: The motion passed by unanimous roll call vote with Commissioners Chavez, Clow, Faulkner, Garcia, Hogan, Lawrence, Piccarello and Sategna voting in favor and none voting against.

MOTION: In Case #2020-2998, 4193 A and B Fairly Rd & 6450 Camino Rojo Final Subdivision, Vice Chair Hogan moved to approve *the Findings of Fact and Conclusions of Law.* Commissioner Faulkner seconded the motion.

VOTE: The motion passed by unanimous roll call vote with Commissioners Chavez, Clow, Faulkner, Garcia, Hogan, Lawrence, Piccarello and Sategna voting in favor and none voting against.

Ms. Paez mentioned the Zoom Room was down to 83 and there was room for 100. She thanked everyone who had left to view the meeting on YouTube to make room.

Chair Gutierrez indicated cases #2020-2898,2914,2899, 2900 and 2901 will be heard together.

2. **Case #2020-2898. North Zia Station General Plan Amendment.** JenkinsGavin, Inc., Agent, for Zia Station, LLC, Owner, requests approval of a General Plan Amendment to amend the existing General Plan Future Land Use classification from Low Density Residential (3 to 7 dwelling units per acre) to High Density Residential (12 to 29 dwelling units per acre) for approximately 12.1 acres at the northwest corner of St. Francis Drive and Zia Road. The properties are zoned R-1 (Residential- one dwelling unit per acre) and are within the South Central Highway Corridor Protection District. (Lee Logston, Case Manager)

3. **Case #2020-2914. South Zia Station General Plan Amendment.** JenkinsGavin, Inc., Agent, for Zia Station, LLC, Owner, requests approval of a General Plan Amendment to amend the existing General Plan Future Land Use classification for approximately 2.2 acres from Low Density Residential (3 to 7 dwelling units per acre) to Transitional Mixed Use at the southwest corner of Zia Road and Galisteo Road. The properties are zoned R-1 (Residential- one dwelling unit per acre) and are within the South Central Highway Corridor Protection District. (Lee Logston, Case Manager)

4. **Case #2020-2899. Zia Station Rezoning.** JenkinsGavin, Inc., Agent, for Zia Station, LLC, Owner, requests a rezoning from R-1 (Residential- one dwelling unit per acre) to C-2 PUD (General Commercial- Planned Unit Development) for properties located at the northwest and southwest corners of St. Francis Drive and Zia Road. The properties are zoned R-1 (Residential- one dwelling unit per acre), are within the South Central Highway Corridor Protection District, and comprise a total of approximately 21.0 acres. (Lee Logston, Case Manager)

5. **Case #2020-2900. Zia Station Rezoning.** JenkinsGavin, Inc., Agent, for Zia Station, LLC, Owner, requests a rezoning to amend the boundaries of the South Central Highway Protection Corridor to exclude two properties at the northwest and southwest corners of St. Francis Drive and Zia Road from the Overlay District. The properties are zoned R-1 (Residential- one dwelling unit per acre), are within the South Central Highway Corridor Protection District, and comprise a total of approximately 21.0 acres. (Lee

Logston, Case Manager).

6. **Case #2020-2901. Zia Station Preliminary Development Plan.** JenkinsGavin, Inc., Agent, for Zia Station, LLC, Owner, requests preliminary development plan approval for a mixed-use Planned Unit Development to be developed in two phases. The Planned Unit Development will be comprised of approximately 384 dwelling units, 84,000 square feet of office space, and 36,000 square feet of restaurant/retail space at the northwest and southwest corners of St. Francis Drive and Zia Road. The properties are zoned R-1 (Residential- one dwelling unit per acre), are within the South Central Highway Corridor Protection District, and comprise a total of approximately 21.0 acres. (Lee Logston, Case Manager)

Written public comments related to this case are attached as Exhibits "2", "3", "4", "5", "6" and "7".

STAFF REPORT

Mr. Logston said JenkinsGavin is the agent for Zia Station, LLC owner. The applicant will provide details on the project and do a presentation. He will focus on the approvals and procedural elements. The five cases are to be considered as one overall proposal but procedurally divided into five cases.

Mr. Logston reviewed the five cases providing details of the requests. He clarified how the cases are interrelated and the Commission should consider the recommendations. All of the cases are recommendations to the Governing Body except for the development plan. If the Commission gives a positive recommendation for the General Plan amendments and the rezonings, they could then approve the Preliminary Development Plan conditioned upon the applicant being approved by the Governing Body on the other requests. Three of the five requests are directly connected in terms of the Commission's vote. The C2 PUD rezoning, the development plan and he request can be removed from the highway corridor. He clarified that the development plan is required in conjunction with the C2 PUD request. And the development plan as proposed is dependent on being removed from the highway corridor, primarily due to the three-story height.

Therefore, if the Commission recommends denial of the corridor request, they will also need to recommend denial of the C2 PUD rezoning and the preliminary development plan. If that is the outcome tonight, the Commission could still recommend approval of the General Plan amendments, such as they did on the Geo Lane Subdivision. That would give the applicant some indication that proposals of this type could be amenable and approved, but just not this proposal tonight.

While all General Plan amendments and rezoning requests are somewhat discretionary, they are all approved or denied against criteria in Chapter 14. The request to be removed from the highway corridor is also a rezoning request, but perhaps the most discretionary decision before them. Staff report details the factors, but it is primarily a question of building height two-story versus three stories.

Staff Recommendation

Staff recommends approval of the requests but understands the importance of height and view sheds to Santa Feans. To assist the Commission, he tried to provide information on the purpose and intent of the highway corridor, development patterns along St. Francis, background on the City's planning and investment in commuter rail, and a summary of Governing Body actions regarding this property. These are all important factors to consider.

The Commission's decision needs to be based on the approval or denial against the criteria in Chapter 14. If all requests are approved, the applicant will need to pursue other courses of action including gaining City approval of the vacation of Galisteo immediately, and the approval and dedication of a proposed new road alignment.

Mr. Logston noted that many comments were received from the public. Staff kept an open dialogue with the neighborhood association as well as individuals contacting them. He did his best to advise residents of the deadlines. Unfortunately, a handful of people missed that, and he has encouraged them to speak tonight.

We can and will revisit any individual cases and issues. City staff from various divisions and departments are available to answer specific questions, traffic grading/draining, parks, water and sewer, affordable housing. Staff is prepared to draft Findings of Fact and Conclusions of Law and has provided draft motions for the cases.

Staff recommends approval of all requests.

APPLICANT'S PRESENTATION

Jennifer Jenkins, previously sworn said she represents SF Brown and Zia Station, LLC. She and her consultant team are available to answer questions. She presented a PowerPoint presentation.

She provided background on SF Brown Construction and Development who has developed many quality projects in Santa Fe over 32 years. Their team was mostly local consisting of consultants for Traffic and Civil Engineering, a team of architects and a landscape designer.

The requests were reviewed for each case. The surrounding area was shown pointing out neighborhoods and main intersections. A land use map showed land approved in 2004 as mixed use and properties approved at low density residential. It was noted even in 2004 that Galisteo would need to be realigned to pull it away from the St. Francis intersection as an important safety improvement.

The current zoning of R1 along St. Francis Drive was shown and a small piece of property on the west side of Galisteo zoned R5. Commercial and residential property for the surrounding area was shown. The transition from multifamily to R5, R4, to office etc. to R12 across the street and then back to R5 was noted. The area around the Zia Station was displayed and the east side of St. Francis, and commercial service at the intersection of Zia and St. Francis. Again, the multifamily transitioned into townhomes was noted.

A timeline of activity and key decisions over 20 years was shown that identified what was considered important and values evolving. The General Plan was updated in 1999 and established important values such as infill, affordable housing, multimodal transit, walkability, transportation, pedestrian oriented. In 2001 the Zia Station site was identified in the Multimodal Transit Facility Report as an ideal transit location. In 2004 the General Plan amendment was approved, and the Mid Regional Council of Governments (MRCOG) did a TOD (Transit Oriented Development) study to identify principles. MPO identified Zia Road as a future Rail Runner stop in 2017. A Rail Corridor Study addressed design guidelines on how to develop the property in relation to access to transit. In 2017 the City adopted a 25 year sustainable plan. This project touches on many of those elements and aligns with the State goals. In 2020, the MPO (Metropolitan Planning Organization) adopted the 2022-2045 Metropolitan Transportation Plan.

History on the property was provided. Once the Zia station was identified, SF Brown built improvements along Zia and put in sidewalks and a drop off area. In 2019, her team was contacted to revision the Zia Station kicking off meetings with the community and leading to a formal ENN in 2020.

The proposed site plan was shown in context to the neighborhood. The north parcel is 100% residential based on feedback. The southside is mixed use with retail, restaurant, office and residential there will be walk ability and a pedestrian oriented design, with access to multi-modal transit options, mixed uses and housing types.

Accesses from the north and south were shown with primarily neighborhoods with single story and some two-story homes and some three-story buildings. Also, 244 apartments are proposed. On the South side buildings appear as single-story rather than two-story and parking is screened. A loop road serves the buildings internally and transitioning they have a row of townhomes mirroring development patterns on the north side. There will be a lot of landscape and pedestrian improvements to a more inviting access to the Rail Trail in a pedestrian friendly environment. In the middle is an outdoor space for outdoor concerts, market, etc.

Design concepts were shown. The open space and parking space requirements have been exceeded. PUD, Planned Unit Development is based on the preliminary development plan approved as part of the zoning request. The PUD is self-limiting and binds the developer to the development plan and neighborhood uses appropriate. Within walking distance, the PUD defines what they are trying to achieve, such as office buildings residential dining options, coffee shop, yoga studios, etc. The final development plan applications for each phase will come back to the Planning Commission for approval. There were concerns expressed by neighbors that the PUD created too much flexibility but does the opposite. This defines the program and mix of uses that are appropriate.

Renderings of buildings were shown. It was noted the townhomes on Galisteo, and parking read as a single-story structure. The north side and relationship to surroundings was shown. All of the proposed roadway improvements and a dog park will be constructed in the initial first phase of the north side. Renderings were shown of transitioning from 1 to two-story buildings and two-story to three-story on St. Francis and Zia Roads. Renderings of the southside were shown. It was noted there will be a signalized pedestrian crossing at the Galisteo/Zia intersection.

The Rail Corridor study commissioned in 2008 was reviewed and the focused development of TODs. Design principles are a mix of land uses, transit connections, complete streets, bike lanes, sidewalks, trail connections etc. It includes all modes of transportation, public spaces, and enhances the existing neighborhoods. A Mission Statement for Zia Station property shows the proposal complies with exactly that. Land Use recommendations of the TOD sites were outlined, all of which the project is doing.

A review of how the proposal aligns with the City's General Plan and meets the goals and values was presented.

South Central Corridor was created in 1986. Slides were shown and Ms. Jenkins reviewed how there is no longer an alignment with the City's values. Key is that in 2019 the Governing Body amended the Midtown Link District. Goals of the Link were in creating a dynamic connection from Midtown campus to Christus St. Vincent Hospital.

The metrics for Affordable Housing (AH) was reviewed. The applicant is taking advantage of the flexibility to provide 10% (39) of affordable units for 10 years at lower rents established by HUD and contributing $100,000 cash to the Affordable Housing Trust Fund.

Access and Traffic concerns were addressed. The unsignalized intersections studied currently operate at acceptable levels of service. After the project is built and roadway improvements are constructed the levels of service improve. There are no longer any failing conditions, the queues reduce dramatically, and signalized intersections

continue to operate acceptably. The intersections in the traffic study were reviewed. All traffic counts are pre-COVID shutdowns.

Proposed road improvements were shown. The dual left eastbound Zia is converted to a triple left to increase capacity through the intersection. Galisteo will be moved further west. There will be improvements to sidewalks on Zia and a dedicated right turn lane north and south on Galisteo. Left turns from Galisteo on to Zia will be prohibited. A signalized pedestrian crossing is designed to serve dual purpose and provide a stage crossing.

Currently the queue of cars onto St. Francis is 2600 feet long but after improvements proposed, worst case is 235 feet or a 91% reduction in queue. Worst case scenario in the evening is 550-foot queue reduced to 191 feet (65%). The delay of 4 minutes to get through is reduced to 30 seconds in the morning and in the evening the 3.7 minutes will be reduced to 1 minute.

The project addresses the erosion of the arroyo and they are working with City Watershed Division to address and incorporate bank stabilization.

Ms. Jenkins indicated she had some late communications. A letter of support did not make it into the packet from a neighbor and business owner. The letter mentions the project has space for local entrepreneurs and the types of space to support local businesses and stated the intent of the letter was that not all Candlelight neighborhood residents oppose the Zia Station project. He said as a resident he believes it will increase livability and value. As a business owner he is hopeful it brings entrepreneurship into the neighborhood. He is part of the neighborhood newsletter and has offered to expand on his reasons for support and would welcome the opportunity.

She also received an email from a gentleman who has lived in Santa Fe his whole life and runs a small business. He fully supports the project and feels housing would benefit the neighborhood and those who work in jobs at Los Alamos National Labs. The commercial will also be positive allowing small businesses such as himself to create jobs. He believes they do need to make modifications to the road.

Ms. Jenkins concluded her presentation and offered to answer questions.

Mr. Berke clarified a statement Mr. Logston made in his presentation that was mistyped. On page 2 it says staff recommends approval of the preliminary development plan for Case 2020-2901. The Governing Body recommends approval or denial of a Preliminary Development Plan attached to the rezoning case. He wanted to correct the record that the Commission would be recommending approval of the Preliminary Development Plan by the Governing Body for case 2020-2901. Nine motions are required for the case. On the fourth bullet the Commission should say, "recommend approval or denial of that case subject to conditions of approval and technical corrections

recommended by staff". Also, the Findings of Fact and Conclusions of Law for case #2901, will probably need to be altered and brought back to the Governing Body for adoption. He explained the C2 PUD is a rezoning ordinance and has an exhibit of a preliminary development plan. The Planning Commission doesn't make a decision on that.

Commissioner Clow asked to confirm that the three-story buildings on the south side of the property bordering Zia would not be set lower to look like the two-story on the north side.

Ms. Jenkins said to some degree because there is a slope, but no. There will be setbacks so the second and third story will be smaller footprints but will look more like a three-story building.

Commissioner Clow asked if possible to grade the site, so they appear more as a two-story building.

Ms. Jenkins said unfortunately the site is narrow and there is no way to eat up that amount of grade. That would result in retaining walls and affect the pedestrian amenities on Zia that allow the porosity into the project.

Commissioner Piccarello asked if they considered a multi-use lane to incorporate bikes and pedestrians on the streetscape for Zia, instead of separating the bike lanes and sidewalks.

Ms. Jenkins said no, but they met with and had a review from the MPO, but that option never came up. She said they are open to that and liked the idea of separating the pedestrian. Zia is a busy road and providing a landscape buffer feels more inviting.

Commissioner Sategna asked if the intent for the development of transit for the area described in the report in 2008 was ever adopted.

Ms. Jenkins understood that was a study commissioned by the Long-Range Planning Division but not formally adopted. She would confirm that and get back with them.

Commissioner Sategna referred to Ms. Jenkins reference of the General Plan. The Planning Commission has to look at whether these meet the set criteria. He asked her to indicate where this particular area and its intent is in the General Plan. He thought a section referenced protection overlays for example of 599 and that planning.

Ms. Jenkins explained the General Plan doesn't speak specifically to this particular site, but they are identified in the Plan as an infill area. The General Plan identifies areas that are not only infill but areas of primary growth.

Commissioner Sategna said he wanted to check because it does make specific reference to other overlay projects.

Ms. Jenkins offered to look at that.

PUBLIC HEARING

Chair Gutierrez said he and staff discussed allowing homeowner associations and neighborhood associations more time. He thought the best way to do that is allowing maximum of ten minutes and if there are more speakers, someone will have to yield their time. He asked if any of the 17 people wanting to speak were the president of an association that is speaking for the entire association.

Ms. Paez said she had about 32 hands requesting to speak. She suggested going down the list and then doing individuals.

Mr. Logston said in a conversation with Ed Aku Oppenheimer of the Candlelight Neighborhood Association, their individuals want to speak. They do not want to yield their time to one speaker.

Chair Gutierrez instructed Ms. Paez that when someone from an association is speaking someone will need to yield time if they need more than two minutes. Currently 35 people want to speak indicated they want to speak. He asked speakers to be concise and consider anything previously said and everyone will have two minutes to speak.

Mr. Berke explained the Candlelight Association requested, prior to the meeting, that their members be allowed to speak in an assigned order. He reviewed the order of the list of Candlelight speakers.

Chair Gutierrez said he was fine with that and confirmed the Commission had no objections. Ms. Paez offered to keep the two-minute timeclock.

Ed Aku Oppenheimer, 2129 Candelero Street, was sworn, he is the Vice President of the Candlelight Neighborhood Association (CAN). The CNA Board on December 15 asked the staff of the planning office if everything in the Zia Station preliminary filing were approved, what they could ask for in a future refiling to gain the developer something more. Neither Mr. Berke or Larson could think of a variance or exception that would be useful. It is all being asked for tonight in this request. The Zia Station proposal claims that all of the guidelines for development created cooperatively by the planners, legislators, regulators and citizens input for a safer more balanced development, are flawed. The filing argues the General Plan is wrong, the zoning is wrong, and the South Central Highway corridor protections are unnecessary for this property; and that the Zia Station should be developed in phases without a master plan, and at the developer's

discretion with re-filings. CNA thinks that the planners, regulators, and legislators have done a better job than that. For this reason, 96.8% of CAN voting members are signatories to the CNA Position Statement. It is exactly as it stands and explains why the changes sought tonight should not be approved. This statement asked that developers offer at least one alternative proposal that does not require the City to exclude the property from the South Central Highway Protection Corridor. A request that has never been granted. The LINK situation is different and requires more time. CNA supports the Zia Station proposal under current restrictions. If those protections are altered at the whim of the developer the entire City will have to deal with the consequences of a C2 PUD maximum density project built at this problematic intersection.

Barbara Levin, 2200 Ardor Street, was sworn, and is the former president of the Candlelight Neighborhood Association. The developer submitted City Council Resolution #20-44 to support their application. In the last "Whereas" particularly the phrase, *"harmonious development on the north and south side of Zia Road and Galisteo Road and Santa Fe Railway"* that would not have adverse impacts on the surrounding neighborhood. Exhibit A of this resolution shows the open space to low density residential on both the north and south side of Zia. Most of us don't oppose low density residential development on these lands. But we do oppose the outrageous overbuilding that would result, along with multiple traffic, safety, and health issues that will surely have adverse impacts on our neighborhoods. She was present at the 2009 Planning Commission meeting when the Rail Corridor plan was downgraded to a study after the neighborhoods critique. It was never approved by the Planning Commission. Your staff cited it as a study in the first reference but makes an obscure note that it was never approved, yet it appears in its entirety as an addendum. It is referenced in all of the Findings of Facts of the plan. We respectfully request all references to this document be removed from both the Findings of Fact and the addendums, since it has no relevance to the requested development. In 2013 our neighborhood received a letter from Mayor David Coss. It stated in part, "*In speaking with staff, the future land use map currently designates fixed use adjoining the Rail stock, the South side of Zia Road, and residential 3-7 units per acre on the vacant, privately owned land north and south on Zia Road. Mr. Liming stated to me that the map he showed you does not recommend, nor imply changing either of these designations.* [She continued speaking after two minutes with time yielded from her husband who was to speak later.] *In addition, it appears that rezoning may be necessary even to achieve these designations."* This would also illustrate the historic intent by City officials for these lots. This is 2013. The developers have proven false reasons for requesting a waiver of the Central Highway Protection District. While the neighborhoods physical environment has changed very little, we have lived through a year of COVID-19 isolation and numerous lifestyle changes. There is a greater need now for single-family homes since people are working and homeschooling, and a need to isolate within the home, if infected. During the majority of the 43 years, we have lived in this neighborhood at its best, this area as reflected by Santa Fe City plans, as single-family, low-density homes. This designation is most appropriate to complement our neighborhood.

Cheryl Gardopee, 1880 Brillante Lane, was sworn, and is board member of the Candlelight Neighborhood Association. Both the developers and City planners have presented a carefully distorted interpretation of the South Central Highway Corridor Protection District plan. They will have you believe throughout the document that the plan has been compromised repeatedly, is antiquated, and no longer considered valid. They suggest that Zia intersection was already included in the height adjustment made for a project at St. Michael's intersection. This is a complete fabrication presented as truth. The entire proposal depends on you believing these distortions. In fact, there is not yet a development within any of the corridor protection areas of the City allowed to remove land from the corridor. As recently as 2019 a sign was disallowed at Rodeo Road intersection because it violated provisions of the corridor protections. They are asking you for an extreme exemption to a major City ordinance and using words to appear it is a small shift. Merrick Brown bought the land knowing it lies within the protective area. The provisions of the corridor were developed over years with hundreds of citizens, city officials, professionals and businesses with careful consideration. The first document is 27 pages and the second is 217 pages from 2004. There are others as recently as 2017. Under Mayor Gonzales, the City Urban Land Use Committee reaffirmed the entire Corridor Protection District as part of the General Plan. There have been multiple public hearings over a 15-year period. We ask that you please not destroy a plan that has only been added to and refined with each review, to protect the entryways into our City, as well as protecting our neighborhoods from density degradation. Please don't be fooled by this collaboration of City officials and developers who find our protections to be an inconvenience. Our multiple requests to developers for a plan that complies with the current protections have gone unanswered.

Richard Wood, 2197 Lustre Court, in Candlelight, was sworn and is a retired mechanical engineer. He said he has over 25 years of first-hand experience on the subject roadways and his detailed traffic analysis is in the Commission packet. He could not in the time allotted, address all of the issues. Although the revised traffic plan presented today does address a few of the easier issues he raised. He encouraged the Commission to study his whole report. First, he wanted to correct something Ms. Jenkins said. She addressed the failure of the roadway for the traffic coming off Zia going onto St. Francis. But they didn't do anything to help the traffic coming off of St. Francis going on to Zia. That continues to be a failure. A responsible engineering approach would include a roadway master plan addressing all known problems of this intersection and road. You must ensure what is built by the builder now will not preclude needed improvements later. In particular there should be enough room left if the City decides to put in a continuous right turn lane off of St. Francis onto Zia. Building too close to Zia would not allow that. He also believes that New Mexico State law requires a review of projects impacting State Highways. That was not done. The proposed prohibition of left turns on Galisteo seem arbitrary. He asked if that is a path of least resistance rather than a choice for what is best for Santa Fe, our neighborhood, and their own tenants and what alternatives were considered. He has offered several alternatives in his report. He asked does the

developer really believe that the herd of 24-hour a day U-turns that would be caused by the left turn prohibition at Candelero to the west and the Walgreen's parking lot to the east across St. Francis, would be safer for drivers, pedestrians and bicycles, more than the prohibited left turns. Eliminating the left turn allows the relocated Galisteo to be much narrower than the existing roadway given up and would be a net gain for the developer.

Alan Richardson, 2203 Brilliante Street, was sworn. His comments relate primarily to safety issues and the narrow view of the project impact. They know that providing for public safety is a primary responsibility of City government and he has time only to mention a few safety issues along the half mile between Vo Tech Road and Galisteo. The average daily traffic count is 17,100 vehicles with seven intersecting residential roads, there are no crosswalks, stop signs or stop lights. The posted speed limit is 35 miles an hour while the average speed is 45 mph with restricted views of pedestrians, vehicles and bicyclists. Periodically an ice-covered hill on Galisteo causes traffic backup past Escalante Street. Removing the South Central Highway protection corridor and changing the existing zoning to move the proposal forward, adds the following safety issues: increased traffic volume of 7,900 vehicles per day or more than 40%; multiple U-turns and restricted turns; no safety measures for bicyclists or pedestrians beyond the Zia and St. Francis area; ice-covered sidewalks along the south side of Zia Road after completion of phase two. A limited traffic study was completed that included a small portion of Zia Road identifying issues at Galisteo and Candelero Streets. All other intersections with residential streets were excluded. No speed study was conducted. A comprehensive traffic safety study with a broader scope of work and input for the neighborhood should be completed. The identified issues need to be addressed prior to the proposal moving forward. He asked that the Commission do what is needed to ensure public safety.

Nathen Thomas, 2194 Lustre Court, was sworn in, and is the President of the Candlelight Neighborhood. He said he vehemently opposed the size and scope of the proposal. Neighborhood surveys show 96% of CNA neighbors are against the size as well, yet 87% of the neighborhood would welcome R5-R7 development. And most would welcome locally owned restaurants around the Zia Station. As testified in 1986, the City codified the South Central Highway Corridor which was reaffirmed in 1999 and again in 2017. Not only has this shaped St. Francis into the success of existing neighborhoods that it is, every developer has adhered to that ordinance until this ask for special treatment to gerrymander the properties out. In doing so, it opens these properties to the proposal of 245,000 ft.^{2} of total roof area. Putting that in reference, the Chavez Center is only 177,000. If you consider the habitable square footage estimated at 479,000 feet, this proposal exceeds that by 320,000 ft.^{2} or the size of the DeVargas Mall. With the focus of transit by automobile the project brings over 40% increase of daily traffic. The developer has to build parking garages equalin the size of the City's downtown parking garage on San Francisco Street. He asked how this could be a C2 proposal; the highest and best, for an existing R7 neighborhood.

Antoinette Shook, 2120 Candelero Street, was sworn in and is the secretary for the Candlelight Neighborhood Association. She said we have met several times with the developer and the Planning Commission on the part of CNA with thought of developing a plan in line with the established Candlelight Neighborhood. One discussion was in regard to affordable housing. The initial plan for affordable housing units was 15% of units for five years. The developers have changed the rental proposal to be 10% of the units for 10 years. She asked if that is legal after the developer's packet was sent to the public. In addition, this isn't truly following the Affordable Housing program because the developer will pay a fee in lieu. With the unexpected COVID 19 pandemic, families have been stuck at home and there is an outcry for more space. That is due to having minimal living space and no yard. We have a narrative of a housing shortage, so the developer decides to build more apartments. Jenkins Gavin talks about continuity of the established Candlelight Neighborhood on the north and south side of Zia, currently single-family homes. The proposal however is several rows of two-story houses that would abolish the mountain views and her privacy and others backed up to the proposed development. With two and three-story apartment buildings, it is not continuity. The current land use designation is low-density of 3-7 houses per acre, which is in keeping with the current neighborhood. She humbly asked the Chair and the commissioners to have dignity and discernment in regard to not bringing a hardship to the intersection and this neighborhood. She asked that they not remove the Highway and Corridor Protection Plan.

Chair Gutierrez clarified Ms. shook had said she met with the Planning Commission, but she probably meant staff and planners from the City. This is the first time the project has been before the Planning Commission.

Margaret Marshall, 2172 Ojo Court, was sworn in and is a Candlelight Neighborhood Association board member. She is speaking not only for herself but on behalf of a large segment of the neighborhood. She adds her voice to those who previously spoke. She asked for the sake of the entire community of Santa Fe to keep the corridor protection in place. Ms. Jenkins feels this is a great project and exciting, but that is not the sentiment of my neighborhood overall. The packet for this meeting had comments and an 11-page overall endorsement on the Zia Station proposed project. Granted it included some minor suggestions for changes, but she asked the Commissioners to recognize that endorsement by a few individuals, including comments of those Ms. Jenkins added, do not represent the overall sentiment of the Candlelight Neighborhood. Those who weighed in opposed this project as proposed, even with modifications presented this evening. The density is untenable, the requested level of variances and rezoning is unacceptable. Since she has been attending these meetings from July 2019 to now, the neighborhood has expressed very clearly they do not want this density adjacent to our neighborhood. That has been reinforced with emails, formal discussions and surveys. This is not a project that the neighborhood wants, and we are the people who live here. The Planning Commission doesn't live here.

Deanna Einspahr, 725 Mesilla Road, was sworn in. She wanted to point out her concerns. When the St. Francis Corridor Protection District was first implemented there were a lot of planning meetings and input from the public committee hearings. Now this proposes to ditch that on a whim of this application before the Commission. That is not good governance. It is not just the developer and the neighbors that should be concerned about the area. It is how others see Santa Fe when first coming into town. Our citizens and officials and interested parties expressed a lot of concern about that. We care about that and it is unwise and terrible governance to bypass the input of the citizens to change this because it is somewhat inconvenient for the developer to satisfy the requirements. Another point she wanted to make is that the Planning Commission should determine whether on this development the City staff have advised the developer properly on requirements. St. Francis Drive is a State Highway. She thought that staff has not done due diligence, so the Planning Commission needs to do their due diligence.

Mr. Berke explained the process for telephone callers who wished to speak.

RG Wakeland, 2305 Calle de Sol, was sworn. He said none of these five cases can be approved if you accept for the purpose of argument, without admitting that all of developer's facts and conclusions are true. That is because all of them rely on the repositioning of Galisteo Road to solve the increase in traffic problems. However, developers did not request moving the road. They simply stated they hope the road will be moved after the five cases are approved via a separate request under Section 23-1.2 vacation. The City cannot issue hypothetical or contingent changes to the General Plan, or to the City Code. Likewise, the developer's lot land adjustment plan would not cause the vacation or movement of Galisteo Road. Additionally, Section 23-1.2 applies only if *"there are reversionary rates in the grantors."* No such rights exist because the City owns Galisteo Road property via a 1980 plat which reserved no reversionary rights. County Records #461337338, Book 82, page 15 states, "*Owners and proprietors do hereby dedicate to the public for its use, forever, the streets herein shown.*" Neither would the approval of all five cases, qualify Galisteo Road for vacating, under State Statute Section 6726 and 6727. This requires the road not be used, or that the road is a hazard to public health. Therefore, approval of the 5 cases is impossible.

Eric Wolf, 2959 Viaje Pavo Rael, Santa Fe 87505 was sworn. He has lived in Santa Fe for over 37 years, currently in the Via Caballero neighborhood two miles from the intersection of Zia and St. Francis. The proposed development is not in his backyard and he and his hundreds of neighbors drive through that intersection on most days, usually more than once, risking their lives with drivers racing to get through the intersection at over 50 miles an hour. The area has a number of safety concerns already in this development would make them worse and increase the City's liability for future deaths and injuries. The opening of Zia Station was delayed repeatedly due to safety issues and usage concerns, and still have not been fully addressed. There have been fatal accidents at the crossing, and more are likely to occur as a result of this development. He supports the comments made by the other speakers.

Michael Margolis, 2154 Caballero Street, was sworn. We live in Santa Fe in a complex urban ecosystem that involves both natural and human components. The word ecosystem comes from the root word *house* or *household.* We can agree that we must strive for a harmony and balance with all of the ecological components of our whole we call Santa Fe. She has owned a house in the Candlelight neighborhood for almost 30 years. Surely, SF Brown and his agents and the Commission know that ownership is just an illusion in the bigger picture. We are at best, custodians of the land deeded in our name. Good custodians honor, protect and respect the views and feelings of their close land neighbors who share this ecosystem. She is one of at least 60 people in the neighborhood who has not been listened to or respected in regard to this. The proposal is monstrously out of proportioned, high density development that is adjacent to our quiet little neighborhood. We ask that you reconsider and deny the approval of this rezoning proposal as well as the removal of the land from the South Highway Protective Corridor. This protective ordinance specifically states it is to be in place, *"as the area around it develops."* It is not contingent on any development, including the Zia Rail Runner stop. We all need to understand that we do not really ever own the land, it is the land that owns us. Just visit our neighbors at Memorial Gardens if you need a reminder. It might be good for your soul.

Mara Christian Harris, 2185 Candelero Street, was sworn in. She went to *strongtowns.org* in preparation for her remarks tonight. They advocate for planning that makes the city stronger and more financially resilient. One tenet is that no neighborhood should experience radical change and no neighborhood should be exempt from change. She is here to assert, yes, we have a responsibility as residents to be open to change. She thinks as proposed the development is far too dense. It creates radical change for our neighborhood, manifested by density, height, traffic, safety and many other issues identified tonight. Our challenge is to find a way to work together. Most of us understand that some development needs to happen, but the density of this particular development would create a lot of change for this neighborhood. She asked that the Commission look into traffic. Specifically, how traffic from the north side of Galisteo that has to go west will be able to turn around so they can go north, east and south on St. Francis. She also would ask what the actual height is of the three-story buildings on the north side. She heard that it reads as a second story, but she doesn't know the actual height. She said she recognizes there are people opposed outright. She also recognizes that the winds of change are strong, and something will be built there. She wants to find how as a group they can come together to make this work.

Tiago Arrais, 1907 Calle Miguela, was sworn in. He lives in the southside of the Candlelight neighborhood. He thought Ms. Jenkins seemed a good person and was confident in the project. It is beautiful and he could see why people would be excited. But he wanted to give the Planning Commission and audience a sense of what it means to live in Santa Fe. He bought a house with his wife and two small kids because they wanted a view of the Southwest and they moved to Santa Fe to experience the City Different.

They wanted to live away from busyness, traffic and stress for mountain views and peace. Frequently he takes his kids on the Rail Trail to look at the mountains and watch the sunset. He grieves that with this project some of what brought them to Santa Fe in the first place will be lost. We are discussing a high-density project of 400 units. Every drawing shown on screen eclipses the mountains in the background. The true question to him is what the philosophy is in Santa Fe regarding possible approval of something like this. It completely jeopardizes what the City represents for people who move here. He is embarrassed how easy it is to discuss possibly approving a project like this. It goes against the nature of the City and why people move here. He asked if it is a question of philosophy, or if it is money. He asked what is at stake if they move forward with this, because it's obviously not stewardship. It is not a sense of the culture in Santa Fe. He wants to understand the need for businesses and adding jobs, but they have the Midtown project area still undeveloped and abandoned. This project would work great there without jeopardizing the view and the landscape of what we have here.

Delbert and Nicole Conn, were sworn in.

Delbert Conn, II, 2635 Via Caballero del Norte, said we do need housing, but we don't need all the rental housing. Instead of all the one-bedroom apartments, they should build two-bedroom apartments and fewer of them. There are a lot of apartments and residents on Governor Miles, Siler Road and other places. It isn't necessary to pack this property with apartments. We need to pack it with people living in their own homes, not rentals. He also has a lot of questions about the parking there.

Nicole Conn, same address, said she listened very carefully to Mr. Roach in the previous discussion about water resources. If we are truly trying to attract and develop more affordable housing, that is where the water resources should go, not to 10% of the housing units, but 50-75 percent. She understands the developer/property owner has been sitting on the land for 20 years and wants to make the best use and make as much money as possible. But our goal is more affordable housing. Also, she would note that the intersection at Zia and St. Francis is one block south of where the most accidents occur in the City. That is anecdotal from firemen at the scene of the accidents. She asked why they would have a three-lane road that spins into St. Francis. It seems to just move a terrible problem closer. Those are the points she wanted to make.

Lynn Kelly, 1932 Calle Miguela was sworn in. She owns her house in the Candlelight district. Generally, she is a pedestrian and wants to speak to those concerns. One is the important pedestrian and bicycle path called the Rail Trail. It is heavily used from downtown and unbroken all the way to Lamy on both sides of Zia. Should this project happen there should be no impediment to bike or foot traffic, even during construction. Walls or fences should be built between the apartments and buildings in the path; no construction materials left along the path, as was the case in the recently built Broadgate Rodeo complex. There are all kinds of materials along the Rail Trail. Tenants should also not consider the path their personal dog latrine, as has happened in the Rodeo

complex. If stores are built on the south side of Zia, there should be no congregating or gathering along the paths as accidents are bound to happen with people zipping through on their bikes. She would hate to see that. If granted, the company must provide trash cans and recycling for the increased amount of litter there will be, especially on the south side. Also, increased traffic due to density will make the red arrow for the right-hand turn onto Zia more dangerous. Pedestrians, bicyclists, dog walkers, and she is among them, have almost been harmed or killed.

Rick Martinez, 725 Mesilla Road, was sworn in. He wanted to respond to staff claims of a big mistake in the original zoning. There have been changes in the surrounding area altering the character to such an extent to justify a zoning change. Staff said that since the mid-80s the development intensity has moved further south along the St. Francis Drive corridor and there has been an increase in commercial and housing density there. They also stated several times that the character of St. Francis Drive has changed and that multi-family homes are plentiful in the southern St. Francis corridor, especially on the east side. Yet along St. Francis Drive no one has asked to be removed or been granted removal from the southwest corridor because of a traffic corridor change. He also wanted to point out the misconception that the Midtown Link is somehow connected to this development. In a 2019 amendment the City allowed the Midtown Link overlay provisions to supersede the South Central overlay. There were 3 buildings along the south side of Pacheco Street in the Midtown Link that were never removed from the south St. Francis Drive corridor in final approval. That was made public when the Midtown Link was created and was the reason it was done. It has nothing to do with this development. He added we are being deceived of the fact that there was no certified topographical map, reading plan, scope analysis in the packet. The developer states that the north parcel on St. Francis will be graded and only one and a half stories will be visible. But they never talk about the south which is higher in elevation than the north parcel. The south parcel is only a conceptual plan and the developer can return to the Planning Commission to ask for four stories since the parcels will be removed from the South-Central Corridor.

Nat Dean, PO Box 1888, Santa Fe, was sworn. There have been many references to another plaza. Many of the plazas in the development plans have failed and examples are Aldea, Southside, etc. The $150,000 for housing affordability is penny candy. The traffic is consistently deadly at this intersection and lights do not, as the developer said, "force" vehicles to stop. Unfortunately, bodies don't either. There is no mention of Pacifica, a memory care and assisted living facility. They don't monitor their residents as they walk outside the building. In addition, Los Alamos is not served by the Rail Runner now and was the focal point of the developer's, as residents.

Anthony Guida, 1711 Second Street, and President of Nonprofit Friends of Architecture Santa Fe was sworn in. He said he wanted to approach this differently. We are in the middle of a global climate crisis. Building construction and energy use alone are responsible for 40% of global greenhouse gas emissions that cause climate change.

Transportation is another 25%. How we design our built environment is literally a matter of life and death. Locally it is also a matter of addressing a profound inequity and shortage in housing for a growing population. As an architect advocating for the environment, and greater equity it is inseparable from his professional duties, related to public health, safety and welfare. Change is hard but density is good and what is proposed is not over scaled and certainly not in this context. Transit oriented and multi-modal development, denser urban infill of existing sites and urban infrastructure, mixed uses and complete streets are planning strategies that dramatically reduce carbon emissions. The planet and Santa Fe can no longer afford to maintain or continue low density auto-centric 20th Century patterns of development. Especially single-family zoning. These things only make housing less affordable, less equitable and horrifically unsustainable. Reducing density in response to fear of increased car traffic. And by the way, why are we protecting an automobile highway, only puts us further away from the types of density that make walkability and lower carbon development attainable. He supports the development and others like it for the community. He wished the project were greater in density with more affordable uses, had less parking and more green space and was built to a standard of NetZero energy and water. That would further benefit the positive environmental impact. He urged the Commission to vote in favor of density.

William Kessler, 356 West Zia Road, was sworn in. He lives in the area with his wife and two kids that will be impacted, east of St. Francis Drive. He is in favor of the development and the associated changes. He believes higher density infill makes sense at this location. There are utilities nearby. The development is close to the train and Rail Trail, roadways, and some schools. Density makes sense versus sprawl. There were a lot of people who talked about stewardship of the land. He would point out that these types of developments typically use less water per capita and have less footprint than the equivalent of single-family homes. Also, this type of development will allow young people and families to move to this neighborhood. That will be good for the community and the local schools that have declining enrollment and, as a parent, appeals to him. He believes the zoning changes are appropriate and supports them.

Sterling Grogan, 2138 Candelero St. was sworn in. His property is approximately 300 feet west of the north parcel of the Zia Station property. He is an ecologist with over 40 years of experience with arroyo erosion in Northern New Mexico. He thanked Mr. Logston, Mr. Berke and Ms. Jenkins for their professional handling of the public's involvement in this controversial project. He wanted to comment on condition #12 in the staff report. He submitted a memorandum earlier to the Commission that identifies severe bank corrosion in the Arroyo de la Chamisos on the Zia Station property. The erosion is a hazard consistent with the City's new Arroyo and Drainage Management Plan. The analysis of the Santa Fe Watershed Association shows the cause of the erosion lies upstream of the Zia Station property. A natural gas pipeline crossing has two undersized culverts that is constricting high flows and accelerating velocity. That has caused severe bank corrosion downstream and the bank stabilization required by condition #12 will not address the cause of the erosion. The bank may be washed out by future flood events.

He was told by Ms. Jenkins that Zia Station is willing to work with staff, the Watershed Association and neighbors to correct the cause. He is asking therefore, that the Planning Commission implore the Governing Body direct staff to develop a plan and funding to address the pipeline crossing.

Ben Williams, 2367 Camino Capitan, was sworn in. He lives in a neighborhood adjacent to Candlelight. He said first, he is not against the development of the land parcel per se but would have fewer problems if a low to medium density proposal. He said instead we are facing a reckless stampede into high density development that will have multiple adverse impacts. It is almost as if the community was ignored entirely and the developer raised the Candlelight district up front. He said we can talk about the negative aesthetic effect of the proposal on one of the main approaches to the USA's most historic small towns. Visitors will get to see ugly three-story condos instead of sweeping plains and mountains. And they can talk about how the developer is asking for special treatment in a cavalier manner and cannot be responsible for the Commission granting what amounts to carte blanche licensing. We can talk about the negative quality of life that impacts this development plan, among which is the traffic. The developer's representative kept saying "pedestrian", but did you notice the number of new parking spaces in the underground parking lot. This development will bring thousands of new cars onto our streets. The agent said this project fixes traffic issues. That is contrary to common sense. He asked, how do you fix traffic issues by adding 1000 cars. Pollution will rise, pedestrians will suffer, pets will be run over, and children will be at risk. The supposed improvements to the intersections have no real consideration when weighed against the health and quality-of-life liabilities the community has suffered. He noted that Mr. Logston said this is not an easy decision and he disagrees. It is a very easy decision. The developers should come back with a much changed more sensible low impact plan. Ms. Jenkins called the development beautiful but that is in the eye of the beholder. He said all I saw tonight was ugly developer profits at the expense of a settled, well-planned, community. The decision tonight is, "No, we will not set a torch to the Candlelight District."

Tai Bixby, 05 Calle Pinonero in Sol y Lomas, was sworn in. He lives about a half mile from the site and was in favor of the project and density. He is a realtor not speaking on behalf of the association. However, his association produced a study in December 2020 that demonstrates a demand for an additional 7000 housing units in this market. People who do not live in the 7000 missing houses are driving to Albuquerque or Rio Rancho. So, there is a tremendous amount of traffic. People who work here need a place to live here. He said he also has kids, and they need a place to live. Today's children need a nice neighborhood and tomorrow will need a house to live in and jobs. It is good to build 330 units on a small piece of land instead of a mile and a half. The project is good, and he is in favor of using land in the City. The density is good for business and reduces traffic and a reduction in the carbon footprint. He thanked the Commission and Land Use Planning staff for their work. They are doing a service and we shouldn't abuse them because they might leave and then they will end up with people who don't know what they are doing. This staff is competent, and he has seen their

decisions are based on Land Use Planning instead of impassioned speeches. He is hoping they make the right decision, follow the Code, follow the General Plan, and use their authority to do something good for the community.

Randall Bell, 2991 Viaje Pavo Real, was sworn and spoke as the President of the Old Santa Fe Association (OSFA) on their behalf. He strongly wanted to indicate OSFA's support for the position of the Candlelight Neighborhood Association. They seem to have virtually unanimous agreement and many of them have spoken tonight. These drastic changes to an existing General Plan and long-standing significant corridor protection ordinance should not be thrown out on a whim to satisfy the needs or desires of the developer. The larger community must be considered as well as the corridor protection. A corridor protection has never been removed in Santa Fe and doing so would be terrible. He urged the Commission not to undo the corridor protection. Santa Fe is a rare and special community and is known as the City Different because of that. They have always prized its openness, and viewsheds. He urged the Commission to read the preliminary intention statement of the Corridor Protection Plan that illuminates its purpose.

Marline Marquez Scally, 2142 Candelero Street, was sworn in. She stated she has lived here for the past 10 years. She asked that they imagine the intersection of Zia and St. Francis and turning right going downhill on Zia. You come to the first entrance of the Candelero horseshoe and once through, there is an exit point. The limited traffic study that was done has a severe problem. She requested the study be redone to reflect current times. She added there are two entrances/exits. The fact that we will be prohibited from turning left off the first Candelero exit means we have to turn right. Doing so requires a bizarre U-turn to join the four lanes of traffic, three which turn left on St. Francis and one turns right. The danger of that area is severe. It ices in the winter before you get to the railroad tracks so imagine two, three or four lanes icing up and cars spinning their wheels and veering to the right or left. That gives her great concern. She asked that the Commission consider that Governor Miles Roadway is being built up and there will be hundreds of single residences built there.

Cindy Gregory, 2132 Candelero, was sworn in. Her concerns were pedestrian and cyclist safety in the northern parcel. She has walked every inch of that area and there is no way to get anywhere useful and it doesn't feel safe. We are landlocked between the railroad tracks, the neighborhood and Zia and there is no direct pedestrian access to the Rail Trail, the St. Francis tunnel, Milagro Middle School, St. Michael's, the hospital, shopping, etc. and even to the developers own dog park. The only choice for pedestrians is to detour a quarter mile out of your way to get 30 feet. Or you can scale the steep, sharp rocks of the railbed, which she has done, or you can cross deadly arterials. Suggesting this is a walkable neighborhood is laughable. New Mexico has the awful distinction of being the State with the highest per capita death rate for walkers and cyclists in the country for 3 years in a row. In Santa Fe County, our intersections are near the top of the naughty list. Packing in a density of people, next to the railroad tracks and busy

streets with all of the pedestrian attractions on the other side, seems a recipe for tragedy. Please reduce the density of the north parcel.

Nancy Scheer, 1894 Esplendor, was sworn in. She said she's lived there for 30 years at the west end of the Candlelight neighborhood. She opposes the density of the development and the increased traffic that will result. She hopes there can be negotiation to lower the density by the type of building. There are traffic safety issues in the west end of the neighborhood as well as St. Francis and Zia intersections. The curve in Zia makes it difficult to see oncoming traffic headed west. Adding traffic will make it more difficult to turn onto Zia without pulling in front of a vehicle headed west. It is not the developer's fault that most drivers go 45 or 50 miles an hour in a 35 mile an hour zone. But it is something the City should address and makes it difficult for someone to pull onto the street safely. Those on the south side of Zia will have to turn right and go east if they want to go west. They will have to make U-turns at other intersections or go to Galisteo over to Rodeo to go west. That adds even more traffic to Galisteo and is an extreme inconvenience. Also, traffic noise has increased tremendously over the years and will be even more with added traffic and housing units. A lower density will cut out some of the traffic and as a result, some of the noise. The noise affects their quality of life.

Justin Robison, 1111 Agua Fria Street, was sworn in and is the Executive Director of the Housing Trust in Santa Fe. The City has continually faced challenges of making the City a better, more equitable and accessible place for all. One big challenge is to increase housing availability. The lack of housing drives up prices and rents in the City. We also need to make the community a greener place to live and denser housing is an answer. But the main thing he wants to address is the issue of affordability of what is proposed. He finds it an effective and innovative way to address the affordable challenges developers face today. Without going down the rabbit hole of technicalities, their commitment to making their rents match fair market rents, will greatly facilitate the availability and accessibility of these units on Housing Choice vouchers. Those are also known as Section 8 vouchers. Along with that, by paying into the Affordable Housing Trust Fund for one third of the units is a clever and innovative way for a developer to address the AH issues. Most developers choose to pay the fee in lieu, in its entirety. This developer has committed to keeping many units available to those on vouchers. He applauds that effort and wants to express his support for that innovation.

William Greg, 1879 Brilliante Lane, was sworn in. He said first he would ask what the point is of having statutes on the books if you don't follow them. He asked if it is a question of having money trumping principles. Secondly, he previously sent a letter, but wanted to be on record again, requesting a reasonable timeline be established for construction for the project. The original timeline presented was 7 to 10 years. That is an excessive amount of time to be subjected to the ongoing noise, dust and construction traffic. He proposed limiting the construction on the project to no more than three years, which does not seem that restrictive.

Ed Romero, 3456 Via Magdalene, was sworn in and is the Executive Director of Santa Fe Civic Housing Authority (SFCHA). They maintain the Housing Choice voucher and are big fans of infill projects for the many reasons already stated. Predominantly he wanted to point out that the Housing Choice voucher is no longer a housing choice voucher, particularly in Santa Fe. The ability to choose the neighborhood a client might want to live in is impossible. There are few units built east of Airport and Cerrillos Road. This project gives our residents a choice to live in neighborhoods that may be closer to their families, infrastructure, schools or jobs.

Joseph Montoya, 1012 [inaudible] was sworn in. He wanted to speak about the development in the context of the General Plan. He was the Community Services Director when the General Plan was created. Also, he headed A Thousand Friends of New Mexico, whose idea was to support and preserve pristine open spaces, and increase the vitality of our neighborhoods, cities and towns. The enemy of that is low density sprawl. He said this development he would call moderate density and it provides walkability and housing opportunities for the City that is desperately needed. This kind of development will preserve that for our children in the future. He encouraged the principles of providing spaces, housing, economic development, and a healthy walkable environment. That was incorporated into the General Plan and is what you see in this development. This project is what they were looking for when the plan was created through hundreds of meetings. He supports the development. As the Director of the Santa Fe County Housing Authority, he agrees with Ed they have where to put their housing vouchers. More places are needed and more choices for that to happen.

Joan Conrow, 2521 Calle De Rincon Bonito, was sworn in. She shared the concerns in regard to the emphasis on one-bedroom apartments, and especially increased traffic density. She said like 96% of her neighbors, she believes the land should remain in the highway protected corridor. If the developer and city planners believe the corridor is outdated it should be reviewed and considered publicly, not gutted piecemeal. Her primary concern is the developer wants so much but gives little in return. He bought the land knowing about the protected corridor and low-density zoning. There has been no sufficient rationale to justify his request for massive entitlement. It seems unfair that our low-key neighborhood will be so greatly impacted so the developer can achieve maximum profit. Simply being local does not justify this kind of handout. We have never said no to development but want something compatible with the existing neighborhood. She urged the Commission to ask the developer to work with the community for something more appropriate to the existing neighborhoods.

Christine Malcolm, 1874 [inaudible] was sworn in. She has been at her address since 1989. She said the presentation did not mention anything about Zia and Candelero in two sections; the north side of the neighborhood has only two entrance/exits. That is a safety issue, and a light is needed at the intersection. Due to the proposed Galisteo Street nearby and the U-turn to accommodate the apartment/townhouse they will be locked in. With all three being in close proximity it will be even more difficult leaving from

the northern part of Candelero on Zia to make a left on St. Francis. We were already having a problem with that. They moved the hawk light pedestrian crossing from Candelero and Zia to Galisteo/Zia intersection and that is not what is stated in the plan. Ms. Jenkins avoided addressing the impact of the development beyond Galisteo. It extends down Zia well beyond that. The developer says changes are a good thing for the City and provides advantages to adjoining neighborhoods. The disadvantages considerably outweigh the advantages to our neighboring communities. There have been many changes to this area in the last 20 years. Even with the noise and traffic increased, we accepted this. However, this change is extreme and not compliant with Codes. There will be exponential increase in traffic. She couldn't imagine more traffic and the associated noise. If the project is approved it poses a danger to our safety and damage to our property and compromises our rights to the enjoyment of our property. She said she didn't buy a house to live in a bustling neighborhood.

Nate Crail, 829 Dunlap Street, was sworn in. He is in his early 20s and cares about an equitable environment and inclusive housing future. More affordable housing is imperative. Low density, single family housing is unstainable and not climate resilient. The traffic issues can be ameliorated and shouldn't be an impediment for this development. According to the 2020 Santa Fe Housing Report, in 2019 vacancy rates were 2.3% for the County compared to the State rate of 3.5%. A vacancy rate under 5% is considered a supply constrained market. We need more rental housing and density. Also, a recent podcast on the Good of 99% Invisible, highlighted the City's affordable housing crisis and ever higher cost of living in Santa Fe. He asked who do we want Santa Fe to be for; do we want the City to be known as a high cost place; do you want to be inclusive for development or maintain drastic inequality of the status quo; and do you want a space for young people and renters. He hoped those questions would be considered and the Commission approved the development.

Jodie Densmore, 2309 Calle de Pacifica, was sworn in. She opposed the project for the sheer size and density. She said Ms. Jenkins talked about the traffic being fixed. That is impossible with 384 units, that is if one unit only has one car. We know that is not the counting business traffic. This is a very dangerous intersection and will uptick the traffic on Zia all the way across. She is in the La Paz neighborhood and they will be affected all the way back there. On the point about our serene and beautiful city, she would be very sad to see yet another large development obstructing the beautiful mountains and sky we moved here for. She supports the protection of the corridor and the other comments of those opposed to the project. She asked what would make this developer so special the City fails to honor the low density zone. And there is still a huge issue about water and regardless of what is said on the security of water, there is no such thing when it is not being replenished due to climate change. The amount of water for these huge developments is of great concern. There are constant articles and studies specifically about the Southwest and New Mexico. We must consider the water. As a 20-year resident and homeowner in Santa Fe she opposed this monstrosity and danger-inducing project.

Pamela Shaeffer, 1892 Esplendor Street, was sworn. She has lived on this street for 28 years on the west end of the Candlelight Neighborhood. She stands by the CNA position statement and feels the density of the project is not in conjunction with our neighborhood. She said she is not opposed to development but wanted it to be kept at a much more reduced density. Developers knew the zoning when they purchased the property. She said she wanted to concentrate on the pedestrian impact on the west end of the neighborhood and impact on bicycle riders. She walks across Zia from Portobello to Candelero and walks the loop at this end of the development. The current traffic at the Zia intersection makes it very difficult to cross, and there is no cross block nearby. The additional high volume of traffic on Zia will make it even more treacherous and nearly impossible to cross. Second, she also rides her bike in the eastbound bike lane eastbound to get to the Rail Trail. She is concerned about the wide turning radius vehicles, including large trucks making U-turns. The vehicles cannot turn within the two lanes and will encroach on the bicycle lane. That will be disastrous for bicyclists who run a real risk of being struck by the vehicle. Those are two more safety concerns.

Dan Schultz, 1919 Calle Miguela, was sworn in. He opposed the project and agreed with everything in regard to the ethical, legal, and aesthetic irresponsibility of approving either the zoning change or the proposed plan. He pointed out it is impossible to approve the plan, possibly even the zoning change, without a serious study of how it will be possible for hundreds of people to get to Chaparral Elementary School. They cannot turn left on Zia, leaving only one way to get there which will turn neighborhood streets into commuter streets.

Heather Volz, 2170 Candelero Street, was sworn. She commented on stormwater runoff. This project is a huge change from porous to nonporous surfaces and she noted the earlier comparison of the roof area of DeVargas Mall. A huge rainstorm a few years ago flooded the area to the west affecting the neighborhood. The arroyo was barely able to drain the area during a flood event and planning must be considered to mitigate future property damage due to flooding. That should include possible downstream impacts to City property, the Arroyo Chamiso, Santa Fe High School and the Vo Tech Bridge that is already eroding. She strongly encouraged a smaller footprint and a plan for stormwater runoff and possible consideration of rainwater harvesting, etc.

Anne Watkins had technical difficulties and wasn't able to speak, however, she provided written comments after the meeting which are attached hereto as Exhibit "7".

Cristina Gonzalez, 1873 Candela Street, was sworn in. She said as a resident of Candlelight neighborhood, the association doesn't speak for her. She knows a lot of the residents have said they oppose the project. She speaks in favor of the project and on behalf of those who are seeking housing. Those voices have thus far been silenced. She works in education in Santa Fe and more housing is needed for educators like herself, and young families. She supports the project and understands her neighbors concerns

on the traffic and safety. It is terrifying for her children along Zia walking to the Rail Trail or Albertsons. She thought Ms. Jenkins did a good job of talking about the setbacks and how those were exceeded, and a lot of her concerns were addressed. Particularly when Ms. Jenkins talked about the landscape buffer and extra wide sidewalks. She said the Commission is in a difficult position and she appreciates their service.

Stefanie Beninato, PO Box 1601, Santa Fe, was sworn in. She lives in South Capitol but uses the intersection frequently to get to the Chavez Center and as a bicyclist, she agreed it is a challenge to get across Zia. Also, she wanted to mention this is being improperly presented by lay people. A case in a 2009 New Mexico Court of Appeals, Lee vs Catron, clearly states that lay people cannot represent other laypeople in front of an administrative body or at a judicial hearing. So, the entire meeting should be rescheduled. The developer needs to hire a lawyer and have JenkinsGavin be the witnesses. Also, per the Rules Office the project should have less density. Having 5 changes to zoning and variances show that this is not appropriate. Studios and one-bedrooms are not going to bring families. She said it wasn't mentioned that the rates remain in place for a long time. She explained the timing of the gates being lowered when the train comes and the backup resulting in the turning lane on St. Francis. The gates work differently at South Capitol and there is a shorter time that gates obstruct the traffic.

Victoria Maiolo-Putnam, 1898 Esplendor Street, was sworn. She has lived in the Candlelight neighborhood at this address for 30 years and appreciates the neighborhood just as it is. She preferred R5 - R7 zoning stay the same and continue with low density housing, which to her means no apartments. She could appreciate a lot of the proposal for the south side but was opposed to the dense building on the north. The traffic at this intersection is already a significant clog at peak hours now. When the COVID restrictions are lifted and businesses and schools are in full operation the number of accidents will increase and pedestrians will be in danger. She asked the Commission to consider that.

James Shook, 2120 Candelero Street, was sworn in. He is a lifelong resident of this beautiful City and State. He fought for his country and has shed a lot of tears and blood. He thanked everyone for listening and said people living in the neighborhood are good, honest working people. That is not to say that those who would occupy the proposed buildings would not be. He wanted everyone to know that the neighborhood has on numerous occasions, lent a helping hand and it is a wonderful experience. But the traffic is disgusting. He waited and waited for his turn and he didn't understand why the City has yet to understand what is happening there. It will get a lot worse if you add another 400 homes. The people in this community paid a lot of money to live here and he pays a lot of taxes. People understand that those making the decisions don't live here and the developers don't live here. They don't know what it is like to deal with this traffic. He wanted everyone to know, if they build the building behind him, there will be some ramifications.

Marium Corneli, 2639 Via Berrenda, was sworn in. She said several important things we heard, we need more housing, we need infill not sprawl, and we need a modified development integrated into our neighborhood and pedestrian neighborhoods. She thought the pedestrian idea was great, but it has to be integrated into the rest of the community. It cannot be only one pod when we cannot walk to the Albertsons across the street without getting run over. She commended JenkinsGavin for the idea of sustainability but thought the project doesn't address that problem. Last week's newspapers said forest fires are increasing and the forest is in danger. We are in a huge global warming crisis; the Rio Grande is drying up. Looking around you can see that the climate is changing. The project doesn't seem to have emphasis on rain catchment, water harvesting, integrated land-use, plant growth, native species, solar collection, passive solar. She implored the Commission not only to consider maintaining the beautiful views and reducing the three and four-story buildings but to look ahead 20-50 years. Things will be hotter in New Mexico and we have to set a precedent to educate and inform people about our cultural values that go back millennia. They cannot just fall into beautiful architecture as a selling point. We need to look deeper and broader and more thoroughly at what Santa Fe has to offer our community and our world.

Jeri Lyn Morning Salazar, 2101 Vo Tech Road, was sworn. She opposed the plan and the zoning changes. She quoted Aldo Leopold, *"When we see land as a community to which we belong, we may begin to use it with love and respect."* He also said, *"We abuse land because we regard it as a commodity belonging to us."* There have been so many community members tonight that have asked for love and respect. The open space that will be eliminated through the culmination of this project is important to the beauty and the soul of the City. Also, they will illuminate the wildlife living in the open space they call home. We have so few beautiful open spaces left in Santa Fe and this amazing undeveloped land is truly fantastic. She hoped that the City considers purchasing the property from the developer to continue it as open space. As an educator she understands to gain some kind of connection to the land you should be within it. She encouraged people to walk through it, it is beautiful.

Ann Beauchamp, 1863 Camino Lumbre, was sworn in. She lives in the Candlelight neighborhood. The proposal needs more work to address traffic and U-turn concerns and pedestrian safety. She also wanted to give attention to water catchment, water runoff issues, the health of the arroyo and water pressure issues. She suggested they consider incorporating now in the project water catchment, solar opportunities and other issues that will assist in the future. Finally, she likes the aesthetics of being able to see the mountains from her window or when walking down the street. The three-story building on the south side will obstruct her view and she is uneasy about something that tall and the aesthetics of that. She supports higher density in general because of the need and wanted to see more space for families.

COMMISSION DISCUSSION

Commissioner Faulkner suggested they discuss because of the hour and size of the case, how long they should continue this hearing session.

Commissioner Chavez agreed. There is a lot of public input and a lot to consider and review.

Vice Chair Hogan said there is a lot and many questions. They need adequate time to consider those. But he wanted to get a few things on the table to provide direction for further discussion.

Commissioner Sategna agreed with Commissioner Hogan. He has questions he would like to ask while fresh on his mind so the applicant could follow up.

Commissioner Garcia agreed staff should be given direction of what it is the Commission is looking for. This is a big development.

Commissioner Lawrence asked staff about the next agenda because she thought the agenda has been published. She was concerned if the discussion could be continued in the next meeting.

Chair Gutierrez said he would like this case to be on the next agenda if possible.

Mr. Berke replied this has been publicly noticed as a hearing and the Commission could postpone to the next meeting. The same publication deadlines do not have to be followed and staff can amend the next meeting's agenda.

Ms. Paez agreed. She recommended the motion maker postpone and be clear as to whether public comment would be reopened.

Mr. Berke noted that there are no new cases in March and that time is open. Also, they could do this on February 18, and he would change the meetings on the agenda at that time to be heard in March. Having everything on the next agenda would be too much because the cases on the agenda are large.

Commissioner Clow would prefer this be heard at the next meeting and the cases on the February 18 agenda be moved to March. Commissioner Faulkner agreed.

Director Isaacson wondered if the Commission was up to taking on the questions around the General Plan amendment in the next hour. Unless they felt all the cases were intertwined and had to be tackled simultaneously.

Chair Gutierrez suggested starting with questions from the Commissioners that might provide an indication of how many questions relate to the General Plan amendment.

Commissioner Faulkner suggested discussing a stop time.

Commissioner Sategna suggested given Ms. Paez's suggestion of five minutes for each Commissioner they would be under 30 minutes. He wanted to get a sense of the type of questions and context for the next meeting.

Chair Gutierrez seeing no further comment, closed the public hearing.

Commissioner Faulkner asked the process to set an end time.

Ms. Paez explained there was no rule unless they wanted to follow the Governing Body rule that anything not considered before 11:30 pm would require a motion to extend the time. A Commissioner can move to postpone at any time.

The Commissioners discussed the time needed to ask a few questions and after a five-minute break from 10:08 -10:13 p.m. continued their business.

Mr. Berke suggested postponing the meeting so the Commissioners could formulate their questions from the public comment and Commission packet. He was concerned there may be more questions than five minutes allows, and those questions could lead to more.

Chair Gutierrez said they are not looking for answers this evening, the Commissioners will ask questions they have about the plan.

Commissioner Sategna said his questions are around height restrictions and the height restrictions of the current corridor protection. He asked what makes the project infeasible under the current corridor protection within the criteria their neighbors across the street used to develop under the same SCHC. Another argument is that the General Plan supports infill and future growth. But the General Plan states in Chapter 4, Growth Management, by the definition of increased densities, "*In both infill and future growth areas, the City must encourage higher densities of residential commercial development than existing zoning often* allows." However, in the next sentence, *"This approach does not necessarily require greater building height, but rather greater massing on specifically identified infill sites within the urban area."* He was interested in their response given that was used to promote this project and the recommendations to the Governing Body approving the amendments supported by the infill. Somehow this excludes the greater building heights, but the General Plan clearly states this approach does not necessarily require greater building height. He is trying to understand the argument being made from that front.

Commissioner Sategna said he is also interested in the elementary school mentioned and the forced turning for three lanes. He isn't sure how that will work and wants that addressed.

Commissioner Clow asked about the viability of the project if the third story was eliminated on the south side buildings fronting St. Francis. And, assuming the townhouses will be sold, why are some of those not affordable housing.

Commissioner Garcia said he had questions on the South Central Corridor, including the height restrictions. He asked how the height of the current buildings work within the current topography in relation to other buildings such as Albertson's. There was a lot of discussion on the height of buildings in the Midtown Link and he is interested in that discussion. Ms. Jenkins addressed the traffic on Zia and the traffic impact analysis, but there seems to be a lot of traffic on St. Francis he would like addressed. Lastly, he wants to know more about moving Galisteo, and if that is permissible for the developer to do legally.

Commissioner Chavez said one of her questions is the right in and right out from Galisteo. Public comments mentioned U-turns and she has concerns about U-turns in regard to school traffic and the increase in traffic and whether that had been considered. She also wants to know how that looks on the east side of Zia because both directions of the road will see an increase of U-turns because of the right-in right out only. She wanted to know if the safety of pedestrians was examined for those crossing St. Francis and about the traffic involved in pulling more people from the east side of Zia going to the development.

Commissioner Piccarello wanted more information about the construction timelines impact to the Rail Trail and surrounding circulation network. She asked for more clarification on the arroyo issue upstream with the pipeline about the applicant's role; more information on the open spaces on site and the percentage calculated as retention basins and if other uses will be built into the stormwater runoff and drainage swales. She also shares the concerns on the easement and thought it helpful if she could see a graphic.

Commissioner Faulkner said there was discussion from the public of the concept that Santa Fe is a small town, and they want it to stay small. She asked that staff provides information on the point that a town become a city. That concept initiates a certain way of thinking about planning and the amount of housing and infrastructure needed. Also, she wanted to know if possible to identify the difference in the housing needs in 1985 when the SCHC (South Central Highway Corridor) was created versus now and how towns of similar sizes have addressed something similar. One public comment said that the City Council affirmed the SCHC in 2017 and she would like that confirmed. That would help determine which documents hold authority.

Commissioner Lawrence had questions for staff for background information on the SCHC overlay and the re-affirmations in 1999 and 2017; information if possible on similar examples of rezoning like this, outside of an overlay zone. She sees the Link overlap examples as different and as conflicting overlay zones rather than deciding a subsection of property should not be part of the overlay zone. She is curious if there are other examples in the City.

Vice Chair Hogan said this is a fun project because it embraces a lot of issues facing Santa Fe now. He thought this was a great location for density because of the multi-modal aspects and location. He doesn't understand the no left turn and how you can get from phase 1 and phase 2 without going around the block. It would be helpful to have scenarios showing how the traffic will work. He participated in the Highway Corridor overlay development and is fairly certain the document has language saying it should be revisited regularly because of changes over time. Pedestrian safety is a concern. These are big roads, and he sees a lot of pedestrian maneuvering on the west side of St. Francis. He asked to see scenarios of how people would go from one place to another. Also, the architectural style he is most concerned about is the three-story apartment buildings. He thought in looking at the illustrations compared to the site plan, a lot of site development needs to happen and the perspective going down the hill toward Zia, may be harsher than intended. In general, he liked the thoughts that went into the concept.

Chair Gutierrez said he is interested in the pedestrian safety and how they would get across St. Francis to the Albertsons. There was no tradeoff for density. He would like them to consider making this a more LEED friendly project. He wanted to learn more about the arroyo and if condition #12 is a safety issue; what prohibits the applicant from being transit focused, and to see what the project could have looked like if it were through the SCHC.

Chair Gutierrez indicated Commissioners could send any other questions that came up later and he was sure that staff and the applicant would try to answer them.

Commissioner Sategna asked if the project should be approved. One of the documents points to the 2008 study that made recommendations for the area. That included more targeted underground pathways to get to the other side of the street. One such underground tunnel currently exists further down from the development. He asked what is being proposed by the developers that would meet the recommendations from the 2008 study.

Vice Chair Hogan said he had failed to mention something to the applicant. He said as he was looking at the development and how the edges of the project intersected particularly with the neighbors, the logic was sound, but the understanding of the offset of heights in elevation is not clear. He suggested the applicant provide the Commission with sections to give them a sense of how the topography and existing houses, etc. match

up. He added that he was not concerned with the three-stories because it supports the density they want there.

Ms. Jenkins encouraged additional questions be conveyed to Mr. Berke who would pass them on to her. She said they are dedicated to providing all the answers at the next hearing the Commission deserves.

Ms. Paez suggested language for the motion.

MOTION: In Cases 2020-2898, North Zia Station General Plan Amendment; 2020-2914, South Zia Station General Plan Amendment; 2020-2899, Zia Station Rezoning; 2020-2900, Zia Station Rezoning; and 2020-2901, Preliminary Development Plan, Commissioner Hogan moved to postpone to a date certain of February 18, 2021 to continue deliberations and questions with staff and applicant and without a public hearing. The motion was seconded by Commissioner Sategna.

Commissioner Faulkner said she was okay with the motion but not the exclusion of the community and a public hearing. The point of this is to give everyone the opportunity, including the Commission, to reflect on this. She suggested because this is it would seem unfair not to give the community as much time as they give the applicants.

Ms. Paez suggested an option to allow written public comment to be submitted by the normal deadline instead of reopening oral public comments.

Commissioner Clow added otherwise, the Commission will be in the same boat and three hours into public comment and too tired to discuss the substance. She noted that nothing is being done that would be different other than hearing the case over two meetings opposed to one, because the public comment was long and extensive.

Ms. Paez asked the maker of the motion and second if amenable to allow written comments by the deadline on Monday at 5:00 p.m., but not have a hearing.

Commissioner Hogan said he supports the written comment and was very much against reopening the public hearing. Commissioner Sategna did not accept the friendly amendment.

Commissioner Garcia said his thought was there could be someone who had no opportunity participate in this meeting and could participate in the next meeting.

Mr. Berke reminded Commissioners this request would be going before City Council and there will be other public hearings. He thought opening this to another public hearing at the next meeting could put the Commission in the same place they are tonight,

and it could possibly go longer. He suggested taking written comments as long as they were not duplicating what has been submitted. He noted the packet contained 80 pages of comments and he suspected those same comments would come back through. He asked that clear direction be given to staff so they could prepare for the next meeting.

Commissioner Faulkner said as the person who offered the amendment, she would amend that to written comments that are not duplicates of those previously submitted.

Erik Aune, MPO Director, said he would be remiss without making a quick statement. He has observed closely what has been a fair and thoughtful process. To the caller who made a blatant statement of threat and violence; that is not what the City represents. He thought perhaps it should be called out that will not be condoned.

Director Isaacson said what is important is there will be no new information between this meeting and the next and additional public comment may not be required. The Commissioners have identified the trends that emerged in the issues. He understands the spirit of having public comment but wasn't sure how productive that would be. He would hate for the Commission to be in the same situation and too tired to make recommendations.

Commissioner Sategna said he does not support the friendly amendment that he did appreciate Commissioner Faulkner's intent. He sees this as a continuation of a meeting and the public comment as closed. The commission will go back to looking at the evidence provided in the public comment that exists from this meeting and continue with their normal process, which is not taking further public comment. He also has concerns how staff could manage receiving multiple letters and cross referencing who actually spoke. The process should not be overcomplicated.

Commissioner Clow called the motion.

Ms. Paez explained calling the motion closes the debate on the floor and a vote should be taken on the motion on the floor that has been discussed.

VOTE: The motion to postpone to a date certain of February 18, 2021 to continue deliberations of the applicant and staff and with no public hearing, passed by unanimous roll call vote with Commissioners Chavez, Clow, Faulkner, Garcia, Hogan, Lawrence, Piccarello and Sategna voting in favor and none voting against.

H. STAFF COMMUNICATIONS

Mr. Berke clarified that the next meeting agenda will be amended to include these cases that are postponed. Staff will notify the current applicants on the next meeting

agenda that their cases will be postponed until the meeting in March. In response to inquiry by Commissioner Hogan, he indicated the two cases currently on the next agenda have no pressing deadlines.

I. MATTERS FROM THE COMMISSION

Commissioner Faulkner thanked staff, fellow Commissioners and Chair Gutierrez the responsible way they went through the cases.

Commissioner Sategna said he raised the concern with some of staff that having almost a 900-page document and only six days to review such an important decision, is not workable. He thought for future cases how they approach recommendations to the Governing Body with multiple facets to a development, in addition to questions within Chapter 14 ordinances being questioned, is a lot to take on.

He wanted for public record, to look at other ways to approach this. This has made it very difficult for him to wrap his head around. This is a very important decision that will be a huge statement to our community, and how we decide this will set precedent. He asked that they look at avoiding these situations in the future.

Commissioner Clow said the report was well done and very organized and easy to follow. The Findings of Fact and Conclusions of Law were very helpful and made everything clearer. This was complicated the way it was put together made it much easier.

Director Isaacson added tremendous kudos to Lee Logston on his work. This is a complex case with many moving parts that they have not had in a long time. The staff report is a testament to Lee's understanding of the case and the issues. He simplified it in a way that brought people up to speed quickly. It was a very nice job, and the introduction was well done.

Ms. Paez said she was thinking about how lucky the Commission is to have such a good stenographer in Melissa. The job she does keeping them on track and the notes and minutes she provides are excellent.

Chair Gutierrez thanked everyone for making the first full meeting with him as chair easy.

J. ADJOURNMENT

Adjourned at 11:00 pm.

Submitted by:

Melissa D. Byers

Melissa D. Byers, Stenographer for
Byers Organizational Support Services

Approved by:

Brian Gutierrez, Chair

City of Santa Fe
Planning Commission
Findings of Fact and Conclusions of Law

Case #2020-2898
North Zia Station General Plan Amendment

Owner's/Applicant's Name – Zia Station, LLC
Agent's Name – JenkinsGavin, Inc.

THIS MATTER came before the Planning Commission (Commission) for public hearing on February 4, 2021 and February 18, 2021 (Hearing) upon the application (Application) of JenkinsGavin, Inc. as agent for Zia Station, LLC (Applicant).

I. INTRODUCTION

The Application pertains to a property located at the northwest corner of St. Francis Drive and Zia Road, totaling approximately 12.1 acres (Property). The Applicant requests a general plan amendment to change the Future Land Use Designation from Low Density Residential (3 to 7 dwelling units per acre) to High Density Residential (12 to 29 dwelling units per acre). The Property is zoned R-1 (Residential- one dwelling unit per acre) and is within the South Central Highway Corridor Protection District (SCHC).

In related Case #2020-2914, the Applicant seeks a general plan amendment for a portion of the property at the southwest corner of St. Francis Drive and Zia Road, to change the Future Land Use Designation from Low Density Residential (3 to 7 dwelling units per acre) to Transitional Mixed-Use.

Additionally, in related Case #2020-2899, the Applicant seeks a rezoning from R-1 (Residential- one dwelling unit per acre) to C-2 PUD (General Commercial- Planned Unit Development) for properties located at the northwest and southwest corners of St. Francis Drive and Zia Road.

Additionally, in related Case #2020-2900, the Applicant seeks a rezoning to amend the boundaries on the Official Zoning Map of the South Central Highway Corridor Protection District (SCHC) to exclude two properties at the northwest and southwest corners of St. Francis Drive and Zia Road from the Overlay District.

Finally, in related Case #2020-2901, the Applicant seeks preliminary development plan approval for a mixed-use Planned Unit Development to be developed in two phases for two properties at the northwest and southwest corners of St. Francis Drive and Zia Road.

After conducting a public hearing and having heard from staff and all interested persons, the Commission hereby FINDS, as follows:

II. FINDINGS OF FACT

A. Background: Property History

1. On January 14, 2004, the Governing Body approved Resolution No. 2004-4, changing the future land use designation of the property at the northwest corner of St. Francis and Zia Road from Open Space to Low Density Residential (3 to 7 dwelling units per acre), and the property at the southwest corner from Park and Open Space to Transitional Mixed-Use, with a small portion changing to Low Density Residential.
2. At that time, the Applicant stated an intention to request a rezoning in the future to develop the northern property at approximately R-5 (Residential- five dwelling units per acre) or R-7 (Residential- seven dwelling units per acre), and to request a rezoning to C-2 PUD (General Commercial- Planned Unit Development) to develop the southern property as a mixed use development.

B. Background: City Planning Efforts Related to Commuter Rail

3. On September 10, 2003, the Governing Body passed Resolution No. 2003-70, unanimously supporting the effort to establish a commuter rail line between Albuquerque and Santa Fe.
4. On November 14, 2007, the Governing Body passed a follow-up Resolution No. 2007-102, reaffirming the City's commitment to commuter rail and identifying concerns to be resolved.
5. On December 13, 2007, the Santa Fe Metropolitan Planning Organization (MPO) Transportation Policy Board approved the location of the Rail Runner Express Station at Zia Road.
6. NMDOT built the Zia Station platform prior to the commencement of Rail Runner service between Albuquerque and Santa Fe in 2008.
7. In 2008, the City of Santa Fe Long Range Planning Division prepared the Rail Corridor Strategic Plan, which identified Zia Station as the "Gateway to Santa Fe" and recommended a mixed-use, transit and pedestrian oriented development at the site consisting of up to three-story buildings. This Plan and its recommendations were not formally adopted by the City's Governing Body or incorporated into the City's General Plan.
8. On March 14, 2011, City and MPO staff conducted a public input meeting to discuss the opening of the Zia Station platform for rail service as a "kiss and ride" station. MPO staff presented a conceptual plan to show how pedestrian, bicycle, transit, and automobile access could be accommodated at the site. A majority of the 250 people present expressed a desire for the Zia Station platform to open.
9. On August 30, 2011, the Governing Body adopted Resolution No. 2011-44, recognizing the need for additional capital improvements in order to open the Zia Station platform.
10. On August 13, 2015, the City entered into an Impact Fee Credit Agreement with the Applicant for the Applicant to receive impact fee credits in exchange for constructing "kiss and ride" (passenger drop off only) improvements to the Zia Station platform area. The Agreement was filed with the records of the City Clerk as Item #15-0511.
11. The Applicant completed the "kiss and ride" improvements to the Zia Station platform area in 2017.
12. In April 2017, Rail Runner service became available at the at Zia Station platform.

C. General

13. Santa Fe City Code (SFCC) Section 14-3.2(D)(1) provides that an application for amendments to the general plan may be considered concurrently with an application for rezoning.
14. SFCC Section14-3.1 sets out certain procedures to be followed on the Application, including, without limitation, (a) a pre-application conference [SFCC § 14-3.l(E)]; (b) an Early Neighborhood Notification (ENN) meeting [SFCC § 14-3.1(F)(2)(a)(xii)]; and (c) compliance with notice and public hearing requirements [SFCC § 14-3.1(H)-(I)].
15. A pre-application conference was held on February 6, 2020 in accordance with SFCC Section 14-3.l(E)(1).
16. Pursuant to SFCC Section 14-3.1(H), notice of the ENN meeting was properly given.
17. Pursuant to SFCC Section 14-3.1(F), a virtual ENN meeting was held on the Application on October 29, 2020. The ENN meeting was attended the Project team, members of City staff, and approximately 90 members of the public. Residents voiced concerns about traffic impacts, building height and visual impacts to the skyline, project density, loss of open space, and impacts to their neighborhood and property values. Skepticism was expressed about the Traffic Impact Analysis (TIA) results, and that suggested road improvements could handle traffic presumed to be generated by the project. Residents stated that it was difficult for them to evaluate the project before receiving actual application materials, but staff pointed out that this is always the circumstance with any case. The President of the Candlelight Neighborhood Association requested that another ENN be held for the project.
18. The Applicant held one more, informal virtual meeting to answer additional questions on November 12, 2020.
19. City staff held one more, informal virtual meeting with residents on November 16, 2020 after they had had an opportunity to review the submitted application materials. Questions for Staff were largely procedural in nature, although there were questions about specific details of the Project. Staff asked residents to summarize their questions and submit them to Staff for follow up. Only one resident did this, submitting a detailed traffic analysis.
20. City staff reviewed the general plan amendment Application, and the related materials and information submitted by the Applicant, for conformity with applicable SFCC requirements (Submittal Requirements) and provided the Planning Commission with a written report of its findings (Staff Report), which evaluates the factors relevant to the Application.
21. Staff recommended that the Commission recommend approval of the amendment to the general plan to Governing Body.

D. General Plan Amendment from Low Density to High Density Residential

22. Pursuant to SFCC Sections14-2.3(C)(7)(a) and 14-3.2(D)(2), the Commission has the authority to review and make recommendations to the Governing Body regarding amendments to the general plan.
23. At the Hearing, the Commission considered the Application in this case concurrently with the applications in Case Nos. 2020-2914, 2020-2899, 2020-2900, and 2020-2901; and the Commission received reports from staff, testimony and evidence from the Applicant, and testimony offered by any interested members of the public prior to making a decision.

24. Pursuant to SFCC Section 14-3.2(B), the general plan must be amended before new zoning regulations establishing new land use classifications may be approved.
25. In this case, the Applicant seeks an amendment of the future land use designation from Low Density Residential to High Density Residential.
26. Under the general plan, "High Density Residential" is the highest density category and permits residential zoning of twelve to twenty-nine units per acre.
27. SFCC Section 14-3.2 sets out certain procedures for amendments to the general plan, including, without limitation, submittal of an application for review, a public hearing by the Commission, and a recommendation to the Governing Body based upon the criteria set out in SFCC Section 14-3.2(E).
28. SFCC Section 14-3.2(E)(1) sets out approval criteria and requires the Commission to make complete findings of fact sufficient to show that these criteria have been met before recommending approval of an amendment to the general plan to the Governing Body.
29. Based on the Staff Report and exhibits and the testimony and evidence presented at the hearing, the Commission finds that all applicable criteria in SFCC 14-3.2(E)(1) have been met.
30. Pursuant to SFCC 14-3.2(E)(1)(a), the Commission finds that the proposal is consistent with growth projections for Santa Fe, and that an adequate supply of housing to support the workforce is important for economic development. As an infill site adjacent to major roads and commuter rail, the subject property is served by existing utility, transit, and roadway infrastructure.
31. Pursuant to SFCC 14-3.2(E)(1)(b), the Commission finds that the proposal is consistent with other parts of the general plan, including Guiding Policies regarding a mix of housing types in all parts of the city, and providing a mix of services and uses at the neighborhood level in the form of pedestrian-oriented neighborhood centers.
32. Pursuant to SFCC 14-3.2(E)(1)(c), the Commission finds that the proposed use is not inconsistent with the prevailing use and character in the area when considering the St. Francis corridor as a whole, that the Property is well over the two-acre minimum required for a general plan amendment, and that the project will not benefit one or a few landowners at the expense of the surrounding landowners or the general public because it will increase housing supply, including affordable housing; result in roadway improvements at Zia and St. Francis; and provide pedestrian amenities and multi-modal transportation options.
33. The Commission finds that the criterion in SFCC 14-3.2(E)(1)(d) is not applicable because Criterion 14-3.2(E)(1)(c) is met.
34. The Commission finds that the criterion in SFCC 14-3.2(E)(1)(e) is not applicable to this case.
35. Pursuant to SFCC 14-3.2(E)(1)(f), the Commission finds that approving a proposal for housing on the Property would promote the general welfare and contribute to the harmonious development of Santa Fe as long as the resulting density and design proposal are appropriate for the surrounding area.
36. Pursuant to SFCC 14-3.2(E)(1)(g), the Commission has considered conformity with other city policies, including land use policies, ordinances, regulations, and plans. The Project is supported by goals and recommendations of the 2020-2045 Santa Fe Metropolitan Transportation Plan Approved May 28, 2020 by the Santa Fe MPO Transportation Policy Board; the Draft City of Santa Fe Land Use & Urban Design Plan proposed by the City of Santa Fe Long-Range Planning Division in 2017 (never adopted); the Amended Draft Rail Corridor Study: Transit Oriented Development for Santa Fe's Rail Corridor Neighborhoods,

created by the City of Santa Fe Long Range Planning Division in 2008 (never adopted); and the Sustainable Santa Fe 25-Year Sustainability Plan with the Goal of Achieving Carbon Neutrality by the Year 2040, adopted by Resolution No. 2018-65.

37. The Commission finds that the additional criteria in SFCC 14-3.2(E)(2) are not applicable to this case because the proposal would not amend the land use policies section of the general plan.
38. The Commission finds that the additional criteria in SFCC 14-3.2(E)(3) are not applicable to this case because the proposal does not involve the adoption of a neighborhood plan.

E. Vote at the Hearing

39. The vote was unanimous to recommend approval of the requested general plan amendment to the Governing Body.

III. CONCLUSIONS OF LAW

Under the circumstances and given the evidence and testimony submitted during the hearing, the Commission CONCLUDES as follows:

General

1. Pursuant to SFCC Section 14-3.1, all procedural requirements regarding the pre-application conference, ENN meeting, and notice of public hearing have been met.

General Plan Amendment

2. The Applicant has the right under the SFCC to propose an amendment to the general plan.
3. The Commission has the power and authority at law and under the SFCC to review the proposed amendment to the general plan and to make recommendations regarding the proposed amendment to the general plan to the Governing Body.
4. The Applicant met the applicable Submittal Requirements.
5. The Commission should recommend approval of the requested general plan amendment because all applicable code requirements and criteria for recommendation of approval of the proposed amendment to the general plan have been met.

WHEREFORE, IT IS ORDERED ON THE 4TH DAY OF MARCH 2021 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE:

Considering the foregoing findings and conclusions, the Commission recommends that the Governing Body approve the general plan amendment, as requested in the Application for Case #2020-2898.

_____ _____
Chairperson Date

FILED:

_____ _____

Kristine Mihelcic
City Clerk

Date

APPROVED AS TO FORM:

Sally Paez
Assistant City Attorney

Date

City of Santa Fe
Planning Commission
Findings of Fact and Conclusions of Law

Case #2020-2914
South Zia Station General Plan Amendment

Owner's/Applicant's Name – Zia Station, LLC
Agent's Name – JenkinsGavin, Inc.

THIS MATTER came before the Planning Commission (Commission) for public hearing on February 4, 2021 and February 18, 2021 (Hearing) upon the application (Application) of JenkinsGavin, Inc. as agent for Zia Station, LLC (Applicant).

I. INTRODUCTION

The Application pertains to a property located at the southwest corner of St. Francis Drive and Zia Road, totaling approximately 2.2 acres (Property). The Applicant requests approval of an amendment to the general plan future land use map designation from Low Density Residential (3 to 7 dwelling units per acre) to Transitional Mixed Use. The Property is zoned R-1 (Residential- one dwelling unit per acre) and is within the South Central Highway Corridor Protection District (SCHC).

In related Case #2020-2898, the Applicant requests a general plan amendment for a property located at the northwest corner of St. Francis Drive and Zia Road, to change the Future Land Use Designation from Low Density Residential (3 to 7 dwelling units per acre) to High Density Residential (12 to 29 dwelling units per acre).

Additionally, in related Case #2020-2899, the Applicant seeks a rezoning from R-1 (Residential- one dwelling unit per acre) to C-2 PUD (General Commercial- Planned Unit Development) for properties located at the northwest and southwest corners of St. Francis Drive and Zia Road.

Additionally, in related Case #2020-2900, the Applicant seeks a rezoning to amend the boundaries on the Official Zoning Map of the South Central Highway Corridor Protection District (SCHC) to exclude two properties at the northwest and southwest corners of St. Francis Drive and Zia Road from the Overlay District.

Finally, in related Case #2020-2901, the Applicant seeks preliminary development plan approval for a mixed-use Planned Unit Development to be developed in two phases for two properties at the northwest and southwest corners of St. Francis Drive and Zia Road.

After conducting a public hearing and having heard from staff and all interested persons, the Commission hereby FINDS, as follows:

II. FINDINGS OF FACT

A. Background: Property History

1. In 2001, SF Brown Ltd. Company, managing partner in Zia Station, LLC (Applicant) entered into an agreement to purchase the 8.34-acre pumice plant property at the southwest corner of St. Francis drive and Zia Road.
2. On January 14, 2004, the Governing Body approved Resolution No. 2004-4, changing the future land use designation of the property that the northwest corner of St. Francis and Zia Road from Open Space to Low Density Residential (3 to 7 dwelling units per acre), and the property at the southwest corner from Park and Open Space to Transitional Mixed-Use, with a small portion changing to Low Density Residential (together, the Project).
3. At that time, the Applicant stated an intention to request a rezoning in the future to develop the northern property at approximately R-5 (Residential- five dwelling units per acre) or R-7 (Residential- seven dwelling units per acre), and to request a rezoning to C-2 PUD (General Commercial- Planned Unit Development) to develop the southern property as a mixed use development.
4. In 2005, SF Brown Ltd. Company closed on the purchase of pumice plant.
5. In 2007, the pumice plant was demolished.

B. Background: City Planning Efforts Related to Commuter Rail

6. On September 10, 2003, the Governing Body passed Resolution No. 2003-70, unanimously supporting the effort to establish a commuter rail line between Albuquerque and Santa Fe.
7. On November 14, 2007, the Governing Body passed a follow-up Resolution No. 2007-102, reaffirming the City's commitment to commuter rail and identifying concerns to be resolved.
8. On December 13, 2007, the Santa Fe Metropolitan Planning Organization (MPO) Transportation Policy Board approved the location of the Rail Runner Express Station at Zia Road.
9. NMDOT built the Zia Station platform prior to the commencement of Rail Runner service between Albuquerque and Santa Fe in 2008.
10. In 2008, the City of Santa Fe Long Range Planning Division prepared the Rail Corridor Strategic Plan, which identified Zia Station as the "Gateway to Santa Fe" and recommended a mixed-use, transit and pedestrian oriented development at the site consisting of up to three-story buildings. This Plan and its recommendations were not formally adopted by the City's Governing Body or incorporated into the City's General Plan.
11. On March 14, 2011, City and MPO staff conducted a public input meeting to discuss the opening of the Zia Station platform for rail service as a "kiss and ride" station. MPO staff presented a conceptual plan to show how pedestrian, bicycle, transit, and automobile access could be accommodated at the site. A majority of the 250 people present expressed a desire for the Zia Station platform to open.
12. On August 30, 2011, the Governing Body adopted Resolution No. 2011-44, recognizing the need for additional capital improvements in order to open the Zia Station platform.
13. On August 13, 2015, the City entered into an Impact Fee Credit Agreement with the Applicant for the Applicant to receive impact fee credits in exchange for constructing "kiss and ride"

(passenger drop off only) improvements to the Zia Station platform area. The Agreement was filed with the records of the City Clerk as Item #15-0511.

14. The Applicant completed the "kiss and ride" improvements to the Zia Station platform area in 2017.
15. In April 2017, Rail Runner service became available at the at Zia Station platform.

C. General

16. Santa Fe City Code (SFCC) Section 14-3.2(D)(1) provides that an application for amendments to the general plan may be considered concurrently with an application for rezoning.
17. SFCC Section14-3.1 sets out certain procedures to be followed on the Application, including, without limitation, (a) a pre-application conference [SFCC § 14-3.l(E)]; (b) an Early Neighborhood Notification (ENN) meeting [SFCC § 14-3.1(F)(2)(a)(xii)]; and (c) compliance with notice and public hearing requirements [SFCC § 14-3.1(H)-(I)].
18. A pre-application conference was held on February 6, 2020 in accordance with SFCC Section 14-3.l(E)(1).
19. Pursuant to SFCC Section 14-3.1(H), notice of the ENN meeting was properly given.
20. Pursuant to SFCC Section 14-3.1(F), a virtual ENN meeting was held on the Application on October 29, 2020. The ENN meeting was attended the Project team, members of City staff, and approximately 90 members of the public. Residents voiced concerns about traffic impacts, building height and visual impacts to the skyline, project density, loss of open space, and impacts to their neighborhood and property values. Skepticism was expressed about the Traffic Impact Analysis (TIA) results, and that suggested road improvements could handle traffic presumed to be generated by the project. Residents stated that it was difficult for them to evaluate the project before receiving actual application materials, but staff pointed out that this is always the circumstance with any case. The President of the Candlelight Neighborhood Association requested that another ENN be held for the project.
21. The Applicant held one more, informal virtual meeting to answer additional questions on November 12, 2020.
22. City staff held one more, informal virtual meeting with residents on November 16, 2020 after they had had an opportunity to review the submitted application materials. Questions for Staff were largely procedural in nature, although there were questions about specific details of the Project. Staff asked residents to summarize their questions and submit them to Staff for follow up. Only one resident did this, submitting a detailed traffic analysis.
23. City staff reviewed the general plan amendment Application, and the related materials and information submitted by the Applicant, for conformity with applicable SFCC requirements (Submittal Requirements) and provided the Planning Commission with a written report of its findings (Staff Report), which evaluates the factors relevant to the Application.
24. Staff recommended that the Commission recommend approval of the amendment to the general plan to Governing Body.

D. General Plan Amendment from Low Density Residential to Transitional Mixed-Use

25. Pursuant to SFCC Sections14-2.3(C)(7)(a) and 14-3.2(D)(2), the Commission has the authority to review and make recommendations to the Governing Body regarding amendments to the general plan.

26. At the Hearing, the Commission considered the Application in this cases concurrently with the applications in Case Nos. 2020-2898, 2020-2899, 2020-2900, and 2020-2901; and the Commission received reports from staff, testimony and evidence from the Applicant, and testimony offered by any interested members of the public prior to making a decision.
27. Pursuant to SFCC Section 14-3.2(B), the general plan must be amended before new zoning regulations establishing new land use classifications may be approved.
28. In this case, the Applicant seeks an amendment of the future land use designation from Low Density Residential to Transitional Mixed-Use.
29. On November 28, 2001, the Governing Body adopted Resolution No. 2001-82, adding "Transitional Mixed-Use" as a new future land use designation.
30. Under the general plan, as amended, "Transitional Mixed-Use" is intended to allow a mix of compatible land uses in an area, including residential and commercial, in a way that creates a transitional buffer between single-family neighborhoods and commercial development through a reduction in scale and intensity.
31. SFCC Section 14-3.2 sets out certain procedures for amendments to the general plan, including, without limitation, submittal of an application for review, a public hearing by the Commission, and a recommendation to the Governing Body based upon the criteria set out in SFCC Section 14-3.2(E).
32. SFCC Section 14-3.2(E)(1) sets out approval criteria and requires the Commission to make complete findings of fact sufficient to show that these criteria have been met before approving an amendment to the general plan.
33. Based on the Staff Report and exhibits and the testimony and evidence presented at the hearing, the Commission finds that all applicable criteria in SFCC 14-3.2(E)(1) have been met.
34. Pursuant to SFCC 14-3.2(E)(1)(a), the Commission finds that the proposal is consistent with existing land use conditions and that there is access to available infrastructure.
35. Pursuant to SFCC 14-3.2(E)(1)(b), the Commission finds that the proposal is consistent with growth projections for Santa Fe, and that an adequate supply of housing to support the workforce is important for economic development. The Project will provide a variety of neighborhood services in an area that is currently not served without crossing St. Francis. As an infill site adjacent to major roads and commuter rail, the subject property is served by existing utility, transit, and roadway infrastructure.
36. Pursuant to SFCC 14-3.2(E)(1)(c), the Commission finds that the proposed use is not inconsistent with the prevailing use and character in the area when considering the St. Francis corridor as a whole, that the Property exceeds the two-acre minimum required for a general plan amendment, and that the project will not benefit one or a few landowners at the expense of the surrounding landowners or the general public because it will increase housing supply, including affordable housing; result in roadway improvements at Zia and St. Francis; and provide pedestrian amenities and multi-modal transportation options.
37. Pursuant to SFCC 14-3.2(E)(1)(d), the Commission finds that the project promotes the general welfare by providing housing and neighborhood-scale commercial in an area not currently served by such commercial amenities, adjacent to commuter rail and a public trail. New residents of the development, as well as existing residents in adjacent neighborhoods, will have alternatives to automobile travel and services within walking distance, potentially reducing pollution and traffic congestion. The proposal is of public advantage and justified by prior City actions to promote significant public investment in commuter rail. Multiple City

planning documents address the importance of neighborhood scale commercial services, as detailed in the Staff Report and exhibits.

38. The Commission finds that the criterion in SFCC 14-3.2(E)(1)(e) is not applicable to this case.
39. Pursuant to SFCC 14-3.2(E)(1)(f), the Commission finds that Zia Station is a rare opportunity to create a transit-focused development in Santa Fe, promoting the general welfare through providing housing and services in a walkable, pedestrian scale environment. It will create economic opportunity and community amenities on Zia Road on the west side of St. Francis. The Governing Body has taken a series of actions over many years to welcome commuter rail to Santa Fe and has recognized Zia Station as a location for some level of transit-focused development through multiple studies.
40. Pursuant to SFCC 14-3.2(E)(1)(g), the Commission has considered conformity with other city policies, including land use policies, ordinances, regulations, and plans. The Project is supported by goals and recommendations of the 2020-2045 Santa Fe Metropolitan Transportation Plan Approved May 28, 2020 by the Santa Fe MPO Transportation Policy Board; the Draft City of Santa Fe Land Use & Urban Design Plan proposed by the City of Santa Fe Long-Range Planning Division in 2017 (never adopted); the Amended Draft Rail Corridor Study: Transit Oriented Development for Santa Fe's Rail Corridor Neighborhoods, created by the City of Santa Fe Long Range Planning Division in 2008 (never adopted); and the Sustainable Santa Fe 25-Year Sustainability Plan with the Goal of Achieving Carbon Neutrality by the Year 2040, adopted by Resolution No. 2018-65.
41. The Commission finds that the additional criteria in SFCC 14-3.2(E)(2) are not applicable to this case because the proposal would not amend the land use policies section of the general plan.
42. The Commission finds that the additional criteria in SFCC 14-3.2(E)(3) are not applicable to this case because the proposal does not involve the adoption of a neighborhood plan.

E. Vote at the Hearing

43. The vote was unanimous to recommend approval of the requested general plan amendment to the Governing Body.

III. CONCLUSIONS OF LAW

Under the circumstances and given the evidence and testimony submitted during the hearing, the Commission CONCLUDES as follows:

General

1. Pursuant to SFCC Section 14-3.1, all procedural requirements regarding the pre-application conference, ENN meeting, and notice of public hearing have been met.

General Plan Amendment

2. The Applicant has the right under the SFCC to propose an amendment to the general plan.
3. The Commission has the power and authority at law and under the SFCC to review the proposed amendment to the general plan and to make recommendations regarding the proposed amendment to the general plan to the Governing Body.
4. The Applicant met the applicable Submittal Requirements.

5. The Commission should recommend approval of the requested general plan amendment because all applicable code requirements and criteria for recommendation of approval of the proposed amendment to the general plan have been met.

WHEREFORE, IT IS ORDERED ON THE 4TH DAY OF MARCH 2021 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE:

Considering the foregoing findings and conclusions, the Commission recommends that the Governing Body approve the general plan amendment, as requested in the Application for Case #2020-2914.

_____ _____
Chairperson Date

FILED:

_____ _____
Kristine Mihelcic Date
City Clerk

APPROVED AS TO FORM:

_____ _____
Sally Paez Date
Assistant City Attorney

City of Santa Fe
Planning Commission
Findings of Fact and Conclusions of Law

Case #2020-2899
Zia Station C-2 PUD Rezoning

Owner's/Applicant's Name – Zia Station, LLC
Agent's Name – JenkinsGavin, Inc.

THIS MATTER came before the Planning Commission (Commission) for public hearing on February 4, 2021 and February 18, 2021 (Hearing) upon the application (Application) of JenkinsGavin, Inc. as agent for Zia Station, LLC (Applicant).

I. INTRODUCTION

The Application pertains to properties located at the northwest and southwest corners of St. Francis Drive and Zia Road, totaling approximately 21.0 acres (Properties). The Applicant requests approval of a rezoning from R-1 (Residential- one dwelling unit per acre) to C-2 PUD (General Commercial- Planned Unit Development). The properties are within the South Central Highway Corridor Protection District (SCHC).

In related Case #2020-2898, the Applicant requests a general plan amendment for a property located at the northwest corner of St. Francis Drive and Zia Road, to change the Future Land Use Designation from Low Density Residential (3 to 7 dwelling units per acre) to High Density Residential (12 to 29 dwelling units per acre).

Additionally, in related Case #2020-2914, the Applicant seeks a general plan amendment for a property at the southwest corner of St. Francis Drive and Zia Road, to change the Future Land Use Designation from Low Density Residential (3 to 7 dwelling units per acre) to Transitional Mixed Use.

Additionally, in related Case #2020-2900, the Applicant seeks a rezoning to amend the boundaries on the Official Zoning Map of the South Central Highway Corridor Protection District (SCHC) to exclude two properties at the northwest and southwest corners of St. Francis Drive and Zia Road from the Overlay District.

Finally, in related Case #2020-2901, the Applicant seeks preliminary development plan approval for a mixed-use Planned Unit Development to be developed in two phases for two properties at the northwest and southwest corners of St. Francis Drive and Zia Road.

After conducting a public hearing and having heard from staff and all interested persons, the Commission hereby FINDS, as follows:

II. FINDINGS OF FACT

A. Background: Property History

1. In 2001, SF Brown Ltd. Company, managing partner in Zia Station, LLC (Applicant), entered into an agreement to purchase the 8.34-acre pumice plant property at the southwest corner of St. Francis drive and Zia Road.
2. On January 14, 2004, the Governing Body approved Resolution 2004-4, changing the future land use designation of the property that the northwest corner of St. Francis and Zia Road from Open Space to Low Density Residential (3 to 7 dwelling units per acre), and the property at the southwest corner from Park and Open Space to Transitional Mixed-Use, with a small portion changing to Low Density Residential (together, the Project).
3. At that time, the Applicant stated an intention to request a rezoning in the future to develop the northern property at approximately R-5 (Residential- five dwelling units per acre) or R-7 (Residential- seven dwelling units per acre), and to request a rezoning to C-2 PUD (General Commercial- Planned Unit Development) to develop the southern property as a mixed use development.
4. In 2005, SF Brown Ltd. Company closed on the purchase of pumice plant.
5. In 2007, the pumice plant was demolished.

B. Background: City Planning Efforts Related to Commuter Rail

6. On September 10, 2003, the Governing Body passed Resolution No. 2003-70, unanimously supporting the effort to establish a commuter rail line between Albuquerque and Santa Fe.
7. On November 14, 2007, the Governing Body passed a follow-up Resolution No. 2007-102, reaffirming the City's commitment to commuter rail and identifying concerns to be resolved.
8. On December 13, 2007, the Santa Fe Metropolitan Planning Organization (MPO) Transportation Policy Board approved the location of the Rail Runner Express Station at Zia Road.
9. NMDOT built the Zia Station platform prior to the commencement of Rail Runner service between Albuquerque and Santa Fe in 2008.
10. In 2008, the City of Santa Fe Long Range Planning Division prepared the Rail Corridor Strategic Plan, which identified Zia Station as the "Gateway to Santa Fe" and recommended a mixed-use, transit and pedestrian oriented development at the site consisting of up to three-story buildings. This Plan and its recommendations were not formally adopted by the City's Governing Body or incorporated into the City's General Plan.
11. On March 14, 2011, City and MPO staff conducted a public input meeting to discuss the opening of the Zia Station platform for rail service as a "kiss and ride" station. MPO staff presented a conceptual plan to show how pedestrian, bicycle, transit, and automobile access could be accommodated at the site. A majority of the 250 people present expressed a desire for the Zia Station platform to open.
12. On August 30, 2011, the Governing Body adopted Resolution No. 2011-44, recognizing the need for additional capital improvements in order to open the Zia Station platform.
13. On August 13, 2015, the City entered into an Impact Fee Credit Agreement with the Applicant for the Applicant to receive impact fee credits in exchange for constructing "kiss and ride"

(passenger drop off only) improvements to the Zia Station platform area. The Agreement was filed with the records of the City Clerk as Item #15-0511.

14. The Applicant completed the "kiss and ride" improvements to the Zia Station platform area in 2017.
15. In April 2017, Rail Runner service became available at the at Zia Station platform.

C. General

16. Santa Fe City Code (SFCC) Section 14-3.2(D)(1) provides that an application for amendments to the general plan may be considered concurrently with an application for rezoning.
17. SFCC Section14-3.1 sets out certain procedures to be followed on the Application, including, without limitation, (a) a pre-application conference [SFCC §14-3.1(E)]; (b) an Early Neighborhood Notification (ENN) meeting [SFCC §14-3.1(F)(2)(a)(iii)]; and (c) compliance with notice and public hearing requirements [SFCC §14-3.1(H)-(I)].
18. A pre-application conference was held on February 6, 2020 in accordance with SFCC Section 14-3.1(E)(1).
19. Pursuant to SFCC Section 14-3.1(H), notice of the ENN meeting was properly given.
20. Pursuant to SFCC Section 14-3.1(F), a virtual ENN meeting was held on the Application on October 29, 2020. The ENN meeting was attended the Project team, members of City staff, and approximately 90 members of the public. Residents voiced concerns about traffic impacts, building height and visual impacts to the skyline, project density, loss of open space, and impacts to their neighborhood and property values. Skepticism was expressed about the Traffic Impact Analysis (TIA) results, and that suggested road improvements could handle traffic presumed to be generated by the project. Residents stated that it was difficult for them to evaluate the project before receiving actual application materials, but staff pointed out that this is always the circumstance with any case. The President of the Candlelight Neighborhood Association requested that another ENN be held for the project.
21. The Applicant held one more, informal virtual meeting to answer additional questions on November 12, 2020.
22. City staff held one more, informal virtual meeting with residents on November 16, 2020 after they had had an opportunity to review the submitted application materials. Questions for Staff were largely procedural in nature, although there were questions about specific details of the Project. Staff asked residents to summarize their questions and submit them to Staff for follow up. Only one resident did this, submitting a detailed traffic analysis.
23. City staff reviewed the rezoning Application, and the related materials and information submitted by the Applicant, for conformity with applicable SFCC requirements and provided the Planning Commission with a written report of its findings (Staff Report), which evaluates the factors relevant to the Application.
24. Staff recommended that the Commission recommend approval of the rezoning to the Governing Body.

D. Rezoning: R-1 to C2-PUD

1. Pursuant to SFCC Section 14-2.3(C)(7)(c) and Section 14-3.5(B)(1), the Commission has the authority to review and make recommendations to the Governing Body regarding rezonings.

2. At the Hearing, the Commission considered the Application in this case concurrently with the applications in Case Nos. 2020-2898, 2020-2914, 2020-2900, and 2020-2901; and the Commission received reports from staff, testimony and evidence from the Applicant, and testimony offered by any interested members of the public prior to making a decision.
3. Pursuant to SFCC Section 14-3.5(A)(1)(d), any person may submit a written request for rezoning, along with all submissions required by the SFCC Chapter 14 and any other information requested by the land use director as reasonably necessary to determine compliance with Chapter 14 (Submittal Requirements).
4. In this case, the Applicant seeks a rezoning from R-1 (Residential-one dwelling unit per acre) to C-2 PUD (General Commercial- Planned Unit Development).
5. SFCC Section 14-3.5(B) sets out procedures for rezoning and requires the Commission to hold a public hearing, review the Application, and make a recommendation to the Governing Body.
6. SFCC Section 14-3.5(C) sets out approval criteria and requires the Commission to make complete findings of fact sufficient to show that these criteria have been met before recommending a rezoning.
7. Pursuant to SFCC Section 14-3.5(C)(1)(a)(i), the Commission finds that the rezoning is justified because when the City created the Transitional Mixed-Use future land use designation, it did not create a compatible zoning classification.
8. Pursuant to SFCC Section14-3.5(C)(1)(a)(ii), the Commission finds that the rezoning is justified because the default R-1 zoning of the properties is not representative of the surrounding area, which includes SC-1, C-1, I-1, BIP, R-21, R-7, and R-5. In addition, the Rail Runner Zia Station is an important public transit improvement that deserves responsible development of the adjacent properties.
9. Pursuant to SFCC Section14-3.5(C)(1)(a)(iii), the Commission finds that the rezoning is justified because the Zia Station mixed-use, transit/pedestrian-oriented development furthers General Plan Themes and Policies, such as Affordable Housing, Transportation Alternatives, Economic Diversity, Urban Form/Higher Densities, Community Oriented Development, and Mixed Use.
10. Pursuant to SFCC Section 14-3.5(C)(1)(b), the Commission finds that all the rezoning requirements of Chapter 14 have been met.
11. Pursuant to SFCC Section 14-3.5(C)(1)(c), the Commission finds that the proposed rezoning is consistent with the applicable policies of the general plan in that most of the Phase 2 property is already designated Transitional Mixed-Use, which supports the requested C-2 PUD zoning, and the Applicant is requesting required amendments to the Future Land Use Map of the General Plan concurrently with this Application.
12. Pursuant to SFCC Section 14-3.5(C)(1)(d), the Commission finds that the property is of sufficient size for rezoning and is located in an area that was designated for infill and future growth. At approximately 21 acres, the project site has the potential to provide significant housing and neighborhood scale services, at a location served by existing infrastructure, transit, and pedestrian trails.
13. Pursuant to SFCC Section 14-3.5(C)(1)(e), the Commission finds that the existing and proposed infrastructure can be modified to accommodate the impacts of the proposed development. A TIA was performed to assess the impact of the additional traffic anticipated to be generated by the proposed development. The Applicant will make improvements to the

intersection of St. Francis Drive and Zia Road, including a third left-turn lane, which will improve traffic movement and stacking at this intersection.

14. Pursuant to SFCC Section 14-3.5(C)(2)(a), the Commission finds that the proposed zoning amendment will enable the construction of a mixed use development appropriate to the existing Transitional Mixed Use future land use designation. The St. Francis corridor is generally mixed-use in nature, with both commercial and residential development, including much multi-family residential.
15. Pursuant to SFCC Section 14-3.5(C)(2)(b), the Commission finds that at 21.0 acres, the proposed rezoning is well over the two acre threshold.
16. Pursuant to SFCC Section 14-3.5(C)(2)(c), the Commission finds that the proposed rezoning will not benefit one or a few landowners at the expense of the surrounding landowners or the general public, in that Zia Station not only complies with numerous General Plan policies as addressed above, but is the type of mixed-use, walkable community that the General Plan encourages. The project benefits the general public through increased housing supply, road network improvements, pedestrian amenities, neighborhood services, opportunities for small businesses, and multi-modal transportation options. The Governing Body has taken multiple actions leading toward a mixed use, transit-focused development at this location.
17. Pursuant to SFCC Section 14-3.5(D), the Commission finds that the proposed rezoning and density can be accommodated by the proposed road infrastructure improvements.

E. Vote at the Hearing

18. The vote was unanimous to recommend approval of the requested rezoning to the Governing Body.

III. CONCLUSIONS OF LAW

Under the circumstances and given the evidence and testimony submitted during the hearing, the Commission CONCLUDES as follows:

General

1. Pursuant to SFCC Section 14-3.1, all procedural requirements regarding the pre-application conference, ENN meeting, and notice of public hearing have been met.

Rezoning

1. The Applicant has the right under the SFCC to propose the rezoning of the Property.
2. The Commission has the power and authority at law and under the SFCC to review the proposed rezoning of the Property and to make recommendations regarding the proposed rezoning to the Governing Body.
3. The Applicant met the applicable Submittal Requirements.
4. The Commission should recommend approval of the requested rezoning because all applicable code requirements and criteria for recommendation of approval of the proposed rezoning have been met.

WHEREFORE, IT IS ORDERED ON THE 4TH DAY OF MARCH 2021 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE:

Considering the foregoing findings and conclusions, the Commission recommends that the Governing Body approve the rezoning, as requested in the Application for Case #2020-2899.

_____ _____
Chairperson Date

FILED:

_____ _____
Kristine Mihelcic Date
City Clerk

APPROVED AS TO FORM:

_____ _____
Sally Paez Date
Assistant City Attorney

City of Santa Fe
Planning Commission
Findings of Fact and Conclusions of Law

Case #2020-2900
Zia Station South Central Highway Corridor Protection District Rezoning

Owner's/Applicant's Name – Zia Station, LLC
Agent's Name – JenkinsGavin, Inc.

THIS MATTER came before the Planning Commission (Commission) for public hearing on February 4, 2021 and February 18, 2021 (Hearing) upon the application (Application) of JenkinsGavin, Inc. as agent for Zia Station, LLC (Applicant).

I. INTRODUCTION

The Application pertains to properties located at the northwest and southwest corners of St. Francis Drive and Zia Road, totaling approximately 21.0 acres (Properties). The Applicant seeks a rezoning to amend the boundaries on the Official Zoning Map of the South Central Highway Corridor Protection District (SCHC) to exclude two properties at the northwest and southwest corners of St. Francis Drive and Zia Road from the Overlay District. The Properties total approximately 21.0 acres and are within the South Central Highway Corridor Protection District (SCHC).

In related Case #2020-2898, the Applicant requests a general plan amendment for a property located at the northwest corner of St. Francis Drive and Zia Road, to change the Future Land Use Designation from Low Density Residential (3 to 7 dwelling units per acre) to High Density Residential (12 to 29 dwelling units per acre).

Additionally, in related Case #2020-2914, the Applicant seeks a general plan amendment for a property at the southwest corner of St. Francis Drive and Zia Road, to change the Future Land Use Designation from Low Density Residential (3 to 7 dwelling units per acre) to Transitional Mixed Use.

Additionally, in related Case #2020-2899, the Applicant seeks a rezoning from R-1 (Residential- one dwelling unit per acre) to C-2 PUD (General Commercial- Planned Unit Development) for properties located at the northwest and southwest corners of St. Francis Drive and Zia Road.

Finally, in related Case #2020-2901, the Applicant seeks preliminary development plan approval for a mixed-use Planned Unit Development to be developed in two phases for two properties at the northwest and southwest corners of St. Francis Drive and Zia Road.

After conducting a public hearing and having heard from staff and all interested persons, the Commission hereby FINDS, as follows:

II. FINDINGS OF FACT

A. Background: Property History

1. In 2001, SF Brown Ltd. Company, managing partner in Zia Station, LLC (Applicant) entered into an agreement to purchase the 8.34-acre pumice plant property at the southwest corner of St. Francis drive and Zia Road.
2. On January 14, 2004, the Governing Body approved Resolution No. 2004-4, changing the future land use designation of the property that the northwest corner of St. Francis and Zia Road from Open Space to Low Density Residential (3 to 7 dwelling units per acre), and the property at the southwest corner from Park and Open Space to Transitional Mixed-Use, with a small portion changing to Low Density Residential (together, the Project).
3. At that time, the Applicant stated an intention to request a rezoning in the future to develop the northern property at approximately R-5 (Residential- five dwelling units per acre) or R-7 (Residential- seven dwelling units per acre), and to request a rezoning to C-2 PUD (General Commercial- Planned Unit Development) to develop the southern property as a mixed use development.
4. In 2005, SF Brown Ltd. Company closed on the purchase of pumice plant.
5. In 2007, the pumice plant was demolished.

B. Background: City Planning Efforts Related to Commuter Rail

6. On September 10, 2003, the Governing Body passed Resolution No. 2003-70, unanimously supporting the effort to establish a commuter rail line between Albuquerque and Santa Fe.
7. On November 14, 2007, the Governing Body passed a follow-up Resolution No. 2007-102, reaffirming the City's commitment to commuter rail and identifying concerns to be resolved.
8. On December 13, 2007, the Santa Fe Metropolitan Planning Organization (MPO) Transportation Policy Board approved the location of the Rail Runner Express Station at Zia Road.
9. NMDOT built the Zia Station platform prior to the commencement of Rail Runner service between Albuquerque and Santa Fe in 2008.
10. In 2008, the City of Santa Fe Long Range Planning Division prepared the Rail Corridor Strategic Plan, which identified Zia Station as the "Gateway to Santa Fe" and recommended a mixed-use, transit and pedestrian oriented development at the site consisting of up to three-story buildings. This Plan and its recommendations were not formally adopted by the City's Governing Body or incorporated into the City's General Plan.
11. On March 14, 2011, City and MPO staff conducted a public input meeting to discuss the opening of the Zia Station platform for rail service as a "kiss and ride" station. MPO staff presented a conceptual plan to show how pedestrian, bicycle, transit, and automobile access could be accommodated at the site. A majority of the 250 people present expressed a desire for the Zia Station platform to open.
12. On August 30, 2011, the Governing Body adopted Resolution No. 2011-44, recognizing the need for additional capital improvements in order to open the Zia Station platform.
13. On August 13, 2015, the City entered into an Impact Fee Credit Agreement with the Applicant for the Applicant to receive impact fee credits in exchange for constructing "kiss and ride"

(passenger drop off only) improvements to the Zia Station platform area. The Agreement was filed with the records of the City Clerk as Item #15-0511.

14. The Applicant completed the "kiss and ride" improvements to the Zia Station platform area in 2017.
15. In April 2017, Rail Runner service became available at the at Zia Station platform.

C. General

16. Santa Fe City Code (SFCC) Section 14-3.2(D)(1) provides that an application for amendments to the general plan may be considered concurrently with an application for rezoning.
17. SFCC Section14-3.1 sets out certain procedures to be followed on the Application, including, without limitation, (a) a pre-application conference [SFCC §14-3.1(E)]; (b) an Early Neighborhood Notification (ENN) meeting [SFCC §14-3.1(F)(2)(a)(iii)]; and (c) compliance with notice and public hearing requirements [SFCC §14-3.1(H)-(I)].
18. A pre-application conference was held on February 6, 2020 in accordance with SFCC Section 14-3.1(E)(1).
19. Pursuant to SFCC Section 14-3.1(H), notice of the ENN meeting was properly given.
20. Pursuant to SFCC Section 14-3.1(F), a virtual ENN meeting was held on the Application on October 29, 2020. The ENN meeting was attended the Project team, members of City staff, and approximately 90 members of the public. Residents voiced concerns about traffic impacts, building height and visual impacts to the skyline, project density, loss of open space, and impacts to their neighborhood and property values. Skepticism was expressed about the TIA results, and that suggested road improvements could handle traffic presumed to be generated by the project. Residents stated that it was difficult for them to evaluate the project before receiving actual application materials, but staff pointed out that this is always the circumstance with any case. The President of the Candlelight Neighborhood Association requested that another ENN be held for the project.
21. The Applicant held one more, informal virtual meeting to answer additional questions on November 12, 2020.
22. City staff held one more, informal virtual meeting with residents on November 16, 2020 after they had had an opportunity to review the submitted application materials. Questions for Staff were largely procedural in nature, although there were questions about specific details of the Project. Staff asked residents to summarize their questions and submit them to Staff for follow up. Only one resident did this, submitting a detail traffic analysis.
23. City staff reviewed the rezoning Application related to the SCHC Overlay District, and the related materials and information submitted by the Applicant, for conformity with applicable SFCC requirements and provided the Planning Commission with a written report of its findings (Staff Report), which evaluates the factors relevant to the Application.
24. Staff deferred to the Commission regarding whether they should recommend that the Governing Body approve this rezoning request.

D. Rezoning: Request to Amend the Boundaries of the SCHC

25. Pursuant to SFCC Section 14-2.3(C)(7)(c) and Section 14-3.5(B)(1), the Commission has the authority to review and make recommendations to the Governing Body regarding rezonings.

26. At the Hearing, the Commission considered the Application in this case concurrently with the applications in Case Nos. 2020-2898, 2020-2899, 2020-2914, and 2020-2901; and the Commission received reports from staff, testimony and evidence from the Applicant, and testimony offered by any interested members of the public prior to making a decision.
27. Pursuant to SFCC Section 14-3.5(A)(1)(d), any person may submit a written request for rezoning, along with all submissions required by the SFCC Chapter 14 and any other information requested by the land use director as reasonably necessary to determine compliance with Chapter 14 (Submittal Requirements).
28. On June 25, 1986, the Governing Body adopted Ordinance No. 1986-25, creating the South Central Highway Corridor Protection District (SCHC), for the purposes of establishing and maintaining a sense of openness along the southern portion of St. Francis Drive, by regulating allowed landscaping, encouraging architectural style an scale that is representative of Santa Fe, establishing setbacks, limiting density to 21 dwelling units per acre, and limiting building height to 25'.
29. In this case, the Applicant seeks to amend the boundaries of the South Central Highway Corridor to exclude the Properties from the overlay.
30. Pursuant to SFCC Section 14-2.3(C)(7)(c) and Section 14-3.5(B)(1), the Commission has the authority to review and make recommendations to the Governing Body regarding rezonings.
31. SFCC Section 14-3.5(B) sets out procedures for rezoning and requires the Commission to hold a public hearing, review the Application, and make a recommendation to the Governing Body.
32. SFCC Section 14-3.5(C) sets out approval criteria and requires the Commission to make complete findings of fact sufficient to show that these criteria have been met before recommending a rezoning.
33. Pursuant to SFCC Section14-3.5(C)(1)(a)(i), the Commission finds that the rezoning is justified because implementation of the SCHC Overlay District is complicated by the fact that the City did not make accommodations for current and intended future uses on individual tracts within the SCHC Overlay when it was adopted, as it has when adopting other plans.
34. Pursuant to SFCC Section14-3.5(C)(1)(a)(ii), the Commission finds that the rezoning is justified because the surrounding area has changed, in that the St. Francis corridor has developed into a dense, mixed-use corridor since the SCHC was adopted. The establishment of commuter rail at the site is a significant change, and city planning efforts have repeatedly called for some level of mixed-use development at the site. The 25' height restriction of the SCHC will prevent the three-story residential density required to create a transit-focused development that will capitalize on the public investment in commuter rail.
35. Pursuant to SFCC Section14-3.5(C)(1)(a)(iii), the Commission finds that the rezoning is justified in that the proposed land uses for Zia Station align with General Plan Themes and Policies, such as Affordable Housing, Transportation Alternatives, Economic Diversity, Urban Form/Higher Densities, Community Oriented Development, and Mixed-Use.
36. Pursuant to SFCC Section 14-3.5(C)(1)(b), the Commission finds that all the rezoning requirements of Chapter 14 have been met.
37. Pursuant to SFCC Section 14-3.5(C)(1)(c), the Commission finds that the Zia Station proposal generally aligns with General Plan Themes and Policies. With respect to the future land use map, the Applicant has requested the required general plan amendments in the related cases considered concurrently with this case. The proposed exclusion of the subject property from the SCHC is consistent with previous actions of the City to implement the guiding

development principles identified in the General Plan, such as mixed-use, infill, affordable housing, multi-modal transportation, and economic diversification at a commuter rail station. General Plan policies and resulting City ordinances allow for height above two stories elsewhere in the City, primarily in the Business Capitol District (BCD), where heights up to 56 feet are allowed in one sub-district and heights of 36 feet are allowed in several of the sub-districts. The proposed rezoning is consistent with the Transitional Mixed-Use future land use designation and multiple City studies and plans, including the Amended Draft Rail Corridor Study: Transit Oriented Development for Santa Fe's Rail Corridor Neighborhoods, created by the City of Santa Fe Long Range Planning Division in 2008, which recommended that heights of up to three-stories could be appropriate at Zia Station.

38. Pursuant to SFCC Section 14-3.5(C)(1)(d), the Commission finds that the property is of sufficient size for rezoning, is located in an area the General Plan designated as both infill and future growth, and that the height limitation of the SCHC will prevent proper capitalization on public investment in commuter rail.
39. Pursuant to SFCC Section 14-3.5(C)(1)(e), the Commission finds that the existing and proposed infrastructure will be able to accommodate or can be modified to accommodate the impacts of the proposed development. Furthermore, the subject properties are adjacent to the Rail Trail and the Zia Rail Runner Station, providing a unique opportunity to maximize the benefits of this key piece of public infrastructure with the establishment of a transit-focused development.
40. Pursuant to SFCC Section 14-3.5(C)(2)(a), the Commission finds that the character of the St. Francis corridor has changed over time. Multi-family housing is plentiful along the southern St. Francis corridor, especially on the east side. To the north, the LINC Overlay recognizes the need for increased height to provide density that will support walkable, mixed-use neighborhoods.
41. Pursuant to SFCC Section 14-3.5(C)(2)(b), the Commission finds that at 21.0 acres, the proposed rezoning is well over the two acre threshold.
42. Pursuant to SFCC Section 14-3.5(C)(2)(c), the Commission finds that the proposed rezoning will not benefit one or a few landowners at the expense of the surrounding landowners or the general public. The public will be served by development that will see adequate return on and maximize the benefit of significant public investment in multi-modal transportation infrastructure at the Zia Rail Runner Station and the Rail Trail.
43. Pursuant to SFCC Section 14-3.5(D)(1), the Commission finds that the proposed additional density can be accommodated by the existing and proposed road infrastructure improvements.
44. Pursuant to SFCC Section 14-3.5(D)(2), the Commission finds that the developer will cooperate and participate wholly or in part with any applicable costs of construction in addition to impact fees. The Applicant will make road improvements both on and off-site as required to support the proposed development.

E. Vote at the Hearing

45. The following members of the Commission did not concur with the majority vote of the Commission: Janet Clow and Dominic Sategna.
46. Commissioner Clow voted "No" on the recommendation to the Governing Body to approve the Applicant's request to amend the boundaries on the Official Zoning Map of the South Central Highway Corridor Protection District because a "Yes" vote would result in the

undoing of the South Central Highway Corridor Protection District by piecemeal exceptions. Commissioner Clow stated that the view corridors in the gateways to the city are important for the preservation of the beauty and the history of the City. Commissioner Clow further stated that while it is unfortunate that voting "No" could result in the loss of much needed affordable rentals, 10 years of affordable rentals in 10% of the units was not enough incentive to create tall buildings that would last a lifetime and affect the view corridor in such an important gateway into the City. Commissioner Clow stated that a "Yes" vote would create precedent for further erosion of the City's view corridors.

47. Commissioner Sategna agreed with the concerns raised by Commissioner Clow. Additionally, Commissioner Sategna stated that in his view, the proposed rezoning in this case did not meet the criterion set forth in SFCC Section 14-3.5(C)(1)(c), "the rezoning is consistent with applicable policies of the general plan." The general plan encourages infill development and higher residential density, but not at the expense of greater height, as proposed for this Project. Commissioner Sategna further explained that the appropriate process for the City to amend the South Central Highway Corridor would be for the Governing Body to consider amendments to the text of Chapter 14.

III. CONCLUSIONS OF LAW

Under the circumstances and given the evidence and testimony submitted during the hearing, the Commission CONCLUDES as follows:

General

1. Pursuant to SFCC Section 14-3.1, all procedural requirements regarding the pre-application conference, ENN meeting, and notice of public hearing have been met.

Rezoning

2. The Applicant has the right under the SFCC to propose the rezoning of the Property.
3. The Commission has the power and authority at law and under the SFCC to review the proposed rezoning of the Property and to make recommendations regarding the proposed rezoning to the Governing Body.
4. The Applicant met the applicable Submittal Requirements.
5. The Commission should recommend approval of the requested rezoning because all applicable code requirements and criteria for recommendation of approval of the proposed rezoning have been met.

WHEREFORE, IT IS ORDERED ON THE 4TH DAY OF MARCH 2021 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE:

Considering the foregoing findings and conclusions, the Commission recommends that the Governing Body approve the rezoning, as requested in the Application for Case #2020-2900.

_____ _____

Chairperson Date

FILED:

_____ _____
Kristine Mihelcic Date
City Clerk

APPROVED AS TO FORM:

_____ _____
Sally Paez Date
Assistant City Attorney

City of Santa Fe
Planning Commission
Findings of Fact and Conclusions of Law

Case #2020-2901
Zia Station Preliminary Development Plan

Owner's/Applicant's Name – Zia Station, LLC
Agent's Name – JenkinsGavin, Inc.

THIS MATTER came before the Planning Commission (Commission) for public hearing on February 4, 2021 and February 18, 2021 (Hearing) upon the application (Application) of JenkinsGavin, Inc. as agent for Zia Station, LLC (Applicant).

I. INTRODUCTION

The Application pertains to properties located at the northwest and southwest corners of St. Francis Drive and Zia Road, totaling approximately 21.0 acres (Properties). The Applicant requests preliminary development plan approval for a mixed-use Planned Unit Development to be developed in two phases. The Planned Unit Development will be comprised of approximately 384 dwelling units, 84,000 square feet of office space, and 36,000 square feet of restaurant/retail space. The Application includes a request for approval of an innovative street design. The properties are zoned R-1 (Residential- one dwelling unit per acre), and are within the South Central Highway Corridor Protection District (SCHC).

In related Case #2020-2898, the Applicant requests a general plan amendment for a property located at the northwest corner of St. Francis Drive and Zia Road, to change the Future Land Use Designation from Low Density Residential (3 to 7 dwelling units per acre) to High Density Residential (12 to 29 dwelling units per acre).

Additionally, in related Case #2020-2914, the Applicant seeks a general plan amendment for a property at the southwest corner of St. Francis Drive and Zia Road, to change the Future Land Use Designation from Low Density Residential (3 to 7 dwelling units per acre) to Transitional Mixed Use.

Additionally, in related Case #2020-2899, the Applicant seeks a rezoning from R-1 (Residential- one dwelling unit per acre) to C-2 PUD (General Commercial- Planned Unit Development) for properties located at the northwest and southwest corners of St. Francis Drive and Zia Road.

Finally, in related Case #2020-2900, the Applicant seeks a rezoning to amend the boundaries on the Official Zoning Map of the South Central Highway Corridor Protection District (SCHC) to exclude two properties at the northwest and southwest corners of St. Francis Drive and Zia Road from the Overlay District.

After conducting a public hearing and having heard from staff and all interested persons, the Commission hereby FINDS, as follows:

II. FINDINGS OF FACT

A. General

1. SFCC Section14-3.1 sets out certain procedures to be followed on the Application, including, without limitation, (a) a pre-application conference [SFCC § 14-3.l(E)]; (b) an Early Neighborhood Notification (ENN) meeting [SFCC §1 4-3.1(F)(2)(a)(iv)]; and (c) compliance with notice and public hearing requirements [SFCC § 14-3.1(H)-(I)].
2. A pre-application conference was held on February 6, 2020 in accordance with SFCC Section 14-3.l(E)(1).
3. Pursuant to SFCC Section 14-3.1(H), notice of the ENN meeting was properly given.
4. Pursuant to SFCC Section 14-3.1(F), a virtual ENN meeting was held on the Application on October 29, 2020. The ENN meeting was attended the Project team, members of City staff, and approximately 90 members of the public. Residents voiced concerns about traffic impacts, building height and visual impacts to the skyline, project density, loss of open space, and impacts to their neighborhood and property values. Skepticism was expressed about the TIA results, and that suggested road improvements could handle traffic presumed to be generated by the project. Residents stated that it was difficult for them to evaluate the project before receiving actual application materials, but staff pointed out that this is always the circumstance with any case. The President of the Candlelight Neighborhood Association requested that another ENN be held for the project.
5. The Applicant held one more, informal virtual meeting to answer additional questions on November 12, 2020.
6. City staff held one more, informal virtual meeting with residents on November 16, 2020 after they had had an opportunity to review the submitted application materials. Questions for Staff were largely procedural in nature, although there were questions about specific details of the Project. Staff asked residents to summarize their questions and submit them to Staff for follow up. Only one resident did this, submitting a detailed traffic analysis.
7. City staff reviewed the preliminary development plan Application, and the related materials and information submitted by the Applicant, for conformity with applicable SFCC requirements and provided the Planning Commission with a written report of its findings (Staff Report), which evaluates the factors relevant to the Application.
8. Staff recommended that the Commission recommend approval by the Governing Body of the preliminary development plan and innovative street design, subject to Conditions and the technical corrections set forth in the Staff Report and exhibits.
9. At the Hearing, the Commission considered the Applications concurrently, and the Commission received reports from staff, testimony and evidence from the Applicant, and testimony offered by any interested members of the public prior to making a decision.

B. Development Plan

10. At the Hearing, the Commission considered the Application in this case concurrently with the applications in Case Nos. 2020-2898, 2020-2899, 2020-2900, and 2020-2914; and the Commission received reports from staff, testimony and evidence from the Applicant, and testimony offered by any interested members of the public prior to making a decision.

11. Under SFCC Section 14-3.8(B)(3)(a), a new development with a gross floor area of thirty thousand (30,000) square feet or more requires approval of a development plan by the Commission.
12. Under SFCC Section 14-3.8(B)(3)(b), a new development with a gross floor area of ten thousand (10,000) square feet in the C-2 zone requires a development plan.
13. Pursuant to SFCC Section 14-5.7(C), an application for PUD rezoning shall be accompanied by a preliminary development plan.
14. Pursuant to SFCC Sections 14-2.3(C)(1) and 14-3.5(B)(1) and Table 14-2.1-1, the Commission has the authority to review development plans required for rezonings regarding Overlay zoning districts and make recommendations to the Governing Body.
15. SFCC Section 14-3.8 establishes certain procedures for development plan approval including, without limitation, a public hearing by the Commission and a decision based on the criteria set out in SFCC Section 14-3.8(D).
16. SFCC Section 14-3.8(C)(1) requires the Applicant to submit plans and other documentation that demonstrates conformance with applicable provisions of the SFCC (Submittal Requirements).
17. The information contained in the Staff Report and exhibits is sufficient to establish that the Submittal Requirements have been met.
18. SFCC Section 14-3.8(D)(1) sets out approval criteria and requires the Commission to make complete findings of fact sufficient to show that these criteria have been met before making a recommendation to the Governing Body to approve a development plan.
19. Pursuant to SFCC Section 14-3.8(D)(1)(a), the Commission finds that it has the authority to review the development plan under SFCC Sections 14-2.3(C)(1) and 14-3.5(B)(3)(1) and Table 14-2.1-1.
20. Pursuant to SFCC Section 14-3.8(D)(1)(b), the Commission finds that the development plan will not adversely affect the public interest. The Governing Body has implemented the General Plan and ordinances to establish minimum standards for health, safety and welfare affecting land uses and developments as a means to protect the public interest. This project serves the public interest through the provision of much-needed housing proximate to multi-modal transit options and public trails.
21. Pursuant to SFCC Section 14-3.8(D)(1)(c), the Commission finds that the use and any associated buildings are compatible with and adaptable to buildings, structures, and uses of the abutting property and other properties in the vicinity of the premises under consideration. The subject property is located in a mixed-use area comprising significant commercial and multi-family development. The proposed uses and scale of the project is compatible with land uses in the vicinity, while serving as an appropriate transition between the adjacent existing residential development and the St. Francis corridor.
22. Pursuant to SFCC Section 14-3.8(D)(2), the Commission "may specify conditions of approval that are necessary to accomplish the proper development of the area and to implement the policies of the general plan."
23. The Commission finds that the Conditions and technical corrections set forth in the Staff Report and exhibits are necessary to accomplish the proper development of the area and to implement the policies of the general plan.
24. Pursuant to SFCC Section 14-9.2(B)(3), the Commission and the Governing Body may consider and approve an innovative street design that is not included among the street types

and street sections shown or described in SFCC Section 14-9.2 if the innovative street design provides adequate pedestrian and bicycle facilities, as well as necessary transit facilities.

25. The Commission finds that the Applicant's proposed innovative street design should be approved because it furthers the intent of SFCC Section 14-9.2 and provides adequate pedestrian and bicycle facilities, as well as necessary transit facilities.

E. Vote at the Hearing

26. The following members of the Commission did not concur with the majority vote of the Commission: Janet Clow and Dominic Sategna.
27. The dissenting Commissioners could not support the proposed preliminary development plan because the preliminary development plan would require an amendment to the boundaries of the South Central Highway Corridor Overlay District.
28. Commissioner Sategna explained that in his view, the proposed preliminary development plan does not meet the criteria set forth in SFCC Section 14-3.8(D)(1)(b) and (c). Regarding SFCC Section 14-3.8(D)(1)(b), approving the development plan would adversely affect the public interest because the protections of the South Central Highway Corridor Overlay District apply to the properties. Regarding SFCC Section 14-3.8(D)(1)(c), the development plan would not be compatible with the abutting properties and other properties in the vicinity because those other properties are developed in accordance with the South Central Highway Corridor Overlay District.

III. CONCLUSIONS OF LAW

Under the circumstances and given the evidence and testimony submitted during the hearing, the Commission CONCLUDES as follows:

General

1. Pursuant to SFCC Section 14-3.1, all procedural requirements regarding the pre-application conference, ENN meeting, and notice of public hearing have been met.

Development Plan

2. The Commission has the authority to review and make a recommendation to the Governing Body to approve the preliminary development plan, including the proposed innovative street design, subject to conditions.
3. The Applicant met the applicable Submittal Requirements.
4. The Commission should recommend approval by the Governing Body of the preliminary development plan and innovative street design subject to the conditions and technical corrections recommended by staff because all applicable code requirements and criteria for preliminary development plan approval have been met.

WHEREFORE, IT IS ORDERED ON THE 4TH DAY OF MARCH 2021 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE:

Considering the foregoing findings and conclusions, the Commission recommends that the Governing Body approve the preliminary development plan for the Property (Case #2020-2901),

including the request for an innovative street design, subject to the Conditions and the technical corrections set forth in the Staff Report and exhibits.

_____ _____
Chairperson Date

FILED:

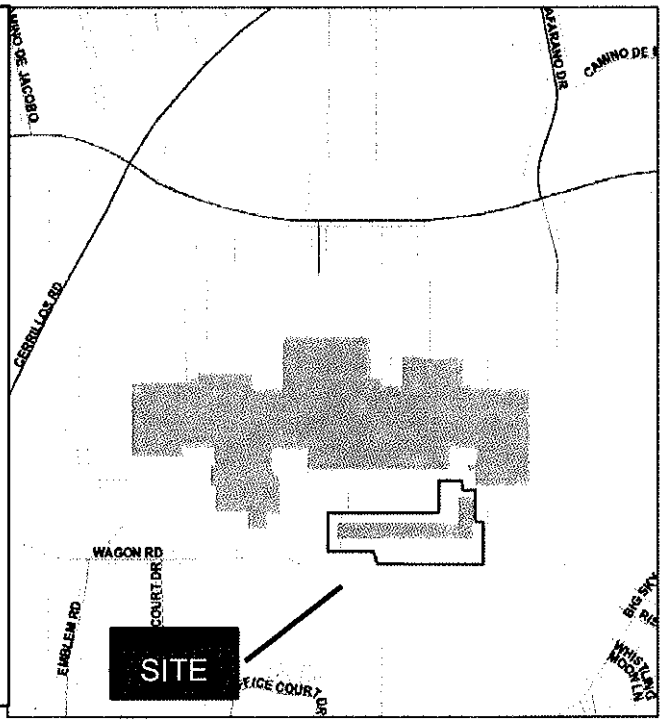
_____ _____
Kristine Mihelcic Date
City Clerk

APPROVED AS TO FORM:

_____ _____
Sally Paez Date
Assistant City Attorney

Land Use Department
Planning Commission Staff Report

Case No:	2020-2999
Hearing Date:	March 4, 2021
Applicant:	Santa Fe Mall Property, LLC.
Request:	Development Plan
Location:	4250 Cerrillos Road
Case Mgr.:	Daniel A. Esquibel
Zoning:	SC3 (Regional Shopping Center District)
Overlay:	Suburban Archaeological Review District
Pre-app. Mtg.:	October 8, 2020
ENN Mtg.:	December 2, 2020
Proposal:	Development Plan to construct a 161,433 square foot residential structure for 141 dwelling units. The property is approximately 3.25 acres.



Case #2020-2999. 4250 Cerrillos Road Santa Fe Place Mall Apartments Development Plan. JenkinsGavin, Inc., Agent, for Santa Fe Mall Property, LLC, Owner, requests approval of Development Plan to construct a 161,433 square foot residential structure for 141 dwelling units. The property is approximately 3.25 acres and is zoned SC3 (Regional Shopping Center District).

I. RECOMMENDATION

The Land Use Department recommends **APPROVAL** with the conditions of approval as outlined in this report.

Three motions will be required in this case:

- *Approve or deny the Development Plan subject to the conditions of approval and technical corrections recommended by staff.*
- *Approve or deny the shared parking plan, showing the 40 off-site spaces, as shown on Exhibit G.*
- *Approve or deny the Findings of Facts and Conclusions of Law for Case #2020-2999 as shown in Exhibit B.*

II. CONDITIONS OF APPROVAL

Staff recommends the following conditions of approval:

Table 1 Conditions of Approval

#	Condition of approval	Dept/Division	Completed By:
1	Final Architectural points shall be submitted	Land Use Current Planning Division	The Time of Construction Permit
2	A note on the Development Plan shall include that all wall mounted lighting be shielded.		Prior to Recordation of the Development Plan
3	The project shall comply with the Santa Fe Place Mall Sign Plan: *"Variance from SFCC §14-8.10(G)(8)(c) allowing up to two wall mounted signs for each "Pad Site" building up to a maximum of 80 sf. in accordance with the approved Design Standards".*		
4	All required parking shall be designated and marked for the residential component and shall be located adjacent to the apartment complex. This may be shown on the Mall Parking Plan.		
5	Shall obtain Affordable Housing approval.		
6	Eliminate the 4 parking spaces on the west that are adjacent to the turnout intersecting the ring road.	Traffic Engineering Division (Wilson & Co.)	Prior to recordation of the Development Plan
7	At the South Bound Mall Entrance off Rodeo Road add a stop here for pedestrians sign.		
8	Construct east/west sidewalks along the north and south sides of the building to make a continuous sidewalk loop.	MPO Division	Prior to Signature Sheet Process
9	Water rights proposed to be transferred to the city's water system for dedication to development, shall be tendered to the city attorney at whichever review stage is applicable and occurs first in the review of a particular development, according to the following requirement:	Water Division	Not later than sixty (60) days after the final Planning Commission approval of the development plan

The project will also be subject to the technical requirements listed in Exhibit A.

III. EXECUTIVE SUMMARY

Santa Fe Mall Property, LLC (Applicant) requests approval of a Development Plan to construct a forty-five-foot high, 4-story, 141 multi-family apartment complex, totaling 161,433 square feet.

The *"Santa Fe Place Mall Subdivision"* was approved by the Planning Commission on December 3, 2019. The Applicant is requesting a lot line adjustment/consolidation plat, which will be processed administratively, as part of the proposal. The lot line adjustment/consolidation affects Lots 1-A5 (subject

lot, approximately 2.86 acres), Lot 1-A (approximately 17.72 acres) and Lot 1-B (approximately 6.91 acres) of the *"Santa Fe Place Mall Subdivision"*. The new lot configurations will increase lot 1-A5 to approximately 3.25 acres, and decreases Lots 1-A and 1-B to approximately 6.74 and 17.36 acres, respectively.

The Applicant has complied with 14-3.1(E) *"Pre-Application Conferences"*, 14-3.1(F) "Early Neighborhood Notification Procedures" and 14-3.1(H) *"Notice Requirements"*.

Staff's analysis finds that the Applicant has addressed the necessary findings per 14-3.8(D) "Approval Criteria and Conditions" and recommends ***APPROVAL*** subject to conditions identified in Section II *"Conditions of Approval"* of this Memorandum.

IV. SITE ANALYSIS

The property is located at southeast of the Santa Fe Place Mall and borders Wagon Road. The site will total approximately 3.25 acres, and is zoned SC3 (Regional Shopping Center District).

Lot 1-A5 is vacant, but has served as parking for the Santa Fe Place Mall.

A. Adjacent Properties

Table 2 Adjacent Zoning

Direction	Zoning
North	SC3 - Regional Shopping Center District (Santa Fe Place Mall)
South	R-21PUD – Residential 21 dwellings units per acre with a Planned Unit Development (Turquesa Apartment)
Southeast	PRC (Planned Residential Community) Arroyo de los Chamisos/Nava Ade Residential Subdivision
Southwest	I-1 - Light Industrial (Santa Fe Wine Storage)

B. Use Details

The apartment complex comprises the following:

Table 3 Apartment Amenities

Use	Number	Unit Size	Total Gross Sq. Ft.
Lobby	1	-	2,170
Office	1	-	291
Fitness Center	1	-	948
Ground level courtyard	1	-	14,000
Rooftop terraces	3	-	3449
Lounge space	7	-	2956
Studio Units	38	504 each	19,152
One-bedroom units	75	672 each	50,400
Two-bedroom units	28	948 each	26,544

C. Parking

Table 4 Proposed Parking

Category	Specific Use	Standard	Proposed DUs	Required Parking Spaces	Proposed Onsite Parking	Shared Offsite
Household Living	Attached dwelling unit (over 5 units): Less than 800 square feet of heated floor area	1 assigned space and 0.25 unassigned space per dwelling unit	38	184	144	40
	Attached dwelling unit (over 5 units): 800–1,200 square feet of heated floor area	1 assigned space and 0.5 unassigned space per dwelling unit	75			
	Attached dwelling unit (over 5 units): More than 1,200 square feet of heated floor area	1 assigned space and 1 unassigned space per dwelling unit	28			
The lobby, office, fitness center, residential lounge and terrace area are not included in the parking counts and are considered as ancillary uses to the primary use.						

The proposal includes 40 parking spaces as shared parking with the Santa Fe Place Mall. There are several factors that must be met for approval of shared parking:

Subsection 14-7.6(B)(4) Combined Uses; Shared Parking (Ord. No. 2016-39 § 5)

(a) Combined uses on the same premises shall provide the combined total number of spaces required for each use separately, unless a shared parking plan is approved.

(b) Uses on premises comprising more than one legal lot of record may provide shared parking in accordance with an approved shared parking plan.

*(c) Parking required for uses located on adjoining lots in RAC, C, BCD, BIP, MU, SC or I districts, for institutional uses located on adjoining lots in residential districts, or for a qualifying project within the Midtown LINC Overlay District, may be provided on a joint basis. **Within the joint parking areas, the spaces required for each of the participating uses shall be marked on the parking plan and maintained as allocated to the individual use, unless a shared parking plan is approved. (Ord. No. 2013-16 §***

50)

(d) *Cumulative parking space requirements for mixed-use occupancies or adjoining mixed uses may be reduced if the applicant demonstrates that the peak requirements of the several occupancies occur at different times, such as mid-day for office uses and evening for residential uses, as supported by a parking demand study.*

The parking for the Santa Fe Place Mall Shopping Center District (SCD), address the parking needs, in aggregate, for uses within the district. However, the subdivision initiates a shared parking environment to maintain the SC parking requirements. The existing parking provides a symbiotic relationship that creates a parking synergy, supporting the commercial uses on the premises. The introduction of residential use adds a new component, changing the commercial environment to a mixed-use environment. The parking proposal allows 40 required parking spaces to be absorbed withing the SC shared parking area. The parking standards state:

Subsection 14-5.6(B)(f)

[I]f they are required parking spaces, they shall be available at all times for parking the personal vehicles of employees and customers or residents and guests for which the spaces are required.

The apartment lot and building take up approximately one of the available parking for commercial uses within the mall's south parking area. The parking intensity would displace the required residential 40 parking spaces throughout the SC parking area, increasing large parking distances between guests and residents of the apartment complex. The Applicant's parking assumptions standardize tenant work schedules, advocating a shared component that operates at different times of the day.

> *[P]eak commercial use is during the day and peak residential use is at night, the apartment residents will be permitted access to ample parking in the adjacent parking areas. This shared parking arrangement is consistent with the Operating and Reciprocal Easement Agreement that governs the use of the Mall premises.*

The Application did not include a parking study. However, on October 3, 2019, the Planning Commission approved a parking reduction as part of Santa Fe Place Mall Development Plan Amendment. The following analysis was taken from that Staff Report[1] and the parking study was included in Exhibit F. It should be noted that the parking study identified a higher number of residential units then currently proposed:

There were two calculations that established mall parking in 1984: gross leasable area (GLA) at a ratio of five parking spaces for every one-thousand square feet (5:1000 Sq. Ft.) and theater parking at a ratio of one space for every four seats (1:4 seats). In 1984 the gross leasable area (GLA) for the Mall was 567,007 square feet and the theater parking identified 1,160 seats. The total parking required for the Mall lot was 3,126 parking spaces and the theater required 290 parking spaces. The total parking required in 1984 was 3,126 parking spaces and the Mall provided 3,170 parking spaces, a difference of 44 parking spaces.

Continued changes with development plan amendments and tenant occupancy such closures of the United Artist Theaters in 2011 and the recent opening of the Regal Theater, Bed Bath and Beyond and

[1] Table numbering was change for appropriate report consistency.

World Market among others, have increased the GFA (now referred to as net leasable area [NLA]) which affected parking demand. Additionally, Reserve Lot 9 originally a separate development lot requiring Planning Commission Review and Approval was consolidated into Lot A-1 in 1996, adding potential NLA onto the Mall property. Amendment #3 estimated a 26,000 square foot building that would have been allowed on Reserve Lot 9 and divided that square footage into pad sites within Lot A1 and Lot 11.

- *Pad site 1 was located on Lot 1-A (now Lot 1-A1 owned by the Outback Steak House [6,280 square feet),*
- *pad site 2 remained in place as the original pad site (building size of 12,000 square feet), and*
- *pad site 3 was located on Lot 11 (Pad 3, building size of 7,000 square feet).*

The new pad sites within Lot 1-A and Lot 11 eliminated approximately 100 parking spaces. However, with the downsizing of theaters and theater seating (amendment #2 from 1,160 seats to 876 seats) and again in 2019 down to one theater with 295 seats, required parking also went down from 219 required parking spaces to 73 parking spaces, a difference of 146 parking spaces.

The Development Plan amendment (#5) proposes a reduction in parking and identifies the new lot configuration and proposed off-site sign location (if approved). The parking study submitted address the global parking for the Mall premises including new pad on proposed lots. The study identified the NLA of the Mall, existing pad sites and possible future uses for the proposed subdivision lots as follows:

Table 5 *Applicants NLA*

BUILDINGS	*Gross Floor Area (GFA)*	*NLA*	*Residential*	*Theater Parking*
Existing				
Mall Proper	*649,039*	*519,231*		
Regal Theater - 295 seats	*16,118*	*Not Applicable*		*73*
Outback	*6,280*	*5,966*		
Proposed				
Lot 11 - Retail/Restaurant (per DPA #3)	*7,000*	*6,650*		
Lot 1A-2 - Retail/Restaurant	*24,000* *18,000*	*21,600* *16,200*		
Lot 1A-4 - Retail/Restaurant	*150,000*	*Not Applicable*		
Lot 1A-5 - Multifamily			*206 (150+/- units)*	
Total	*870,437*	*569,647*		

The required parking at 5:1000 requires 2,969 parking spaces (including the theater parking and 5% Transit Reduction). The proposed Parking ratio at 4:1000 requires 2,429 parking spaces (including the theater parking 5% Transit Reduction) a difference of 540 parking spaces. The applicant is providing 2,500 parking spaces.

Table 6 Parking Calculation

NLA	*Parking Ratio 5:1000*	*Theater Parking 1:4 seats*	*Res. Parking*	*5% Transit Parking Reduction*	*Total*
568,983	*2845*	*74*	*206*	*156*	*2,969*

NLA	Parking Ratio 4:1000	Theater Parking 1:4 seats	Res. Parking	5% Transit Parking Reduction	Total
568,983	2276	74	206	127	2,429

Table 5 below is an excerpt from the Applicant's study which compares parking minimums for shopping centers and multi-family parking to help address a parking reduction for the Santa Fe Place Mall. Staff concurs with the Applicant's parking study. The required parking requirements of five parking spaces for every one-thousand square feet (5:1000 Sq. Ft.), while following standard practices at the time, today, creates excessive parking needs for the Mall, based on known parking use.

Table 7 Parking Caparisons

City	Population (2017)	Shopping Center Parking Minimum per 1000 SF NLA	Multi-family Parking Minimum			
			Studio	1 Bed	2 Bed	3Bed
Albuquerque, NM	558,545	4 spaces	1.5 spaces/unit 1 space/unit in "Urban Centers, Main Streets, and Premium Transit areas"			
Boulder, CO	107,125	4 spaces	1/unit	1/unit	1/unit	1.5/ unit
Columbus, OH	879,170	3.6 spaces	1.5 spaces/unit			
Burlington, VT	42,239	0-3 spaces	1 space/unit for Shared Use or Downtown 2 spaces/unit for Neighborhood Districts			
Houston, TX	2.3 million	4 spaces	1.25/ unit	1.33/unit	1.6/unit	2/unit
Iowa City, IA	75,798	4 spaces	1/ unit	1/unit	2/unit	2/unit
Las Cruces, NM	101,712	2.85 spaces	1.5 spaces/unit			
Madison, WI	52,932	2.5 spaces	1 space/unit			
Palm Desert, CA	52,932	4 spaces	2 spaces/unit			
Rio Rancho, NM	96,159	5 spaces	1.5/ unit	1.5/ unit J	1.75/unit J	2/unit
San Luis Obispo, CA	47,541	4spaces	O.75 space per bedroom (no less than 1 space) plus 1 guest parking space per 5 units			
Santa Fe, NM	83,776	5 spaces	1.25/unit for< 800 SF 1.5/unit for 800-1,200 SF 2/unit for> 1,200 SF			

Salt Lake City, UT	*200, 544*	*2 spaces*	*0.5/unit*	*1/unit*	*2/unit*	*2/unit*

The parking reduction presented in the applicants parking study adequately shows that a reduction in parking standards to four parking spaces for every one-thousand square feet (4:1000 Sq. Ft.) can provided current and future parking demand for the Mall. The Applicant is including a 5% parking reduction for a transit presence on the Mall property. However, the transit hub located on the Mall property, south of the Mall building, is slated to move to a location within the Valdez Industrial Business Park.

The Mall has expressed an interest in maintaining a transit presence on the Mall property, though no formal agreement is in place. If the City were to remove all bus services to the mall, the Applicant shall be required to adjust new development parking to account for the 5% parking transit reduction.

The Applicant's shared parking assumptions did not provide the conflicts between commercial and residential parking, given multi-vehicle tenants with differing work schedules and holidays. While the parking proposal addresses the technical aspects of the parking given the SC parking numbers in aggregate, staff does not support the scattering of required residential parking throughout the mall premises as a parking solution for residential parking. Staff recommends the required parking for the residential component adjacent to the apartment complex be designated and marked.

D. Bicycle Parking

Six bicycle parking racks resulting in 12 bicycle parking spaces are proposed. The bicycle parking plan complies with Chapter 14, Exhibit C - Off-Street Bicycle Parking, Tables 14-8.6-3, and Exhibit D - Bicycle Rack Standards and Dimensions.

E. Access and Traffic

The apartment complex is situated within the Santa Fe Place Mall premises. There are four established access points into the Mall premises.

- Two driveways directly off Rodeo Road
  - Directly across Zafarano Road (lighted intersection - 120' wide driveway)
  - 918+/- feet east of the Cerrillos Road/Rodeo Road intersection (not a lighted intersection)
- One driveway off Cerrillos Road
  - 1,100+/- feet south of the Cerrillos Road/Rodeo Road intersection (right in right out driveway – 60' wide driveway)
- Direct access off of Wagon Road (50' wide public easement)

The Applicant's report states that short duration failures exist at Rodeo/Zafarano *"including the southbound left-turn in the AM and PM peak hours and the northbound right-turn in the PM peak hour"* but are not the result from the proposal.

> *The TIA indicates that there are existing short duration failures at Rodeo/Zafarano, including the southbound left-turn in the AM and PM peak hours and the northbound right-turn in the PM peak hour.*

The Applicant also provided a possible solution for the city to implement stating that:

> *[T]hese conditions could be addressed with a modification of the signal timing based on a synchronization study of the Rodeo Road corridor.*

There will be two proposed entrances into the podium parking of the apartment complex. These entrances are located at both the east and west ends of the structure. The proposal includes a redesign of the parking area to maintain flow of traffic along the ring road.

The Applicant submitted a traffic impact analysis (TIA) to the City's for review. The TIA was review by Wilson & Company, Inc., Engineers & Architects for the City. Two conditions were submitted to the city:

1) Eliminate the 4 parking spaces on the west that are adjacent to the turnout intersecting Ring Road, and
2) At the South Bound Mall Entrance off Rodeo Road add a stop here for pedestrians sign.

The Applicant has agreed to both conditions requested by the engineer.

Wilson & Company, Inc., Engineers & Architects comments can be found in Exhibit C.

F. Trails

No new trails are being created by this proposal. The Applicant will connect a pedestrian path from the apartment complex to the existing Arroyo Chamiso Trail and adjacent Villa Linda Park, along with a pathway around the complex providing pedestrian traffic from the Chamiso Trail south of the complex to the Santa Fe Place Mall.

Comments and conditions from the City MPO Division have been received requesting an additional pedestrian connection *"east/west along the north and south sides of the building to make a continuous sidewalk loop."*

MPO comments can be found in Exhibit C.

G. Terrain Management

The property slopes from north to south with 8-foot grade change. Stormwater drainage will be directed to landscape areas and storm drains.

There were no concerns raised from the Technical Review Division fir terrain Management. Comments can be found in Exhibit C.

H. Open Space and Landscaping

The Applicant proposes 26,857square feet of open space:

Table 8 Open Space

Common Open Space	
Roof Terrace	3,419 square feet
Ground-level courtyard	14,000 square feet

Private Open Space	
Balconies	9456 square feet

Landscaping of the project includes replacement of trees removed during construction, in the parking area and along the Ring Road[2]. Vegetation includes deciduous and evergreen trees, shrubs, groundcover, ornamental grasses, and boulder for accents.

Chapter 14 does not require residential open space in SC Districts. The Applicant has exceeded the requirement for open space. A tree inventory for significant trees was included.

The proposed landscape plan complies with the requirements of Subsection 14-8.4 "*Landscape and Site Design.*" Technical corrections are required by the City Technical Review Division prior to permit review.

Technical Review Division comments for landscaping can be found in Exhibit C.

I. Utilities

The proposed development will connect to city services for water and sewer. Dry utilities are accessible off Wagon Road.

The annual water budget proposed for the project is 17.00-acre feet. The Applicant will be required to acquire water rights to offset water demand at the time of building permit. Comments received from the City water division require:

> *[W]ater rights proposed to be transferred to the city's water system for dedication to development shall be tendered to the city attorney at whichever review stage is applicable and occurs first in the review of a particular development, according to the following requirement:*
>
> *Not later than sixty (60) days after the final land use approval of the final development plan by the planning and land use department, the planning commission, or the governing body.*

Water Division and Wastewater Division comments can be found in Exhibit B.

J. Fire

There are four existing fire hydrants located near the proposed building. Fire Department has reviewed the project for fire protections and access.

The Fire Marshal has provided standard comments, which can be found in Exhibit C.

K. Affordable Housing

The Applicant is proposing to pay a fee-in-lieu of to comply with the Santa Fe Homes Program. However, at the time of this writing Affordable House comments state that "*When they get final entitlements, the fee will be updated to reflect 2021.*"

[2] The ring road circles around the Santa Fe Place Mall.

V. DEVELOPMENT PLAN APPROVAL CRITERIA

Chapter 14 requires the Planning Commission to make the following findings to approve a development plan:

Approval Criteria– Necessary Findings (Section 14-3.8(D))

§14-3.8(D)(1)(a)- that it is empowered to approve the plan under the section of Chapter 14 described in the application;	Criterion Met: (Yes/No/conditional/N/A) **YES**
Santa Fe City Code (SFCC) Subsection 14-2.3(D)(1) authorizes the Planning Commission to review and approve or disapprove development plans and subdivision plats. Subsection 14-3.8(B) requires approval of a development plan for projects with a gross floor area of thirty thousand feet or more. The City's Development Review Team has reviewed the application requiring minor technical correction prior to a filing. The application complies with City Code subject to conditions and technical corrections.	
§14-3.8(D)(1)(b)- that approving the development plan will not adversely affect the public interest	Criterion Met: (Yes/No/conditional/N/A) **YES**
The term *"Public Interest"* is not specifically defined in Chapter 14; however, the Governing Body has implemented the General Plan as stated in Subsection Section 14-1.3 (General Purposes). The resulting ordinances establish minimum standards for health, safety and welfare affecting land uses and developments as a means to protect the public interest from within the municipality. Staff has reviewed the proposed development plan application in accordance with these ordinances. Subject to staff recommended conditions of approval, the proposed development plan application complies with minimum standards of Chapter 14 SFCC and would not adversely affect the public interest.	
14-3.8(D)(1)(c)- that the use and any associated buildings are compatible with and adaptable to buildings, structures and uses of the abutting property and other properties in the vicinity of the premises under consideration.	Criterion Met: (Yes/No/conditional/N/A) **YES**
The proposed buildings provide a transitional buffer to the Nava Ade' Subdivision to the East and Southeast while providing a synergetic compatibility for the Santa Fe Place Mall to the north and business park to the south. The mix of architecture in the area along with proposed building architecture is a range of territorial/contemporary vernacular with similar attributes found throughout the area.	

VI. EARLY NEIGHBORHOOD NOTIFICATION

The Applicant conducted a virtual ENN meeting on December 2, 2020. No members of the public attended.

VII. EXPIRATION:

Development Plans may expire as per Subsection 14-3.19(B)(4) "Approval of a final development plan, or any development plan for which no preliminary development plan was required, shall expire three years after final action approving it unless actual development of the site or offsite improvements has

begun and is continued pursuant to Subsection 14-3.19(B)(6)."

Should the Commission approve the Development Plan and the Findings of Fact and Conclusions of Law, the expiration date would be March 4, 2024.

VIII. EXHIBITS:

EXHIBIT A: Technical Conditions

EXHIBIT B: Findings of Fact and Conclusions of Law

EXHIBIT C: Development Review Team (DRT)
1) Traffic Engineering, Wilson & Company, Inc., Engineers & Architects
2) Metropolitan Planning Organization (MPO), Leah Yngve
3) Technical Review Division (Landscaping), Lawrence Rivera
4) Water Division, Brian Snyder
5) Water Division (water Budget), Alan Hook
6) Wastewater Division, Stan Holland
7) Fire Department, Geronimo Griego
8) City Subdivision Engineer, Dee Beingessner
9) ADA Site Review, Jason M. Kluck

EXHIBIT D: Early Neighborhood Notification
1) Applicant's ENN Request

EXHIBIT E: Maps and Photos
1) Current Zoning Map
2) Aerial Photo

EXHIBIT F: Referenced Material and Development Plans
1) Santa Fe Place Mall Development Plan
2) Santa Fe Place Mall Sign Plan
3) Santa Fe Place Mall Subdivision
4) Bohannan Huston Parking Study

EXHIBIT G: Applicant Submittals
1) Application
2) Proposed Development Plan

APPROVED AS TO FORM:

Title	Name	Initials
Land Use Department Director	Elias Isaacson, AICP	*ESI*
Land Use Current Planning Planner Manager	Noah Berke, AICP	*NLB*
Land Use Department Case Manager	Dan Esquibel	DAE

March 04, 2021
Planning Commission
Case #2020-2999
4250 Cerrillos Road Santa Fe Place Mall Apartments
Development Plan

EXHIBIT A

Technical Corrections

EXHIBIT A1
Technical Corrections
Case #2020-2999
4250 Cerrillos Road Santa Fe Place Mall Apartments Development Plan

	Technical Corrections of approval	Department	To be completed by:
1	Include a note on the plat stating that on-lot ponding is required for each lot.	**Technical Review Division**	Prior to recordation
2	Include discussion in drainage report of pond volume required. This was only found in the plans but wasn't evident in the report.		
3	HOA documents shall state in section 3.16 that owners must maintain swales and ponding areas on each property provided for ponding/retention of storm water. Section 8.2 shall include the entire attached Drainage Facilities Maintenance note.		
4	Orient all drawings so the North arrow is either up on the page or to the right side of the page.		
5	This Development shall comply with the most current requirements of the American with Disabilities Act (ADA). Place a note on the Plan to reflect this condition		Building Permit Process
6	Other comments will be provided on these plans at the time of the building permit and changes may be required during permitting process		
7	In accordance with Article 14-8.4(F)(2)(e), "storm water detention ponds and retention ponds shall be planted… with a minimum of one tree and three shrubs per 500 SF of required ponding area."		

DRAINAGE FACILITIES MAINTENANCE NOTE

ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY ALL PROPERTY OWNERS.

INSPECTIONS SHALL BE CONDUCTED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO OR OTHER QUALIFIED PERSON. INSPECTIONS SHALL BE CONDUCTED ON THE DRAINAGE FACILITIES IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:

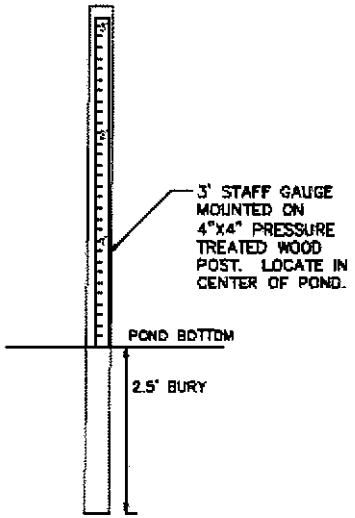
ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1-INCH OR GREATER. MAINTENANCE OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED AND DOCUMENTED BY THE ENGINEER AND THE OWNER. THE OWNER SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.

WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE ENGINEER'S RECOMMENDATIONS, AND SHALL INCLUDE, BUT IS NOT LIMITED TO THE FOLLOWING:

A. FLUSH ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND VEGETATION THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURE(S).

B. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH, AND IF NECESSARY, RESEED WITH NATIVE GRASSES AND INSTALL FILTER FABRIC AND 3 TO 4 INCH COBBLE AS DIRECTED BY THE ENGINEER.

C. INSPECT FOR SEDIMENTATION IN ALL SWALES, DITCHES, DRAINGE PONDS AND REMOVE AND STABILIZE AS NECESSARY.

	D. INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS, CUT AND FILL SLOPES, AND REPAIR OR STABILIZE ACCORDINGLY. E. INSPECT THE STRUCTURAL INTEGRITY OF DRAINAGE PONDS, SLOPES, RIP-RAP, GABIONS, DROP INLETS, CULVERTS, ENERGY DISSIPATORS, AND RETAINING WALLS, ROCK PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY.  **POST & STAFF GAUGE** NTS		
8	City of Santa Fe Fire Dept. has expressed concerns over street tree canopies interfering with trucks and equipment. Please revisit the street tree list and consider colomnar and vase shaped varieties at areas of narrowing streets.	**Technical Review Division Landscaping**	Building Permit Process

9	Provide irrigation to all revegetation native seed areas. [Per COSF Code 14-8.2 D(5)(c)] Add a heat treated compost material one inch (1") to all seeded areas. Test soil: Contractor shall have seeded areas soil tested for nutrient deficiencies and amend soil according to testing lab recommendations. Seeded areas shall be graded two inches (2") below top of concrete curbs and sidewalks.		
10	Provide details of backflow preventer in a Hotbox, master valve, controller, electric drip valve, valve box assembly, end flush cap, and emitter placement. Following COSF code in 14-8.4 (E)(4) and Landscape Irrigation Design Standards City of Santa Fe, New Mexico.		
11	14-8.4(E)(4)(H) irrigation systems shall be zoned by levels of water use. For the most efficient water use, plant with similar water use requirements shall be grouped together. Separate zones are required for permanent and temporary irrigation lines.		
12	Provide a list of zones with type of irrigation, i.e. Drip, Bubbler, and Popup etc. In addition, provide the plant materials irrigated, i.e. Tree, Shrub, Native Seeding, etc.		
13	City staff respectfully requests the use of a gravel mulch that is washed and screened.		
14	Dead end sidewalks within the subdivision shown with no provision for continuous accessible route (Festival Place & Tradition Place). Provide for continuous ADA accessible path of travel route within the subdivision. (Provide signage at closest intersection with accessible connection indicating "Accessible Route Ends Ahead" or "No Accessible Route" and provide detour at any temporary inaccessible routes.) PROW connections, temporary cul-de-sacs, hammer heads, temporary and permanent		

	dead ends and paved roads leading to construction and emergency access roads shall be surrounded by continuous sidewalk, or another accessible connection method shall be provided to ensure continuity of interim and final accessible routes.	ADA Site Review	Prior to recordation.
15	Dead end sidewalks along Entrada de Milago within the subdivision shown with no provision for continuous accessible route. Provide signage at Fairly Road intersection at sidewalks leaving the subdivision heading east indicating "Accessible Route Ends Ahead" or "No Accessible Route Ahead".		
16	Dead end sidewalks extending from the subdivision along Fairly Road toward Airport Road shown with no provision for continuous accessible route. Provide signage at northern subdivision boundary at sidewalks leaving the subdivision heading north indicating "Accessible Route Ends Ahead" or "No Accessible Route Ahead".		
17	Provide (1) on-street van accessible parking space, aisle and signage grouped with other provided on-street parking spaces on the west side of Fairly Road with an accessible ramp to the adjacent sidewalk. Striped on-street guest parking is be subject to the following provisions: 2010 ADA Standards - 208.2.3 Residential Facilities. Parking spaces provided to serve residential facilities shall comply with 208.2.3. 208.2.3.3 Parking for Guests, Employees, and Other Non-Residents. Where parking spaces are provided for persons other than residents, parking shall be provided in accordance with Table 208.2. Provision for ADA parking, signage and sidewalk access at striped and/or metered on-street parking spaces is recommended and may be required for public infrastructure. See State Proposed PROWAG On-Street parking scoping requirements for details.		

18	Provide fine grading notation at sidewalks and other accessible features, and spot elevations at curb ramps, gutters, etc. indicating accessible slopes.	ADA Site Review	Prior to recordation.
19	Provide Design Professional Seal and signature with date signed on all drawing sheets.		
	The applicant is notified that the following code provisions or other requirements shall apply to approved current phase(s) of development of this project and future phases shall be subject to current code at the time of subsequent phase approvals: On-Site General ADA Site Compliance Requirements as applicable: Accessible path(s) of travel route shall be provided from the Public Right-of-Way and accessible parking aisle(s) to accessible building entrance(s) and shall comply with Section 302, floor surface, 303.4 Ramps, 401 Accessible routes, 403 Walking surfaces, 405 ramps. Ensure accessible route(s) from the Public Right- of-Way and accessible parking space aisle(s) to building entrance(s) are provided and maintained. Provide detectable warning surfaces at curb ramps and transitions to driveway crossings along the accessible paths of travel as applicable. IBC 1104.1 Site arrival points: At least one (firm, stable, slip resistant) accessible route within the site shall be provided from: public transportation stops, accessible parking, accessible passenger loading zones, and public streets or sidewalks to the accessible building entrance served. Accessibility feature design within the Site shall comply with NMDOT Pedestrian Access Route Details (Serial 608) or demonstrate compliance with applicable ADA regulations by other means as provided in the permitted Construction Documents. All walk surfaces along the accessible path of travel shall be firm, stable and slip resistant and shall comply with Section 302, floor surface, 303.4 Ramps, 401 Accessible routes, 403 Walking surfaces, 405 ramps. At curb ramp landings and other transitions leading directly into the vehicular way along the accessible path of travel route(s), provide detectable warning surfaces immediately prior to entry into the vehicular way, road/drive crossings and cross walks.		

	All walk surfaces along the accessible path of travel shall not exceed 1:20 (5%) running slopes without handrail(s) in accordance with current ANSI 117.1 standards 505 & 2015 IBC 1014. Cross slopes shall not exceed 2% staff recommends 1% to 1.5% as a target cross slope. Walkways shall provide 5' diameter turning space every 200 linear feet of run. It is preferred to have marked crossings where the accessible route crosses vehicular traffic lanes. Edge protection/guard rails/handrails shall be provided at steps, sidewalks and walkways with greater than 30" vertical change in grade adjacent to the path of travel. IBC 1015.2 - Where Required, Guards shall be located along open-sided walking surfaces, including mezzanines, equipment platforms, aisles, stairs, ramps and landings that are located more than 30 inches (762 mm) measured vertically to the floor or grade below at any point within 36 inches (914 mm) horizontally to the edge of the open side. Guards shall be adequate in strength and attachment in accordance with Section 1607.8. Vertical clearance: Provide and maintain 80" of vertical clearance for the full width of all sidewalks/pedestrian routes. Rails or other barriers shall be provided where the vertical clearance is less than 80". The leading edge of such rails or barrier shall be located 27" max. above the floor. (307.4) Provide and maintain 98" vertical clearance at van parking spaces and access aisles, and accessible routes. (502.6) At Passenger Loading Zones, provide and maintain 114" min. vertical clearance at the exterior vehicular route and access aisles serving the vehicle pull-up space. (503.5) Ramps within the site shall have 1:12 (8.33%) running slope and 1:48 (2%) cross slope max. With a max. rise of 30" and with 5' clear length landings where straight. Changes in direction shall comply with 304.3. Landing typical slope is 1.5% and shall not exceed 2% running and cross slope. Curb Ramps shall have the required 5' clear length landing and turning space. Changes in direction shall comply with 304.3. Curb Ramps within the site shall have a target running slope of 7% or less typical and 1:12 (8.33%) maximum. Curb Ramp landing target slope is 1.5% and shall not exceed 2% running and cross slope maximum in any direction. ADA parking signage shall comply with the New Mexico Accessible Parking Checklist, latest publication. Accessible Signage Detail - Signage with required language per the NM Accessible Parking Checklist is required at ALL ADA Parking spaces. Parking signage height shall be 84" above the floor of the parking space, measured to the bottom of the R7-8 sign in the Public right-of-way, accessible path of travel, pedestrian way or path of the means of egress. Locate Van Accessible Parking signs immediately below the reserved parking sign at wall mounted or other locations not in the pedestrian way. At Van Accessible signs located in		

	the pedestrian way, the R7-8A Van Accessible sign shall be mounted at 84" to bottom of the sign. Wall mounted signs and signs not mounted in the public way shall be 60" (84" is preferred) minimum above the floor of the parking space, measured to the bottom of the sign. Per the 2015 NM Accessible Parking Checklist, Section 9 (NMBC-1111 Section 1.4 through 1.4.3) the ADA parking space access aisle shall be clearly marked by diagonal pavement striping. "NO PARKING" lettering shall be stenciled in 1 foot high min. and 2 inches wide min. strokes, and located at the drive end of the striped access aisle. The International Symbol of Accessibility (ISA) shall be stenciled at all parking spaces, centered on the space and aligned with the drive end of the parking space striping. All pavement striping and markings shall be stenciled with pavement paint; blue on concrete paving or white on asphalt paving. Accessible parking spaces and access aisles shall not exceed 2% slope in any direction. 1%-1.5% is the preferred target slope. Ensure ADA Accessible parking spaces are located in close physical proximity to any adjacent Accessible housing units and other accessible entrances (60% of all entrances shall be accessible), with the shortest path of travel available from the parking area to the unit(s) and accessible entrances. Ensure accessible routes from Accessible parking space aisle(s) to building entrance are provided/maintained. Wheel stops are encouraged at all ADA accessible parking spaces to help ensure required clearance along the accessible path of travel is maintained. New bicycle racks shall comply with Santa Fe Chapter 14 Appendix Exhibit D for bicycle rack standards and dimensions. At time of construction, the Contractor shall ensure ADA compliance for construction of ADA accessible features and appurtenances, as detailed in, and in addition to, the approved construction permit documents as required. Improvements shall comply with ICC ANSI A117.1-2009 Chapters 1-5 and Chapter 7, 2015 New Mexico Accessible Parking Checklist, MUTCD, NMDOT Pedestrian Access Standards and PROWAG, NM State Statute and Administrative Code and DOJ regulations as applicable. Off-Site PROW ADA Site Compliance Requirements as applicable: Accessibility feature design within the Public Right-of-Way shall comply with NMDOT Pedestrian Access Route Details (Serial 608). Driveway and intersection crossings shall not exceed 2% cross slope, shall have a level maneuvering space, shall have 1/4" max. vertical deflections, and 10% max. flare slope. Curb Ramps shall have the required 5' clear length landing and turning space. Changes in direction shall comply with 304.3. Curb Ramps within the site shall have a target running		

	slope of 7% or less typical and 1:12 (8.33%) maximum. Curb Ramp landing target slope is 1.5% and shall not exceed 2% running and cross slope maximum in any direction. All walk surface along the accessible path of travel shall be firm, stable and slip resistant and shall comply with Section 302, floor surface, 303.4 Ramps, 401 Accessible routes, 403 Walking surfaces, 405 ramps. At curb ramp landings and other transitions leading directly into the vehicular way along the accessible path of travel route(s), provide detectable warning surfaces immediately prior to entry into the vehicular way, road/drive crossings and cross walks. All walk surfaces along the accessible path of travel shall be firm, stable and slip resistant. Sidewalks and Walkways along the accessible path of travel shall not exceed 1:20 (5%) running slopes without handrail(s) in accordance with current ANSI 117.1 standards 505 & 2015 IBC 1014. Cross slopes shall not exceed 2% staff recommends 1% to 1.5% as a target cross slope. Walkways shall provide 5' diameter turning space every 200 linear feet of run. It is preferred to have marked crossings where the accessible route crosses vehicular traffic lanes. Edge protection/guard rails/handrails shall be provided at steps, sidewalks and walkways with greater than 30" vertical change in grade adjacent to the path of travel. IBC 1015.2 - Where Required, Guards shall be located along open-sided walking surfaces, including mezzanines, equipment platforms, aisles, stairs, ramps and landings that are located more than 30 inches (762 mm) measured vertically to the floor or grade below at any point within 36 inches (914 mm) horizontally to the edge of the open side. Guards shall be adequate in strength and attachment in accordance with Section 1607.8. At time of construction, the Contractor shall ensure ADA compliance for construction of ADA accessible features and appurtenances, as detailed in, and in addition to, the approved construction permit documents as required. Improvements shall comply with ICC ANSI A117.1-2009 Chapters 1-5 and Chapter 7, 2015 New Mexico Accessible Parking Checklist, MUTCD, NMDOT Pedestrian Access Standards and PROWAG, NM State Statute and Administrative Code and DOJ regulations as applicable.		

March 04, 2021
Planning Commission
Case #2020-2999
4250 Cerrillos Road Santa Fe Place Mall Apartments
Development Plan

EXHIBIT B

Findings of Fact and Conclusions of Law

City of Santa Fe
Planning Commission
Findings of Fact and Conclusions of Law

Case #2020-2999

4250 Cerrillos Road; Santa Fe Place Mall Apartments Development Plan
Applicant's Name – Santa Fe Mall Property, LLC
Agent's Name – JenkinsGavin, Inc.

THIS MATTER came before the Planning Commission (Commission) for hearing on March 4, 2021, upon the Application (Application) of JenkinsGavin, Inc., agent for Santa Fe Mall Property, LLC (Applicant).

The Applicant seeks the Commission's approval of a Development Plan to construct a 161,433 square foot residential structure for 141 dwelling units (Project). The property is approximately 3.25 acres, is zoned SC-3 (Regional Shopping Center District), and is located within the Suburban Archaeological Review District (Property).

After conducting a public hearing and having heard from staff and all interested persons, the Commission hereby FINDS, as follows:

FINDINGS OF FACT

1. Under the Santa Fe City Code (SFCC) Section 14-3.8(B)(3)(a), a development plan is required for proposed development with a "gross floor area of thirty thousand square feet or more and is located within any zoning district of the city."
2. SFCC Section14-3.1 sets out certain procedures to be followed on the Application, including, without limitation, (a) a pre-application conference [SFCC § 14-3.l(E)]; (b) an Early Neighborhood Notification (ENN) meeting [SFCC §1 4-3.1(F)(2)(a)(iv)]; and (c) compliance with notice and public hearing requirements [SFCC § 14-3.1(H)-(I)].
3. A pre-application conference was held on October 8, 2020 in accordance with SFCC Section 14-3.l(E)(1).
4. Pursuant to SFCC Section 14-3.1(H), notice of the ENN meeting was properly given.
5. The Applicant conducted a virtual ENN meeting on December 2, 2020. No members of the public attended.
6. Code Section 14-3.8(C)(1) requires applicants for development plan approval to submit certain plans and other documentation that show compliance with applicable provisions of the Code (Submittal Requirements).
7. City Land Use Department staff reviewed the Application and related materials and information submitted by the Applicant for conformity with applicable Code requirements and provided the Commission with a written report of its findings (Staff Report).
8. Staff recommended that the Commission approve the Development Plan, subject to certain conditions of approval and technical corrections set forth in the Staff Report and attached exhibits.

9. The information contained in the Staff Report and exhibits is sufficient to establish that the Submittal Requirements have been met.
10. SFCC Section 14-3.8 establishes certain procedures for development plan approval including, without limitation, a public hearing by the Commission and a decision based on the criteria set out in SFCC Section 14-3.8(D).
11. At the Hearing, the Commission received reports from staff, testimony and evidence from the Applicant, and testimony offered by any interested members of the public prior to making a decision.
12. SFCC Section 14-3.8(D)(1) sets out approval criteria and requires the Commission to make complete findings of fact sufficient to show that these criteria have been met before a development plan may be approved.
13. Pursuant to SFCC Section 14-3.8(D)(1)(a), the Commission finds that it is empowered to approve the development plan under SFCC Sections 14-2.3(C)(1) and 14-3.8(B)(4).
14. Pursuant to SFCC Section 14-3.8(D)(1)(b), the Commission finds that approving the development plan for the Project, subject to the conditions and technical corrections in the staff report, will not adversely affect the public interest.
15. Pursuant to SFCC Section 14-3.8(D)(1)(c), the Commission finds that the use and any associated buildings are compatible with and adaptable to buildings, structures and uses of the abutting property and other properties in the vicinity of the Project. The size and scale of the existing buildings are compatible with surrounding properties. The proposed buildings provide a transitional buffer to the Nava Ade Subdivision to the East and Southeast while providing a synergetic compatibility for the Santa Fe Place Mall to the north and business park to the south. The mix of architecture in the area along with proposed building architecture is a range of territorial/contemporary vernacular with similar attributes found throughout the area.
16. Under SFCC Section 14-3.8(D)(2), the Commission is authorized to specify conditions of approval for a development plan that are necessary to accomplish the proper development of the area and to implement the policies of the general plan.
17. The Commission finds that the conditions and technical corrections set out in the Staff Report and exhibits are well founded and are necessary to accomplish the proper development of the area and to implement the policies of the general plan.
18. Under SFCC Section 14-3.8(A), approving the proposed Development Plan furthers the purpose and intent of providing plans for development, ensuring compliance with Chapter 14, and facilitating the documentation of future compliance with the approved plans.

CONCLUSIONS OF LAW

Under the circumstances, and given the evidence and testimony submitted during the public hearing, the Commission CONCLUDES as follows:

1. The Commission has the authority under Chapter 14 of the SFCC to review and approve the Applicant's proposed Development Plan subject to conditions.
2. The Applicant has complied with the Submittal Requirements.
3. The Applicant is able to comply with the Conditions.

4. The development plan should be approved subject to the conditions recommended by staff because all applicable code requirements and criteria for development plan approval have been met.

WHEREFORE, IT IS ORDERED ON THE 4th DAY OF MARCH 2021 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE:

The Development Plan for the Project is approved, subject to the conditions of approval and technical corrections set forth in the Staff Report and exhibits. The Development Plan shall expire three years after issuance of this final action unless actual development of the site or off-site improvements has begun and is continued pursuant to SFCC Subsection 14-3.19(B)(6) or a time extension is granted pursuant to SFCC Section 14-3.19(C).

_____ _____

Brian Gutierrez Date
Chairperson

FILED:

_____ _____

Kristine Bustos-Mihelcic Date
City Clerk

APPROVED AS TO FORM:

_____ _____

Sally A. Paez Date
Assistant City Attorney

March 04, 2021
Planning Commission
Case #2020-2999
4250 Cerrillos Road Santa Fe Place Mall Apartments
Development Plan

EXHIBIT C

Development Review Team (DRT)

(Discipline) Review Comment Resolution Form

Disposition Codes	
A - Accept Comment	C - Delete Comment
B - Designer to Evaluate	D - City to Evaluate

Project Name	Escarpa Apartment Homes at Santa Fe Place	**Reviewer**	
Project No.		**Review Date**	1/4/21

Comment No.	Page No.	Comment	Initial Disposition	Response / Clarification	Final Disposition	Response By	Date	Verified
1	I-1	I.A. Purpose - add "acre" after "2.836±"						
2	V-7 & VI-6	3. Speed Change Lanes - are any speed change lanes warranted with the addition of turning movements that are not currently constructed?						
3	Figure 4	Eliminate the 4 parking spaces on the west that are adjacent to the turnout intersecting Ring Road						
4	Figure 25	Is SB Mall Entrance changed to stop controlled? If so, will it create a queue to Rodeo Road? Or is the stop bar for the crosswalk? If so, add a Stop Here for Pedestrians sign.						

Comment No.	Page No.	Comment	Initial Disposition	Response / Clarification	Final Disposition	Response By	Date	Verified

By signing below, I verify that all review comments submitted for this review are resolved.

Reviewer: _____ Designer: _____

Date: _____ Date: _____

Development Review Team

Comment Form

Date: 1/11/21

Staff person: Leah Yngve

Dept/Div: Land Use/Metropolitan Planning Organization

Case: **Case #2020-2999. 4250 Cerrillos Road Santa Fe Place Mall Apartments Development Plan**

Case Mgr: Dan Esquibel

Review by this division/department has determined that this application will meet applicable standards if the following are met:

Conditions of Approval :	Must be completed by:
1 Add east/west sidewalks along the north and south sides of the building to make a continuous sidewalk loop.	Prior to Signature Sheet Process

Technical Corrections*:	Must be completed by:
1 On page A-100, 4 and 5 from the Key Notes are missing on the map.	

*Must made prior to recording and/or permit issuance

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

Explanation of Conditions or Corrections (if needed):

Sidewalk addition: The additional sidewalk is requested due to the important access to the Arroyo Chamiso Trail Spur located south of the development. Pedestrians may want to access this trail from the western side of the mall, or use the trail to access the western side of the mall. Additional sidewalks will provide this connection.

Though no formal connection exists now, pedestrians would have an easier time accessing this trail by crossing the existing parking lot than they would with the proposed parking garage.

Pedestrian connectivity is essential for pedestrian safety and accessibility. Extra sidewalks are supported by the MPO Pedestrian Master Plan:

- Page 1, Executive Summary - Improving the pedestrian environment and pedestrian experience is vital to providing a safe, convenient and direct pedestrian network; reducing dependency on the automobile; benefitting the environment; and encouraging community interaction
- Page 13, Goals –

    - land use and site design: Employ land use planning and site design requirements that are conducive to pedestrian travel and result in a mode shift away from automobile trips to walking trips.
    - safety: Improve pedestrian safety through well-designed facilities along and across roadways, and by promoting safe driving, walking, and bicycling behaviors.
    - equity: Provide accessible pedestrian facilities for all through equity in public engagement, service delivery, and capital investment.
- Page 67, Figure 4.2 Pedestrian Network Connectivity – Sidewalks
    - Sidewalks in New Development
        - Require sidewalks in new developments to follow the recommended sidewalk design standards for total width and minimum width of the Walking Zone and the Furnishing Zone.
        - Promote sustainable development practices for new sidewalks through the use of permeable sidewalk surfaces and plantings in the Furnishing Zone.
        - Establish standards for pedestrian facilities within parking lots.
- Page 69, Livability and Health:
    - People prefer to walk to destinations in locations with visual interest, a sense of security and protection, and easy access to adjacent buildings.
    - Provide multiple entry points from sidewalks into new developments and create connections between existing developments and area destinations
- Page 75, People with Disabilities: People with disabilities need carefully designed facilities that eliminate barriers and address mobility needs based on the particular disability. Many of these barriers are identified as part of the ADA Transition Plan, currently underway in Santa Fe.

Additional support is in the Santa Fe General Plan (quoted in Pedestrian Master Plan):

The City of Santa Fe's currently adopted 1999 General Plan contains basic pedestrian requirements and a section on "pedestrian circulation," within the Transportation chapter. The Transportation chapter establishes policies and standards to provide a multimodal transportation system that encourages alternatives to automobile travel. Two of the established themes within the Transportation chapter of the Santa Fe General Plan are quality of life and transportation alternatives. Walking is an encouraged mode of transportation. The Plan recommends that new development increase the number of access points and pedestrian/ bicycle connections to the neighborhood network. Neighborhood layouts encourage walking, facilitate movement choice, and allow for alternative routes to enter and exit the neighborhood. The Plan points out that malls and other large commercial developments, as they are now designed, do not foster an environment conducive to walking.

Finally, the Sustainable Santa Fe 25-Year Plan also states:
Page V: City of Santa Fe Elements, Objectives, and Targets
Transportation Plan for and invest in a safe, modernized transportation system that supports low-emission, active, and equitable mobility options for all users.

A. Achieve annual reductions in daily vehicle miles traveled (DVMT).
B. Achieve annual increases in the total miles of sidewalks, on-road bicycle lanes and multi-use paths.
C. Increase public transit ridership annually.

D. Increase the proportion of low and zero emissions City fleet vehicles.
E. Increase the proportion of low and zero emissions vehicles used in the community.

Page 50 Built Environment (Goals)
The vision of a sustainable built environment in Santa Fe features efficient land use patterns that support transit, walking, and biking as safe and convenient modes of transportation.

Page 54 Transportation Implementation Strategies
T2: Promote healthy and active transportation modes*^Promote healthy and active modes of transportation, such as walking and bicycling, throughout the community.

Development Review Team

Comment Form

Date: 01/06/2020

Staff person: Lawrence Rivera

Dept. /Div.: Land Use/Terrain Management – Landscape, Irrigation, and Outdoor Lighting Review

Case: Case #2020-2999. 4250 Cerrillos Road Santa Fe Place Mall Apartments

Case Mgr.: Dan Esquibel, Planner Senior

Review by this division/department **of the 12/18/2020 plan set** has determined that this application will meet applicable standards if the following are met:

Conditions of Approval:	Must be completed by:

Technical Corrections*:	Must be completed by:
	Prior to permit review
1. Provide an outdoor lighting plan per 14-8.9	
2. Provide a professional landscape irrigation design with details of backflow preventer in a Hotbox, controller, electric drip valve, valve box assembly, end flush cap, and emitter placement. Following COSF code in 14-8.4 (E) (4) and Landscape Irrigation Design Standards City of Santa Fe, New Mexico.	
3. COSF Code 3.19.1 requires landscape irrigation plans for large projects not to exceed 20 scale, 1 inch equals 20 feet.	
4. Where systems have master valve assemblies, provide an isolation valve in the valve manifold upstream of the master valve , the recommendation is a ball valve.	
5. Include in all valve manifolds schedule 80 PVC unions downstream of each control valve for easy removal and repair, per COSF Irrigation Design Standards.	
6. Provide landscape upgrades to the existing landscape South of Ring Road with in the property line.	
6. Base course shall be natural and untreated.	
7.	
8.	

9.	
10	

*Must made prior to recording and/or permit issuance

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]

Explanation of Conditions or Corrections (if needed):

Development Review Team

Comment Form

Date: 01/06/2021

Staff person: Brian Snyder

Dept/Div: Public Utilities/Water

Case: **Case #2020-2999. 4250 Cerrillos Road Santa Fe Place Mall Apartments Development Plan.**

Case Mgr: Dan Esquibel

Review by this division/department has determined that this application will meet applicable standards if the following are met:

Conditions of Approval:	Must be completed by:
1 An approved Water Plan from the Water Division will be required. Comments on the Water Plan will be provided to the design engineer.	Prior to final plat approval.
2	
3	
4	

Technical Corrections*:	Must be completed by:
1	
2	
3	
4	

*Must made prior to recording and/or permit issuance

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]

Explanation of Conditions or Corrections (if needed):

FW: Escarpa Apartment Homes at Santa Fe Place Mall

SNYDER, BRIAN K. <bksnyder@santafenm.gov>
Fri 1/29/2021 8:21 AM

To: ESQUIBEL, DANIEL A. <daesquibel@santafenm.gov>
Cc: Jennifer Jenkins (jennifer@jenkinsgavin.com) <jennifer@jenkinsgavin.com>; Eric Cornelius <Eric@SantaFeEngineering.com>

1 attachments (496 KB)
2021-01-12 Escarpa Apartment Homes Water Plan - Comments.pdf;

Good morning Dan,
I understand the Escarpa project is headed to Planning Commission on February 18th so I'm reaching out to let you know the status of the Water Plan review for the project. The Water Plan is right where it needs to be at this stage of the development plan review process. There are only minor comments that I've spoken with Eric and Jennifer about that are being addressed. Enjoy your day, Brian

From: SNYDER, BRIAN K.
Sent: Wednesday, January 13, 2021 7:57 AM
To: Eric Cornelius <Eric@SantaFeEngineering.com>
Cc: Jennifer Jenkins <Jennifer@jenkinsgavin.com>
Subject: RE: Escarpa Apartment Homes at Santa Fe Place Mall

Good morning Eric,
The Water Plan looks like a good start, I've a ached some minor comments as you work on fixture counts, fire flows, etc. Thanks, Brian

From: Eric Cornelius <Eric@SantaFeEngineering.com>
Sent: Tuesday, January 12, 2021 11:36 AM
To: SNYDER, BRIAN K. <bksnyder@santafenm.gov>
Cc: Jennifer Jenkins <Jennifer@jenkinsgavin.com>
Subject: Escarpa Apartment Homes at Santa Fe Place Mall

CAUTION: This email originated from outside of the organiza on. Do not click links or open a achments unless you recognize the sender and know the content is safe.

Hello Brian,

A ached is a water plan for your review for Escarpa Apartment Homes at Santa Fe Place Mall. We don't have fixture counts or fire flows calculated just yet, but this should give you an idea of the design intent. Please let me know if you have any ques ons.

Thanks,

Eric Cornelius, P.E., C.F.M.
Santa Fe Engineering Consultants, LLC.
1599 S. St. Francis Drive, Suite B
Santa Fe, NM 87505
(505) 982-2845

Confidentiality Notice: This e-mail is for the sole use of the intended recipient(s) and may contain

confidential and privileged information. If you are not the intended recipient, please contact the sender and destroy all copies of this message.

RE: Planning Commission Case #2020-2999

HOOK, ALAN G. <aghook@santafenm.gov>

Mon 1/11/2021 11:28 AM

To: ESQUIBEL, DANIEL A. <daesquibel@santafenm.gov>
Cc: BERKE, NOAH L. <nlberke@santafenm.gov>; GURULE, GERALDINE A. <gagurule@santafenm.gov>; Jennifer Jenkins (jennifer@jenkinsgavin.com) <jennifer@jenkinsgavin.com>; PACHECO, PATRICIO M. <pmpacheco@santafenm.gov>

1 attachments (11 KB)
9-Water Budget.pdf;

Dan,
The Escarpa Apartment Homes Development Water Budget, Case #2020-2999, looks good to me; however, please remind the developer the 17.00 afy of water rights per Chapter 25-12.4:
Tender of water rights.

A. Water rights proposed to be transferred to the city's water system for dedicaon t o a development shall be tendered to the city a orney at whichever review stage is applicable and occurs first in the review of a parcular de velopment, according to the following requirements:

(2) Not later than sixty (60) days a. er the final land use approval of the final development plan by the planning and land use department, the planning commission or the governing body

Thank you,

Alan G. Hook

From: ESQUIBEL, DANIEL A. <daesquibel@santafenm.gov>
Sent: Tuesday, December 29, 2020 4:35 PM
To: "SCHWAB <"SCHWAB>, " SCHWAB>; DANIEL N. <dnschwab@santafenm.gov>, \ BORDEGARAY <"BORDEGARAY>, " BORDEGARAY>; ANGELA S. <asbordegarary@santafenm.gov>, \ SNYDER <"SNYDER>, " SNYDER>; BRIAN K. <bksnyder@santafenm.gov>, \ HOOK <"HOOK>, " HOOK>; ALAN G. <aghook@santafenm.gov>, \ PACHECO <"PACHECO>, " PACHECO>; PATRICIO M. <pmpacheco@santafenm.gov>, \ HOLLAND <"HOLLAND>, " HOLLAND>; TOWNSEND S. <tsholland@santafenm.gov>, GRIEGO; GERONIMO G. <gggriego@santafenm.gov>, \ BEINGESSNER <"BEINGESSNER>, " BEINGESSNER>; DEE <dabeingessner@santafenm.gov>, \ RIVERA <"RIVERA>, " RIVERA>; WILLIAM L. <wlrivera@santafenm.gov>
Cc: BERKE, NOAH L. <nlberke@santafenm.gov>; GURULE, GERALDINE A. <gagurule@santafenm.gov>; Jennifer Jenkins (jennifer@jenkinsgavin.com) <jennifer@jenkinsgavin.com>
Subject: Planning Commission DRT Case #2020-2998 and Case #2020-2999

Submi al Date: December 21, 2020
DRT Request for Addional Ma terial: December 30, 2020DRT
Final Comments Due: January 11, 2021
Planning Commission Meeng: F ebruary 4, 2021

Development Review Team:
1) Archaeological Clearance – *(Case #2020-2999. 4250 Cerrillos Road Santa Fe Place Mall Apartments Development Plan)*

Daniel Shwab

Angela Bordegaray

2) Water Engineering Division

Brian Snyder, P.E.

3) Water Conservation

Alan Hook

Patricio Pacheco

4) Wastewater Division

Stan Holland, P.E.

5) Fire

Geronimo Griego

6) Technical Review

Dee Beingessner P.E. (TM)

Willian Rivera (Landscaping)
7) ADA

Jason Kluck

8) Affordable Housing

Alexandrea Ladd

9) City Traffic Consultant

Via Noah Berke

Agent:
Jennifer Jenkins
JenkinsGavin Design & Development
E-Mail: jennifer@jenkinsgavin.com
Office: (505) 820-7444
Cell: (505) 930-6149

cases

1. **Case #2020-2998. 4193 A and B Fairly Rd & 6450 Camino Rojo Final Subdivision.** JenkinsGavin, Inc., Agent, for Homewise, Inc., Owner, requests approval of a Final subdivision plat for fifty-six single family lots. The proper□es are approximately 10.05 acres and are zoned R-5 (Residen□al- five dwelling units per acre). (Dan Esquibel, Case Manager, daesquibel@santafenm.gov, 955-6587)

   \\file-svr-1\Public$\Land Use Department\2020-2998 4193B Fairly Rd & 6450 Camino Rojo Final Plat

   Download from Applicant:

   hp s://www.dropbox.com/sh/3vkerrvsph9p1go/AAC7j9pMisFENCAAFvsslJX7a?dl=1

2. **Case #2020-2999. 4250 Cerrillos Road Santa Fe Place Mall Apartments Development Plan.** JenkinsGavin, Inc., Agent, for Santa Fe Mall Property, LLC, Owner, requests approval of Development Plan to construct a 161,433 square foot residential structure for 141 dwelling units. The property is approximately 3.25 acres and is zoned SC3 (Regional Shopping Center District). (Dan Esquibel, Case Manager, daesquibel@santafenm.gov, 955-6587)

   \\file-svr-1\Public$\Land Use Department\2020-2999 Escarpa Apartment Development Plan

   Download from Applicant:

   https://www.dropbox.com/s/4d1izgfu6155nxt/13-Development%20Plans%20Escarpa%20at%20Santa%20Fe%20Place%20-%202020-12-21.pdf?dl=1

Dan Esquibel
Planner Senior
Land Use Dept., Current Planning Division
Office: 505-955-6587
Email: daesquibel@santafenm.gov

Development Review Team

Comment Form

Date: February 3, 2021

Staff person: Stan Holland, Engineer

Dept/Div: Public Utilities/Wastewater

Case: **Case #2020-2999 Escarpa Apartment Development Plan**

Case Mgr: Dan Esquibel, Case Manager

The subject properties are accessible to the City public sewer system. Accessible is defined as within 200 feet of a public sewer line.

Review by this division/department has determined that this application will meet applicable standards if the following are met:

Conditions of Approval:	Must be completed by:
1. None	Prior to Sign Off for Final Subdivision Plat.

Technical Corrections*:	Must be completed by:
1. Identify all sewer pipe as SCH 40 PVC 2. An Industrial Pretreatment Sampling Port (IPSP) is required 3. The existing sewer line this project is connecting to is private and not maintained by the City Wastewater Division. As such, the Wastewater Division is not able to verify the condition and adequacy of this sewer line to serve this project.	Prior to Sign Off for Final Development Plan.

*Must made prior to recording and/or permit issuance

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [None]

Development Review Team

Comment Form

Date: 01/28/2021

Staff person: Geronimo Griego

Dept/Div: Fire Prevention

Case: 2021-2999. 4250 Cerrillos Road Santa Fe Place Mall Apartments Development Plan

Case Mgr: Dan Esquibel

Review by this division/department has determined that this application will meet applicable standards if the following are met:

Conditions of Approval:	Must be completed by:
	Prior to planning commission.

Technical Corrections*:	Must be completed by:
1. Fire apparatus access shall have an unobstructed width of not less than 20 feet exclusive of shoulders and an unobstructed vertical clearance of not less than 13 feet 6 inches (IFC 2015 Section 503.2.1) 2. Shall meet the 150 feet driveway requirements must be met as per IFC, or an emergency turn-around that meets the IFC requirements shall be provided. (Appendix D Table D103.4) 3. Shall comply with table D103.4 Requirements for Dead-End Fire Apparatus Access Roads. 4. Fire Department shall have 150 feet distance to any portion of the building on any new construction. (IFC 2015 section 503.1.1) 5. 507.5 Fire hydrant systems. Fire hydrant systems shall comply with Sections 507.5.1 through 507.5.6. 507.5.1 Where required. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building. 6. Shall have water supply that meets fire flow requirements as per IFC (Appendix B)	At the time of any new construction or remodel.

7. Shall comply with Section D102.1 Access and Loading (75,000 lbs). 8. Shall meet the 150 feet driveway requirements must be met as per IFC, or an emergency turn-around that meets the IFC requirements shall be provided. (Appendix D Table D103.4) 9. Shall comply with IFC 2015 Section D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade. 10. Shall comply with IFC 2015 Section D103.5 Fire apparatus access road gates. 11. Shall comply with IFC 2015, Appendix D, Aerial Fire Apparatus Access Roads. 12. Shall comply with Section D106 Multiple-Family Residential Developments. 13. Shall meet the IFC code requirements 2015 edition or the most current edition the governing body has adopted at the time of permitting.	

*Must made prior to recording and/or permit issuance

From: BEINGESSNER, DEE
Sent: Wednesday, January 6, 2021 6:14 PM
To: ESQUIBEL, DANIEL A. <daesquibel@santafenm.gov>
Subject: RE: Planning Commission DRT Case #2020-2998 and Case #2020-2999

Hey Dan,

Attached are my comments for the first case.

I did not have any comments on the Escarpa mall apartments.

Dee

DEVELOPMENT REVIEW TEAM

COMMENT FORM

Date: 12/27/2020

Staff person: Jason M. Kluck

Dept/Div: Land Use – ADA Site Review

Case: **Case #2020-2999 Escarpa Apartments - Development Plan**
Santa Fe Place Mall ring driveway

Case Mgr: Dan Esquibel

Review by this division/department has determined that this application will meet applicable standards if the following are met:

Conditions of Approval:	Must be completed by:
1. See Technical Corrections and General ADA Site Compliance Requirements below.	Prior to Building Permit application.

Technical Corrections*:	Must be completed by:
1. Provide clarification on note 9, C100. Apparent non-ADA accessible dead end crosswalk is extending from the apartment complex across the Mall ring driveway with no provision for continuous ADA accessible route. 2. Provide pedestrian ADA accessible path of travel route from at least (1) one adjacent public street frontage to accessible entrances (60% of all entrances shall be accessible). Accessible path(s) of travel route shall be provided from the Public Right-of-Way and accessible parking aisle(s) to accessible building entrance(s) and shall comply with Section 302, floor surface, 303.4 Ramps, 401 Accessible routes, 403 Walking surfaces, 405 ramps. Ensure accessible route(s) from the Public Right- of-Way and accessible parking space aisle(s) to building entrance(s) are provided and maintained. Provide detectable warning surfaces at curb ramps and transitions to driveway crossings along the accessible paths of travel as applicable. IBC 1104.1 Site arrival points: At least one (firm, stable, slip resistant) accessible route within the site shall be provided from: public transportation stops, accessible parking, accessible passenger loading zones, and public streets or sidewalks to the accessible building entrance served. 3. Elevator at west end of the building appears to be have discontinuous non-ADA accessible path of travel route. Please provide clarification. 4. Stairwell door at west end of building appears to lack required approach/exit clearance and a discontinuous non-ADA accessible path of travel route. Please provide clarification. 5. Provide clarification regarding ADA access from the exterior ADA accessible path of travel route and driveway to the mid-block "atrium" space entrance(s) 6. Provide fine grading notation at ADA parking spaces, aisles, ramps, sidewalks and other accessible features, and spot elevations at curb ramps, gutters, etc. indicating accessible slopes. 7. Provide Design Professional Seal and signature with date signed on all drawing sheets.	Prior to recordation.

*Must made prior to recording and/or permit issuance

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

On-Site General ADA Site Compliance Requirements as applicable:

Accessible path(s) of travel route shall be provided from the Public Right-of-Way and accessible parking aisle(s) to accessible building entrance(s) and shall comply with Section 302, floor surface, 303.4 Ramps, 401 Accessible routes, 403 Walking surfaces, 405 ramps. Ensure accessible route(s) from the Public Right-of-Way and accessible parking space aisle(s) to building entrance(s) are provided and maintained. Provide detectable warning surfaces at curb ramps and transitions to driveway crossings along the accessible paths of travel as applicable.

IBC 1104.1 Site arrival points: At least one (firm, stable, slip resistant) accessible route within the site shall be provided from: public transportation stops, accessible parking, accessible passenger loading zones, and public streets or sidewalks to the accessible building entrance served.

Accessibility feature design within the Site shall comply with NMDOT Pedestrian Access Route Details (Serial 608) or demonstrate compliance with applicable ADA regulations by other means as provided in the permitted Construction Documents.

All walk surfaces along the accessible path of travel shall be firm, stable and slip resistant and shall comply with Section 302, floor surface, 303.4 Ramps, 401 Accessible routes, 403 Walking surfaces, 405 ramps. At curb ramp landings and other transitions leading directly into the vehicular way along the accessible path of travel route(s), provide detectable warning surfaces immediately prior to entry into the vehicular way, road/drive crossings and cross walks.
All walk surfaces along the accessible path of travel shall not exceed 1:20 (5%) running slopes without handrail(s) in accordance with current ANSI 117.1 standards 505 & 2015 IBC 1014. Cross slopes shall not exceed 2% staff recommends 1% to 1.5% as a target cross slope. Walkways shall provide 5' diameter turning space every 200 linear feet of run. It is preferred to have marked crossings where the accessible route crosses vehicular traffic lanes.

Edge protection/guard rails/handrails shall be provided at steps, sidewalks and walkways with greater than 30" vertical change in grade adjacent to the path of travel. IBC 1015.2 - Where Required, Guards shall be located along open-sided walking surfaces, including mezzanines, equipment platforms, aisles, stairs, ramps and landings that are located more than 30 inches (762 mm) measured vertically to the floor or grade below at any point within 36 inches (914 mm) horizontally to the edge of the open side. Guards shall be adequate in strength and attachment in accordance with Section 1607.8.

Vertical clearance: Provide and maintain 80" of vertical clearance for the full width of all sidewalks/pedestrian routes. Rails or other barriers shall be provided where the vertical clearance is less than 80". The leading edge of such rails or barrier shall be located 27" max. above the floor. (307.4)

Provide and maintain 98" vertical clearance at van parking spaces and access aisles, and accessible routes. (502.6) At Passenger Loading Zones, provide and maintain 114" min. vertical clearance at the exterior vehicular route and access aisles serving the vehicle pull-up space. (503.5)

Ramps within the site shall have 1:12 (8.33%) running slope and 1:48 (2%) cross slope max. With a max.

rise of 30" and with 5' clear length landings where straight. Changes in direction shall comply with 304.3. Landing typical slope is 1.5% and shall not exceed 2% running and cross slope.

Curb Ramps shall have the required 5' clear length landing and turning space. Changes in direction shall comply with 304.3. Curb Ramps within the site shall have a target running slope of 7% or less typical and 1:12 (8.33%) maximum. Curb Ramp landing target slope is 1.5% and shall not exceed 2% running and cross slope maximum in any direction.

ADA parking signage shall comply with the New Mexico Accessible Parking Checklist, latest publication. Accessible Signage Detail - Signage with required language per the NM Accessible Parking Checklist is required at ALL ADA Parking spaces. Parking signage height shall be 84" above the floor of the parking space, measured to the bottom of the R7-8 sign in the Public right-of-way, accessible path of travel, pedestrian way or path of the means of egress. Locate Van Accessible Parking signs immediately below the reserved parking sign at wall mounted or other locations not in the pedestrian way. At Van Accessible signs located in the pedestrian way, the R7-8A Van Accessible sign shall be mounted at 84" to bottom of the sign. Wall mounted signs and signs not mounted in the public way shall be 60" (84" is preferred) minimum above the floor of the parking space, measured to the bottom of the sign.

Per the 2015 NM Accessible Parking Checklist, Section 9 (NMBC-1111 Section 1.4 through 1.4.3) the ADA parking space access aisle shall be clearly marked by diagonal pavement striping. "NO PARKING" lettering shall be stenciled in 1 foot high min. and 2 inches wide min. strokes, and located at the drive end of the striped access aisle. The International Symbol of Accessibility (ISA) shall be stenciled at all parking spaces, centered on the space and aligned with the drive end of the parking space striping. All pavement striping and markings shall be stenciled with pavement paint; blue on concrete paving or white on asphalt paving.

Accessible parking spaces and access aisles shall not exceed 2% slope in any direction. 1%-1.5% is the preferred target slope.

Ensure ADA Accessible parking spaces are located in close physical proximity to any adjacent Accessible housing units and other accessible entrances (60% of all entrances shall be accessible), with the shortest path of travel available from the parking area to the unit(s) and accessible entrances. Ensure accessible routes from Accessible parking space aisle(s) to building entrance are provided/maintained.

Wheel stops are encouraged at all ADA accessible parking spaces to help ensure required clearance along the accessible path of travel is maintained.
New bicycle racks shall comply with Santa Fe Chapter 14 Appendix Exhibit D for bicycle rack standards and dimensions.

At time of construction, the Contractor shall ensure ADA compliance for construction of ADA accessible features and appurtenances, as detailed in, and in addition to, the approved construction permit documents as required. Improvements shall comply with ICC ANSI A117.1-2009 Chapters 1-5 and Chapter 7, 2015 New Mexico Accessible Parking Checklist, MUTCD, NMDOT Pedestrian Access Standards and PROWAG, NM State Statute and Administrative Code and DOJ regulations as applicable.

Off-Site PROW ADA Site Compliance Requirements as applicable:

Accessibility feature design within the Public Right-of-Way shall comply with NMDOT Pedestrian Access Route Details (Serial 608).

Driveway and intersection crossings shall not exceed 2% cross slope, shall have a level maneuvering space, shall have 1/4" max. vertical deflections, and 10% max. flare slope.

Curb Ramps shall have the required 5' clear length landing and turning space. Changes in direction shall comply with 304.3. Curb Ramps within the site shall have a target running slope of 7% or less typical and 1:12 (8.33%) maximum. Curb Ramp landing target slope is 1.5% and shall not exceed 2% running and cross slope maximum in any direction.

All walk surface along the accessible path of travel shall be firm, stable and slip resistant and shall comply with Section 302, floor surface, 303.4 Ramps, 401 Accessible routes, 403 Walking surfaces, 405 ramps. At curb ramp landings and other transitions leading directly into the vehicular way along the accessible path of travel route(s), provide detectable warning surfaces immediately prior to entry into the vehicular way, road/drive crossings and cross walks.

All walk surfaces along the accessible path of travel shall be firm, stable and slip resistant. Sidewalks and Walkways along the accessible path of travel shall not exceed 1:20 (5%) running slopes without handrail(s) in accordance with current ANSI 117.1 standards 505 & 2015 IBC 1014. Cross slopes shall not exceed 2% staff recommends 1% to 1.5% as a target cross slope. Walkways shall provide 5' diameter turning space every 200 linear feet of run. It is preferred to have marked crossings where the accessible route crosses vehicular traffic lanes.

Edge protection/guard rails/handrails shall be provided at steps, sidewalks and walkways with greater than 30" vertical change in grade adjacent to the path of travel. IBC 1015.2 - Where Required, Guards shall be located along open-sided walking surfaces, including mezzanines, equipment platforms, aisles, stairs, ramps and landings that are located more than 30 inches (762 mm) measured vertically to the floor or grade below at any point within 36 inches (914 mm) horizontally to the edge of the open side. Guards shall be adequate in strength and attachment in accordance with Section 1607.8.

At time of construction, the Contractor shall ensure ADA compliance for construction of ADA accessible features and appurtenances, as detailed in, and in addition to, the approved construction permit documents as required. Improvements shall comply with ICC ANSI A117.1-2009 Chapters 1-5 and Chapter 7, 2015 New Mexico Accessible Parking Checklist, MUTCD, NMDOT Pedestrian Access Standards and PROWAG, NM State Statute and Administrative Code and DOJ regulations as applicable.

March 04, 2021
Planning Commission
Case #2020-2999
4250 Cerrillos Road Santa Fe Place Mall Apartments
Development Plan

EXHIBIT D

ENN

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

NOTICE OF EARLY NEIGHBORHOOD NOTIFICATION MEETING

November 17, 2020

Dear Neighbor:

This letter is being sent as notice of a neighborhood meeting to discuss a pending Development Plan application to the City of Santa Fe for a proposed 140-unit multi-family project to be developed on the south side of the Santa Fe Place Mall. The 2.8-acre subject parcel is zoned Shopping Center-3, which permits commercial and residential uses. Please refer to the attached Vicinity Map and Site Plan for additional information.

In accordance with the requirements of the City of Santa Fe's Early Neighborhood Notification regulations, this is to inform you that a meeting is scheduled for **Wednesday, December 2, 2020 at 5:30 pm.**

Please join my meeting from your computer, tablet or smartphone.
https://global.gotomeeting.com/join/861297589

You can also dial in using your phone: (646) 749-3122, Access Code: 861-297-589

One-touch: tel:+16467493122,,861297589#

New to GoToMeeting? Get the app now and be ready when your first meeting starts:
https://global.gotomeeting.com/install/861297589

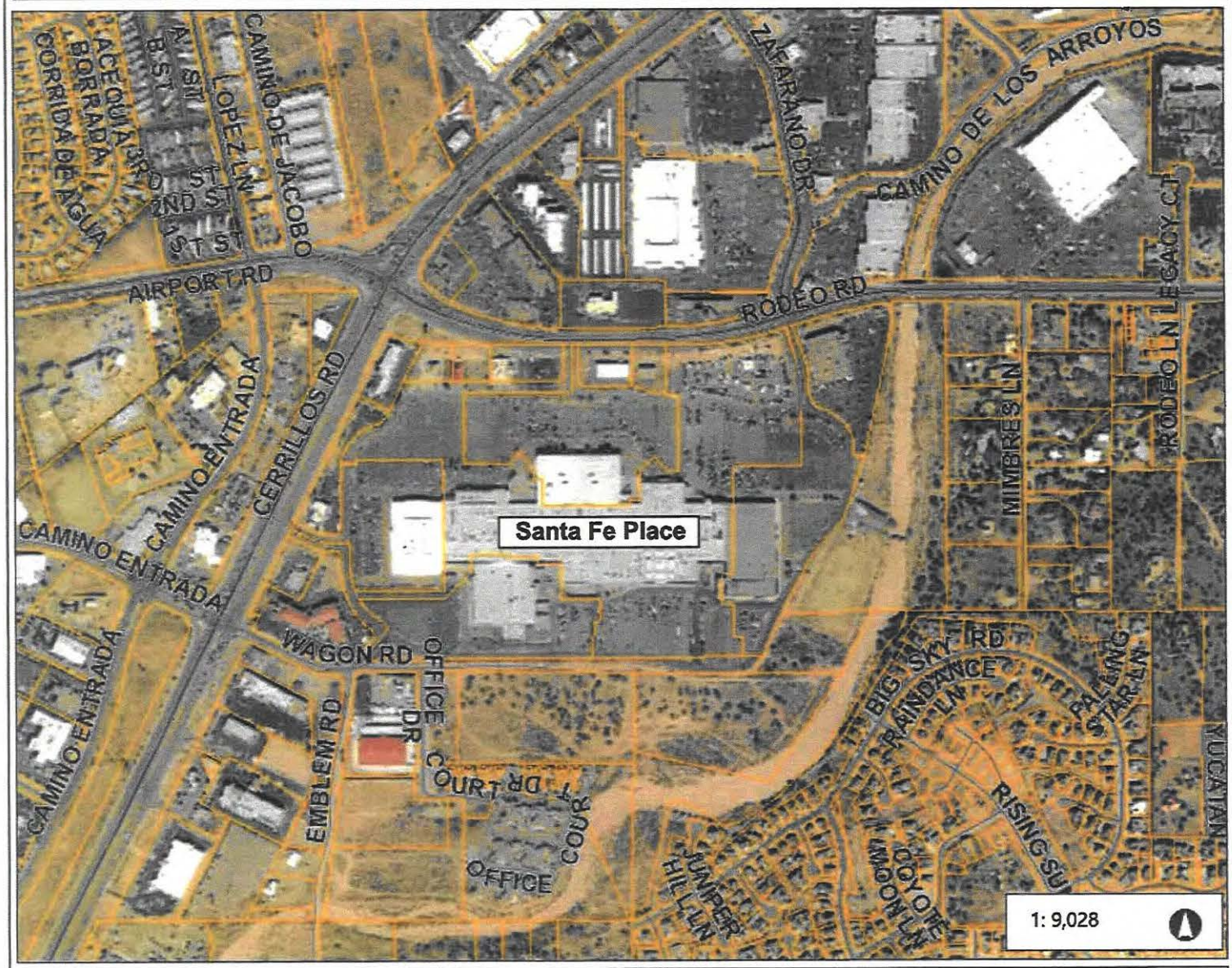
Early Neighborhood Notification is intended to provide for an exchange of information between prospective applicants for development projects and the project's neighbors before plans become too firm to respond meaningfully to community input. If you have any questions or comments, please contact Jennifer Jenkins at 505-820-7444 or jennifer@jenkinsgavin.com. Persons with disabilities in need of special accommodations, or the hearing impaired needing an interpreter, please contact the City Clerk's Office (955-6520) 5 days prior to the meeting date.

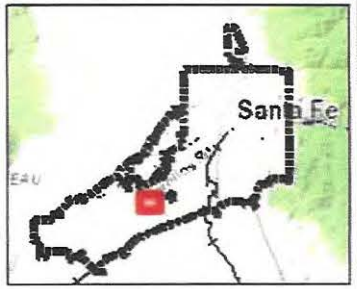
Sincerely,

Jennifer Jenkins

Attachments: Vicinity map & Site Plan

Vicinity Map





Legend

- City Limits
- Address Points
- Roads
- Major Roads
- Santa Fe County Parcels
- Santa Fe River
- Rail Road

Notes

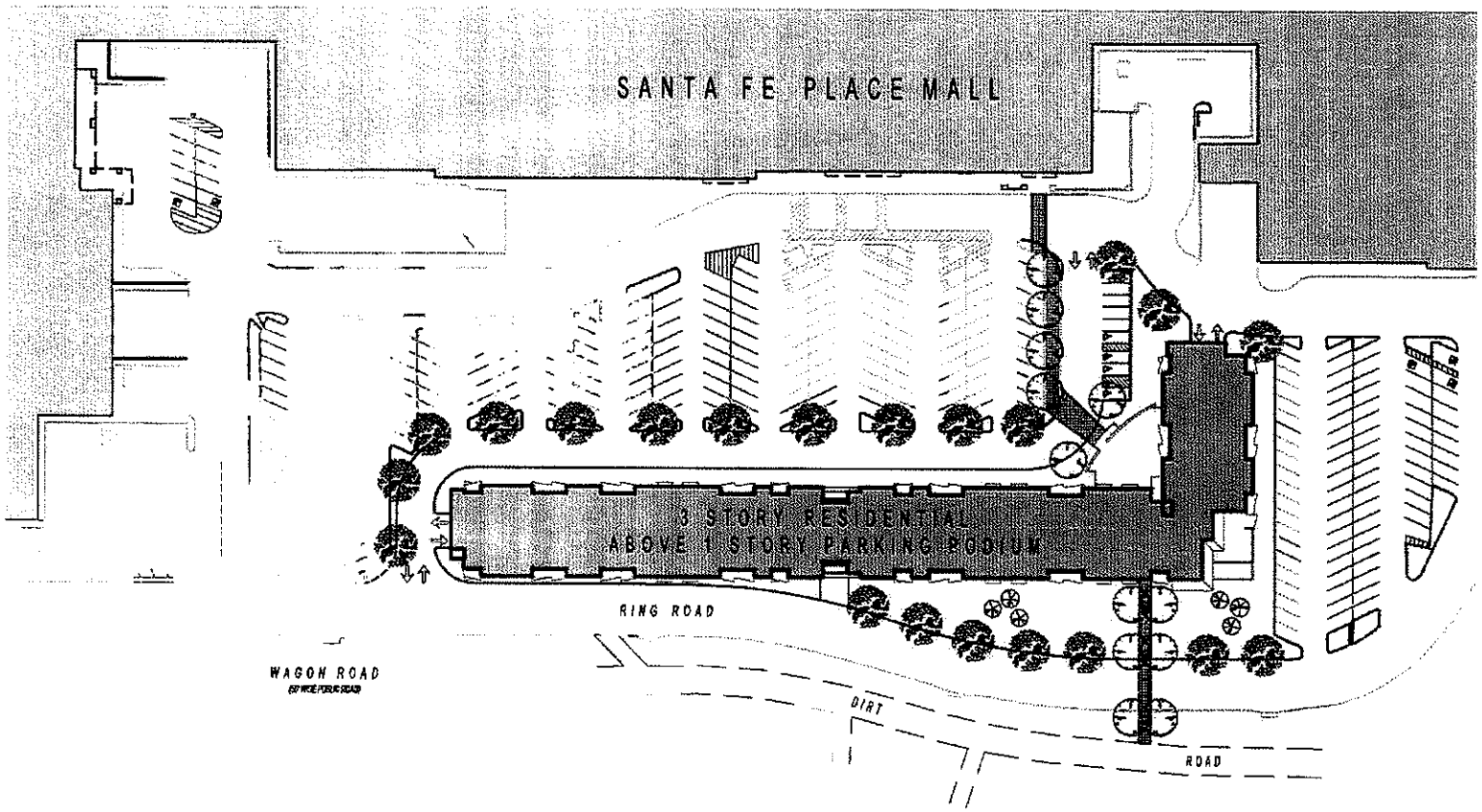
© Latitude Geographics Group Ltd.

1,504.7 0 752.33 1,504.7 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION



NORTH

1A SITE PLAN 25 50 100

EARLY NEIGHBORHOOD NOTIFICATION MEETING

Request for Staff Attendance

Project Information

Project Name: **Santa Fe Place Multifamily Development**

Address: **4250 Cerrillos Road** Parcel Size: **2.8 acres**

Zoning: **SC-3** Future Land Use: **Multifamily Residential**

Preapplication Conference Date: **October 8, 2020**

Detailed Project Description: Proposed 140-unit apartment building (49 dwellings/acre)

Property Owner Information

Name: **Santa Fe Mall Property Owner LLC**

Address: **112 Northern Concourse, Syracuse, NY 13212**

Phone: _____ E-mail Address: _____

Applicant/Agent Information (if different from owner):

Name: **JenkinsGavin, Inc.**

Address: **130 Grant Avenue, Suite 101, Santa Fe, NM 87501**

Phone: **505-820-7444** E-mail Address: **jennifer@jenkinsgavin.com**

Agent Authorization (if applicable):

I am/We are the owner(s) and record title holder(s) of the property located at: _____

I/We authorize See attached letter of authorization. to act as my/our agent to execute this application.

Signed: _____ Date: _____

Signed: _____ Date: _____

Proposed ENN Meeting Dates:

Provide 2 options:	*Preferred Option*	*Alternative*
DATE:	**December 2, 2020**	
TIME:	**5:30 p.m.**	
LOCATION:	Please join my meeting from your computer, tablet or smartphone. https://global.gotomeeting.com/join/861297589	Phone Dial In: US: +1 (646) 749-3122 One-touch: tel:+16467493122,,861297589# Access Code: 861-297-589

Submit by Email | Print Form

Early Neighborhood Notification (ENN) Guidelines

Section 14-3.1(F)(5) SFCC 1987, as Amended

Please address each of the criteria below. Each criterion is based on the Early Neighborhood Notification (ENN) guidelines for meetings, and can be found in Section 14-3.1(F)(5) SFCC 1987, as amended, of the Santa Fe City Code. A short narrative should address each criterion (if applicable) in order to facilitate discussion of the project at the ENN meeting. These guidelines should be submitted with the application for an ENN meeting to enable staff enough time to distribute to the interested parties. For additional detail about each criterion, consult the Land Development Code.

(a) EFFECT ON CHARACTER AND APPEARANCE OF THE SURROUNDING NEIGHBORHOODS *For example: number of stories, average setbacks, mass and scale, architectural style, landscaping, lighting, access to public places, open spaces and trails. (Ord. No. 2008-29 § 3)*

The proposed four story multi-family building is consistent with the scale of the adjacent Santa Fe Place Mall, as well as the Turquesa Apartments under construction to the south. The project will have direct access to the Arroyo Chamiso Urban Trail and the City park to the east.

(b) EFFECT ON PROTECTION OF THE PHYSICAL ENVIRONMENT *For example: trees, open space, rivers, arroyos, floodplains, rock outcroppings, escarpments, trash generation, fire risk, hazardous materials, easements, etc.*

The 2.8-acre subject parcel is already developed as a parking lot, so there will no disturbance of existing natural ground. New landscaped areas are included in the project design, which will enhance the natural environment.

(c) IMPACTS ON ANY PREHISTORIC, HISTORIC, ARCHAEOLOGICAL OR CULTURAL SITES OR STRUCTURES, INCLUDING ACEQUIAS AND THE HISTORIC DOWNTOWN *For example: the project's compatibility with historic or cultural sites located on the property where the project is proposed.*

The property is located in the Suburban Archaeological District and since it is less than 10 acres, an archaeological clearance permit is not required.

(d) RELATIONSHIP TO EXISTING DENSITY AND LAND USE WITHIN THE SURROUNDING AREA AND WITH LAND USES AND DENSITIES PROPOSED BY THE CITY GENERAL PLAN *For example: how are existing City Code requirements for annexation and rezoning, the Historic Districts, and the General Plan and other policies being met.*

The subject parcel is part of the Santa Fe Place Mall premises and is zoned SC-3. Multi-family residential is permissible in this zoning district and there is no maximum permissible density. The surrounding area is a mix of uses, including commercial, multi-family, and low density residential. The proposed 140-unit apartment building (49 dwellings/acre) serves as an appropriate transition from the Mall to the 240-unit Turquesa apartment community to the south.

Incorporating residential into the Mall development complies with the General Plan policies regarding mixed-use and providing a variety of housing types in all parts of the City. With access to commercial services, entertainment, employment, and multi-modal transportation options (urban trail and bus service), the Mall is an ideal mixed-use environment.

(e) EFFECTS UPON PARKING, TRAFFIC PATTERNS, CONGESTION, PEDESTRIAN SAFETY, IMPACTS OF THE PROJECT ON THE FLOW OF PEDESTRIAN OR VEHICULAR TRAFFIC AND PROVISION OF ACCESS FOR TEH DISABLED, CHILDREN, LOW-INCOME AND ELDERLY TO SERVICES *For example: increased access to public transportation, alternate transportation modes; traffic mitigation, cumulative traffic impacts, pedestrian access to destinations and new or improved pedestrian trails.*

As described above, the new residential community will have direct access to the Arroyo Chamiso Urban Trail and Santa Fe Trails bus service. Resident parking will be provided in a ground floor podium structure, as well as in the adjacent surface parking areas. Access to the site will be via the Mall loop road, which connects to the adjacent roadway network at the Rodeo Rd./Zafarano Rd. and Cerrillos Rd./ Wagon Rd. intersections. A Traffic Study will be submitted with the Development Plan Application.

(f) IMPACT ON THE ECONOMIC BASE OF SANTA FE *For example: availability of jobs to Santa Fe residents; market impacts on local businesses; and how the project supports economic development efforts to improve living standards of neighborhoods and their businesses.*

Increasing the availability of housing is key to Santa Fe's economic vitality. Nearby businesses will be supported by the new residents that will be within easy walking distance to the surrounding shops and restaurants.

(g) EFFECT ON THE AVAILABILITY OF AFFORDABLE HOUSING AND AVAILABILITY OF HOUSING CHOICES FOR ALL SANTA FE RESIDENTS *For example: creation, retention or improvement of affordable housing; how the project contributes to serving different ages, incomes and family sizes; the creation or retention of affordable business space. (Ord. No. 2005-30(A) § 4)*

The project will comply with the Santa Fe Homes Program with the payment of a fee-in-lieu to the Affordable Housing Trust Fund that that supports affordable housing initiatives throughout the City.

(h) EFFECT UPON PUBLIC SERVICES SUCH AS FIRE, POLICE PROTECTION, SCHOOL SERVICES AND OTHER PUBLIC SERVICES OR INFRASTRUCTURE ELEMENTS SUCH AS WATER, POWER, SEWER, COMMUNICATIONS, BUS SYSTEMS, COMMUTER OR OTHER SERVICES OR FACILITIES *For example: whether or how the project maximizes the efficient use or improvement of existing infrastructure; and whether the project will contribute to the improvement of existing public infrastructure and services.*

The project is being developed on an infill site that served by all utilities, public roads, trails, parks, and bus service.

(i) IMPACTS UPON WATER SUPPLY, AVAILABILITY AND CONSERVATION METHODS *For example: conservation and mitigation measures; efficient use of distribution lines and resources; effect of construction or use of the project on water quality and supplies.*

The project will provide water rights to the City to offset its water demand. Water service will be efficiently provided via an existing public water main on the Mall property. The project will include water conserving fixtures, drought tolerant landscaping, and drip irrigation.

(j) EFFECT ON THE OPPORTUNITIES FOR COMMUNITY INTEGRATION AND SOCIAL BALANCE THROUGH MIXED LAND USE, PEDESTRIAN ORIENTED DESIGN, AND LINKAGES AMONG NEIGHBORHOODS AND RECREATIONAL ACTIVITY AND EMPLOYMENT CENTERS *For example: how the project improves opportunities for community integration and balance through mixed land uses, neighborhood centers and/or pedestrian-oriented design.*

This project accomplishes all of these goals - mixed land use, pedestrian oriented design, access to employment, and linkages with adjacent neighborhoods and open space via the Arroyo Chamiso Urban Trail.

(k) EFFECT UPON SANTA FE'S URBAN FORM *For example: how are policies of the existing City General Plan being met? Does the project promote a compact urban form through appropriate infill development? The project's effect on intra-city travel; and between employment and residential centers.*

This infill project promotes a compact urban form and satisfies General Plan policies regarding infill, mixed-use, multi-modal transportation, and the provision of a variety of housing options in all parts of the City.

ADDITIONAL COMMENTS (Optional)

November 11, 2020

RE: Santa Fe Place Mall
4250 Cerrillos Road

To Whom It May Concern:

This letter shall serve as authorization for JenkinsGavin, Inc. to act on our behalf with respect to the referenced properties regarding land use applications to be submitted to the City of Santa Fe.

Thank you.

Sincerely,

Carmen Spinoso
Santa Fe Mall Holdings LLC

11/13/2020
Date

ACKNOWLEDGEMENT

State of New York)
) ss
County of Onondaga)

The foregoing instrument was acknowledged before me this 13th day of November, 2020 by Carmen D. Spinoso.

Notary Public

My Commission Expires: _____

ANDREA SCIORE
Notary Public, State Of New York
Qualified In Onon. Co. No. 6038081
Commission Expires 3/6/2022

e-Recorded 1751759 11/26/14 SFC

COUNTY OF SANTA FE } SPECIAL WARRANTY DEED
STATE OF NEW MEXICO } ss PAGES: 7

I Hereby Certify That This Instrument Was Filed for
Record On The 26TH Day Of November, A.D., 2014 at 09:16:06 AM
And Was Duly Recorded as Instrument # 1751759
Of The Records Of Santa Fe County
Witness My Hand And Seal Of Office
Geraldine Salazar
Deputy - EFMARTINEZ County Clerk, Santa Fe, NM

PREPARED BY, AND UPON RECORDING RETURN TO:

Lane Law PLLC
1400 Crossroads Building
2 State Street
Rochester, NY 14614
Attn: Gregory W. Lane, Esq.

SPECIAL WARRANTY DEED

LSREF SUMMER REO TRUST 2009, a Delaware statutory trust ("Grantor"), for and in consideration of the sum of Ten and No/100 Dollars ($10.00) and other valuable consideration, the receipt and sufficiency of which consideration are hereby acknowledged, hereby grants to SANTA FE MALL PROPERTY OWNER LLC, a Delaware limited liability company ("Grantee"), having an address of 112 Northern Concourse, N. Syracuse, New York 13212, (i) all that real property situated in the County of Santa Fe, State of New Mexico, and more particularly described on Exhibit A attached hereto and made a part hereof for all purposes, (ii) together with all improvements and related amenities located in and on such real property, (iii) easements, if any, benefiting such real property, and (iv) all rights and appurtenances, if any, pertaining to such real property, including any right, title and interest of Grantor in and to adjacent streets, alleys or rights-of-way, with SPECIAL WARRANTY COVENANTS, subject to the matters set forth in Exhibit B attached hereto and made a part hereof for all purposes.

[SIGNATURE PAGE FOLLOWS]

e-Recorded1751759 11/26/14 SFC

IN WITNESS WHEREOF, Grantor has executed this Deed to be effective as of the ___ day of November, 2014.

GRANTOR:

LSREF SUMMER REO TRUST 2009,
a Delaware statutory trust

By: Hudson Americas LLC,
its Administrator

By: Monica Knake
Name: Monica Knake
Title: Assistant Vice President

STATE OF TEXAS §
§
COUNTY OF DALLAS §

Before me the undersigned, a Notary Public in and for said County and State, on this day personally appeared Monica Knake, the Assistant Vice President of Hudson Americas LLC, the Administrator of LSREF SUMMER REO TRUST 2009, a Delaware statutory trust, known to me to be the person whose name is subscribed to the foregoing instrument, and thereupon she acknowledged that she was authorized to execute the within instrument on behalf of said limited liability company, as Administrator of said trust, and that she executed said instrument as the voluntary act of the said limited liability company, as Administrator of said trust, and for the purposes and consideration expressed therein and in the capacity stated therein.

Given under my hand and seal of office this 20 day of November, A.D., 2014.

(Seal)

Jonnie L. Callahan, Notary Public
(signature of Notary Public)

Jonnie L. Callahan
Notary Public,
State of Texas
Comm. Exp. 12-31-14

My Commission Expires: 12-31-2014

e-Recorded 1751759 11/26/14 SFC

EXHIBIT A

Legal Description

TRACT 1:

Lots 1-A and 1-B, of the Villa Linda Mall, City of Santa Fe, all as shown on that plat of survey entitled, "CLASS A ALTA/ACSM Land Title Survey Prepared for Babcock & Brown Real Estate Investments LLC Covering Lot 1-A, as Shown on a Plat Recorded in Plat Book 343, Pages 014-016, and Lot 1-B, as Shown on a Plat Recorded in Plat Book 182, Page 040, within Sections 7 & 8, T16N, R9E, NMPM, City and County or Santa Fe, NM", filed on August 17, 2007, as Instrument No. 1496136, in Plat Book 662, pages 041 - 044 Records of Santa Fe County, New Mexico.

TRACT 2:

The easements and other real property rights and interests that benefit any other land described in this Schedule A that are created by or pursuant to that certain Restated Operating Agreement dated September 27, 1985 and recorded October 4, 1985, in Book 532, Page 270 as amended by First Amendment to Restated Operating Agreement dated November 1, 1986 and recorded February 9, 1987, in Book 573, Page 589, over and with respect to the properties known as Lots 2, 3 and 11 of Villa Linda Mall, as shown on the plat of survey entitled "Villa Linda Mall Site ALTA-ASCM Land Title Survey", recorded December 13, 1999, in Plat Book 430, Pages 037-040; as assigned and assumed by Assignment and Assumption and Assumption of Operating Agreement dated October 22, 2004, and recorded as Document No. 1351709, in the records of Santa Fe County, New Mexico.

e-Recorded 1751759 11/26/14 SFC

TRACT 3:

Real Property situated in the County of Santa Fe, State of New Mexico, and described as follows:

Lot 2, as shown on plat entitled "Villa Linda Mall Site", within Sections 7 and 8, T.16 N., R.9 E., N.M.P.M., filed in the office of the County Clerk, Santa Fe County, New Mexico, on July 2, 1985, in Plat Book 153, page 040, as Document No. 570,838.

Together with easements and other real property rights and interests that are created by or pursuant to that certain Restated Operating Agreement, recorded in Book 532, page 270, First Amendment to Restated Operating Agreement, recorded in Book 573, page 589, Assignment and Assumption of Operating Agreements, recorded as Instrument No. 1347696, Declaration of Restrictions, recorded in Book 1296, page 997, Assignment of Reciprocal Easement Agreement, recorded in Book 1310, page 529 and in the Declaration of Restrictions, recorded in Book 481, page 674, First Amendment to Declaration of Restrictions, recorded in Book 537, page 668, Second Amendment to Declaration of Restrictions, recorded in Book 600, page 521, Third Amendment to Declaration of Restrictions, recorded in Book 667, page 237, and the Fourth Amendment to Declaration of Restrictions, recorded in Book 1305, page 732, filed in the office of the County Clerk, Santa Fe County, New Mexico.

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EXHIBIT B

Permitted Exceptions

1. Standby fees, taxes and assessments by any taxing authority for the year 2014, and for subsequent years.

2. Rights of tenants, as tenants only, pursuant to unrecorded leases or rental agreements, without rights or options to purchase the Property.

3. Water rights, claims or title to water.

4. Sewer maintenance and garbage disposal assessments for the year 2015 and thereafter.

5. Reservations contained in Patent from United States of America recorded in Book C of Patents, Page 194 as Document No. 87873, Book B of Patents, Page 114 as Document No. 47837, re-recorded in Book C of Patents, Page 229 as Document No. 90354 ½, Book B of Patents, Page 371 as Document No. 51547 and Book C of Patents, Page 70 as Document No. 70952, records of Santa Fe County, New Mexico.

6. Reservations contained in Patent from the State of New Mexico, recorded in Book 16 of Deeds, Page 99 as Document No. 56289 and in Book Misc. 16, Page 221 as Document No. 57104, records of Santa Fe County, New Mexico.

7. Easements described in Quit Claim Deed filed May 3, 1935, recorded in Book W of Deeds, Page 503 as Document No. 48640, records of Santa Fe County, New Mexico.

8. Easement filed August 22, 1930, recorded in Book Misc. X, Page 86 as Document No. 40327, records of Santa Fe County, New Mexico.

9. Easement filed September 10, 1968, recorded in Book Misc. 259, Page 713, records of Santa Fe County, New Mexico.

10. Easement filed January 5, 1973, recorded in Book Misc 297, Page 74 and Quitclaim Deed Assigning Easement filed July 1, 1985, recorded in Book Misc. 524, Page 869, records of Santa Fe County, New Mexico.

11. Deed for Easement Of Way filed January 19, 1979, recorded in Book Misc. 374, Page 780, records of Santa Fe County, New Mexico.

12. Grant of Way Grant and Easement Agreement filed October 1, 1984, recorded in Book Misc. 501, Page 830, records of Santa Fe County, New Mexico.

13. Grant of Easement Waterline filed July 1, 1985, recorded in Book Misc. 525, Page 109, records of Santa Fe County, New Mexico.

14. Right of Way Easement filed July 1, 1985, recorded in Book Misc. 525, Page 117, records of Santa Fe County, New Mexico.

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15. Right of Way and Easement for Underground Gas Lines filed July 1, 1985, recorded in Book Misc. 525, Page 121, records of Santa Fe County, New Mexico.

16. Grant of Easement Sanitary Sewer filed July 1, 1985, recorded in book Misc. 525, Page 128, records of Santa Fe County, New Mexico.

17. Easement Electric Power Line filed July 1, 1985, recorded in Book Misc. 525, Page 135 and Amendment to Easement Electric Power Line recorded in Book Misc. 567, Page 508 and Amendment to Easement Electric Power Line recorded in Book Misc. 568, Page 894 and Amendment to Easement Electric Power Line recorded in Book Misc. 574, Page 777, records of Santa Fe County, New Mexico.

18. Grant of Easement Cable Television Line filed September 10, 1985, recorded in Book Misc. 530, Page 162, records of Santa Fe County, New Mexico.

19. Easement Agreement filed October 8, 1985, recorded in Book Misc. 532, Page 768, records of Santa Fe County, New Mexico.

20. Covenants, conditions, restrictions, terms, provisions, assessments, liens, levies and easements in Declaration of Restrictions, recorded in Book Misc. 481, Page 674 and First Amendment to Declaration of Restrictions, recorded in Book Misc. 537, Page 668 and Second Amendment to Declaration of Restrictions, recorded in Book Misc. 600, Page 521 and Third Amendment to Declaration of Restrictions, recorded in Book 667, Page 237 and Fourth Amendment to Declaration of Restrictions, recorded in Book 1305, Page 732, records of Santa Fe County, New Mexico.

21. Restated Operating Agreement filed October 4, 1985, recorded in Book Misc. 532, Page 270 and First Amendment to Restated Operating Agreement recorded in Book Misc. 573, Page 589 and Declaration of Restrictions recorded in Book 1296, Page 997 and Assignment and Assumption of Restated Operating Agreement recorded in Book 1299, Page 867 and Assignment and Assumption of Restated Operating Agreement recorded in Book 1299, Page 871 and Assignment of Reciprocal Easement Agreement recorded in Book 1310, Page 520 and Assignment of Reciprocal Easement Agreement recorded in Book 1310, Page 529 and Assignment of Anchor Agreements (REA) recorded in Book 1717, Page 723 and Assignment and Assumption of Operating Agreements recorded as Instrument No. 1347696 and Assignment and Assumption of Operating Agreement recorded as Instrument No. 1351709 and Assignment and Assumption of Reciprocal Easement Agreements recorded as Instrument No. 1496160 and Assignment and Assumption of Reciprocal Easement Agreements recorded as Instrument No. 1599655, records of Santa Fe County, New Mexico.

22. Covenants, conditions, restrictions, terms, provisions, assessments, liens, levies and easements in Special Warranty Deed recorded in Book 667, Page 245, records of Santa Fe County, New Mexico.

23. Grant of Easement filed February 3, 2010, recorded in Instrument No. 1590104, records of Santa Fe County, New Mexico.

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24. Notes, conditions, easements, utilities and all matters shown on plat recorded in Plat Book 153, Page 040, records of Santa Fe County, New Mexico.

25. Notes, conditions, easements, utilities and all matters shown on plat recorded in Plat Book 182, Page 040, records of Santa Fe County, New Mexico.

26. Notes, conditions, easements, utilities and all matters shown on plat recorded in Plat Book 343, Page 014-016, records of Santa Fe County, New Mexico.

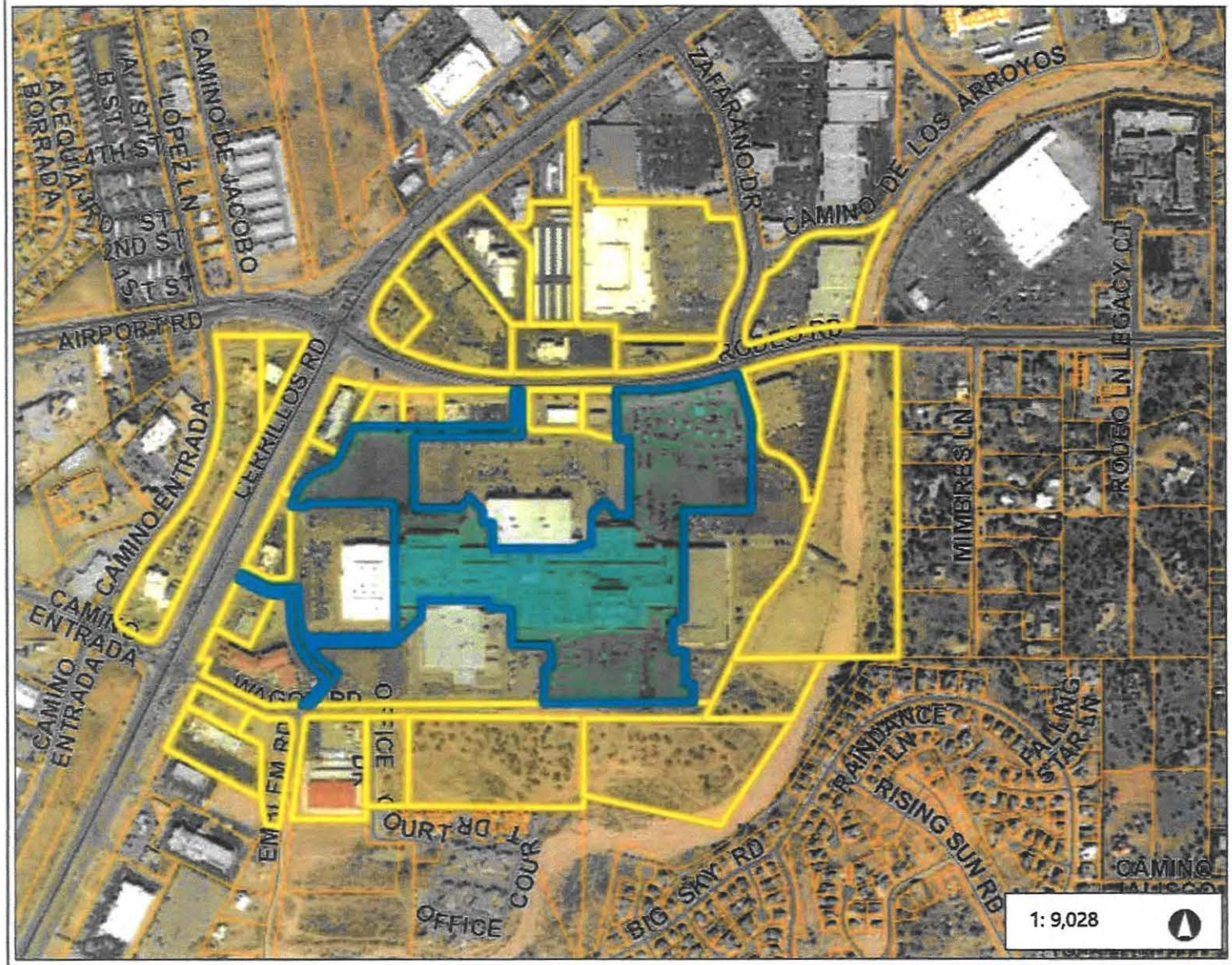
27. Notes, conditions, easements, utilities and all matters shown on plat recorded in Plat Book 430, Page 037-040, records of Santa Fe County, New Mexico.

28. Notes, conditions, easements, utilities and all matters shown on plat recorded in Plat Book 662, Page 041-044, records of Santa Fe County, New Mexico.

29. Rights of easement, if any, relating to the sanitary sewer lines with manholes, storm drains and utilities, as shown on the survey by Dawson Surveys Inc., dated _____.

30. Encroachment by buildings onto easements as shown on ALTA/ACSM Land Title Survey prepared by Dawson Surveys Inc., dated _____.

300ft. Buffer Map



Legend

- City Limits
- Address Points
- Roads
- Major Roads
- Santa Fe County Parcels
- Santa Fe River
- Rail Road

Notes

© Latitude Geographics Group Ltd.

1,504.7 0 752.33 1,504.7 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

CAPITAL BANK C/O BANK OF

101 N TRYON ST

CHARLOTTE NC 28255

COTTON BUTANE CO INC

ONE LIBERTY PLAZA

LIBERTY MO 64068

SENTRY STORAGE, LLC

4824 SAN TIMOTEO AVE SW

ALBUQUERQUE NM 87114

KHUSHI, LLC

4150 CERRILLOS RD

SANTA FE NM 87507

HOUSTON RODEO PROPERTIES LLC

PO BOX 22865

SANTA FE NM 87502

JUNG & MYONG INVESTMENTS, LLC

4300 CERRILLOS ROAD

SANTA FE NM 87505

MUTUAL BUILDING & LOAN ASSO

PO BOX 1507

SANTA FE NM 87504

SANTA FE MALL PROPERTY OWNER LLC

112 NORTHERN CONCOURSE

N SYRACUSE NY 13212-4045

SANTA FE MALL PROPERTY OWNER LLC

112 NORTHERN CONCOURSE

N SYRACUSE NY 13212-4045

UJAS SANTA FE LLC

751 S WEIR CANYON RD STE 157-380

ANAHEIM CA 92808-1962

528 INVESTORS & VEGAS VERDES

PO BOX 22865

SANTA FE NM 87502-2865

JC PENNY STORE # 2229-3

PO BOX 10001

DALLAS TX 75301

BFS RETAIL & COMMERCIAL

535 MARRIOTT DRIVE

NASHVILLE TN 37214

PIZZA HUT INC

924 W COLFAX AVE # 203

DENVER CO 80204

VRAPI & NOBLE, LLC

5931 JEFFERSON ST NE STE A

ALBUQUERQUE NM 87109-3408

GEORGE MCELROY & ASSOC INC

3131 S VAUGHN WAY #301

AURORA CO 80014

GEORGE MCELROY & ASSOC INC

3131 S VAUGHN WAY #301

AURORA CO 60014

BRE/LQ PROPERTIES LLC

909 HIDDEN RIDGE SUITE 600

IRVING TX 75038

DILLARDS DEPT STORE

4501 N BEACH ST

FORT WORTH TX 76137

SANTA FE MALL PROPERTY OWNER LLC

112 NORTHERN CONCOURSE

N SYRACUSE NY 13212-4045

CITY OF SANTA FE

200 LINCOLN AVE

SANTA FE NM 875018184

PEALE BREWING CO

40035 S LAKE CREST DR

TUCSON AZ 85739

ADAMS & MILLER LTD CO

1228 PARKWAY DR SUITE A

SANTA FE NM 87507

SHIV INVESTMENTS LLC

4312 CERRILLOS RD

SANTA FE NM 87507

CITY OF SANTA FE

P O BOX 909

SANTA FE NM 87501

TRUZAF LIMITED PARTNERSHIP

13 VEREDA CORTA

SANTA FE NM 87507

TRUZAF LIMITED PARTNERSHIP

PO BOX 460169

HOUSTON TX 77056-8169

SANTA FE PORTFOLIO LLC

PO BOX 908

SANTA FE NM 87504-0908

CITY OF SANTA FE

P O BOX 909

SANTA FE NM 87504-0909

WAGON ROAD INVEST LLC

7528 LEW WALLACE DR N E

ALBUQUERQUE NM 87109

RED LOBSTER #0478

PO BOX 6467

ORLANDO FL 32802-6467

BRE/LQ PROPERTIES LLC

909 HIDDEN RIDGE SUITE 600

IRVING TX 75038

FCPT HOLDINGS LLC

591 REDWOOD HIGHWAY RD STE 1150

MILL VALLEY CA 94941-6007

AMFP IV TURQUESA LLC

420 LEXINGTON AVE STE 2821

NEW YORK NY 10170-2820

OWNER OR RESIDENT
1 EMBLEM RD
SANTA FE, NM 87507

OWNER OR RESIDENT
2 EMBLEM RD
SANTA FE, NM 87507

OWNER OR RESIDENT
2511 & 2515 CAMINO ENTRADA
SANTA FE, NM 87507

OWNER OR RESIDENT
3549A ZAFARANO DR
SANTA FE, NM 87507

OWNER OR RESIDENT
3550 ZAFARANO DR
SANTA FE, NM 87507

OWNER OR RESIDENT
3561 ZAFARANO DR
SANTA FE, NM 87507

OWNER OR RESIDENT
3569 ZAFARANO DR
SANTA FE, NM 87507

OWNER OR RESIDENT
4036 CERRILLOS RD
SANTA FE, NM 87507

OWNER OR RESIDENT
4048 CERRILLOS RD
SANTA FE, NM 87507

OWNER OR RESIDENT
4056 CERRILLOS RD
SANTA FE, NM 87507

OWNER OR RESIDENT
4062 CERRILLOS RD
SANTA FE, NM 87507

OWNER OR RESIDENT
4151 CERRILLOS RD
SANTA FE, NM 87507

OWNER OR RESIDENT
4246 CERRILLOS RD
SANTA FE, NM 87507

OWNER OR RESIDENT
4250 CERRILLOS RD
SANTA FE, NM 87507

OWNER OR RESIDENT
4298 CERRILLOS RD
SANTA FE, NM 87507

OWNER OR RESIDENT
4300 CERRILLOS RD
SANTA FE, NM 87507

OWNER OR RESIDENT
4300 RODEO RD
SANTA FE, NM 87507

OWNER OR RESIDENT
4360 RODEO RD
SANTA FE, NM 87507

OWNER OR RESIDENT
4384 RODEO RD
SANTA FE, NM 87507

OWNER OR RESIDENT
4420 RODEO RD
SANTA FE, NM 87507

OWNER OR RESIDENT
4430 RODEO RD
SANTA FE, NM 87507

OWNER OR RESIDENT
4434 RODEO RD
SANTA FE, NM 87507

OWNER OR RESIDENT
4450 RODEO RD
SANTA FE, NM 87507

OWNER OR RESIDENT
4470 RODEO RD
SANTA FE, NM 87507

Santa Fe Public Schools

Property & Asset Management
Residential Development Impact Information Form
School Notification as required by City Ordinance 14-8.18 AFCC 1987

1. Project Name: Santa Fe Place Multifamily Development
2. Location of Property: 4250 Cerrillos Rd
3. Owner/Agent Name: Jennifer Jenkins / Jenkins Gavin
   Mailing Address: 130 Grant Ave Suite 101 SFNM 87501
   Phone & Fax: 505.820.7444
4. Unit Matrix

PROJECT EFFECT ON STUDENT POPULATION		
Unit Type	Unit Quantity	Average Price
Single Family (detached) Single Family (attached) Townhome/ Apartment (Multi-Family) Commercial	140	1,200.00

5. Elementary School Zone for Proposed Development: Piñon Elementary
6. Middle School Zone for Proposed Development: Milagro Middle School
7. High School Zone for Proposed Development: Santa Fe High School
8. Build out Rates (Year/s; #/yr): Completion anticipated 2023

Educational Services Center
610 Alta Vista
Santa Fe, NM 87505
Telephone (505) 467-2000
www.sfps.info

For questions & submittal, contact:
Santa Fe Public Schools, Property & Asset Management,
2195 Zia Road, Santa Fe NM 87505
505 467 3400

March 04, 2021
Planning Commission
Case #2020-2999
4250 Cerrillos Road Santa Fe Place Mall Apartments
Development Plan

EXHIBIT E

Maps and Photos

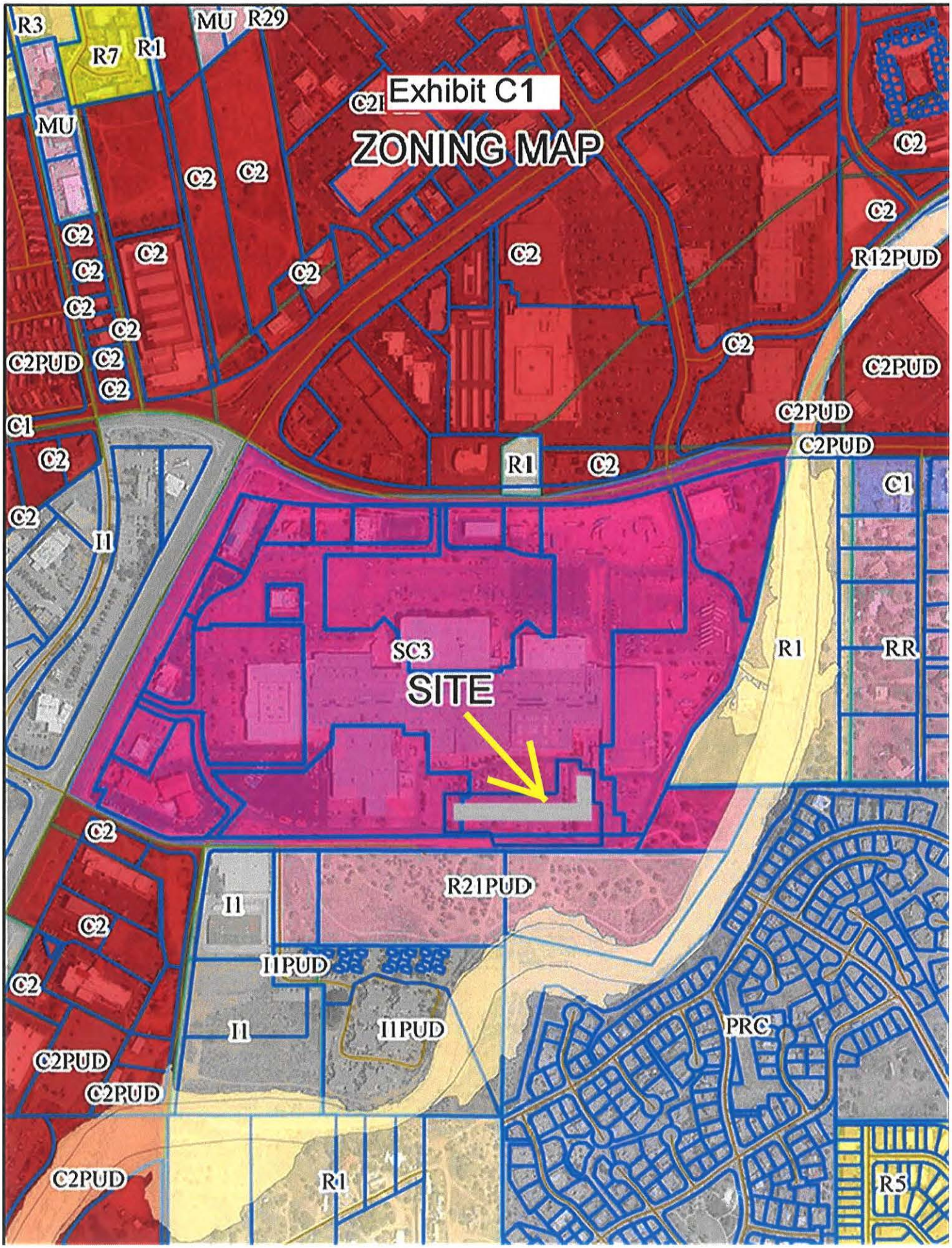


Exhibit C1
ZONING MAP
SITE
R3
R7
R1
MU
R29
C2P
MU
C2
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R12PUD
C2PUD
C2PUD
C2PUD
C2PUD
C1
C2
C2
I1
R1
C2
C1
SC3
R1
RR
C2
C2
C2
I1
R21PUD
I1PUD
I1
I1PUD
PRC
C2PUD
C2PUD
C2PUD
R1
R5

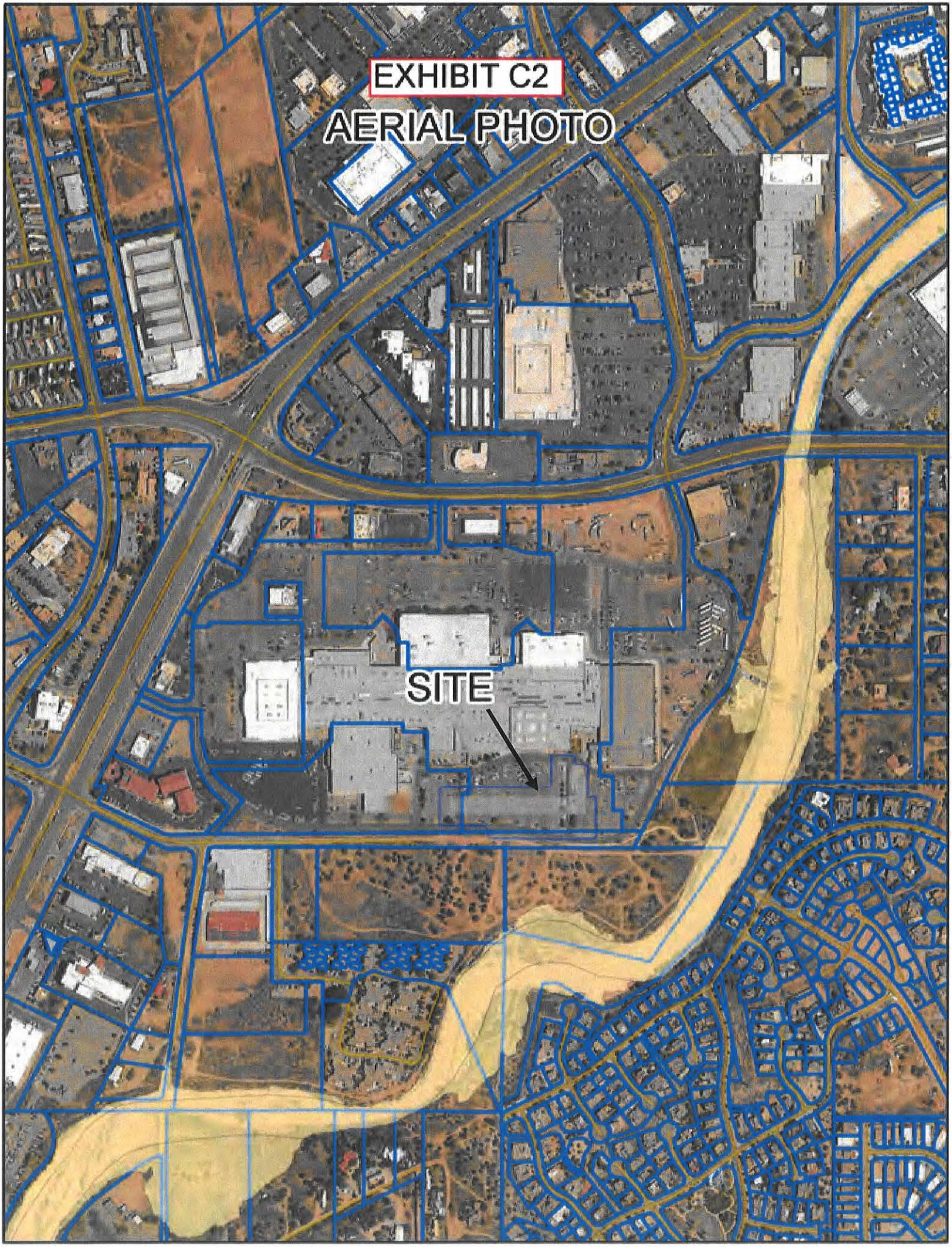
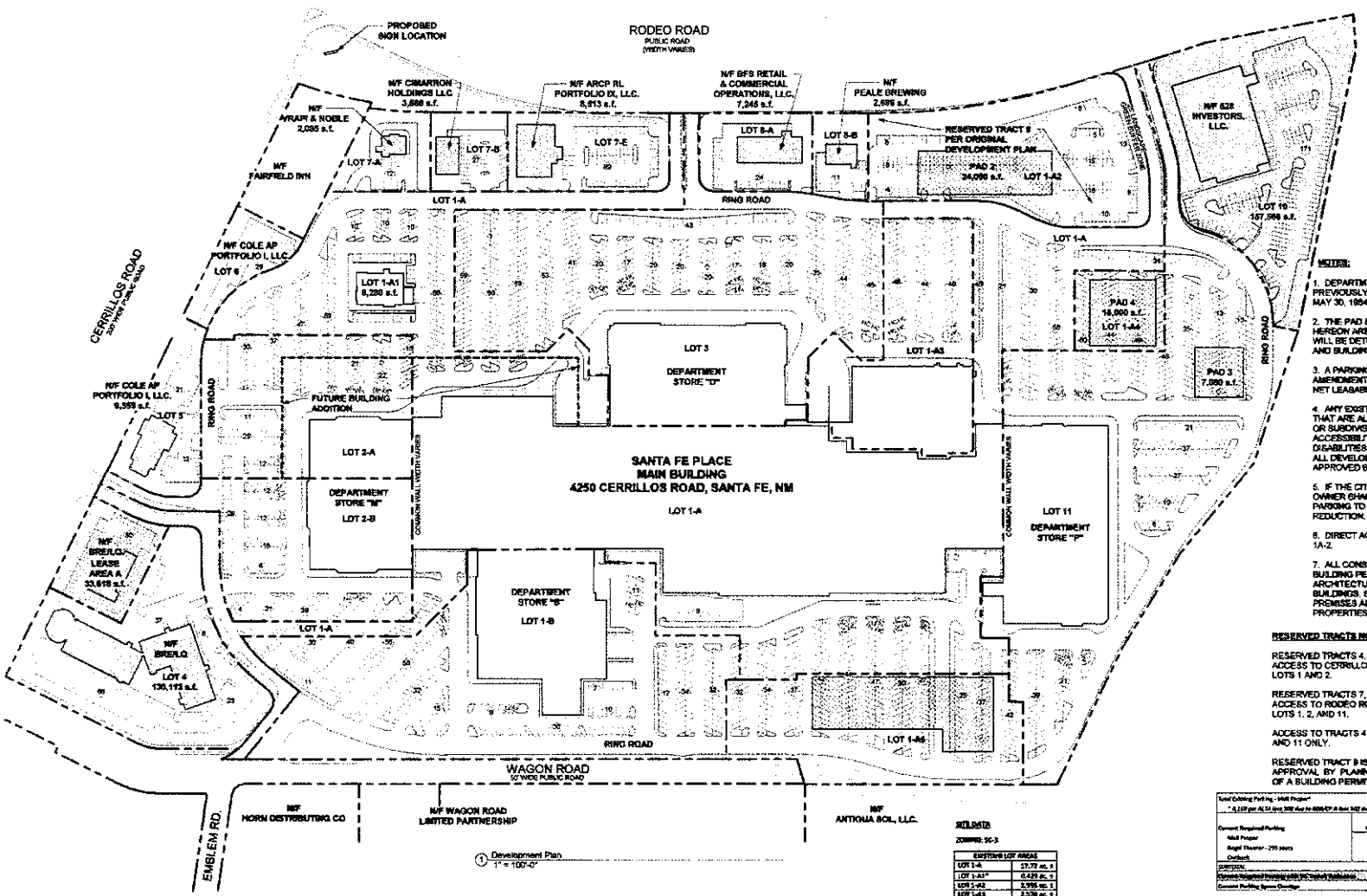


EXHIBIT C2
AERIAL PHOTO
SITE

March 04, 2021
Planning Commission
Case #2020-2999
4250 Cerrillos Road Santa Fe Place Mall Apartments
Development Plan

EXHIBIT F

Referenced Material and Development Plans



1 Development Plan
1" = 100'-0"

NOTES:

1. DEPARTMENT STORE "D" FUTURE EXPANSION: 29,014 s.f. AS PREVIOUSLY APPROVED PER DEVELOPMENT PLAN DATED MAY 30, 1984.
2. THE PAD SITES AND FUTURE BUILDING ADDITION SHOWN HEREON ARE CONCEPTUAL. FINAL SIZE AND CONFIGURATION WILL BE DETERMINED DURING THE DEVELOPMENT REVIEW AND BUILDING PERMIT PROCESS.
3. A PARKING REDUCTION IS APPROVED WITH THIS AMENDMENT PERMITTING A RATIO OF 1 SPACE PER 250 SF OF NET LEASABLE AREA.
4. ANY EXISTING ELEMENTS, FEATURES, OR COMMON AREAS THAT ARE ALTERED AS A RESULT OF THIS DEVELOPMENT PLAN OR SUBDIVISION PLAT SHALL COMPLY WITH THE CURRENT ACCESSIBILITY REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT (ADA). ADA PLANS SHALL BE SUBMITTED WITH ALL DEVELOPMENT/BUILDING PLANS TO BE REVIEWED AND APPROVED BY CITY STAFF.
5. IF THE CITY REMOVES ALL BUS SERVICE TO THE MALL, THE OWNER SHALL BE REQUIRED TO ADJUST NEW DEVELOPMENT PARKING TO ACCOUNT FOR THE 5% TRANSIT PARKING REDUCTION.
6. DIRECT ACCESS TO RODEO ROAD IS PROHIBITED FOR LOT 1A-2.
7. ALL CONSTRUCTION OF NEW BUILDINGS QUALIFYING FOR A BUILDING PERMIT SHALL BE DESIGNED IN A MANNER THAT IS ARCHITECTURALLY COMPATIBLE WITH AND ADAPTABLE TO BUILDINGS, STRUCTURES, AND USES BOTH WITHIN THE MALL PREMISES AND ON ABUTTING PROPERTY AND OTHER PROPERTIES IN THE VICINITY.

RESERVED TRACTS NOTES, ACCESS AND RESTRICTIONS:

RESERVED TRACTS 4, 5, AND 6 SHALL NOT BE PERMITTED DRIVEWAY ACCESS TO CERRILLOS ROAD AND ONLY TO ON-SITE ROADWAYS WITHIN LOTS 1 AND 2.

RESERVED TRACTS 7, 8, 9, AND 10 SHALL NOT BE PERMITTED DRIVEWAY ACCESS TO RODEO ROAD AND ONLY TO ON-SITE ROADWAYS WITHIN LOTS 1, 2, AND 11.

ACCESS TO TRACTS 4, 5, 6, 7, 8, 9 AND 10 WILL BE THROUGH LOTS 1, 2, 3, AND 11 ONLY.

RESERVED TRACT 9 IS SUBJECT TO FINAL DEVELOPMENT PLAN APPROVAL BY PLANNING COMMISSION PRIOR TO ISSUANCE OF A BUILDING PERMIT.

SITE DATA

ZONING: SC-3

EXISTING LOT AREAS	
LOT 1-A	19.72 ac. ±
LOT 1-A1*	0.429 ac. ±
LOT 1-A2	0.995 ac. ±
LOT 1-A3	3.239 ac. ±
LOT 1-A4	0.689 ac. ±
LOT 1-A5	3.834 ac. ±
LOT 1-A6	6.914 ac. ±
LOT 2-A	3.799 ac. ±
LOT 2-B	2.757 ac. ±
LOT 3*	7.000 ac. ±
LOT 4*	3.197 ac. ±
Lease Parcel A*	0.771 ac. ±
LOT 5*	0.9775 ac. ±
LOT 6*	0.5477 ac. ±
LOT 7-A*	0.6309 ac. ±
LOT 7-B*	0.5728 ac. ±
LOT 7-C*	1.2005 ac. ±
LOT 8-A*	0.8102 ac. ±
LOT 8-B*	0.4505 ac. ±
LOT 10*	3.626 ac. ±
LOT 11*	8.8516 ac. ±

*Adjacent lots under separate ownership.

PROPOSED ROOFED AREA: 775,021 s.f.
PROPOSED LOT COVERAGE: 26.27%

	GSA	NLA	PARKING RATIO	REQUIRED PARKING
Current Required Parking				
Mall Proper	849,075	519,275	250	2,076
Regal Theater - 295 seats	36,118		1 per 4 seats	74
Outback	6,795	3,457	250	14
SUBTOTAL	871,437	522,883		2,164
Current Required Parking with 5% Transit Reduction				2,056
Current Parking Spaces Provided				2,056
Proposed Parking Supply at 1/250 sf NLA with 5.0% Transit Reduction				2,056
Required Parking				1,977
Proposed Parking Space Overage				79

BUILDINGS	GFA	NLA	PROPOSED PARKING RATIO	REQUIRED PARKING	PARKING USES
Existing					
Mall Proper	849,075	519,275	250	2,076	
Regal Theater - 295 seats	36,118		1 per 4 seats	74	
Outback	6,795	3,457	250	14	
Subtotal Existing	871,437	522,883		2,164	
Proposed					
Lot 11 - Retail/Restaurant (per DM 4/7)	7,000	6,300	250	25	25
Lot 1A-2 - Retail/Restaurant	24,000	21,600	250	86	86
Lot 1A-4 - Retail/Restaurant	16,000	14,400	250	58	58
Lot 1A-5 - Multifamily	240,000	N/A	1.125	270	270
Unit Count	220				
Subtotal Proposed	293,000	242,300		439	439
TOTAL	870,437	522,883	250	2,164	439
Proposed Required Parking with 5% Transit Reduction				2,056	
Provided Parking**				2,056	

** Upon construction of all proposed buildings

863' 10

Santa Fe Place Final Subdivision & Development Plan Amendment #5

4250 Cerrillos Road, Santa Fe, N.M.

Revision Schedule

Num	Desc	Date

JENKINSGAVIN
LAND DEVELOPMENT MANAGEMENT

Development Plan Amendment #5

Scale: 1" = 100'-0"

8

Z:\Jenkins-Gavin\Santa Fe Place Mall - Development Plan 2\Mall DP5.rvt

Signage Plan

santa fe place

4250 Cerrillos Rd., Santa Fe, N.M.

OWNER:

SPINOSO REAL ESTATE GROUP

112 Northern Concourse
N. Syracuse, NY 13212
(T) 315.425.1000

SHEET INDEX:

1 COVER
2 SIGNAGE PLAN

CITY APPROVAL:

Risana Zaxus — 09/02/16
CITY ENGINEER — DATE

Greg Smith — 9/12/2016
CITY PLANNER — DATE

Approved by the Planning Commission at their meeting of May 5, 2016 as case # 2016 - 37

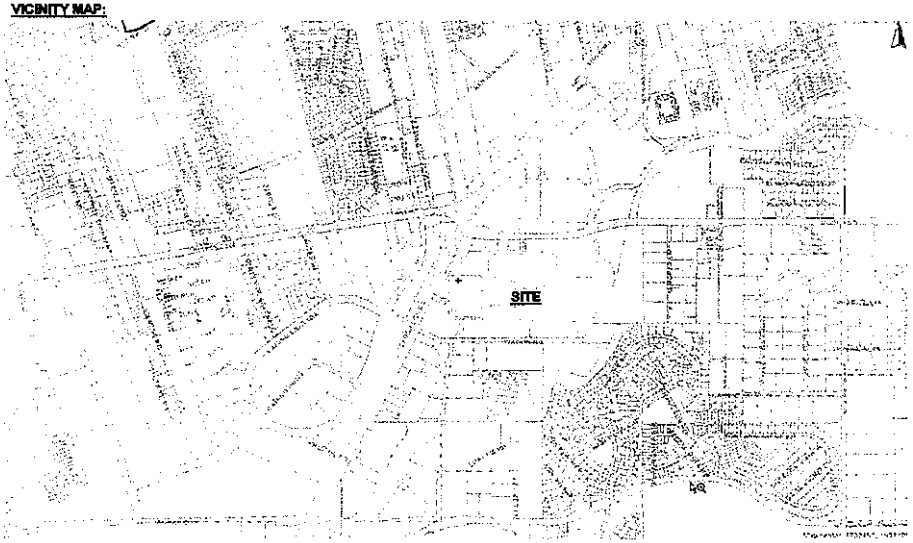
Chair — 9.1.16 Date

Secretary — 9.1.16 Date

OWNER'S CONSULTANT:

7/27/16
Carmen Spinoso — DATE

VICINITY MAP:



COUNTY OF SANTA FE)
STATE OF NEW MEXICO) ss

I hereby certify that this instrument was filed for record on the 14th day of September, A.D. 20 16, at 1:43 o'clock P.M., and was duly recorded in Book 803 Page 021-19 of the records of Santa Fe County.

Witness my hand and Seal of Office
GERALDINE SALAZAR
County Clerk, Santa Fe County, NM
Deputy

INST # 1804446

State of New Mexico)
) ss
County of Santa Fe)

The foregoing instrument was acknowledged before me this 29 day of July, 2016 by Carmen Spinoso

Notary Public

My Commission Expires: 18

Z:\Jenkins-Gavin\Santa Fe Place Mall\Mall Signage.vt

07037

Santa Fe Place
Signage Plan
4250 Cerrillos Road, Santa Fe, N.M.

Revision Schedule		
Num	Desc	Date

Date

Drawn by

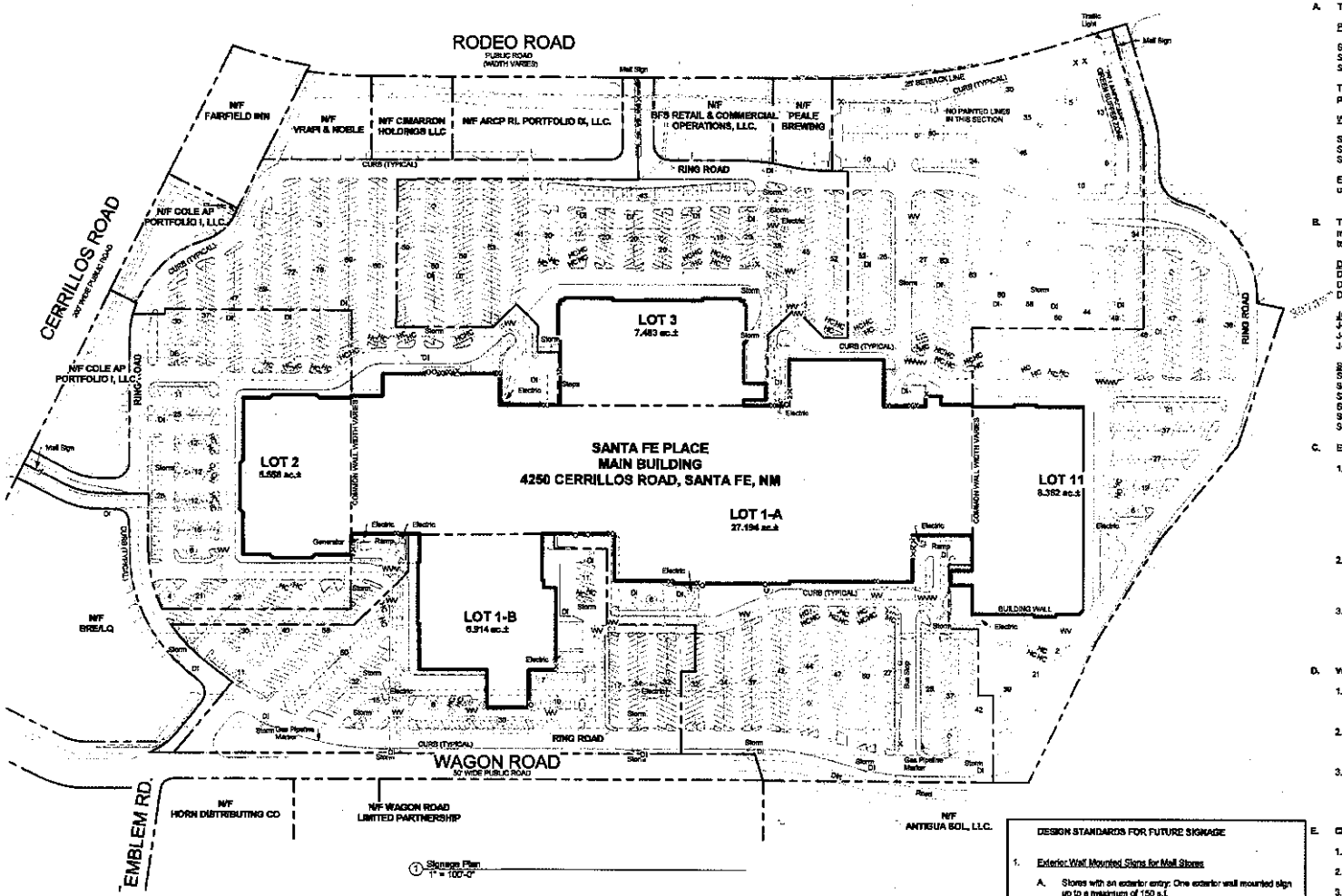
Checked by

jenkinsgavin
DESIGN & DEVELOPMENT INC
120 Grant Avenue, Suite 101
Santa Fe, New Mexico 87501

Cover

Scale

1 of 2



1 Signage Plan
1" = 100'-0"

DESIGN STANDARDS FOR FUTURE SIGNAGE

1. Exterior Wall Mounted Signs for Mall Stores
   - A. Stores with an exterior entry: One exterior wall mounted sign up to a maximum of 150 s.f.
   - B. Stores with a north-facing exterior facade and an interior entry: one exterior wall mounted sign up to a maximum of 150 s.f.
   - C. Stores with a south-facing exterior entry and/or facade: two exterior wall mounted signs up to a maximum of 150 s.f. each.
   - D. Stores over 10,000 s.f. with an interior entry and no exterior facade: one exterior wall mounted sign up to a maximum of 150 s.f.
2. Pad Sites

   Free-standing buildings on "pad sites" are permitted two wall mounted signs up to a maximum of 80 s.f each.
3. Pylon Signs

   The following tenants are permitted store identification on up to two Pylon Signs:
   - Department Stores
   - Junior Anchors over 15,000 s.f.
   - Restaurants
4. Refer to City of Santa Fe conditions of approval (Item E above).

A. **The following existing Mall identification signs are hereby ratified:**

Pylon Signs

Sign P-1: 31' high x 14.3' long x 2.1' wide = 443.3 s.f.
Sign P-2: 31' high x 7.4' long x 2.1' wide = 229.4 s.f.
Sign P-3: 31' high x 7.4' long x 2.1' wide = 229.4 s.f.

The façades of the signs may be modified with the approval of a sign permit.

Wall Mounted Signs

Sign M-1: 128.5 s.f.
Sign M-2: 125.5 s.f.
Sign M-3: 117.7 s.f.

Each wall mounted Mall identification sign may remain or be replaced up to a maximum of 150 s.f.

B. **The following existing, nonconforming store identification signs may remain or be replaced with a sign that is less than or equal to the existing square footage.**

Dillard's
D-1: 356.7 s.f.
D-2: 340.3 s.f.
D-3: 340.3 s.f.

JC Penney
J-1: 178.8 s.f.
J-2: 178.8 s.f.
J-3: 178.8 s.f.

Sears
S-1 22.0 s.f.
S-2 17.0 s.f.
S-3 134.8 s.f.
S-4 71.4 s.f.
S-5 71.4 s.f.
S-6 134.8 s.f.

C. **Existing Sign Variances**

1. Sports Authority
   Case #2012-42, approved by the Planning Commission on June 7, 2012. Variance for 800 s.f. wall sign on the west elevation and 700 s.f. wall sign on the south elevation. The approved square footage includes the red background of the sign.
   SA-1: West Elevation 158.4 s.f.
   SA-2: South Elevation 147.9 s.f.
2. Bed, Bath & Beyond
   Case #2015-54, approved by the Planning Commission on July 2, 2015. Variance for 169 s.f. wall sign.
   B-1: 169 s.f.
3. Cost Plus World Market
   Case #2015-55, approved by the Planning Commission on July 2, 2015. Variance for 136 s.f. wall sign.
   C-1 136 s.f.

D. **Variances Approved as part of this Signage Plan**

1. Variance from SFCC §14-8.10 (G)(1) allowing an off-site monument sign in the City of Santa Fe right-of-way at the corner of Cerrillos Road and Rodeo Road, subject to approval of a Licensing Agreement by the City of Santa Fe.
2. Variance from SFCC §14-8.10(G)(6)(c) allowing up to two wall mounted signs per Mall store up to a maximum of 150 s.f. in accordance with the approved Design Standards identified herein.
3. Variance from SFCC §14-8.10(G)(6)(c) allowing up to two wall mounted signs for each "Pad Site" building up to a maximum of 80 s.f. in accordance with the approved Design Standards identified herein.

E. **City of Santa Fe Conditions of Approval**

1. Total area of wall signs not to exceed 4,500 square feet.
2. No wall sign to exceed 150 square feet.
3. Maximum 150 square feet of total signage per tenant.
4. Maximum two wall signs per tenant.
5. Three existing pylon shopping center identification signs may remain.

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2070
307038

Santa Fe Place
Signage Plan
4250 Cerrillos Road, Santa Fe, N.M.

Revision Schedule

Num	Desc	Date

Date

Drawn by

Checked by

jenkinsgavin
planning & design, inc.
130 Grant Avenue, Suite 101
Santa Fe, New Mexico 87501

Signage Plan

Scale 1" = 100'-0"

2 of 2

FINAL SUBDIVISION PLAT

SANTA FE PLACE MALL
4250 CERRILLOS Rd., SANTA FE, N.M.

PURPOSE: THE PURPOSE OF THIS REPLAT IS TO CREATE SEVEN COMMERCIAL LOTS WITHIN THE EXISTING LOT 1-A AND LOT 2.

DEDICATION AND AFFIDAVIT:

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S) HAVE CAUSED TO SPLIT THESE LANDS SHOWN HEREON TO CREATE 7 COMMERCIAL LOTS WITHIN THE EXISTING LOT 1-A AND LOT 2 ALL AS SHOWN HEREON. THIS REPLAT CONTAINS 12.78 ACRES AND IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNERS.

THIS PROPERTY LIES WITHIN THE PLATTING JURISDICTION OF THE CITY OF SANTA FE.

OWNER:

BY: _____, SANTA FE PROPERTY MALL OWNER LLC.

STATE OF New York)SS
COUNTY OF Nassau)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY Carter W. D. Zalesky, SANTA FE MALL PROPERTY OWNER LLC. THIS 4th DAY OF May, 2020.

_____

NOTARY PUBLIC, MY COMMISSION EXPIRES _____

UTILITY COMPANIES:

PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT ARE GRANTED FOR THE COMMON AND JOINT USE OF:

PUBLIC SERVICE COMPANY OF NEW MEXICO ("PNM"), A NEW MEXICO CORPORATION, (PNM ELECTRIC) FOR INSTALLATION, MAINTENANCE, AND SERVICE OF OVERHEAD AND UNDERGROUND ELECTRICAL LINES, TRANSFORMERS, AND OTHER EQUIPMENT AND RELATED FACILITIES REASONABLY NECESSARY TO PROVIDE ELECTRICAL SERVICES.

NEW MEXICO GAS COMPANY FOR INSTALLATION, MAINTENANCE, AND SERVICE FOR NATURAL GAS LINES, VALVES AND OTHER EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE NATURAL GAS SERVICES.

"QWEST CORPORATION, D/B/A CENTURYLINK QC" FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE COMMUNICATION SERVICES.

COMCAST FOR THE INSTALLATION, MAINTENANCE, AND SERVICE SUCH LINES, CABLE AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE CABLE SERVICES.

INCLUDED IS THE RIGHT TO BUILD, REBUILD, CONSTRUCT, RECONSTRUCT, LOCATE, RELOCATE WITHIN THE EASEMENT, CHANGE, REMOVE, REPLACE, MODIFY, RENEW, OPERATE AND MAINTAIN FACILITIES FOR PURPOSES DESCRIBED ABOVE, TOGETHER WITH FREE ACCESS TO, FROM, AND OVER SAID EASEMENT, WITH THE RIGHT AND PRIVILEGE OF GOING UPON, OVER AND ACROSS ADJOINING LANDS OF GRANTOR FOR THE PURPOSES SET FORTH HEREIN AND WITH THE RIGHT TO UTILIZE THE RIGHT OF WAY AND EASEMENT TO EXTEND SERVICES TO CUSTOMERS OF GRANTEE, INCLUDING SUFFICIENT WORKING AREA SPACE FOR ELECTRICAL TRANSFORMERS, WITH THE RIGHT AND PRIVILEGE TO TRIM AND REMOVE TREES, SHRUBS OR BUSHES WHICH INTERFERE WITH THE PURPOSES SET FORTH HEREIN. NO BUILDING, SIGN POOL (ABOVEGROUND OR SUBSURFACE), HOT TUB, CONCRETE OR WOOD POOL DECKING, OR OTHER STRUCTURE SHALL BE ERECTED OR CONSTRUCTED ON SAID EASEMENTS, NOR SHALL ANY WELL BE DRILLED OR OPERATED THEREON. PROPERTY OWNERS SHALL BE SOLELY RESPONSIBLE FOR CORRECTING ANY VIOLATIONS OF NATIONAL ELECTRICAL SAFETY CODE BY CONSTRUCTION OF POOLS, DECKING, OR ANY STRUCTURES ADJACENT TO OR NEAR EASEMENTS SHOWN ON THIS PLAT.

EASEMENTS FOR ELECTRIC TRANSFORMERS/SWITCHGEARS, AS INSTALLED, SHALL EXTEND TEN (10) FEET IN FRONT OF TRANSFORMERS/SWITCHGEAR DOORS AND FIVE (5) FEET ON EACH SIDE.

UTILITIES:

David R Aiken 04-26-2020
COMCAST DATE

IN APPROVING THIS PLAT, PNM PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM) AND NEW MEXICO GAS COMPANY (NMGC) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM AND NMGC DO NOT WAIVE NOR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT, OR OTHER DOCUMENT AND NOT SHOWN ON THIS PLAT.

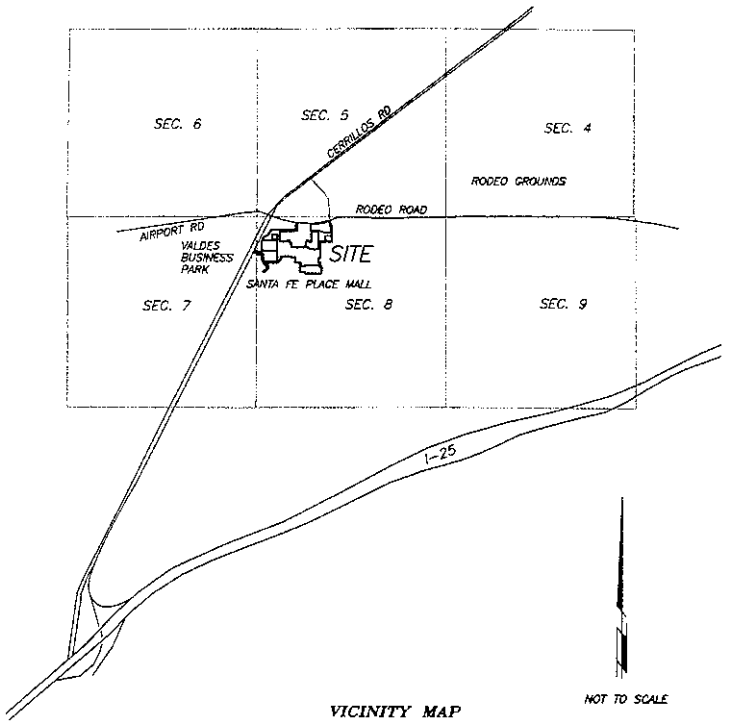
DocuSigned by: 5/4/2020
PNM ELECTRIC SERVICES DATE

Frank A Gagan 5/4/2020
NM GAS COMPANY DATE

CENTURY LINK DISCLAIMER:

THIS PLAT HAS BEEN APPROVED FOR EASEMENT PURPOSES ONLY. THE SIGNING OF THIS PLAT DOES NOT IN ANY WAY GUARANTEE TELEPHONE SERVICE TO THE SUBDIVISION.

Doug Dale 4/28/2020
"QWEST CORPORATION, D/B/A CENTURYLINK QC" DATE



VICINITY MAP

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO)
I hereby certify that this instrument was filed for record on the ____ day of _____, 20__ A.D. at ____ o'clock ____, and was duly recorded in book ____, page(s) ____ of the records of Santa Fe County.

Witness my Hand and Seal of office
GERALDINE SALAZAR
County Clerk, Santa Fe county, N.M.

_____ Deputy

County Clerk

Seal

SANTA FE CITY APPROVAL:

APPROVED BY THE PLANNING COMMISSION THEIR MEETING OF 12/03/2019
AS CASE NO. 2019-1144

5.26.20
PLANNING COMMISSION CHAIRPERSON DATE

PLANNING [redacted] SECRETARY DATE

5-15-20
SANTA FE COUNTY TREASURER DATE

APPROVED BY THE CITY OF SANTA FE CURRENT PLANNING DIVISION UNDER AUTHORITY OF THE LAND DEVELOPMENT CODE, ARTICAL 14-3.8(F)

5/29/20
CITY ENGINEER FOR LAND USE DATE

5/29/20
CITY PLANNER DATE

LOT 1-A2 IS PROHIBITED FROM ACCESSING RODEO ROAD DIRECTLY AND SHALL ACCESS ONLY THE EXISTING LOOP ROAD OF THE MALL.

THE PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE GUTIERREZ-HUBBELL HOUSE HISTORIC DISTRICT ORDINANCE (ARTICLE 14-8, 12).

DRAINAGE FACILITIES MAINTENANCE: THE DRAINAGE FACILITIES ARE PRIVATE AND SHALL BE MAINTAINED BY THE PROPERTY OWNERS.

INSPECTIONS OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:

ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1-INCH OR GREATER. THE OWNERS SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.

THE REMEDIAL ACTION SHALL CONSIST OF (1) REMOVAL AND DISPOSAL OF SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH; (2) FLUSHING ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND POLLUTANTS THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURES; AND, (3) INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS AND INSPECT FOR THE STRUCTURAL INTEGRITY OF ALL APPURTENANT DRAINAGE STRUCTURES AND REPAIR OR STABILIZE ACCORDINGLY.

SURVEYORS CERTIFICATE:

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE REPRESENTATION OF A SURVEY COMPLETED UNDER MY PERSONAL SUPERVISION ON THE 13th DAY OF JUNE, 2019. TO THE BEST OF MY KNOWLEDGE, THE SURVEY AND PLAT ARE CORRECT, TRUE AND MEET THE MINIMUM STANDARDS FOR LAND SURVEYS IN NEW MEXICO.

Edward M Trujillo 4-21-2020
EDWARD M TRUJILLO, NMPS#12332 DATE

"TITLE AND INDEXING INFORMATION FOR COUNTY CLERK"

CURRENT OWNER: SANTA FE MALL PROPERTY OWNER LLC.

LOT 1-A: 1-050-095-135-419
LOT 2: 1-050-095-034-430

LOT OF RECORD: LOT 1-A AND LOT 2, ALTA/ACSM LAND TITLE SURVEY: PREPARED FOR SANTA FE MALL PROPERTY OWNER, RECORDED IN BOOK 781 PAGE 14-17.

PLSS LOCATION: LYING WITHIN SEC.7 & 8, T16N, R9E, NMPM

CITY: SANTA FE

COUNTY: SANTA FE

STATE: NEW MEXICO

V-100

SHEET 1 OF 6

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 B CAMINO ENTRADA
SANTA FE, N.M., 87507
FILE 10354-SUB DATE 04\21\20

1901-E

SUBDIVISION PLAT
WITHIN LOT 1-A AND LOT 2
AS SHOWN ON ALTA/ACSM LAND TITLE SURVEY
RECORDED IN BOOK 781 PAGE 14-17.
PREPARED FOR
SANTA FE MALL PROPERTY OWNER LLC.
ALL WITHIN SECTION 7 & 8, T17N, R9E, NMPM
CITY AND COUNTY OF SANTA FE NM

863 05

LOT 1-A DESCRIPTIONS

DESCRIPTION OF LOT 1-A, SHOWN ON A PLAT RECORDED IN PLAT BOOK 781, PAGES 014-017, WITHIN SECTIONS 7 & 8, TOWNSHIP 16 NORTH, RANGE 9 EAST, NMPM, SANTA FE COUNTY, NEW MEXICO

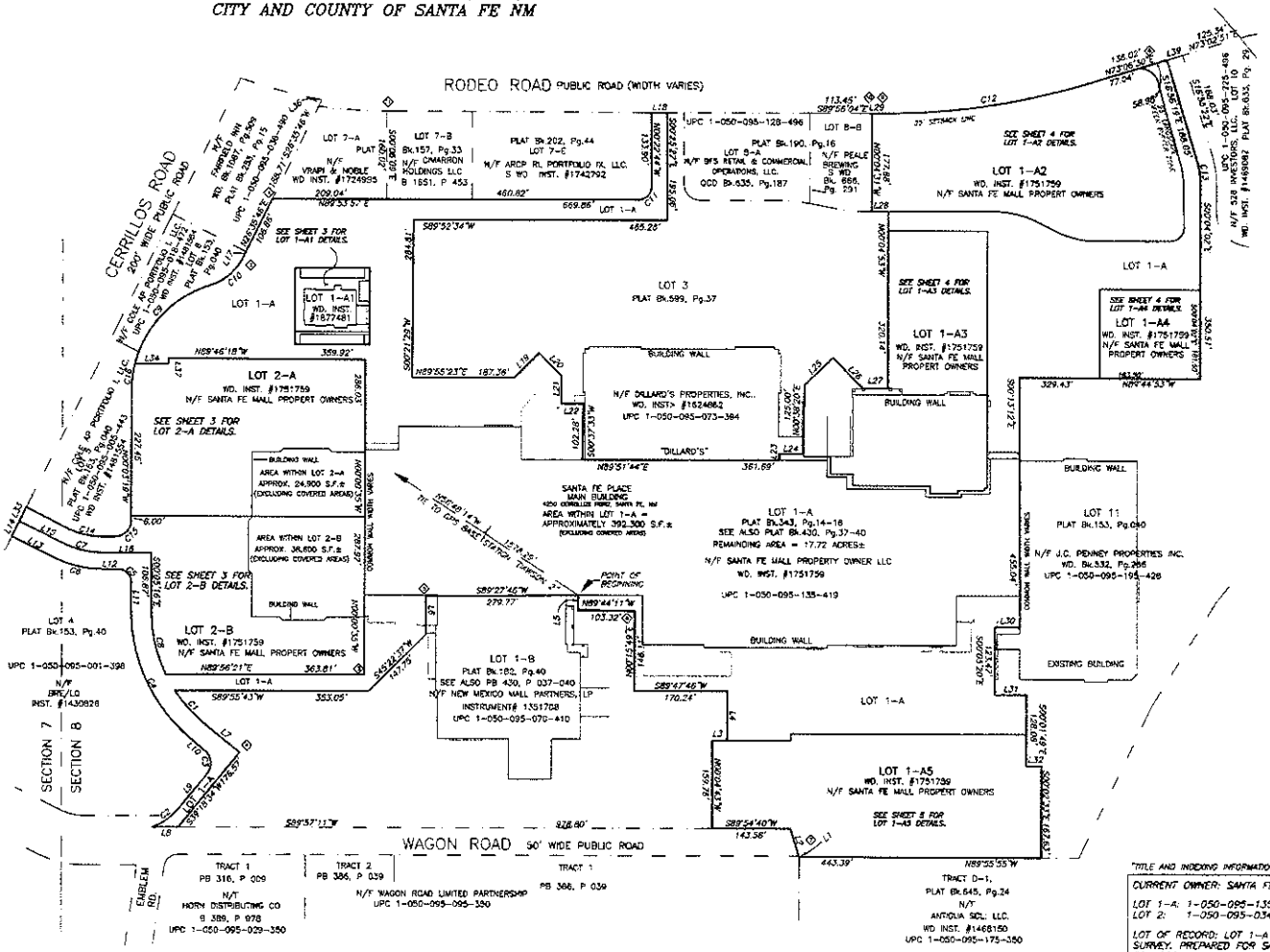
ALL THAT PORTION OF SECTIONS 7 & 8, TOWNSHIP 16 NORTH, RANGE 9 EAST, NMPM, SANTA FE COUNTY, NEW MEXICO, WHICH PORTION MAY BE MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE LIMIT OF SAID LOT 1-A, SAID POINT BEING S 55°48'14" E 1378.29 FEET FROM THE GPS BASE STATION "DARESH 2";

THENCE S89°27'46"W, 279.77 FEET;
THENCE S00°16'08"E, 89.96 FEET;
THENCE S45°22'37"W, 147.73 FEET;
THENCE S89°39'43"W, 353.05 FEET;
THENCE COUNTERCLOCKWISE 81.15 FEET ON A CURVE HAVING A RADIUS OF 263.50 FEET AND A CHORD OF S81°57'28"E, 80.83 FEET;
THENCE S51°47'24"E, 81.83 FEET;
THENCE S38°18'34"W, 176.57 FEET;
THENCE S89°54'28"W, 46.80 FEET;
THENCE COUNTERCLOCKWISE 81.70 FEET ON A CURVE HAVING A RADIUS OF 123.85 FEET AND A CHORD OF N31°10'53"E, 81.06 FEET;
THENCE N50°19'08"E, 78.87 FEET;
THENCE COUNTERCLOCKWISE 46.69 FEET ON A CURVE HAVING A RADIUS OF 29.50 FEET AND A CHORD OF N05°11'16"W, 41.83 FEET;
THENCE N60°27'40"W, 21.22 FEET;
THENCE CLOCKWISE 240.18 FEET ON A CURVE HAVING A RADIUS OF 306.50 FEET AND A CHORD OF N29°17'46"W, 234.47 FEET;
THENCE N07°53'12"W, 52.82 FEET;
THENCE COUNTERCLOCKWISE 38.43 FEET ON A CURVE HAVING A RADIUS OF 24.56 FEET AND A CHORD OF N45°05'39"W, 34.63 FEET;
THENCE N82°57'15"W, 29.81 FEET;
THENCE CLOCKWISE 88.58 FEET ON A CURVE HAVING A RADIUS OF 181.60 FEET AND A CHORD OF N75°47'16"W, 87.77 FEET;
THENCE N53°07'41"W, 87.84 FEET;
THENCE N29°46'28"E, 29.80 FEET;
THENCE S83°31'59"E, 86.99 FEET;
THENCE COUNTERCLOCKWISE 74.96 FEET ON A CURVE HAVING A RADIUS OF 156.99 FEET AND A CHORD OF S78°09'20"E, 74.26 FEET;
THENCE S89°09'18"E, 91.04 FEET;
THENCE S00°05'16"E, 106.87 FEET;
THENCE COUNTERCLOCKWISE 118.50 FEET ON A CURVE HAVING A RADIUS OF 263.50 FEET AND A CHORD OF S14°03'39"E, 117.50 FEET;
THENCE N89°58'21"E, 363.61 FEET;
THENCE N00°00'35"W, 572.93 FEET;
THENCE N89°48'18"W, 359.90 FEET;
THENCE S00°02'42"E, 9.98 FEET;
THENCE N89°55'53"W, 81.56 FEET;
THENCE CLOCKWISE 206.79 FEET ON A CURVE HAVING A RADIUS OF 200.59 FEET AND A CHORD OF N44°07'23"E, 197.78 FEET;
THENCE COUNTERCLOCKWISE 81.35 FEET ON A CURVE HAVING A RADIUS OF 59.50 FEET AND A CHORD OF N69°31'09"E, 74.01 FEET;
THENCE N29°50'47"E, 10.92 FEET;
THENCE N26°35'46"E, 106.86 FEET;
THENCE N89°55'53"E, 309.04 FEET;
THENCE N89°53'33"E, 460.55 FEET;
THENCE COUNTERCLOCKWISE 37.81 FEET ON A CURVE HAVING A RADIUS OF 24.05 FEET AND A CHORD OF N45°06'26"E, 34.05 FEET;
THENCE N00°22'44"W, 133.90 FEET;
THENCE S89°39'55"E, 29.15 FEET;
THENCE S00°25'20"E, 185.08 FEET;
THENCE S89°52'34"W, 465.26 FEET;
THENCE S00°21'29"W, 294.81 FEET;
THENCE N89°55'23"E, 197.36 FEET;
THENCE N45°07'37"E, 53.71 FEET;
THENCE S44°21'13"E, 56.51 FEET;
THENCE S00°37'50"W, 50.05 FEET;
THENCE S89°13'57"E, 39.88 FEET;
THENCE S00°37'33"W, 102.28 FEET;
THENCE N89°51'44"E, 361.69 FEET;
THENCE N00°38'20"E, 11.49 FEET;
THENCE N89°55'21"E, 43.00 FEET;
THENCE N00°38'20"E, 125.00 FEET;
THENCE N45°37'41"E, 72.61 FEET;
THENCE S44°36'20"E, 79.23 FEET;
THENCE N89°47'23"E, 46.32 FEET;
THENCE N00°04'53"W, 329.14 FEET;
THENCE S89°49'56"W, 30.39 FEET;
THENCE N00°04'31"W, 177.88 FEET;
THENCE S89°56'54"E, 14.52 FEET;
THENCE COUNTERCLOCKWISE 400.44 FEET ON A CURVE HAVING A RADIUS OF 1349.07 FEET AND A CHORD OF N81°53'44"E, 398.98 FEET;
THENCE N73°08'30"E, 136.62 FEET;
THENCE S14°28'19"E, 198.05 FEET;
THENCE CLOCKWISE 42.61 FEET ON A CURVE HAVING A RADIUS OF 161.00 FEET AND A CHORD OF S06°30'14"E, 42.24 FEET;
THENCE S00°04'52"E, 350.51 FEET;
THENCE N89°44'53"W, 329.43 FEET;
THENCE S00°13'12"E, 453.04 FEET;
THENCE N89°48'25"W, 45.69 FEET;
THENCE S00°28'09"E, 153.43 FEET;
THENCE N89°55'38"E, 52.01 FEET;
THENCE S00°01'49"E, 128.08 FEET;
THENCE N89°28'23"E, 93.83 FEET;
THENCE S00°02'35"E, 187.63 FEET;
THENCE N89°55'53"W, 443.39 FEET;
THENCE N10°56'37"W, 1.14 FEET;
THENCE N18°59'06"W, 52.19 FEET;
THENCE S89°54'40"W, 143.56 FEET;
THENCE N00°04'43"W, 139.75 FEET;
THENCE N89°44'25"E, 27.48 FEET;
THENCE N00°03'22"W, 89.45 FEET;
THENCE S89°47'46"W, 170.24 FEET;
THENCE N00°15'49"E, 148.11 FEET;
THENCE N89°44'11"W, 103.32 FEET;
THENCE N00°48'02"E, 28.04 FEET, MORE OR LESS TO THE POINT OF COMMENCEMENT, LESS LOTS 1-A1, 1-A2, 1-A3, 1-A4 AND 1-A5, CONTAINING 17.730 ACRES, MORE OR LESS, ALL AS SHOWN HEREON.

MONUMENTATION NOTES:

- FOUND REBAR N51°27'42"E, 2.32' FROM CORNER
- FOUND REBAR N61°33'54"E, 3.05' FROM CORNER
- FOUND "X" IN CONCRETE AT CORNER, FOUND REBAR S47°45'28"E 1.10' FROM CORNER
- FOUND NAIL AND WASHER N85°06'25"E, 0.79' FROM CORNER
- FOUND "X" IN CONCRETE AT CORNER, FOUND "X" IN CONCRETE N62°59'46"E, 2.89' FROM CORNER
- FOUND NAIL N14°45'50"E, 2.37' FROM CORNER
- FOUND NAIL AND WASHER N14°15'05"E, 1.35' FROM CORNER
- FOUND BENT REBAR N80°40'19"W, 0.31' FROM CORNER
- FOUND "X" IN CONCRETE S55°16'-6"E, 0.54' FROM CORNER
- FOUND "X" IN CONCRETE N57°14'24"W, 0.33' FROM CORNER
- FOUND "X" IN CONCRETE N10°14'44"E, 3.87' FROM CORNER
- FOUND REBAR AT CORNER, FOUND REBAR S09°34'-7"E, 2.95' FROM CORNER, FOUND REBAR S05°42'56"E, 3.92' FROM CORNER



"TITLE AND INDEXING INFORMATION FOR COUNTY CLERK"

CURRENT OWNER: SANTA FE MALL PROPERTY OWNER LLC.

LOT 1-A: 1-050-095-135-419
LOT 2: 1-050-095-034-430

LOT OF RECORD: LOT 1-A AND LOT 2, ALTA/ACSM LAND TITLE SURVEY, PREPARED FOR SANTA FE MALL PROPERTY OWNER, RECORDED IN BOOK 781 PAGE 14-17.

PLSS LOCATION: LYING WITHIN SEC.7 & 8, T16N, R9E, NMPM

CITY: SANTA FE

COUNTY: SANTA FE

STATE: NEW MEXICO

Edward M Trujillo 4-21-2020
EDWARD M TRUJILLO, NMPS#12352 DATE

V-101

SHEET 2 OF 6

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 B CAMINO ENTRADA
SANTA FE, N.M. 87507
FILE# 10354-SUB DATE: 04\21\20

1984-E

863 06

SUBDIVISION PLAT
WITHIN LOT 1-A AND LOT 2
AS SHOWN ON ALTA/ACSM LAND TITLE SURVEY RECORDED IN BOOK 781 PAGE 14-17.
PREPARED FOR
SANTA FE MALL PROPERTY OWNER LLC.
ALL WITHIN SECTION 7 & 8, T17N, R9E, NMPM
CITY AND COUNTY OF SANTA FE NM

LOT 2 DESCRIPTIONS

DESCRIPTION OF LOT 2, SHOWN ON A PLAT RECORDED IN PLAT BOOK 4.30, PAGE 037-040, WITHIN SECTION 8, TOWNSHIP 16 NORTH, RANGE 9 EAST, NMPM, SANTA FE COUNTY, NEW MEXICO

ALL THAT PORTION OF SECTION 8, TOWNSHIP 16 NORTH, RANGE 9 EAST, NMPM, SANTA FE COUNTY, NEW MEXICO, WHICH PORTION MAY BE MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE LIMIT OF SAID LOT 2, SAID POINT BEING S 48°47'22" E 675.50 FEET FROM THE GPS BASE STATION 'DAWSON 2';

THENCE S89°35'55"E, 61.56 FEET;
THENCE N00°02'43"W, 9.99 FEET;
THENCE S89°46'18"E, 359.92 FEET;
THENCE S00°00'35"E, 573.98 FEET;
THENCE S89°59'21"W, 363.61 FEET;
THENCE CLOCKWISE, 119.50 FEET ON A CURVE, HAVING A RADIUS OF 263.00 FEET AND A CHORD OF N31°00'39"W, 117.50 FEET;
THENCE N89°39'15"W, 91.04 FEET;
THENCE CLOCKWISE, 74.96 FEET ON A CURVE, HAVING A RADIUS OF 158.99 FEET AND A CHORD OF N76°09'20"W, 74.29 FEET;
THENCE N63°51'09"W, 66.99 FEET;
THENCE N26°07'57"E, 28.73 FEET;
THENCE S62°57'58"E, 86.66 FEET;
THENCE COUNTERCLOCKWISE, 80.19 FEET ON A CURVE, HAVING A RADIUS OF 131.50 FEET AND A CHORD OF S77°50'58"E, 39.86 FEET;
THENCE S89°56'56"E, 24.62 FEET;
THENCE COUNTERCLOCKWISE, 41.26 FEET ON A CURVE, HAVING A RADIUS OF 28.50 FEET AND A CHORD OF N44°54'54"E, 41.65 FEET;
THENCE N00°03'19"W, 235.45 FEET;
THENCE CLOCKWISE, 50.63 FEET ON A CURVE, HAVING A RADIUS OF 200.50 FEET AND A CHORD OF N07°08'55"E, 50.49 FEET;

MORE OR LESS TO THE POINT OF COMMENCEMENT, CONTAINING A COMBINED TOTAL OF 5.556 ACRES, MORE OR LESS, ALL AS SHOWN HEREIN.

NOTES:

1. THIS PLAT SUBJECT TO RESTRICTIONS AND EASEMENTS OF RECORD AS SHOWN ON PLAT RECORDED IN BOOK 781, PAGE 14-17.

2. THIS PLAT SUBJECT TO VALID RESTRICTIONS, COVENANTS AND EASEMENTS OF RECORD AND ANY OTHER VALID FACTS WHICH AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE. ONLY THE RECORD DOCUMENTS NOTED HEREON WERE PROVIDED TO OR DISCOVERED BY DAWSON SURVEYS INC., NO ABSTRACT, CURRENT TITLE COMMITMENT NOR OTHER RECORDED TITLE DOCUMENTATION WAS PROVIDED TO DAWSON SURVEYS INC.

3. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 2001 AND SUBSEQUENT AMENDMENTS.

4. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO PLAT AND OR DEVELOPMENT PLAN RECORDING WITH THE COUNTY CLERK OR SUBMITTAL FOR A BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISION OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.

5. PRIOR TO ANY NEW CONSTRUCTION, PLAT WILL BE SUBMITTED TO FIRE DEPARTMENT FOR COMPLIANCE WITH INTERNATIONAL FIRE CODE.

7. ALL NEW DEVELOPMENT SHALL COMPLY WITH ALL APPLICABLE REGULATIONS OF THE CURRENT LAND DEVELOPMENT CODE.

9. ALL FIRE DEPARTMENT ACCESS SHALL BE NO GREATER THAN A 10% GRADE THROUGHOUT.

10. FIRE DEPARTMENT ACCESS SHALL NOT BE LESS THAN 20 FEET WIDE TO ANY NEW/REMODEL CONSTRUCTION.

11. SHALL MEET THE 150 FOOT DISTANCE TO ANY PORTION OF THE BUILDING ON ANY NEW CONSTRUCTION.

12. SHALL PROVIDE WATER SUPPLY THAT MEETS FIRE FLOW REQUIREMENTS AS PER IFC AT TIME OF CONSTRUCTION.

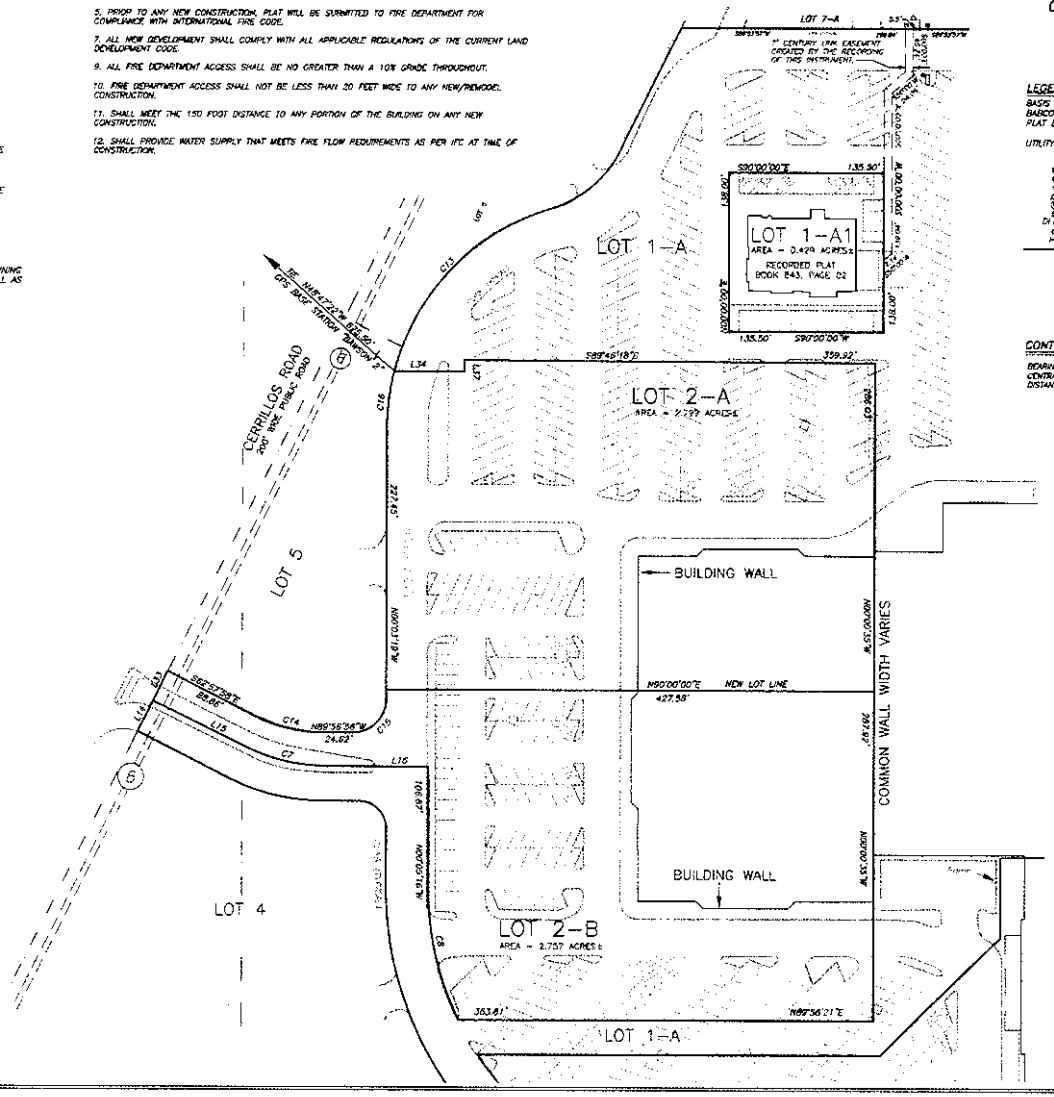
REFERENCE DOCUMENTS:

ALTA/ACSM LAND TITLE SURVEY, PREPARED FOR SANTA FE MALL PROPERTY OWNER LLV., RECORDED NOVEMBER 25, 2014, IN BOOK 781, PAGE 14-17.

ALL PLATS AND DOCUMENTS NOTED HEREON.

FLOOD ZONE:

THIS PROPERTY LIES WITHIN ZONE "X OTHER AREAS" DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON F.I.R.M. PANEL 35049C0339D, DATED JUNE 17, 2008.



LEGEND:

BASIS OF BEARINGS IS CLASS A ALTA/ACSM LAND TITLE SURVEY, PREPARED FOR BABCOCK & BROWN REAL ESTATE INVESTMENT LLC, RECORDED AUG. 17, 2007 IN PLAT BK.662, Pg.41 OFFICE OF THE SANTA FE COUNTY CLERK.

UTILITY SYMBOLS SHOWN LARGER THEN ACTUAL SIZE FOR VIEWING PURPOSES.

- ●F DENOTES REBAR, OR AS SHOWN FOUND
- ● DENOTES REBAR, OR AS SHOWN SET
- ○ DENOTES CALCULATED POINT NOT SET
- FH DENOTES FIRE HYDRANT
- SMH DENOTES SANITARY SEWER MANHOLE UNLESS OTHERWISE NOTED
- CO DENOTES CLEAN OUT
- DI DENOTES DROP INLET
- LP DENOTES LAMP STANDARD
- HC DENOTES HANDICAP PARKING
- DENOTES BOUNDARY OF LANDS DEALT WITH BY THIS PLAT. INFORMATION OUTSIDE OF THIS BOUNDARY IS BACKGROUND INFORMATION ONLY, NOT VERIFIED FOR ACCURACY AND IS NOT PART OF THIS PLAT.

CONTROL REFERENCE:

BEARINGS ARE REFERRED TO THE NEW MEXICO STATE PLANE COORDINATE SYSTEM, NAD83 CENTRAL ZONE. DISTANCES SHOWN ARE REFERRED TO GRID. AMSL. TO CONVERT TO GRID DISTANCES MULTIPLY BY A SCALE FACTOR OF 0.9996080811

Edward M Trujillo 4-21-2020
EDWARD M. TRUJILLO, NMPS# 12352 DATE

EDWARD M. TRUJILLO 12352 REGISTERED PROFESSIONAL SURVEYOR

L39	S72°57'58"W	28.57'
L40	N90°00'00"E	53.41'
L41	N00°00'00"W	2.96'
L42	N90°00'00"E	50.94'
L43	S00°00'00"E	13.83'
L44	S00°00'00"E	21.80'
L45	N90°00'00"E	41.42'
L46	S00°00'00"W	31.33'

V-102 SHEET 3 OF 6

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2550 B CAMINO ENTRADA
SANTA FE, N.M., 87507
FILE 10354-SUB DATE 04\21\20

1984E

NOTES:

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11. SHALL MEET THE 150 FOOT DISTANCE TO ANY PORTION OF THE BUILDING ON ANY NEW CONSTRUCTION.

12. SHALL PROVIDE WATER SUPPLY THAT MEETS FIRE FLOW REQUIREMENTS AS PER IFC AT TIME OF CONSTRUCTION.

REFERENCE DOCUMENTS:

ALTA/ACSM LAND TITLE SURVEY, PREPARED FOR SANTA FE MALL PROPERTY OWNER LLV., RECORDED NOVEMEBER 25, 2014, IN BOOK 781, PAGE 14-17.

ALL PLATS AND DOCUMENTS NOTED HEREON.

CONTROL REFERENCE:

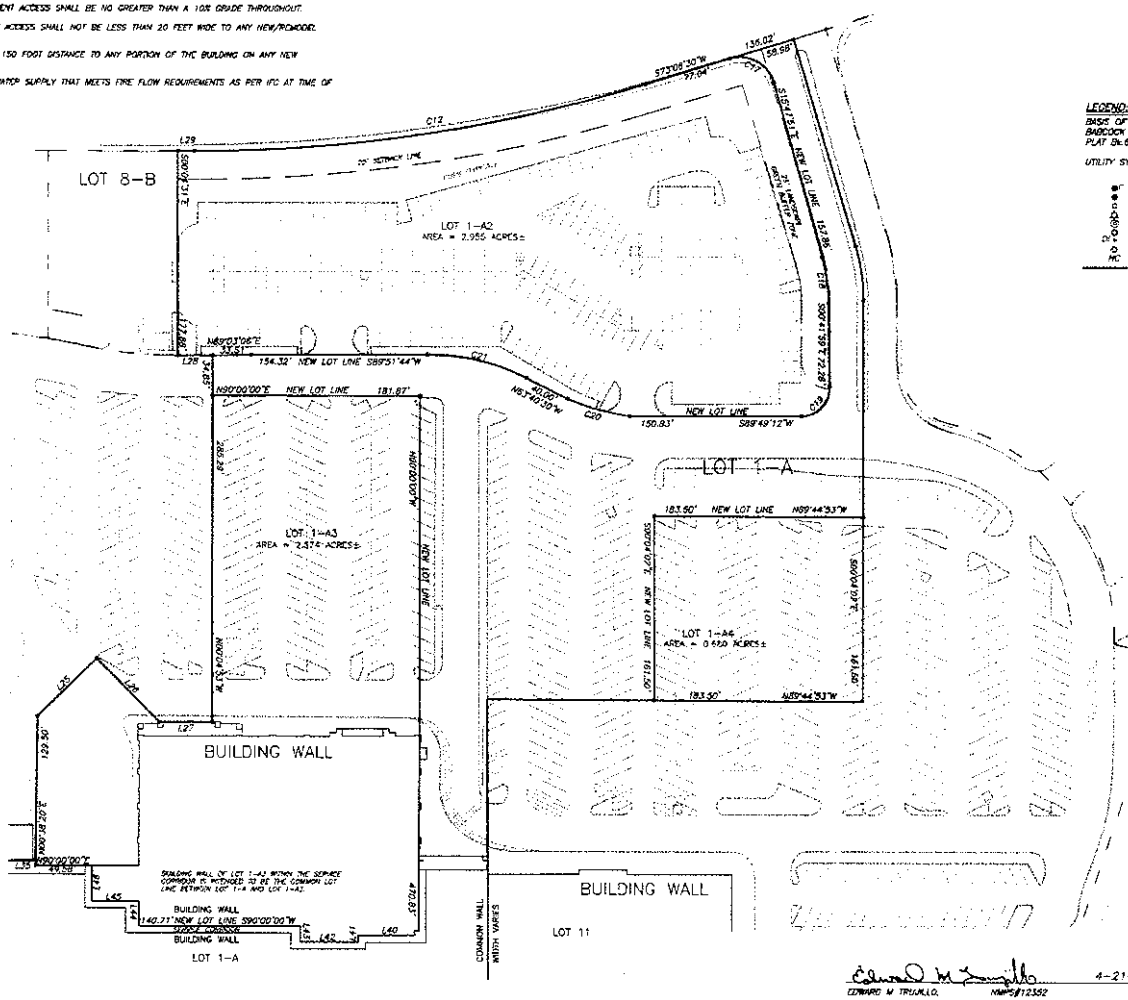
BEARINGS ARE REFERRED TO THE NEW MEXICO STATE PLANE COORDINATE SYSTEM, NAD83 CENTRAL ZONE. DISTANCES SHOWN ARE REFERRED TO GROUND. TO CONVERT TO GRID DISTANCES MULTIPLY BY A SCALE FACTOR OF 0.99958380.

FLOOD ZONE:

THIS PROPERTY LIES WITHIN ZONE "X OTHER AREAS" DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON F.I.R.M. PANEL 35049C0394D, DATED JUNE 17, 2008.

563 67

SUBDIVISION PLAT
WITHIN LOT 1-A AND LOT 2
AS SHOWN ON ALTA/ACSM LAND TITLE SURVEY RECORDED IN BOOK 781 PAGE 14-17.
PREPARED FOR
SANTA FE MALL PROPERTY OWNER LLC.
ALL WITHIN SECTION 7 & 8, T17N, R9E, NMPM
CITY AND COUNTY OF SANTA FE NM



LEGEND:

BASIS OF BEARINGS IS CLASS A ALTA/ACSM LAND TITLE SURVEY, PREPARED FOR BABCOCK & BROWN REAL ESTATE INVESTMENT LLC, RECORDED AUG. 17, 2007 IN PLAT BK.562, PG.41 OFFICE OF THE SANTA FE COUNTY CLERK.

UTILITY SYMBOLS SHOWN LARGER THEN ACTUAL SIZE FOR VIEWING PURPOSES.

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- ● DENOTES REBAR, OR AS SHOWN SET
- ○ DENOTES CALCULATED POINT NOT SET
- ⊕ DENOTES "FIRE HYDRANT"
- (S) DENOTES SANITARY SEWER MANHOLE UNLESS OTHERWISE NOTED
- CO DENOTES CLEAN OUT
- DI DENOTES DROP INLET
- LS DENOTES LAMP STANDARD
- HC DENOTES HANDICAP PARKING
- DENOTES BOUNDARY OF LANDS DEALT WITH BY THIS PLAT. INFORMATION OUTSIDE OF THIS BOUNDARY IS BACKGROUND INFORMATION ONLY, NOT VERIFIED FOR ACCURACY AND IS NOT PART OF THIS PLAT.

L39	S73°57'50"W	28.57'
L40	N89°03'06"E	53.41'
L41	S00°00'00"E	5.98'
L42	N90°00'00"E	50.94'
L43	S00°00'00"E	13.83'
L44	S00°00'00"E	21.80'

EDWARD M TRUJILLO. NMPS#12352 — 4-21-2020 DATE

SHEET 4 OF 6

V-103

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2500 B CAMINO ENTRADA
SANTA FE, N.M., 87507
FILE# 10354-SUB DATE: 04\21\20

1984-E

593 08

NOTES:

1. THIS PLAT SUBJECT TO RESTRICTIONS AND EASEMENTS OF RECORD AS SHOWN ON PLAT RECORDED IN BOOK 781, PAGE 14-17.

2. THIS PLAT SUBJECT TO VALID RESTRICTIONS, COVENANTS AND EASEMENTS OF RECORD AND ANY OTHER VALID FACTS WHICH AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE, ONLY THE RECORD DOCUMENTS NOTED HEREON WERE PROVIDED TO OR DISCOVERED BY DAWSON SURVEYS INC., NO ABSTRACT, CURRENT TITLE COMMITMENT NOR OTHER RECORDED TITLE DOCUMENTATION WAS PROVIDED TO DAWSON SURVEYS INC.

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REFERENCE DOCUMENTS:

ALTA/ACSM LAND TITLE SURVEY, PREPARED FOR SANTA FE MALL PROPERTY OWNER LLV, RECORDED NOVEMBER 25, 2014, IN BOOK 781, PAGE 14-17.

ALL PLATS AND DOCUMENTS NOTED HEREON.

CONTROL REFERENCE:

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FLOOD ZONE:

THIS PROPERTY LIES WITHIN ZONE "X OTHER AREAS" DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON F.I.R.M. PANEL 35049C0339D, DATED JUNE 17, 2008.

LEGEND:

BASIS OF BEARINGS IS CLASS A ALTA/ACSM LAND TITLE SURVEY, PREPARED FOR BADCOCK & BROWN REAL ESTATE INVESTMENT LLC, RECORDED AUG. 17, 2007 IN PLAT 86,662, Pg 41 OFFICE OF THE SANTA FE COUNTY CLERK.

UTILITY SYMBOLS SHOWN LARGER THEN ACTUAL SIZE FOR VIEWING PURPOSES.

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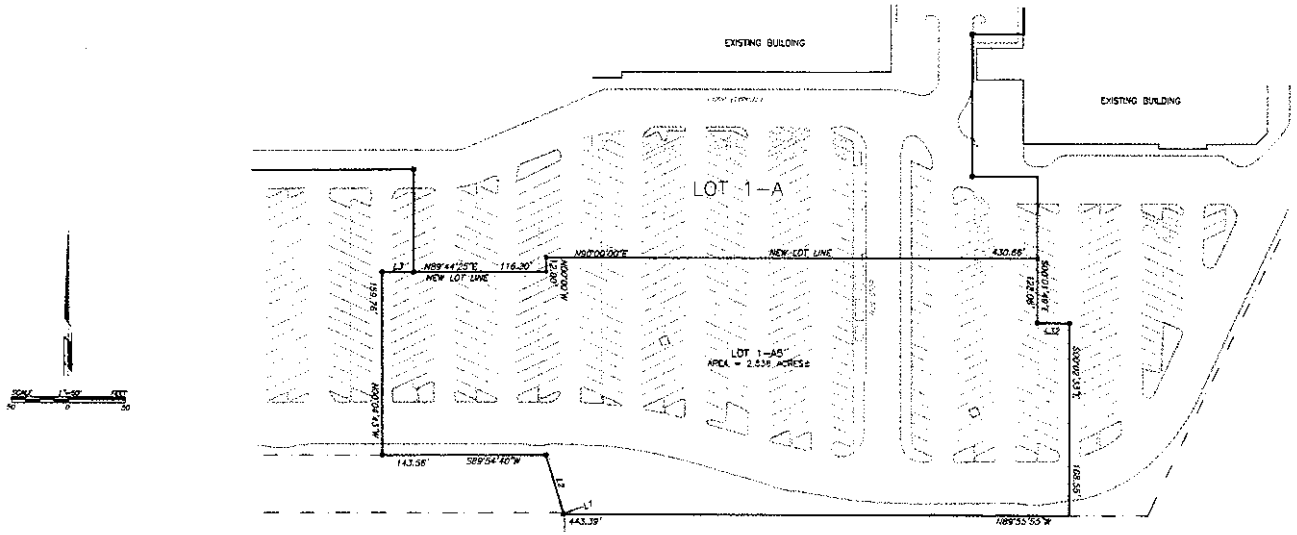
SUBDIVISION PLAT

WITHIN LOT 1-A AND LOT 2
AS SHOWN ON ALTA/ACSM LAND TITLE SURVEY
RECORDED IN BOOK 781 PAGE 14-17.
PREPARED FOR
SANTA FE MALL PROPERTY OWNER LLC.
ALL WITHIN SECTION 7 & 8, T17N, R9E, NMPM
CITY AND COUNTY OF SANTA FE NM



L39	S72°43'50"W	29.53'
L40	N90°00'00"E	53.41'
L41	N00°00'00"W	5.99'
L42	N90°00'00"E	50.94'
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L44	S90°00'00"E	21.66'

EDWARD M. TRUJILLO, NMPS #12352 — 4-21-2020 DATE

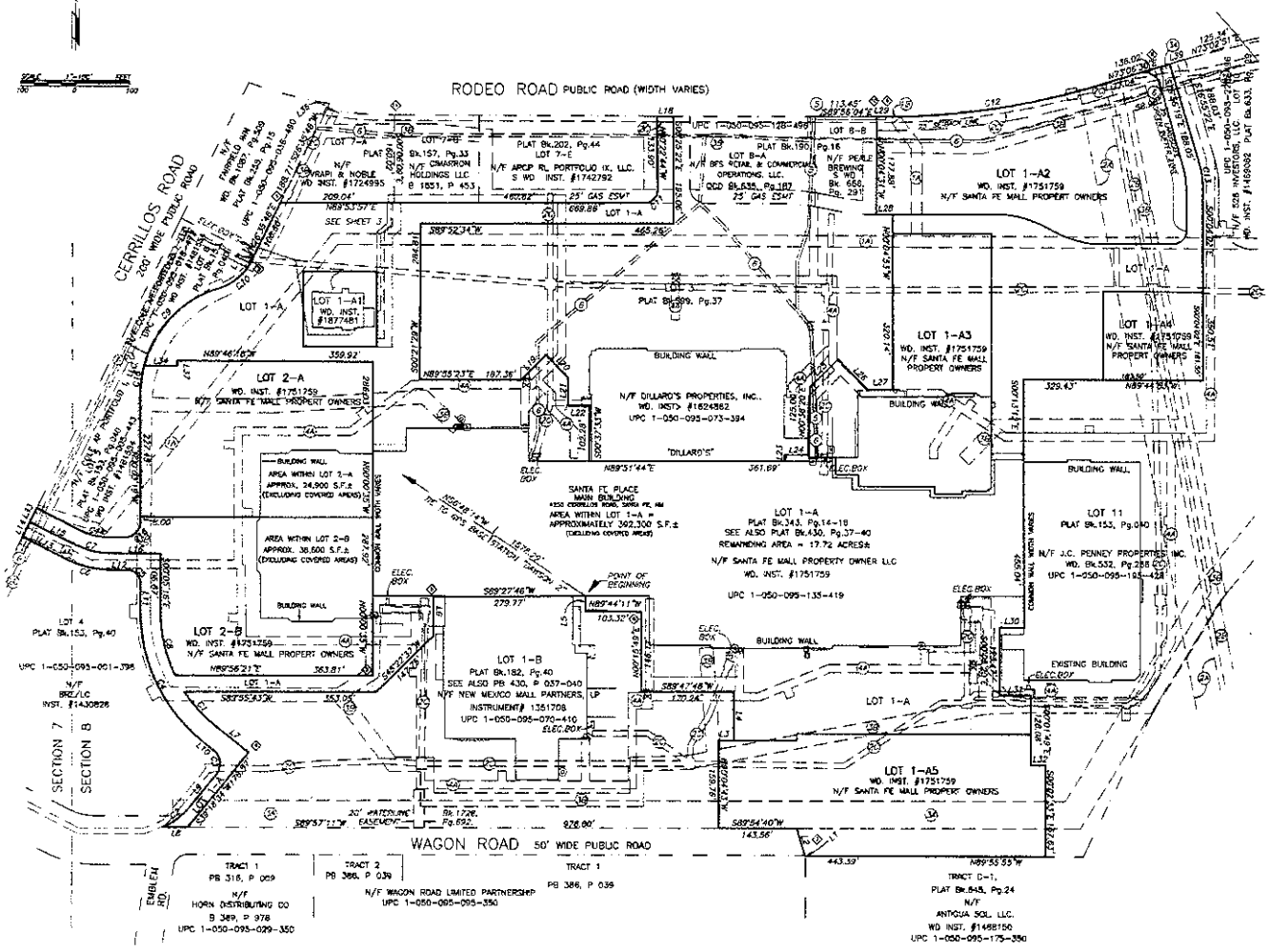
V-104 SHEET 5 OF 6

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 B CAMINO ENTRADA
SANTA FE, N.M., 87507
FILE# 10354-SUB DATE: 04\21\20

1184-E

863 09

SUBDIVISION PLAT
WITHIN LOT 1-A AND LOT 2
AS SHOWN ON ALTA/ACSM LAND TITLE SURVEY
RECORDED IN BOOK 781 PAGE 14-17.
PREPARED FOR
SANTA FE MALL PROPERTY OWNER LLC.
ALL WITHIN SECTION 7 & 8, T17N, R9E, NMPM
CITY AND COUNTY OF SANTA FE NM


RODEO ROAD PUBLIC ROAD (WIDTH VARIES)
CERRILLOS ROAD 200' WIDE PUBLIC ROAD
WAGON ROAD 50' WIDE PUBLIC ROAD
LOT 1-A1 WD. INST. #1877481
LOT 1-A2 WD. INST. #1751759 N/F SANTA FE MALL PROPERTY OWNERS
LOT 1-A3 WD. INST. #1751759 N/F SANTA FE MALL PROPERTY OWNERS
LOT 1-A4 WD. INST. #1751759 N/F SANTA FE MALL PROPERTY OWNERS
LOT 1-A5 WD. INST. #1751759 N/F SANTA FE MALL PROPERTY OWNERS
LOT 2-A WD. INST. #1751759 N/F SANTA FE MALL PROPERTY OWNERS
LOT 2-B WD. INST. #1751759 N/F SANTA FE MALL PROPERTY OWNERS
LOT 1-A PLAT Bk.343, Pg.14-18 SEE ALSO PLAT Bk.430, Pg.37-40 REMAINING AREA = 17.72 ACRES± N/F SANTA FE MALL PROPERTY OWNER LLC WD. INST. #1751759 UPC 1-050-095-135-419
LOT 1-B PLAT Bk.182, Pg.40 SEE ALSO PB 430, P 037-040 N/F NEW MEXICO MALL PARTNERS, LP INSTRUMENT# 1351708 UPC 1-050-095-070-410
LOT 11 PLAT Bk.153, Pg.040 N/F J.C. PENNEY PROPERTIES, INC. WD. Bk.532, Pg.288 UPC 1-050-095-135-438
N/F DILLARD'S PROPERTIES, INC., WD. INST> #1624362 UPC 1-050-095-073-394
"DILLARD'S"
SANTA FE PLACE MAIN BUILDING 4250 CERRILLOS ROAD, SANTA FE, NM AREA WITHIN LOT 1-A ± APPROXIMATELY 362,300 S.F.± (EXCLUDING COVERED AREAS)
AREA WITHIN LOT 2-A APPROX. 24,900 S.F.± (EXCLUDING COVERED AREAS)
AREA WITHIN LOT 2-B APPROX. 36,600 S.F.± (EXCLUDING COVERED AREAS)
EXISTING BUILDING
POINT OF BEGINNING
SECTION 7
SECTION 8
TRACT 1 PB 316, P 009 N/F HORN DISTRIBUTING CO B 389, P 978 UPC 1-050-095-029-350
TRACT 2 PB 386, P 039 N/F WAGON ROAD LIMITED PARTNERSHIP UPC 1-050-095-095-350
TRACT 1 PB 386, P 039
TRACT C-1, PLAT Bk.545, Pg.24 N/F ANTIGUA SOL, LLC. WD INST. #1468150 UPC 1-050-095-175-356
LOT 4 PLAT Bk.153, Pg.40 UPC 1-050-095-051-395 N/F BRE/LC INST. #1430826
N/F GRAPPLE & NOBLE WD INST. #1724995
N/F CIMARRON HOLDINGS LLC B 1851, P 453
PLAT Bk.202, Pg.44 LOT 7-E N/F ARCP RL PORTFOLIO IX, LLC, S WD INST. #1742792
N/F BFS RCMM, & CINNAMON OPERATIONS, LLC. QCD Bk.535, Pg.187
N/F PERLE BREWING S WD Bk. 656, Pg. 29
N/F 525 INVESTORS, LLC WD. INST. #1469082 PLAT Bk.633, Pg.
N/F PAMPLIN WD. Bk.1887, Pg.320 PLAT Bk.333, Pg.15
N/F WD. INST. #1877481
N/F WD. INST. #1751759
N/F WD. INST. #1751759
N/F WD. INST. #1751759

Bohannan Huston

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

SANTA FE PLACE

PARKING DEMAND STUDY

santa fe place

AUGUST 2019

Santa Fe Place Mall Redevelopment Parking Demand Study

August 2019

Prepared for:

City of Santa Fe

Prepared by:

Bohannan Huston, Inc.
7500 Jefferson St NE
Albuquerque, NM 87109

Bohannan Huston

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

CONTENTS

Introduction 3
Shopping Mall Redevelopment and Parking Trends 4
Case Study: Durham, North Carolina 4
Current Parking Utilization 5
Redevelopment Characteristics 6
Additional Retail/Restaurants 6
Multi-family Apartment Complex 7
Total Changes to Existing Parking Supply 8
Proposed Supply versus Code Requirements 8
Parking Overage and Potential Development Opportunities 8
Studies and Policies Supporting Reduced Parking Supplies 9
Retail/Commercial Parking 9
Multi-Family Parking 10
Case Study: Hempstead, NY 11
Shared Parking 11
Private Sector Trends in Parking Supply 12
Responses to Parking Oversupply 12
Comparison of Santa Fe's Parking Minimums to Other Cities 13
Site Characteristics and Location Benefits 14
Transportation Access 14
Employment and Housing 16
Co-Benefits 18
Infill/Greyfield Development and Smart Growth 18
Reduced Environmental Impacts of Parking 20
Jobs-Housing Balance and Regional Site Benefits 20
Housing Supply and Affordability in Santa Fe 21
National Driving Trends and Implications for Parking 22
Conclusion 22

INTRODUCTION

This study considers parking needs associated with the proposed redevelopment of the Santa Fe Place Mall, a regional shopping center located in southwest Santa Fe, NM. The proposed development would increase the leasable square footage of the shopping center, add multi-family housing, and reduce the size and amount of the site dedicated to surface parking lots. A parking structure is also being considered for the site that would be used by multi-family tenants.

Site location, types of users, available transportation options, and many other issues can all influence the level of parking demand at a given site. The purpose of this study is to consider the factors influencing parking demand and their applicability to the site, as well as the appropriateness of developing the Santa Fe Place Mall site with fewer parking spaces than typically required by the City Code. The study also considers some of the secondary or co-benefits associated with the proposed redevelopment.

The site is currently zoned as a SC-3 regional shopping center, which requires 5 spaces per 1,000 square feet (SF) of net leasable area (NLA). The site currently contains 2,959 parking spaces and 537,150 SF NLA, making the current site over-parked by 408 spaces under the City Code. A critical finding of this study is that the requirements imposed by the Santa Fe City Code are greater than cities of comparable size and transportation characteristics. If one were to apply a rate of 4 spaces per 1000 SF NLA as the new baseline, as proposed by the developer, a total of 2,386 spaces would be required for current retail use. This study demonstrates that the proposed parking levels are appropriate for the site, while redevelopment would support a number of positive urban planning and policy goals. Further, the transportation access to the site – the mall is well-served by transit and is within walking distance of a surprising number of nearby residents – make it reasonable to assume a growing number of trips will be taken by non-auto modes.

This study addresses four sets of impacts associated with the site and establishes that the resulting available parking after those impacts is appropriate. The impacts to parking supply at the Santa Fe Place Mall include:

1. Two new retail/restaurant sites
2. 150-unit multi-family housing development
3. Reduced parking supply due to redevelopment of surface lots
4. Addition of a parking garage with 208 reserved spaces for residential use

TABLE 1: PARKING SUPPLY FOR EXISTING CONDITIONS AND PROPOSED DEVELOPMENT SCENARIO

	Existing Conditions	Proposed Development
Available Parking Spaces	2,959	2,500-2,708*
Net Leasable Area	537,150 SF	576,350 SF
Parking Rate	5 spaces per 1,000 SF net leasable area	4 spaces per 1,000 SF net leasable area
Required Parking^	2,551	2,933 using current City Code 2,386 using proposed parking rate

**Dependent upon construction of parking structure*
^Includes 5% parking reduction due to presence of transit center

Shopping Mall Redevelopment and Parking Trends

The redevelopment of the Santa Fe Place Mall is part of a movement toward "greyfield" development in which vast and underutilized parking lots are redeveloped to reenergize existing sites and create more walkable mixed-use shopping centers. As one of its ***10 Principles for Re-Thinking the Mall***,[1] the Urban Land Institute suggests that developers design parking as "more than a ratio" in order to reduce the land area devoted to parking and allow buildings to be closer together and more tightly integrated. The authors contend that "too much parking makes an environment less pedestrian-friendly and wastes space that could be used for development." To better utilize the available development potential, and increase the customer satisfaction at the mall, the Urban Land Institute provides a range of suggestions for developers, including:

- *Size prime parking lots and structures for reasonable demand; provide for peak parking in overflow areas.*
- *Use parking and building configurations that provide convenience and avoid visual blight.*
- *Create parking within the context of a carefully designed landscape.*
- *Use structured parking (when it is justified by higher land prices) to provide a more urban configuration and to make more land available for development.*
- *Consider bicycle parking and make the pedestrian experience more interesting by encouraging activities and uses at ground level around parking garages and lots.*
- *Implement a shared parking plan that will serve different uses at different times.*

Case Study: Durham, North Carolina

The Streets at Southpoint in Durham, NC, is a regional, enclosed shopping center that opened in 2002. In 2017, Brookfield Retail Properties sought to develop underused parking areas into retail space through a multi-phase master plan. According to one of the principal planners in the project, the plan "connects the already strong vehicular and pedestrian routes with new routes, linking the entire property and its new uses together into a whole greater than the sum of its parts."[1] By reducing the amount of space dedicated surface parking in favor of usable space, and through potential on-site improvements, the Santa Fe Place Mall redevelopment could address similar goals of improved connectivity and walkability to those set forth in contemporary redevelopments like the Streets at Southpoint.

[1] Beyard, Corrigan, Kramer, Pawlukiewicz, and Bach. 2006. *10 Principles for Re-Thinking the Mall*. Urban Land Institute.

CURRENT PARKING UTILIZATION

Because of the highly variable rates of parking by time of the year, day of the week, and time of day, tracking parking rates at large shopping malls can be challenging except as a large-scale and longitudinal research undertaking. Anecdotally, and based on reviews of satellite imagery over time, the parking supply at the Santa Fe Place Mall appears to greatly (and consistently) exceed demand. A satellite image capture from Google Earth illustrates a typical level of parking utilization at mid-day on a Saturday in 2017, typically the busiest day of the week for shopping malls (see **Figure 1**). Historical satellite imagery showcases a similar pattern of underutilization of parking dating back to 2009 (**Appendix A**).

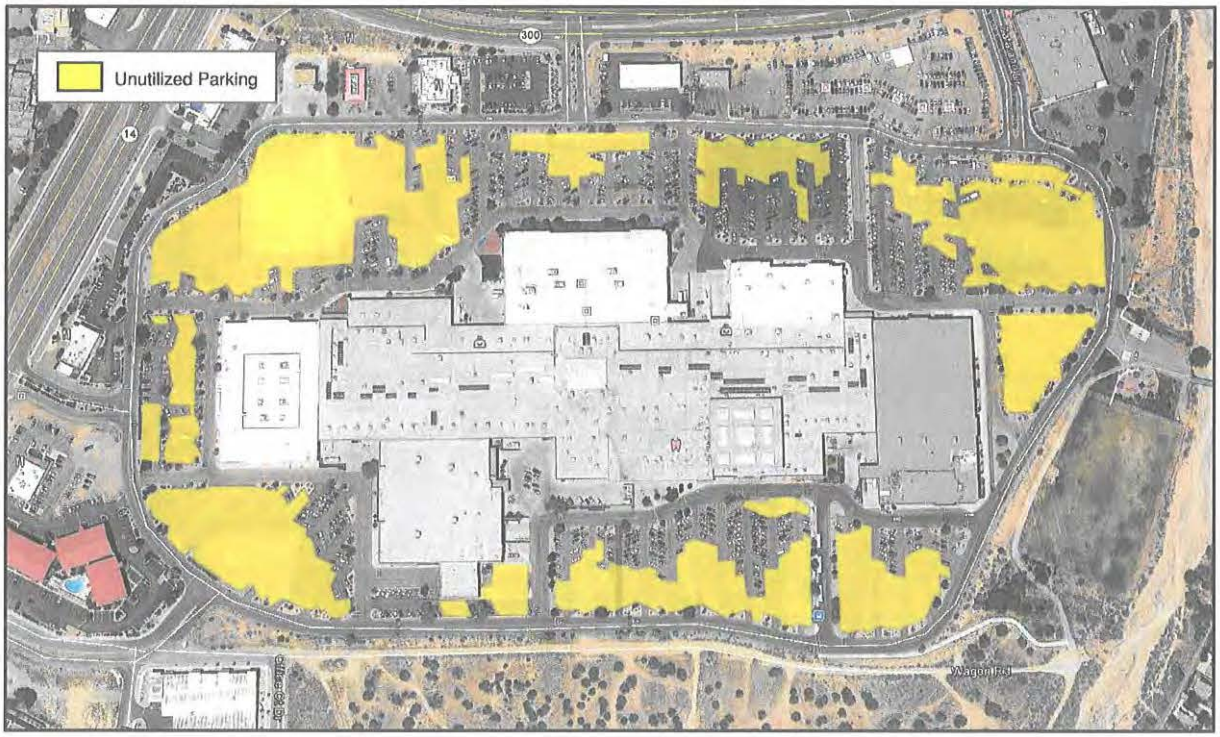


FIGURE 1: SANTA FE PLACE MALL PARKING UTILIZATION (SATURDAY, JUNE 10, 2017)

REDEVELOPMENT CHARACTERISTICS

The proposed Santa Fe Place Mall redevelopment will promote infill development on existing parking sites within the mall property boundary. In addition to the existing uses, new retail/restaurant space and a multi-family apartment complex will be added to the site. A parking structure is under consideratoin

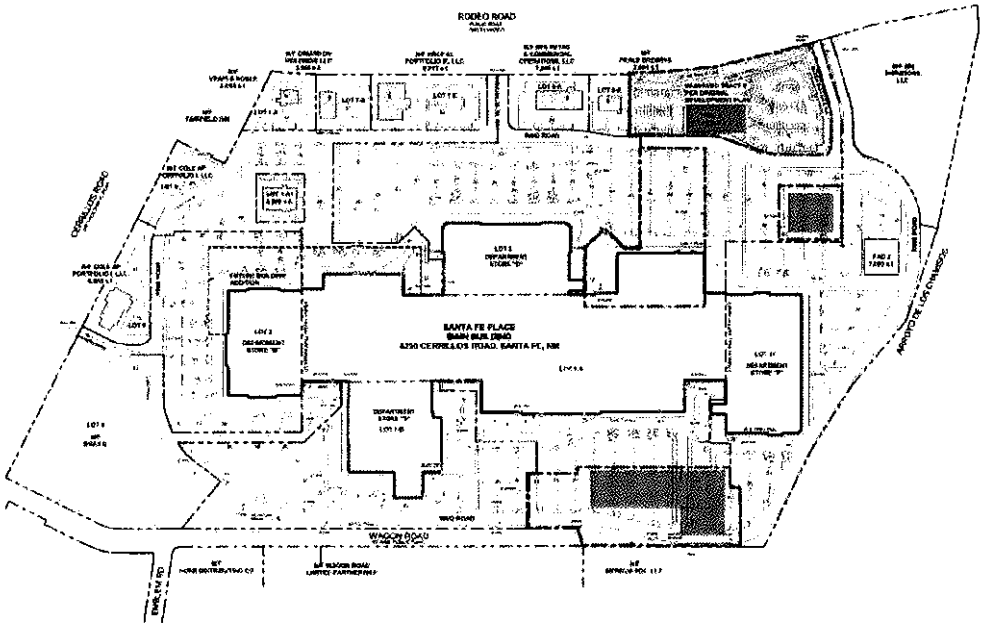


FIGURE 2: SANTA FE PLACE MALL PARKING UTILIZATION (SATURDAY, JUNE 10, 2017)

ADDITIONAL RETAIL/RESTAURANTS

The proposed Santa Fe Place Mall redevelopment will provide two new retail/restaurant spaces within the site. The larger of the developments will be on Lot 1A-2 and will have 24,000 SF of GFA and 19,200 SF of NLA. The smaller development on Lot 1A-4 will have 18,000 SF GFA and 14,400 SF NLA. At current parking requirements of 5 spaces per 1,000 SF NLA, these developments would require 96 spaces for Lot 1A-2, and 72 spaces for Lot 1A-4, totaling 168 spaces. However, at a reduced parking rate of 4 spaces per 1,000 SF NLA, lot 1A-2 would require 77 parking spaces while lot 1A-4 would require 77 parking spaces, totaling 134 spaces (34 less than currently required).

An additional pad site (Lot 11) is an established use and may be subject to development. The site is not part of the current proposal but is considered part of the study as its development would impact both parking supply and demand. Lot 11 is anticipated to include 5,600 SF NLA and require 28 spaces under the current City Code. Including Lot 11, all new retail/restaurant developments would increase the parking demand by 196 spaces under the current City Code and reduce the available supply by 223 spaces.

TABLE 2: CURRENT AND PROPOSED PARKING REQUIREMENTS FOR SANTA FE PLACE MALL DEVELOPMENT SITES

Lot	Purpose	Gross Leasable Area (SF)	Net Leasable Area (SF)	Required Parking (Current Code)	Current Parking Required	Proposed Parking Ratio	Proposed Parking Amount	Difference (Current versus Proposed)	Parking Spaces Removed
11*	Retail / Restaurant	7,500	5,600	5 spaces / 1,000 SF NLA	28	4 spaces / 1,000 SF NLA	22	-6	40
1A-2	Retail / Restaurant	24,000	19,200	5 spaces / 1,000 SF NLA	96	4 spaces / 1,000 SF NLA	77	-19	87
1A-4	Retail / Restaurant	18,000	14,400	5 spaces / 1,000 SF NLA	72	4 spaces / 1,000 SF NLA	58	-14	96
1A-5	Housing	150 units		1.375/unit	206	1.375 spaces / unit	206	0	236
Total					**402**		**363**	**-39**	**459**

*Note: Lot 11 is a currently established use, though it is undeveloped.

MULTI-FAMILY APARTMENT COMPLEX

The proposed Santa Fe Place Mall redevelopment will also include a new 150-unit multi-family housing complex on Lot 1A-5. Though the exact mix of units has not yet been determined, the developer anticipates a mixture of studio, 1-bedroom, and 2-bedroom units, including some units over 800 SF. The square footage of proposed units influences parking requirements; the Santa Fe City Code requires 1.25 parking spaces per unit under 800 square feet of heated floor area, with 1.5 spaces required for units from 800-1200 SF and 2 spaces for units greater than 1200 SF. Assuming an average of 1.375 spaces per unit – or an equal number of apartments below and above 800 SF – the apartment complex would require 206 dedicated parking spaces.

To ensure a sufficient supply of parking, the developer is considering a four-story structured parking with 208 spaces. The concept at the time of this study is that the spaces would be reserved for multi-family tenants. The garage would have a footprint of approximately 21,500 SF footprint and would provide 52 spaces per floor. Additional parking demand associated with the housing development, if any, could reasonably be supplied by non-reserved spaces at the Santa Fe Place Mall and would have no impact on surrounding properties.

The multi-family development is itself a prime candidate for reduced levels of parking, due to its proximity to amenities, transit, and employment. Further, the co-location of housing with a shopping center offers potential shared parking benefits as the peak demand for shopping malls (i.e. during the day) is the opposite of peak parking demand for housing (i.e. overnight). While no reduction in parking is necessary for the multi-family portion of the development under the proposed development scenario, it is important to note that the presence of the multi-family development will likely have little spillover into the mall's parking supply.

Total Changes to Existing Parking Supply

Redevelopment using the proposed build-out scenario would result in a net change of 459 spaces removed and converted into productive use. Overall, the Santa Fe Place Mall would have a total of 2,500 parking spaces available for retail/commercial users and residents. **Table 3** depicts the current and proposed parking levels under the current City Code requirements (i.e. 5 spaces per 1,000 SF NLA) and for the levels proposed by the developer (i.e. 4 spaces per 1,000 SF NLA). The values provided below do not include the proposed parking garage, which could add 208 spaces based on the current conceptual design. Although the development would require 434 more parking spaces than would be available under the current City Code, the providing parking at the proposed rate would result in a parking overage of 114 spaces.

***Table 3**: Changes to Existing Parking Supply and Final Parking Amounts*

	Current Requirements	Proposed Requirements
Current Required Parking Supply	2,552	2,042
Total Existing Parking Available	2,959	2,959
Impacts to Parking Supply	-459	-459
Total Available Supply	2,500	2,500
Additional Required Supply	402	363
Transit Parking Reduction (5%)	20	18
Total Required Supply After Development	2,934	2,386
Difference between Supply and Required Levels	***-434***	***114***

Proposed Supply versus Code Requirements

Under current City Code requirements of 5 spaces per 1,000 SF NLA, and once the 5% reduction for the transit center is accounted for, the Santa Fe Place Mall redevelopment would require 2,933 spaces to meet current and proposed commercial and residential needs. However, the redevelopment provides parking at levels comparable or above the requirements of other communities. At a reduced parking ratio of 4 spaces per 1,000 SF NLA, as proposed by the developer, the site would only necessitate 2,386 parking spaces following construction of the retail sites and the multi-family housing complex.

Parking Overage and Potential Development Opportunities

Another way to conceive of the parking supply issue is to evaluate the excess parking available if one were to apply the both the existing and the proposed parking rates to the current NLA for the Santa Fe Place Mall. At present there are 408 more spaces than required. Under the proposed rate, the current parking overage would be 918 spaces. However, this overage would be decreased by the loss of surface parking from development (i.e. 459 spaces) plus the added demand for commercial and residential needs.

STUDIES AND POLICIES SUPPORTING REDUCED PARKING SUPPLIES

Parking is consistently oversupplied throughout the United States, largely due to overly-excessive minimum parking requirements. The provision of high levels of parking regularly results in inefficient use of land, and parking lots that are rarely, if ever, full. (Researchers at the University of California at Berkeley's Department of Civil and Environmental Engineering found that there are nearly four parking spaces for every American.[2]) This phenomenon can be observed in cities and towns of all sizes. According to a study which examined 27 mixed-use districts in small towns, suburbs, and cities, 65 percent of parking had an oversupply of greater than 15 percent of spaces open. The study also found that parking was oversupplied even in areas where there is a perceived shortage of parking, and that "better parking management could be a more effective tool for mitigating perceived shortages than would an increased supply [of parking]."[3]

RETAIL/COMMERCIAL PARKING

The Institute of Transportation Engineers (ITE) ***Parking Generation Manual*** provides the average parking demand for shopping centers on both weekdays and Saturdays, the busiest mall day of the week. The ITE manual identified an average parking demand of 2.55 spaces per 1000 SF GLA for weekdays, and 2.87 spaces per 1,000 SF GLA on Saturdays. The manual also reports 85th percentile utilization rates of 3.16 spaces per 1,000 SF GLA on weekdays and 3.4 spaces per 1,000 SF GLA on Saturdays.[4] This parking demand study converts the (see Table 4). ITE rates provided by GFA to NFA based on an assumption that 80% of the GFA is equal to the NFA.

If the observed Saturday 85th percentile parking demand rate of 2.73 spaces per 1,000 SF NLA (or 1 space per 366.3 SF NLA) were applied to the Santa Fe Place Mall, the mall could effectively operate today with only 1,466 spaces, or less than half of the current supply of 2,959. Applying the 85th percentile rate provided by the ITE Parking Generation Manual to the proposed development, the commercial demands equal 1,573 parking spaces. **Table 4** summarizes the parking generation estimates and parking demand projections based on the 4th edition of the ITE Parking Generation Manual. It is important to note that the ITE shopping center land use code includes restaurants and outparcels in its assumptions. Thus, separate calculations by land use code are not applicable or necessary for shared parking between uses and consideration for shared parking uses is already accounted for in the overall shopping center rate.

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[2] Mikhail Chester, Arpad Horvath and Samer Madanat. (2010). "Parking infrastructure: energy, emissions, and automobile life-cycle environmental accounting." *Environmental Research Letters, Volume 5 (3).*

[3] Weinberger and Karlin-Resnick. (2014). *Parking in Mixed-Use U.S. Districts: Oversupplied No Matter How You Slice the Pie.*

[4] An 85th percentile utilization rate refers to a high demand scenario in which only 15% of days have higher parking demand.

TABLE 4: ITE PARKING GENERATION – 4TH EDITION – SHOPPING CENTER PARKING DEMAND AND PROJECTIONS

Development Status	Time Period	Santa Fe Place Mall Net Leasable Area	Average Peak Parking Demand Rate (Spaces / 1,000 SF GLA)	85th Percentile Parking Demand (Spaces / 1,000 SF GLA)	Adjusted Average Peak Parking Demand Rate* (Spaces / 1,000 SF NLA)	Adjusted 85th Percentile Parking Demand Rate (Spaces / 1,000 SF NLA)	Projected Parking Needed Based on Adjusted ITE 85th Percentile Parking Demand Rate
Current	Weekday	537,150 SF	2.55	3.16	*2.04*	2.53	1,359
	Saturday		2.87	3.40	*2.30*	2.73	1,466
Proposed	Weekday	576,350 SF	2.55	3.16	*2.04*	2.53	1,458
	Saturday		2.87	3.40	*2.30*	2.73	1,573

**The ITE currently provides parking demand data in number of spaces per SF GLA rather than spaces per SF NLA as required by Santa Fe City Code. To account for this discrepancy, an adjustment factor of 0.8 was applied to the ITE Parking Demand Rates to generate parking rates in units of NLA.*

ITE also conducted a survey of shopping centers at the strip, neighborhood, community, regional and super regional level in mostly suburban areas and found that the amount of parking needed for shopping centers varied drastically between December and non-December months. Specifically, 37% less parking was occupied in the non-December months than in December.[5] The study illustrates that the majority of parking minimums are designed to account for peak levels of demand, which only occurs in one month of the year, and results in mostly empty parking lots for the remaining 11 months of the year.

MULTI-FAMILY PARKING

As with commercial parking, parking minimums for multi-family housing are largely higher than the demand observed by researchers. A study of over 50 multi-family housing developments in Madison, WI found that an average of "30 percent of the parking spaces are vacant during peak demand hours." [6] This oversupply of parking observed in Madison is especially notable, as it occurs even though the city's parking minimums for multi-family housing are currently lower than those required in Santa Fe (1 space/unit in Madison vs. 1.25–2 spaces/unit in Santa Fe). If the same average of 30% vacancy were applied to the 150-unit multi-family housing complex which will be added to the Santa Fe Place Mall site, the required amount of parking spaces could be reduced from the 206 currently required by city codes to only 144 spaces.

[5] Parking Code Analysis - *Regional Shopping Malls*. Town of Hempstead.

[6] Daniel Handel. (2016). Insights into Multifamily Residential Parking Demand for Madison, WI.

CASE STUDY: HEMPSTEAD, NY

In an effort to validate the ITE manual, the City of Hempstead, NY commissioned parking studies of two regional shopping centers: Green Acres Mall and Roosevelt Field Mall. On a typical Saturday in July, surveys found peak parking utilization to be 3.73 spaces per 1,000 SF GLA at Roosevelt Field Mall and 1.86 spaces per 1,000 SF GLA at Green Acres Mall (equal to 2.98 and 1.49 spaces respectively per 1000 SF NLA – assuming a standard 20% lower square footage associated with NLA than GLA.)

From aerial photography of "Black Friday," the researchers also concluded that peak demand for Roosevelt Field Mall was 4.6 spaces per 1,000 SF GLA (3.7 spaces per 1000 SF NLA). Ultimately, the report concluded that shopping centers with a GLA of 400,000 – S99,000 SF, such as the Santa Fe Place Mall, should utilize a sliding scale of 4.0-4.S spaces per 1,000 SF GLA (3.2-3.6 spaces per 1000 SF NLA) to determine their minimum parking requirements. Following the recommendations provided in the report, the Santa Fe Place Redevelopment's proposed parking supply of 4 spaces per 1,000 SF NLA is greater than the range suggested by the City of Hempstead.

Source: *Parking Code Analysis - Regional Shopping Malls*. Town of Hempstead.

SHARED PARKING

One reason shopping malls can support reduced rates of parking relative to other retail sites is the efficiency that comes from shared parking, a parking strategy in which a singular parking facility serves multiple users. According to the Victoria Transport Policy Institute (VTPI), parking can often be shared among multiple destinations, such as an office building and a restaurant or theater, "since peak demand for offices occurs during weekdays and on weekend evenings for restaurants and theaters." The VTPI goes on to note that shared parking is most successful if users and destinations have off-set peak periods, with 20-40% reductions often possible depending on the differences in peak demands between land uses.[7] By their nature, shopping malls utilize shared parking for the collection of stores, entertainment, and restaurants, and same spaces can be used for development adjacent to the mall or within the mall parking lot itself. If the observed parking reduction of 20% observed by the VTPI is applied to the current required parking supply of 2,686 spaces, the site could still operate today with 2,149 spaces.

The impacts of the housing component of the development on overall parking demand for the Santa Fe Place Mall will also be mitigated by the benefits shared parking. In particular, the peak demand period for housing is after 7 PM, whereas the peak demand for retail and shopping malls is during daytime hours.

[7] Todd Litman. *Parking Management: Comprehensive Implementation Guide*. Victoria Transportation Policy Institute. March 28, 2019.

PRIVATE SECTOR TRENDS IN PARKING SUPPLY

Large-scale retailers have also begun reevaluating their models for parking supply. Walmart, the largest retailer in the US, is known for its sprawling parking lots as much as its vast selection of products. However, beginning in 2018, Walmart has begun the process of adding "town-center-style retail buildings to a dozen or more of its U.S. properties as part of its Walmart Reimagined campaign, which is aimed at reutilizing excess parking space and boosting store traffic." In addition to Walmart, Kohl's is working to "develop parking acreage at some 300 stores, while Macy's points to about 50 of its stores that it thinks may be conducive to such parking-lot repurposing."[8] This is illustrative of the private sector responding to the same trends and research which are currently leading municipal governments across the country to reduce parking supply and to favor productive uses of land rather than rigid parking minimums.

RESPONSES TO PARKING OVERSUPPLY

In response to parking oversupply, some cities are moving to eliminate mandatory minimum parking requirements altogether as part of their efforts to reduce dependency on single-occupancy vehicles, lower vehicle miles traveled, and simultaneously increase housing supply while lowering housing costs. The recently-approved ***Minneapolis 2040 Plan*** eliminates the requirement for off-street parking minimums throughout the city. The 2040 Plan acknowledges that "demand for parking will still result in new supply being built." However, that supply is at the discretion of the developer and subject to the preferences of the consumer.[9]

Other cities that have eliminated parking requirements in their city include Buffalo, NY, Hartford, CT, Fayetteville, AR, and San Francisco, CA, while cities like Albuquerque, NM have recently taken steps to significantly reduce their parking requirements. **Figure 2** shows a crowdsourced map by the organization Strong Towns identifies cities throughout North America that have either reduced or eliminated their parking requirements.[10]

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[8] Steve McLinden. December 6, 2018. *Inside Walmart's plans to convert parking lots into 'town centers'*. International Council of Shopping Centers.

[9] City of Minneapolis Department of Community Planning and Economic Development. (2018). *Minneapolis 2040*.

[10] StrongTowns. 2015. A Map of Cities That Got Rid of Parking Minimums. Retrieved from: https://www.strongtowns.org/journal/2015/11/18/a-map-of-cities-that-got-rid-of-parking-minimums. Accessed July 10, 2019

FIGURE 3: STRONGTOWNS CROWDSOURCED MAP OF REDUCED PARKING MINIMUMS

COMPARISON OF SANTA FE'S PARKING MINIMUMS TO OTHER CITIES

When compared to cities of various sizes throughout the country, Santa Fe's minimum parking requirements are high, even when compared to cities that have not lowered their minimum parking requirements in recent years. **Table 5** shows a comparison of the minimum parking requirements for shopping centers and studio, 1, 2, and 3-bedroom multi-family dwelling units from a selection of cities throughout the country, as assembled by BHI. Santa Fe's requirement of 5 spaces per 1,000 SF NLA for shopping centers is the highest of the 13 cities selected for analysis, along with car-centric, suburban Rio Rancho. Santa Fe's multi-family parking minimums, while closer to average when compared to other cities, are more in line with those found in Houston, TX, one of the largest and most car-dependent cities in the nation, rather than a similar city like Boulder, CO, which only requires 1 parking space per unit for studio, 1, and 2 bedroom apartments and 1.5 spaces per unit for 3 bedrooms.

Table 5: Selected Parking Minimums for Shopping Centers and Multi-family Parking

City	Population (2017)	Shopping Center Parking Minimum per 1000 SF NLA	Multi-family Parking Minimum			
			Studio	1 Bed	2 Bed	3 Bed
Albuquerque, NM	558,545	4 spaces	1.5 spaces/unit 1 space/unit in "Urban Centers, Main Streets, and Premium Transit areas"			
Boulder, CO	107,125	4 spaces	1/unit	1/unit	1/unit	1.5/unit
Columbus, OH	879,170	3.6 spaces	1.5 spaces/unit			
Burlington, VT	42,239	0 – 3 spaces	1 space/unit for Shared Use or Downtown 2 spaces/unit for Neighborhood Districts			
Houston, TX	2.3 million	4 spaces	1.25/unit	1.33/unit	1.6/unit	2/unit
Iowa City, IA	75,798	4 spaces	1/ unit	1/unit	2/unit	2/unit

Las Cruces, NM	101,712	2.85 spaces	1.5 spaces/unit			
Madison, WI	52,932	2.5 spaces	1 space/unit			
Palm Desert, CA	52,932	4 spaces	2 spaces/unit			
Rio Rancho, NM	96,159	5 spaces	1.5/ unit	1.5/ unit	1.75/unit	2/unit
San Luis Obispo, CA	47,541	4 spaces	0.75 space per bedroom (no less than 1 space) plus 1 guest parking space per 5 units			
Santa Fe, NM	83,776	5 spaces	1.25/unit for < 800 SF 1.5/unit for 800-1,200 SF 2/unit for > 1,200 SF			
Salt Lake City, UT	200,544	2 spaces	0.5/unit	1/unit	2/unit	2/unit

Reducing parking minimums is not a novel idea for Santa Fe, as the city has already identified parking demand management as a key goal for development within the city moving forward. According to the ***City of Santa Fe Land Use & Urban Design Plan***, "One of the biggest contributors to sprawl and poor land management can be found in the amount of land devoted to massive parking lots that are rarely, if ever, full." The Plan further contends that the City should review and amend its parking requirements in the Land Development Code.[11] Through redevelopments like the Santa Fe Place Mall, the City of Santa Fe can begin to put the ideas laid out in this plan into action.

Site Characteristics and Location Benefits

As one of the main hubs of activity in Santa Fe, the Santa Fe Place Mall is also a significant employment center in the region. This section describes the location benefits associated with additional development at the Santa Fe Place Mall in terms of access via alternative modes of transportation and the growing number of housing units in close proximity to retail and employment sites.

Transportation Access

The Santa Fe Place Mall is well-connected to the larger city of Santa Fe via public transit and bikeways. **Figure 3** depicts the Santa Fe Place Mall site in relation to nearby transportation facilities and major landmarks. These regional connections provide opportunities for patrons of the mall to access the site without a private vehicle, while allowing future residents of the multi-family housing the chance to commute to and access a wider set of destinations across the region. The figure also depicts the destinations that could be accessed within a 10-minute and 20-minute walk, utilizing the road and trail networks and assuming a standard walking speed of 3 MPH.

Transit service is available through the Santa Fe Place Transit Center, which is located at the southern end of the mall parking lot. The Transit Center functions as a transfer point, informal park and ride, and serves eight of the city's bus routes, including high frequency service along Cerrillos Rd and connections to the New Mexico Rail Runner Express NM 599 station. See **Table 6** for transit routes and service frequencies.

[11] City of Santa Fe Long Range Planning Division. City of Santa Fe Land Use & Urban Design Plan.

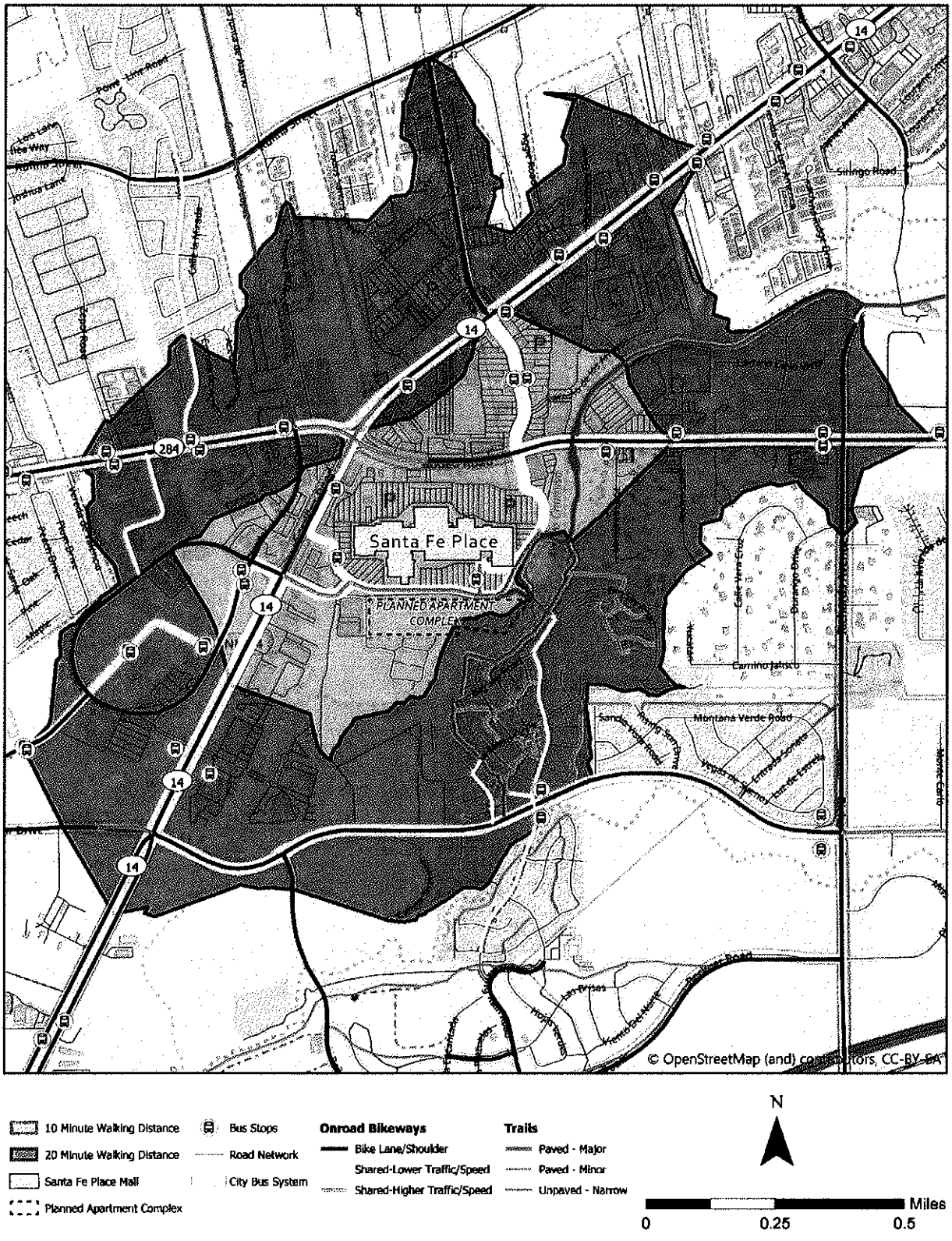

FIGURE 4: SANTA FE PLACE TRANSPORTATION AND TRANSIT SYSTEM

The Santa Fe Rail Trail, a multi-use trail which connects with many of the city's other bike trails, is accessible directly to the east of the site (see Figure 3). Connections to the city's on-street bike network are possible through Rodeo Rd and Camino Entrada.

TABLE 6: SANTA FE PLACE MALL TRANSIT CENTER ROUTES SERVICED

Route Number	Route Name	Frequency
1	Agua Fria	30 Minutes
2	Cerrillos	15 Minutes
4	Southside	30 Minutes
6	Rodeo Road	1 Hour
21	SF Community College	1 Hour 10 Minutes
22	Rancho Viejo/IAIA/SFCC	1 Hour
24	Country Club	35 Minutes
26	HSD / SF Fashion Outlets	1 Hour 10 Minutes

EMPLOYMENT AND HOUSING

The Santa Fe Place Mall already serves as a major employment center with an estimated 1,190 retail jobs associated with the mall proper.[12] Overall, the Santa Fe Place Mall site and the surrounding area is home to over 2,800 jobs within the immediate vicinity – as measured by a 10-minute walk from the edge of the mall building – and more than 5,700 total jobs within a 20-minute walking radius of the mall (**Fig. 4**). The commercial activity as part of the mall redevelopment will provide additional job sites and retail/shopping opportunities for nearby residents.

The redevelopment project is particularly noteworthy in creating additional housing opportunities in the area and increasing the number of residents within to access job sites, as well as retail and entertainment opportunities, without the use of a private vehicle. At the same time, additional housing means that employers in the area can draw from a growing nearby labor pool. In addition to the 150 multi-family housing units, the recently-approved Turquesa Apartments will add 240 units to the parcel immediately south of the Santa Fe Place Mall. (See the co-benefits section and discussion of jobs-housing balance for additional information.)

*TABLE 7: HOUSING AND EMPLOYMENT CHARACTERISTICS WITHIN WALKING RADIUS OF SANTA FE PLACE MALL**

Walking Contour	Housing Units	Population	Employment
10-Minute	9	39	2,812
20-Minute	1,258	2,516	5,720

*employment totals include estimated jobs at the Santa Fe Place Mall

[12] This estimate is based on a rate of one job per 500 SF of NLA of retail, as calculated by the Mid-Region Council of Governments. That rate was validated against employment totals for malls of similar size in Albuquerque. It is likely that the majority of jobs associated with the Santa Fe Place Mall are part-time.

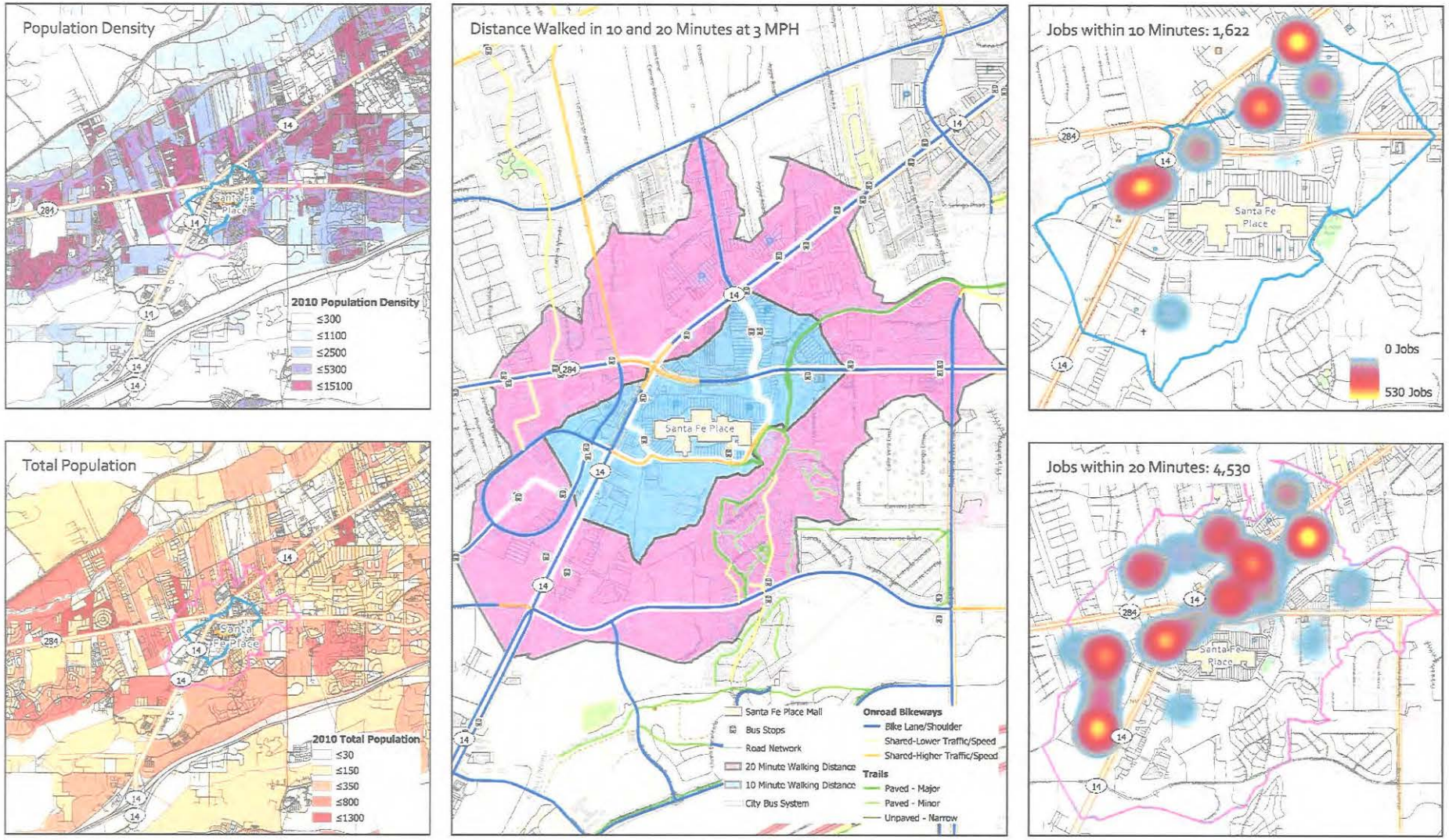

FIGURE 5: SANTA FE PLACE MALL POPULATION AND JOBS

CO-BENEFITS

This section introduces a series of co-benefits associated with the redevelopment of Santa Fe Place Mall. These co-benefits are generally consistent with planning and land use policies put forward by the City of Santa Fe.

INFILL/GREYFIELD DEVELOPMENT AND SMART GROWTH

A "greyfield" area is defined as an underutilized retail mall, often located in older, inner ring suburban areas, named after the grey color of the single-story buildings and the "sea of parking lots that surround them."[13] As shopping center parking minimums were largely designed to accommodate a handful of peak shopping days, mall parking lots are empty nearly every day of the year. These vast, empty parking lots create environments that are not conducive to pedestrians, detract from the urban form of the city, and minimize the revenue potential for the city. As a result, greyfield malls offer prime opportunity for infill development on their parking lots that can provide new uses to attract visitors to the site, generate value for other property owners, and increase tax revenue for the city. Additional benefits include more pedestrian-friendly environments as improved connections are typically provided as part of site development.

Greyfield development is part of a growing development trend known as "smart growth," which is an approach to development that encourages a mix of building types and uses, diverse housing and transportation options, development within existing neighborhoods, and community engagement. The advocacy group Smart Growth America, as one of its 10 principles for smart growth, states that smart growth development should "take advantage of compact design" and favor infill development, which can "attract more people to the jobs, homes, and businesses already there while also making the most of public investments in things like water and sewer lines, roads, and emergency services."[14]

As part of Smart Growth America's ongoing research into smart growth, the group published a study entitled ***Building Better Budgets: A National Examination of the Fiscal Benefits of Smart Growth Development***.[15] The report looks at the costs associated with both smart growth development and conventional suburban development from the perspective of private developers and public agencies, as well as the revenue potential associated with both development approaches. The report asserts:

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[13] Amy Merritt. (2006). *Redeveloping Greyfields: Definitions, Opportunities ond Barriers.* Massachusetts Institute of Technology. Retrieved from: https://dspace.mit.edu/bitstream/handle/1721.1/37428/123195867-MIT.pdf?sequence=2&isAllowed=y

[14] Smart Growth America. (2019). "What is Smart Growth?" Retrieved form: https://smartgrowthamerica.org/our-vision/what-is-smart-growth/

[15] Smart Growth America. (May 2013). *Building Better Budgets: A National Examination of the Fiscal Benefits of Smart Growth Development.* Retrieved from: https://smartgrowthamerica.org/resources/building-better-budgets-a-national-examination-of-the-fiscal-benefits-of-smart-growth-development/

- *Smart growth development costs ane-third less for upfront infrastructure.*
- *Smart growth development saves an average of 38 percent on upfront costs for new construction of roads, sewers, water lines and other infrastructure. Many studies have concluded that this number is as high as 50 percent.*
- *Smart growth development saves an average of 10 percent on ongoing delivery of services.*
- *Smart growth development saves municipalities an average of 10 percent on police, ambulance and fire service costs.*
- *Smart growth development generates 10 times more tax revenue per acre than conventional suburban development.*
- *On an average per-acre basis, smart growth development produces 10 times more tax revenue than conventionol suburban development.*

A publication for the Congress for New Urbanism – *Greyfields Into Goldfields: Greyfield Mall Characteristics Revitalization Success Stories* – further asserts that shopping mall redevelopment projects are "unique opportunities to reverse urban sprawl by creating real neighborhoods amidst spread-out suburbs and gap-toothed cities." Among the benefits offered by shopping mall sites include:

> ***Big enough sites.*** *Many development sites in existing cities and towns are too small to justify the increased costs and risks of infill development. They are also too small to accommodate development projects of sufficient scale to offer real community benefits. Larger properties such as greyfield mall sites spreod site development costs and enable projects that embrace the full range of new urbanist principles.*
>
> ***Transit accessibility.*** *Civic leaders and neighbors are interested in the development of transit-oriented communities that include housing, stores, jobs, and schools. Many greyfields are on transit lines, and some even have existing bus hubs on site. More fundamentally, the development of new activity centers on greyfield sites concentrotes origins and destinations built at densities high enough to support transit service.*
>
> ***Mixed-income housing.*** *Housing affordability is a major problem in many metropolitan areas. However, developing higher density mixed-income housing in existing neighborhoods is often difficult, as neighbors resist projects ond sites are usually too small for significant construction. Greyfield sites are large enough to accommodate a neighborhood built from the ground up — providing an opportunity to develop quality mixed-income housing that benefits its surroundings.*
>
> ***Civic space.*** *Accommodating, attractive public space is sadly missing from mony suburbs. New urbanist development provides public space for those important times when people are neither at home nor at work. These spaces help give new urbonism its reputation as "the architecture of community."*[16]

[16] *Congress for the New Urbanism. (2001). Greyfields Into Goldfields: Greyfield Mall Characteristics Revitalization Success Stories.*

Reduced Environmental Impacts of Parking

In addition to consuming the land available for greenspace or other, more productive development, excessive amounts of parking also come with several negative environmental impacts. Construction of unnecessary impervious surfaces increases the impacts of stormwater runoff, on both the storm sewer system and the surrounding land, and paved surfaces can also "result in water pollution and flooding, resulting in a decline in adjacent property values."[17] Unnecessary parking also contributes to creating urban heat islands, which occur when cities replace natural land cover with dense concentrations of pavement, buildings, and other surfaces that absorb and retain heat. This effect "increases energy costs (e.g., for air conditioning), air pollution levels, and heat-related illness and mortality," according to the EPA.[18]

Providing more parking than necessary, and at artificially low prices, also contributes to a multitude of harmful environmental impacts related to automobile dependency. Primarily, the subsidy of automobile use leads directly to excess driving, resulting in increased air pollution, crashes, and congestion. As well as reducing the ability for residents to walk and bike safely.

Jobs-Housing Balance and Regional Site Benefits

Regional policy documents such as the ***Santa Fe MPO Metropolitan Transportation Plan 2015-2040*** express a desire for the development of housing near employment centers to promote the usage of alternative modes of transportation for commuting and to reduce dependency on single-occupancy vehicles. Per noted transportation scholar Robert Cervero, one of the greatest contributors to regional congestion and excessive auto use – and their resulting costs to residents – is an imbalance of jobs to housing in a given area (a ratio of 1:1 is desired). Cervero has found that workers in areas with a job surplus average "longer duration commutes, more [vehicle miles traveled] per person, and higher rates of solo-commuting."[19] Providing housing near employment has the clearest benefits in terms of reduced rates of driving, as opposed to the more traditional approach of bringing additional employment to residential areas, which does not have a discernible impact on transportation patterns. Additionally,

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[17] Forinash, Millard-Ball, Dougherty and Tumlin. (2003). *Smart Growth Alternatives to Minimum Parking Requirements*. Transportation Research Board.

[18] Environmental Protection Agency. (2019). "Reduce Urban Heat island Effect."

[19] Robert Cervero (1996): "Jobs-Housing Balance Revisited: Trends and Impacts in the San Francisco Bay Area," *Journal of the American Planning Association, Volume 62 (4),* 492-511. In another recent study which explores the jobs-housing balance and commute times in the Atlanta metro area, the authors conclude that the "imbalance between the location of jobs and housing is the most important determinant for longer commuting." They then go on to suggest that "higher quality housing growth close to the job-rich communities may benefit the workers to economize the commuting time." Selima Sultana. 2002. "Job/Housing Imbalance and Commuting Time in the Atlanta Metropolitan Area: Exploration of Causes of Longer Commuting Time." *Urban Geography.*

locations with high levels of jobs have high concentrations of services by nature, meaning there is less of a need for nearby residents to drive long distances to access basic necessities.

The research of Cervero and others has direct implications for the Santa Fe Place Mall redevelopment. The proposed 150-unit multi-family development, along with the planned 240-unit development to the south of Santa Fe Place Mall, mark a significant contribution to achieving better balance in a job-rich area and will likely contribute to reduced vehicle miles traveled and emissions and can help address transportation costs by bringing residents closer to their destinations.

Housing Supply and Affordability in Santa Fe

Santa Fe is confronted by a need for additional housing of all types, including multi-family apartment complexes. One estimate in 2018 identified a need for 6,800 additional apartment units in Santa Fe.[20] CBRE Group, a commercial real estate group that monitors Santa Fe's multi-family housing market, indicates that. Driven largely by a lack of supply, the city's occupancy rate has been at "95 percent or above since May 2014."[21] At the same time, housing costs are increasing; the ***Santa Fe Affordable Housing Plan*** notes that the median rent in Santa Fe increased from $767 to $872 between 2010 and 2014, while homeownership declined from 61 percent to 59 percent. Affordability issues are even more pronounced when one considers transportation costs. According to the Center for Neighborhood Technology's Housing + Transportation Affordability Index, the average combined housing and transportation costs in Santa Fe equal 50% of median household income (anything over 45% is considered a financial burden). The combination of declining homeownership rates and increasing rents reflects the need for additional housing throughout Santa Fe, such as the Santa Fe Place Redevelopment.

Recent scholarship indicates that building market rate housing increases affordability through a process known as "filtering" in which higher income residents move into more expensive units and over time making more affordable units available for lower income residents. In a study titled ***The Effect of New Luxury Housing on Regional Housing Affordability***, economist Evan Mast looked at 802 new multi-family developments across 12 central cities, from suburban Dallas to luxury high-rises in New York City, and concluded that building market-price apartments causes a chain of migration as households move into new units. This analysis indicates that for every 100 new market-rate units built, approximately 65 units are freed up in existing buildings, accommodating up to 48 moderate- and low-income families.[22]

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[20] Andy Stiny. "Apartment complex planned near Santa Fe Place mall." *Santa Fe New Mexican*. October 22, 2018.
[21] Matt Grubbs. "Building Up or Tearing Down? Solving Santa Fe's housing crisis starts with rentals as community advocates also call for quality of life." *Santa Fe Reporter*. July 10, 2018.
[22] Evan Mast. (March 19, 2019). *The Effect of New Luxury Housing on Regional Hausing Affordability*. W.E. Upjohn Institute for Employment Research.

National Driving Trends and Implications for Parking

Automobile usage rates are an important consideration in parking generation, as young adults demonstrate lower licensure and vehicle ownership rates than other generations. Overall vehicle ownership rates have fallen by 4.4 percent from peak levels in the 2000s, with decreased rates of vehicle use are most acute among young adults.[23] Nationwide vehicle licensure rates among individuals age 16-44 has also dropped from 92 percent in 1983 to 77 percent in 2014.[24] Lower vehicle use rates are part of a trend among young adult and zero-children households for more walkable, urban housing options.[25] Emerging research on the impacts of ridesharing services such as Uber and Lyft also indicates that vehicle ownership rates decline as these services become more widely available.[26] If these trends hold true, then parking demand will only continue to diminish, and unless parking supplies match this diminished demand, parking oversupply will only be exacerbated along with its negative side-effects.

Conclusion

The Santa Fe Place Mall is currently designed with 2,959 parking spaces, or 408 more spaces than are required to meet a parking ratio of 5 spaces per 1,000 SF NLA. However, current utilization rates, scholarship, and contemporary city policies show that the mandated parking minimums exceed the actual amount necessary for the site to operate effectively. By utilizing a reduced parking supply ratio of 4 spaces per 1,000 SF NLA, the proposed redevelopment can increase the productive uses at the Santa Fe Place Mall, including increased housing supply, while bringing the city in-line with contemporary best practices in parking policy. Principal findings of this study include the following:

Shopping center parking requirements: Observed parking demand at shopping centers is consistently lower than what is required by city codes, due in part to excessive requirements and a failure to consider the benefits associated with shared parking practices. The ITE Parking Generation Manual identifies an 85th percentile (i.e. high demand scenario) parking utilization rate of 2.53 spaces per 1,000 SF NLA on weekdays and 2.73 spaces per 1,000 SF NLA on Saturdays. Applying these rates to the Santa Fe Place Mall would result in parking levels at or below 50% of the current supply. In addition to the fact that parking requirements for malls are generally too high, the City of Santa Fe requires that parking be supplied at a higher rate than peer cities (Santa Fe requires 5 spaces per 1,000 SF NLA whereas many peer cities require 4 spaces per 1,000 SF NLA or fewer).

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[23] Michael Sivak. (2018). Has Motorization in the U.S. Peaked? Part 10: Vehicle Ownership and Distance Driven, 1984 to 2016. University of Michigan Sustainable Worldwide Transportation.

[24] Sivak and Schoettle. (January 2018). Recent Decreases in the Proportion of Persons with a Driving License Across all Age Groups, University of Michigan Transportation Research Institute.

[25] M. Leanne Lachman and Deborah L. Brett. (2015). Gen Y and Housing. Urban Land Institute.

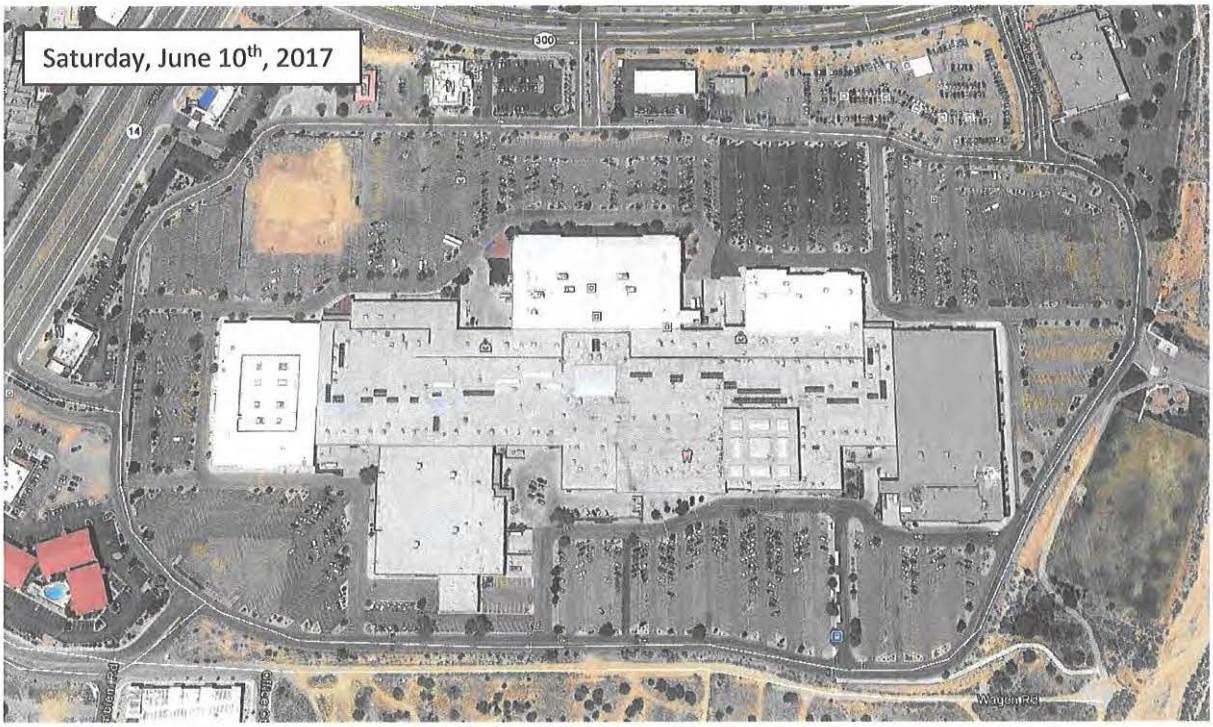
[26] Hampshire, et al. (May 31, 2017) "Measuring the Impact of an Unanticipated Disruption of Uber/Lyft in Austin, TX," University of Michigan Transportation Research Institute.

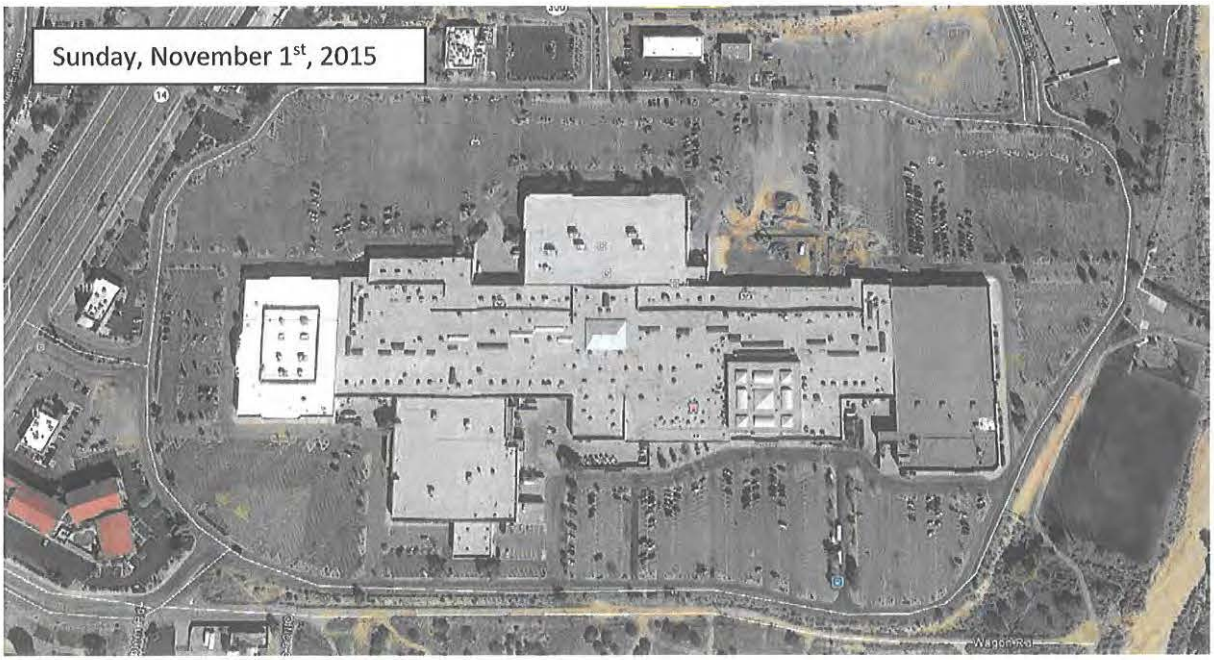
Site location benefits: The Santa Fe Place Mall features one of the city's main transit hubs, which provides service for eight of the city's transit lines, and is well connected by trails and bikeways. Whlie the presence of a transit center allows for a 5% parking reduction, per the City Code, the area also features a high number of jobs within a 20-minute walking radius (including jobs located at the mall itself) and a growing number of residential units. These conditions make it plausible for future residents, shoppers, and mall employees to access the site and travel across Santa Fe without using a private vehicle. These site location benefits make it appropriate for parking to be supplied at rates below the current City Code.

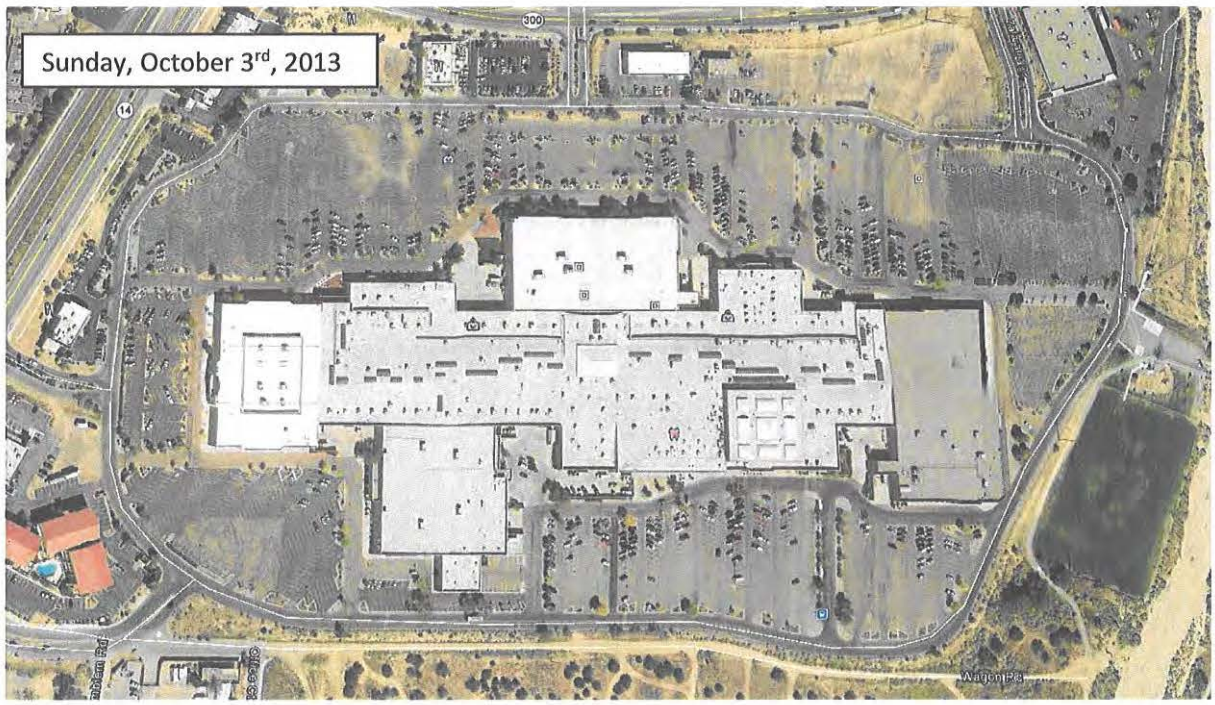
Co-benefits: The Santa Fe Place Mall redevelopment will provide a number of co-benefits beyond those directly supplied by the site. By promoting infill development on a greyfield site, the city is supporting "smart growth" within Santa Fe. Reducing the amount of pavement dedicated towards parking also provides environmental benefits, such as limiting the negative effects of increased stormwater runoff as a result of reduced impermeable surfaces, reduced heat island effects, and reduced emissions associated with vehicular travel. Providing additional housing in the area will also improve the jobs-housing balance of the area, which can further reduce the vehicle miles traveled for those in the area.

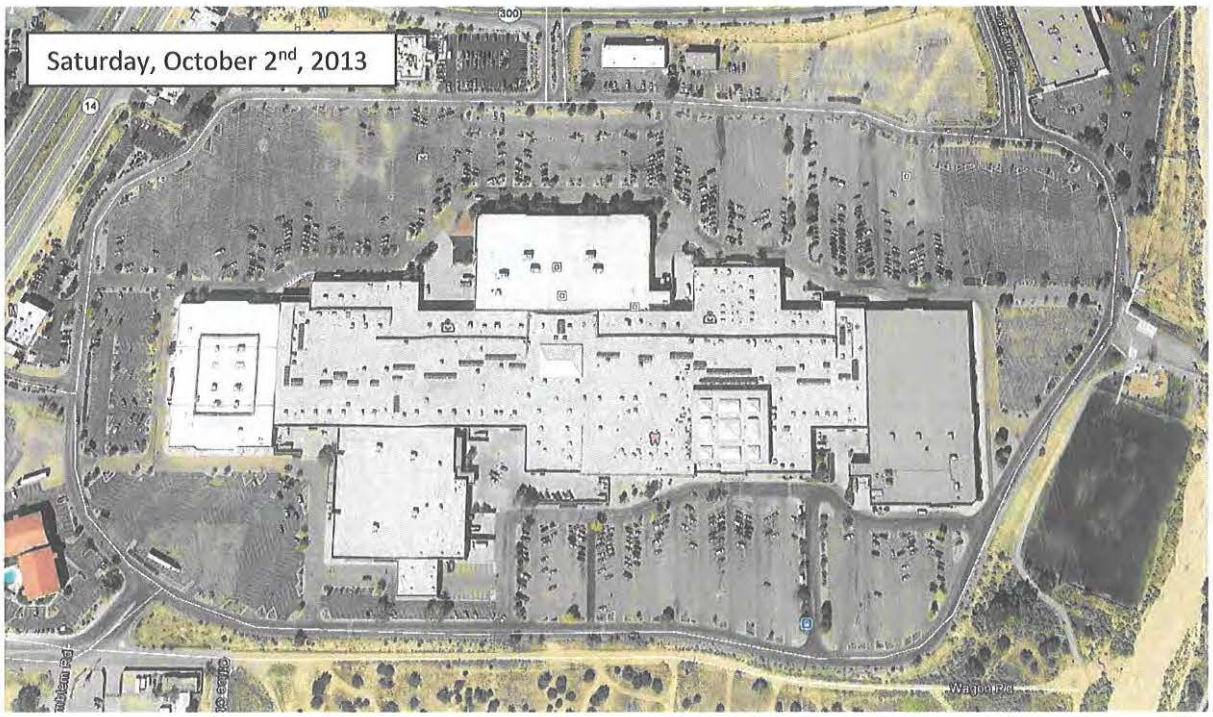
Finally, the difference between the supplied parking and the amount required by City Code may be considered against the real and urgent need for additional housing, as well as Santa Fe City policies that are not be reflected in the Code, including stated desire for infill development, increasing the housing supply near employment and transportation, and reducing the amount of space within the city dedicated to parking. Ultimately, the proposed development helps to further the city's development objectives and reinvigorates a site that is currently underutilized.

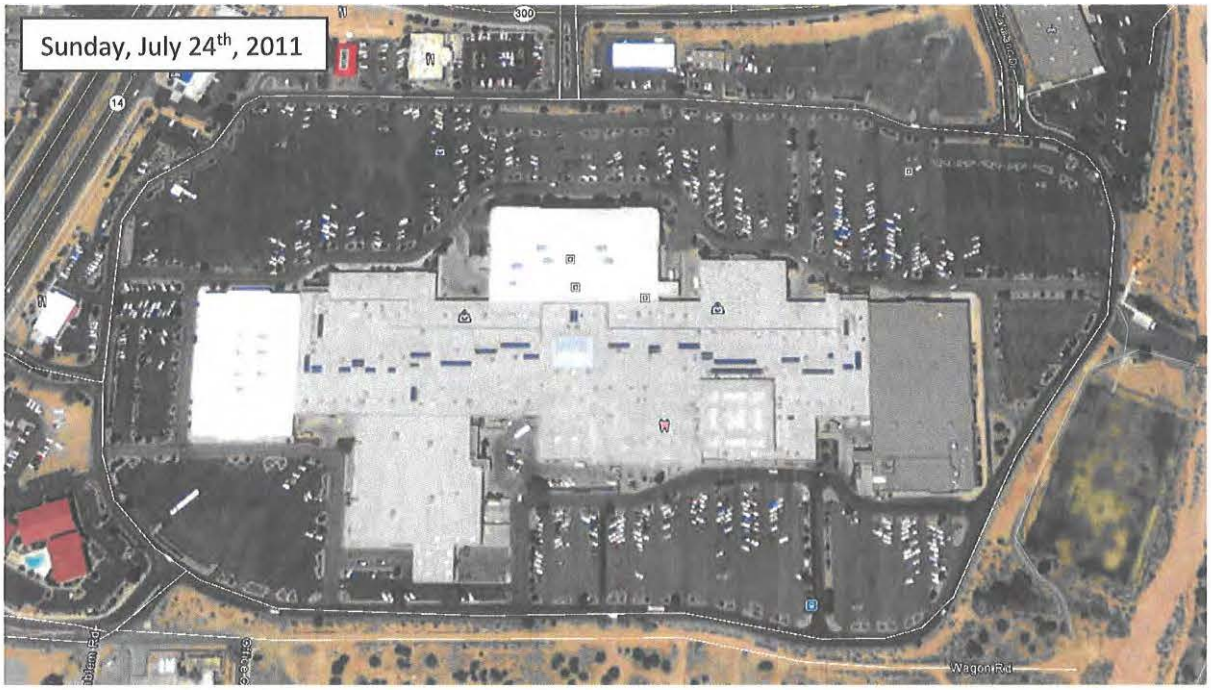
APPENDIX A: HISTORICAL SATELLITE IMAGERY

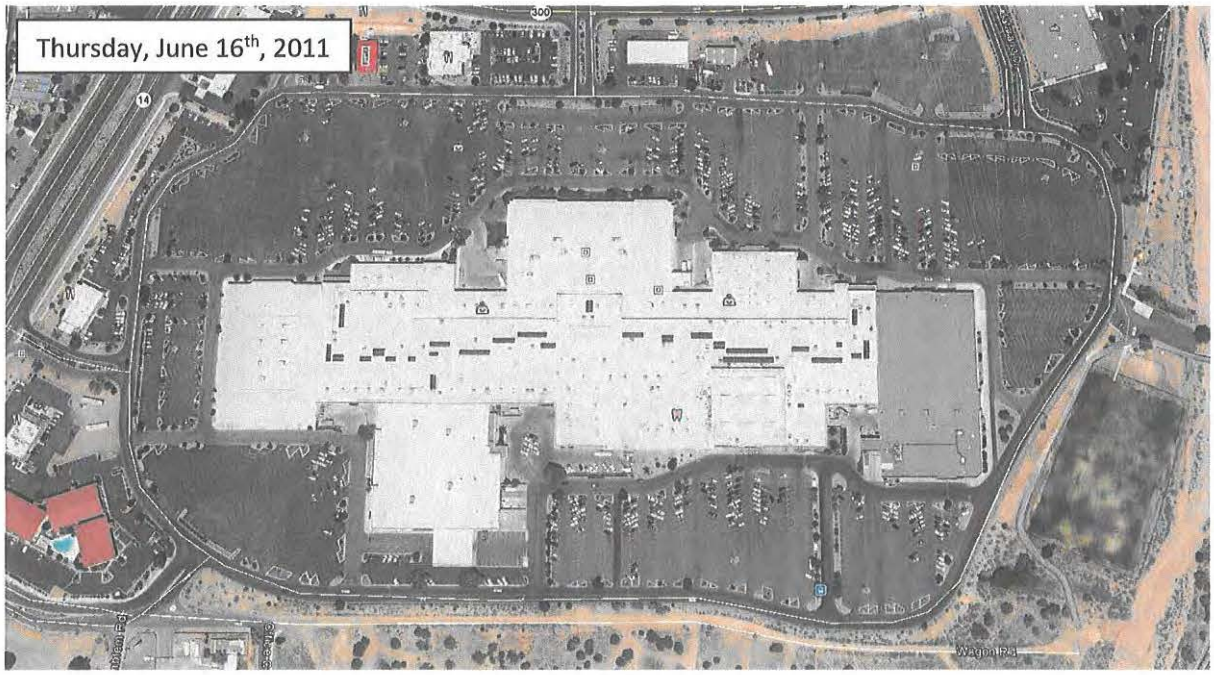


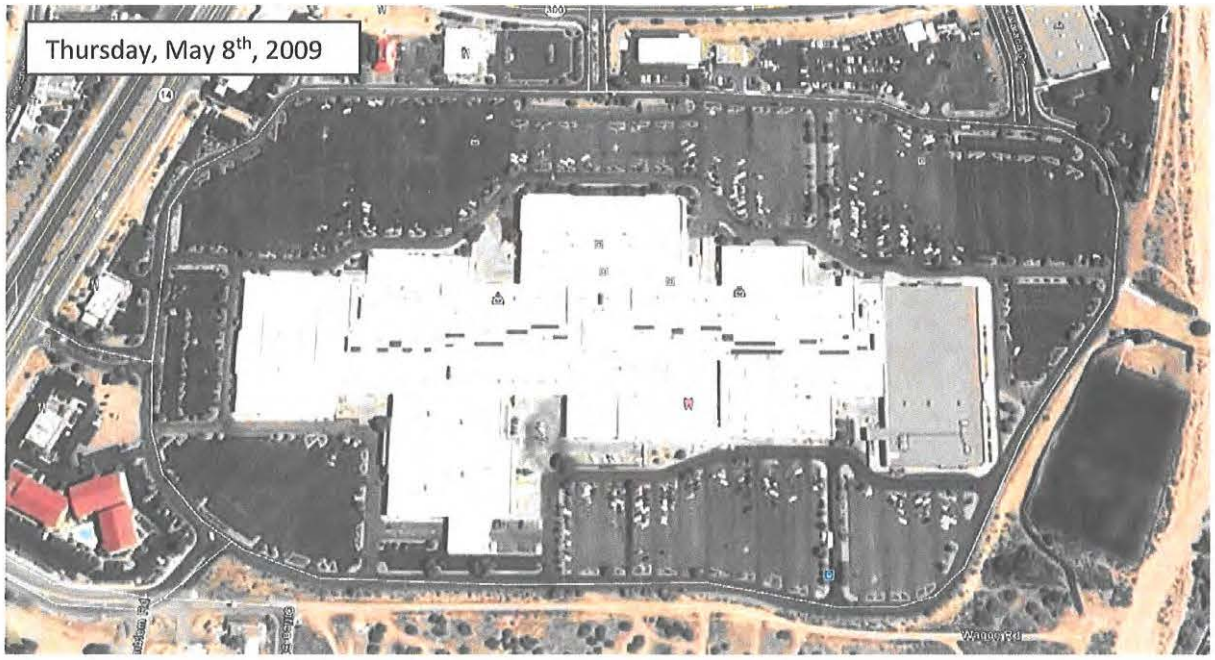



Sunday, October 3rd, 2013


Saturday, October 2nd, 2013


Sunday, July 24th, 2011
Wagon Rd


Thursday, June 16th, 2011
Wagon Rd


Thursday, May 8th, 2009

March 04, 2021
Planning Commission
Case #2020-2999
4250 Cerrillos Road Santa Fe Place Mall Apartments
Development Plan

EXHIBIT G

Applicant Submittals

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

December 21, 2020

Daniel Esquibel, Senior Planner
Current Planning Division
City of Santa Fe
200 Lincoln Avenue
Santa Fe, NM 87501

RE: Escarpa Apartment Homes at Santa Fe Place
Development Plan and Lot Line Adjustment Application

Dear Dan:

This letter is respectfully submitted on behalf of Santa Fe Mall Property Owner LLC in application for Development Plan and Lot Line Adjustment approval for a 141-unit multi-family project (the "Project"), for consideration by the Planning Commission at their meeting of February 4, 2021. The subject property comprises Lot 1-A5 (±2.836 acres), located within the Santa Fe Place Mall Development Plan area and currently developed as paved parking associated with the Santa Fe Place Mall. The property is zoned SC-3 (Planned Shopping Center), in which multi-family residential is a permissible use with no maximum density.

Background

The Santa Fe Place Mall (the "Mall") is located at 4250 Cerrillos Road. Originally called the Villa Linda Mall, the Mall suffered attrition due to several factors including lack of investment by previous ownership, maintaining a vital tenant mix, and the financial downturn, and has since been purchased by the Applicant. In keeping with national trends in mall redevelopment, the Applicant has been actively revitalizing the Mall for the last several years and attracting nationally known anchor tenants such as Cost Plus World Market, Bed, Bath & Beyond, Hobby Lobby, the Outback Restaurant, and the Regal Theater.

The Mall is comprised of numerous lots under various ownership, as is typical in shopping center development. On December 5, 2019, the Planning Commission approved a Subdivision Plat and Development Plan Amendment No. 5 (Case no. 2019-1144), which included an overall parking reduction for the Mall premises, to be calculated at 1 space per 250 s.f. NLA. At that time, as part of the continued redevelopment of the Mall and in an effort to create a more vibrant, mixed-use environment, Lot 1-A5 was created and a 150-unit multi-family apartment building was contemplated. Now, the Applicant proposes a Development Plan for a 141-unit multi-family apartment building and an associated lot line adjustment to accommodate the proposed layout.

Project Description

The Project is bordered by the Santa Fe Place Mall main building to the north and west, Turquesa multi-family apartment community (currently under construction) to the south, Villa Linda Park and Arroyo Chamiso Trailhead to the east, and the Nava Adé single-family residential neighborhood beyond the park to the southeast. The proposed apartment building will serve as a transitional use between the intensive commercial nature of the Mall and the Turquesa multi-family apartment community to the south. The proposed apartments are housed in a single building, with a lobby, leasing office, and parking podium on the ground floor and three levels of dwelling units above. The Project comprises the following mix of unit types:

Studio units:	38
One-bedroom units:	75
Two-bedroom units:	28
Total units:	141

Community amenities include indoor resident lounge spaces on every floor, a fitness center, multiple outdoor resident rooftop terraces, an outdoor ground-level resident courtyard, as well as a new connection to the existing Arroyo Chamiso Trail and adjacent Villa Linda Park. The site design seeks to accommodate as much of the required parking as possible on the ground floor of the structure while enhancing the multi-modal environment of the Mall and surrounding areas by providing ample bicycle parking and by connecting with the Arroyo Chamiso Trail and nearby transit.

Lot Line Adjustment

The subject parcel (Lot 1-A5, ±2.836 acres), which was established via Subdivision approval in 2019, is being adjusted to accommodate the site design of the proposed apartment building. Accordingly, the adjacent Lots 1-B to the west and 1-A to the north are also being modified. The resulting Lot 1-A5 is ±3.257 acres, and the resulting Lots 1-B and 1-A are ±6.747 acres and ±17.366 acres, respectively. For more information, please refer to the Lot Line Adjustment Plat.

Zoning Compliance

The Property is zoned SC-3 (Planned Shopping Center), as it is included within the Santa Fe Place Mall Development Plan area. The total acreage of the Project, with the lot line adjustment, is ±3.257 acres (adjusted parcel size), and the total acreage for the Santa Fe Place Mall Development Plan area is ±63.123 acres. With 141 units proposed for Lot 1-A5, the proposed density is 43 dwelling units/acre, which is permissible as there is no specified maximum density for SC-3 zoning nor in the Santa Fe Place Mall Development Plan. The proposed density represents an appropriate transition from the intensity of commercial use at the Mall to the density of 19.8 units/acre at the Turquesa multi-family apartment community to the south.

The Project is comprised of a single four-story, L-shaped building element, which complement the Project's inherent position as a transition between the Santa Fe Place Mall to the north whose buildings range from 28 to 45 feet in height and the two and three-story elements in the Turquesa development to the south whose buildings range from 25 to 36 feet in height. Per SFCC §14-7.3

(A), the maximum allowable height for SC-3 is 45 feet, and the proposed apartment building will not exceed that height.

Market Analysis

As stated in a January 2019 study by CBRE, a global commercial real estate company that surveys Albuquerque and Santa Fe's rental markets, "All indicators continue to show that Santa Fe is one of the tightest rental markets in the country." The CBRE study reports that combined market-rate and affordable rental housing occupancy in Santa Fe was 97.69% in 2019 (a 1% increase from the prior year). Between 1993 and 2018, only 176 market rate apartment units had been constructed in Santa Fe. During that time, Santa Fe's population increased by 14,000 people, with an associated addition of 13,000 jobs. Lack of rental housing supply drives up rental rates, significantly impacting the availability of moderately-priced housing for Santa Fe's workforce. The 2019 CBRE study indicates that market-rate rents saw an increase of 13.66% compared with the previous year. Since 2018, it is estimated that over 1,200 market-rate apartments have been built. However, although the recent push to meet housing market demand has been significant, it is projected that up to 3,000 units of rental housing are still needed in Santa Fe to fully meet the need. According to recent estimates, over 30,000 people commute to Santa Fe every day for work, which translates to an annual loss of $300 million to the City. It is critical to Santa Fe's economy and quality of life to provide quality rental housing in adequate supply to meet local demand.

The proposed project not only contributes to meeting Santa Fe's sizable rental housing demand but also aligns with the growing national trend of redeveloping malls as mixed-use centers. According to an October 2019 article in *Public Square: A CNU Journal*, "Malls-to-Mixed Use Centers" have an increasingly successful track record. The Santa Fe Place Mall has demonstrated recent success in retaining and attracting stable anchor tenants, while also responding to market demands. The move to diversify the mix of uses at the Mall is responsive to the local housing market as well as to shifting community needs and preferences.

Access and Traffic

Access to the project is provided via the Ring Road that runs around the outer perimeter of the Mall. A Traffic Impact Analysis ("TIA") was performed by Santa Fe Engineering, which analyzed the following intersections: Cerrillos Road/Wagon Road/Camino Entrada, Wagon Road/Mall Entrance, and Zafarano Road/Rodeo Road/Mall Entrance. The TIA indicates that there are existing short duration failures at Rodeo/Zafarano, including the southbound left-turn in the AM and PM peak hours and the northbound right-turn in the PM peak hour. These existing conditions are not the result of the proposed project. As discussed in the TIA, these conditions could be addressed with a modification of the signal timing based on a synchronization study of the Rodeo Road corridor. Please refer to the attached TIA for further information.

There will be vehicular entrances to the ground-level podium parking from both the west and east ends of the building. Access to these entrances will be gained from re-designed drive aisles off the Ring Road, which will maintain the flow of traffic along Ring Road and its lateral drive

aisles, while also ensuring ease of access into the podium parking for residents. Please refer to the attached Plans for more information about circulation improvements.

Parking

The majority of required parking (135 spaces) will be provided in the podium parking that comprises the ground floor of the proposed apartment building. In addition, there will be 9 new surface spaces located near the main pedestrian entrance to the building and shared parking for 40 spaces with the adjacent Mall. In accordance with SFCC §14-8.6, the parking requirements for the Project are as follows:

38 studio units < 800 sf	1.25 spaces/unit =	47.50 spaces
75 one-bedroom units < 800 sf	1.25 spaces/unit =	93.75 spaces
28 two-bedroom units <1,200 sf	1.50 spaces/unit =	42.00 spaces
Total Required Parking	1.305 spaces/unit =	184 spaces
Total New Podium Parking		135 spaces
Total New Surface Parking		9 spaces
Total Shared Parking		40 spaces
Total Provided Parking		184 spaces

The provided parking will include 8 accessible spaces (2 of which will be van accessible). Twelve exterior bicycle spaces will be provided onsite in accordance with the provisions of Table 14-8.6-3, in addition to 30 interior bike parking spaces for resident use only.

Required parking has been evaluated within the context of the total parking program for the Santa Fe Place Mall Development Plan area. The total existing parking for the Mall premises is 2,959 spaces (3,169 per ALTA, less 108 due to Bed, Bath & Beyond / Cost Plus World Market and less 102 due to Outback). Upon build-out of all planned outparcels, the total parking supply on the Mall premises will be 2,600 spaces (calculated at a ratio of 1 space per 250 sf of net leasable area with a 5% parking reduction for transit, as previously approved in the 2019 Subdivision and Development Plan Amendment). The total required parking for the Mall premises is calculated to be 2,407 spaces (accounting for net parking loss as a result of planned development and utilizing a 5% parking reduction for transit), resulting in a parking overage of 193 spaces once all planned buildings are constructed. Please see attached Parking Table for additional detail.

Shared Parking Plan

A Shared Parking Plan is proposed in accordance with SFCC §14-8.6(B)(4)(b), which states, "*Uses on premises comprising more than one legal lot of record may provide shared parking in accordance with an approved shared parking plan.*" As stated above, the Mall premises as a whole is over-parked by 193 spaces, leaving ample overage to make up for the 40 spaces that the residential use lacks. Since the peak commercial use is during the day and peak residential use is at night, the apartment residents will be permitted access to ample parking in the adjacent

parking areas. This shared parking arrangement is consistent with the Operating and Reciprocal Easement Agreement that governs the use of the Mall premises.

Terrain Management and Water Harvesting

The Project's terrain slopes from north to south toward the Ring Road, with an overall grade change of approximately 8 feet. These slopes are entirely disturbed, as the site is presently developed and paved for its current use as a parking lot. The proposed multi-family apartment building will not increase the impervious surface of the site. Stormwater will be retained onsite in landscaped areas and directed to existing and relocated stormdrains. Please refer the Irrigation and Water Harvesting Plan and Grading Plan for further details.

Water & Sewer

The Project will connect to the City water system via an existing on-site water line that runs along the north side of Lot 1-A5 within the existing parking area for the Santa Fe Place Mall. The waterlines will be looped per the requirements of the Sangre de Cristo Water Division. Per the attached Water Budget, the Project's annual water demand is as follows:

141 dwelling units x 0.11 afy/unit =	15.48 afy
9.8% Contingency per SFCC §14-8.13(E)(1) =	1.52 afy
Total Annual Water Budget	17.00 afy

In accordance with the requirements of SFCC §14-8.13, Development Water Budgets, water rights will be acquired to offset the Project's water demand.

The Project will be served by a new private sanitary sewer line to tie in with existing private sanitary sewer lines associated with the Mall at the west end of the Project. Please refer to the Utility Plan for further details.

Landscaping and Open Space

Although neither SC-3 zoning nor the Santa Fe Place Mall Development Plan require minimum open space provision, the Project includes the following common and private open space for the benefit of its residents:

Common Open Space:	
Roof terraces	3,419 s.f.
Ground-level courtyard	14,000 s.f.
Total Common Open Space	17,419 s.f.
Private Open Space:	
Balconies	9,456 s.f.

Landscaping is being provided in accordance with City Code requirements. All of the 8 existing parking lot trees will be replaced with new trees in new planting areas that abut the Mall parking,

and the Project will include14 additional trees in the parking areas (1 tree per 90 s.f of landscaped area and 10 s.f. of landscaped area per parking space). Additionally, 11 trees will be planted along the Ring Road. Plantings include a combination of deciduous and evergreen trees, shrubs, groundcover, ornamental grasses, and boulder accents. Please refer to the attached Landscape Plan for further details.

Fire Protection and Emergency Access

Emergency access requirements are satisfied by the two provided access points. Four fire hydrants are provided in close proximity on the north side of the proposed building, and there is a proposed fire service (6" or 8") to tie in with the existing water line at the northeast corner of the building. Additionally, the Project proposes a remote FDC on the south side of the building. All buildings will be equipped with automatic fire suppression in accordance with IFC requirements, and the Ring Road on the south side of the building as well as the drive aisles around the other sides of the building are at least 26 feet wide to serve as fire lanes in compliance with fire code. Please refer to the Fire Access Plan for more information.

Santa Fe Homes Program

In accordance with the provisions of Ordinance 2016-9, in lieu of constructing affordable units, the developer will pay a fee in the amount of $157,341.60 to the Affordable Housing Trust Fund. The Santa Fe Homes Program Proposal is submitted herewith for your reference.

Archaeology

The Project is located within the Suburban Archaeological District. Because the Project site is less than 10 acres in size, archaeological clearance is not required.

Early Neighborhood Notification

An Early Neighborhood Notification Meeting was held on December 2, 2020. Although, no neighbors attended this meeting, the applicant followed all proper noticing procedures and was prepared to present a slide show that featured conceptual project plans and other relevant information and hold a question and answer session.

In support of this request, the following documentation is submitted herewith for your reference:

1. Development Plan Application
2. Lot Line Adjustment Application
3. Architectural Points Checklist
4. Letter of Owner Authorization
5. Warranty Deed
6. Lot of Record Plat and Development Plan Amendment #5
7. Parking Table
8. Utility Service Application
9. Water Budget

Water Budget for Escarpa at Santa Fe Place Mall
December 21, 2020

141 dwelling units
1.5 residents per dwelling unit

Usage Per Unit

4 FLUSHES/DAY @ 1.26 GAL EACH	2,759.4	GPY		
SHOWER - 10 MINUTES/DAY @ 1.5 GPM	8,212.5	GPY		
BATHROOM SINK - 5 MIN/DAY @ 2.5 GPM	6,843.8	GPY		
LAUNDRY - 0.3 LOADS /DAY @ 20 GAL/LOAD	3,650.0	GPY		
DISHWASHER - 0.3 LOADS/DAY @ 13 GAL/LOAD	2,135.3	GPY		
KITCHEN SINK - 7 MIN/DAY @ 2.0 GPM	7,665.0	GPY		
CLEANING - 3.0 GAL/WEEK	156.0	GPY		
SUBTOTAL PER UNIT	*31,421.9*	*GPY*	*0.096*	*AFY*
TOTAL USAGE FOR 141 UNITS	4,430,487.9	GPY	13.60	AFY
LEASING OFFICE & FITNESS	488,776.5	GPY	1.50	AFY
LANDSCAPE IRRIGATION	124,817.0	GPY	0.38	AFY
ANNUAL WATER BUDGET			**15.48**	**AFY**
9.8% Contingency per SFCC §14-8.13(E)(1)			**1.52**	**AFY**
TOTAL			**17.00**	**AFY**
ANNUAL WATER USE PER DWELLING UNIT			**0.110**	**AFY**

TABLE 14-8.7-2: Architectural Design Standards and Point Allocations (See Note 1)		
Architectural Design Standards		**Points [1]**
WALLS		
Predominant Exterior Surface Material	Stucco, adobe	30
	Brick, natural stone, and integrally colored unit masonry	0
	Concrete and non-integrally colored unit masonry	0
	Metal siding, glass curtainwall systems, glass block, wood siding, and simulated materials	0
	Mirrored glass curtainwall systems	0
Color of Predominant Exterior Surface Material	Earthtones, creams, and pastels of earthtone hues including but not necessarily limited to rose, peach, and terra cotta colors	30
	Pastel colors of non-earthtone hues, whites, grays, and grayish greens	0
	High-intensity colors	0
	Metallic colors, glass and black	0

TABLE 14-8.7-2: Architectural Design Standards and Point Allocations (See Note 1)		
Architectural Design Standards		**Points [1]**
Exterior Surface Treatment	(A) Wall surfaces appear monolithic with at least 75 percent of the total wall area one material and one color. Differing shades of the same general hue shall not be considered different colors. Non-solar fenestration, window and door awnings, applied trim, and accent materials, colors, and decorative bands, with the exception of stucco, masonry or concrete control joints, are used in such a way that they do not give a panelized or prefabricated appearance, produce striped or checkerboard patterns, or exceed 25 percent of the surface area of any façade. Fenestration and/or accent colors on wall surfaces under portals or canopies having a horizontal depth of at least six feet shall be exempt from area calculations	10
	(B) Wall surfaces do not meet the criteria set forth in paragraph (A) above	0
ROOFS		
Form	(A) Flat roof surfaces entirely concealed from public view by parapets	20
	(B) Flat roof surfaces not entirely concealed from public view by parapets, uniformly sloping roofs, or any combination of flat and uniformly sloping roofs, having a height, from springline to peak, that does not exceed the average height of the supporting walls and having a slope with greater than or equal to four feet of vertical rise for every 12 feet of horizontal run and less than or equal to 12 feet of vertical rise for every 12 feet of horizontal run	0

TABLE 14-8.7-2: Architectural Design Standards and Point Allocations (See Note 1)		
Architectural Design Standards		**Points [1]**
	(C) Uniformly sloping roofs or any combination of flat and uniformly sloping roofs, having a height, from springline to peak, that does not exceed the average height of the supporting walls and having a slope with less than four feet of vertical rise for every 12 feet of horizontal run or having a slope with greater than 12 feet of vertical rise for every 12 feet of horizontal run	0
	(D) Any type of sloping roof having a height, from springline to peak, that exceeds the average height of the supporting walls; non-uniformly sloping roofs; or any combination of flat and non-uniformly sloping roofs	0
Predominant Material	(A) All surfaces are concealed from public view	20
	(B) Standing, flat, or batten seam metal roofing, or membrane, asphalt or gravel surfaces exposed to public view	0
	(C) Flat tiles of clay, concrete or slate	0
	(D) Barrel tiles of clay, concrete, or slate; and asphalt shingles	0
	(E) Wood shingles or shakes and other materials including but not necessarily limited to plastic, fiberglass or metal roof tiles	0
Predominant Color	(A) All surfaces are concealed from public view	15
	(B) Dark reds, browns, and earthtones, and natural metals including aluminum, zinc, tin, and lead	0
	(C) Low-intensity colors other than those stated above	0

TABLE 14-8.7-2: Architectural Design Standards and Point Allocations (See Note 1)		
Architectural Design Standards		**Points [1]**
	(D) White	0
	(E) Bright, non-fading, high-intensity colors and any use of multiple colors	0
BUILDING FORM		
Massing	(A) One-story buildings with over 10,000 square feet of gross floor area and multi-story buildings with over 20,000 square feet of gross floor area which are designed with wall plane projections or setbacks on each publicly visible façade having a depth of at least three percent of the length of the façade and extending at least 20 percent of the length of the façade	0
	(B) One-story buildings with less than or equal to 10,000 square feet of gross floor area and multi-story buildings with less than or equal to 20,000 square feet of gross floor area which are designed with either offsetting wall planes or upper story stepbacks of at least four horizontal feet, or a recessed entry space or projecting canopy or portal having a depth of at least six horizontal feet, on at least one publicly visible façade	0
	(C) Buildings not utilizing the massing techniques described in paragraphs (A) or (B) above	0
DOORS AND WINDOWS		

TABLE 14-8.7-2: Architectural Design Standards and Point Allocations (See Note 1)		
Architectural Design Standards		**Points [1]**
Treatment	(A) More than 50 percent of doors, windows and glazed surfaces, which are not located under portales or canopies having a horizontal depth of at least six feet, have either frames recessed a minimum of two inches, are cased with trim, have divided lites, or have exposed or otherwise articulated lintels	20
	(B) More than 50 percent of doors, windows and glazed surfaces do not meet the requirements set forth in paragraph (A) above	0
Area	(A) All wall surfaces which are not located under portales or canopies having a horizontal depth of at least six feet, and which do not include solar fenestration, have less than or equal to 50 percent openings consisting of doors, windows, glazing and other penetrations	20
	(B) Wall surfaces do not meet the requirements as set forth in paragraph (A) above	0
Location	(A) All doors, windows and glazed surfaces, on structures having a gross floor area greater than 150 square feet, are located at least two feet from outside building corners	20
	(B) All doors, windows and glazed surfaces, on structures having a gross floor area less than or equal to 150 square feet, have at least a two inch mullion at inside and outside building corners	0
Glazing	(A) All glazing is clear or tinted neutral gray	10

TABLE 14-8.7-2: Architectural Design Standards and Point Allocations (See Note 1)		
Architectural Design Standards		**Points [1]**
	(B) Any use of colored glazing	0
	(C) Any use of mirrored glazing	
EQUIPMENT		
Screening	(A) All roof and wall mounted mechanical, electrical, communications, and service equipment, including satellite dishes and vent pipes, are screened from public view by parapets, walls, fences, dense evergreen foliage, or by other means	10
	(B) All building mounted equipment set forth in paragraph (A) above is either screened; and/or painted to match visually adjacent surfaces	5
	(C) All building mounted equipment set forth in paragraph (A) above is not screened and/or painted to match visually adjacent surfaces	0
NOTES: 1. Point values denoted by an asterisk (*) apply within the Midtown LINC Overlay District.		

TOTAL POINTS PLANNED: 210

10. Santa Fe Homes Program Proposal
11. Drainage Report
12. Traffic Impact Analysis
13. Development Plans

The application fees are calculated as follows"

Development Plan – $20,000.00; Lot Line Adjustment - $200.00; 3 Posters – $90.00
Total: $20,290.00

Please contact us should you have any questions or require additional information.

Thank you for your consideration.

Sincerely,

JENKINSGAVIN, INC.

Jennifer Jenkins

SANTA FE HOMES PROGRAM

RENTAL PROPOSAL

"Santa Fe Place Mall Multifamily"
***4250 Cerrillos Road, Lot 1-A5,* Santa Fe, New Mexico**

This Santa Fe Homes Program Proposal ("SFHP Proposal") is made this __ day of _____, 2020 by *Santa Fe Mall Property Owner, LLC* ("SFHP Developer").

RECITALS

A. SFHP Developer is the developer of *4250 Cerrillos Road, Lot 1-A5* hereinafter referred to as the "Property".

B. SFHP Developer desires to develop the Property.

C. It is understood that all representations made herein are material to the City and that the City will rely upon these representations in permitting or approving development of the Property.

PROPOSAL

SFHP Developer proposes to comply with the SFHP requirements as follows:

A. DEVELOPMENT REQUEST.

1. SFHP Developer seeks **Development Plan** approval.

2. The Property is to be developed as 141 rental units.

B. SFHP PLAN. SFHP Developer proposes to build **141** rental units. Developer agrees to comply with the Santa Fe Homes Program ordinance through the payment of a fee, established on an "affordability gap" measure as per SFHP Administrative Procedures. The fee revenues will be used to provide tenant based, scattered site rental assistance to income-qualified renters or to provide capital support for an off-site affordable rental housing project. The fee for this project is **$157,341.60**

C. SUCCESSORS IN TITLE. SFHP Developer proposes to develop the Property consistent with this SFHP Proposal. In the event that SFHP Developer sells, assigns, leases, conveys, mortgages, or encumbers the Property to any third party, the third party shall be required to execute a SFHP Agreement consistent with this Proposal prior to obtaining any City approvals. SFHP Developer proposes to record applicable regulatory agreements or liens in the public records that will ensure long-term affordability of the SFHP units or fulfillment of the proposed alternate compliance.

D. MONITORING. SFHP Developer proposes to provide such information and documentation as the City may reasonably require in order to ensure that the actual rental agreements were in compliance with the SFHP Agreement.

E. REVISIONS, MODIFICATIONS AND SUPPLEMENTATION OF THIS PROPOSAL. In the event that the SFHP Developer or the City make material modifications, including modifications to the number of lots or units or the area covered by the Proposal, a revised SFHP Proposal shall be promptly submitted to the Office of Affordable Housing in order to provide a SFHP Proposal that is current and reflects the intended development.

F. ACCESS. SFHP Developer proposes to grant access to the City or its agent to inspect the records of SFHP Developer for the SFHP units in order to determine compliance with the SFHP Ordinance and the SFHP Agreement.

IN WITNESS WHEREOF, this Proposal is made the day and year first written above.

SFHP DEVELOPER: ***Santa Fe Mall Property Owner, LLC***

_____

Title: _____

STATE OF _____)
)ss.
COUNTY OF _____)

ACKNOWLEDGEMENT

The foregoing instrument was acknowledged before me this ___day of _____, 2020, by_____.

_____
NOTARY PUBLIC

My Commission Expires:

_____

REVIEWED BY:

_____ _____
OFFICE OF AFFORDABLE HOUSING DATE

Attach: Exhibit 1 – Subdivision/Unit layout (proposed)
Exhibit 2 - SFHP calculation worksheet

EXHIBIT 1

Site Plan/Location Map

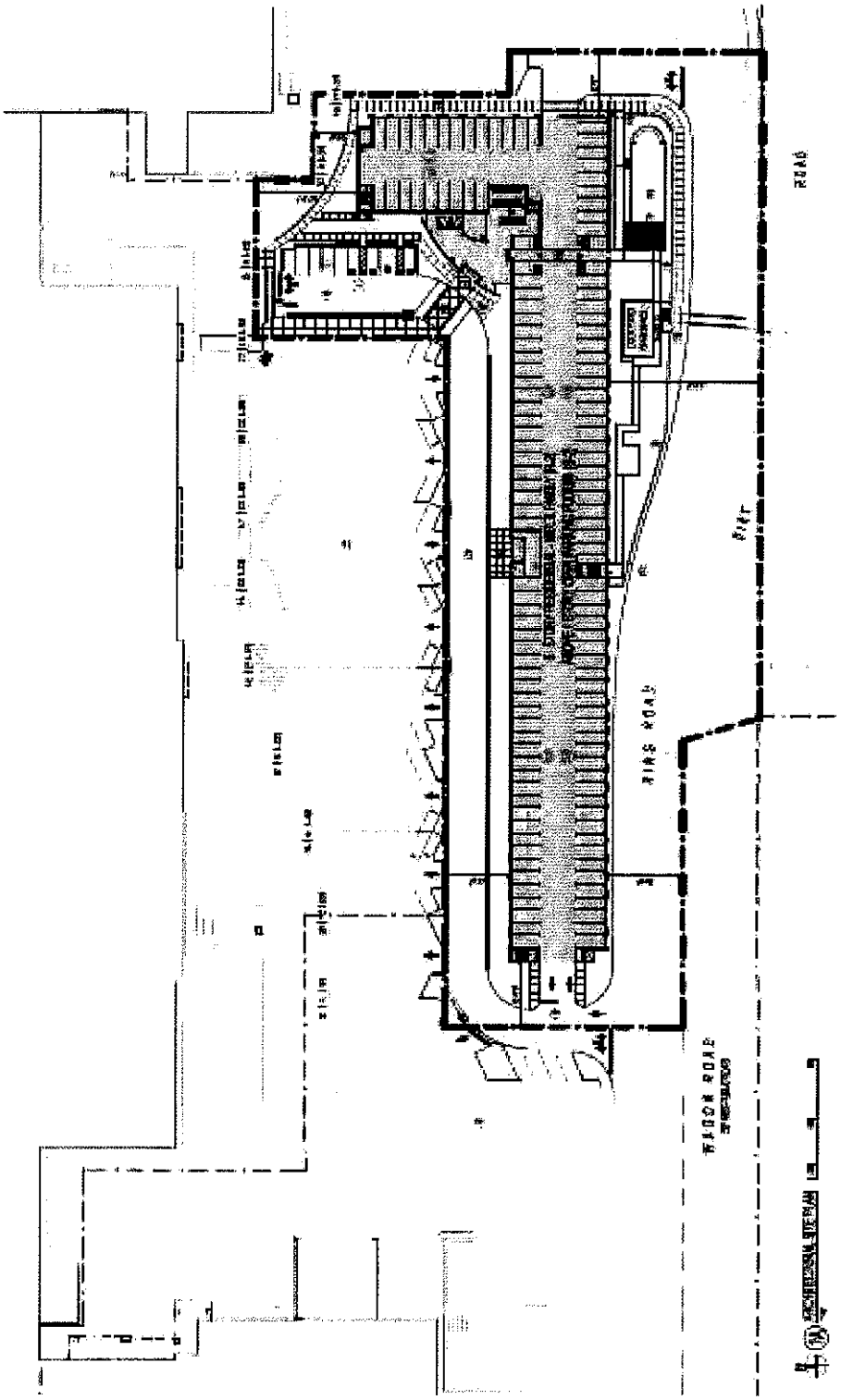


EXHIBIT 2

SFHP RENTAL UNIT CALCULATION WORKSHEET

The project is in a ***SC-3*** zoning district, permitting ***no maximum number of*** units per acre. The project has an area of approximately 3.257 acres. The project is proposing ***141*** rental homes; ***38*** studio, ***75*** one-bedroom units, and ***28*** two-bedroom units. There are not additional land use requirements for this site.

The SFHP requirement is calculated below:

Total number of units multiplied by (0.15) = the number of SFHP rental units required
= 141 total units x 0.15 = ***21*** SFHP unit(s) is/are required.

In lieu of providing affordable rental units, the Developer proposes to comply with SFHP through the payment of a fee as per Ordinance 2016-09.

2020 Affordability Gap Voucher

	HUD FMR	SFHP Avg	Fee/Unit	20% Increase*	Voucher/Unit
Studio	$ 802	$ 643	$ 159	$ 190	$ 4,752
1 BR	$ 928	$ 643	$ 285	$ 342	$ 6,336
2 BR	$ 1,057	$ 735	$ 322	$ 387	$ 8,664
3 BR	$ 1,376	$ 837	$ 539	$ 647	$ 14,328
4 BR	$ 1,534	$ 947	$ 587	$ 705	$ 15,240

*As of July 1, 2020, fees increased by 20%

Proposed Project

Unit Type	% of Total	# of Units
Studio	26.95%	38
1 BR	53.19%	75
2 BR	19.86%	28
3 BR	0%	0
	100%	141

Steps for Calculation

1. enter # of each unit type
2. multiply # of units by 15%
3. multiply # of affordable units by fee/unit/month
4. multiply fee/month by 24 (months) = Project Fee
5. Sum Project Fee to get Total Project Fee

2020 Affordability Gap Voucher Calculation

Bedrooms	# Units	Aff'd Units	Fee/Unit	Total Fee
0	38	5.7	$ 190	$25,992
1	75	11.25	$ 342	$92,340
2	28	4.2	$ 387	$39,009.60
3	0	0	$ 647	$0
TOTAL	141	21.15		$157,341.60

NOTE: The rents and fee schedule are modified by the City according to Section 8.7.3 of the SFHP Administrative Procedures to reflect annual changes in the median income levels. The current schedule in effect at the time the fees are paid, determines the amount of the fee. The prices are updated annually.

Santa Fe Engineering Consultants, LLC
SFEC
Civil and Traffic Engineering
Construction Management
Land Development
1599 St Francis Drive, Suite B
Santa Fe, N. M. 87505
(505) 982-2845 Fax (505) 982-2641

December 21, 2020

Ms. Dee Beingessner, P.E.
City Subdivision Engineer
City of Santa Fe
Post Office Box 909
Santa Fe, New Mexico 87501

RE: CITY OF SANTA FE TERRAIN MANAGEMENT REPORT FOR THE ESCARPA APARTMENT HOMES AT SANTA FE PLACE

Dear Ms. Beingessner:

The purpose of this letter is to evaluate soils and drainage conditions and to provide recommendations for site grading and runoff control to meet City of Santa Fe Terrain Management Regulations for the development of the Escarpa Apartment Homes at Santa Fe Place. The project consists of a podium style three story 141-unit apartment building. All three stories will be elevated above the ground floor parking area. The Vicinity Map is presented in Figure 1, Appendix A. The Development Plan is presented in Figure 2, Appendix A.

I. EXISTING CONDITIONS

The site is located on Lot 1-A5 of the Santa Fe Place Mall subdivision. The Santa Fe Place Mall borders the site on the north; the Turquesa Apartments (currently under construction) to the south; La Quinta Inn to the west; and Villa Linda Park to the east. The Subdivision Plat is presented as Figures 3 and 4, Appendix A.

The property is currently fully developed as a paved parking lot with a portion of the property serving as the City of Santa Fe Transit Division's (also known as the Santa Fe Trails) transit center. The Santa Fe Place Transit Center is scheduled to be decommissioned as a new transit center will soon be built near Camino Entrada and Cerrillos Road. The Existing Conditions Map is presented in Figure 5, Appendix A.

Soil classifications were obtained from the "Web Soil Survey" by the Natural Resources Conservation Service (NRCS), Version 12, updated June 2020. The survey in this area is the result of a high intensity soil survey. The Soils Map is presented in Figure 6, Appendix A. The following soils are to be found in the drainage area:

Map Unit Symbol	Soils Name
207	Urban Land

Soil Classification 207 – Urban Land does not have a detailed description from the NRCS as these are fully developed areas with little to no soil drainage opportunities.

The vast majority of the property is developed urban land that will be modeled as impervious paved surfaces. However, there are several small parking islands that are landscaped. These areas will be modeled as open space in fair condition.

II. DRAINAGE

The site is a moderately sloped parking lot flowing from north to south. Roof drainage from the main mall structure discharges via various methods, either directly to the parking lot as surface flow from downspouts or via internal roof drainage systems that discharge to an underground storm drainage system beneath the parking lot. Surface drainage generally sheet flows along the parking lot from north to south, concentrates along curb and gutter on the south side of Ring Road, and is then collected in a series of drop inlets that drain back to the parking lot's underground storm drainage system. This storm drainage system discharges into a channel east of the site just beyond Ring Road. The channel flows east beneath the Arroyo Chamiso Trail via a series of culverts and then into the Arroyo de Los Chamisos.

Storm drainage computations for existing conditions for the have been calculated using topographic information provided by Dawson Surveys dated 8/21/20. The Certified Topographic Map is presented in Figure 7, Appendix A.

A. Existing Conditions

Drainage areas were delineated on the on-site topographic maps. Drainage area and channel lengths were measured several times and average numbers used for this report. The Existing Conditions Drainage Map is presented in Figure 8, Appendix A. The drainages that impact the site are presented in Table 1.

TABLE 1 EXISTING DRAINAGE BASIN CHARACTERISTICS		
Basin	Description	Acres
Q1	Onsite basin draining the west portion of the site	3.16
Q2	Onsite basin draining the central portion of the site	6.45
Q3	Onsite basin draining the east portion of the site	1.49

According to maps prepared by the United States Department of Commerce, presented in NOAA Atlas 14 Volume 1, Version 5, the following precipitation data in Table 2 should be used for the project:

TABLE 2 PRECIPITATION DATA		
FREQUENCY	DURATION	PRECIPITATION
100 Year	24 Hour	3.20"
50 Year	24 Hour	2.89"
25 Year	24 Hour	2.58"
2 Year	24 Hour	1.51"

The WINTR-55, Version 1.00.10 was used to calculate weighted runoff number, time of concentration, and peak flow for the onsite basins. The 25, 50, and 100-year frequency storms were calculated. The graphical discharge method was used. Existing Conditions Drainage Calculations are presented in Appendix B. The Calculated Peak Flows are presented in Table 3.

TABLE 3 PEAK FLOW QUANTITIES EXISTING CONDITIONS					
Basin	Description	CN	Q25 (CFS)	Q50 (CFS)	Q100 (CFS)
Q1	Onsite basin draining the west portion of the site	98	10.00	11.24	12.52
Q2	Onsite basin draining the central portion of the site	98	20.21	22.71	25.31
Q3	Onsite basin draining the east portion of the site	97	4.74	5.35	5.98

B. Developed Conditions

The site is mostly impervious surfacing. The proposed development will have a minimal impact with respect to the stormwater runoff as it will result in a decrease in impervious surfacing. New landscaped parking islands are proposed at the end of each parking aisle. These islands will have strategically placed curb cuts to allow for passive water harvesting and infiltration by intercepting some of the parking lot's sheet flow from the north. Landscaped areas are proposed around the perimeter of the proposed structure. A moderately sized outdoor amenity and landscaped area south of the proposed building allows for additional water harvesting and infiltration, further helping to reduce stormwater runoff. Additionally, roof drains will either be directed to landscaped areas or will be routed to a new storm drain system north of the building thus increasing stormwater travel time and helping to attenuate peak flows.

The proposed development and on-site grading will alter the existing local drainage patterns. The on-site basins are impacted by the development of the project. The Developed Conditions Drainage Map is presented in Figure 9, Appendix A. The Irrigation and Water Harvesting Plan is presented in Figure 10, Appendix A. The developed drainage basin characteristics are presented in Table 4.

TABLE 4
DEVELOPED DRAINAGE BASIN CHARACTERISTICS

Basin	Description	Acres
QD1	Onsite basin draining the west portion of the site	2.43
QD2	Onsite basin draining the south portion of the site	1.08
QD3	Onsite basin draining the east portion of the site	1.82
QD4	Onsite basin draining the northeast portion of the site	1.51
QD5	Onsite basin draining the north portion of the site	2.54
QD6	Onsite basin draining the north portion of the site	1.53
QD7	Onsite basin draining the north portion of the site	0.19

The WINTR-55, Version 1.00.10 was used to calculate weighted runoff number, time of concentration, and peak flow for the other basins. The 25, 50, and 100-year frequency storms were calculated. The graphical discharge method was used. Developed Conditions Drainage Calculations are presented in Appendix C. The Calculated Peak Flows are presented in Table 5.

TABLE 5 PEAK FLOW QUANTITIES DEVELOPED CONDITIONS					
Basin	Description	CN	Q25 (CFS)	Q50 (CFS)	Q100 (CFS)
QD1	Onsite basin draining the west portion of the site	97	7.43	8.38	9.36
QD2	Onsite basin draining the south portion of the site	94	2.91	3.34	3.77
QD3	Onsite basin draining the east portion of the site	97	5.78	6.52	7.28
QD4	Onsite basin draining the northeast portion of the site	97	4.80	5.41	6.05
QD5	Onsite basin draining the north portion of the site	97	8.08	9.11	10.18
QD6	Onsite basin draining the north portion of the site	97	4.86	5.48	6.13
QD7	Onsite basin draining the north portion of the site	96	0.59	0.67	0.75

A comparison between the existing conditions and developed conditions peak flows exiting the site shows that there is a slight decrease in flows exiting the site, 43.81 CFS existing and 43.52 CFS developed for the 100-year peak flow. The difference between these conditions represents the reduction in impervious surfaces while allowing opportunities for water harvesting and infiltration. This reduction in peak stormwater runoff is in compliance with the City of Santa Fe Terrain Management requirements.

C. Flood Plains

The flooding situation in the City of Santa Fe has been investigated by the Federal Insurance Administration. Their studies are contained in a report titled "Flood Insurance Study, Santa Fe County, New Mexico and Incorporated Areas." The latest effective FEMA Flood Plain Map Number 35049C0394D dated June 17, 2008 indicates that for this section of the City, all development is outside of the 1% Annual Chance Flood of being equaled or exceeded in any given year (base flood). There were no changes to this map in FEMA 2012 revisions. This map is presented in Figure 11, Appendix A.

III. GRADING AND EROSION CONTROL PLAN

Grading plans have been prepared for this development. Included within these plans are road profiles and site cross-sections. Roadway construction methods to be utilized for this development will be pursuant to New Mexico State Department of Transportation Standard Specifications for Highway and Bridge Construction, latest edition.

The grading activity at the site will require cut and fill operations. Utility installation will be scheduled to coincide with roadway grading and will be located with the roadway section and parkway.

The following plans will be utilized for controlling erosion and drainage through construction:

A. The limits of construction will be clearly delineated to avoid unnecessary disturbance of adjacent areas prior to construction.

B. Cut and fill slopes will be as follows:
Fills - 1 vertical on 3 horizontal maximum.
Cuts - 1 vertical on 2 horizontal maximum.

C. Roadway drainage structures (culverts, brow ditches, and channel) will be constructed in conjunction with grading. No changes in the drainage ways or flood plain will be permitted except as shown on the Drainage Plans.

D. Stabilization of cut or fills will begin soon after construction at the optimum time for plant survival, according to an approved landscaping plan

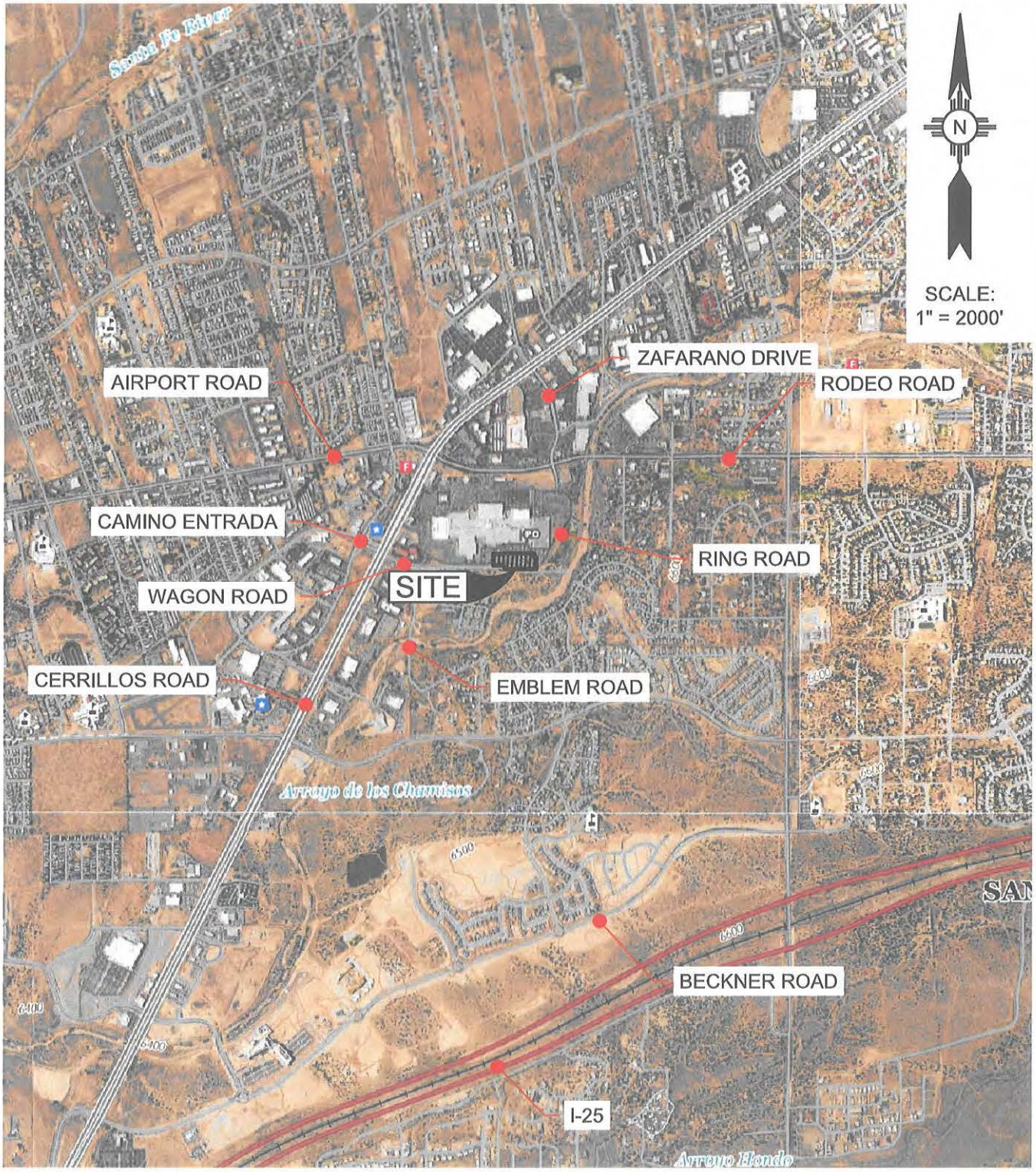
F. The project will be inspected on a regular basis and additional measures such as mulch socks, inlet protection, etc., will be utilized as required to meet field conditions and to control erosion.

If you have any questions or need additional data, please do not hesitate to contact me.

Sincerely,

Eric Cornelius, P.E., C.F.M.
Santa Fe Engineering Consultants, LLC.

APPENDIX A
FIGURES



REFERENCE:
U.S.G.S. QUADRANGLE MAPS TITLED "SANTA FE, NM", "AGUA FRIA, NM", "SETON VILLAGE, NM", AND "TURQUOISE HILL, NM" ALL DATED 2020

VICINITY MAP
FIGURE 1

PROJECT DATA

APARTMENT AREA

UNIT TYPE	APARTMENT DESCRIPTION	APARTMENT AREA (GSF)	NUMBER OF APARTMENTS	TOTAL APARTMENT AREA (GSF)	PRIVATE OPEN SPACE BALCONY AREA (SF)	BALCONY QTY	TOTAL PRIVATE OPEN SPACE
STUDIO	0BR/1BATH	564	35	19,152	32	35	1,216
1 BEDROOM	1BR/1BATH	572	75	50,400	80	75	6,000
2 BEDROOM	2BR/2BATH	848	25	25,544	80	28	2,240
APARTMENT TOTALS			141	95,096		141	9,456

APARTMENT BUILDING AREA

	BUILDING AREA (GSF)	COMMON OPEN SPACE (BALCONY) ROOF TERRACE (SF)
LEVEL_1 (PODIUM)	37,973	0
LEVEL_2	38,011	940
LEVEL_3	36,157	2,405
LEVEL_4	49,292	0
BUILDING TOTALS	161,433	3,419

DIMENSIONAL STANDARDS

ZONING DESIGNATION:	SC-S, PLANNED SHOPPING CENTER DISTRICT (REZONED) / DWELLING MULTIPLE FAMILY (R-2 PERMITTED USE)
LOT AREA:	±3.691 ACRES (±161,520 S.F.)
% OF COVERAGE PERMITTED	100%
TOTAL BLDG GROUND COVERAGE:	49,292 S.F.
PROPOSED % OF COVERAGE:	±30%
OPEN SPACE REQUIREMENTS:	NONE
OPEN SPACE PROVIDED:	
COMMON OPEN SPACE:	BUILDING: 3,419 SF COURTYARD: 14,000 SF
PRIVATE OPEN SPACE:	BALCONIES: 9,456 SF
SETBACKS: FRONT (NORTH):	6'-0" MIN / 80'-11" (MAX)
SIDE (EAST):	15'-0"
SIDE (WEST):	43'-10"
REAR (SOUTH):	50'-0" (APPX. 101.5' (MAX))
BUILDING HEIGHT PERMITTED:	65' MAXIMUM EXCLUDING CHIMNEYS, ANTENNAS, VENTILATORS, ELEVATOR MECHANICAL OR OTHER ROOF APPURTENANCES STRUCTURES NOT INTENDED FOR HUMAN OCCUPANCY

PARKING REQUIREMENTS

RESIDENTIAL PARKING	UNIT TYPE	GROSS APARTMENT AREA	PARKING RATE	SPACES REQUIRED
APT QTY	STUDIO	564 GSF	1.33 / UNIT	47.00
35	1 BR	572 GSF	1.67 / UNIT	63.75
75	2 BR	848 GSF	1.90 / UNIT	47.50
25			TOTAL SPACES REQUIRED	164
			TOTAL SPACES PROVIDED - PODIUM	139
			TOTAL SPACES PROVIDED - SURFACE	9
			3-WIRED PARKING	40
			TOTAL SPACES PROVIDED	188
		ACCESSIBLE PARKING REQUIRED (101-200 PARKING SPACES) = 6		
		ACCESSIBLE PARKING PROVIDED		6 + 2 VAN
		BICYCLE PARKING REQUIREMENTS PER SFCC 14-6.4(E)	REQUIRED:	12
			PROVIDED (Commercial Spaces)	12
			PROVIDED (Residential Spaces for Visitors/ 4th only)	30

LEGAL DESCRIPTION

LOT 1-A-1
NO. PART 41511139
WITH LOT 1-A-1 AND LOT 2
AMENDMENT & SUNCOM LAND TITLE SURVEY
RECORDED IN BOOK 731 PAGE 1611
PREPARED FOR: SANTA FE MALL PROPERTY OWNER LLC
ALL WITHIN SECTION 7 & 8, T17N, R9E, NMPM
CITY AND COUNTY OF SANTA FE, NM

SITE LEGEND

- CONCRETE SIDEWALK / HARDSCAPE
- SAWCUT CONCRETE PAVING (TYP.)
- COMMON OPEN SPACE (UNDER SEPARATE COVER)
- PROPERTY LINE
- BUILDING WITH ACCESSIBLE PROPERTIES (ONE ACCESSIBLE APARTMENT PARKING SPACE)
- PARKING COUNT WITH / WITHOUT ENCROACHMENT

STORMWATER AGREEMENT

PROPERTY OWNERS HEREBY AGREE THAT ALL STORMWATER EASEMENTS AND ANY OTHER DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS ARE ON PRIVATE PROPERTY AND WILL BE MAINTAINED AND KEPT FULLY FUNCTIONAL AS ORIGINALLY DESIGNED AND CONSTRUCTED WITHIN PRIVATE PROPERTY BOUNDARIES BY THE PROPERTY OWNER AND SUBSEQUENT HOME, ASSIGNS AND FUTURE OWNERS. THE CITY IS HEREBY GRANTED THE FOLLOWING: (1) ACCESS FOR INSPECTION OF SAID IMPROVEMENTS; (2) IN THE EVENT OF DISREPAIR AND STORMWATER MANAGEMENT IMPROVEMENT MAINTENANCE DEFICIENCY AND AFTER TEN (10) DAYS WRITTEN NOTICE TO THE RESPECTIVE PROPERTY OWNER, TO ENTER AND RESTORE SAID PROPERTY ONLY TO THE DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS AND (3) TO LIEN THE PROPERTY FOR BOTH DIRECT AND INCIDENT COSTS ASSOCIATED WITH SUCH WORK. BY SIGNATURE AFFIXED TO THIS INSTRUMENT, THE UNDERSIGNED OWNER(S) APPROVE AND AGREE THAT THIS AGREEMENT IS BINDING PERPETUALLY TOGETHER WITH THE LAND ON PRESENT AND FUTURE OWNERS, HEIRS, AND ASSIGNS.

OWNER'S PRINTED NAME

OWNER'S SIGNATURE \ DATE

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2020, (OR EQUAL)

NOTARY PUBLIC — MY COMMISSION EXPIRES

SIGNATURE BLOCK

APPROVED BY THE SANTA FE PLANNING COMMISSION AT THEIR MEETING ON

PLANNING COMMISSION CHAIRPERSON — DATE

PLANNING COMMISSION SECRETARY — DATE

REVIEWED BY THE SANTA FE LAND USE DEPARTMENT

CITY PLANNER — DATE

CITY ENGINEER FOR LAND USE — DATE

KEY NOTES

1. ASPHALT PAVED PARKING - PAINTED STRIPING PER CIVIL
2. EXISTING ASPHALT PARKING TO REMAIN PER CIVIL
3. ASPHALT FIRE ACCESS LANE
4. RIDGE TRAK STYLE TABLE CROSSING
5. PEDESTRIAN CROSSING TO EXISTING EXPANDED URBAN TRAIL SYSTEM
6. SOLID WASTE/RECYCLING COMPACTOR ADD'L 9'
7. SHADE STRUCTURE
8. 8 - EBIC RACKS OR EQUIV. RACK - NUMBER OF BIKE SPACES = 16
9. 6' HE WROUGHT IRON / MASONRY WALL WITH STUCCO FINISH WITH 3' METAL FENCE
10. PEDESTRIAN CROSSING
11. COURTYARD OPEN SPACE - SEE LANDSCAPE DRAWINGS
12. MAIN BUILDING ENTRANCE
13. GATE WITH ACCESS CONTROL
14. ACCESSIBLE ROUTE TO/FROM LOBBY TO COURTYARD

GENERAL NOTES

1. PROPOSED DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH APPLICABLE CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO DEVELOPMENT PLAN RECORDING WITH THE COUNTY CLERK OR SUBMITTAL FOR THE ENDORSEMENT APPLICATION THAT RECEIVES ANY PROVISION OR REQUIREMENT CALLED FOR IN CHAPTER 14, SFCC 1987 (1997 CODE) SHALL BE PROVIDED AND ADMINISTERED.
2. BUILDING PLANS SHOWN HEREUNDER PRELIMINARY AND SUBJECT TO CHANGE IN BUILDING FOOTPRINTS AND FINISH GRADE. THE DEVELOPER IS PERMITTED TO MAKE MINOR ADJUSTMENTS TO THE PROVISIONS HEREIN.
3. ALL PROPOSED CHANGES TO THE APPROVED IMPROVEMENT PLANS SHALL REQUIRE PRIOR APPROVAL BY THE CITY OF SANTA FE'S PLANNING STAFF AND USE DISAPPROVAL BEFORE CONSTRUCTION.
4. PROPERTY DEVELOPMENT IS SUBJECT TO THE PROVISIONS OF SECTION 14-5.4(F) TO ART AND MATERIAL ENHANCEMENT.
5. NOTES AND SIGNAGE DESCRIPTIONS OF SITE REMOVAL, DRAINAGE, UTILITY, AND ACCESS RIGHT-OF-WAYS AND/OR EASEMENTS ON SURVEYED ON THE PLAT IS ARE SET FORTH ALL LOT LINES ARE NOT LOT LINES.
6. ALL BUILDING ARCHITECTURE SHALL CONFORM TO THE INTENT OF THE DEVELOPMENT PLAN WITH ACTUAL SIZE AND SHAPE OF EACH STRUCTURE CONFIRMED WITH AND WHERE DEFINED BUILDING ENVELOPES INCLUDING WALLS AND FENCES. SUBJECT TO APPLICABLE BUILDING PERMIT REQUIREMENTS.
7. BUILDING SETBACKS SHALL APPLY TO ALL PERMANENT STRUCTURES, INCLUDING ACCESSORY STRUCTURES.
8. THIS DEVELOPMENT DOES NOT LIE WITHIN AN HISTORIC DISTRICT. THE DEVELOPMENT DOES NOT LIE WITHIN ANY EXISTING WALLS, ARCHAEOLOGICAL REVIEW DISTRICT.
9. SIGNAGE SHALL NOT HAVE AN OUTSIDE LUMINANCE GREATER THAN FIVE FOOT LAMBERTS MEASURED FROM ANY PRIVATE PROPERTY IN A RESIDENTIAL ZONE. EXTERIOR LUMINAIRES SHALL COMPLY WITH CHAPTER 14-8.9.
10. MODERN DEVELOPMENT MOVEMENT ARTICLE 14-6.3 RECOGNITION OF SLAMMING HOME DOOR.
11. THE DEDICATIONS OF THE PROPERTY WILL BE SUBJECT TO THE NEW ALIGNMENT AND/OR WIDTH DEPOSIT BEFORE PROVISIONS OF ORDINANCE NO. 2003-9 AND RESOLUTION NO. 2003-54 AT THE TIME OF PERMIT OR ROOM REMODELING.
12. THIS DEVELOPMENT SHALL COMPLY WITH THE ARMY CORPS REQUIREMENTS OF THE ARROYO PEN CREATED NOT FOR FULL INFRASTRUCTURE IMPROVEMENTS. PLANS AND PERMITS SHALL BE SUBMITTED PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY THE CONTRACTOR SHALL CONTACT CITY STAFF TO SCHEDULE AN INSPECTION.
13. THE SITE SHALL COMPLY WITH THE INTERNATIONAL FIRE CODE OF 2018.
14. ALL BUILDINGS ARE TO BE FULLY SPRINKLERED PER NFPA 13 AND FULLY FIRE ALARM SYSTEM.

NOT FOR CONSTRUCTION

autotroph

NO.	DESCRIPTION	DATE

ESCARPA
Apartment Homes at Santa Fe Place

DEVELOPMENT PLAN
SANTA FE, NEW MEXICO

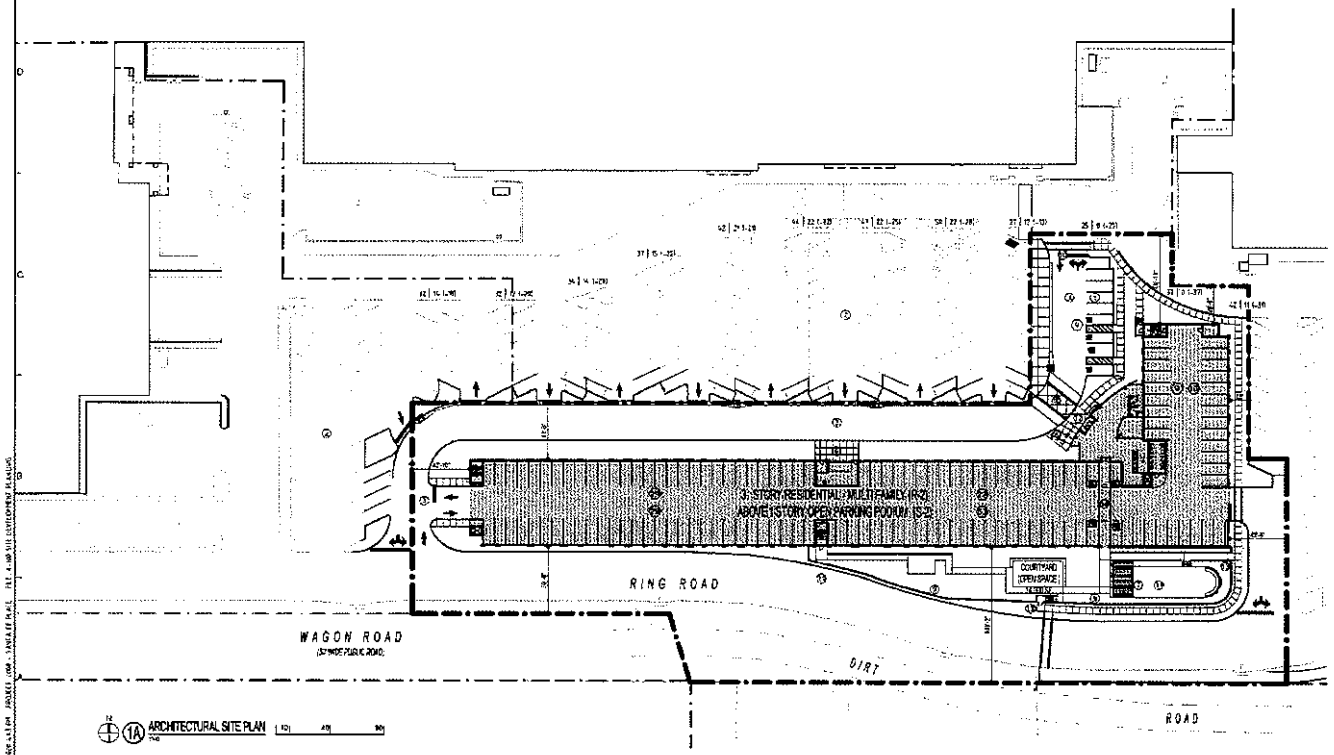
SITE DEVELOPMENT PLAN

FIGURE 2

City of Santa Fe
Current Planning Division Case File No. _____

Project Number: 2003
Date: DECEMBER 2020

A-100



1A ARCHITECTURAL SITE PLAN

SUBDIVISION PLAT
WITHIN LOT 1-A AND LOT 2
AS SHOWN ON ALTA/ACSM LAND TITLE SURVEY RECORDED IN BOOK 781 PAGE 14-17.
PREPARED FOR
SANTA FE MALL PROPERTY OWNER LLC.
ALL WITHIN SECTION 7 & 8, T17N, R9E, NMPM
CITY AND COUNTY OF SANTA FE NM

863 05

LOT 1-A DESCRIPTIONS

DESCRIPTION OF LOT 1-A, SHOWN ON A PLAT RECORDED IN PLAT BOOK 781, PAGES 014-017, WITHIN SECTIONS 7 & 8, T17N, R9E, N.M.P.M., SANTA FE COUNTY, NEW MEXICO

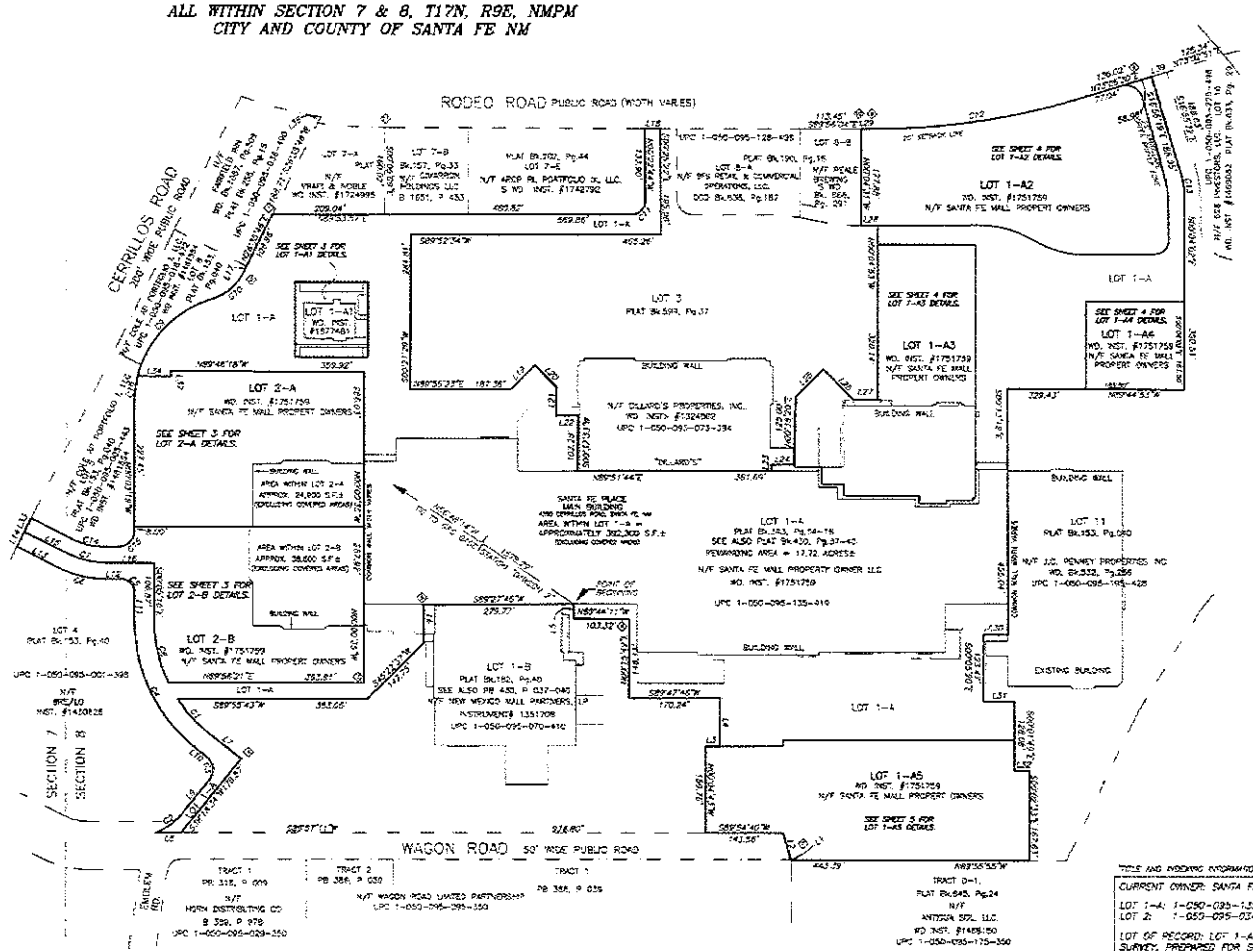
ALL THAT PORTION OF SECTIONS 7 & 8, TOWNSHIP 17 NORTH, RANGE 9 EAST, NMPM, SANTA FE COUNTY, NEW MEXICO, WHICH PORTION MAY BE MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE LINE OF SAID LOT 1-A, SAID POINT BEING S 58°48'14" E 1510.89 FEET FROM THE SFIS SIDE STATION "RAWSON 2";

THENCE, S89°27'46"W, 279.77 FEET;
THENCE, S00°15'08"E, 68.94 FEET;
THENCE, N40°03'37"W, 147.75 FEET;
THENCE, S89°56'40"W, 330.65 FEET;
THENCE, COUNTERCLOCKWISE 81.33 FEET ON A CURVE HAVING A RADIUS OF 267.50 FEET AND A CHORD OF S41°57'28"E, 80.93 FEET;
THENCE, S51°47'24"E, 91.85 FEET;
THENCE, S33°11'34"W, 176.87 FEET;
THENCE, S89°54'18"W, 48.06 FEET;
THENCE, COUNTERCLOCKWISE 61.75 FEET ON A CURVE HAVING A RADIUS OF 123.85 FEET AND A CHORD OF N53°32'03"E, 61.06 FEET;
THENCE, N39°18'09"E, 78.61 FEET;
THENCE, COUNTERCLOCKWISE 48.49 FEET ON A CURVE HAVING A RADIUS OF 34.50 FEET AND A CHORD OF N80°11'57"E, 44.51 FEET;
THENCE, S59°54'15"E, 31.88 FEET;
THENCE, CLOCKWISE 282.08 FEET ON A CURVE HAVING A RADIUS OF 300.50 FEET AND A CHORD OF N85°27'46"E, 271.47 FEET;
THENCE, N57°51'27"E, 32.62 FEET;
THENCE, COUNTERCLOCKWISE 38.45 FEET ON A CURVE HAVING A RADIUS OF 24.50 FEET AND A CHORD OF N03°05'28"W, 34.61 FEET;
THENCE, N39°21'10"W, 79.61 FEET;
THENCE, CLOCKWISE 89.56 FEET ON A CURVE HAVING A RADIUS OF 191.00 FEET AND A CHORD OF N25°41'16"W, 83.27 FEET;
THENCE, N12°01'21"W, 80.64 FEET;
THENCE, N26°49'26"E, 29.85 FEET;
THENCE, S53°51'28"E, 84.39 FEET;
THENCE, COUNTERCLOCKWISE 74.98 FEET ON A CURVE HAVING A RADIUS OF 158.99 FEET AND A CHORD OF S79°39'22"E, 74.28 FEET;
THENCE, S66°19'15"E, 91.04 FEET;
THENCE, S00°13'51"E, 106.62 FEET;
THENCE, COUNTERCLOCKWISE 118.06 FEET ON A CURVE HAVING A RADIUS OF 260.50 FEET AND A CHORD OF S13°03'03"E, 117.06 FEET;
THENCE, N89°46'18"W, 359.92 FEET;
THENCE, N00°00'21"E, 368.51 FEET;
THENCE, N03°09'30"W, 572.55 FEET;
THENCE, N89°40'18"W, 359.62 FEET;
THENCE, S00°00'42"E, 9.28 FEET;
THENCE, N89°55'58"W, 61.55 FEET;
THENCE, CLOCKWISE 289.79 FEET ON A CURVE HAVING A RADIUS OF 325.29 FEET AND A CHORD OF N44°07'22"E, 280.24 FEET;
THENCE, COUNTERCLOCKWISE 81.35 FEET ON A CURVE HAVING A RADIUS OF 24.99 FEET AND A CHORD OF N43°39'09"E, 49.81 FEET;
THENCE, N02°26'43"E, 10.80 FEET;
THENCE, N89°33'40"E, 106.88 FEET;
THENCE, S89°33'20"E, 209.94 FEET;
THENCE, N89°33'20"E, 450.82 FEET;
THENCE, COUNTERCLOCKWISE 37.81 FEET ON A CURVE HAVING A RADIUS OF 24.99 FEET AND A CHORD OF N43°39'09"E, 34.05 FEET;
THENCE, N02°26'43"E, 122.58 FEET;
THENCE, S87°38'55"E, 29.13 FEET;
THENCE, S00°25'52"E, 195.06 FEET;
THENCE, S89°33'24"W, 165.26 FEET;
THENCE, S00°01'29"W, 284.81 FEET;
THENCE, N89°55'31"E, 157.38 FEET;
THENCE, N45°01'33"E, 63.71 FEET;
THENCE, S44°31'11"E, 99.61 FEET;
THENCE, S00°37'00"W, 30.05 FEET;
THENCE, S89°13'57"E, 28.93 FEET;
THENCE, S00°01'13"W, 132.25 FEET;
THENCE, N89°55'44"E, 261.65 FEET;
THENCE, N00°01'13"E, 11.43 FEET;
THENCE, N89°55'11"E, 43.00 FEET;
THENCE, N00°08'20"E, 15.00 FEET;
THENCE, N45°01'41"E, 72.61 FEET;
THENCE, S44°58'20"E, 78.23 FEET;
THENCE, N89°42'37"E, 46.32 FEET;
THENCE, N00°04'23"E, 320.11 FEET;
THENCE, S89°48'56"W, 30.39 FEET;
THENCE, N00°04'51"W, 177.85 FEET;
THENCE, S89°56'49"W, 14.58 FEET;
THENCE, COUNTERCLOCKWISE, 650.44 FEET, ON A CURVE HAVING A RADIUS OF 1,349.27 FEET AND A CHORD OF N81°53'44"E, 398.88 FEET;
THENCE, N73°00'29"E, 136.92 FEET;
THENCE, N16°59'31"E, 188.05 FEET;
THENCE, CLOCKWISE, 47.41 FEET ON A CURVE HAVING A RADIUS OF 161.00 FEET AND A CHORD OF S82°30'14"E, 47.24 FEET;
THENCE, S00°54'03"E, 350.54 FEET;
THENCE, N89°44'53"W, 329.43 FEET;
THENCE, S00°13'13"E, 485.04 FEET;
THENCE, N89°41'28"W, 45.66 FEET;
THENCE, S00°05'29"E, 123.41 FEET;
THENCE, N89°55'28"E, 57.93 FEET;
THENCE, S00°01'49"E, 139.08 FEET;
THENCE, N89°58'27"E, 28.63 FEET;
THENCE, S00°02'33"E, 747.82 FEET;
THENCE, N89°53'29"W, 443.39 FEET;
THENCE, N00°04'31"E, 1.14 FEET;
THENCE, N16°59'19"W, 52.19 FEET;
THENCE, S89°54'40"W, 142.56 FEET;
THENCE, N07°54'47"W, 150.79 FEET;
THENCE, N89°44'25"E, 47.46 FEET;
THENCE, N00°03'20"W, 28.45 FEET;
THENCE, S89°47'46"E, 175.24 FEET;
THENCE, N00°15'48"E, 146.13 FEET;
THENCE, N89°44'11"W, 153.42 FEET;
THENCE, N00°00'02"E, 59.04 FEET, MORE OR LESS TO THE POINT OF COMMENCEMENT, LESS LOTS 1-A1, 1-A2, 1-A3, 1-A4 AND 1-A5, CONTAINING 14.00 ACRES, MORE OR LESS, ALL AS SHOWN HEREON.

MONUMENTATION NOTES:

- FOUND REBAR N81°27'40"E, 3.22' FROM CORNER; FOUND REBAR N01°33'54"E, 3.24' FROM CORNER
- FOUND "X" IN CONCRETE 90' OFFSET; FOUND REBAR S47°46'58"E, 1.10' FROM CORNER
- FOUND NAIL AND WASHER N85°01'30"E, 0.73' FROM CORNER
- FOUND "X" IN CONCRETE 45° CORNER; FOUND "X" IN CONCRETE N55°05'46"W, 2.67' FROM CORNER
- FOUND NAIL N14°41'00"E, 0.37' FROM CORNER
- FOUND NAIL AND WASHER N11°15'37"E, 1.35' FROM CORNER
- FOUND REBAR N55°45'19"W, 0.21' FROM CORNER
- FOUND "X" IN CONCRETE S55°16'19"E, 0.54' FROM CORNER
- FOUND "X" IN CONCRETE N57°16'34"W, 9.52' FROM CORNER
- FOUND "X" IN CONCRETE N35°16'44"E, 3.62' FROM CORNER
- FOUND REBAR AT CORNER; FOUND REBAR S35°45'30"E, 3.95' FROM CORNER; FOUND REBAR S55°45'30"E, 3.93' FROM CORNER



"TITLE AND INDEXING INFORMATION FOR COUNTY CLERK"

CURRENT OWNER: SANTA FE MALL PROPERTY OWNER LLC.

LOT 1-A: 1-050-095-135-415
LOT 2: 1-050-095-034-430

LOT OF RECORD: LOT 1-A AND LOT 2, ALTA/ACSM LAND TITLE SURVEY, PREPARED FOR SANTA FE MALL PROPERTY OWNER, RECORDED IN BOOK 781 PAGE 14-17.

PLSS LOCATION: LYING WITHIN SEC.7 & 8, T17N, R9E, NMPM

CITY: SANTA FE

COUNTY: SANTA FE

STATE: NEW MEXICO

SHEET 2 OF 6

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
5500 D CERRO ENTERO
SANTA FE, N.M., 87507
FILE: 1356-SUB DATE: 04/21/20

EDWARD M TRUTALLO 14892 NEW MEXICO 4-21-2020 DATE

FIGURE 3

NOTES:

1. THIS PLAT SUBJECT TO RESTRICTIONS AND EASEMENTS OF RECORD AS SHOWN ON PLAT RECORDED IN BOOK 781, PAGE 14-17.

2. THIS PLAT SUBJECT TO VALID RESTRICTIONS, COVENANTS AND EASEMENTS OF RECORD AND ANY CONDITION WHICH FACTS WHICH AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE. ONLY THE RECORD DOCUMENTS NOTED HEREON WERE PROVIDED TO OR DISCOVERED BY DAWSON SURVEYS INC. NO ABSTRACT, CURRENT TITLE EXAMINATION NOR OTHER RECORDED TITLE DOCUMENTATION WAS PROVIDED TO DAWSON SURVEYS INC.

3. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, STATE 2001 AND SUBSEQUENT AMENDMENTS.

4. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF SANTA FE, CALIFORNIA, ADOPTED UPON ITS FILING AND ON DEVELOPMENT PLAN UNDERGOING WITH THE COUNTY CLERK OR SUBMITTAL FOR A BUILDING PERMIT APPLICATION THAT ADOPTED ANY PROVISION OF CHAPTER 14, LAND DEVELOPMENT CODE, STATE 1997 AND SUBSEQUENT AMENDMENTS.

5. PRIOR TO ANY NEW CONSTRUCTION, PLAT SHALL BE SUBMITTED TO FIRE DEPARTMENT FOR COMPLIANCE WITH INTERNATIONAL FIRE CODE.

7. ALL NEW DEVELOPMENT SHALL COMPLY WITH ALL APPLICABLE REGULATIONS OF THE CURRENT LAND DEVELOPMENT CODE.

9. ALL SITE DEPARTMENT ACCESS SHALL BE NO GREATER THAN A 10% GRADE THROUGHOUT.

10. FIRE DEPARTMENT ACCESS SHALL NOT BE LESS THAN 20 FEET WIDE TO ANY NEW/REMODEL CONSTRUCTION.

11. SHALL MEET THE 100 FOOT DISTANCE TO ANY PORTION OF THE BUILDING OR ANY NEW CONSTRUCTION.

12. SHALL PROVIDE WATER SUPPLY THAT MEETS FIRE FLOW REQUIREMENTS AS PER IFC AT TIME OF CONSTRUCTION.

REFERENCE DOCUMENTS:

ALTA/ACSM LAND TITLE SURVEY, PREPARED FOR SANTA FE MALL PROPERTY OWNER LLC, RECORDED NOVEMBER 20, 2014, IN BOOK 781, PAGE 14-17.

ALL PLATS AND DOCUMENTS NOTED HEREON.

CONTROL REFERENCE:

BEARINGS ARE REFERRED TO THE NEW MEXICO STATE PLANE COORDINATE SYSTEM, NADB3 CENTRAL ZONE. COORDINATE DATUMS ARE REFERRED TO EPOCH 2002. TO CONVERT TO GRID DISTANCES MULTIPLY BY A SCALE FACTOR OF 0.999918.0551

FLOOD ZONE:

THIS PROPERTY LIES WITHIN ZONE "X OTHER AREAS" DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON F.I.R.M. PANEL 35049C0394D, DATED JUNE 17, 2008

LEGEND:

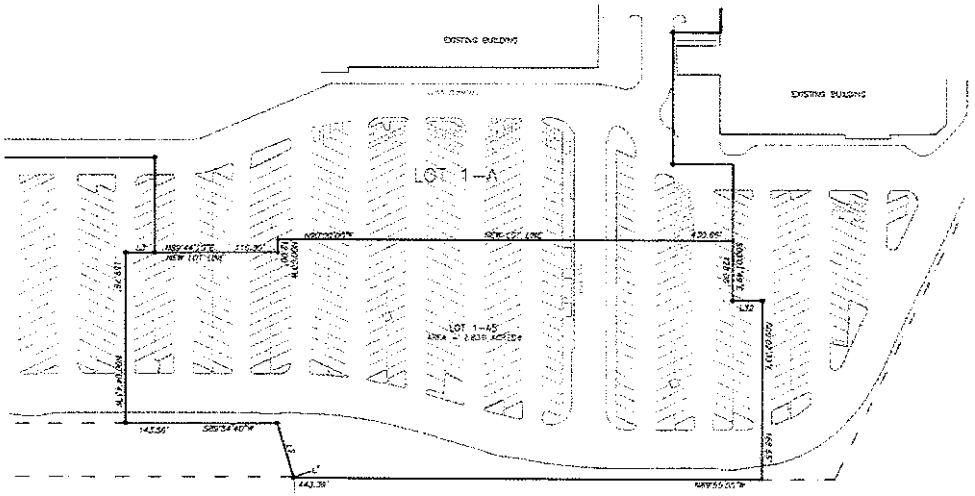
BASIS OF BEARINGS IS CLASS A ALTA/ACSM LAND TITLE SURVEY, PREPARED FOR SIMCOCK & BROWN REAL ESTATE INVESTMENT, LLC, RECORDED AUG. 17, 2007 IN PLAT BK.662, PG.61 OFFICE OF THE SANTA FE COUNTY CLERK.

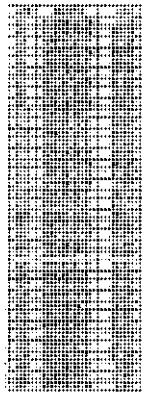
UTILITY SYMBOLS SHOWN LARGER THEN ACTUAL SIZE FOR VIEWING PURPOSES.

- ● DENOTES REBAR OR AS SHOWN FOUND
- ● DENOTES REBAR OR AS SHOWN SET
- DENOTES CALCULATED POINT NOT SET
- DENOTES FIRE HYDRANT
- DENOTES SANITARY SEWER MANHOLE UNLESS OTHERWISE NOTED
- DENOTES QUEEN CUT
- DENOTES CROSS CUT
- DENOTES LAMP STANDARD
- DENOTES HANDICAP PARKING
- DENOTES BOUNDARY OF LANDS DEALT WITH BY THIS PLAT.
- INFORMATION OUTSIDE OF THIS BOUNDARY IS BACKGROUND INFORMATION ONLY, "NOT VERIFIED FOR ACCURACY AND IS NOT PART OF THIS PLAT.

SUBDIVISION PLAT

WITHIN LOT 1-A AND LOT 2
AS SHOWN ON ALTA/ACSM LAND TITLE SURVEY
RECORDED IN BOOK 781 PAGE 14-17.
PREPARED FOR
SANTA FE MALL PROPERTY OWNER LLC.
ALL WITHIN SECTION 7 & 8, T17N, R9E, NMPM
CITY AND COUNTY OF SANTA FE NM





L39	S72°47'50"W	29.17'
L40	N90°00'00"E	32.41'
L41	N00°00'00"W	3.66'
L42	N90°00'00"E	50.94'
L43	S90°00'00"E	13.63'
L44	S89°00'00"E	27.60'

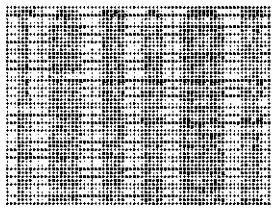
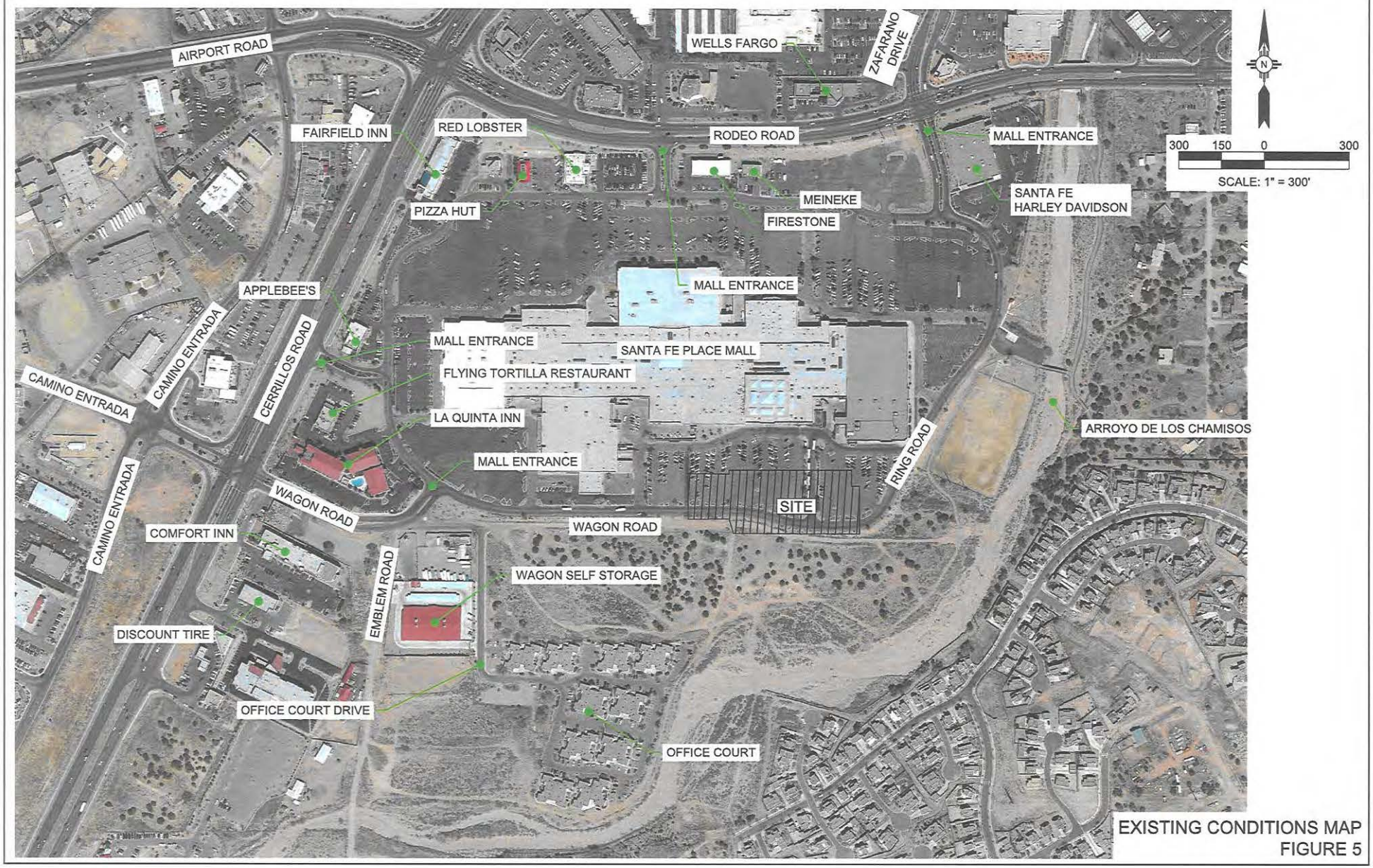


FIGURE 4

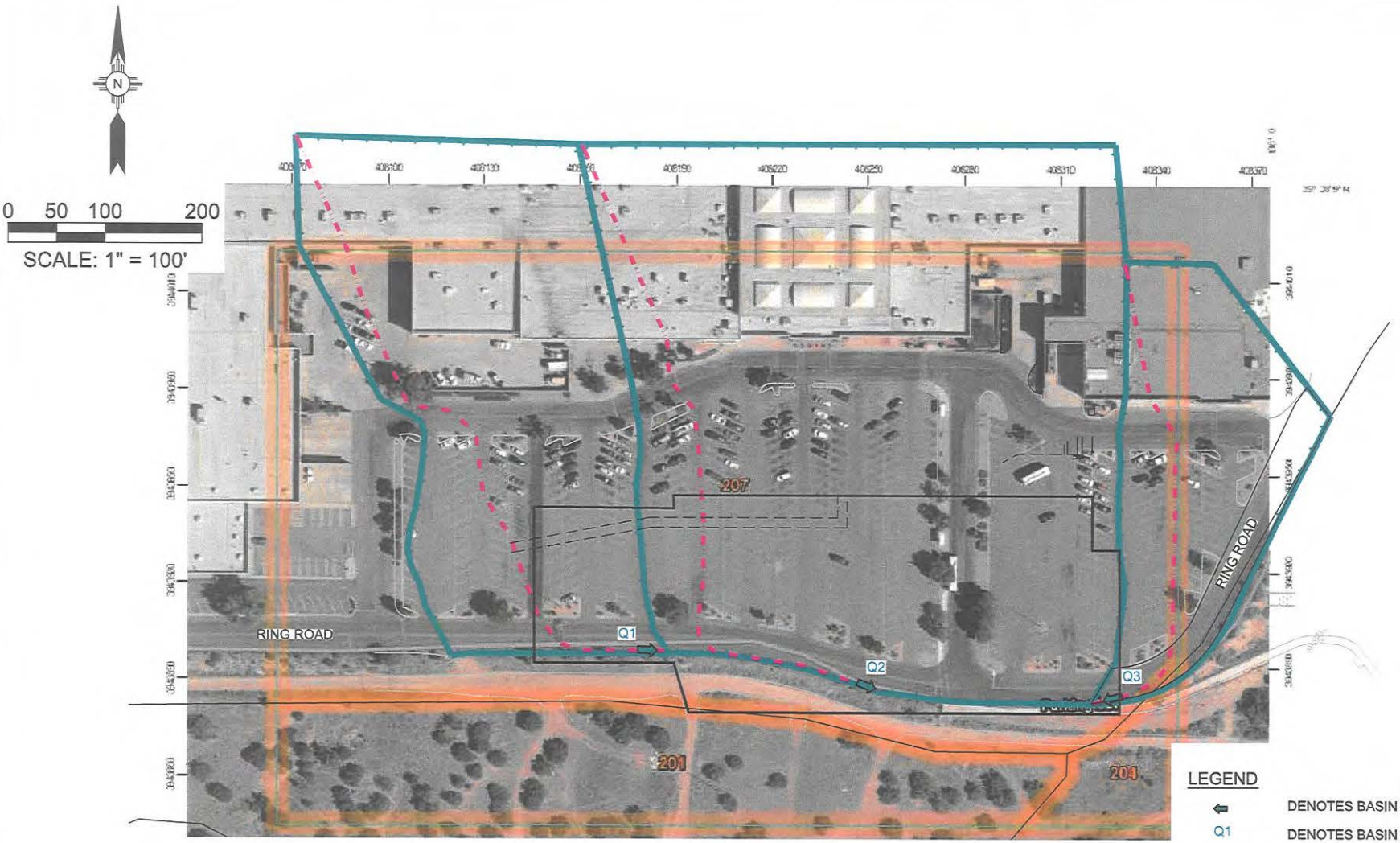
Edward M Trujillo 4-21-2020
EDWARD M TRUJILLO NMPS#12357 DATE

SHEET 5 OF 6

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
1009 B CAMINO ENTRADA
SANTA FE, N.M., 87507
FILE 1035A-SUB DATE: 04/21/2020



EXISTING CONDITIONS MAP
FIGURE 5



LEGEND		
SOIL ID #	SOIL NAME	HYDROLOGIC SOIL GROUP
207	URBAN LAND	

REFERENCE:
USDA National Resources Conservation Service
Custom Soil Resource Report for Santa Fe County Area, New Mexico
Survey Area Data: Version 12, Jun 8, 2020

SOILS MAP
FIGURE 6

LEGEND:

SYMBOLS MAY BE SHOWN LARGER THEN ACTUAL SIZE FOR VIEWING PURPOSES.

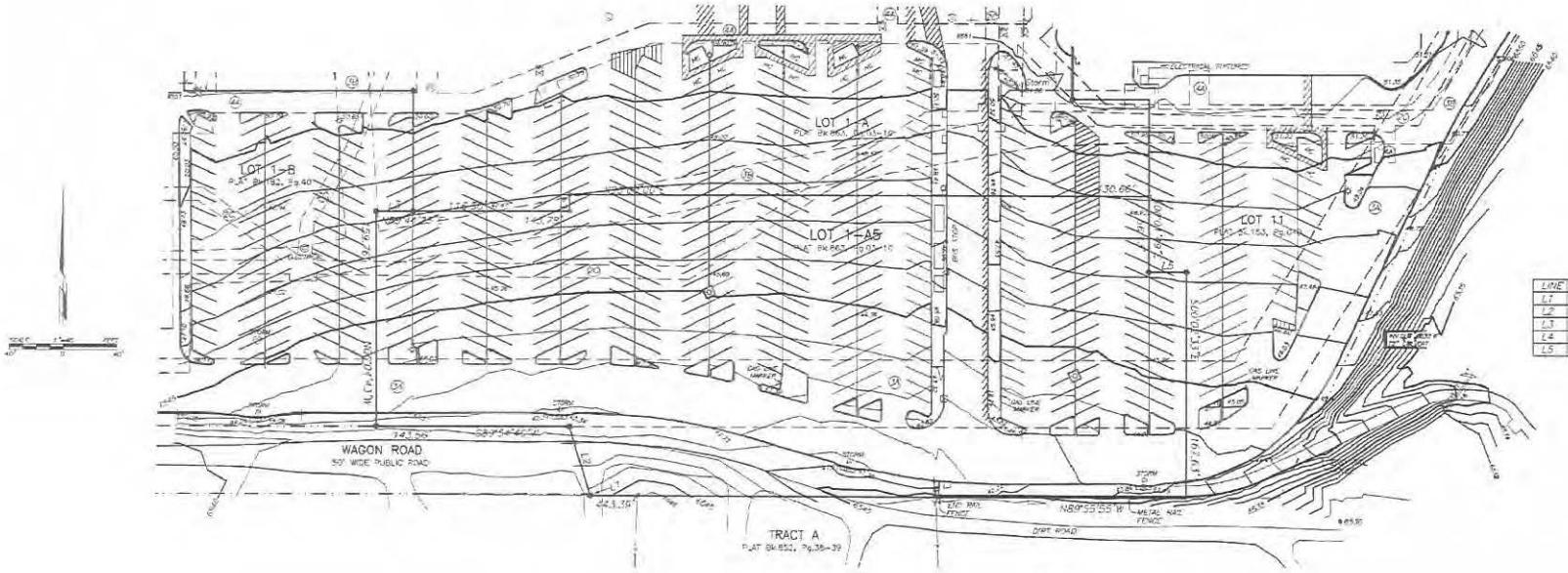
ELEVATIONS SHOWN AT PARKING ISLANDS ARE AT THE BACK OF CURB (TYPICAL ISLAND CURB HEIGHT IS 0.5' ABOVE GUTTER.

- DENOTES CORNER MONUMENT
- DENOTES LIGHT POLE
- DENOTES MANHOLE
- DENOTES UTILITY POLE
- DENOTES WATER VALVE
- DENOTES FIRE HYDRANT
- DENOTES TRAFFIC SIGN
- DENOTES 1' CONTOUR INTERVAL
- DENOTES 5' CONTOUR INTERVAL

TOPOGRAPHIC MAP
OF LOT 1-A5 AND A PORTION OF LOT 1-A & LOT 11 AS SHOWN ON FINAL SUBDIVISION PLAT & DEVELOPMENT PLAN AMENDMENT #5 RECORDED IN BOOK 863 PAGE 03-10.
PREPARED FOR
SANTA FE MALL PROPERTY OWNER LLC.
ALL WITHIN SECTION 7 & 8, T17N, R9E, NMPM CITY AND COUNTY OF SANTA FE NM

EASEMENT LEGEND:

1. 50' WIDE GASLINE EASEMENT RECORDED IN BK.501, Pg.830 DESIGNATOR (5A).
2. 15' WIDE WATERLINE EASEMENT RECORDED IN BK.525, Pg.109 DESIGNATOR (14A).
3. 25' WIDE GASLINE EASEMENT RECORDED IN BK.525, Pg.121 DESIGNATOR (7A).
4. 'BARKING (WIDTH UNDERGROUND ELECTRIC EASEMENT RECORDED IN BK.526, PG.135 (AND AMENDED IN BK.567, PG.508, BK.568, PG.894 AND BK.574, PG.777 DESIGNATOR (22).



LINE	BEARING	DIST.
L1	N10°56'37"W	1.14'
L2	N16°59'06"W	52.19'
L3	N89°44'25"E	27.48'
L4	N00°00'00"W	12.00'
L5	N89°58'22"E	28.03'

NOTE:

THIS IS NOT A BOUNDARY SURVEY LINES AS SHOWN ARE DERIVED FROM RECORD SURVEY PLATS, RIGHT-OF-WAY MAPS, OR DEEDS REFERENCED HEREON AND ARE NOT GUARANTEED OR TO BE RELIED ON FOR THE ESTABLISHMENT OF PROPERTY LINES.

THIS PROPERTY SUBJECT TO ALL VALID COVENANTS, EASEMENTS AND RESTRICTIONS OF RECORD. A TITLE SEARCH OF THE SUBJECT LOTS HAS NOT BEEN DONE.

THERE ARE NO BUILDINGS WITHIN THE TOPOGRAPHIC LIMITS SHOWN HEREON.

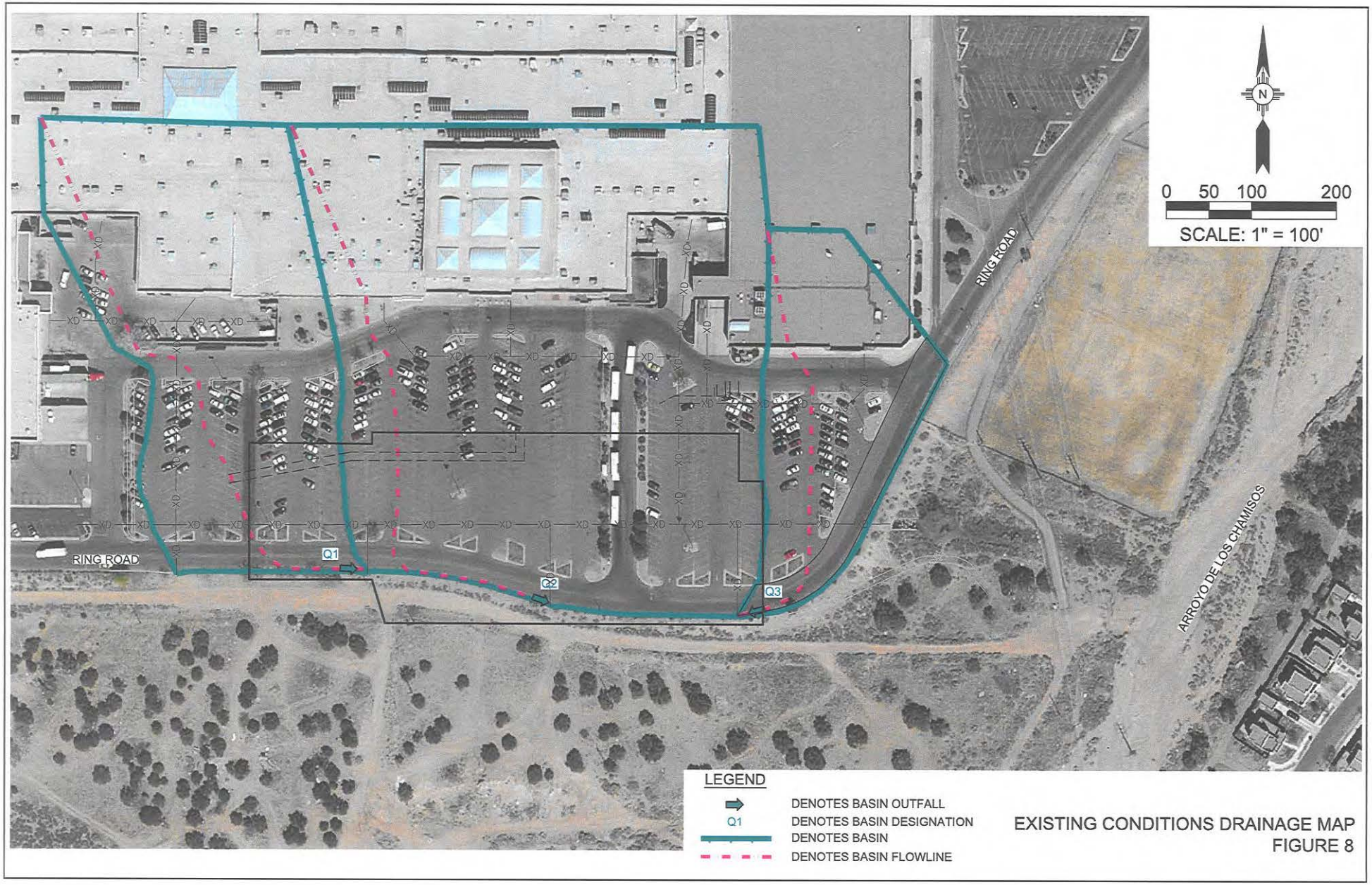
SURVEYORS CERTIFICATE:

I HEREBY CERTIFY THAT THIS MAP IS A TRUE REPRESENTATION OF A TOPOGRAPHIC SURVEY COMPLETED UNDER MY PERSONAL SUPERVISION IN AUGUST OF 2020. THE SURVEY AND DRAWING ARE TRUE AND CORRECT, TO THE BEST OF MY KNOWLEDGE, AND MEET THE MINIMUM STANDARDS FOR TOPOGRAPHIC SURVEYS IN NEW MEXICO.

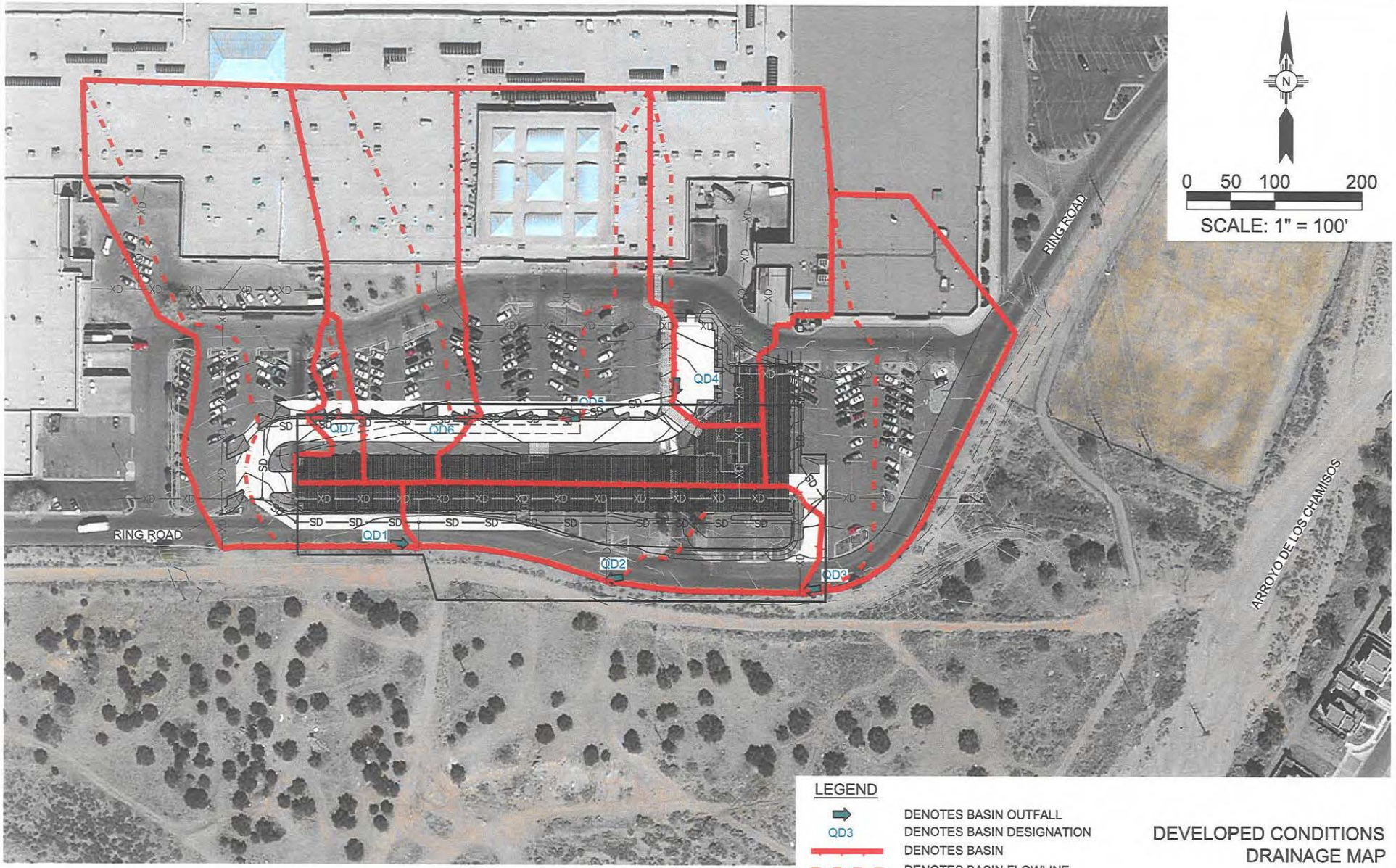
EDWARD M. TRUJILLO, N.M.P.L.S. #12353

FIGURE 7

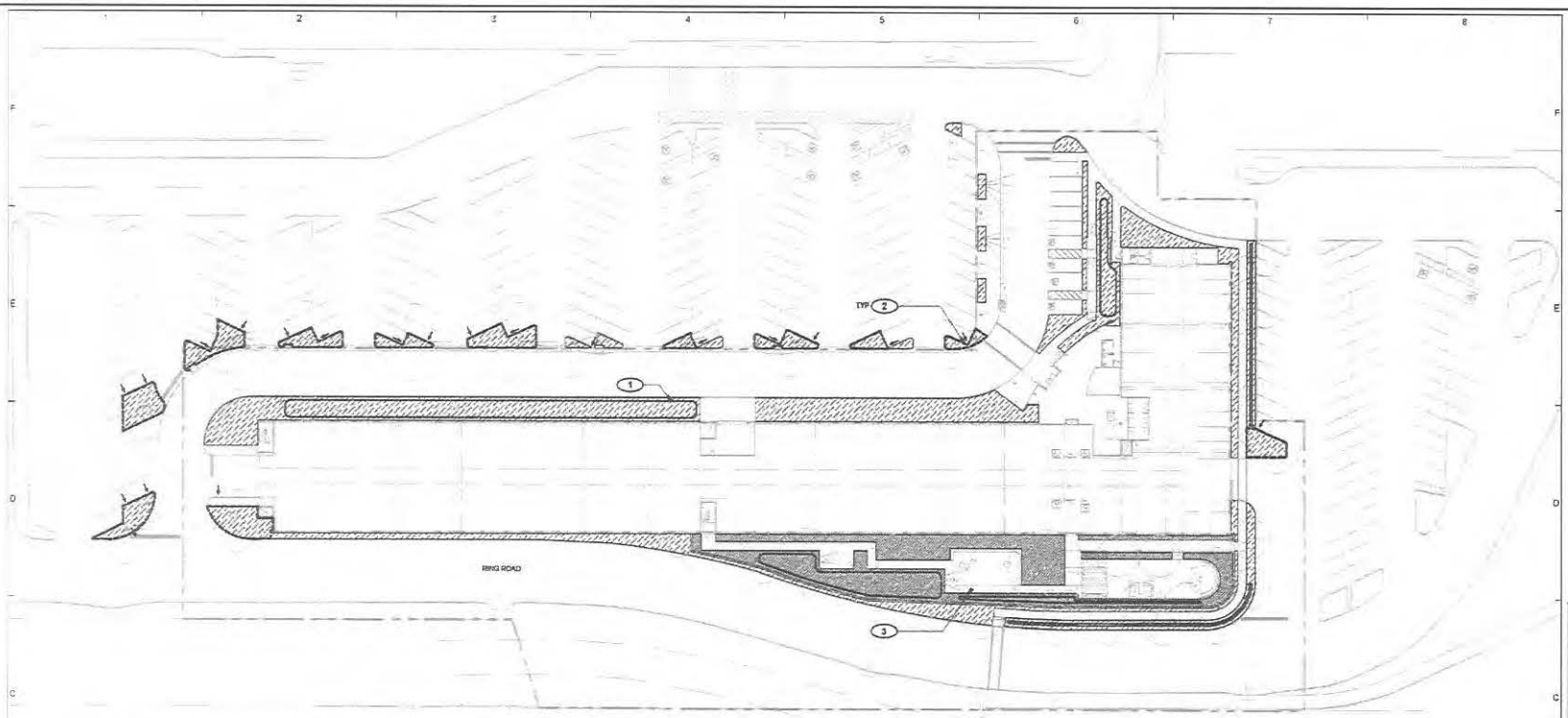
DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2350 B CAMINO ENTRADA
SANTA FE, N.M., 87507
FILE# 10354\S TOPO DATE:08\24\2020



EXISTING CONDITIONS DRAINAGE MAP
FIGURE 8



DEVELOPED CONDITIONS
DRAINAGE MAP
FIGURE 9



WATER BUDGET (ESTIMATED)

YEAR 1 - Water Demand

Landscape Water Demand Calculations	Quantity	SF	Weekly Demand (gal/sqft)	Evaporation Factor	Weekly Demand (gal/week)
Planting Area A (low density shrubs)		14,709	007	100%	107
Planting Area B (med density shrubs, trees)		6,031	0.164	100%	1,256
Trees (new)	42		1.372	100%	1,372

YEAR 2 - Water Demand

Landscape Water Demand Calculations	Quantity	SF	Weekly Demand (gal/sqft)	Evaporation Factor	Weekly Demand (gal/week)
Planting Area A (low density shrubs)		14,709	007	90%	104
Planting Area B (med density shrubs, trees)		6,031	0.164	90%	1,130
Trees (new)	42		1.372	90%	1,372

YEAR 1 - Water Demand

	January	February	March	April	May	June	July	August	September	October	November	December	Total
	0%	0%	15%	30%	45%	100%	90%	80%	45%	15%	0%	0%	
	0.0	0.0	107	321	1,071	2,677	2,407	2,142	1,178	321	0	0	12,291
	0.0	0.0	2,697	8,091	26,970	67,425	60,683	53,940	29,667	8,091	0	0	96,776
	0.0	0.0	494	1,483	4,941	12,353	11,118	9,883	5,436	1,483	0	0	25,116
Monthly demand	0	0	4,478	10,564	27,829	27,914	23,668	20,479	17,284	9,749	5,574	0	
Total Y1 Demand													141,776 gal / yr; 0.44 ac-ft/yr

YEAR 2 - Water Demand

	January	February	March	April	May	June	July	August	September	October	November	December	Total
	0%	0%	15%	30%	45%	100%	90%	80%	45%	15%	0%	0%	
	0.0	0.0	107	321	1,071	2,677	2,407	2,142	1,178	321	0	0	11,398
	0.0	0.0	2,458	8,322	30,892	76,862	70,199	63,535	34,321	9,322	2,730	0	98,372
	0.0	0.0	565	2,563	7,611	9,042	5,913	4,785	4,894	1,971	1,365	0	38,710
Monthly demand	0	0	3,130	11,206	39,574	88,581	78,519	70,462	40,393	11,614	4,094	0	
Total Y2 Demand													138,816 gal / yr; 0.36 ac-ft/yr

Planting Area A (low density shrubs): 0.007 (cents per sf (5 gal/day/1000sf))
Planting Area B (shrubs, perennials, grasses): 0.075 (cents per sf (75 gal/day/1000sf))

Planting Area Demand Assumptions / Six (6) month irrigation period

Planting Area A: 0.04 (gallons per week per square foot (6 gal/day per gallon per week))
Planting Area B (shrubs, perennials, grasses): 0.75 (gallons per week per square foot (twenty (20) gallons per week))
New trees: 14.00 (gallons per week, 5 - 7 feet / 14 gallons per tree (on 1 hour basis) = water)
Tree Grids: 1.77 (gallons per week per square foot 42"/ 32 linear grooving spacing = 32 ÷ 1.33 = twenty (2.5 - 3.0)" 42" wide by 6' deep)

Reduction Factor: Reduction factor assumes a reduction in water use for drought tolerant plants once they have been established

Monthly Water Allotment: Provides water allocation to clients based on climate and average rainfall

WATER HARVESTING KEYED NOTES

PROJECT WATER HARVESTING STRATEGIES INCLUDE: SLOPING IMPERMEABLE SURFACES TO LANDSCAPE AREAS FOR PASSIVE WATER HARVESTING, FINE GRADING SWALES FOR SURFACE WATER HARVESTING, INSTALLING CURB CUTS AT PARKING MEDIANS TO DIVERT WATER TO PLANTER AREAS, AND DIRECTING RAINWATER FROM ROOF GAVALES / DOWNSPOUTS TO ADJACENT PLANTER AREAS

1. WATER HARVESTING SWALE, TYP.; CENTER IN LANDSCAPED AREA. COORDINATE WITH CIVIL GRADING PLANS
2. CURB CUT. APPROXIMATE LOCATION; SEE CIVIL PLANS. COORDINATE FINAL LOCATION WITH GRADING PLANS
3. SLOPE HARDSCAPE AREAS TO ADJACENT LANDSCAPE PLANTING AREAS, TYP.

LANDSCAPE IRRIGATION

IRRIGATION TO BE PROVIDED AS FOLLOWS
- DRIP IRRIGATION TO TREES AND PLANTER AREAS WITH SHRUBS / PERENNIALS (SEPARATE ZONES FOR TREES)
- IRRIGATION ZONES TO BE ORGANIZED BY HYDROZONE
- IRRIGATION SYSTEM TO BE A PRESSURE COMPENSATING SYSTEM WITH A SMART CONTROLLER AND A WEATHER SENSOR. IRRIGATION SYSTEM TO MEET CITY OF SANTA FE CODE REQUIREMENTS.
- IRRIGATION SLEEVING TO BE INSTALLED BENEATH HARDSCAPE SURFACES

LEGEND

- PROPERTY BOUNDRY

IRRIGATION AREAS
- DRIP (MEDIUM DENSITY PLANTING)
- DRIP (LOW DENSITY PLANTING)

WATER HARVESTING AREAS
- PARKING LOT COLLECTION AREA
- SURFACE SWALE
- CURB CUT

NOTE: ALL LANDSCAPE PLANTING AREAS ARE INTENDED TO SERVE AS LOCATIONS FOR STORMWATER INFILTRATION

FIGURE 10

design office
landscape planning urbanism
1390 Llano street, Suite 24, Santa Fe, NM 87505
t 505.983.1415 www.do-designoffice.com

PRELIMINARY
NOT FOR CONSTRUCTION

autotroph

No.	Description	Date

ESCARPA
Apartment Homes at Santa Fe Place

DEVELOPMENT PLAN
SANTA FE, NEW MEXICO

IRRIGATION +
WATER HARVESTING PLAN

City of Santa Fe
Current Planning Division Case File No. _____

Project Number	2008
Date	December 17, 2020

L102

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0 North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the summary of Stillwater Elevations table in the Flood Insurance Study Report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross-sections and interpolated between cross-sections. The floodways were based on hydraulic considerations with respect to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures in this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 13. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zone used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

Vertical Reference Division
National Geodetic Survey, NOAA
Silver Spring Metro Center
1315 East-West Highway
Silver Spring, Maryland 20910
(301) 713-3191

To obtain current elevation, description and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242 or visit their website at www.ngs.noaa.gov.

Base map information shown on this FIRM was provided by the U.S. Geological Survey and Bohannan Huston Incorporated (BHI). Digital Orthophoto Quadrangles were produced at a scale of 1:12,000 from photographs dated 1997. BHI orthophotos were produced at a scale of 1:12,000 from photographs dated 2001.

Based on updated topographic information, this map reflects more detailed and up-to-date **stream channel configurations and floodplain delineations** than those shown on the previous FIRM for this jurisdiction. As a result, the Flood Profiles and Floodway Data tables for the Flood Insurance Study report may reflect stream channel distances that differ from what is shown on this map. Also, the road to floodplain relationships for unrevised streams may differ from what is shown on previous maps.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a listing of Communities Participating in the National Flood Insurance Program (NFIP) dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and their website at www.msc.fema.gov.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call 1-**877-FEMA MAP** (1-877-336-2627) or visit the FEMA website at www.fema.gov.

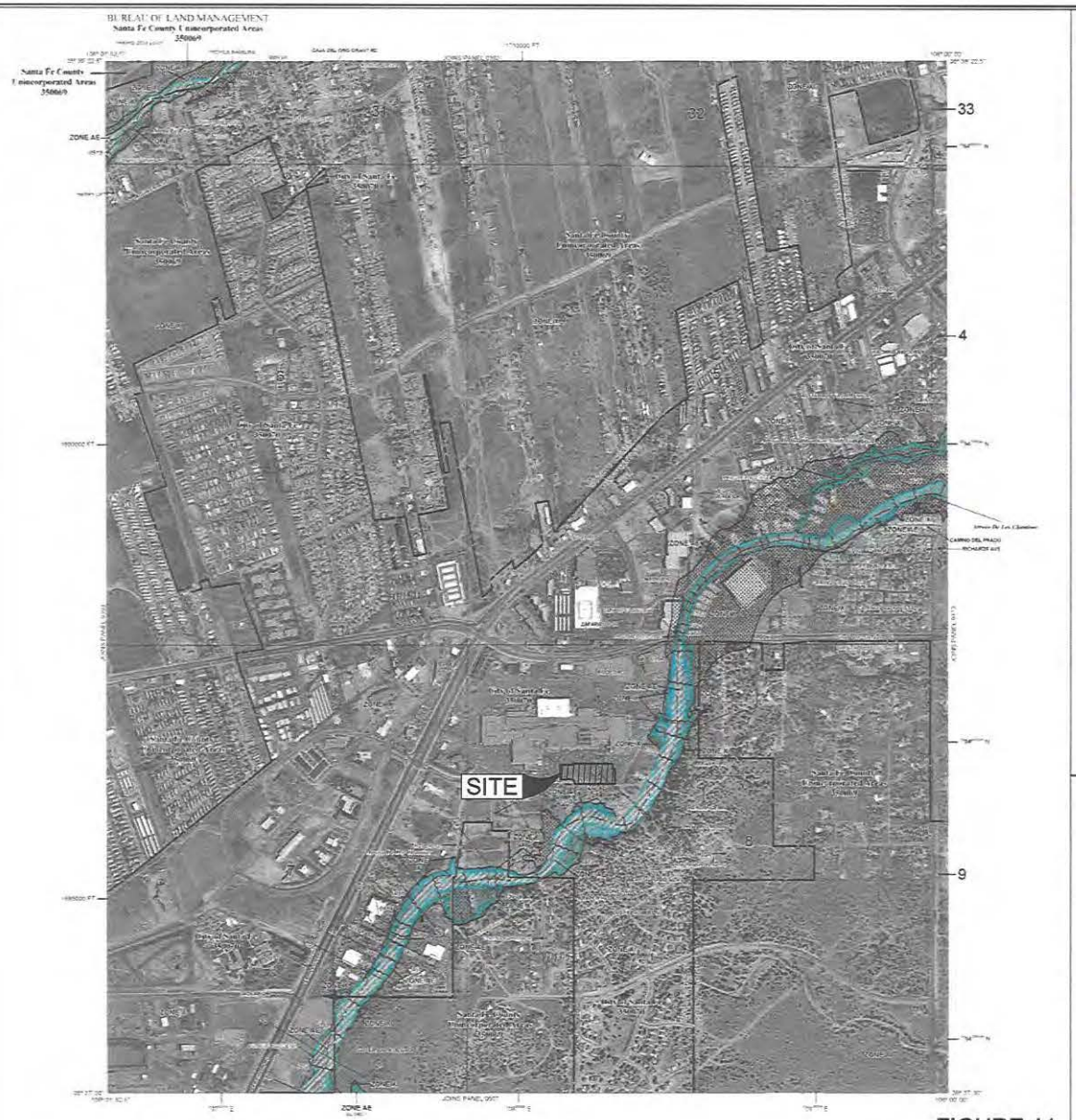


FIGURE 11

LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water surface elevation of the 1% annual chance flood.

ZONE A — No Base Flood Elevations determined.

ZONE AE — Base Flood Elevations determined.

ZONE AH — Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

ZONE AO — Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

ZONE AR — Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.

ZONE A99 — Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.

ZONE V — Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

ZONE VE — Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X — Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X — Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D — Areas of undetermined, but possible, flood hazards.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary

0.2% annual chance floodplain boundary

Floodway boundary

Zone D boundary

CBRS and OPA boundary

Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.

Base Flood Elevation line and value; elevation in feet*

Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the North American Vertical Datum of 1988

A — A — Cross section line

23 — 23 — Transect line

97° 07' 30.00", 32° 22' 30.00" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere

1000-meter Universal Transverse Mercator grid values, zone 13

5000-foot ticks: New Mexico State Plane coordinate system (Central zone), North American Datum of 1983 (NAD 83)

Bench mark (see explanation in NOTES TO USERS section of this FIRM panel)

River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
NOVEMBER 19, 2002

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

NFIP

PANEL 0394D

FIRM

FLOOD INSURANCE RATE MAP

SANTA FE COUNTY, NEW MEXICO AND INCORPORATED AREAS

PANEL 394 OF 1100

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
SANTA FE COUNTY	350069	394	D
SANTA FE, CITY OF	350070	394	D

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
35049C0394D

EFFECTIVE DATE
JUNE 17, 2008

Federal Emergency Management Agency

NATIONAL FLOOD INSURANCE PROGRAM

APPENDIX B
EXISTING CONDITIONS
DRAINAGE CALCULATIONS

WinTR-55 Current Data Description

--- Identification Data ---

User: CPC
Project: SANTA FE PLACE MALL APARTMENTS
SubTitle: Q1 EXISTING
State: New Mexico
County: SANTA FE
Filename: K:\SANTA FE PLACE MALL APARTMENTS\Drainage\TR55\Q1 EXISTING.w55

Date: 12/14/2020
Units: English
Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
Q1		Outlet	3.16	98	.116

Total area: 3.16 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	-Yr (in)	-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.52	.0	.0	2.58	2.89	3.21	.0

Storm Data Source: User-provided custom storm data
Rainfall Distribution Type: Type II
Dimensionless Unit Hydrograph: <standard>

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period 25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
SUBAREAS			
Q1	10.00	11.24	12.52
REACHES			
OUTLET	10.00	11.24	12.52

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period 25-Yr (cfs) (hr)	50-Yr (cfs) (hr)	100-Yr (cfs) (hr)
SUBAREAS			
Q1	10.00	11.24	12.52
	11.94	11.93	11.93
REACHES			
OUTLET	10.00	11.24	12.52

CPC

SANTA FE PLACE MALL APARTMENTS
Q1 EXISTING
SANTA FE County, New Mexico

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
Q1	3.16	0.116	98	Outlet	

Total Area: 3.16 (ac)

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
Q1							
SHEET	100	0.0050	0.011				0.051
SHALLOW	27	0.0050	0.025				0.005
SHALLOW	594	0.0185	0.025				0.060
						Time of Concentration	.116

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use	Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
Q1	Open space; grass cover 50% to 75% (fair)	C	.06	79
	Paved parking lots, roofs, driveways	C	2.92	98
	Paved; curbs and storm sewers	C	.18	98
	Total Area / Weighted Curve Number		3.16	98

WinTR-55 Current Data Description

--- Identification Data ---

User: CPC
Project: SANTA FE PLACE MALL APARTMENTS
SubTitle: Q2 EXISTING
State: New Mexico
County: SANTA FE
Filename: K:\SANTA FE PLACE MALL APARTMENTS\Drainage\TR55\Q2 EXISTING.w55

Date: 12/14/2020
Units: English
Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
Q2		Outlet	6.45	98	.122

Total area: 6.45 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	-Yr (in)	-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.52	.0	.0	2.58	2.89	3.21	.0

Storm Data Source: User-provided custom storm data
Rainfall Distribution Type: Type II
Dimensionless Unit Hydrograph: <standard>

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period 25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
SUBAREAS			
Q2	20.21	22.71	25.31
REACHES			
OUTLET	20.21	22.71	25.31

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period 25-Yr (cfs) (hr)	50-Yr (cfs) (hr)	100-Yr (cfs) (hr)
SUBAREAS			
Q2	20.21	22.71	25.31
	11.94	11.94	11.94
REACHES			
OUTLET	20.21	22.71	25.31

CPC

SANTA FE PLACE MALL APARTMENTS
Q2 EXISTING
SANTA FE County, New Mexico

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
Q2	6.45	0.122	98	Outlet	

Total Area: 6.45 (ac)

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
Q2							
SHEET	100	0.0050	0.011				0.051
SHALLOW	127	0.0050	0.025				0.025
SHALLOW	497	0.0222	0.025				0.046
						Time of Concentration	.122

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use	Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
Q2	Open space; grass cover 50% to 75% (fair)	C	.15	79
	Paved parking lots, roofs, driveways	C	5.93	98
	Paved; curbs and storm sewers	C	.37	98
	Total Area / Weighted Curve Number		6.45	98

WinTR-55 Current Data Description

--- Identification Data ---

User: CPC
Project: SANTA FE PLACE MALL APARTMENTS
SubTitle: Q3 EXISTING
State: New Mexico
County: SANTA FE
Filename: K:\SANTA FE PLACE MALL APARTMENTS\Drainage\TR55\Q3 EXISTING.w55

Date: 12/14/2020
Units: English
Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
Q3		Outlet	1.49	97	0.1

Total area: 1.49 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	-Yr (in)	-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.52	.0	.0	2.58	2.89	3.21	.0

Storm Data Source: User-provided custom storm data
Rainfall Distribution Type: Type II
Dimensionless Unit Hydrograph: <standard>

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period 25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
SUBAREAS			
Q3	4.74	5.35	5.98
REACHES			
OUTLET	4.74	5.35	5.98

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period 25-Yr (cfs) (hr)	50-Yr (cfs) (hr)	100-Yr (cfs) (hr)
SUBAREAS			
Q3	4.74	5.35	5.98
	11.93	11.93	11.93
REACHES			
OUTLET	4.74	5.35	5.98

CPC

SANTA FE PLACE MALL APARTMENTS
Q3 EXISTING
SANTA FE County, New Mexico

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
Q3	1.49	0.100	97	Outlet	

Total Area: 1.49 (ac)

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
Q3							
SHEET	100	0.0050	0.011				0.051
SHALLOW	38	0.0050	0.025				0.007
SHALLOW	374	0.0191	0.025				0.037
						Time of Concentration	0.1

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use	Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
Q3	Open space; grass cover 50% to 75% (fair)	C	.05	79
	Paved parking lots, roofs, driveways	C	1.14	98
	Paved; curbs and storm sewers	C	.3	98
	Total Area / Weighted Curve Number		1.49	97

APPENDIX C
DEVELOPED CONDITIONS
DRAINAGE CALCULATIONS

WinTR-55 Current Data Description

--- Identification Data ---

User: CPC
Project: SANTA FE PLACE MALL APARTMENTS
SubTitle: QD1 DEVELOPED CONDITION
State: New Mexico
County: SANTA FE
Filename: K:\SANTA FE PLACE MALL APARTMENTS\Drainage\TR55\QD1 DEVELOPED.w55

Date: 12/18/2020
Units: English
Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
QD1		Outlet	2.43	97	.124

Total area: 2.43 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	-Yr (in)	-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.52	.0	.0	2.58	2.89	3.21	.0

Storm Data Source: User-provided custom storm data
Rainfall Distribution Type: Type II
Dimensionless Unit Hydrograph: <standard>

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period 25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
SUBAREAS			
QD1	7.43	8.38	9.36
REACHES			
OUTLET	7.43	8.38	9.36

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period 25-Yr (cfs) (hr)	50-Yr (cfs) (hr)	100-Yr (cfs) (hr)
SUBAREAS			
QD1	7.43	8.38	9.36
	11.94	11.94	11.94
REACHES			
OUTLET	7.43	8.38	9.36

CPC

SANTA FE PLACE MALL APARTMENTS
QD1 DEVELOPED CONDITION
SANTA FE County, New Mexico

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
QD1	2.43	0.124	97	Outlet	

Total Area: 2.43 (ac)

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
QD1							
SHEET	100	0.0050	0.011				0.051
SHALLOW	27	0.0050	0.025				0.005
SHALLOW	646	0.0170	0.025				0.068
						Time of Concentration	.124

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use	Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
QD1	Open space; grass cover 50% to 75% (fair)	C	.09	79
	Paved parking lots, roofs, driveways	C	2.16	98
	Paved; curbs and storm sewers	C	.18	98
	Total Area / Weighted Curve Number		2.43	97

WinTR-55 Current Data Description

--- Identification Data ---

User: CPC
Project: SANTA FE PLACE MALL APARTMENTS
SubTitle: QD2 DEVELOPED CONDITION
State: New Mexico
County: SANTA FE
Filename: K:\SANTA FE PLACE MALL APARTMENTS\Drainage\TR55\QD2 DEVELOPED.w55

Date: 12/18/2020
Units: English
Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
QD2		Outlet	1.08	94	.144

Total area: 1.08 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	-Yr (in)	-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.52	.0	.0	2.58	2.89	3.21	.0

Storm Data Source: User-provided custom storm data
Rainfall Distribution Type: Type II
Dimensionless Unit Hydrograph: <standard>

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period 25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
SUBAREAS			
QD2	2.91	3.34	3.77
REACHES			
OUTLET	2.91	3.34	3.77

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period 25-Yr (cfs) (hr)	50-Yr (cfs) (hr)	100-Yr (cfs) (hr)
SUBAREAS			
QD2	2.91	3.34	3.77
	11.95	11.95	11.96
REACHES			
OUTLET	2.91	3.34	3.77

CPC

SANTA FE PLACE MALL APARTMENTS
QD2 DEVELOPED CONDITION
SANTA FE County, New Mexico

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
QD2	1.08	0.144	94	Outlet	

Total Area: 1.08 (ac)

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
QD2							
SHEET	35	0.0100	0.150				0.135
SHALLOW	29	0.1359	0.025				0.001
SHALLOW	87	0.0201	0.025				0.008
						Time of Concentration	.144

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use	Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
QD2	Open space; grass cover 50% to 75% (fair)	C	.22	79
	Paved parking lots, roofs, driveways	C	.49	98
	Paved; curbs and storm sewers	C	.37	98
	Total Area / Weighted Curve Number		1.08	94

WinTR-55 Current Data Description

--- Identification Data ---

User: CPC
Project: SANTA FE PLACE MALL APARTMENTS
SubTitle: QD3 DEVELOPED CONDITION
State: New Mexico
County: SANTA FE
Filename: K:\SANTA FE PLACE MALL APARTMENTS\Drainage\TR55\QD3 DEVELOPED.w55

Date: 12/18/2020
Units: English
Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
QD3		Outlet	1.82	97	0.1

Total area: 1.82 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	-Yr (in)	-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.52	.0	.0	2.58	2.89	3.21	.0

Storm Data Source: User-provided custom storm data
Rainfall Distribution Type: Type II
Dimensionless Unit Hydrograph: <standard>

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period 25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
SUBAREAS			
QD3	5.78	6.52	7.28
REACHES			
OUTLET	5.78	6.52	7.28

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period 25-Yr (cfs) (hr)	50-Yr (cfs) (hr)	100-Yr (cfs) (hr)
SUBAREAS			
QD3	5.78	6.52	7.28
	11.93	11.93	11.93
REACHES			
OUTLET	5.78	6.52	7.28

CPC

SANTA FE PLACE MALL APARTMENTS
QD3 DEVELOPED CONDITION
SANTA FE County, New Mexico

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
QD3	1.82	0.100	97	Outlet	

Total Area: 1.82 (ac)

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
QD3							
SHEET	100	0.0050	0.011				0.051
SHALLOW	38	0.0050	0.025				0.007
SHALLOW	374	0.0191	0.025				0.037
						Time of Concentration	0.1

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use	Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
QD3	Open space; grass cover 50% to 75% (fair)	C	.09	79
	Paved parking lots, roofs, driveways	C	1.43	98
	Paved; curbs and storm sewers	C	.3	98
	Total Area / Weighted Curve Number		1.82	97

WinTR-55 Current Data Description

--- Identification Data ---

User: CPC
Project: SANTA FE PLACE MALL APARTMENTS
SubTitle: QD4 DEVELOPED CONDITION
State: New Mexico
County: SANTA FE
Filename: K:\SANTA FE PLACE MALL APARTMENTS\Drainage\TR55\QD4 DEVELOPED.w55

Date: 12/18/2020
Units: English
Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
QD4		Outlet	1.51	97	0.1

Total area: 1.51 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	-Yr (in)	-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.52	.0	.0	2.58	2.89	3.21	.0

Storm Data Source: User-provided custom storm data
Rainfall Distribution Type: Type II
Dimensionless Unit Hydrograph: <standard>

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period 25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
SUBAREAS			
QD4	4.80	5.41	6.05
REACHES			
OUTLET	4.80	5.41	6.05

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period 25-Yr (cfs) (hr)	50-Yr (cfs) (hr)	100-Yr (cfs) (hr)
SUBAREAS			
QD4	4.80	5.41	6.05
	11.93	11.93	11.93
REACHES			
OUTLET	4.80	5.41	6.05

CPC

SANTA FE PLACE MALL APARTMENTS
QD4 DEVELOPED CONDITION
SANTA FE County, New Mexico

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
QD4	1.51	0.100	97	Outlet	

Total Area: 1.51 (ac)

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
QD4							
SHEET	100	0.0050	0.011				0.051
SHALLOW	97	0.0050	0.025				0.019
SHALLOW	156	0.0260	0.025				0.013
						Time of Concentration	0.1

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use	Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
QD4	Open space; grass cover 50% to 75% (fair)	C	.07	79
	Paved parking lots, roofs, driveways	C	1.44	98
	Total Area / Weighted Curve Number		1.51	97

WinTR-55 Current Data Description

--- Identification Data ---

User: CPC
Project: SANTA FE PLACE MALL APARTMENTS
SubTitle: QD5 DEVELOPED CONDITION
State: New Mexico
County: SANTA FE
Filename: K:\SANTA FE PLACE MALL APARTMENTS\Drainage\TR55\QD5 DEVELOPED.w55

Date: 12/18/2020
Units: English
Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
QD5		Outlet	2.54	97	0.1

Total area: 2.54 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	-Yr (in)	-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.52	.0	.0	2.58	2.89	3.21	.0

Storm Data Source: User-provided custom storm data
Rainfall Distribution Type: Type II
Dimensionless Unit Hydrograph: <standard>

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period 25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
SUBAREAS			
QD5	8.08	9.11	10.18
REACHES			
OUTLET	8.08	9.11	10.18

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period 25-Yr (cfs) (hr)	50-Yr (cfs) (hr)	100-Yr (cfs) (hr)
SUBAREAS			
QD5	8.08	9.11	10.18
	11.93	11.93	11.93
REACHES			
OUTLET	8.08	9.11	10.18

CPC

SANTA FE PLACE MALL APARTMENTS
QD5 DEVELOPED CONDITION
SANTA FE County, New Mexico

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
QD5	2.54	0.100	97	Outlet	

Total Area: 2.54 (ac)

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
QD5							
SHEET	100	0.0050	0.011				0.051
SHALLOW	104	0.0050	0.025				0.020
SHALLOW	236	0.0369	0.025				0.017
						Time of Concentration	0.1

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use	Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
QD5	Open space; grass cover 50% to 75% (fair)	C	.11	79
	Paved parking lots, roofs, driveways	C	2.43	98
	Total Area / Weighted Curve Number		2.54	97

WinTR-55 Current Data Description

--- Identification Data ---

User: CPC
Project: SANTA FE PLACE MALL APARTMENTS
SubTitle: QD6 DEVELOPED CONDITION
State: New Mexico
County: SANTA FE
Filename: K:\SANTA FE PLACE MALL APARTMENTS\Drainage\TR55\QD6 DEVELOPED.w55

Date: 12/18/2020
Units: English
Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
QD6		Outlet	1.53	97	0.1

Total area: 1.53 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	-Yr (in)	-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.52	.0	.0	2.58	2.89	3.21	.0

Storm Data Source: User-provided custom storm data
Rainfall Distribution Type: Type II
Dimensionless Unit Hydrograph: <standard>

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period 25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
SUBAREAS			
QD6	4.86	5.48	6.13
REACHES			
OUTLET	4.86	5.48	6.13

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period 25-Yr (cfs) (hr)	50-Yr (cfs) (hr)	100-Yr (cfs) (hr)
SUBAREAS			
QD6	4.86	5.48	6.13
	11.93	11.93	11.93
REACHES			
OUTLET	4.86	5.48	6.13

CPC

SANTA FE PLACE MALL APARTMENTS
QD6 DEVELOPED CONDITION
SANTA FE County, New Mexico

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
QD6	1.53	0.100	97	Outlet	

Total Area: 1.53 (ac)

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
QD6							
SHEET	100	0.0050	0.011				0.051
SHALLOW	117	0.0050	0.025				0.023
SHALLOW	204	0.0246	0.025				0.018
						Time of Concentration	0.1

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use	Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
QD6	Open space; grass cover 50% to 75% (fair)	C	.07	79
	Paved parking lots, roofs, driveways	C	1.46	98
	Total Area / Weighted Curve Number		1.53	97

WinTR-55 Current Data Description

--- Identification Data ---

User: CPC
Project: SANTA FE PLACE MALL APARTMENTS
SubTitle: QD7 DEVELOPED CONDITION
State: New Mexico
County: SANTA FE
Filename: K:\SANTA FE PLACE MALL APARTMENTS\Drainage\TR55\QD7 DEVELOPED.w55

Date: 12/18/2020
Units: English
Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
QD7		Outlet	0.19	96	0.1

Total area: .19 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	-Yr (in)	-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.52	.0	.0	2.58	2.89	3.21	.0

Storm Data Source: User-provided custom storm data
Rainfall Distribution Type: Type II
Dimensionless Unit Hydrograph: <standard>

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period 25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
SUBAREAS			
QD7	0.59	0.67	0.75
REACHES			
OUTLET	0.59	0.67	0.75

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period 25-Yr (cfs) (hr)	50-Yr (cfs) (hr)	100-Yr (cfs) (hr)
SUBAREAS			
QD7	0.59	0.67	0.75
	11.93	11.93	11.93
REACHES			
OUTLET	0.59	0.67	0.75

CPC

SANTA FE PLACE MALL APARTMENTS
QD7 DEVELOPED CONDITION
SANTA FE County, New Mexico

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
QD7	.19	0.100	96	Outlet	

Total Area: .19 (ac)

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
QD7							
SHEET	100	0.0266	0.011				0.026
SHALLOW	61	0.0211	0.025				0.006
						Time of Concentration	0.1

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use	Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
QD7	Open space; grass cover 50% to 75% (fair)	C	.02	79
	Paved parking lots, roofs, driveways	C	.17	98
	Total Area / Weighted Curve Number		.19	96

Santa Fe Engineering Consultants, LLC

Civil and Traffic Engineering
Construction Management
Land Development

TRAFFIC IMPACT ANALYSIS
FOR THE ESCARPA APARTMENT HOMES AT SANTA FE PLACE
SANTA FE, NEW MEXICO

Prepared For:

Santa Fe Place Mall Property Owner, LLC
4250 Cerrillos Road
Santa Fe, NM 87507

Prepared By:

Santa Fe Engineering Consultants, LLC.
1599 S. St. Francis Drive, Suite B
Santa Fe, New Mexico 87505

December 2020

TRAFFIC IMPACT ANALYSIS
FOR THE ESCARPA APARTMENT HOMES AT SANTA FE PLACE
SANTA FE, NEW MEXICO

EXECUTIVE SUMMARY

Santa Fe Place Mall Property Owner, LLC is proposing to construct a new apartment complex named Escarpa Apartment Homes to be located at the Santa Fe Place Mall. The site is located on the south side of the mall, north of Ring Road and Wagon Road, in Santa Fe, NM.

A scoping meeting was conducted on September 29, 2020 with Mr. John Romero, City of Santa Fe Traffic Engineer to discuss the scope of the Traffic Impact Analysis (TIA) and to determine the intersections to be analyzed. Based upon the scoping meeting, the study area consists of the intersections of Cerrillos Road / Wagon Road / Camino Entrada, Rodeo Road / Zafarano Drive / Santa Fe Place Mall Entrance, Ring Road / Santa Fe Place Mall Entrance Road.

The project will be completed in one phase. It is anticipated that the development will begin construction in 2021 and be completed and rented by 2023. Access to the site is provided by Ring Road and the Santa Fe Place Mall parking lot.

The COVID-19 pandemic has made traffic counts problematic. The NMDOT State Traffic Engineer issued a memo on May 1, 2020 that states that traffic data for the "previous years (up to 4 years)" may be used. The TIA for the Turquesa Apartments, which studied some of the same intersections as this analysis, is within the year limit and was reviewed and approved by City of Santa Fe Traffic Department in 2018.

On October 5, 2020, the NMDOT State Traffic Engineer issued alternative methods for traffic counts. The suggested methods are as follows:

- Method 1: Use Recent Turning Movement Counts (TMC), with a growth rate if available.
- Method 2: Use current "Big Data" with Tube Count Data, for calibration if available.
- Method 3: Use "Big Data" Only and Current COVID-19 TMC Volumes, if no other data is available.

"Big Data" refers to location records or data points created by smart phones, apps, and vehicles equipped with GPS. "Big Data" is used to identify origins and destinations based on a series of pings or data points that occur from the beginning to the end of a trip.

Site-specific peak hour traffic counts at the intersection of Cerrillos Road / Wagon Road / Camino Entrada had been conducted in 2018. These traffic counts are within the four-year limit and do provide actual turning movement counts in 15-minute increments.

Site-specific peak hour traffic counts at the intersection of Rodeo Road / Zafarano Drive are not available. There are two count stations on Rodeo Road and one on Zafarano Drive. According to the

NMDOT memo dated October 5, 2020, Method 2 using "Big Data" can be used to approximate raw pre-COVID-19 TMC and can be calibrated using pre-COVID-19 tube count data.

Recent turning movement counts with growth rates or tube count data are not available for Ring Road. Method 3, "Big Data" only will be utilized to determine existing traffic volumes at the intersection of Wagon Road / Ring Road.

The existing conditions analysis indicates that the intersection of Cerrillos Road / Wagon Road / Camino Entrada and the intersection of Ring Road / Mall Entrance have adequate capacity for the exiting conditions. However, the intersection of Rodeo Road / Zafarano Drive has failures on the southbound left movement in the AM. There are also failures on the southbound left and northbound thru/right movements in the PM. The existing condition fails. Adjusting the signal timing to improve the operation of this signal cannot be done without taking into account the entire network. This intersection is on the Rodeo Road coordinated signal system. The system starts at Zafarano Drive and extends east to Yucca Street. There are eight (8) signals on this system. The system has not been updated for a significant time period. However, it is beyond the scope of this TIA to synchronize the system. It appears it is possible to make adjustments to obtain adequate levels of service.

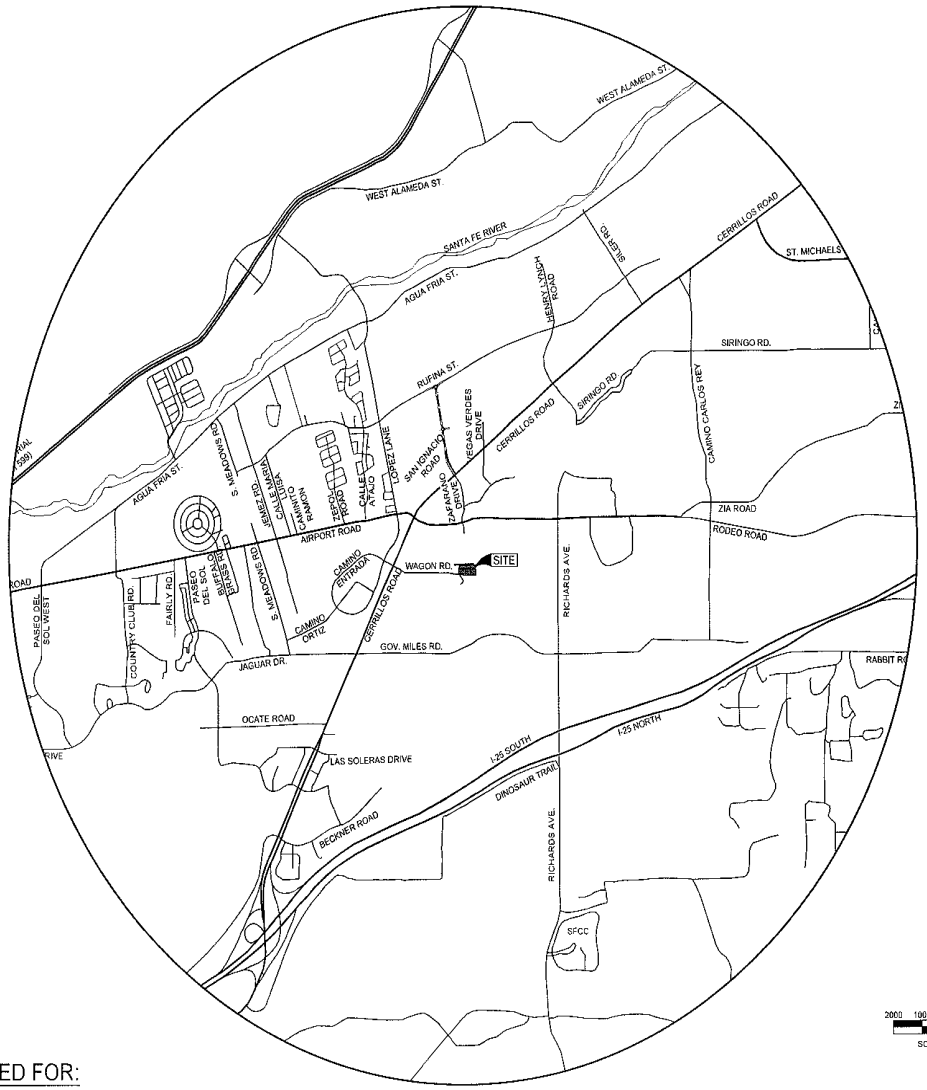
Crash data for the intersection of Cerrillos Road / Wagon Road / Camino Entrada was obtained from the NMDOT for the years 2015 through 2019. The data shows that in the five-year period from 2015 to 2019, there were a total of 63 crashes at the intersection of Cerrillos Road / Wagon Road / Camino Entrada. The crashes per year vary from a high of 14 in 2017 to a low of 11 in 2018. The yearly crash rates appear to be relatively constant. There were no crashes that involved fatalities.

Crash data for the intersection of Rodeo Road / Zafarano Drive was obtained from the NMDOT for the years 2015 through 2019. The data shows that in the five-year period from 2015 to 2019, there were a total of 77 crashes at the intersection of Rodeo Road / Zafarano Drive. The crashes per year vary from a high of 17 in 2015 to a low of 14 in 2018. The yearly crash rates appear to be relatively constant. There were no crashes that involved fatalities.

In the implementation year the intersection of Rodeo Road / Zafarano Drive has failures on the southbound left movement in the AM. There are also failures on the southbound left and northbound thru/right movements in the PM. All the other intersections have adequate capacity for the implementation year conditions. Additional traffic studies for the Rodeo Road signal system could be performed to determine if a more efficient timing plan would fix the existing and implementation year conditions. Improvements for the northbound approach could be constructed. A northbound right turn lane would provide the additional capacity to mitigate the northbound failing movement. Capacity analysis was performed with the proposed right turn lane. It provides improved performance of the intersection but does not address timing issues. The capacity calculations are presented in Appendix G, but with no changes to the City timing.

In the horizon year the intersection of Rodeo Road / Zafarano Drive has failures on the southbound left movement in the AM. There are also failures on the southbound left and northbound thru/right movements in the PM. All the other intersections have adequate capacity for the horizon year conditions.

DEVELOPMENT PLAN
SUBMITTAL FOR
ESCARPA
APARTMENT HOMES AT SANTA FE PLACE



PREPARED FOR:

SANTA FE MALL PROPERTY OWNER LLC
4250 CERRILLOS ROAD
SANTA FE, NM 87507

DECEMBER
2020

CITY OF SANTA FE, NEW MEXICO
SECTIONS 7 & 8, TOWNSHIP 17N, RANGE 9E

CASE #_____

TABLE OF CONTENTS

G-100	COVER SHEET AND INDEX OF SHEETS
A-100	SITE DEVELOPMENT PLAN
A-101	BUILDING PLANS - LEVEL 1 AND LEVEL 2
A-102	BUILDING PLANS - LEVEL 3 AND LEVEL 4
A-201	CONCEPTUAL BUILDING ELEVATIONS
A-301 TO A-302	ARCHITECTURAL RENDERINGS
A-501	SITE DETAILS
L-100	TREE PRESERVATION PLAN
L-101	LANDSCAPE PLAN
L-102	IRRIGATION & WATER HARVESTING PLAN
V-100 TO V-105	LEGAL LOT OF RECORD
V-106	CERTIFIED TOPOGRAPHIC MAP
V-107 TO V-108	LOT LINE ADJUSTMENT PLAT
C-100	CIVIL SITE PLAN
C-101	SLOPE ANALYSIS MAP AND CALCULATIONS
C-102	DEMOLITION PLAN
C-200 TO C-201	TYPICAL SECTIONS, NOTES AND DETAILS
C-300	GEOMETRICS PLAN
C-400	UTILITY NOTES AND DETAILS
C-401	MASTER UTILITY PLAN
C-402	FIRE ACCESS PLAN
C-500	GRADING AND DRAINAGE PLAN
C-600	DRIVEWAY PLAN AND PROFILES
C-700	SIGNING AND STRIPING PLAN
C-800	SANITARY SEWER PLAN AND PROFILE
C-900 TO C-901	- NOT USED -
C-1000 TO C-1008	SITE CROSS SECTIONS
C-1100 TO C-1103	STORM WATER POLLUTION PREVENTION PLANS
C-1200 TO C-1211	STANDARD DRAWINGS AND DETAILS

BUILDING PERMIT No's: (GRADING)_____ (LANDSCAPE/UTILITIES)_____

INFRASTRUCTURE CONSTRUCTION ADDRESS_____

PROPERTY DEVELOPMENT MUST COMPLY WITH SECTION 14-8.12 (RELOCATION OF GUNNISON'S PRAIRIE DOGS.)

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CITY OF SANTA FE DRAINAGE NOTES:

1. SUBJECT TO THE APPROVAL OF CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION STAFF, STORM DRAINAGE AND EROSION/SEDIMENT CONTROL IMPROVEMENTS SHALL BE EXECUTED IN CONJUNCTION WITH THE CONSTRUCTION OF EACH SEGMENT OF ROADS AND UTILITIES. THESE IMPROVEMENTS SHALL BE COMPLETED AND INSPECTED PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
2. MAINTENANCE OF PRIVATE DRAINAGE EASEMENTS AND DRAINAGE FACILITIES IS THE RESPONSIBILITY OF THE OWNER. THE CITY OF SANTA FE IS HEREBY GRANTED THE RIGHT TO ACCESS AND INSPECT THESE EASEMENTS AND DRAINAGE FACILITIES AT THE DISCRETION OF THE CITY. THE OWNER AGREES TO INDEMNIFY AND TO HOLD HARMLESS FROM ALL DAMAGE TO PERSONS OR PROPERTY RESULTING FROM THE CITY'S REASONABLE EXERCISE TO THEIR ACCESS AND INSPECTION RIGHT.

ENGINEER'S STORMWATER INFRASTRUCTURE CERTIFICATION

I, UNDERSIGNED, BEING A PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO, DO HEREBY CERTIFY THAT THE RECORD INFORMATION SHOWN HEREON IS BASED ON ACTUAL FIELD MEASUREMENTS AND VISUAL INSPECTIONS PERFORMED BY MYSELF OR UNDER MY DIRECT SUPERVISION.

I FURTHER CERTIFY THAT THE RECORD CONDITION OF THE SITE AS OF _____ IS IN SUBSTANTIAL COMPLIANCE WITH THE APPROVED GRADING AND DRAINAGE PLAN PREPARED BY _____, DATED _____.

_____
PRINTED NAME, NMPE NO._____, DATE_____

REV.	SHEETS	CITY ENGR.	DATE	REV.	SHEETS	CITY ENGR.	DATE

APPROVAL OF REVISIONS

CITY OF SANTA FE

APPROVED FOR CONSTRUCTION

CITY ENGINEER DATE

COVER SHEET AND INDEX OF SHEETS

SHEET G-100

PROJECT DATA

APARTMENT AREA

UNIT TYPE	APARTMENT DESCRIPTION	APARTMENT AREA (GSF)	NUMBER OF APARTMENTS	TOTAL APARTMENT AREA (GSF)	BALCONY AREA (SF)	PRIVATE OPEN SPACE BALCONY QTY	TOTAL PRIVATE OPEN SPACE
STUDIO	0BR/1BATH	504	38	19,152	32	38	1,216
1 BEDROOM	1BR/1BATH	672	75	50,400	80	75	6,000
2 BEDROOM	2BR/2BATH	948	28	26,544	80	28	2,240
APARTMENT TOTALS			141	96,096		141	9,456

APARTMENT BUILDING AREA

	BUILDING AREA (GSF)	COMMON OPEN SPACE (BUILDING) ROOF TERRACE (SF)
LEVEL 1 (PODIUM)	37,973	0
LEVEL 2	39,011	990
LEVEL 3	39,157	2,429
LEVEL 4	45,292	0
BUILDING TOTALS	161,433	3,419

DIMENSIONAL STANDARDS SFCC TABLE 14-7.3-1 NON-RESIDENTIAL DISTRICTS

ZONING DESIGNATION:	SC-3, PLANNED SHOPPING CENTER DISTRICT (REGIONAL) DWELLING, MULTIPLE FAMILY IS A PERMITTED USE
LOT AREA:	±3.237 ACRES (± 141,074.9 SF)
LOT COVERAGE PERMITTED:	100%
TOTAL BLDG GROUND COVERAGE:	45,292 SF
PROPOSED LOT COVERAGE:	±32%
OPEN SPACE REQUIREMENTS:	NONE
OPEN SPACE PROVIDED:	
COMMON OPEN SPACE:	BUILDING: 3,419 SF COURTYARD: 14,000 SF
PRIVATE OPEN SPACE	BALCONIES: 9,456 SF
SETBACKS: FRONT (NORTH):	48'-8" (MIN), 66'-11" (MAX)
SIDE (EAST):	15'-8"
SIDE (WEST):	42'-10"
BACK (SOUTH):	56'-0" (MIN), 101'-2" (MAX)
BUILDING HEIGHT PERMITTED:	45' MAXIMUM EXCLUDING CHIMNEYS, ANTENNAS, VENTILATORS, ELEVATOR HOUSINGS OR OTHER NON-FREESTANDING STRUCTURES NOT INTENDED FOR HUMAN OCCUPANCY

PARKING REQUIREMENTS SFCC 14-8.6-1

RESIDENTIAL PARKING

APT QTY	UNIT TYPE	GROSS (HEATED) AREA	PARKING RATE	SPACES REQUIRED
38	STUDIO	504 GSF	1.25 / UNIT	47.50
75	1 BR	672 GSF	1.25 / UNIT	93.75
28	2 BR	948 GSF	1.50 / UNIT	42.00
			TOTAL SPACES REQUIRED	184
			TOTAL SPACES PROVIDED - PODIUM	135
			TOTAL SPACES PROVIDED - SURFACE	9
			SHARED PARKING	40
			TOTAL SPACES PROVIDED	184

ACCESSIBLE PARKING REQUIRED (101-300 PARKING SPACES): 5
ACCESSIBLE PARKING PROVIDED: 6 + 2 VAN

BICYCLE PARKING REQUIREMENTS PER SFCC 14-8.6(E): REQUIRED: 12
PROVIDED (Exterior rack spaces): 12
PROVIDED (Interior rack spaces for resident use only): 30

KEY NOTES

1. ASPHALT PAVED PARKING - PAINTED STRIPING PER CIVIL
2. EXISTING ASPHALT PARKING TO REMAIN PER CIVIL
3. ASPHALT FIRE ACCESS LANE
4. PEDESTRIAN SPEED TABLE CROSSING
5. PEDESTRIAN CROSSING TO EXISTING OFF-SITE URBAN TRAIL SYSTEM
6. SOLID WASTE/RECYCLING COMPACTOR ACCESS
7. SHADE STRUCTURE
8. 6- BIKE RACKS ON CONC PAD - NUMBER OF BIKE SPACES = 12
9. 4' HI (MAX) CMU YARDWALL WITH STUCCO FINISH WITH 3' METAL FENCE
10. PEDESTRIAN CROSSING
11. COURTYARD OPEN SPACE , SEE LANDSCAPE DRAWINGS.
12. MAIN BUILDING ENTRANCE
13. GATE WITH ACCESS CONTROL
14. ACCESSIBLE ROUTE TO FROM LOBBY TO COURTYARD

GENERAL NOTES

1. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH APPROVED CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO DEVELOPMENT PLAN RECORDING WITH THE COUNTY CLERK OR SANTA FE WITH THE BUILDING PERMIT IN EFFECTION THAT MODIFIES ANY PROVISION OF DEDICATIONS CODED FOR IN CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AS SUBSEQUENT AMENDMENTS.
2. BUILDING PLANS SHOWN HEREIN ARE PRELIMINARY AND SUBJECT TO CHANGE. IF BUILDING FOOTPRINTS MATERIALLY CHANGE, THE DEVELOPMENT PLAN SHALL BE AMENDED ACCORDING TO THE PROVISIONS OF 14-3.8(D).
3. ALL PROPOSED CHANGES TO THE APPROVED IMPROVEMENT PLANS SHALL RECEIVE PRIOR APPROVAL BY THE CITY OF SANTA FE'S PLANNING AND LAND USE DEPARTMENT BEFORE CONSTRUCTION
4. PROPERTY DEVELOPMENT IS SUBJECT TO THE PROVISIONS OF SECTION 14-8.6(B), "PLAT AND MATERIAL STANDARDS"
5. NOTES AND BOUNDS DESCRIPTIONS OF LOTS, ROADWAYS, DRAINAGE, UTILITY, AND ACCESS RIGHT-OF-WAYS AND/OR EASEMENTS ARE DESCRIBED ON THE PLAT AS ARE LOT AREAS, ALL AS INCLUDED HEREIN.
6. ALL BUILDING UNITS SHALL CONFORM TO THE INTENT OF THE DEVELOPMENT PLAN, WITH ACTUAL SIZE AND SHAPE OF EACH STRUCTURE CONFINED WITHIN AND WITHIN DEFINED BUILDING ENVELOPES INCLUDING WALLS AND FENCES, SUBJECT TO APPLICABLE BUILDING PERMIT REQUIREMENTS.
7. BUILDING SETBACKS SHALL APPLY TO ALL PERMANENT STRUCTURES, INCLUDING ACCESSORY STRUCTURES.
8. THIS DEVELOPMENT DOES NOT LIE WITHIN AN HISTORIC DISTRICT, THIS DEVELOPMENT DOES NOT LIE WITHIN THE RIVER AND TRAILS ARCHEOLOGICAL REVIEW DISTRICT.
9. LIGHTING SHALL NOT HAVE AN OFFSITE ILLUMINANCE GREATER THAN 1000 FOOT LAMBERTS MEASURED FROM ANY PRIVATE PROPERTY IN A RESIDENTIAL ZONE. EXTERIOR LUMINAIRES SHALL COMPLY WITH SECTION 14-8.8
10. PROPERTY DEVELOPMENT MUST COMPLY WITH SECTION 14A-12 (RELOCATION OF SLAMMONS PRAIRIE DOGS).
11. THE DEVELOPMENT OF THE PROPERTY WILL BE SUBJECT TO THE WATER ALLOCATION AND/OR WATER OFFSET REQUIRE PROVISIONS OF ORDINANCE NO. 2008-25 AND RESOLUTION NO. 2008-58 AT THE TIME OF PERMIT OR WATER HOOK-UP REQUEST.
12. THIS DEVELOPMENT SHALL COMPLY WITH THE MOST CURRENT REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT (ADA) FOR ALL INFRASTRUCTURE IMPROVEMENTS. AN ADA INSPECTION SHALL BE CONDUCTED PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY. THE CONTRACTOR SHALL CONTACT CITY STAFF TO SCHEDULE AN INSPECTION.
13. THE SITE SHALL COMPLY WITH THE INTERNATIONAL FIRE CODE (IFC) 2009
14. ALL BUILDINGS ARE TYPE V WOOD FRAME CONSTRUCTION AND FULLY SPRINKLERED PER NFPA 13.

LEGAL DESCRIPTION

LOT 1-A-5
MIS. INST. #1754759
WITHIN LOT 1-A AND LOT 2
AS SHOWN ON ALTA/ACSM LAND TITLE SURVEY
RECORDED IN BOOK 781 PAGE 14-17.
PREPARED FOR SANTA FE MALL PROPERTY OWNER LLC.
ALL WITHIN SECTION 7 & 8, T17N, R9E, NMPM
CITY AND COUNTY OF SANTA FE, NM

SITE LEGEND

BUILDING MARKERS

- CONCRETE SIDEWALK, 5FT WIDE (U.N.O.)
- EXISTG SIDEWALK TO REMAIN (HALFTONE)
- COMMON OPEN SPACE (NUMBER SF) INDICATES AREA
- PROPERTY LINE
- ELEMENTS HAS ACCESSIBILITY PROPERTIES (TYPE 'A' ACCESSIBLE APARTMENT/PARKING SPACE)
- (9) PARKING COUNT KEY - INDICATES # SPACES IN PARKING TRAY

STORMWATER AGREEMENT

PROPERTY OWNER(S) HEREBY AGREE THAT ALL STORMWATER EASEMENTS AND ANY OTHER DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS ARE ON PRIVATE PROPERTY AND WILL BE MAINTAINED AND KEPT FULLY FUNCTIONAL AS ORIGINALLY DESIGNED AND CONSTRUCTED WITHIN PRIVATE PROPERTY BOUNDARIES BY THE PROPERTY OWNER AND SUBSEQUENT HEIRS, ASSIGNS, AND FUTURE OWNERS. THE CITY IS HEREBY GRANTED THE FOLLOWING: (1) ACCESS FOR INSPECTION OF SAID IMPROVEMENTS; (2) IN THE EVENT OF DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENT MAINTENANCE DEFICIENCY AND AFTER TEN (10) DAYS WRITTEN NOTICE TO THE RESPECTIVE PROPERTY OWNER, TO ENTER AND RESTORE FULL FUNCTIONAL CAPACITY OF THE DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS; AND (3) TO LIEN THE PROPERTY FOR BOTH DIRECT AND INDIRECT COSTS ASSOCIATED WITH SUCH WORK. BY SIGNATURE AFFIXED TO THIS INSTRUMENT, THE PROPERTY OWNER(S) APPROVE AND AGREE THAT THIS AGREEMENT IS BINDING PERPETUALLY, RUNNING WITH THE LAND, ON PRESENT AND FUTURE OWNERS, HEIRS, AND ASSIGNS.

OWNER'S PRINTED NAME

OWNER'S SIGNATURE \ DATE

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS ____ DAY OF ____ 2020, (OR EQUAL)

NOTARY PUBLIC — MY COMMISSION EXPIRES

SIGNATURE BLOCK

APPROVED BY THE SANTA FE PLANNING COMMISSION AT THEIR MEETING ON _____

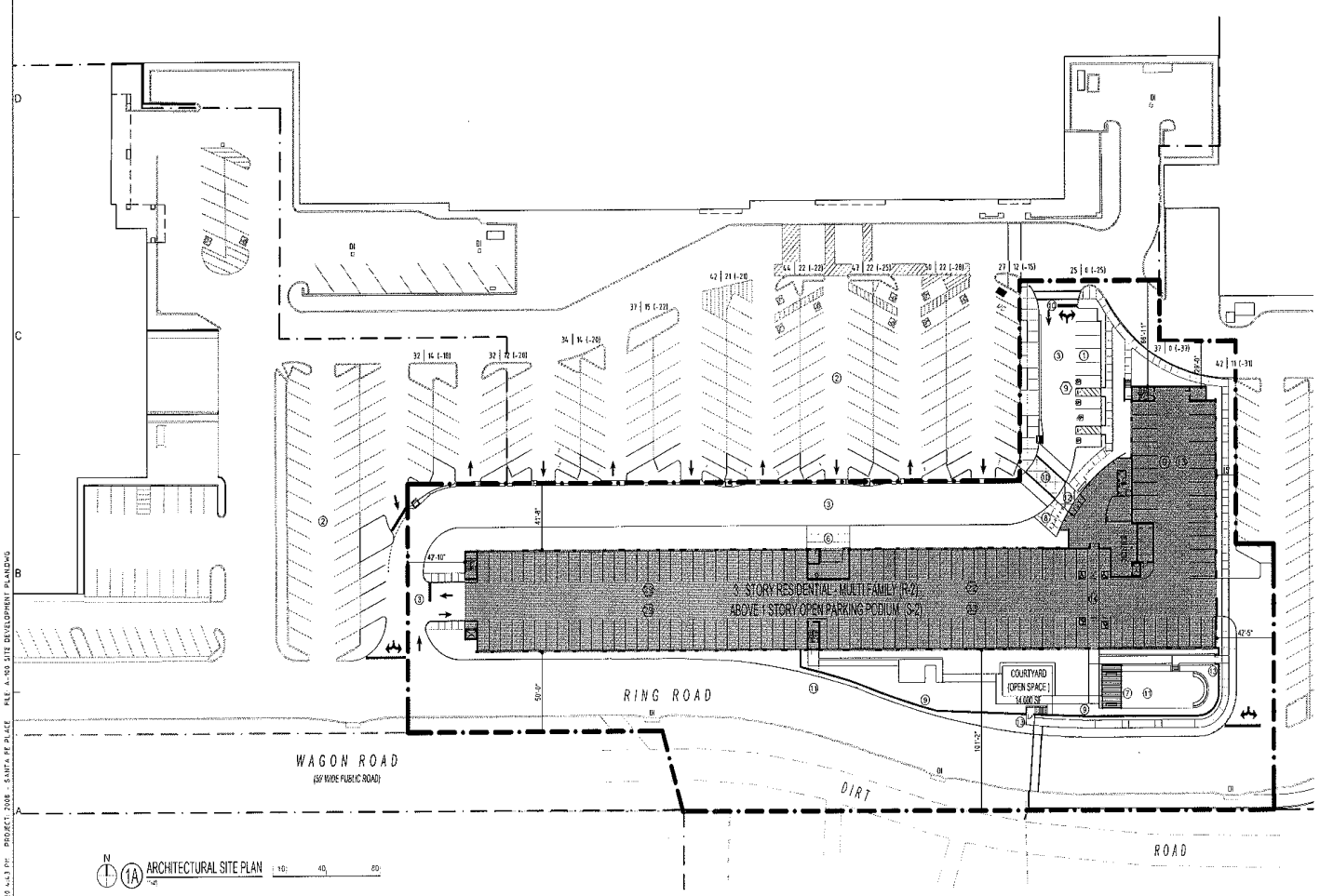
PLANNING COMMISSION CHAIRPERSON — DATE

PLANNING COMMISSION SECRETARY — DATE

REVIEWED BY THE SANTA FE LAND USE DEPARTMENT

CITY PLANNER — DATE

CITY ENGINEER FOR LAND USE — DATE



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1A ARCHITECTURAL SITE PLAN

1/0 40 80

NOT FOR CONSTRUCTION

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architecture planning sustainable design consulting

No.	Description	Date

ESCARPA
Apartment Homes at Santa Fe Place

DEVELOPMENT PLAN
SANTA FE, NEW MEXICO

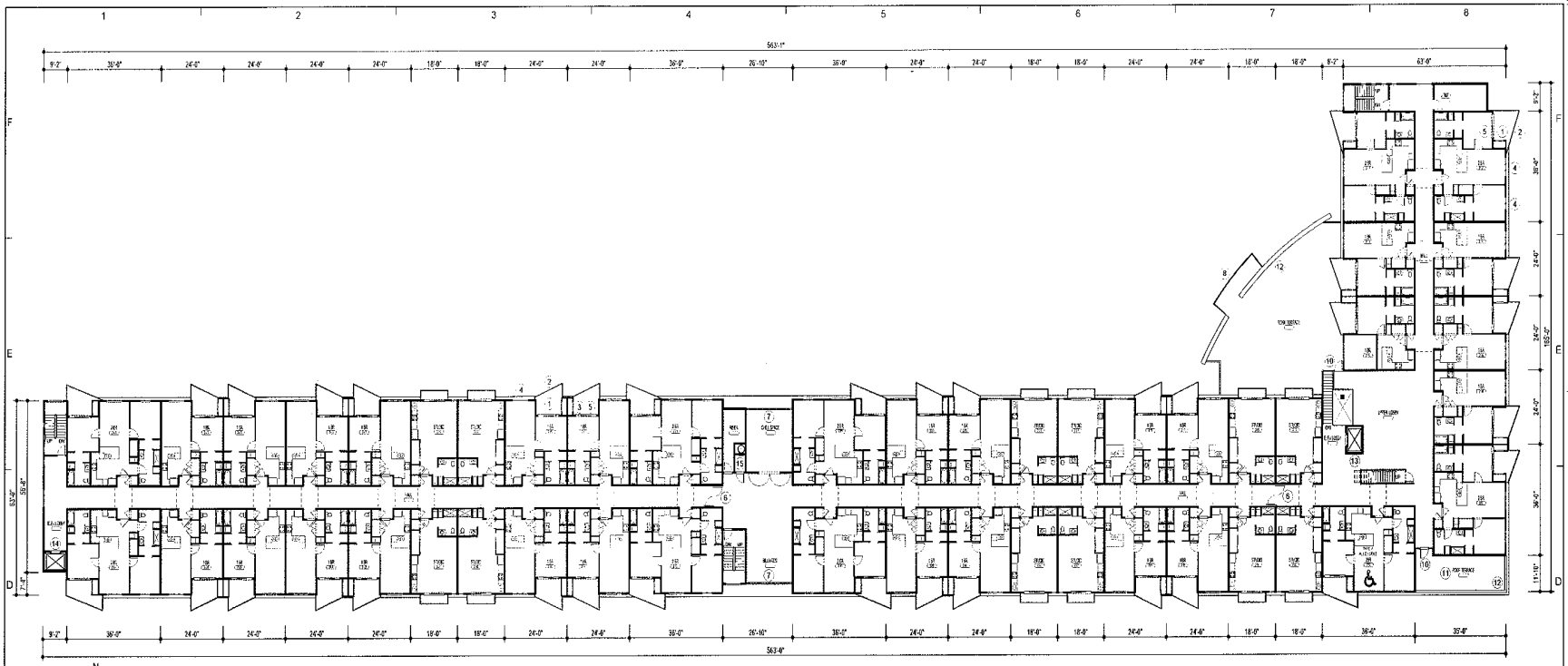
SITE DEVELOPMENT PLAN

City of Santa Fe
Current Planning Division Case File No. _____

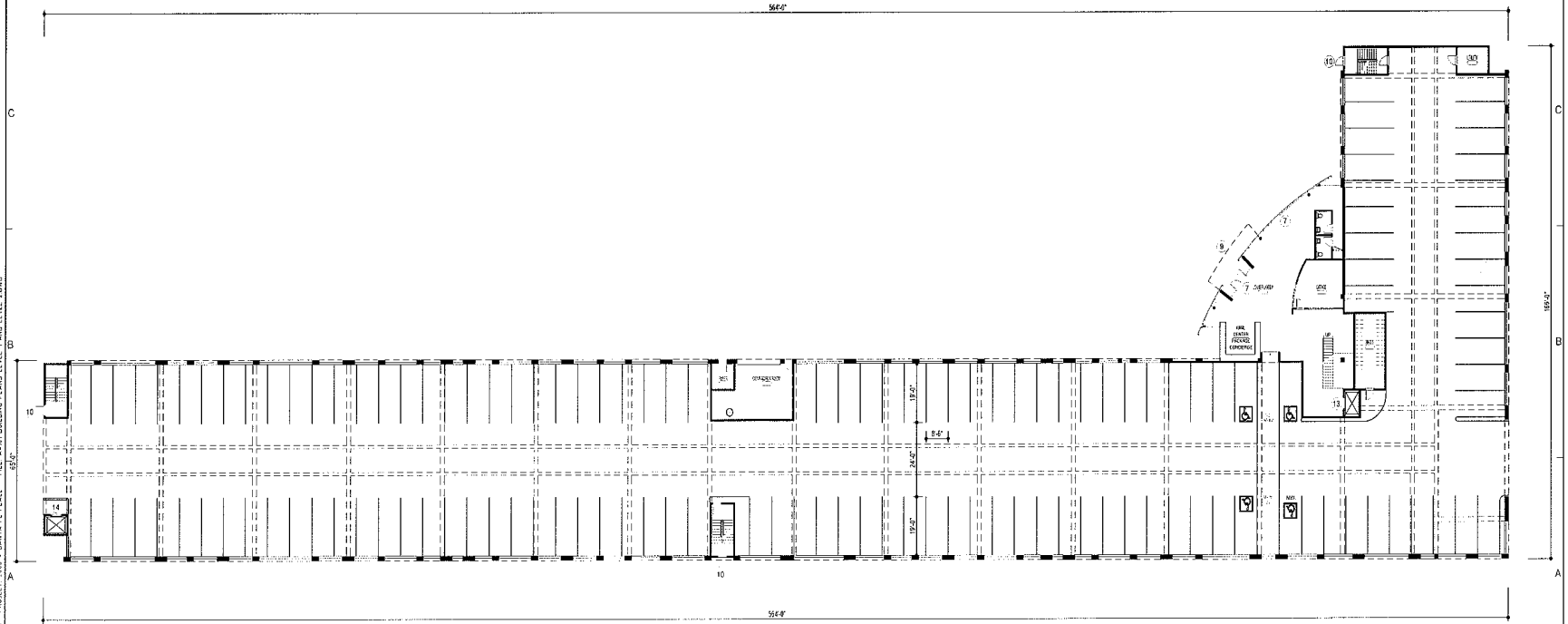
Project Number 2006
Date DECEMBER 2020

A-100

12/18/2020 4:43 PM PROJECT: 2006 - SANTA FE PLACE FILE: A-100 SITE DEVELOPMENT PLAN.DWG



1D BUILDING PLAN - LEVEL 2
1"=20'



1A BUILDING PLAN - LEVEL 1
1"=20'

KEY NOTES

1. BALCONY - PRIVATE OPEN SPACE (TYP)
2. CORTEN CORRUGATED METAL PANEL GUARDRAIL (TYP)
3. EXTERIOR STORAGE CLOSET (TYP)
4. COMPOSITE WINDOW (TYP)
5. COMPOSITE PATIO DOOR (TYP)
6. SELF-CLOSING FIRE DOOR - HORIZONTAL EXIT
7. GLAZED ALUMINUM STOREFRONT
8. ENTRANCE CANOPY
9. LINE OF ENTRANCE CANOPY ABOVE (DASHED)
10. FULL GLASS HOLLOW METAL INSULATED DOOR
11. ROOF TERRACE - COMMON OPEN SPACE
12. STUCCO PARAPET GUARD
13. ELEVATOR
14. FREIGHT / SECONDARY ELEVATOR
15. REFUSE / RECYCLING CHUTE

NOTES

1. ALL GLAZING SHALL BE CLEAR AND NON-REFLECTIVE
2. ALL WINDOWS, ENTRANCES AND STOREFRONT FRAMING SHALL BE RECESSED 2" FROM FINISHED FACE OF STUCCO
3. ALL WINDOWS SHALL BE WHITE, TAN, DARK BROWN OR BLACK IN COLOR
4. SEE ELEVATIONS AND PERSPECTIVE VIEWS FOR VARIABLE APARTMENT WINDOW ARRANGEMENTS
3. ALL ALUMINUM STOREFRONT FRAMING, ENTRANCES AND WINDOWS SHALL BE CLEAR ANODIZED
4. HOLLOW METAL SERVICE / EXIT DOORS SHALL BE PAINTED TO MATCH ADJACENT WALL MATERIAL

NOT FOR CONSTRUCTION

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architecture, planning, sustainable design consulting

No.	Description	Date

ESCARPA
Apartment Homes at Santa Fe Place

DEVELOPMENT PLAN
SANTA FE, NEW MEXICO

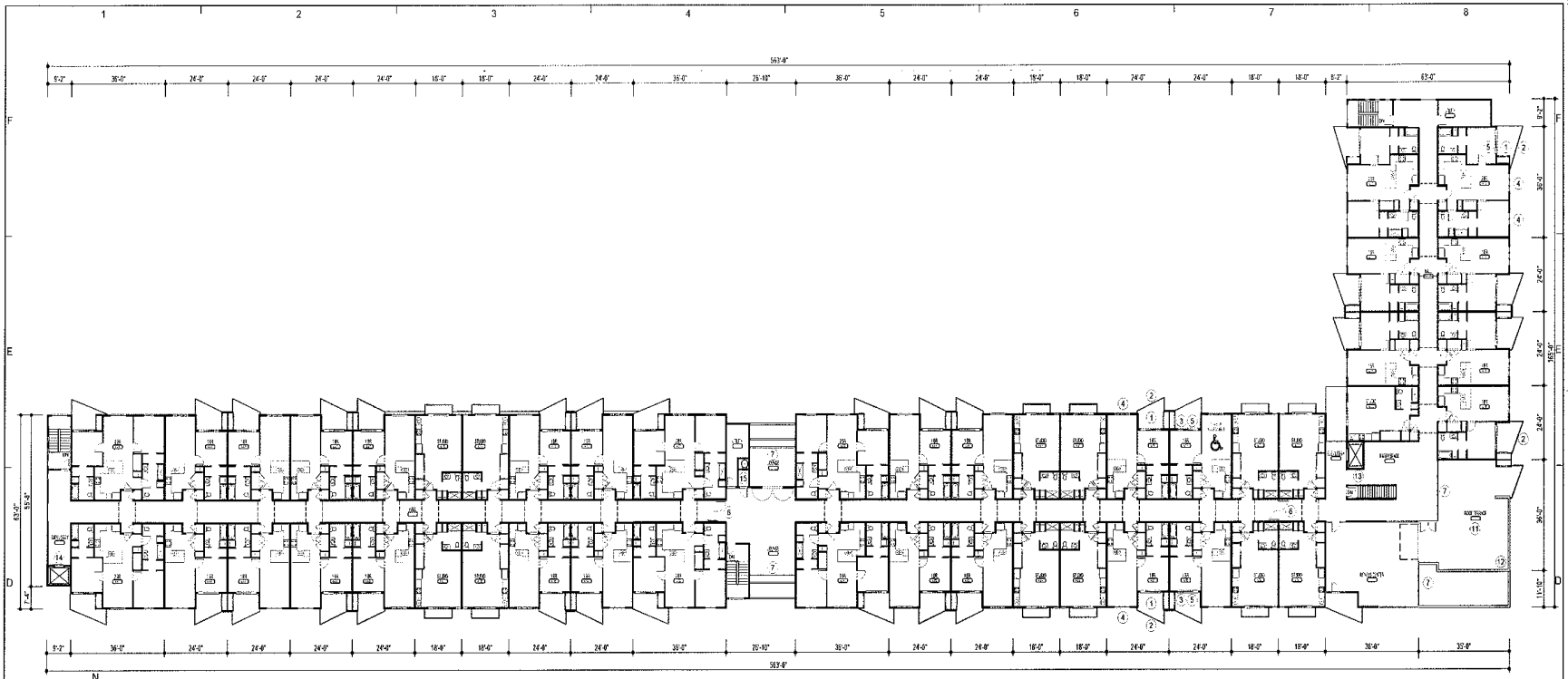
BUILDING PLANS
LEVEL 1 AND LEVEL 2

City of Santa Fe
Current Planning Division Case File No. _____

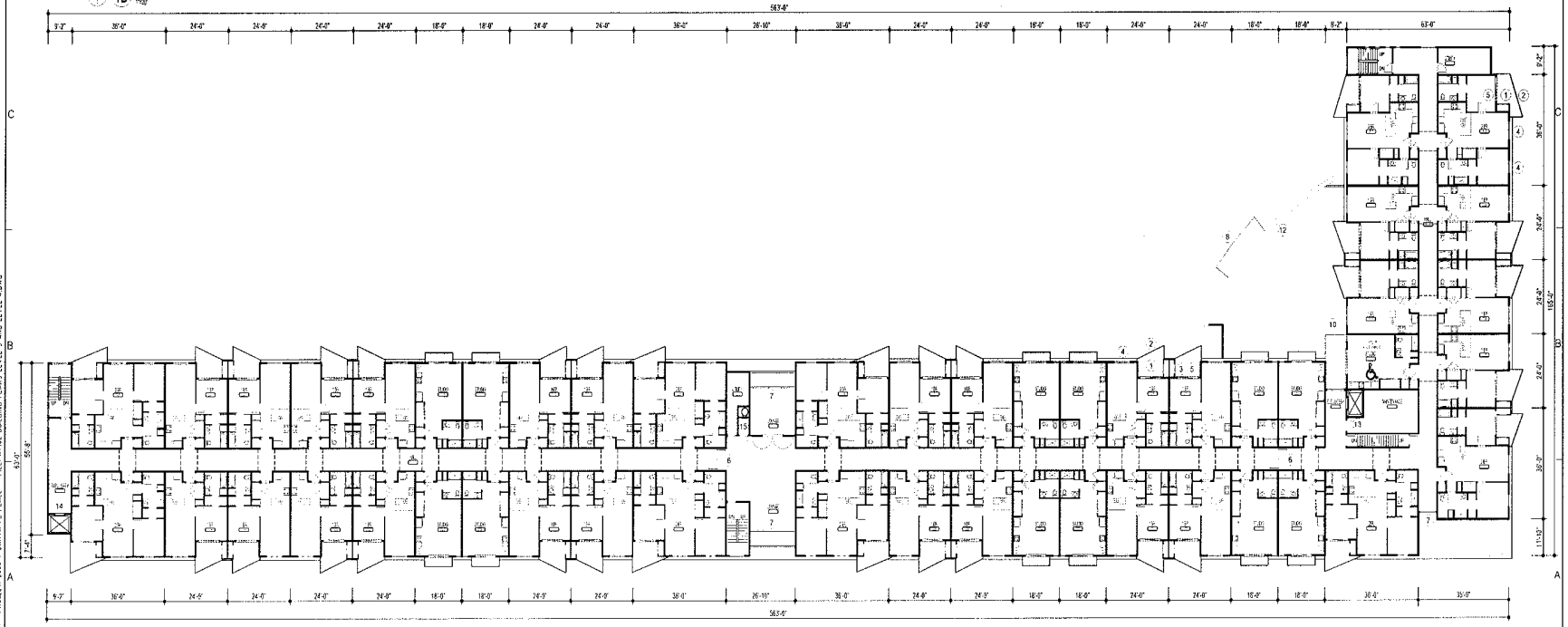
Project Number	2008
Date	DECEMBER 2020

A-101

17/18/2020 2:00 PM PROJECT: 2008 - SANTA FE PLACE FILE: A-101 BUILDING PLANS LEVEL 1 AND LEVEL 2.DWG



1D BUILDING PLAN - LEVEL 4



1A BUILDING PLAN - LEVEL 3

KEY NOTES

1. BALCONY - PRIVATE OPEN SPACE (TYP)
2. CORTEN CORRUGATED METAL PANEL GUARDRAIL (TYP)
3. EXTERIOR STORAGE CLOSET (TYP)
4. COMPOSITE WINDOW (TYP)
5. COMPOSITE PATIO DOOR (TYP)
6. SELF-CLOSING FIRE DOOR - HORIZONTAL EXIT
7. GLAZED ALUMINUM STOREFRONT
8. ENTRANCE CANOPY
9. LINE OF ENTRANCE CANOPY ABOVE (DASHED)
10. FULL GLASS HOLLOW METAL INSULATED DOOR
11. ROOF TERRACE - COMMON OPEN SPACE
12. STUCCO PARAPET GUARD
13. ELEVATOR
14. FREIGHT / SECONDARY ELEVATOR
15. REFUSE / RECYCLING CHUTE

NOTES

1. ALL GLAZING SHALL BE CLEAR AND NON-REFLECTIVE
2. ALL WINDOWS, ENTRANCES AND STOREFRONT FRAMING SHALL BE RECESSED 2" FROM FINISHED FACE OF STUCCO
3. ALL WINDOWS SHALL BE WHITE, TAN, DARK BROWN OR BLACK IN COLOR
4. SEE ELEVATIONS AND PERSPECTIVE VIEWS FOR VARIABLE APARTMENT WINDOW ARRANGEMENTS
3. ALL ALUMINUM STOREFRONT FRAMING, ENTRANCES AND WINDOWS SHALL BE CLEAR ANODIZED
4. HOLLOW METAL SERVICE / EXIT DOORS SHALL BE PAINTED TO MATCH ADJACENT WALL MATERIAL

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No.	Description	Date

ESCARPA

Apartment Homes at Santa Fe Place

DEVELOPMENT PLAN

SANTA FE, NEW MEXICO

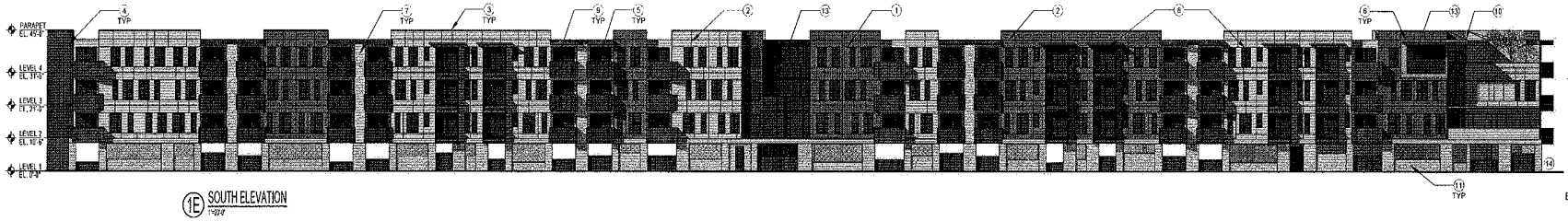
BUILDING PLANS
LEVEL 3 AND LEVEL 4

City of Santa Fe
Current Planning Division Case File No. _____

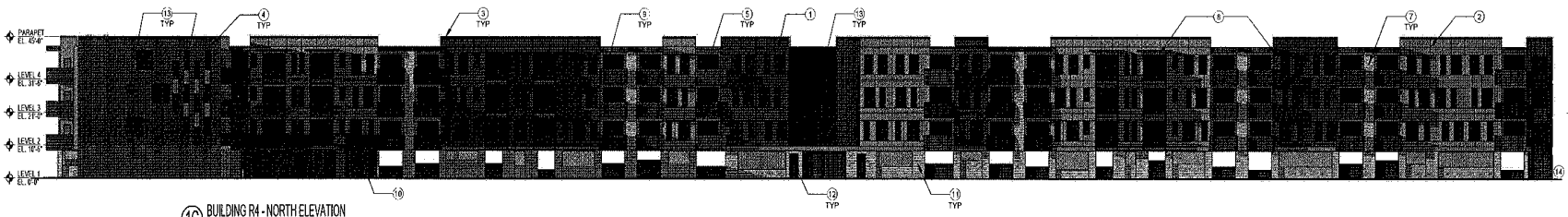
Project Number	2008
Date	DECEMBER 2020

A-102

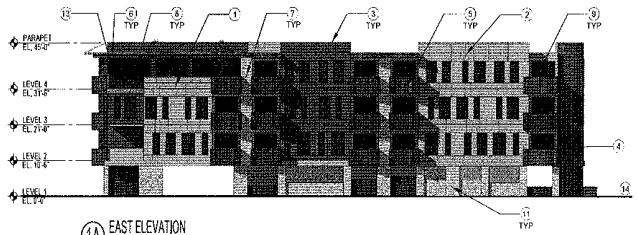
12/18/2020 3:00 PM PROJECT: 2008 - SANTA FE PLACE FILE: A-102 BUILDING PLANS LEVEL 3 AND LEVEL 4.DWG



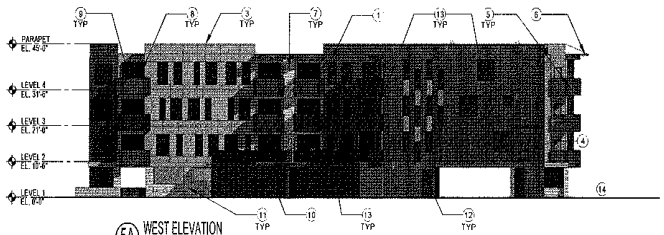
1E SOUTH ELEVATION



1C BUILDING R4 - NORTH ELEVATION



1A EAST ELEVATION



5A WEST ELEVATION

10 20 40

KEY NOTES

1. STUCCO FINISH - EARTHTONE
2. STUCCO CONTROL JOINT
3. ALUMINUM PARAPET COPING - MATCH STUCCO
4. CORTEN CORRUGATED METAL WALL PANELS
5. BALCONY - CORTEN CORRUGATED METAL GUARDRAIL
6. ALUMINUM FASCIA – GRAY
7. EXT. STORAGE CLOSET W/ CULTURED STONE CLADDING
8. COMPOSITE WINDOW
9. COMPOSITE PATIO DOOR
10. METAL ENTRANCE CANOPY
11. CULTURED STONE CLADDING
12. FULL LITE ALUMINUM ENTRANCE - CLEAR ANODIZED
13. ALUMINUM STOREFRONT - CLEAR ANODIZED FINISH
14. FINISHED GRADE

NOTES

1. ALL GLAZING SHALL BE CLEAR AND NON-REFLECTIVE
2. ALL WINDOWS SHALL BE RECESSED 2" FROM FINISHED FACE OF STUCCO
3. ALL WINDOWS WHITE, TAN, BROWN OR BLACK COLOR

KEY PLAN 1E

NOT FOR CONSTRUCTION

No.	Description	Date

ESCARPA

Apartment Homes at Santa Fe Place

DEVELOPMENT PLAN

SANTA FE, NEW MEXICO

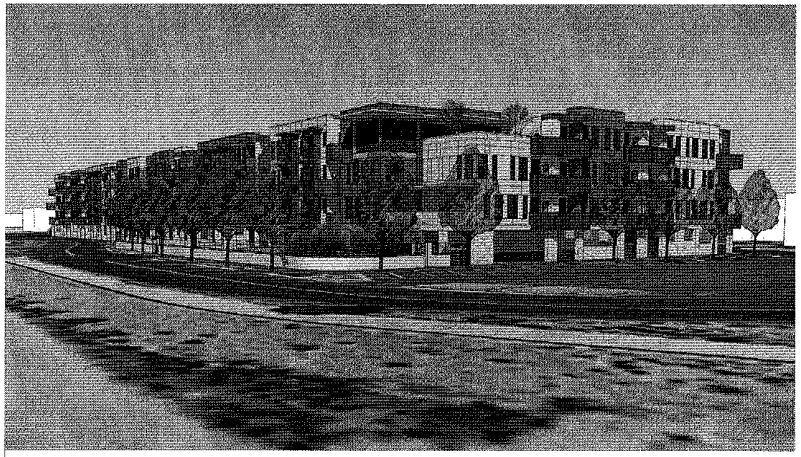
CONCEPTUAL BUILDING ELEVATIONS

City of Santa Fe
Current Planning Division Case File No. _____

Project Number	2008
Date	DECEMBER 2020

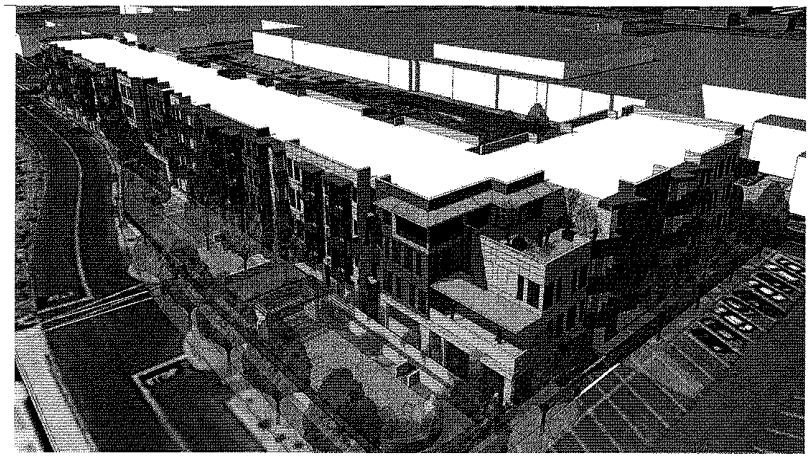
A-201

12/18/2020 11:37 AM PROJECT: 2008 - SANTA FE PLACE FILE: A-201 CONCEPTUAL BUILDING ELEVATIONS.DWG

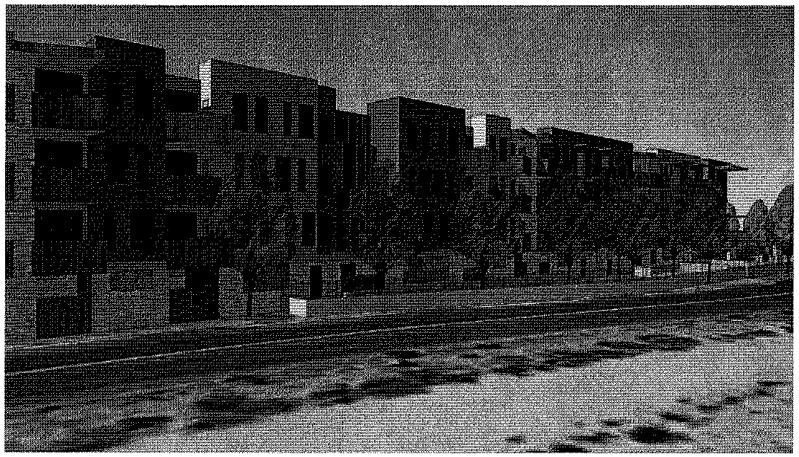


1D NORTHWEST PERSPECTIVE

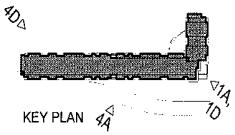
4D SOUTHEAST PERSPECTIVE



1A NORTHWEST AERIAL



4A NORTHEAST PERSPECTIVE



KEY PLAN

NOT FOR CONSTRUCTION

autotroph

No.	Description	Date

ESCARPA

Apartment Homes at Santa Fe Place

DEVELOPMENT PLAN

SANTA FE, NEW MEXICO

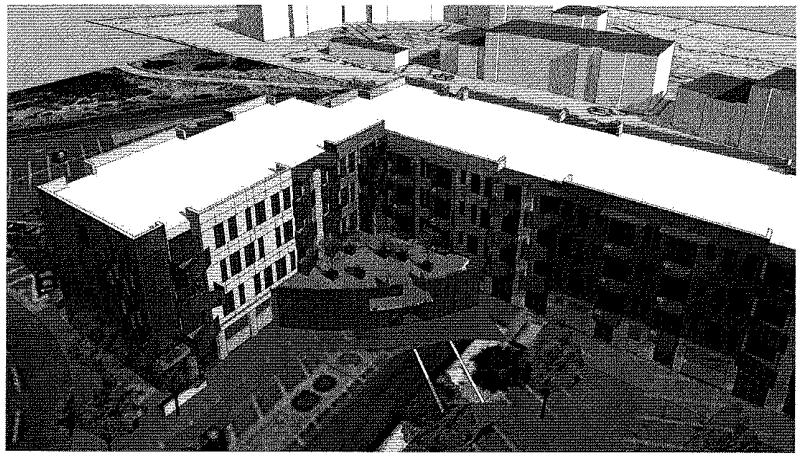
ARCHITECTURAL RENDERINGS

City of Santa Fe
Current Planning Division Case File No. .....

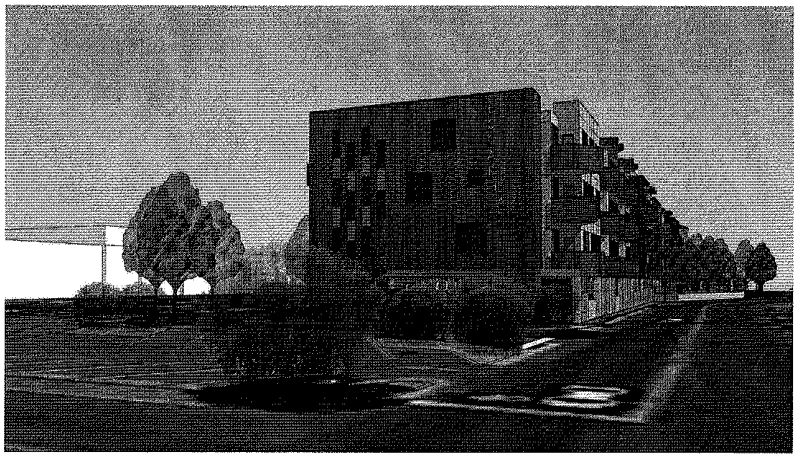
Project Number	2008
Date	DECEMBER 2020

A-301

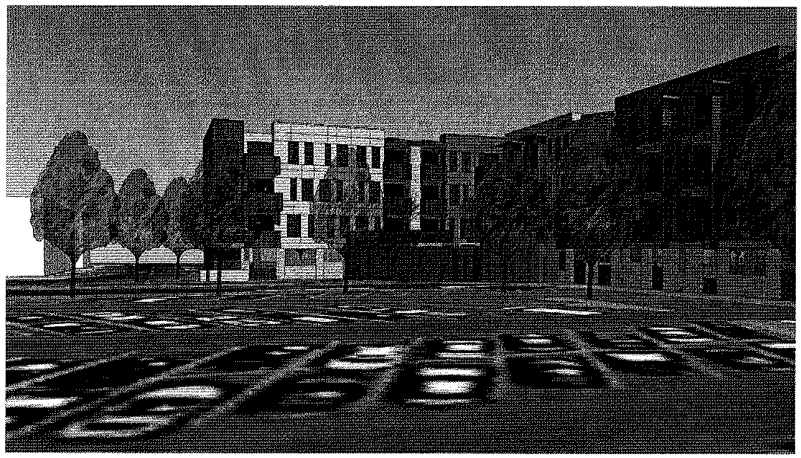
12/16/2020 12:21 PM PROJECT: 2008 - SANTA FE PLACE FILE: A-301 ARCHITECTURAL RENDERINGS.DWG



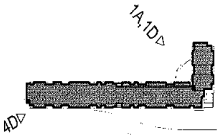
(1D) SOUTHEAST AERIAL



(4D) NORTHEAST PERSPECTIVE



(1A) SOUTHEAST PERSPECTIVE



KEY PLAN

NOT FOR CONSTRUCTION

No.	Description	Date

ESCARPA

Apartment Homes at Santa Fe Place

DEVELOPMENT PLAN

SANTA FE, NEW MEXICO

ARCHITECTURAL RENDERINGS

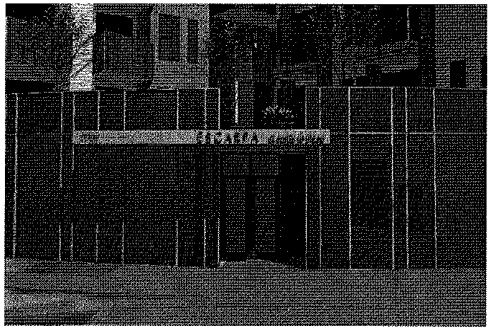
City of Santa Fe
Current Planning Division Case File No. _____

Project Number 2008

Date DECEMBER 2020

A-302

12/18/2020 12:45 PM PROJECT: 2008 - SANTA FE PLACE FILE: A-302 ARCHITECTURAL RENDERINGS.DWG



- CAST METAL CHARACTERS (HOUSE NUMBER)
- FONT: FUTUTA MEDIUM
- 8" HIGH, ½" THICK
- BRUSHED ALUMINUM FINISH
- ATTACH THROUGH ENTRANCE CANOPY FASCIA INTO SOLID BACKING WITH 1" STANDOFFS
- 3000K LED BACK LIGHT

- CAST METAL CHARACTERS
- FONT: FUTURA MEDIUM
- 8" HIGH, ½" THICK
- BRUSHED ALUMINUM FINISH
- ATTACH THROUGH CANOPY FASCIA INTO SOLID BACKING WITH 1" STANDOFFS
- 3000K LED BACK LIGHT

± 12" ALUMINUM CANOPY FACIA

- CAST METAL CHARACTERS
- FONT: UNIVERS (MATCH SANTA FE PLACE MALL GRAPHIC STANDARDS)
- 6" HIGH, 1" THICK
- BRUSHED ALUMINUM FINISH
- ATTACH THROUGH ENTRANCE CANOPY FASCIA INTO SOLID BACKING WITH 1" STANDOFFS
- 3000K LED BACK LIGHT

ESCARPA at Santa fe place

14-8.10 (E) PERMANENT SIGNS

(6) WALL SIGNS

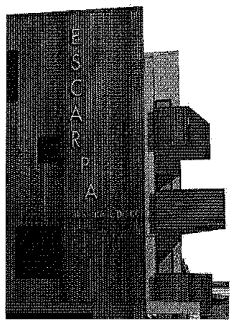
(A) SHALL NOT PROJECT MORE THAN ONE (1) FOOT FROM THE WALL ON WHICH THEY ARE DISPLAYED. WALL SIGNS SHALL NOT PROJECT OVER PUBLIC PROPERTY EXCEPT WHERE THE BUILDING WALL IS LESS THAN ONE (1) FOOT FROM THE PROPERTY LINE, IN THIS CASE, THE SIGN MAY PROJECT UP TO ONE (1) FOOT FROM THE BUILDING WALL, PROVIDED THAT IT DOES NOT IMPEDE OR ENDANGER PEDESTRIAN OR VEHICULAR TRAFFIC.

(B) SHALL IN NO CASE, EXCEED TWENTY PERCENT OF THE AREA OF THE WALL ON WHICH THEY ARE DISPLAYED OR EIGHTY (80) SQUARE FEET IN SIGN AREA, WHICHEVER IS LESS, EVEN IF THE DISTRICT PERMITS A LARGER TOTAL SIGN AREA.

3C BUILDING MOUNTED WALL SIGNAGE - ENTRY CANOPY
3/4"=1'-0"

- CAST METAL CHARACTERS
- FONT: FUTURA MEDIUM
- 24" HIGH, 2" THICK
- BRUSHED ALUMINUM FINISH
- ATTACH THROUGH CORRUGATED SIDING INTO SOLID BACKING WITH 1" STANDOFFS
- 3000K LED BACK LIGHT

LINE OF SIGN AREA: 80 SF (MAX)



- CAST METAL CHARACTERS
- FONT: UNIVERS (MATCH SANTA FE PLACE MALL GRAPHIC STANDARDS)
- 12" HIGH, 1" THICK
- BRUSHED ALUMINUM FINISH
- ATTACH THROUGH CORRUGATED SIDING INTO SOLID BACKING WITH 1" STANDOFFS
- 3000K LED BACK LIGHT

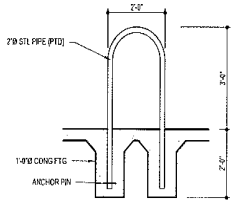
ESCARPA

at santa fe place

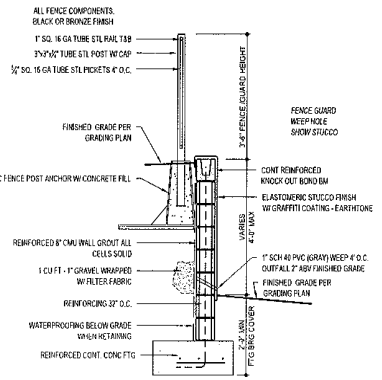
street address

- CAST METAL CHARACTERS
- FONT: UNIVERS (MATCH SANTA FE PLACE MALL GRAPHIC STANDARDS)
- 8" HIGH, 1" THICK
- BRUSHED ALUMINUM FINISH
- ATTACH THROUGH CORRUGATED SIDING INTO SOLID BACKING WITH 1" STANDOFFS
- 3000K LED BACK LIGHT

6C BUILDING MOUNTED WALL SIGNAGE - WEST ELEVATION
1/2"=1'-0"



3A BIKE RACK
1"=1'-0"



6A RETAINING YARD WALL
1"=1'-0"

NOT FOR CONSTRUCTION

No.	Description	Date

ESCARPA

Apartment Homes at Santa Fe Place

DEVELOPMENT PLAN

SANTA FE, NEW MEXICO

SITE DETAILS

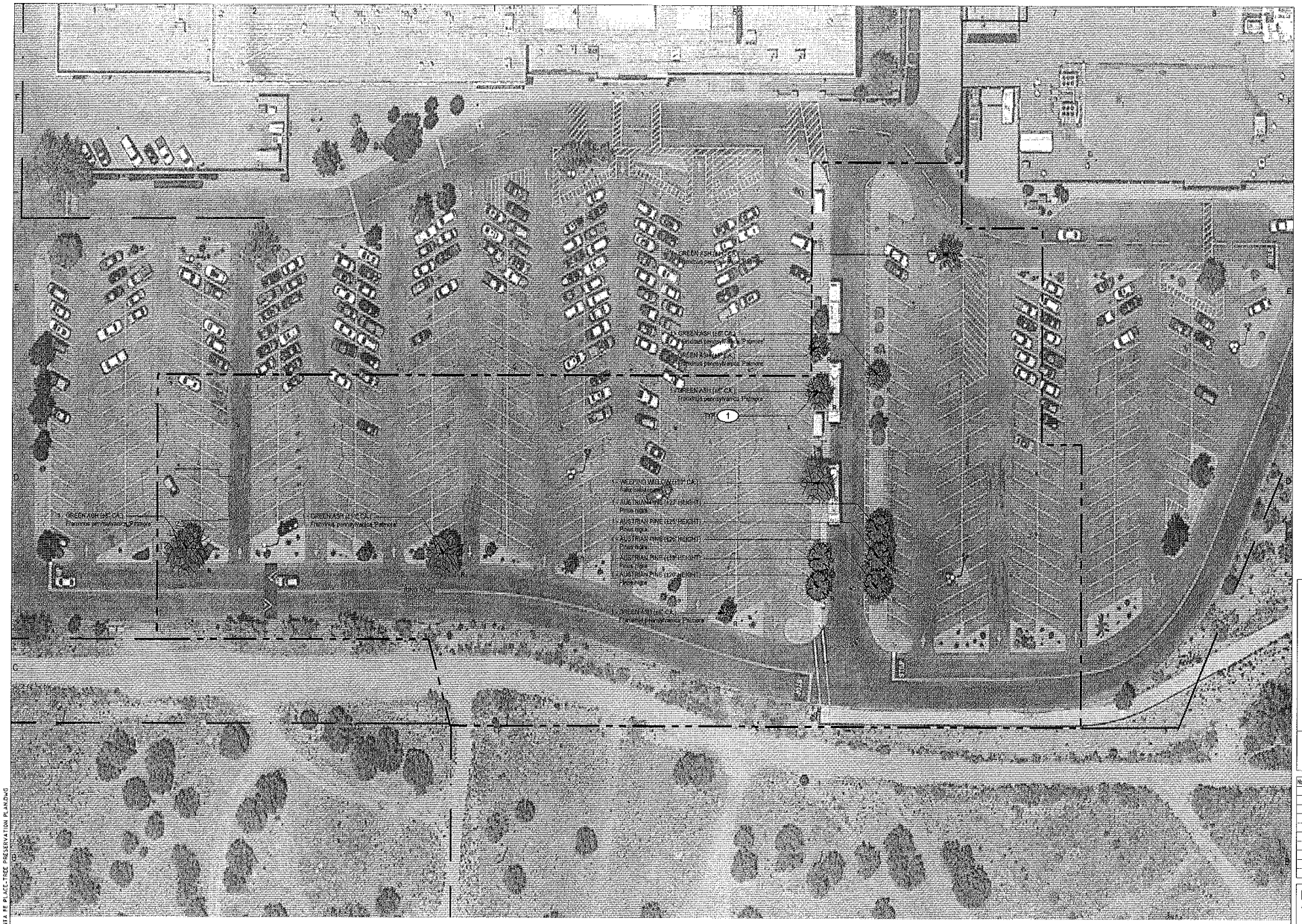
City of Santa Fe
Current Planning Division Case File No. _____

Project Number 2006

Date DECEMBER 2020

A-501

12/18/2020 5:17 PM PROJECT: 2006 - SANTA FE PLACE FILE: A-501 SITE DETAILS.DWG



TREE INVENTORY LEGEND

- PROPERTY BOUNDARY
- TREE, SIGNIFICANT EVERGREEN (>8' HEIGHT)
- TREE, SIGNIFICANT DECIDUOUS (>6" CALIPER)
- TREE, NOT SIGNIFICANT
- R — TREE, REMOVAL

SIGNIFICANT TREES

THE PROPERTY INCLUDES 13 SIGNIFICANT TREES AS DEFINED BY CITY OF SANTA FE LAND USE CODE 14-8.4 (F)(5).* PROJECTED DISTURBANCE FROM GRADING OPERATIONS AND NEW CONSTRUCTION WILL IMPACT A TOTAL OF 8 SIGNIFICANT DECIDUOUS AND 5 EVERGREEN SIGNIFICANT TREES.

EXISTING CONDITIONS		PROPOSED PRESERVATION / REPLACEMENT			
SIGNIFICANT TREES	EXISTING	PRESERVED	REPLACED**	TOTAL	REQUIRED (MIN.)*
DECIDUOUS (> 6" DIA.)	8	0	8	SEE L101	8
EVERGREEN (> 8' HEIGHT)	5	0	5	SEE L101	5
PINON (> 8' HEIGHT)	0	0	-	-	0
NOXIOUS SPECIES (> 12" DIA.)	0	0	-	-	0
TOTAL	13	0	13	SEE L101	13

* PER SECTION 14-8.4 (F)(5)(b), EXISTING DECIDUOUS TREES WITH A 6" CALIPER OR GREATER OR EVERGREEN TREE OVER 8' SHALL BE REPLACED. A MINIMUM OF 13 TREES WILL BE REPLACED.

** REPLACEMENT TREES WILL BE A COMBINATION OF DECIDUOUS TREES (> 2" CAL.) AND EVERGREEN TREES (> 6' HEIGHT) SEE LANDSCAPE PLAN.

TREE PRESERVATION PLAN KEYED NOTES

(1) TREE TO BE REMOVED, TYP. LANDSCAPE ARCHITECT TO CONFIRM TREES TO BE REMOVED, CONTRACTOR TO REMOVE TREE, INCLUDING FULL DEPTH OF ROOT STRUCTURE.

SCALE: 1" = 30'-0"
0' 15' 30' 60' 90'

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PRELIMINARY
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autotroph
architecture planning sustainable design consulting

No.	Description	Date

ESCARPA
Apartment Homes at Santa Fe Place

DEVELOPMENT PLAN
SANTA FE, NEW MEXICO

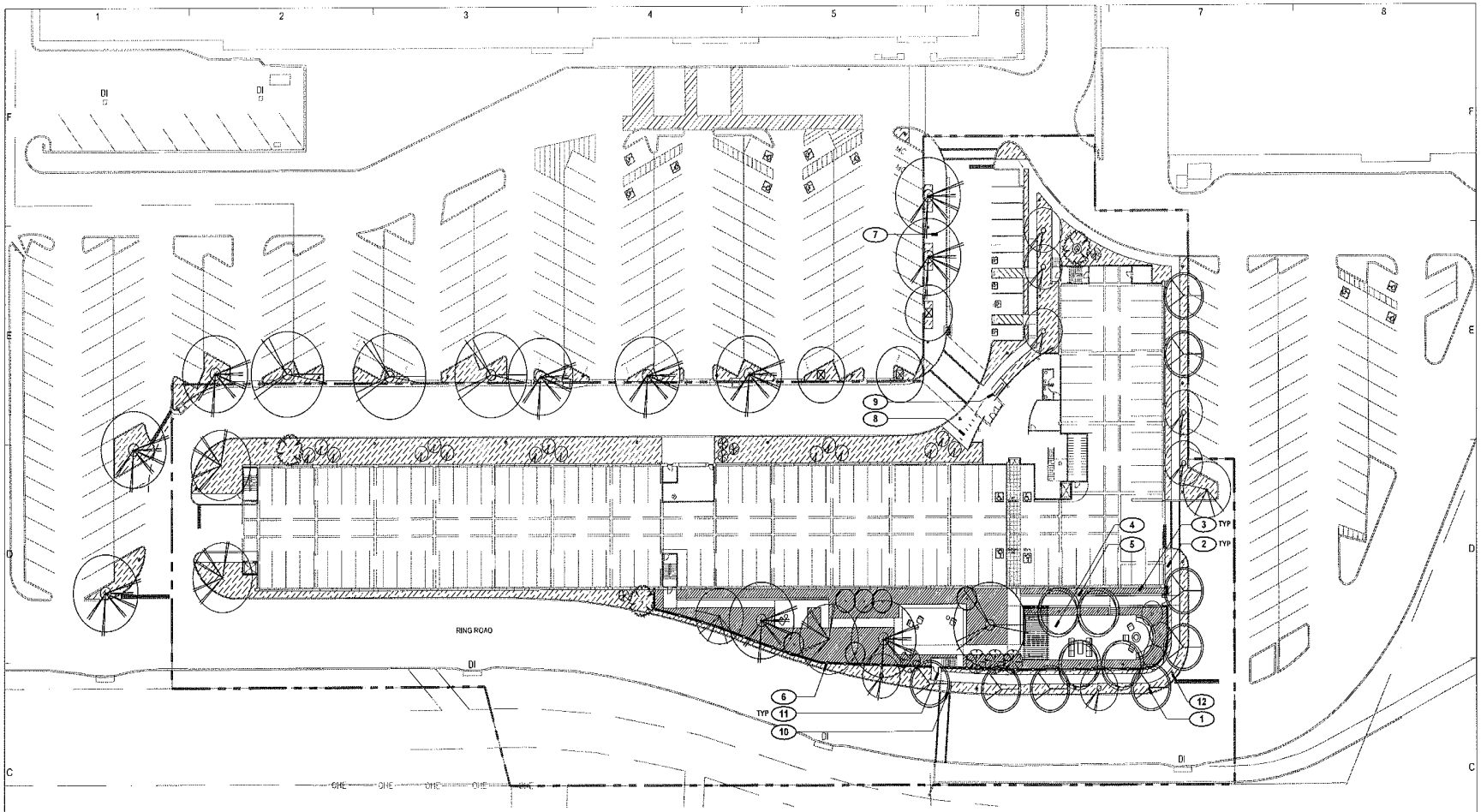
TREE PRESRVATION PLAN

City of Santa Fe
Current Planning Division Case File No. _____

Project Number	2008
Date	December 18, 2020

L100

12/18/2020 10:43 AM PROJECT: 2008 - SANTA FE PLACE FILE: DO-SANTA FE PLACE-TREE PRESERVATION PLAN.DWG



PLANT LIST

SYMB.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	WATER USE	COMMENTS
TREES						
AN	Acer negundo 'Sensation'	Sensation Box Elder	3	2.5"-3" cal.	M	30'Wx40'H, red fall color
AB	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry	3	2" cal.	M	15'Wx25'H, multistem
FN	Forestiera neomexicana	New Mexican Privet	6	6' height	M	20'Wx20'H, multi-stem
MC	Malus varieties	Crabapple	4	2" cal.	M	15'Wx15'H, flowers
PC	Pistacia chinensis	Chinese Pistache	4	2.5"-3" cal.	M	30'Wx40'H
PT	Populus tremula 'Erecta'	Swedish Columnar Aspen	15	2.5"-3" cal.	M	8'Wx35'H
UA	Ulmus americana 'Jefferson'	Jefferson Elm	10	2.5"-3" cal.	M	45'Wx65'H, yellow fall
UF	Ulmus 'Frontier'	Frontier Elm	8	2.5"-3" cal.	M	25'Wx35'H, burgundy fall
UJ	Ulmus japonica x wilsoniana 'Morton'	Accolade Elm	4	2.5"-3" cal.	M	55'Wx65'H,yellow fall
UP	Ulmus parvifolia 'Allee'	'Allee' Elm	3	2.5"-3" cal.	M	40'Wx45'H, street tree
UP	Ulmus parvifolia 'UFS-Barrett'	Emerald Flair Elm	2	2.5"-3" cal.	M	35'Wx40'H, orange/red
US	Ulmus propinqua 'Emerald Sunshine'	Elm 'Emerald Sunshine'	7	2.5"-3" cal.	M	25'Wx30'H
JS	Juniperus scopulorum	Rocky Mountain Juniper	1	6'-8' BB	L	20'Wx25'H, female only
JW	Juniperus scopulorum 'Wichita Blue'	Wichita Blue Juniper	5	10 gal	L	8'Wx15'H
PE	Pinus edulis	Pinon Pine	2	6'-8' BB	L	20'Wx25'H, evergreen

PLANT LIST

SYMB.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	WATER USE	COMMENTS
SHRUBS						
Al	Artemesia filifolia	Sand Sage	x	5 gal	RW	4'Wx4'H, silver-gray, evergreen
Ap	Artemisia 'Powis Castle'	Powis Castle Sage	x	5 gal	L	4'Wx2'H, silver gray
Ba	Buddleia alternifolia 'Argentea'	Silver Fountain Butterfly Bush	x	5 gal	M	10'Wx10'H, purple flower
Cx	Caryopteris clandonensis 'Blue Mist'	Blue Mist Spirea	x	5 gal	L	4'Wx 4'H, blue flowers
Cl	Cercocarpus ledifolius	Curl-leaf Mountain Mahogany	x	5 gal	L	8'Wx12'H, narrow leaves, evergreen
Ci	Cercocarpus intricatus	Little Leaf Mountain Mahogany	x	5 gal	L	5'Wx5'H, narrow leaves, evergreen
Cm	Chamaebatiaria millefolium	Fernbush	x	15 gal	L	7'Wx7'H, evergreen, white flowers
Cc	Cotinus coggygria 'Royal Purple'	Smokebush	x	5 gal	M	12'Wx12'H
Cd	Cotoneaster dammeri	Coral Beauty Cotoneaster	x	5 gal	M	6'Wx1.5'H
Cp	Cytisys purgans 'Spanish Gold'	Spanish Gold Broom	x	5 gal	M	6'Wx4'H, evergreen, yellow flowers
Ee	Ephedra equisetina	Bluestem Joint Fir	x	1 gal	RW	6'Wx5'H, evergreen
Fp	Fallugia paradoxa	Apache Plume	x	5 gal	L	5'Wx5'H
Jp	Juniperus procumbens 'Nana'	Dwarf Japanese Juniper	x	5 gal	M	6'Wx1'H, evergreen, low growing
Ka	Kolkwitzia amabilis 'Pink Cloud'	Pink Cloud Beauty Bush	x	5 gal	M	10'Wx10'H
Nm	Nolina microcarpa	Bear Grass	x	5 gal	L	8'Wx5'H, evergreen
Pg	Picea pungens 'Globosa'	Dwarf Globe Blue Spruce	x	5 gal	M	6'Wx4'H, silvery blue foliage
Pf	Potentilla fruticosa 'Abbotswood'	Potentilla Abbotswood	x	5 gal	M	4'Wx4'H, white flower
Pb	Prunus besseyi	Western Sandcherry	x	5 gal	M	6'Wx2'H
Pb	Prunus besseyi 'Pawnee Buttes'	Creeping Sand Cherry	x	5 gal	M	5'W x 2'H
Ro	Rosa 'Knockout' Blushing Pink	Shrub Rose Knock Out	x	5 gal	M	4'Wx4'H, light pink, reblooming
Rg	Rhus aromatica 'Gro-Low'	Dwarf Fragrant Sumac	x	5 gal	L	6'Wx3'H, red fall color
Rt	Rhus trilobata	Three-leaf Sumac	x	5 gal	L	6'Wx6'H, red leaves in fall
Vb	Viburnum x burkwoodii	Burkwood Viburnum	x	5 gal	M	7'Wx7'H, white flowers, fall bronze
CACTI						
ah	Agave havardiana	Havard's Century Plant	x	5 gal	RW	3'Wx3'H
an	Agave neomexicana	New Mexico Century Plant	x	5 gal	RW	3'Wx2'H
dw	Dasylirion wheeleri	Sotol	x	5 gal	RW	4'Wx6'H
hp	Hesperaloe parviflora	Red Yucca	x	5 gal	RW	4'Wx5'H
yb	Yucca baccata	Banana Yucca	x	5 gal	RW	4'Wx3'H
yg	Yucca glauca	Narrow Leaf Yucca	x	5 gal	RW	3'Wx3'H

PLANTING - CODE REQUIREMENTS

STREET TREES	REQUIRED	PROPOSED
RING ROAD - PRIVATE ACCESS ROAD; 845 LF	0 TREES	11 TREES

PARKING LOT	REQUIRED	PROPOSED
TREES (1 TREE / 50 SF LANDSCAPE AREA); LANDSCAPE (10 SF / SPACE) 0 PARKING SPACES (NEW)	0 TREES 0 SF	22 TREES >3,940 SF

KEYED NOTES

1. STREET TREE, TYP.; CONFIRM FINAL PLACEMENT TO AVOID PROPOSED SITE IMPROVEMENTS. KEEP CLEARANCE OF 15' FROM LIGHT POLES AND FIRE HYDRANTS. TYP., MAXIMUM DISTANCE BETWEEN TREES TO BE 30' OR AS NOTED.
2. PLANTER BED AREA - LOW DENSITY
3. PLANTER BED AREA - MEDIUM DENSITY
4. COURTYARD OPEN SPACE AREA: A FLEXIBLE USE AREA FOR RESIDENTS' PASSIVE RECREATION; INCLUDES LANDSCAPE PLANTING, HARDSCAPE, SEATING, SHADE STRUCTURE, FIRE PIT, ETC.
5. RETAINING WALL (4' HEIGHT, MAX); SEE GRADING PLANS FOR HEIGHTS AND EXTENTS.
6. RETAINING WALL WITH PRIVACY FENCE; 6' MAX. FENCE HEIGHT, TYP.
7. PEDESTRIAN MALL. ACCESS TO SANTA FE PLACE MALL.
8. BIKE PARKING; 6 LOOPS FOR 12 BIKES; INSTALL LOOPS PER CITY OF SANTA FE CODE, TYP.
9. SITE FURNISHING, TYP.
10. ACCESS TO EXISTING OFF-SITE URBAN TRAIL SYSTEM.
11. PEDESTRIAN GATE WITH ACCESS CONTROL.
12. LIGHT POLE. SEE LIGHTING PLAN, TYP.

LEGEND

- PROPERTY BOUNDARY
- WALL
- CURB / EDGING
- FENCE
- BIKE LOOPS

LANDSCAPE AREAS

- PLANTING - MEDIUM DENSITY (75 SHRUBS + PERENNIALS / 1000 SF)
- PLANTING - LOW DENSITY (10 SHRUBS / 1000 SF)

SCALE: 1" = 30'-0"

0' 15' 30' 60' 90'

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PRELIMINARY
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autotroph
ecological land planning sustainable design consulting

No.	Description	Date

ESCARPA
Apartment Homes at Santa Fe Place

DEVELOPMENT PLAN
SANTA FE, NEW MEXICO

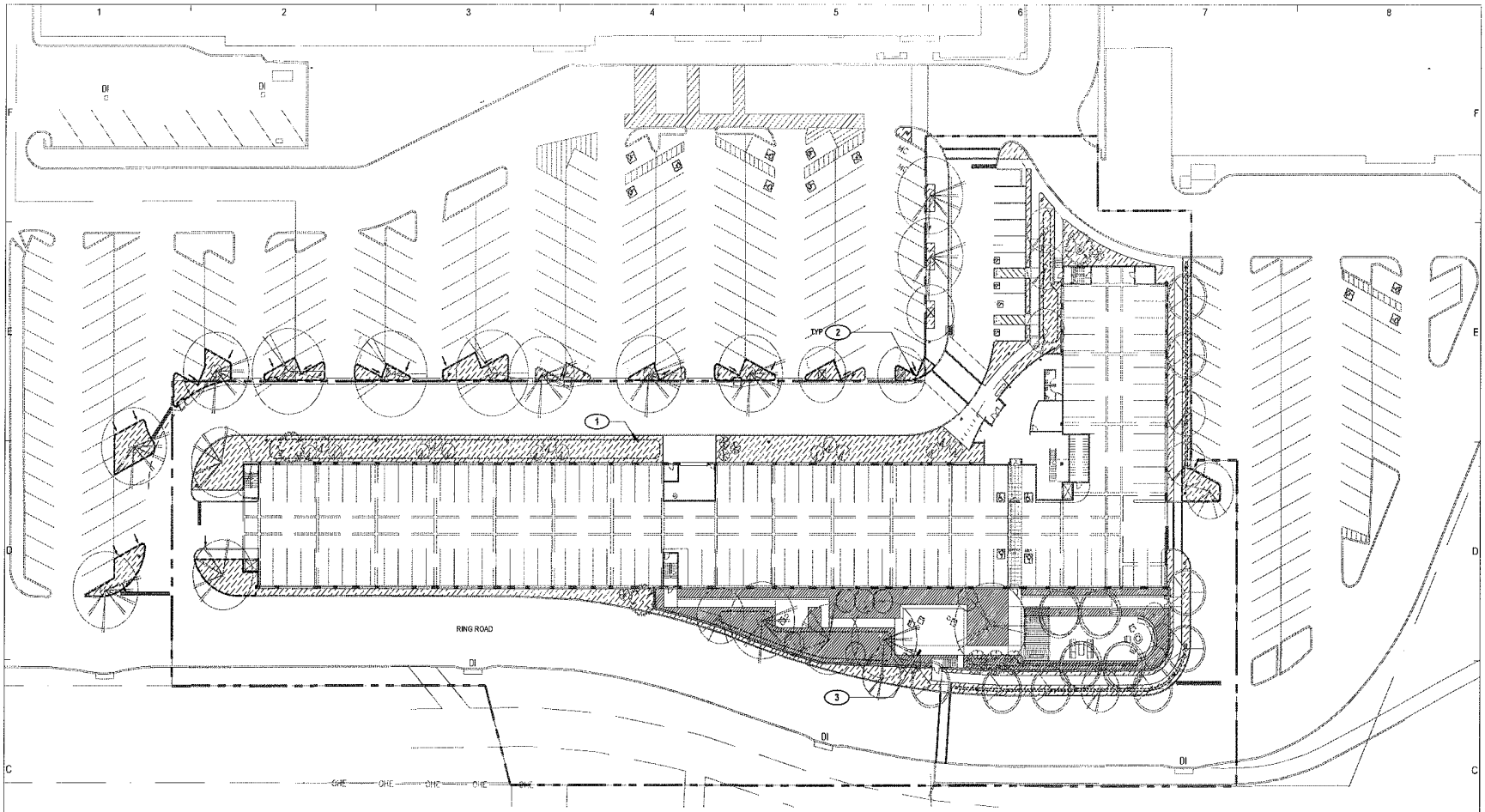
LANDSCAPE PLAN

City of Santa Fe
Current Planning Division Case # S-No.

Project Number	2005
Date	December 18, 2020

L101

12/18/2020 10:19 AM PROJECT: 2005 - SANTA FE PLACE FILE: DO-SANTA FE PLACE LANDSCAPE.DWG



WATER BUDGET (ESTIMATED)

YEAR 1 - Water Demand

Landscape Water Demand Calculations	Quantity	SF	Weekly Demand (gal/sq ft)	Reduction Factor	Weekly Demand (gal/week)
Planting Area A (low density shrubs)		16,655	807	100%	807
Planting Area B (med density shrubs, grasses, perm)		5,800	4,959	100%	4,959
Trees (new)	82		1,312	100%	1,312

YEAR 3 - Water Demand

Landscape Water Demand Calculations	Quantity	SF	Weekly Demand (gal/sq ft)	Reduction Factor	Weekly Demand (gal/week)
Planting Area A (low density shrubs)		16,655	807	65%	516
Planting Area B (med density shrubs, grasses, perm)		5,800	4,959	65%	3,875
Trees (new)	82		1,312	100%	1,312

YEAR 1 - Water Demand

	January	February	March	April	May	June	July	August	September	October	November	December	Total
	0%	0%	15%	38%	64%	100%	90%	80%	62%	35%	20%	0%	
	0.0	0.0	391	991	1,670	2,608	2,348	2,218	1,618	913	522	0.0	13,261
	0.0	0.0	2,949	7,449	12,545	19,590	17,643	15,682	12,154	6,861	3,927	0.0	99,778
	0.0	0.0	546	2,144	3,611	5,642	5,077	4,785	3,498	1,975	1,128	0.0	28,716
Monthly demand	0	0	4,178	10,584	17,826	27,854	25,068	23,676	17,269	9,749	5,571	0	
Year 1 - Demand													141,775 gal/yr
													0.44 ac-ft/yr

YEAR 3 - Water Demand

	January	February	March	April	May	June	July	August	September	October	November	December	Total
	0%	0%	15%	38%	64%	100%	90%	80%	62%	35%	20%	0%	
	0.0	0.0	333	843	1,419	2,216	1,996	1,883	1,375	776	444	0.0	11,269
	0.0	0.0	2,490	6,352	10,684	16,682	14,996	14,193	10,321	5,832	3,332	0.0	84,812
	0.0	0.0	546	2,144	3,611	5,642	5,077	4,785	3,498	1,975	1,128	0.0	28,716
Monthly demand	0	0	3,678	9,318	15,684	24,522	22,070	20,844	15,194	8,583	4,904	0	
Year 3 - Demand													124,816 gal/yr
													0.38 ac-ft/yr

Planting Area A (low density shrubs) 0.059 plants per sf (5 plants /1000sf)
Planting Area B (shrubs, perennials, grasses) 0.075 plants per sf (75 plants/1000sf)

Planting Area Demand Assumptions / Six (6) month irrigation period
Planting Area A 0.04 gallons per week per square foot (4 gallons per week per shrub)
Planting Area B (shrubs, perennials, grasses) 0.70 gallons per week per square foot (sunny condition)
Trees (new) 16.00 gallons per week/ 8 -1gal / hr emitters per tree run 1 hour twice a week
Turf Grass 1.27 gallons per week per square foot: 42"/ 32 week growing season / sf = 1.31" / week (2.5 - 3.0" of / week to es

Reduction Factor: Reduction factor assumes a reduction in water use for drought tolerant plants once they have been established.

Monthly Water Allotment: Percent water allocated to plants based on climate and average needs.

WATER HARVESTING KEYED NOTES

PROJECT WATER HARVESTING STRATEGIES INCLUDE: SLOPING IMPERMEABLE SURFACES TO LANDSCAPE AREAS FOR PASSIVE WATER HARVESTING, FINE GRADING SWALES FOR SURFACE WATER HARVESTING, INSTALLING CURB CUTS AT PARKING MEDIANS TO DIVERT WATER TO PLANTER AREAS, AND DIRECTING RAINWATER FROM ROOF CANALES / DOWNSPOUTS TO ADJACENT PLANTER AREAS.

1. WATER HARVESTING SWALE, TYP.; CENTER IN LANDSCAPED AREA; COORDINATE WITH CIVIL GRADING PLANS.
2. CURB CUT, APPROXIMATE LOCATION; SEE CIVIL PLANS. COORDINATE FINAL LOCATION WITH GRADING PLANS.
3. SLOPE HARDSCAPE AREAS TO ADJACENT LANDSCAPE PLANTING AREAS, TYP.

LANDSCAPE IRRIGATION

IRRIGATION TO BE PROVIDED AS FOLLOWS:
- DRIP IRRIGATION TO TREES AND PLANTER AREAS WITH SHRUBS / PERENNIALS (SEPARATE ZONES FOR TREES).
- IRRIGATION ZONES TO BE ORGANIZED BY HYDROZONE.
- IRRIGATION SYSTEM TO BE A PRESSURE COMPENSATING SYSTEM WITH A SMART CONTROLLER AND A WEATHER SENSOR; IRRIGATION SYSTEM TO MEET CITY OF SANTA FE CODE REQUIREMENTS.
- IRRIGATION SLEEVING TO BE INSTALLED BENEATH HARDSCAPE SURFACES.

LEGEND

PROPERTY BOUNDRY

IRRIGATION AREAS
- DRIP (MEDIUM DENSITY PLANTING)
- DRIP (LOW DENSITY PLANTING)

WATER HARVESTING AREAS
- PARKING LOT COLLECTION AREA
- SURFACE SWALE
- CURB CUT

NOTE: ALL LANDSCAPE PLANTING AREAS ARE INTENDED TO SERVE AS LOCATIONS FOR STORMWATER INFILTRATION

PRELIMINARY
NOT FOR CONSTRUCTION

autotroph
architecture, planning, permaculture, design consulting

No.	Description	Date

ESCARPA
Apartment Homes at Santa Fe Place

DEVELOPMENT PLAN
SANTA FE, NEW MEXICO

IRRIGATION +
WATER HARVESTING PLAN

City of Santa Fe
Current Planning Division Case File No.: _____

Project Number 2008
Date December 18, 2020

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L102

12/18/2020 10:51 AM PROJECT: 2008 - SANTA FE PLACE FILE: DO-SANTA FE PLACE-IRRIGATION-WATER HARVESTING.DWG

FINAL SUBDIVISION PLAT

SANTA FE PLACE MALL

4250 CERRILLOS Rd., SANTA FE, N.M.

PURPOSE: THE PURPOSE OF THIS REPLAT IS TO CREATE SEVEN COMMERCIAL LOTS WITHIN THE EXISTING LOT 1-A AND LOT 2.

DEDICATION AND AFFIDAVIT:

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S) HAVE CAUSED TO SPLIT THOSE LANDS SHOWN HEREON TO CREATE 7 COMMERCIAL LOTS WITHIN THE EXISTING LOT 1-A AND LOT 2 ALL AS SHOWN HEREON. THIS REPLAT CONTAINS 32.75 ACRES AND IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNERS.

THIS PROPERTY LIES WITHIN THE PLATTING JURISDICTION OF THE CITY OF SANTA FE.

OWNER

BY _____, SANTA FE PROPERTY MALL OWNER LLC.

STATE OF New York)SS
COUNTY OF Onondaga)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY Carmen D. Balinese, SANTA FE MALL PROPERTY OWNER LLC. THIS 5th DAY OF May, 2020.

NOTARY PUBLIC, MY COMMISSION EXPIRES _____ 23

UTILITY COMPANIES:

PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT ARE GRANTED FOR THE COMMON AND JOINT USE OF:

PUBLIC SERVICE COMPANY OF NEW MEXICO ("PNM"), A NEW MEXICO CORPORATION, (PNM ELECTRIC) FOR INSTALLATION, MAINTENANCE, AND SERVICE OF OVERHEAD AND UNDERGROUND ELECTRICAL LINES, TRANSFORMERS, AND OTHER EQUIPMENT AND RELATED FACILITIES REASONABLY NECESSARY TO PROVIDE ELECTRICAL SERVICES.

NEW MEXICO GAS COMPANY FOR INSTALLATION, MAINTENANCE, AND SERVICE FOR NATURAL GAS LINES, VALVES AND OTHER EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE NATURAL GAS SERVICES.

"QWEST CORPORATION, D/B/A CENTURY/LINK QC" FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE COMMUNICATION SERVICES.

COMCAST FOR THE INSTALLATION, MAINTENANCE, AND SERVICE SUCH LINES, CABLE AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE CABLE SERVICES.

INCLUDED IS THE RIGHT TO BUILD, REBUILD, CONSTRUCT, RECONSTRUCT, LOCATE, RELOCATE WITHIN THE EASEMENT, CHANGE, REMOVE, REPLACE, MODIFY, RENEW, OPERATE AND MAINTAIN FACILITIES FOR PURPOSES DESCRIBED ABOVE, TOGETHER WITH FREE ACCESS TO, FROM, AND OVER SAID EASEMENT, WITH THE RIGHT AND PRIVILEGE OF GOING UPON, OVER AND ACROSS ADJOINING LANDS OF GRANTOR FOR THE PURPOSES SET FORTH HEREIN AND WITH THE RIGHT TO UTILIZE THE RIGHT OF WAY AND EASEMENT TO EXTEND SERVICES TO CUSTOMERS OF GRANTEE, INCLUDING SUFFICIENT WORKING AREA SPACE FOR ELECTRICAL TRANSFORMERS, WITH THE RIGHT AND PRIVILEGE TO TRIM AND REMOVE TREES, SHRUBS OR BUSHES WHICH INTERFERE WITH THE PURPOSES SET FORTH HEREIN. NO BUILDING, SIGN POOL (ABOVEGROUND OR SUBSURFACE), HOT TUB, CONCRETE OR WOOD POOL DECKING, OR OTHER STRUCTURE SHALL BE ERECTED OR CONSTRUCTED ON SAID EASEMENTS, NOR SHALL ANY WELL BE DRILLED OR OPERATED THEREON. PROPERTY OWNERS SHALL BE SOLELY RESPONSIBLE FOR CORRECTING ANY VIOLATIONS OF NATIONAL ELECTRICAL SAFETY CODE BY CONSTRUCTION OF POOLS, DECKING, OR ANY STRUCTURES ADJACENT TO OR NEAR EASEMENTS SHOWN ON THIS PLAT.

EASEMENTS FOR ELECTRIC TRANSFORMERS/SWITCHGEARS, AS INSTALLED, SHALL EXTEND TEN (10) FEET IN FRONT OF TRANSFORMERS/SWITCHGEAR DOORS AND FIVE (5) FEET ON EACH SIDE.

UTILITIES:

David R. Aikin 04-26-2020
COMCAST DATE

IN APPROVING THIS PLAT, PNM PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM) AND NEW MEXICO GAS COMPANY (NMGC) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM AND NMGC DO NOT WAIVE NOR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT, OR OTHER DOCUMENT WHICH ARE NOT SHOWN ON THIS PLAT.

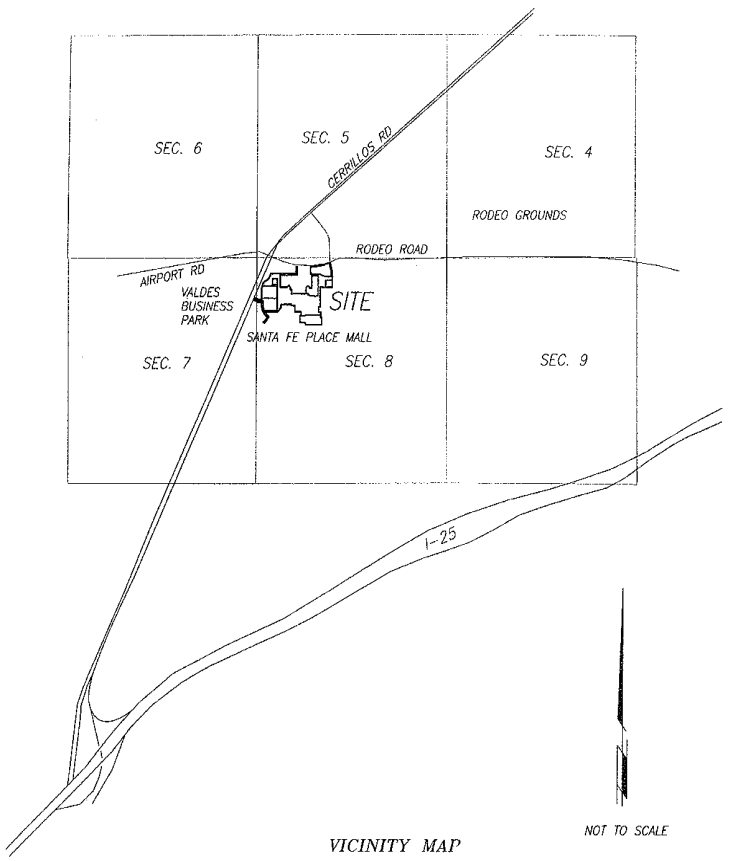
_____ 5/4/2020
PNM ELECTRIC SERVICE DATE

Frank D. Gagne 5/4/2020
NM GAS COMPANY DATE

CENTURY LINK DISCLAIMER.

THIS PLAT HAS BEEN APPROVED FOR EASEMENT PURPOSES ONLY. THE SIGNING OF THIS PLAT DOES NOT IN ANY WAY GUARANTEE TELEPHONE SERVICE TO THE SUBDIVISION.

Doug Dale 4/28/2020
"QWEST CORPORATION, d/b/a Century/Link QC" DATE



VICINITY MAP

NOT TO SCALE

SANTA FE CITY APPROVAL:

APPROVED BY THE PLANNING COMMISSION THEIR MEETING OF 12/03/2019

AS CASE NO. 2019-1144

_____ 5.26.20
PLANNING COMMISSION CHAIRPERSON DATE

_____
PLANNING SECRETARY DATE

_____ 5.15.20
SANTA FE COUNTY TREASURER DATE

APPROVED BY THE CITY OF SANTA FE CURRENT PLANNING DIVISION UNDER AUTHORITY OF THE LAND DEVELOPMENT CODE, ARTICAL 14-3.8(7)

_____ 5/29/20
CITY ENGINEER FOR LAND USE DATE

_____ 5/29/20
CITY PLANNER DATE

LOT 1-A2 IS PROHIBITED FROM ACCESSING RODEO ROAD DIRECTLY AND SHALL ACCESS ONLY THE EXISTING LOOP ROAD OF THE MALL.

THE PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE GUNNISON'S PRAIRIE DOG ORDINANCE (ARTICLE 14-8, 12).

DRAINAGE FACILITIES MAINTENANCE: THE DRAINAGE FACILITIES ARE PRIVATE AND SHALL BE MAINTAINED BY THE PROPERTY OWNERS.

INSPECTIONS OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:

ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1-INCH OR GREATER. THE OWNERS SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.

THE REMEDIAL ACTION SHALL CONSIST OF (1) REMOVAL AND DISPOSAL OF SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH; (2) FLUSHING ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND POLLUTANTS THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURES; AND, (3) INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS AND INSPECT FOR THE STRUCTURAL INTEGRITY OF ALL APPURTENANT DRAINAGE STRUCTURES AND REPAIR OR STABILIZE ACCORDINGLY.

SURVEYORS CERTIFICATE:

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE REPRESENTATION OF A SURVEY COMPLETED UNDER MY PERSONAL SUPERVISION ON THE 13th DAY OF JUNE, 2019. TO THE BEST OF MY KNOWLEDGE, THE SURVEY AND PLAT ARE CORRECT, TRUE AND MEET THE MINIMUM STANDARDS FOR LAND SURVEYS IN NEW MEXICO.

Edward M Trujillo 4-21-2020
EDWARD M TRUJILLO, NMPS#12352 DATE

EDWARD M. TRUJILLO NEW MEXICO 12352 REGISTERED PROFESSIONAL SURVEYOR

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO)
I hereby certify that this instrument was filed for record on the ____ day of _____, 20__ A.D. at _____ o'clock _____, and was duly recorded in book ____, page(s) ____ of the records of Santa Fe County.

Witness my Hand and Seal of office
GERALDINE SALAZAR
County Clerk, Santa Fe county, N.M.

_____ Deputy

County Clerk

Seal

"TITLE AND INDEXING INFORMATION FOR COUNTY CLERK"

CURRENT OWNER: SANTA FE MALL PROPERTY OWNER LLC.

LOT 1-A: 1-050-095-135-419
LOT 2: 1-050-095-034-430

LOT OF RECORD: LOT 1-A AND LOT 2, ALTA/ACSM LAND TITLE SURVEY. PREPARED FOR SANTA FE MALL PROPERTY OWNER, RECORDED IN BOOK 781 PAGE 14-17.

PLSS LOCATION: LYING WITHIN SEC.7 & 8, 16N, R9E, NMPM

CITY: SANTA FE

COUNTY: SANTA FE

STATE: NEW MEXICO

SHEET 1 OF 6

V-100

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 B CAMINO ENTRADA
SANTA FE, N.M., 87567

FILE# 10354-SUB DATE: 04\21\20

863 05

SUBDIVISION PLAT
WITHIN LOT 1-A AND LOT 2
AS SHOWN ON ALTA/ACSM LAND TITLE SURVEY
RECORDED IN BOOK 781 PAGE 14-17.
PREPARED FOR
SANTA FE MALL PROPERTY OWNER LLC.
ALL WITHIN SECTION 7 & 8, T17N, R9E, NMPM
CITY AND COUNTY OF SANTA FE NM

LOT 1-A DESCRIPTIONS

DESCRIPTION OF LOT 1-A, SHOWN ON A PLAT RECORDED IN PLAT BOOK 781, PAGES 014-017, WITHIN SECTIONS 7 & 8, TOWNSHIP 16 NORTH, RANGE 9 EAST, NMPM, SANTA FE COUNTY, NEW MEXICO

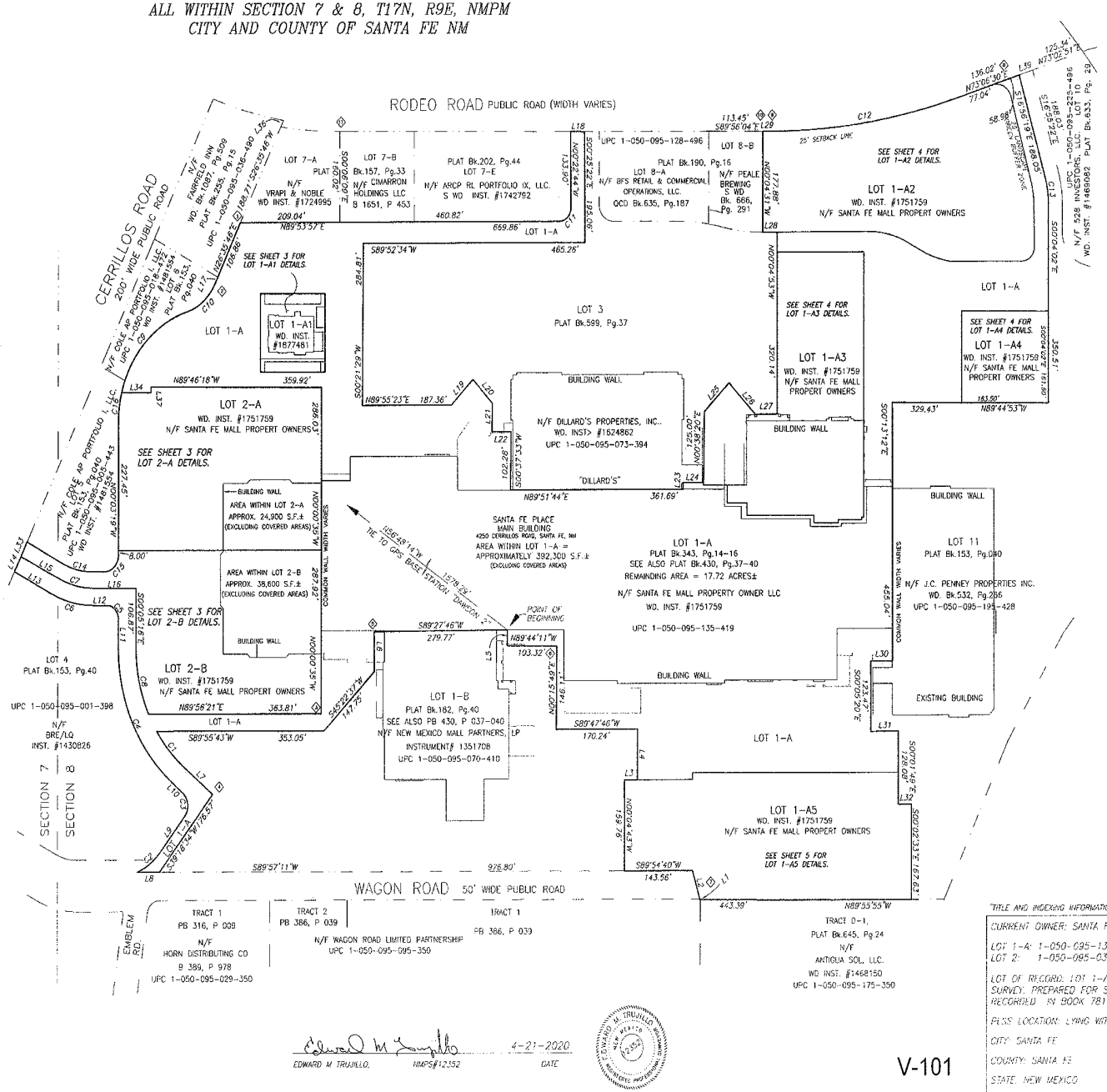
ALL THAT PORTION OF SECTIONS 7 & 8, TOWNSHIP 16 NORTH, RANGE 9 EAST, NMPM, SANTA FE COUNTY, NEW MEXICO, WHICH PORTION MAY BE MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE LIMIT OF SAID LOT 1-A, SAID POINT BEING S 56°48'14" E 1578.29 FEET FROM THE GPS BASE STATION "DAWSON 2",

THENCE S89°27'46"W, 279.77 FEET;
THENCE S00°16'08"E, 69.96 FEET;
THENCE S45°22'37"W, 147.75 FEET;
THENCE S89°55'43"W, 353.05 FEET;
THENCE COUNTERCLOCKWISE 81.15 FEET ON A CURVE HAVING A RADIUS OF 263.50 FEET AND A CHORD OF S41°57'28"E, 80.83 FEET;
THENCE S51°47'24"E, 81.83 FEET;
THENCE S39°18'34"W, 176.57 FEET;
THENCE S89°54'28"W, 46.60 FEET;
THENCE COUNTERCLOCKWISE 61.70 FEET ON A CURVE HAVING A RADIUS OF 123.85 FEET AND A CHORD OF N53°32'03"E, 61.06 FEET;
THENCE N39°18'08"E, 78.87 FEET;
THENCE COUNTERCLOCKWISE 46.43 FEET ON A CURVE HAVING A RADIUS OF 29.50 FEET AND A CHORD OF N05°11'16"W, 41.83 FEET;
THENCE N50°29'45"W, 31.22 FEET;
THENCE CLOCKWISE 267.18 FEET ON A CURVE HAVING A RADIUS OF 300.50 FEET AND A CHORD OF N25°37'46"W, 258.47 FEET;
THENCE N00°05'12"W, 52.82 FEET;
THENCE COUNTERCLOCKWISE 38.45 FEET ON A CURVE HAVING A RADIUS OF 24.50 FEET AND A CHORD OF N45°05'28"W, 34.63 FEET;
THENCE N89°57'15"W, 29.61 FEET;
THENCE CLOCKWISE 88.56 FEET ON A CURVE HAVING A RADIUS OF 191.60 FEET AND A CHORD OF N76°47'16"W, 87.77 FEET;
THENCE N63°07'41"W, 87.64 FEET;
THENCE N26°46'26"E, 29.80 FEET;
THENCE S63°51'09"E, 86.99 FEET;
THENCE COUNTERCLOCKWISE 74.98 FEET ON A CURVE HAVING A RADIUS OF 158.99 FEET AND A CHORD OF S76°09'20"E, 74.28 FEET;
THENCE S89°39'15"E, 91.04 FEET;
THENCE S00°05'16"E, 106.87 FEET;
THENCE COUNTERCLOCKWISE 118.50 FEET ON A CURVE HAVING A RADIUS OF 263.50 FEET AND A CHORD OF S13°03'39"E, 117.50 FEET;
THENCE N89°56'21"E, 363.81 FEET;
THENCE N00°00'35"W, 573.95 FEET;
THENCE N89°46'18"W, 359.92 FEET;
THENCE S00°02'42"E, 9.88 FEET;
THENCE N89°55'55"W, 61.56 FEET;
THENCE CLOCKWISE 206.79 FEET ON A CURVE HAVING A RADIUS OF 200.59 FEET AND A CHORD OF N44°07'22"E, 197.76 FEET;
THENCE COUNTERCLOCKWISE 81.25 FEET ON A CURVE HAVING A RADIUS OF 99.50 FEET AND A CHORD OF N49°31'09"E, 79.01 FEET;
THENCE N25°58'43"E, 10.92 FEET;
THENCE N28°35'46"E, 108.86 FEET;
THENCE N89°33'57"E, 209.04 FEET;
THENCE N89°33'57"E, 460.82 FEET;
THENCE COUNTERCLOCKWISE 37.81 FEET ON A CURVE HAVING A RADIUS OF 24.09 FEET AND A CHORD OF N45°06'28"E, 34.05 FEET;
THENCE N00°22'44"W, 133.90 FEET;
THENCE S89°39'55"E, 29.13 FEET;
THENCE S00°25'22"E, 195.06 FEET;
THENCE S89°52'34"W, 465.26 FEET;
THENCE S00°21'29"W, 284.81 FEET;
THENCE N89°55'23"E, 187.36 FEET;
THENCE N45°07'33"E, 63.71 FEET;
THENCE S44°21'13"E, 58.51 FEET;
THENCE S00°37'50"W, 50.05 FEET;
THENCE S89°13'57"E, 39.99 FEET;
THENCE S00°37'33"W, 102.28 FEET;
THENCE N89°51'44"E, 361.69 FEET;
THENCE N00°38'20"E, 11.49 FEET;
THENCE N89°55'21"E, 43.00 FEET;
THENCE N00°38'20"E, 125.00 FEET;
THENCE N45°37'41"E, 72.61 FEET;
THENCE S44°36'20"E, 28.22 FEET;
THENCE N89°47'23"E, 46.32 FEET;
THENCE N00°04'33"W, 320.14 FEET;
THENCE S89°49'56"W, 30.39 FEET;
THENCE N00°04'31"W, 177.88 FEET;
THENCE S89°56'04"E, 14.52 FEET;
THENCE COUNTERCLOCKWISE 400.44 FEET ON A CURVE HAVING A RADIUS OF 1349.07 FEET AND A CHORD OF N81°33'44"E, 398.98 FEET;
THENCE N73°06'30"E, 136.02 FEET;
THENCE S16°56'19"E, 168.05 FEET;
THENCE CLOCKWISE 47.41 FEET ON A CURVE HAVING A RADIUS OF 161.00 FEET AND A CHORD OF S08°30'14"E, 47.24 FEET;
THENCE S00°04'09"E, 350.51 FEET;
THENCE N89°44'53"W, 329.43 FEET;
THENCE S00°13'12"E, 455.04 FEET;
THENCE N89°46'25"W, 45.69 FEET;
THENCE S00°05'20"E, 123.47 FEET;
THENCE N89°55'38"E, 57.01 FEET;
THENCE S00°01'49"E, 128.08 FEET;
THENCE N89°58'22"E, 28.03 FEET;
THENCE S00°02'33"E, 187.93 FEET;
THENCE N89°55'55"W, 443.39 FEET;
THENCE N10°56'17"W, 1.14 FEET;
THENCE N16°59'05"W, 52.19 FEET;
THENCE S89°54'40"W, 143.56 FEET;
THENCE N00°04'43"W, 159.76 FEET;
THENCE N89°44'25"E, 27.48 FEET;
THENCE N00°03'22"W, 68.45 FEET;
THENCE S89°47'46"W, 170.24 FEET;
THENCE N60°15'49"E, 146.11 FEET;
THENCE N89°44'11"W, 103.32 FEET;
THENCE N00°08'02"E, 28.04 FEET MORE OR LESS TO THE POINT OF COMMENCEMENT, LESS LOT'S 1-A1, 1-A2, 1-A3, 1-A4 AND 1-A5, CONTAINING 17.720 ACRES, MORE OR LESS, ALL AS SHOWN HEREON.

MONUMENTATION NOTES:

1. FOUND REBAR N81°27'40"E, 2.22' FROM CORNER. FOUND REBAR N61°33'54"E, 3.26' FROM CORNER
2. FOUND "X" IN CONCRETE AT CORNER. FOUND REBAR S47°48'26"E, 1.10' FROM CORNER
3. FOUND NAIL AND WASHER N86°06'35"E, 0.79' FROM CORNER
4. FOUND "X" IN CONCRETE AT CORNER. FOUND "X" IN CONCRETE N62°50'46"W, 2.67' FROM CORNER
5. FOUND NAIL N14°46'00"E, 2.37' FROM CORNER
6. FOUND NAIL AND WASHER N14°15'03"E, 1.35' FROM CORNER
7. FOUND BENT REBAR N89°40'19"W, 0.31' FROM CORNER
8. FOUND "X" IN CONCRETE S55°16'16"E, 0.54' FROM CORNER
9. FOUND "X" IN CONCRETE N57°14'24"W, 6.53' FROM CORNER
10. FOUND "X" IN CONCRETE N16°14'44"E, 3.67' FROM CORNER
11. FOUND REBAR AT CORNER. FOUND REBAR S68°26'34"E, 3.95' FROM CORNER. FOUND REBAR S55°42'50"E, 3.62' FROM CORNER



Edward M Trujillo 4-21-2020
EDWARD M. TRUJILLO. NMPS #12352 DATE

V-101

"TITLE AND INDEXING INFORMATION FOR COUNTY CLERK"

CURRENT OWNER: SANTA FE MALL PROPERTY OWNER LLC.

LOT 1-A: 1-050-095-135-419
LOT 2: 1-050-095-034-430

LOT OF RECORD: LOT 1-A AND LOT 2, ALTA/ACSM LAND TITLE SURVEY, PREPARED FOR SANTA FE MALL PROPERTY OWNER, RECORDED IN BOOK 781 PAGE 14-17.

PLSS LOCATION: LYING WITHIN SEC 7 & 8, T16N, R9E, NMPM

CITY: SANTA FE

COUNTY: SANTA FE

STATE: NEW MEXICO

SHEET 2 OF 6

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 B CAMINO ENTRADA
SANTA FE, N.M., 87507
FILE: 10354-SUB DATE: 04.21.20

SUBDIVISION PLAT
WITHIN LOT 1-A AND LOT 2
AS SHOWN ON ALTA/ACSM LAND TITLE SURVEY RECORDED IN BOOK 781 PAGE 14-17.
PREPARED FOR
SANTA FE MALL PROPERTY OWNER LLC.
ALL WITHIN SECTION 7 & 8, T17N, R9E, NMPM CITY AND COUNTY OF SANTA FE NM

LOT 2 DESCRIPTIONS

DESCRIPTION OF LOT 2, SHOWN ON A PLAT RECORDED IN PLAT BOOK 430, PAGE 037-040, WITHIN SECTION 8, TOWNSHIP 16 NORTH, RANGE 9 EAST, NMPM, SANTA FE COUNTY, NEW MEXICO

ALL THAT PORTION OF SECTION 8, TOWNSHIP 16 NORTH, RANGE 9 EAST, NMPM, SANTA FE COUNTY, NEW MEXICO, WHICH PORTION MAY BE MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE LIMIT OF SAID LOT 2, SAID POINT BEING S 48°47'22" E 675.50 FEET FROM THE GPS BASE STATION "DAWSON 2",

THENCE S89°55'55"E, 61.56 FEET;
THENCE N00°02'42"W, 9.99 FEET;
THENCE S89°46'18"E, 359.92 FEET;
THENCE S00°00'35"E, 573.95 FEET;
THENCE S89°56'21"W, 363.81 FEET;
THENCE CLOCKWISE 118.50 FEET ON A CURVE HAVING A RADIUS OF 263.50 FEET AND A CHORD OF N31°03'39"W, 117.50 FEET;
THENCE N88°39'15"W, 91.04 FEET;
THENCE CLOCKWISE 74.98 FEET ON A CURVE HAVING A RADIUS OF 158.99 FEET AND A CHORD OF N76°09'20"W, 74.29 FEET;
THENCE N63°51'09"W, 86.99 FEET;
THENCE N26°07'57"E, 28.73 FEET;
THENCE S62°57'58"E, 88.86 FEET;
THENCE COUNTERCLOCKWISE 60.19 FEET ON A CURVE HAVING A RADIUS OF 131.50 FEET AND A CHORD OF S77°50'38"E, 59.66 FEET;
THENCE S89°56'56"E, 24.62 FEET;
THENCE COUNTERCLOCKWISE 46.26 FEET ON A CURVE HAVING A RADIUS OF 29.50 FEET AND A CHORD OF N44°54'54"E, 41.66 FEET;
THENCE N00°03'19"W, 235.45 FEET;
THENCE CLOCKWISE 50.63 FEET ON A CURVE HAVING A RADIUS OF 200.50 FEET AND A CHORD OF N07°08'55"E, 50.49 FEET;

MORE OR LESS TO THE POINT OF COMMENCEMENT, CONTAINING A COMBINED TOTAL OF 5.556 ACRES, MORE OR LESS, ALL AS SHOWN HEREON.

NOTES:

1. THIS PLAT SUBJECT TO RESTRICTIONS AND EASEMENTS OF RECORD AS SHOWN ON PLAT RECORDED IN BOOK 781, PAGE 14-17.

2. THIS PLAT SUBJECT TO VALID RESTRICTIONS, COVENANTS AND EASEMENTS OF RECORD AND ANY OTHER VALID FACTS WHICH AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE. ONLY THE RECORD DOCUMENTS NOTED HEREON WERE PROVIDED TO OR DISCOVERED BY DAWSON SURVEYS INC., NO ABSTRACT, CURRENT TITLE COMMITMENT NOR OTHER RECORDED TITLE DOCUMENTATION WAS PROVIDED TO DAWSON SURVEYS INC..

3. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 2001 AND SUBSEQUENT AMENDMENTS.

4. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO PLAT AND OR DEVELOPMENT PLAN RECORDING WITH THE COUNTY CLERK OR SUBMITTAL FOR A BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISION OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.

5. PRIOR TO ANY NEW CONSTRUCTION, PLAT WILL BE SUBMITTED TO FIRE DEPARTMENT FOR COMPLIANCE WITH INTERNATIONAL FIRE CODE.

7. ALL NEW DEVELOPMENT SHALL COMPLY WITH ALL APPLICABLE REGULATIONS OF THE CURRENT LAND DEVELOPMENT CODE.

9. ALL FIRE DEPARTMENT ACCESS SHALL BE NO GREATER THAN A 10% GRADE THROUGHOUT.

10. FIRE DEPARTMENT ACCESS SHALL NOT BE LESS THAN 20 FEET WIDE TO ANY NEW/REMODEL CONSTRUCTION.

11. SHALL MEET THE 150 FOOT DISTANCE TO ANY PORTION OF THE BUILDING ON ANY NEW CONSTRUCTION.

12. SHALL PROVIDE WATER SUPPLY THAT MEETS FIRE FLOW REQUIREMENTS AS PER IFC AT TIME OF CONSTRUCTION.

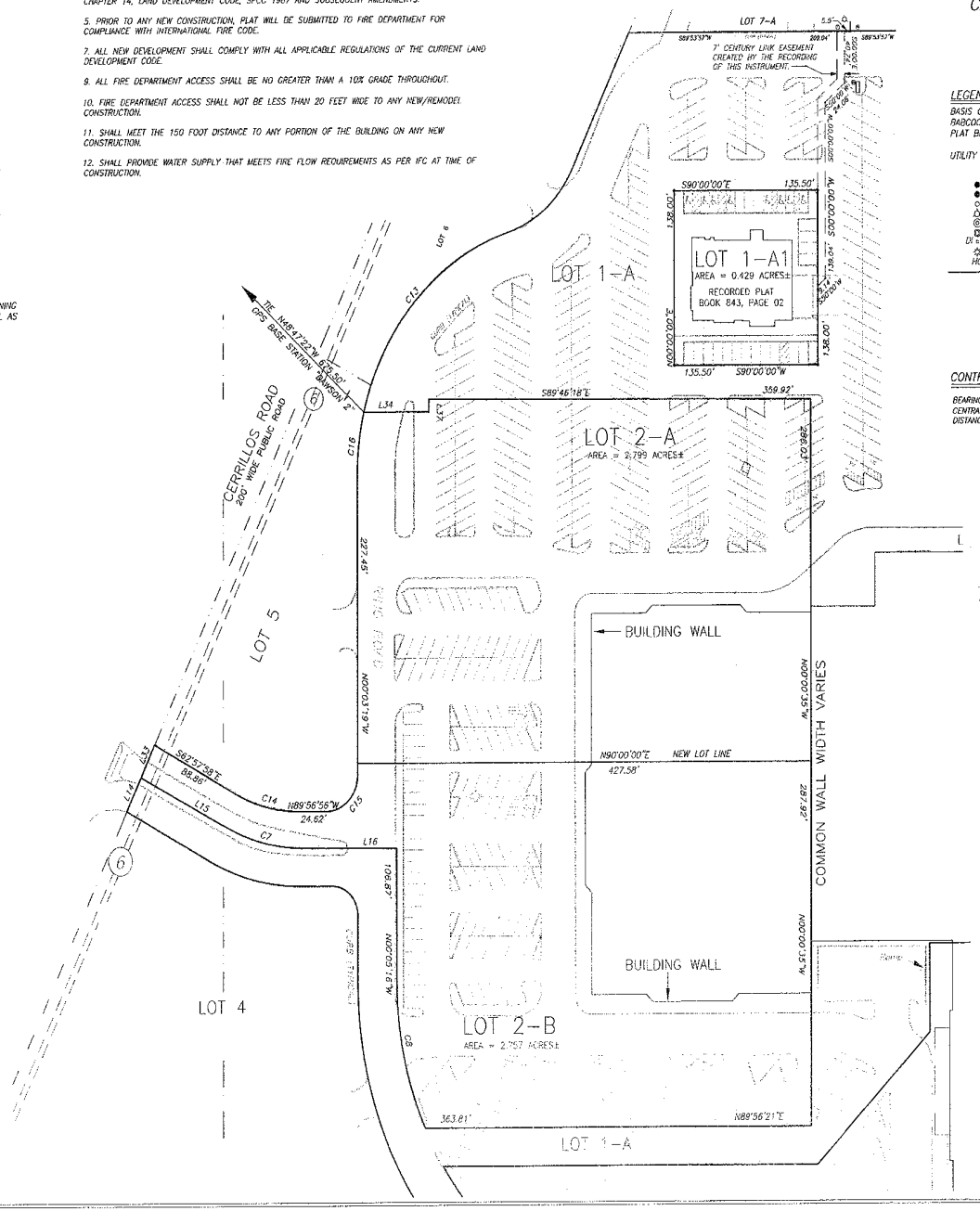
REFERENCE DOCUMENTS:

ALTA/ACSM LAND TITLE SURVEY, PREPARED FOR SANTA FE MALL PROPERTY OWNER LLY., RECORDED NOVEMBER 25, 2014, IN BOOK 781, PAGE 14-17.

ALL PLATS AND DOCUMENTS NOTED HEREON.

FLOOD ZONE:

THIS PROPERTY LIES WITHIN ZONE "X OTHER AREAS" DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON F.I.R.M. PANEL 35049C0394D, DATED JUNE 17, 2008.



LEGEND:

BASIS OF BEARINGS IS CLASS A ALTA/ACSM LAND TITLE SURVEY, PREPARED FOR BABCOCK & BROWN REAL ESTATE INVESTMENT LLC. RECORDED AUG. 17, 2007 IN PLAT Bk.662, Pg.41 OFFICE OF THE SANTA FE COUNTY CLERK.

UTILITY SYMBOLS SHOWN LARGER THEN ACTUAL SIZE FOR VIEWING PURPOSES.

- ●r DENOTES REBAR, OR AS SHOWN FOUND
- ● DENOTES REBAR, OR AS SHOWN SET
- ○ DENOTES CALCULATED POINT NOT SET
- △ DENOTES FIRE HYDRANT
- Ⓢ DENOTES SANITARY SEWER MANHOLE UNLESS OTHERWISE NOTED
- ⊡ DENOTES CLEAN OUT
- DI DENOTES DROP INLET
- ☆ DENOTES LAMP STANDARD
- HC DENOTES HANDICAP PARKING
- ——— DENOTES BOUNDARY OF LANDS DEALT WITH BY THIS PLAT. INFORMATION OUTSIDE OF THIS BOUNDARY IS BACKGROUND INFORMATION ONLY, NOT VERIFIED FOR ACCURACY AND IS NOT PART OF THIS PLAT.

CONTROL REFERENCE:

BEARINGS ARE REFERRED TO THE NEW MEXICO STATE PLANE COORDINATE SYSTEM, NAD83 CENTRAL ZONE. DISTANCES SHOWN ARE REFERRED TO 6800' AMSL. TO CONVERT TO GRID DISTANCES MULTIPLY BY A SCALE FACTOR OF 0.999583883.

Edward M Trujillo 4-21-2020
EDWARD M TRUJILLO, NMPS#12352 DATE

EDWARD M. TRUJILLO NEW MEXICO 12352 REGISTERED PROFESSIONAL SURVEYOR

LINE	BEARING	DIST.
L1	N10°56'37"W	1.14'
L2	N16°59'06"W	52.19'
L3	N89°44'25"E	27.48'
L4	N00°03'22"W	89.45'
L5	N90°00'00"E	28.04'
L6	S00°16'08"E	69.96'
L7	N51°47'24"W	81.83'
L8	N89°54'28"E	46.60'
L9	S36°18'08"W	78.87'
L10	S59°29'45"E	31.22'
L11	S00°05'12"E	52.62'
L12	S89°57'15"E	29.61'
L13	S63°07'41"E	87.64'
L14	S26°46'26"W	29.80'
L15	N63°51'09"W	86.99'
L16	N89°39'15"W	91.04'
L17	S25°58'43"W	10.92'
L18	S89°39'55"E	29.13'
L19	N45°07'33"E	63.71'
L20	S44°21'13"E	58.51'
L21	S00°37'50"W	50.05'
L22	N89°13'57"W	39.99'
L23	N00°38'20"E	11.49'
L24	N89°55'21"E	43.00'
L25	N45°37'41"E	72.61'
L26	S44°36'20"E	78.22'
L27	N89°47'23"E	46.32'
L28	S89°48'56"W	30.39'
L29	S89°56'04"E	14.52'
L30	N89°46'25"W	45.69'
L31	N89°55'38"E	57.01'
L32	N89°58'22"E	28.03'
L33	N26°07'57"E	28.73'
L34	S89°55'55"E	61.56'
L35	N00°38'20"E	4.50'
L36	N26°54'50"E	12.69'
L37	N00°02'42"W	9.99'

LINE	BEARING	DIST.
L39	S72°57'50"W	29.57'
L40	N60°00'00"E	53.41'
L41	N00°00'00"W	5.98'
L42	N90°00'00"E	50.94'
L43	S00°00'00"E	13.83'
L44	S00°00'00"E	21.60'
L45	N90°00'00"E	41.42'
L46	S00°00'00"W	31.33'

CURVE	DELTA	RADIUS	ARC	BEARING	CHORD
C1	17°38'46"	263.50'	81.15'	S41°57'28"E	80.83'
C2	28°32'29"	123.85'	61.70'	N53°32'03"E	61.06'
C3	90°17'59"	29.50'	46.49'	N05°11'16"W	41.83'
C4	50°56'34"	300.50'	267.18'	S25°37'46"E	258.47'
C5	89°59'55"	24.50'	38.46'	N45°05'28"W	34.63'
C6	26°28'56"	191.60'	88.50'	S76°47'10"E	87.71'
C7	27°01'17"	158.99'	74.98'	S76°09'20"E	74.29'
C8	25°45'58"	263.50'	118.50'	S13°03'39"E	117.50'
C9	59°04'04"	200.50'	206.75'	S44°07'22"W	197.76'
C10	46°47'20"	99.50'	81.25'	N49°31'09"E	79.01'
C11	89°56'05"	24.09'	37.81'	N45°00'26"E	34.05'
C12	17°00'26"	1349.07'	400.44'	N61°33'44"E	398.98'
C13	16°52'25"	181.00'	47.41'	N08°30'14"W	47.24'
C14	26°13'28"	131.50'	60.19'	S77°50'38"E	59.66'
C15	89°50'16"	29.50'	46.25'	N44°54'54"E	41.66'
C16	14°28'03"	200.50'	50.62'	S07°08'55"W	50.49'
C17	87°05'51"	32.00'	48.64'	N62°26'08"W	44.09'
C18	10°56'35"	210.69'	40.11'	N02°02'00"W	40.05'
C19	91°33'09"	25.00'	39.95'	N43°17'05"E	35.83'
C20	15°15'47"	213.51'	56.88'	S79°25'48"E	56.71'
C21	28°00'15"	184.75'	90.30'	N77°02'13"W	89.40'

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2509 E. CAMINO ENTRADA
SANTA FE, N.M., 87507
FILE# 10354-SUB DATE: 04\21\20

SUBDIVISION PLAT
WITHIN LOT 1-A AND LOT 2
AS SHOWN ON ALTA/ACSM LAND TITLE SURVEY
RECORDED IN BOOK 781 PAGE 14-17.
PREPARED FOR
SANTA FE MALL PROPERTY OWNER LLC.
ALL WITHIN SECTION 7 & 8, T17N, R9E, NMPM
CITY AND COUNTY OF SANTA FE NM

SCALE 1"=50' FEET
50 0 50

NOTES:

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7. ALL NEW DEVELOPMENT SHALL COMPLY WITH ALL APPLICABLE REGULATIONS OF THE CURRENT LAND DEVELOPMENT CODE.

9. ALL FIRE DEPARTMENT ACCESS SHALL BE NO GREATER THAN A 10% GRADE THROUGHOUT.

10. FIRE DEPARTMENT ACCESS SHALL NOT BE LESS THAN 20 FEET WIDE TO ANY NEW/REMODEL CONSTRUCTION.

11. SHALL MEET THE 150 FOOT DISTANCE TO ANY PORTION OF THE BUILDING ON ANY NEW CONSTRUCTION.

12. SHALL PROVIDE WATER SUPPLY THAT MEETS FIRE FLOW REQUIREMENTS AS PER IFC AT TIME OF CONSTRUCTION.

REFERENCE DOCUMENTS:

ALTA/ACSM LAND TITLE SURVEY, PREPARED FOR SANTA FE MALL PROPERTY OWNER LLV., RECORDED NOVEMBER 25, 2014, IN BOOK 781, PAGE 14-17.

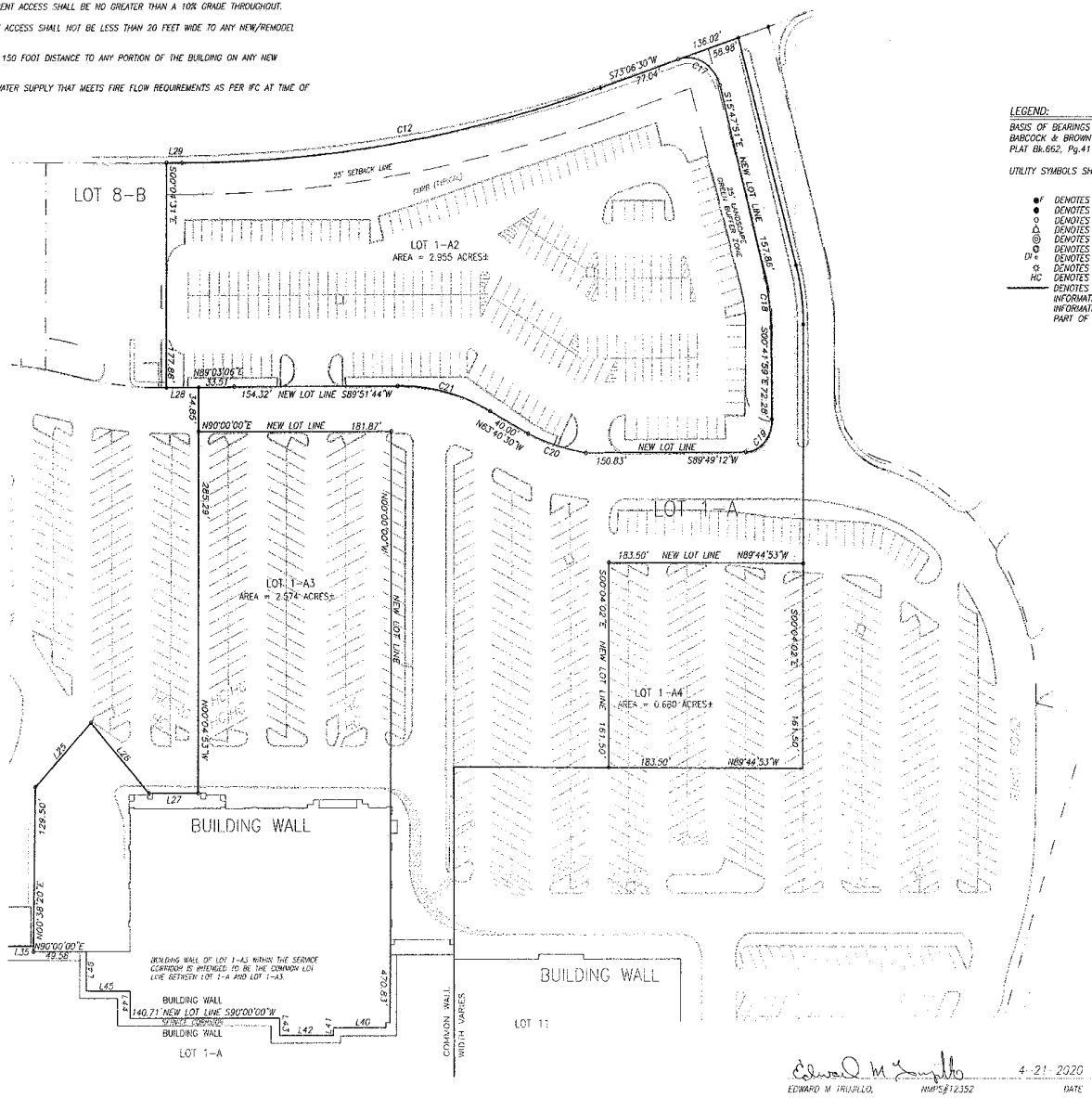
ALL PLATS AND DOCUMENTS NOTED HEREON.

CONTROL REFERENCE:

BEARINGS ARE REFERRED TO THE NEW MEXICO STATE PLANE COORDINATE SYSTEM, NAD83 CENTRAL ZONE. DISTANCES SHOWN ARE REDUCED TO GRID AMSL. TO CONVERT TO GRID DISTANCES MULTIPLY BY A SCALE FACTOR OF 0.999583883.

FLOOD ZONE:

THIS PROPERTY LIES WITHIN ZONE "X OTHER AREAS" DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON F.I.R.M. PANEL 35049C0394D, DATED JUNE 17, 2008.



LEGEND:

BASIS OF BEARINGS IS CLASS A ALTA/ACSM LAND TITLE SURVEY, PREPARED FOR BABCOCK & BROWN REAL ESTATE INVESTMENT LLC. RECORDED AUG. 17, 2007 IN PLAT Bk.662, Pg.41 OFFICE OF THE SANTA FE COUNTY CLERK.

UTILITY SYMBOLS SHOWN LARGER THEN ACTUAL SIZE FOR VIEWING PURPOSES.

- ●F DENOTES REBAR, OR AS SHOWN FOUND
- ● DENOTES REBAR, OR AS SHOWN SET
- ○ DENOTES CALCULATED POINT NOT SET
- △ DENOTES FIRE HYDRANT
- Ⓢ DENOTES SANITARY SEWER MANHOLE UNLESS OTHERWISE NOTED
- Ⓒ DENOTES CLEAN OUT
- DI ▪ DENOTES DROP INLET
- ☼ DENOTES LAMP STANDARD
- HC DENOTES HANDICAP PARKING
- DENOTES BOUNDARY OF LANDS DEALT WITH BY THIS PLAT. INFORMATION OUTSIDE OF THIS BOUNDARY IS BACKGROUND INFORMATION ONLY, NOT VERIFIED FOR ACCURACY AND IS NOT PART OF THIS PLAT.

LINE	BEARING	DIST.
L1	N10°56'37"W	1.14'
L2	N16°59'06"W	52.19'
L3	N89°44'25"E	27.48'
L4	N00°03'22"W	89.45'
L5	N09°08'02"E	28.04'
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L7	N51°47'24"W	61.63'
L8	N89°54'29"E	46.60'
L9	S39°18'08"W	78.87'
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L13	S63°07'41"E	87.64'
L14	S26°46'26"W	29.80'
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L16	N89°39'15"W	91.04'
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L18	S89°39'56"E	29.13'
L19	N45°07'33"E	63.71'
L20	S44°21'13"E	58.51'
L21	S00°37'50"W	50.05'
L22	N88°13'57"W	39.59'
L23	N00°38'20"E	11.49'
L24	N89°55'21"E	43.00'
L25	N45°37'41"E	72.61'
L26	S46°36'20"E	78.22'
L27	N88°47'23"E	46.32'
L28	S89°49'56"W	30.39'
L29	S89°56'04"E	14.52'
L30	N89°46'25"W	45.69'
L31	N89°55'39"E	57.01'
L32	N89°53'27"E	28.03'
L33	N28°07'57"E	28.73'
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LINE	BEARING	DIST.
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L43	S00°00'00"E	13.83'
L44	S00°00'00"E	21.60'

CURVE	DELTA	RADIUS	ARC	BEARING	CHORD
C1	17°36'46"	263.50'	81.15'	S41°37'28"E	80.83'
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C9	59°14'04"	200.59'	206.79'	S44°07'23"E	197.78'
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C18	10°56'35"	210.00'	40.11'	N08°02'08"W	40.05'
C19	91°33'06"	25.00'	39.95'	N43°17'05"E	35.83'
C20	13°15'47"	213.51'	56.68'	S74°25'48"E	56.71'
C21	28°00'15"	194.75'	95.20'	N77°02'13"W	85.40'

Edward M Trujillo 4-21-2020
EDWARD M TRUJILLO, NMPS#12352 DATE

EDWARD M. TRUJILLO 12352 REGISTERED PROFESSIONAL SURVEYOR

V-103

SHEET 4 OF 6

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 B CAMINO ENTRADA
SANTA FE, N.M., 87507
FILE# 10354-SUB DATE: 04\21\20

NOTES:

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REFERENCE DOCUMENTS:

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ALL PLATS AND DOCUMENTS NOTED HEREON.

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LEGEND:

BASIS OF BEARINGS IS CLASS A ALTA/ACSM LAND TITLE SURVEY, PREPARED FOR BABCOCK & BROWN REAL ESTATE INVESTMENT LLC. RECORDED AUG. 17, 2007 IN PLAT Bk.662, Pg.41 OFFICE OF THE SANTA FE COUNTY CLERK.

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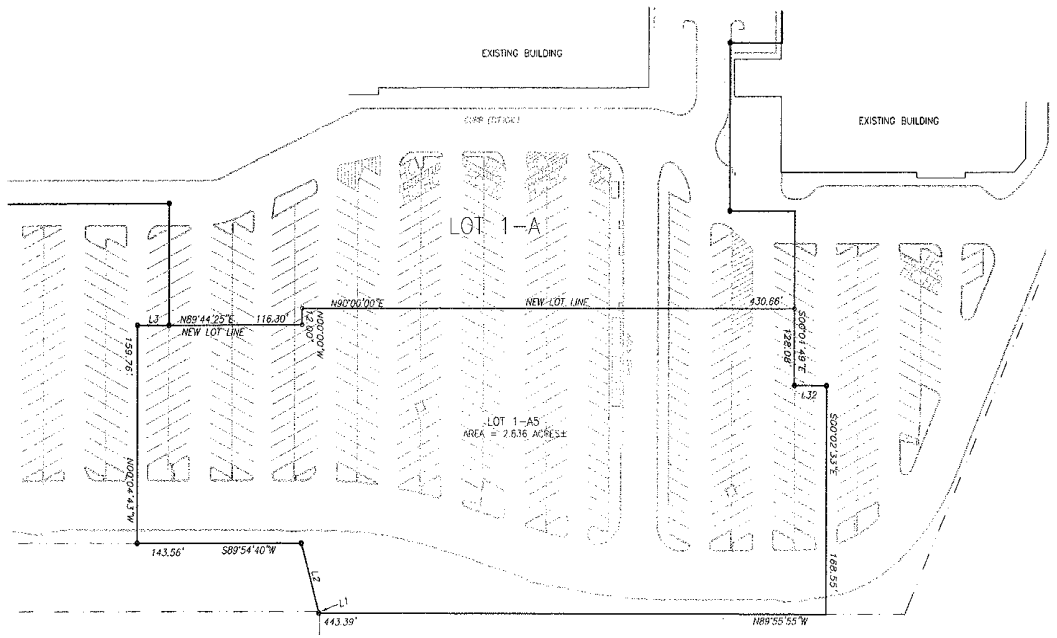
SUBDIVISION PLAT
WITHIN LOT 1-A AND LOT 2
AS SHOWN ON ALTA/ACSM LAND TITLE SURVEY RECORDED IN BOOK 781 PAGE 14-17.
PREPARED FOR
SANTA FE MALL PROPERTY OWNER LLC.
ALL WITHIN SECTION 7 & 8, T17N, R9E, NMPM CITY AND COUNTY OF SANTA FE NM



SCALE 1"=50' FEET
50 0 50

LINE	BEARING	DIST.
L1	N10°56'37"W	1.14'
L2	N16°59'08"W	52.19'
L3	N89°44'25"E	27.48'
L4	N00°03'22"W	88.45'
L5	N00°08'02"E	28.04'
L6	S00°16'08"E	69.96'
L7	N51°47'24"W	81.83'
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L13	S63°07'41"E	87.64'
L14	S26°46'26"W	29.80'
L15	N63°51'09"W	86.99'
L16	N89°39'15"W	91.04'
L17	S25°58'43"W	10.92'
L18	S89°39'55"E	29.13'
L19	N45°07'33"E	63.71'
L20	S44°21'13"E	58.51'
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C12	17°00'26"	1349.07'	400.44'	N81°33'44"E	398.98'
C13	16°52'25"	161.00'	47.41'	N08°30'14"W	47.24'
C14	26°13'28"	131.50'	60.19'	S77°50'38"E	59.66'
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C18	10°56'35"	210.66'	40.11'	N06°02'08"W	40.05'
C19	91°33'09"	25.00'	39.95'	N43°17'05"E	35.83'
C20	15°15'47"	213.31'	56.86'	S74°25'46"E	56.71'
C21	28°09'15"	184.75'	90.35'	N77°02'13"W	89.46'

Edward M Trujillo 4-21-2020
EDWARD M TRUJILLO, NMPS#12352 DATE

NEW MEXICO REGISTERED PROFESSIONAL SURVEYOR 12352 EDWARD M. TRUJILLO

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
7307 B CAMINO ENTRADA
SANTA FE, N.M., 87507
FILE# 10354-SUB DATE:04\21\20

SUBDIVISION PLAT

WITHIN LOT 1-A AND LOT 2
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PREPARED FOR
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ALL WITHIN SECTION 7 & 8, T17N, R9E, NMPM
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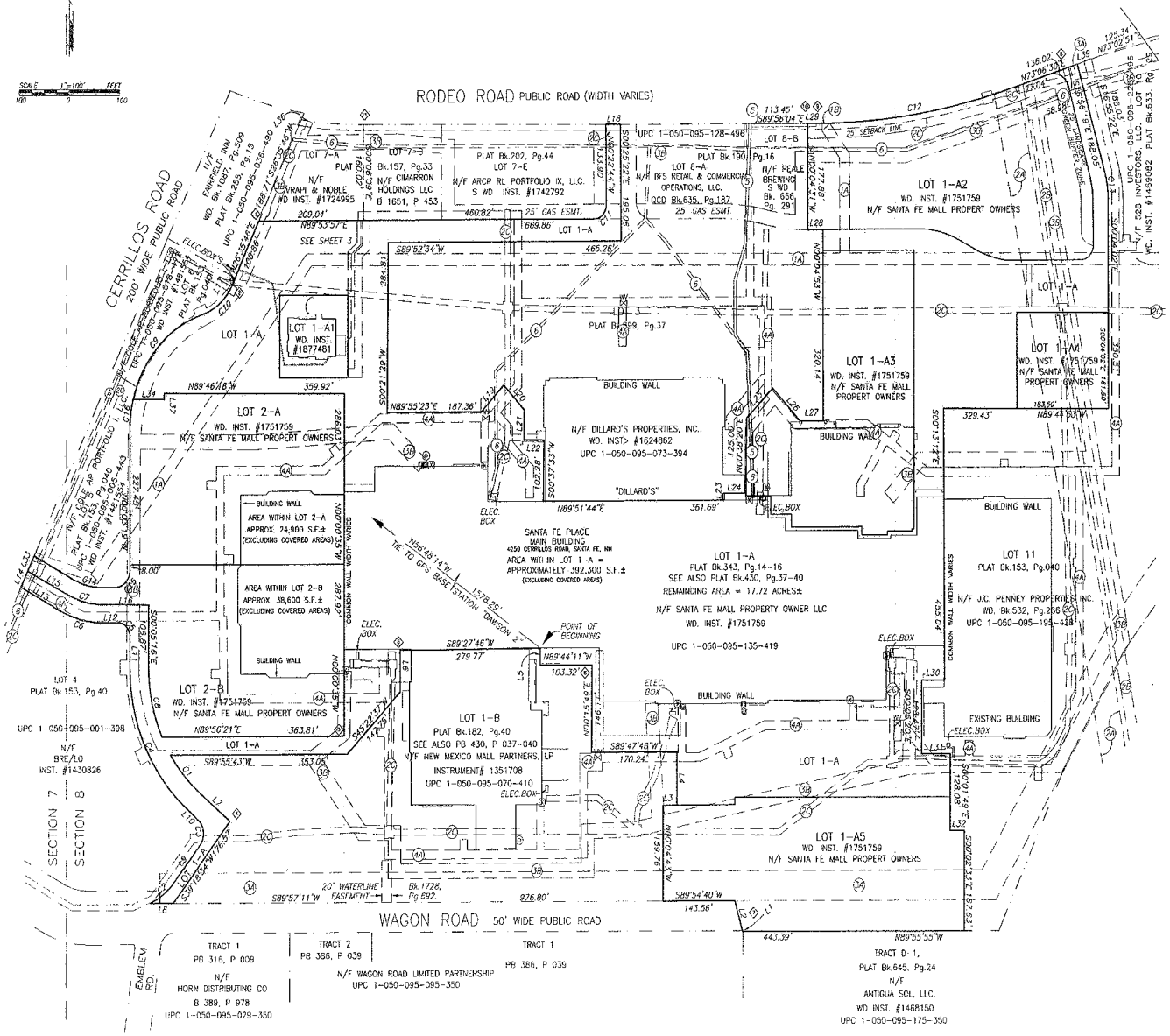


MONUMENTATION NOTES:

1. FOUND REBAR N61°27'42"E, 2.22' FROM CORNER FOUND REBAR N61°33'54"E, 3.26' FROM CORNER
2. FOUND "X" IN CONCRETE AT CORNER, FOUND REBAR S47°48'26"E 1.10' FROM CORNER
3. FOUND NAIL AND WASHER N86°06'35"E, 0.79' FROM CORNER
4. FOUND "X" IN CONCRETE AT CORNER, FOUND "X" IN CONCRETE N62°50'46"W, 2.87' FROM CORNER
5. FOUND NAIL N14°48'00"E, 2.37' FROM CORNER
6. FOUND NAIL AND WASHER N14°15'03"E, 1.35' FROM CORNER
7. FOUND BENT REBAR N89°40'19"W, 0.31' FROM CORNER
8. FOUND "X" IN CONCRETE S55°16'16"E, 0.54' FROM CORNER
9. FOUND "X" IN CONCRETE N57°14'24"W, 6.53' FROM CORNER
10. FOUND "X" IN CONCRETE N16°14'44"E, 3.67' FROM CORNER
11. FOUND REBAR AT CORNER FOUND REBAR S66°26'34"E, 3.95' FROM CORNER FOUND REBAR S65°42'59"E, 3.62' FROM CORNER

EASEMENT LEGEND:

1. 20' WIDE POWERLINE EASEMENT RECORDED IN Bk.259, Pg.713 DESIGNATOR (2B)
2. 50' WIDE POWERLINE RECORDED IN Bk.297, Pg.74, QUITCLAIM DEED ASSIGNMENT RECORDED IN Bk.524, Pg.869 DESIGNATOR (2A).
3. 15' WIDE SEWER EASEMENT Bk.374, Pg.780, DESIGNATOR (1B).
4. 50' WIDE GASLINE EASEMENT RECORDED IN Bk.501, Pg.830 DESIGNATOR (3A).
5. 15' WIDE WATERLINE EASEMENT RECORDED IN Bk.525, Pg.109 DESIGNATOR (4A).
6. 5' WIDE UNDERGROUND TELEPHONE EASEMENT RECORDED IN Bk.525, PG.117 DESIGNATOR (6).
7. 25' WIDE GASLINE EASEMENT RECORDED IN Bk.525, PG.121 DESIGNATOR (3B).
8. 20' WIDE SEWER EASEMENT RECORDED IN Bk.525, PG.128 DESIGNATOR (1A).
9. VARYING WIDTH UNDERGROUND ELECTRIC EASEMENT RECORDED IN Bk.525, PG.135 AND AMENDED IN Bk.567, PG.508, Bk.566, PG.894 AND Bk.574, PG.777 DESIGNATOR (2C).
10. 5' WIDE CABLE TELEVISION LINE RECORDED IN Bk.530, PG.162 DESIGNATOR (5).
11. ACCESS EASEMENT RECORDED IN Bk.532, PG.768 DESIGNATOR (7).

Edward M Trujillo 4-21-2020
EDWARD M TRUJILLO, NMPS#12352 DATE

EDWARD M. TRUJILLO 12352 NEW MEXICO REGISTERED PROFESSIONAL SURVEYOR

V-105

SHEET 6 OF 6

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 B CAMINO ENTRADA
SANTA FE, N.M., 87507

FILE# 10354-SUB DATE: 04.21.20

LEGEND:

SYMBOLS MAY BE SHOWN LARGER THEN ACTUAL SIZE FOR VIEWING PURPOSES.

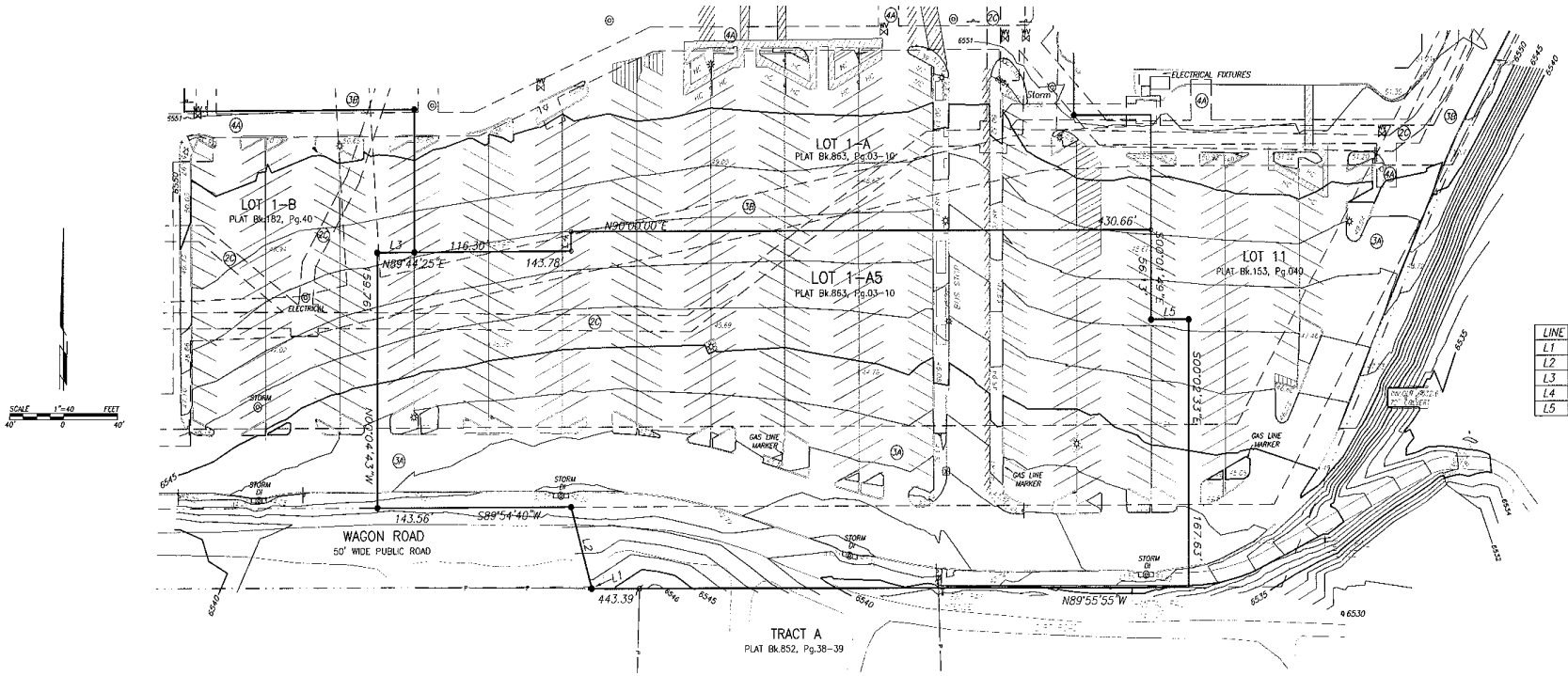
ELEVATIONS SHOWN AT PARKING ISLANDS ARE AT THE BACK OF CURB TYPICAL ISLAND CURB HEIGHT IS 0.5' ABOVE GUTTER.

- DENOTES CORNER MONUMENT
- DENOTES LIGHT POLE
- DENOTES MANHOLE
- DENOTES DROPE INLET
- DENOTES WATER VALVE
- DENOTES FIRE HYDRANT
- DENOTES TRAFFIC SIGN
- DENOTES 1' CONTOUR INTERVAL
- DENOTES 5' CONTOUR INTERVAL

TOPOGRAPHIC MAP
OF LOT 1-A5 AND A PORTION OF LOT 1-A & LOT 11 AS SHOWN ON FINAL SUBDIVISION PLAT & DEVELOPMENT PLAN AMENDMENT #5 RECORDED IN BOOK 863 PAGE 03-10.
PREPARED FOR
SANTA FE MALL PROPERTY OWNER LLC.
ALL WITHIN SECTION 7 & 8, T17N, R9E, NMPM CITY AND COUNTY OF SANTA FE NM

EASEMENT LEGEND:

1. 50' WIDE GASLINE EASEMENT RECORDED IN Bk.501, Pg.830 DESIGNATOR (3A).
2. 15' WIDE WATERLINE EASEMENT RECORDED IN Bk.525, Pg.109 DESIGNATOR (4A).
3. 25' WIDE GASLINE EASEMENT RECORDED IN BK.525, PG.121 DESIGNATOR (3B).
4. VARYING WIDTH UNDERGROUND ELECTRIC EASEMENT RECORDED IN BK.525, PG.135 AND AMENDED IN BK.567, PG.508, BK.568, PG.894 AND BK.574, PG.777 DESIGNATOR (2C).



LINE	BEARING	DIST.
L1	N10°56'37"W	1.14'
L2	N16°59'06"W	52.19'
L3	N89°44'25"E	27.48'
L4	N00°00'00"W	12.00'
L5	N89°58'22"E	28.03'

NOTE:

THIS IS NOT A BOUNDARY SURVEY LINES AS SHOWN ARE DERIVED FROM RECORD SURVEY PLATS, RIGHT-OF-WAY MAPS, OR DEEDS REFERENCED HEREON AND ARE NOT GUARANTEED OR TO BE RELIED ON FOR THE ESTABLISHMENT OF PROPERTY LINES.

THIS PROPERTY SUBJECT TO ALL VALID COVENANTS, EASEMENTS AND RESTRICTIONS OF RECORD. A TITLE SEARCH OF THE SUBJECT LOTS HAS NOT BEEN DONE.

THERE ARE NO BUILDINGS WITHIN THE TOPOGRAPHIC LIMITS SHOWN HEREON.

SURVEYORS CERTIFICATE:

I HEREBY CERTIFY THAT THIS MAP IS A TRUE REPRESENTATION OF A TOPOGRAPHIC SURVEY COMPLETED UNDER MY PERSONAL SUPERVISION IN AUGUST OF 2020. THE SURVEY AND DRAWING ARE TRUE AND CORRECT, TO THE BEST OF MY KNOWLEDGE, AND MEET THE MINIMUM STANDARDS FOR TOPOGRAPHIC SURVEYS IN NEW MEXICO.

EDWARD M. TRUJILLO, N.M.P.L.S. #12352

V-106

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 B CAMINO ENTRADA
SANTA FE, N.M., 87507
FILE# 10354\S-TOPO DATE: 08\24\2020

LOT LINE ADJUSTMENT PLAT
BETWEEN LOT 1-A & LOT 1-A5
AS SHOWN ON FINAL SUBDIVISION PLAT & DEVELOPMENT PLAN AMENDMENT #5 RECORDED IN BOOK 863 PAGE 03-10.
PREPARED FOR
SPINOSO REAL ESTATE GROUP.
WITHIN SECTION 7 & 8, T17N, R9E, NMPM CITY AND COUNTY OF SANTA FE NM

PURPOSE: THE PURPOSE OF ADJUST LOT LINES BETWEEN LOT 1-A, AND LOT 1-A5.

DEDICATION AND AFFIDAVIT:

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S) HAVE CAUSED TO ADJUST THE LOT LINES BETWEEN LOT 1-A, LOT 1-A5 AND LOT 1-B SHOWN HEREON. THERE ARE NO NEW EASEMENTS CREATED BY THIS PLAT. THIS RE-PLAT CONTAINS 27.370 ACRES MORE OR LESS AND IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNERS.

THIS PROPERTY LIES WITHIN THE PLATTING JURISDICTION OF THE CITY OF SANTA FE.

OWNER

BY: _____, SANTA FE PROPERTY MALL OWNER LLC.

STATE OF)SS
COUNTY OF)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY _____, SANTA FE MALL PROPERTY OWNER LLC. THIS ____ DAY OF _____, 20____.

NOTARY PUBLIC, MY COMMISSION EXPIRES

CONTROL REFERENCE:

BEARINGS ARE REFERRED TO THE NEW MEXICO STATE PLANE COORDINATE SYSTEM, NAD83 CENTRAL ZONE. DISTANCES SHOWN ARE REFERRED TO 6800' AMSL. TO CONVERT TO GRID DISTANCES MULTIPLY BY A SCALE FACTOR OF 0.999583883.

NOT TO SCALE

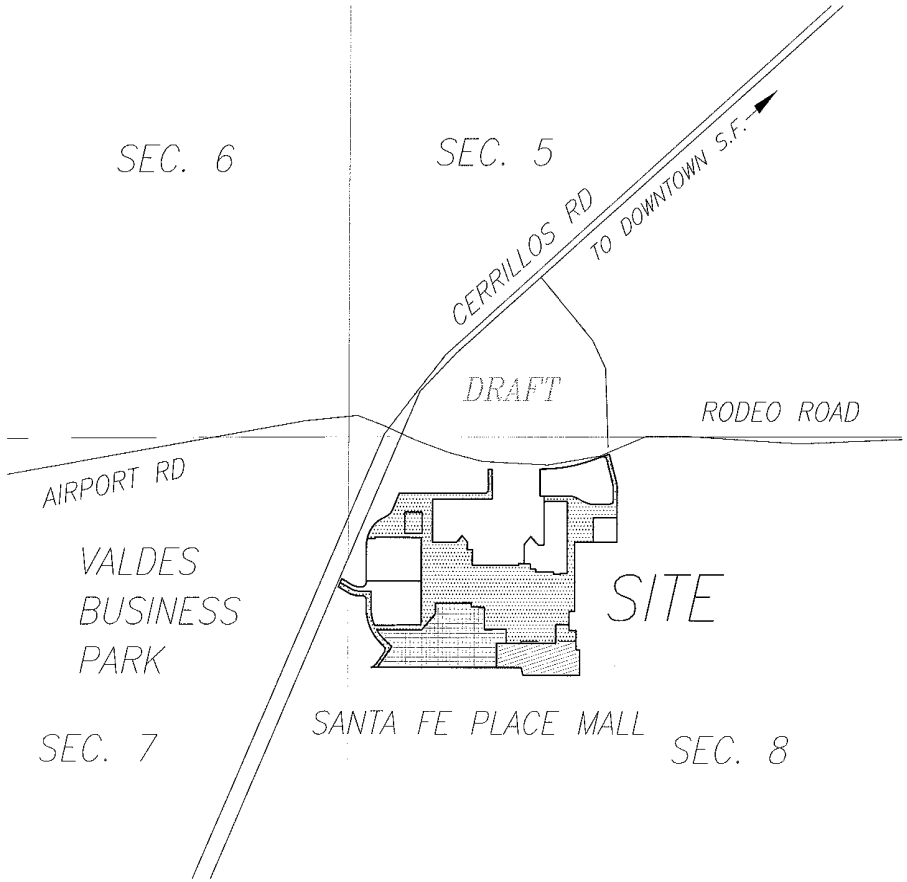
REFERENCE DOCUMENTS:

1. FINAL SUBDIVISION PLAT & DEVELOPMENT PLAN AMENDMENT #5, PREPARED FOR THE SPINOSO REAL ESTATE GROUP. RECORDED JUNE 3, 3030 IN BOOK 863, PAGE 03-10, OFFICE OF THE SANTA FE COUNTY CLERK.

2. ALL PLATS AND DOCUMENTS NOTED HEREON.

FLOOD ZONE:

THIS PROPERTY LIES WITHIN ZONE "X", AREAS DETERMINED TO OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD AS SHOWN ON FIRM PANEL 35049C0394D EFFECTIVE DATE OF JUNE 17, 2008.



COUNTY OF SANTA FE)
STATE OF NEW MEXICO)SS
I hereby certify that this instrument was filed for record on the day of , 20 A.D. at o'clock , and was duly recorded in book , page(s) of the records of Santa Fe County.

Witness my Hand and Seal of office
GERALDINE SALAZAR
County Clerk, Santa Fe County, N.M.

Deputy

County Clerk

DRAFT

Seal

SANTA FE CITY APPROVAL:

APPROVED BY THE PLANNING COMMISSION THEIR MEETING OF

AS CASE NO.

PLANNING COMMISSION CHAIRPERSON DATE PLANNING COMMISSION SECRETARY DATE

SANTA FE COUNTY TREASURER DATE

APPROVED BY THE CITY OF SANTA FE CURRENT PLANNING DIVISION UNDER AUTHORITY OF THE LAND DEVELOPMENT CODE, ARTICAL 14-3.8(7)

CITY ENGINEER FOR LAND USE DATE CITY PLANNER DATE

CONDITIONS OF APPROVAL:

1. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 2001 AND SUBSEQUENT AMENDMENTS.

2. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO PLAT AND OR DEVELOPMENT PLAN RECORDING WITH THE COUNTY CLERK OR SUBMITTAL FOR A BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISION OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.

3. PRIOR TO ANY NEW CONSTRUCTION, PLAT WILL BE SUBMITTED TO FIRE DEPARTMENT FOR COMPLIANCE WITH INTERNATIONAL FIRE CODE.

4. ALL NEW DEVELOPMENT SHALL COMPLY WITH ALL APPLICABLE REGULATIONS OF THE CURRENT LAND DEVELOPMENT CODE.

5. ALL FIRE DEPARTMENT ACCESS SHALL BE NO GREATER THAN A 10% GRADE THROUGHOUT.

6. FIRE DEPARTMENT ACCESS SHALL NOT BE LESS THAN 20 FEET WIDE TO ANY NEW/REMODEL CONSTRUCTION.

7. SHALL MEET THE 150 FOOT DISTANCE TO ANY PORTION OF THE BUILDING ON ANY NEW CONSTRUCTION.

8. SHALL PROVIDE WATER SUPPLY THAT MEETS FIRE FLOW REQUIREMENTS AS PER IFC AT TIME OF CONSTRUCTION.

9. THE PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE GUNNISON'S PRAIRIE DOG ORDINANCE (ARTICLE 14-8, 12).

DRAINAGE FACILITIES MAINTENANCE: THE DRAINAGE FACILITIES ARE PRIVATE AND SHALL BE MAINTAINED BY THE PROPERTY OWNERS.

INSPECTIONS OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:
ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1-INCH OR GREATER. THE OWNERS SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.

THE REMEDIAL ACTION SHALL CONSIST OF (1) REMOVAL AND DISPOSAL OF SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH; (2) FLUSHING ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND POLLUTANTS THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURES; AND, (3) INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS AND INSPECT FOR THE STRUCTURAL INTEGRITY OF ALL APPURTENANT DRAINAGE STRUCTURES AND REPAIR OR STABILIZE ACCORDINGLY.

SURVEYORS CERTIFICATE:

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE REPRESENTATION OF A SURVEY COMPLETED UNDER MY PERSONAL SUPERVISION ON THE 8th DAY OF OCTOBER, 2020. TO THE BEST OF MY KNOWLEDGE, THE SURVEY AND PLAT ARE CORRECT, TRUE AND MEET THE MINIMUM STANDARDS FOR LAND SURVEYS IN NEW MEXICO.

DRAFT 12-XX-2020

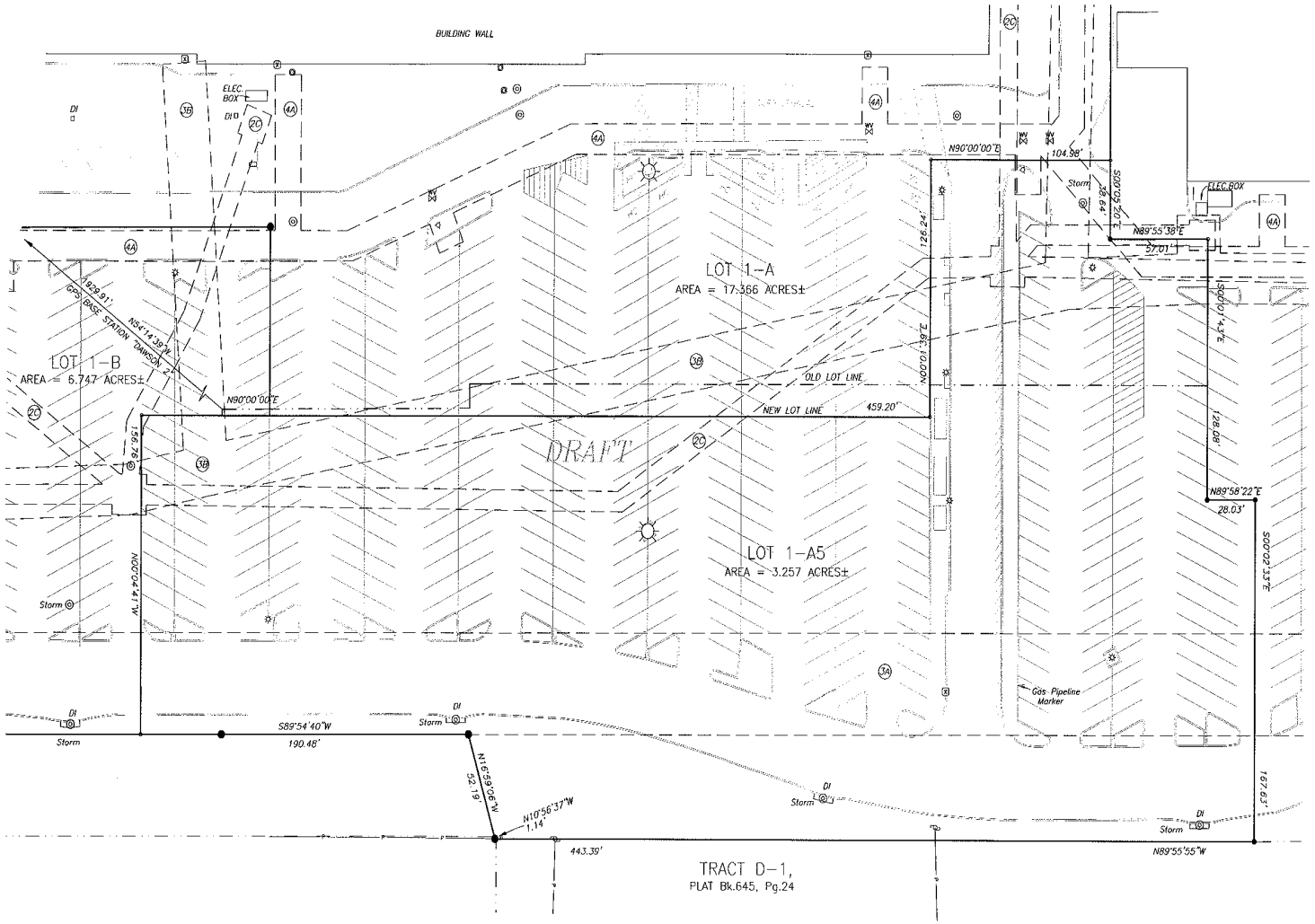
EDWARD M TRUJILLO, NMPS#12352 DATE

V-107

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
7505 MALLARD WAY SUITE A
SANTA FE, N.M. 505-471-8660
FILE#10354\LLADJ DATE:12\17\2020

LOT LINE ADJUSTMENT PLAT

BETWEEN LOT 1-A & LOT 1-A5
AS SHOWN ON FINAL SUBDIVISION PLAT & DEVELOPMENT PLAN AMENDMENT #5 RECORDED IN BOOK 863 PAGE 03-10.
PREPARED FOR
SPINOSO REAL ESTATE GROUP.
WITHIN SECTION 7 & 8, T17N, R9E, NMPM
CITY AND COUNTY OF SANTA FE NM



SCALE 1"=30 FEET
30 0 30

LEGEND:

BASIS OF BEARINGS IS FINAL SUBDIVISION PLAT & DEVELOPMENT PLAN AMENDMENT #5 SANTA FE PLACE, PREPARED FOR SANTA FE PROPERTY MALL OWNER LLC. RECORDED JUNE 3, 2020 IN PLAT Bk.863, Pg.03-10 OFFICE OF THE SANTA FE COUNTY CLERK.

SYMBOLS MAY BE SHOWN LARGER THEN ACTUAL SIZE FOR VIEWING PURPOSES.

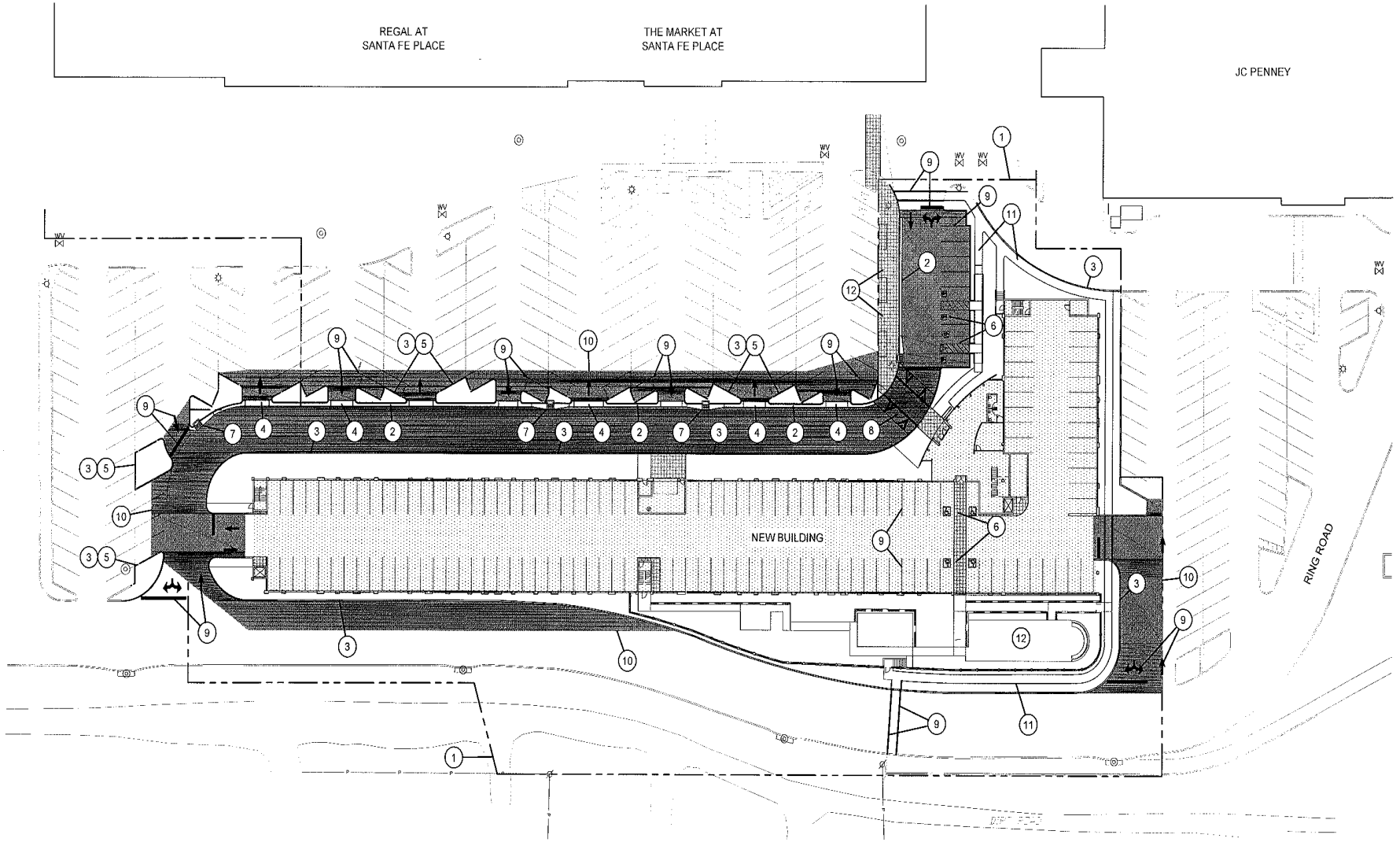
- ●F DENOTES REBAR, OR AS SHOWN FOUND
- ● DENOTES REBAR, OR AS SHOWN SET
- ○ DENOTES CALCULATED POINT NOT SET
- DENOTES FIRE HYDRANT
- DENOTES SANITARY SEWER MANHOLE UNLESS OTHERWISE NOTED
- DENOTES CLEAN OUT
- DI DENOTES DROP INLET
- DENOTES LAMP STANDARD
- HC DENOTES HANDICAP PARKING
- DENOTES BOUNDARY OF LANDS DEALT WITH BY THIS PLAT. INFORMATION OUTSIDE OF THIS BOUNDARY IS BACKGROUND INFORMATION ONLY, NOT VERIFIED FOR ACCURACY AND IS NOT PART OF THIS PLAT.

DRAFT

12-XX-2020

EDWARD M TRUJILLO, NMPS#12352 DATE

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
7505 MALLARD WAY SUITE A
SANTA FE, N.M. 505-471-6660
FILE# 10354\LLADJ DATE:12\17\2020



KEYNOTES

1. PROPERTY LINE
2. 24" CURB AND GUTTER, SEE SHEET C-201
3. 6" STAND UP CURB, SEE SHEET C-201
4. 36" VALLEY GUTTER, SEE SHEET C-201
5. NEW ISLAND
6. ADA PARKING, SEE SHEET C-700
7. NEW DROP INLET, SEE SHEET C-500
8. RAISED CROSSWALK, SEE SHEET C-201
9. NEW STRIPING, SEE SHEET C-700
10. LIMITS OF NEW PAVING
11. NEW SIDEWALK
12. NEW FLATWORK, SEE LANDSCAPE

LEGEND

- NEW ASPHALT
- NEW BUILDING, SEE ARCH
- FLATWORK, SEE LANDSCAPE

N

0 15 30 60
SCALE: 1" = 30'

CIVIL SITE PLAN
SCALE: 1" = 30'

ENGINEERS SEAL | DATE | REVISIONS

Santa Fe Engineering Consultants, LLC
1599 St. Francis Drive, Suite B
Santa Fe, N. M. 87505
(505) 982-2845 Fax (505) 982-2641
http://www.SFENGR.com

DEVELOPMENT PLAN
SUBMITTAL FOR
ESCARPA
APARTMENT HOMES AT SANTA FE PLACE

CIVIL SITE PLAN

DATE	SCALE	SHEET
DECEMBER 2020	1" = 30'	C-100

LEGEND:

- AREA OF 0% TO 20% SLOPE
- AREA OF 20% TO 30% SLOPE
- AREA OF 30% OR GREATER SLOPE

NOTES:

1. ALL TOPOGRAPHIC INFORMATION IS PROVIDED BY DAWSON SURVEYS INC
2. THIS SLOPE ANALYSIS IS BASED UPON A 1 FOOT CONTOUR INTERVAL
3. ALL SLOPES IMPACTED BY THIS PROJECT ARE MAN-MADE

N

0 15 30 60

SCALE: 1" = 30'

SLOPE ANALYSIS MAP AND CALCULATIONS

SCALE: 1" = 30'

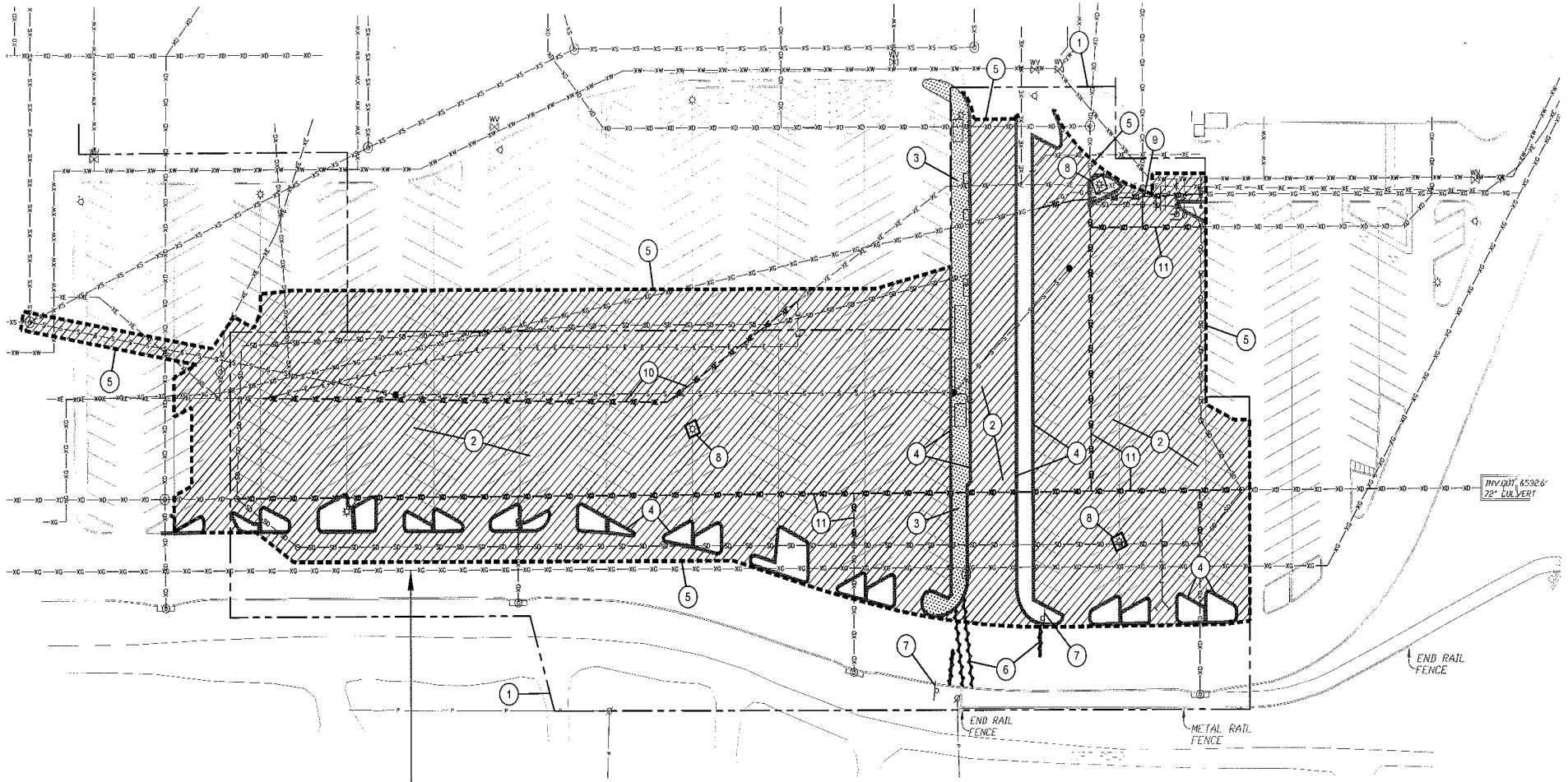
REVISIONS	DATE	ENGINEERS SEAL

Santa Fe Engineering Consultants, LLC
1599 St. Francis Drive, Suite B
Santa Fe, N. M. 87505
(505) 982-2845 Fax (505) 982-2641
http://www.SFENGR.com

DEVELOPMENT PLAN
SUBMITTAL FOR
ESCARPA
APARTMENT HOMES AT SANTA FE PLACE

SLOPE ANALYSIS MAP AND CALCULATIONS

DATE	SCALE	SHEET
DECEMBER 2020	1" = 30'	C-101



EXTREME CAUTION

EXTREME CAUTION IS TO BE USED WHEN WORKING NEAR EXISTING GAS LINES, CONTRACTOR TO VERIFY LOCATION IN FIELD PRIOR TO ANY EXCAVATION OR DEMOLITION. CONTRACTOR TO PROTECT LINES DURING ALL PHASES OF CONSTRUCTION.

EXTREME CAUTION

LEGEND

- ASPHALT REMOVAL
- SIDEWALK REMOVAL
- CURB AND GUTTER REMOVAL
- SAWCUT
- OBLITERATE STRIPE

SHEET KEYNOTES

1. PROPERTY LINE
2. REMOVE ASPHALT
3. REMOVE SIDEWALK
4. REMOVE CURB AND GUTTER
5. SAWCUT SEE DETAIL SHEET C-201
6. OBLITERATE EXISTING STRIPING
7. REMOVE EXISTING STOP SIGN
8. REMOVE EXISTING LUMINAIRE
9. REMOVE EXISTING GAS LINE SEE SHEET C-401
10. REMOVE EXISTING ELECTRIC LINE SEE SHEET C-401
11. REMOVE EXISTING STORM DRAIN SEE SHEET C-500

ENGINEERS SEAL | DATE | REVISIONS

N

0 15 30 60

SCALE: 1" = 30'

DEMOLITION PLAN

SCALE: 1" = 30'

Santa Fe Engineering Consultants, LLC
1599 St. Francis Drive, Suite B
Santa Fe, N. M. 87505
(505) 982-2845 Fax (505) 982-2641
http://www.SFENGR.com

DEVELOPMENT PLAN
SUBMITTAL FOR
ESCARPA
APARTMENT HOMES AT SANTA FE PLACE

DEMOLITION PLAN

DATE	SCALE	SHEET
DECEMBER 2020	1" = 30'	C-102

CITY OF SANTA FE PUBLIC INFRASTRUCTURE GENERAL CONSTRUCTION NOTES

1. All construction shall conform to the requirements of City of Santa Fe Standard Drawings and Specifications as applicable.
2. Utility construction shall conform to applicable sections of the APWA's "New Mexico Standard Specifications for Public Works Construction, 2006 edition including latest published amendments.
3. Infrastructure construction shall conform to applicable sections of the New Mexico Department of Transportation's "Standard Specifications for Highway and Bridge Construction, latest Edition (SSHBC).
4. The order of precedence shall be, listed in order of highest precedence, the project specifications, plans, City of Santa Fe Standard Drawings, SSHBC, and APWA.
5. In the case of conflicts between plans and specifications resolution shall be by using the more restrictive requirement as determined by the project engineer and approved by the City.
6. The project plans shall be approved for construction by the City prior to any construction activity and scheduling a pre-construction meeting.
7. The construction Project Engineer shall be a New Mexico licensed Professional Engineer in the appropriate category for the type of work represented by the project plans. The Project Engineer shall arrange for a pre-construction meeting prior to the start of construction or mobilization of equipment on-site and after receipt of the financial guaranty. At the pre-construction meeting, the Project Engineer shall submit a letter providing the name(s) of specific individuals who will be performing what type of inspections and respective telephone contact number(s); this includes preparation of the record drawings. The pre-construction meeting shall be scheduled a minimum of 10 calendar days in advance of the meeting date.
8. Attendance at the pre-construction meeting is mandatory.
9. The Contractor shall provide a list of contact personnel responsible for site construction including position, telephone numbers, and at least one emergency telephone number active on a 24 hour basis.
10. If an EPA Notice of Intent (NOI) is applicable, a copy of the mailed permit application shall be presented at the pre-construction meeting along with a written statement giving the mailing date.
11. The Contractor shall be responsible for maintaining the integrity of all underground utilities during the course of work regardless of any location shown on the plans or other field evidence, or lack thereof. Notification to New Mexico One Call at 1-800-321-2537 for utility locates a minimum of 48 hours in advance of any excavation is required. Maintenance of utility locates shall be continued throughout the project life.
12. The Owner shall be responsible for all changes in construction deemed necessary for any reason and shall have appropriate plans and/or specifications, including applicable design criteria, prepared by a New Mexico Professional Engineer and submitted to the City for approval. Upon approval, said changes may be incorporated into the project.
13. Final Record Drawings, reflecting substantial changes to the original design drawings, shall be submitted by the Contractor's Surveyor for approval to the Engineer.Said plans shall be approved by applicable City Divisions prior to final acceptance of project work for maintenance responsibility and the beginning of the warranty period. Under no circumstances will partial acceptance and/or warranty commencement begin for any component of project scope be provided.
14. All Contractor work activity shall be confined to the construction limits of the project. There shall be no encroachment onto adjacent properties, either construction or marshaling yard(s) unless legal easements(s)/agreement(s) is/are executed and approved by the Engineering Supervisor.
15. Grading shall be completed under the authority of a Building Permit, the application of which shall show the type of work as "Other" with the notation of Grading, Landscaping, and infrastructure shown thereon. Call 505-955-6945 for permit information.
16. All cut and fill slopes, including setback requirements, shall conform to the requirements of:
    a. Santa Fe City Code's Article 14-8 (Development and Design Standards);
    b. Chapter 33 of the Uniform Building Code, 1997 edition unless otherwise noted on the approved construction plans; and
    c. In the case of conflict between these two specifications, City Code shall prevail.
17. The Contractor is responsible for any damage caused by construction activities to public or private property, including utilities.
18. Material quality testing shall be completed by the Contractor, through a recognized testing laboratory. The laboratory shall be under the auspices of a New Mexico Professional Engineer.
19. All material quality test reports shall be provided directly to the City Planning Department, attention Permits and Development Review Division at P.O. Box 909, Santa Fe, New Mexico 87504-0909 within seven (7) calendar days after laboratory material testing is complete unless otherwise directed during the pre-construction meeting. Field test reports shall be provided directly to the P&DR staff at the time of field testing. In the case of P&DR staff absence, the reports shall be Fax'ed to 505-955-6829. In each case, all test reports and other communication shall carry the applicable P&DR Case and Building Permit project numbers which will be provided at the pre-construction meeting if not noted on the approved project plans.
20. Compaction testing of soil and similar materials, including optimum moisture-density relationships, shall be performed in accordance with the referenced specifications and/or plans. Unless specified in individual project plans, the frequency of compaction testing shall be one (1) test per 1.5 vertical feet of fill or backfill of similar material; within two (2) horizontal feet of structures; for each 500 linear feet of trench backfill or each days compactive effort, whichever results in the greatest quantity of tests; or for each 500 cubic yards of fill of similar material; or as directed by the Engineer.
21. Portland cement concrete (Pcc) proposed to be used for the project shall conform to a mix design prepared by a New Mexico Professional Engineer. The design shall be provided to P&DR staff for approval a minimum of 14 calendar days prior to scheduling the initial casting operation or, alternatively, the project plans shall define a specific mix having a prior approval by P&DR. Each mix shall have the following minimum properties:
    a. Compressive strength of 4,000 psi in 28 calendar days
    b. Seven (7.0) bags of cementitious material per cubic yard of concrete
    c. Twenty (20.0) percent or less of flyash material substitution for cement
    d. Maximum aggregate size of ¾"
    e. Air entrainment content ranging between 4.0 and 7.0 percent at the point of concrete delivery into forms
22. Concrete sample set shall consist of a minimum of three (3) cylinders. One sample set shall be obtained for each 500 linear feet cast, 50 cast cubic yards, or one (1) set per calendar day, whichever is greatest; or as directed by the Engineer. Cylinders shall be tested at 7, 28, and 56 day intervals; the 56 day interval need not be tested if any previous test result exceeds the design value.
23. Traffic control devices, as per approved plan, shall be installed, maintained, and removed by the Contractor. Said devices shall conform to the latest published edition of the Manual of Uniform Traffic Control Devices and to written directions from the City Traffic Engineer who may be reached at 505-955-6619.
24. Site erosion and/or sediment control, as per approved plan, shall be installed, maintained, and removed by the Contractor. The Contractor's attention is directed to the SSHBC's Section 603 for other requirements relating to dust abatement and similar issues.
25. Utility lines must be bored under all existing street Pcc street appurtenances. A minimum of 12" separation must be maintained between utility lines. Any curb, gutter, or other damage must be repaired before final inspection will be given.
26. Each City utility division shall provide a letter of completed installation, not necessarily accepted for warranty, at the Contractor's request. Said letters shall be provided to the P&DR staff and received written staff acceptance prior to scheduling either TV inspection of SAS ; and Storm Sewer lines or placement of roadway pavement material.
27. ASTM, ASHTO, or independent laboratory certificates of material compliance are to be provided to P&DR staff prior to bringing applicable material on site.
28. Aggregate base course material shall conform to the SSHBC's Section 303 using Gradation I.
29. Hot Mix Asphalt (HMA) proposed to be used for the project shall conform to a mix design prepared by a New Mexico Professional Engineer conforming to SSHBC's Section 423 using Aggregated Classification(s) called for in the project plans. The design shall be provided to P&DR staff for approval a minimum of 14 calendar days prior to scheduling the initial paving operation or, alternatively, the project plans shall define a specific mix having a prior approval by P&DR.
30. Compaction testing of subgrade, aggregate base course, and each lift of HMA material shall be completed for every 100 linear feet of roadway length excepting for HMA material in which case provide one (1) test for every 100 linear feet of laydown machine pass; or as directed by the Engineer.
31. HMA material quality test samples (wet) shall be obtained and tested for every 500 tons or fraction thereof or one (1) sample per day.
32. Utility appurtenance such as telephone pedestals, electrical transformers, gas, and cable TV pedestals shall be placed outside the public right-of-way and within utility easements. The Owner is responsible for relocating mis-placed utility structures prior to requesting a pre-final inspection. Water meter boxes and fire hydrants may be placed between the sidewalk and curb. Water valve and meter boxes are not to be placed within maintenance areas of semi-improved (gravel or equal) roads.
33. Construction debris and/or excess material shall be stored in an on-site area and appropriately contained. Said debris shall not be a nuisance to the surrounding neighborhood. Disposal of debris shall be either within the city limits under separate grading permit or at a designated NMED approved disposal site. The Contractor shall provide written notice as to proposed debris disposal site location(s). All debris and/or excess material shall be removed from the site prior to scheduling a pre-final inspection with P&DR staff.
34. Interim terrain and stormwater management inspections shall be arranged for at the following events:
    a. Completion of temporary erosion control best management installations and prior to any earthwork (clearing, grubbing, etc.)
    b. Final stormwater management features are constructed
    c. Final site restoration measures are completed
    d. Further construction or issuance of any permit(s) shall not occur until written approval by P&DR staff for each of the above inspections has been obtained. Inspections shall be scheduled by calling 505-955-6646.
35. The Contractor shall make written request for a pre-final inspection of terrain management and infrastructure works a minimum of 14 calendar days in advance with P&DR staff. At this inspection, applicable city division staff will review the final work product. Any deficiencies will be noted in a "punchlist" and provided to the Contractor for correction. When all punchlist items are completed the Contractor shall file a written statement to that effect and a final inspection will be held by P&DR staff. Upon acceptance, an acceptance letter will be provided wherein all work will be accepted for maintenance by the City and the commencement of the warranty period initiated.
36. All surveys to be performed under the supervision of a Professional Land Surveyor, licensed in the State of New Mexico.

ADDITIONAL CONSTRUCTION NOTES

1. The contractors surveyor shall coordinate with Dawson Surveys Inc. The contractors surveyor shall verify proposed grades. Invert elevations, Flow lines, Alignments, Property lines, Right of Way, Setbacks, and topography Prior to construction. Any deviations shall be reported to the engineer.
2. The contractor shall maintain existing fencing, or build new fencing to insure that the site is secure at all times.
3. It is solely the contractors responsibility to meet OSHA requirements and to maintain a safe working condition.
4. Santa Fe Engineering Consultants, Inc. waives any and all responsibility and is not liable for problems which arise from failure to follow these plans, Specifications and the design intent they convey or for problems which arise from failure to obtain and/or follow SFEC guidance with respect to any errors, omissions, inconsistencies, ambiguities or conflicts.
5. Television inspection to be provided by private contractor, not the City.
6. Pot holing, construction water, T.V. inspections, flushing and cleaning of sanitary sewer lines or storm sewers are incidental to the work and no separate payment will be made.
7. The existing utility locations shown on these plans have been compiled from multiple sources, including utility locates, and field surveys. It is the contractor's responsibility to verify and pothole any potential utility conflicts. The contractor is responsible for any damage caused by construction activities to public or private property, including utilities.

ENGINEERS SEAL

REVISIONS	DATE

Santa Fe Engineering Consultants, LLC
1599 St. Francis Drive, Suite B
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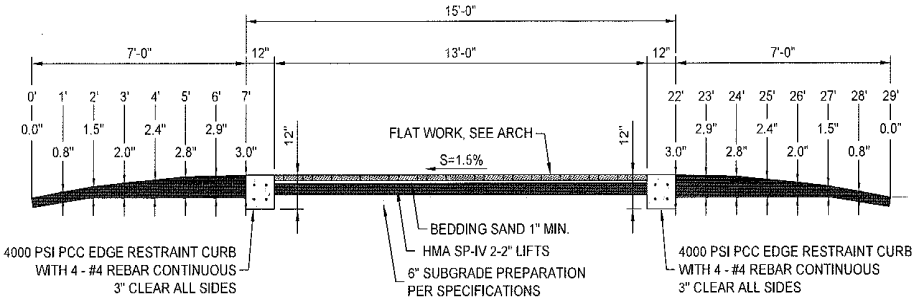
http://www.SFENGR.com

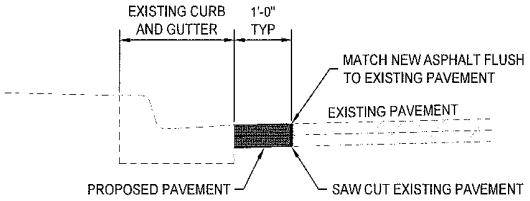
DEVELOPMENT PLAN
SUBMITTAL FOR
ESCARPA
APARTMENT HOMES AT SANTA FE PLACE

GENERAL NOTES

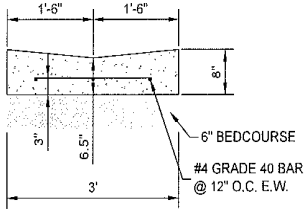
DATE	SCALE	SHEET
DECEMBER 2020	N.T.S.	C-200



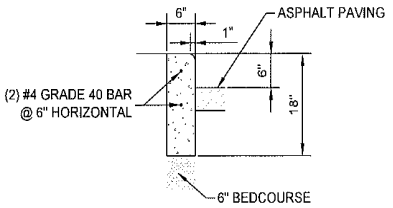
RAISED CROSSWALK SECTION



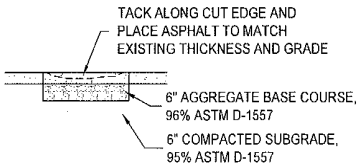
TYPICAL SAW CUT DETAIL



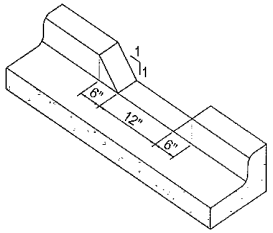
3' VALLEY GUTTER



6" STAND-UP CURB

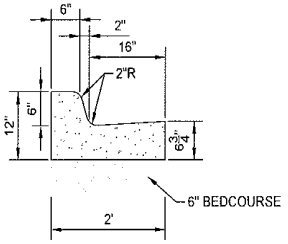


TYPICAL PAVEMENT PATCHING DETAIL

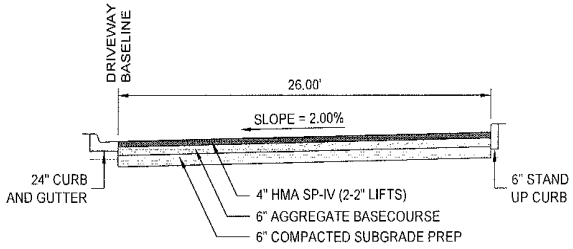


LOCATE CURB OPENING AS SHOWN ON PLANS.
SEE LANDSCAPE AND GRADING PLANS.

CURB OPENING DETAIL



STANDARD 2' CURB AND GUTTER



TYPICAL DRIVEWAY SECTION

ENGINEERS SEAL

DATE

REVISIONS

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ESCARPA
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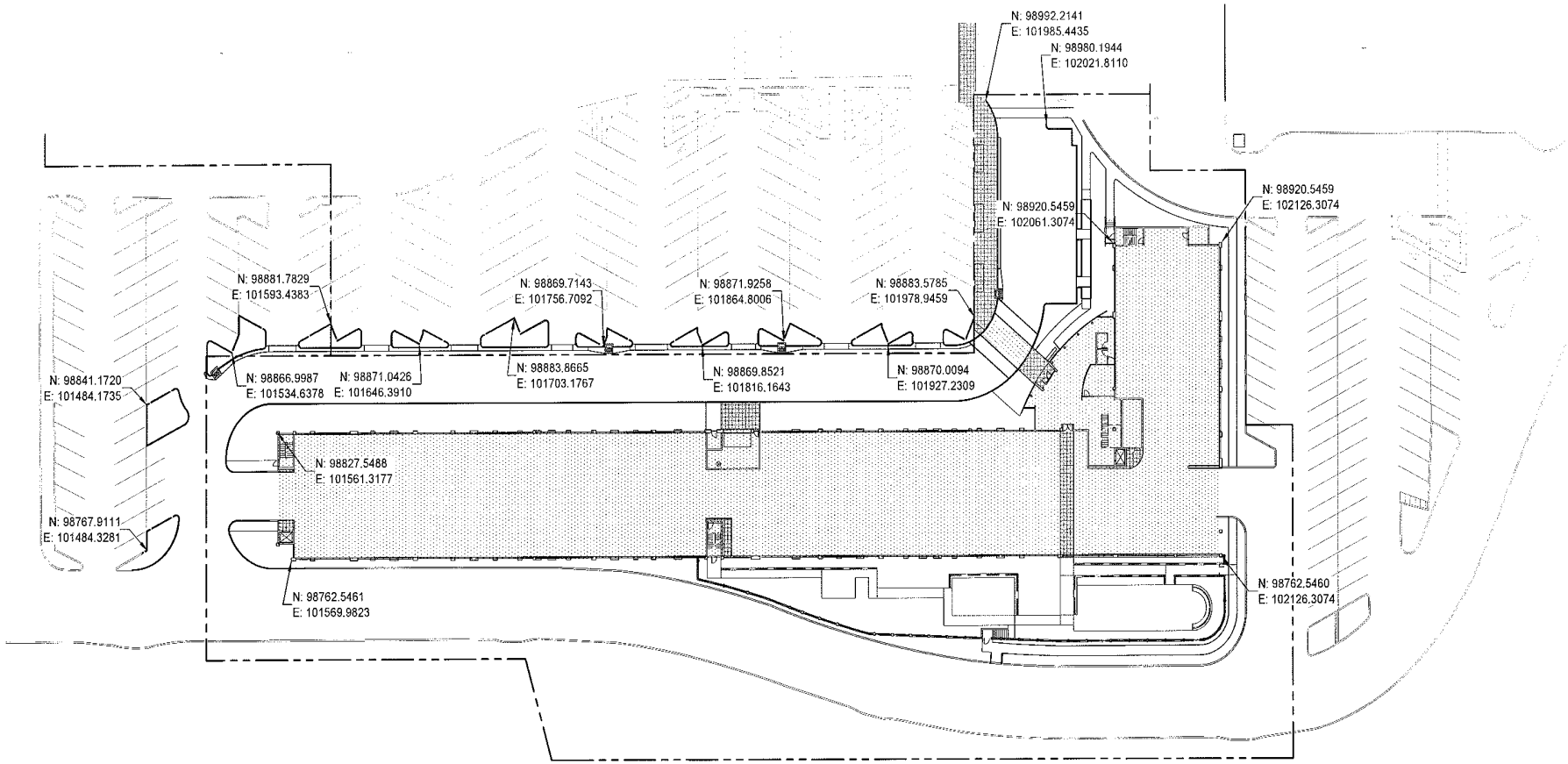
TYPICAL SECTION AND DETAILS

DATE	SCALE	SHEET
DECEMBER 2020	N.T.S.	C-201



NOTES:

1. AN AUTOCAD DRAWING WILL BE PROVIDED TO THE CONTRACTOR FOR DETAILED GEOMETRICS AND GRADING.
2. UNLESS OTHERWISE NOTED, ALL GEOMETRICS ARE TAKEN FROM BUILDING CORNERS OR BACK OF CURB
3. SEE DRIVEWAY PLAN AND PROFILE, SHEET C-600, FOR ADDITIONAL GEOMETRICS

N

0 15 30 60

SCALE: 1" = 30'

GEOMETRICS PLAN

SCALE: 1" = 30'

REVISIONS	DATE	ENGINEERS SEAL

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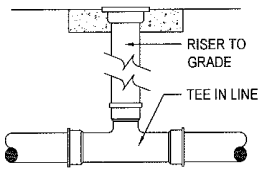
GEOMETRICS PLAN

DATE	SCALE	SHEET
DECEMBER 2020	1" = 30'	C-300

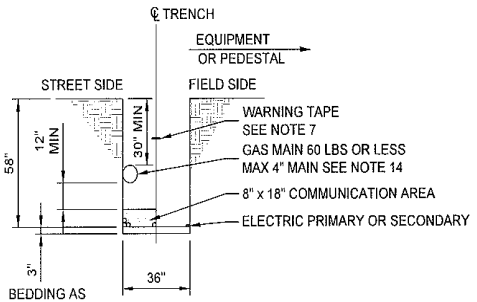
CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION GENERAL NOTES

1. PRIOR TO THE WASTEWATER MANAGEMENT DIVISION APPROVAL OF THE PLAN SET, A LETTER WILL BE REQUIRED FROM THE PROJECT ENGINEER INDICATING THEY ARE PROVIDING THE INSPECTION AND RECORD DRAWING SERVICES FOR THE PROJECT.
2. THE CONTRACTOR MUST OBTAIN ALL SEWER HOOKUP PERMITS FROM THE CITY'S BUILDING PERMITS SECTION (SEWER LINES) PRIOR TO COMMENCING ANY SEWER LINE CONSTRUCTION. A COPY OF THE PERMIT MUST BE KEPT AT THE CONSTRUCTION SITE.
3. ALL MANHOLES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD MANHOLE DETAIL SHEET" SHOWN ON THE CITY STANDARD DRAWINGS.
4. A COPY OF THE APPROVED PLANS SHALL BE AVAILABLE AT THE CONSTRUCTION SITE AT ALL TIMES DURING WORKING HOURS.
5. ALL MODIFICATIONS TO THE SANITARY SEWER PLANS MUST BE REVIEWED AND APPROVED BY THE CITY'S WASTEWATER MANAGEMENT DIVISION PRIOR TO CONSTRUCTION.
6. ADDITIONAL GENERAL NOTES ARE CONTAINED IN THE STANDARD CITY DETAIL SHEETS FOR SANITARY SEWER CONSTRUCTION.
7. ALL PUBLIC GRAVITY SEWER LINES SHALL BE A MINIMUM 8 INCH DIAMETER WITH A MINIMUM CLASS C BEDDING (2006 NEW MEXICO AMERICAN PUBLIC WORKS ASSOCIATION).
8. ALL 4 INCH AND 6 INCH DIAMETER GRAVITY SEWER PIPE SHALL BE PRIVATE. NO PRIVATE SEWER SYSTEM SHALL USE LARGER THAN A 6 INCH DIAMETER PIPE. NO PUBLIC GRAVITY SEWER LINE TO BE ACCEPTED BY THE CITY OF SANTA FE FOR PERMANENT MAINTENANCE SHALL BE LESS THAN 8 INCHES DIAMETER.
9. NO CONCRETE ENCASEMENT OF NEW OR EXISTING PUBLIC SEWER PIPE WILL BE ALLOWED UNLESS APPROVED BY THE CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION.
10. CORE DRILLING IS REQUIRED FOR ALL NEW CONNECTIONS TO AN EXISTING MANHOLE.
11. NO PUBLIC SEWER MAIN LINE OR MANHOLE WILL BE ALLOWED UNDER OR WITHIN A STORM WATER DETENTION/RETENTION POND.
12. PRIOR TO PAVING OVER ANY SANITARY SEWER LINES, SUBMIT T.V.TAPES AND LOGS, PRESSURE TESTS, AND THE ENGINEER'S CERTIFICATION TO THE CITY'S WASTEWATER MANAGEMENT DIVISION. AFTER THE WASTEWATER MANAGEMENT DIVISION REVIEWS THE ABOVE LISTED INFORMATION, A PRELIMINARY MANHOLE INSPECTION WILL BE CONDUCTED. WHEN ALL THE ITEMS LISTED ABOVE ARE COMPLETED TO MEET THE STANDARDS OF THE WASTEWATER MANAGEMENT DIVISION, A LETTER APPROVING PAVING WILL BE ISSUED IN RELATION TO THE SANITARY SEWER. NOTE: A FINAL MANHOLE INSPECTION WILL BE CONDUCTED AFTER THE FINAL PAVING IS COMPLETED.
13. ALL SEWER MANHOLES WITH SEWER LINES 12 INCHES IN DIAMETER AND LARGER ARE REQUIRED TO HAVE APPROVED VENTED AND LOCKING MANHOLE COVERS.
14. LOCATE WIRES SHALL BE INSTALLED FOR ALL SANITARY SEWERS (GRAVITY/FORCE MAINS). THE LOCATE WIRE MUST BE VISIBLE IN THE MANHOLE OR ACCESS STRUCTURE. THIS WILL BE VERIFIED DURING THE PRELIMINARY MANHOLE INSPECTION PRIOR TO PAVING. THE LOCATE WIRE IS TO BE A CONTINUOUS, 12 GAUGE, SOLID STRAND INSULATED COPPER WIRE.
15. OFF-ROAD PUBLIC SEWER ACCESS WILL BE PROVIDED FOR ALL PUBLIC SEWER LINES AND MANHOLES. ACCESS ROADS ARE TO BE A MINIMUM 12 FEET WIDE WITH A DRIVING SURFACE OF 6 INCHES OF COMPACTED BASE COURSE. NO ACCESS ROAD SHALL HAVE A GRADE GREATER THAN 15%. MANHOLES ARE TO BE ALIGNED WITH THE CENTER LINE OF THE ACCESS ROAD. SEWER EASEMENTS ARE TO BE A MINIMUM OF 20 FEET IN WIDTH.
16. OFF ROAD SANITARY SEWER - CALL THE WASTEWATER MANAGEMENT DIVISION AT 955-4651 FOR A FIELD REVIEW OF THE GRADING OF ALL OFF ROAD SANITARY SEWER TO ENSURE THAT THE CITY'S MAINTENANCE VEHICLES CAN ACCESS ALL MANHOLES. THE GRADES MAY BE REQUIRED TO BE ADJUSTED BASED UPON THIS INSPECTION. ADDITIONAL BANK PROTECTION MAY BE REQUIRED BASED UPON A FINAL INSPECTION BY THE WASTEWATER MANAGEMENT DIVISION AND THE PROJECT ENGINEER.
17. FOR RECORD DRAWINGS, TIE MANHOLE TO A CITY OF SANTA FE SURVEY MONUMENT AS PART OF THE FINAL RECORD DRAWINGS. SHOW CORRECTED AS-BUILT BEARING AND DISTANCES, SLOPES, RIM AND INVERT ELEVATIONS AND SEWER SERVICES ALONG THE HORIZONTAL ALIGNMENT OF THE SANITARY SEWER. FOR RECORDS DRAWINGS, A SEPARATE SUMMARY TABLE ADDED TO THE EXISTING PLAN SHEETS OR AS AN ADDITIONAL SHEET SHALL BE REQUIRED. THE SUMMARY SHEET SHALL LIST DATA FOR THE SEWER LINE SEGMENTS BETWEEN MANHOLES SHOWING THE UPSTREAM AND DOWNSTREAM MANHOLE WITH THE DESIGN SEGMENT LENGTHS, SLOPES AND BEARINGS AND THE AS-BUILT SEGMENT LENGTHS, SLOPES AND BEARINGS. THE SUMMARY SHEET SHALL INDICATE THE TOTAL NUMBER OF NEW PUBLIC MANHOLES CONSTRUCTED, THE TOTAL NUMBER OF CONNECTIONS TO EXISTING PUBLIC MANHOLES, THE TIE TO A CITY CONTROL MONUMENT AND THE TOTAL LENGTH OF AS-BUILT PUBLIC SEWER LINE CONSTRUCTED BY SIZE.
18. THE OWNER/DEVELOPER WILL BE RESPONSIBLE FOR MAINTAINING, REPAIRING AND LOCATING THE SEWER SYSTEM UNTIL CITY ACCEPTANCE FOR MAINTENANCE. DAMAGES RESULTING FROM A STOPPAGE IN ANY GRAVITY AND/OR PRESSURE SEWER SYSTEM WILL BE THE SOLE RESPONSIBILITY OF THE OWNER/DEVELOPER UNTIL A FINAL ACCEPTANCE LETTER FOR PERMANENT MAINTENANCE HAS BEEN ISSUED BY THE WASTEWATER MANAGEMENT DIVISION.
19. WATER METERS WILL NOT BE PLACED UNTIL A FINAL ACCEPTANCE LETTER HAS BEEN ISSUED BY THE WASTEWATER DIVISION FOR ALL ON-SITE SANITARY SEWER NEEDED IN ORDER FOR THE PROJECT TO CONNECT TO THE SANITARY SEWER SYSTEM.
20. 20 FOOT WIDE ACCESS GATES SHALL BE PROVIDED AT ALL FENCES, WALLS OR OTHER OBSTRUCTIONS THAT CROSS A PUBLIC SEWER LINE. ACCESS GATES TO BE LOCATED WITHIN THE SANITARY SEWER EASEMENT.
21. THE OWNER/DEVELOPER WILL BE RESPONSIBLE FOR LOCATING EACH SEWER SERVICE AT THE TIME EACH LOT IS READY TO CONNECT TO THE SEWER. IT IS SUGGESTED THAT THE OWNER/ DEVELOPER RETAIN A COPY OF THE TELEVISION INSPECTION VIDEO ALONG WITH THE VIDEO LOGS. EACH SERVICE SHALL BE CLEARLY MARKED FOR EACH LOT AT POINT OF CONNECTION. ALL CALLS RECEIVED BY THIS DIVISION REGARDING THE LOCATION OF SERVICE WILL BE FORWARDED TO THE OWNER/DEVELOPER.
22. THE CONTRACTOR SHALL CALL THE WASTEWATER MANAGEMENT DIVISION (DOUGLAS FLORES AT TELEPHONE # 955-4613) FOR A FINAL MANHOLE INSPECTION. THIS INSPECTION WILL BE ISOLATED TO THE MANHOLES. THE CITY'S PLUMBING AND MECHANICAL INSPECTORS WILL CONDUCT ALL OTHER NECESSARY PLUMBING INSPECTIONS. NOTE: THE CITY'S PLUMBING AND MECHANICAL INSPECTORS WILL INSPECT THE INDIVIDUAL SEWER SERVICE TAPS AND LATERALS, WHICH CONNECT TO THE PUBLIC SANITARY SEWER.
23. THE EXISTING SANITARY SEWER LINE MUST BE T.V. TAPED PRIOR TO A NEW SERVICE CONNECTION BEING PLACED AS WELL AS TAPED AFTER THE SERVICES HAVE BEEN COMPLETED. THIS IS TO ENSURE THAT THE EXISTING SANITARY SEWER LINE IS NOT DAMAGED AND THE NEW SERVICE IS INSTALLED CORRECTLY.
24. ALL COSTS ASSOCIATED WITH THE OPERATION, MAINTENANCE AND REPLACEMENT OF GRINDER PUMPS FOR INDIVIDUAL LOTS SHALL BE THE RESPONSIBILITY OF THE LOT OWNER AND/OR OWNERS ASSOCIATION. FOR GRINDER PUMPS THAT CONNECT TO A PRESSURE SEWER MAIN, THE GRINDER PUMP WILL BE A MODEL MANUFACTURED BY ENVIRONMENT-ONE OR A TYPE APPROVED BY THE CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION. FOR GRINDER PUMPS THAT CONNECT TO A GRAVITY MAIN, THE GRINDER PUMP SHALL BE OF A TYPE APPROVED BY THE CITY OF SANTA FE PLUMBING CODE.
25. A MINIMUM 12 INCHES OF VERTICAL CLEARANCE SHALL BE PROVIDED BETWEEN THE SEWER LINE AND ANY STORM DRAIN PIPING.
26. ALL PRESSURE SEWER SYSTEMS SHALL BE AIR OR HYDROSTATICALLY PRESSURE TESTED @ 120 PSI FOR 2 HOURS MINIMUM. THE TEST IS TO BE WITNESSED AND CERTIFIED BY THE PROJECT ENGINEER. PRIOR TO BEING PUT INTO SERVICE AND ACCEPTANCE BY THE CITY OF SANTA FE, ALL PRESSURE SEWER SYSTEM MAIN LINES WILL BE FILLED WITH WATER.
27. NO PUBLIC PRESSURE SEWER SYSTEM PIPING MAY BE INSTALLED IN A COMMON TRENCH WITH OTHER UTILITIES.
28. SEWER BACKFLOW CHECK VALVES WILL BE REQUIRED FOR ALL SEWER SERVICE LATERAL CONNECTIONS TO SEWER MAINS 12 INCHES OR GREATER IN DIAMETER. THE SEWER SERVICE CONNECTION MUST BE MADE AT AN EXISTING OR NEW MANHOLE. SEWER SERVICE CONNECTIONS TO SEWER MAINS WITH PIPE SIZE DIAMETER OF 12 INCHES AND GREATER WILL NOT BE MADE WITHOUT APPROVAL FROM THE WASTEWATER MANAGEMENT DIVISION.
29. SEWER BACKWATER CHECK VALVES SHALL BE REQUIRED ON PRIVATE SEWER SERVICE LATERALS PER THE CITY OF SANTA FE PLUMBING CODE.
30. ALL PVC SEWER PIPES THAT ARE INSTALLED AT A DEPTH OF TEN (10) FEET OR GREATER OR AT A SLOPE OF ONE PERCENT (1%) OR LESS SHALL BE SDR 26 PVC PIPE.
31. ALL AS-BUILT SEWER LINE AND MANHOLE DATA SHALL BE OBTAINED AND CERTIFIED BY A LICENSED SURVEYOR OR ENGINEER. AS-BUILT DATA SUPPLIED BY OTHER THAN A LICENSED SURVEYOR OR ENGINEER SHALL NOT BE VALID FOR FINAL AS-BUILTS.
32. ALL EXISTING AND NEW PUBLIC MANHOLES WITHIN A PROJECT SHALL HAVE ACCESS FOR CITY SEWER MAINTENANCE EQUIPMENT. ALL ACCESS IS SUBJECT TO FIELD VERIFICATION AND MODIFICATION AS REQUIRED BY THE WASTEWATER DIVISION PRIOR TO FINAL PROJECT CLOSE OUT WITH THE CITY OF SANTA FE.
33. ALL SEWER LINE CROSSINGS OF RIVERS, STREAMS, ARROYOS, DRAINAGE CHANNELS, ETC. SHALL REQUIRE A BASIS OF DESIGN ANALYSIS PREPARED BY A LICENSED ENGINEER.
34. AN APPROVED BACKFLOW VALVE AND ISOLATION VALVE ARE REQUIRED ON ALL LOW PRESSURE SEWER SERVICE LINES AS PER THE CITY OF SANTA FE STANDARD SEWER SPECIFICATIONS.
35. TERMINAL FLUSHING CONNECTIONS AND IN-LINE FLUSHING CONNECTIONS ARE REQUIRED ON ALL LOW PRESSURE SEWER SYSTEMS. THE MAXIMUM SPACING BETWEEN IN-LINE FLUSHING CONNECTIONS SHALL BE 500 FEET. DISTANCES GREATER THE 500 FEET BETWEEN LOW PRESSURE SEWER IN-LINE FLUSHING CONNECTIONS SHALL BE APPROVED BY THE WASTEWATER DIVISION.
36. ALL SANITARY SEWER MANHOLES FIFTEEN (15) FEET IN DEPTH OR GREATER SHALL BE SIX (6) FOOT DIAMETER.
37. PVC SEWER PIPE SHALL BE RUN CONTINUOUS THROUGH MANHOLES WHEN PIPE OF APPROXIMATE EQUAL SLOPES ARE ENTERING AND LEAVING THE MANHOLES.
38. ALL NEW CONNECTIONS TO AN EXISTING SANITARY SEWER MANHOLE SHALL INCLUDE THE REHABILITATION REQUIRED TO MEET CITY OF SANTA FE WASTEWATER DIVISION STANDARD CONSTRUCTION DETAILS.

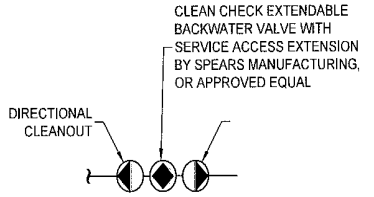


NOTES:
IPSP REQUIRED AT ALL SANITARY SEWER SERVICE CONNECTIONS TO BUILDING
LOCATE SAMPLINE POINT OUT OF TRAFFIC BEHIND CURB

INDUSTRIAL PRE-TREATMENT SAMPLING PORT



TYPICAL JOINT TRENCH DETAIL



NOTE:
BACKWATER VALVES ARE NOT NEEDED WHEN FINISHED FLOOR IS GREATER THAN ONE (1) FOOT HIGHER THAN THE UPSTREAM MANHOLE FOR ALL UNITS.

CLEANOUT ASSEMBLY WITH BACKWATER VALVE DETAIL

SCALE: N.T.S.

JOINT TRENCH NOTES:

1. Compaction in city or state right-of-ways shall meet or exceed minimum specified requirements.
2. Shading and bedding materials to be type IV. Class 1 for direct buried cable and Type IV, Class 2 for cable in conduit. Type III material is suitable for either type of installation. Refer to DS-10-12.4 for fill material requirements.
3. If trench-run material meets back fill material type requirements, 3" bedding may be omitted provided the trench bottom is smooth, flat and without surface irregularities.
4. Maximum change in the trench bottom elevation shall not exceed 2" over a 10' length.
5. Spoil pile shall be placed on the field side a minimum of 2" from the trench edge.
6. Latest OSHA trench safety requirements shall be strictly observed.
7. Warning tape shall be placed a minimum of 12" above gas line.
8. When bringing cables to pedestals, 12" separation must be maintained from the gas line.
9. PNM owned or maintained street lights may be installed in trench, next to electric cable.
10. Private area lighting or private streetlight circuits must maintain 12" separation from all other joint occupants..
11. Gas service must be 12" away from where it will pass equipment or pedestals.
12. All parties agree that 12" separation between electric and communication may not be met when transitioning up to transformers and or pedestals.
13. Typical subdivision where property line is 9' from back of curb and 10' Public Utility Easements (PUE).
14. Depth of gas measured from final grade.

REFERENCES

1. NESC rule 352, 353, 354

WASTEWATER NOTES:
WASTEWATER UEC CHARGES SHALL BE PAID AT THE TIME OF BUILDING PERMIT APPLICATION.

SANITARY SEWER NOTE:
NO FENCES, WALLS, OR OTHER STRUCTURES SHALL BE CONSTRUCTED WITHIN OR ACROSS SANITARY SEWER EASEMENTS

STREET LIGHTING NOTE:
PROPOSED LUMINAIRES SHALL BE METERED AND INCLUDE LED TYPE FIXTURES EQUIVALENT TO CONVENTIONAL 250 HIGH PRESSURE SODIUM. THE DESIGN AND FIXTURE TYPES SHALL BE REVIEWED AND APPROVED BY THE CITY OF SANTA FE TRAFFIC ENGINEERING DIVISION.

DESIGN NOTES:
GAS SERVICES AND METERS TO BE DESIGNED BY NEW MEXICO GAS COMPANY.

WATER SERVICES TO BE DESIGNED BY SANGRE DE CRISTO WATER COMPANY.

ELECTRIC TRANSFORMERS AND SERVICES TO BE DESIGNED BY PUBLIC SERVICE COMPANY OF NEW MEXICO.

CABLE TELEVISION SERVICE TO BE DESIGNED BY COMCAST.

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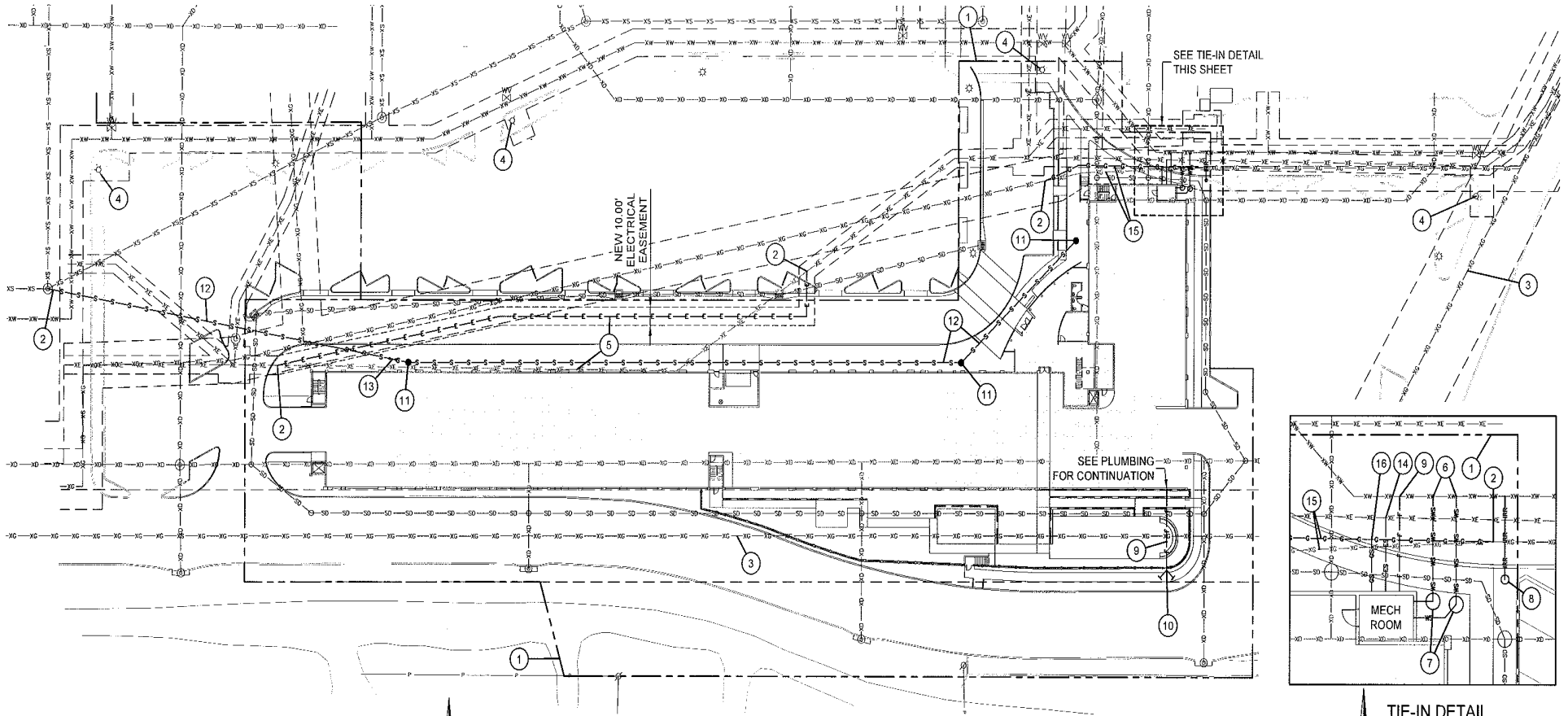

MASTER UTILITY PLAN
SCALE: 1" = 30'

0 15 30 60
SCALE: 1" = 30'

TIE-IN DETAIL
SCALE: 1" = 10'

0 5 10 20
SCALE: 1" = 10'

KEYNOTES

1. PROPERTY LINE
2. TIE TO EXISTING
3. EXISTING 12" HP GAS LINE
4. EXISTING FIRE HYDRANT
5. RELOCATE PORTION OF ELECTRIC LINE, ADJUST EASEMENT AS SHOWN
6. PROPOSED WATER SERVICE *
7. PROPOSED WATER METER *
8. PROPOSED IRRIGATION METER*
9. PROPOSED FIRE SERVICE *
10. PROPOSED REMOTE FDC
11. PROPOSED PRIVATE SANITARY SEWER MANHOLE WITH PRIVATE MANHOLE LID
12. PROPOSED 6" PRIVATE SANITARY SEWER LINE
13. PROPOSED IPSP, SEE SHEET C-400
14. PROPOSED ELECTRIC SERVICE, SEE ELEC. PLANS FOR SIZING AND CONTINUATION.
15. RELOCATE PORTION OF EXISTING GAS LINE
16. PROPOSED GAS SERVICE, SEE MECH. PLANS FOR SIZING AND CONTINUATION.

LEGEND

- LOT LINE
- EASEMENTS

EXISTING UTILITIES

- EXISTING WATER LINE
- EXISTING GAS LINE
- EXISTING ELECTRIC LINE
- EXISTING STORM DRAIN
- EXISTING SANITARY SEWER

PROPOSED UTILITIES

- PROPOSED WATER SERVICE LINE
- PROPOSED FIRE SERVICE LINE
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- PROPOSED IRRIGATION SERVICE
- PROPOSED ELECTRIC LINE
- PROPOSED GAS LINE
- PROPOSED REMOTE FDC
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED STORM SEWER MANHOLE

UTILITY CONTACT INFORMATION

COMPANY	CONTACT	PHONE NUMBER
PNM	AMANDA MONTANO	(505) 473-3241
CENTURY LINK	DOUG DALE	(505) 473-2194
COMCAST	DAVID AIKIN	(505) 438-1930
NM GAS COMPANY	FRANK ARAGON	(505) 470-0668
SANGRE DE CRISTO WATER COMPANY	BRIAN SNYDER, P.E.	(505) 955-4277
CITY OF SANTA FE WASTE WATER DIVISION	STAN HOLLAND, P.E.	(505) 955-4637

* NOTES:

1. THE ONSITE SANITARY SEWER SYSTEM IS TO BE PRIVATE, SEE SHEET C-800 FOR DETAILS
2. BOTH DOMESTIC WATER SERVICE SIZES ARE 2", IRRIGATION SERVICE IS ⅝". SEE PLUMBING AND LANDSCAPE PLANS FOR ADDITIONAL DETAILS.
3. SEE ELECTRICAL PLANS FOR TRANSFORMER, SWITCHGEAR, AND SITE LIGHTING LAYOUTS AND DETAILS.
4. FIRE SERVICE LINES TO BE 8" PVC C-900, 8" DUCTILE IRON, OR APPROVED EQUAL. CONTRACTOR TO SUBMIT SHOP DRAWINGS TO ARCHITECT AND PLUMBING ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.

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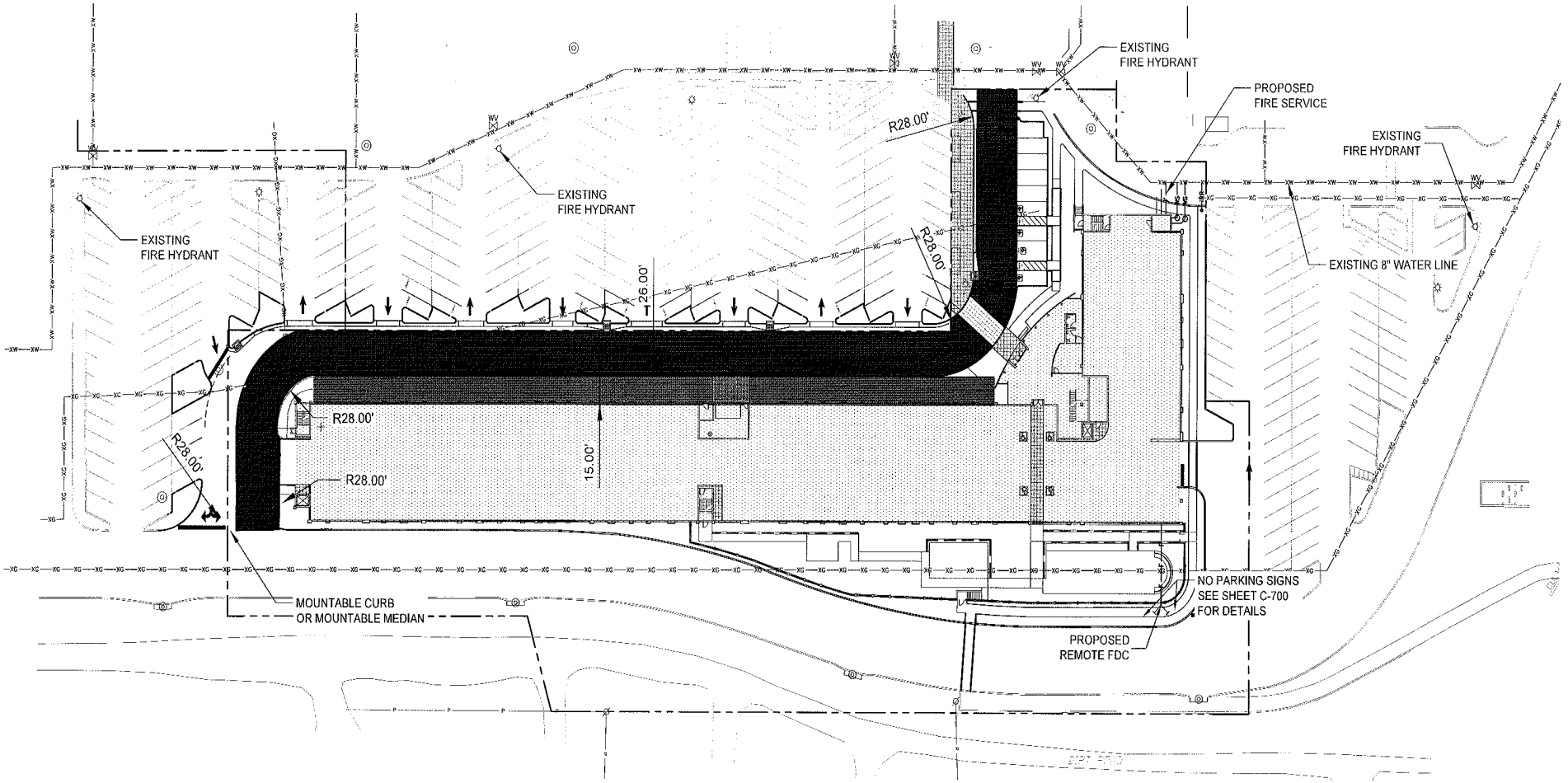
UTILITY PLAN

DATE	SCALE	SHEET
DECEMBER 2020	AS NOTED	C-401



FIRE APPARATUS ACCESS NOTES:

2009 INTERNATIONAL FIRE CODE

D103.6 FIRE LANE SIGNS

WHERE REQUIRED BY THE FIRE CODE OFFICIAL FIRE APPARATUS ACCESS ROADS SHALL BE MARKED WITH PERMANENT NO PARKING "FIRE LANE SIGNS" COMPLYING WITH FIGURE D103.6. SIGNS SHALL HAVE A MINIMUM DIMENSION OF 12 INCHES (305 MM) WIDE BY 18 INCHES (457 MM) HIGH AND HAVE RED LETTERS ON A WHITE REFLECTIVE BACKGROUND. SIGNS SHALL BE POSTED ON ONE OR BOTH SIDES OF THE FIRE APPARATUS ROAD AS REQUIRED BY SECTION D103.6.1 OR D103.6.2.

D103.6.1 ROADS 20 TO 26 IN WIDTH

FIRE APPARATUS ACCESS ROAD 20 TO 26 FEET WIDE (6096 TO 7925 MM) SHALL BE POSTED ON BOTH SIDES AS A FIRE LANE.

SECTION D105
AERIAL FIRE APPARATUS ACCESS ROADS

D105.1 WHERE REQUIRED. BUILDINGS OR PORTIONS OF BUILDINGS OR FACILITIES EXCEEDING 30 FEET (9144 MM) IN HEIGHT ABOVE THE LOWEST LEVEL OF FIRE DEPARTMENT VEHICLE ACCESS SHALL BE PROVIDED WITH APPROVED FIRE APPARATUS ACCESS ROADS CAPABLE OF ACCOMMODATING FIRE DEPARTMENT AERIAL APPARATUS. OVERHEAD UTILITY AND POWER LINES SHALL NOT BE LOCATED WITHIN THE AERIAL FIRE APPARATUS ACCESS ROADWAY.

D105.2 WIDTH. AERIAL FIRE APPARATUS ACCESS ROADS SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 26 FEET (7925 MM), EXCLUSIVE OF SHOULDERS, IN THE IMMEDIATE VICINITY OF ANY BUILDING OR PORTION OF BUILDING MORE THAN 30 FEET (9144 MM) IN HEIGHT.

D105.3 PROXIMITY TO BUILDING. AT LEAST ONE OF THE REQUIRED ACCESS ROUTES MEETING THIS CONDITION SHALL BE LOCATED WITHIN A MINIMUM OF 15 FEET (4572 MM) AND A MAXIMUM OF 30 FEET (9144 MM) FROM THE BUILDING, AND SHALL BE POSITIONED PARALLEL TO ONE ENTIRE SIDE OF THE BUILDING.

NOTE:

THIS PLAN SHOWS PROXIMITY OF FIRE APPARATUS LANES TO BUILDINGS AND LOCATIONS OF FIRE HYDRANTS AND FIRE DEPARTMENT CONNECTIONS AS COORDINATED WITH THE CITY OF SANTA FE FIRE DEPARTMENT AND THE CITY OF SANTA FE WATER DIVISION.

LEGEND:

- INDICATES 26 FT. WIDE FIRE APPARATUS ACCESS ROAD (D105.2)
- INDICATES BUILDING GREATER THAN 30 FT. IN HEIGHT (D105.1)
- INDICATES 15 FT. MIN. AND 30 FT. MAX. PROXIMITY TO AT LEAST ONE SIDE OF THE BUILDING (D105.3)

N

0 15 30 60
SCALE: 1" = 30'

FIRE ACCESS PLAN
SCALE: 1" = 30'

REVISIONS | DATE | ENGINEERS SEAL

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DEVELOPMENT PLAN
SUBMITTAL FOR
ESCARPA
APARTMENT HOMES AT SANTA FE PLACE

FIRE ACCESS PLAN

DATE	SCALE	SHEET
DECEMBER 2020	1" = 30'	C-402

CITY OF SANTA FE DRAINAGE NOTES

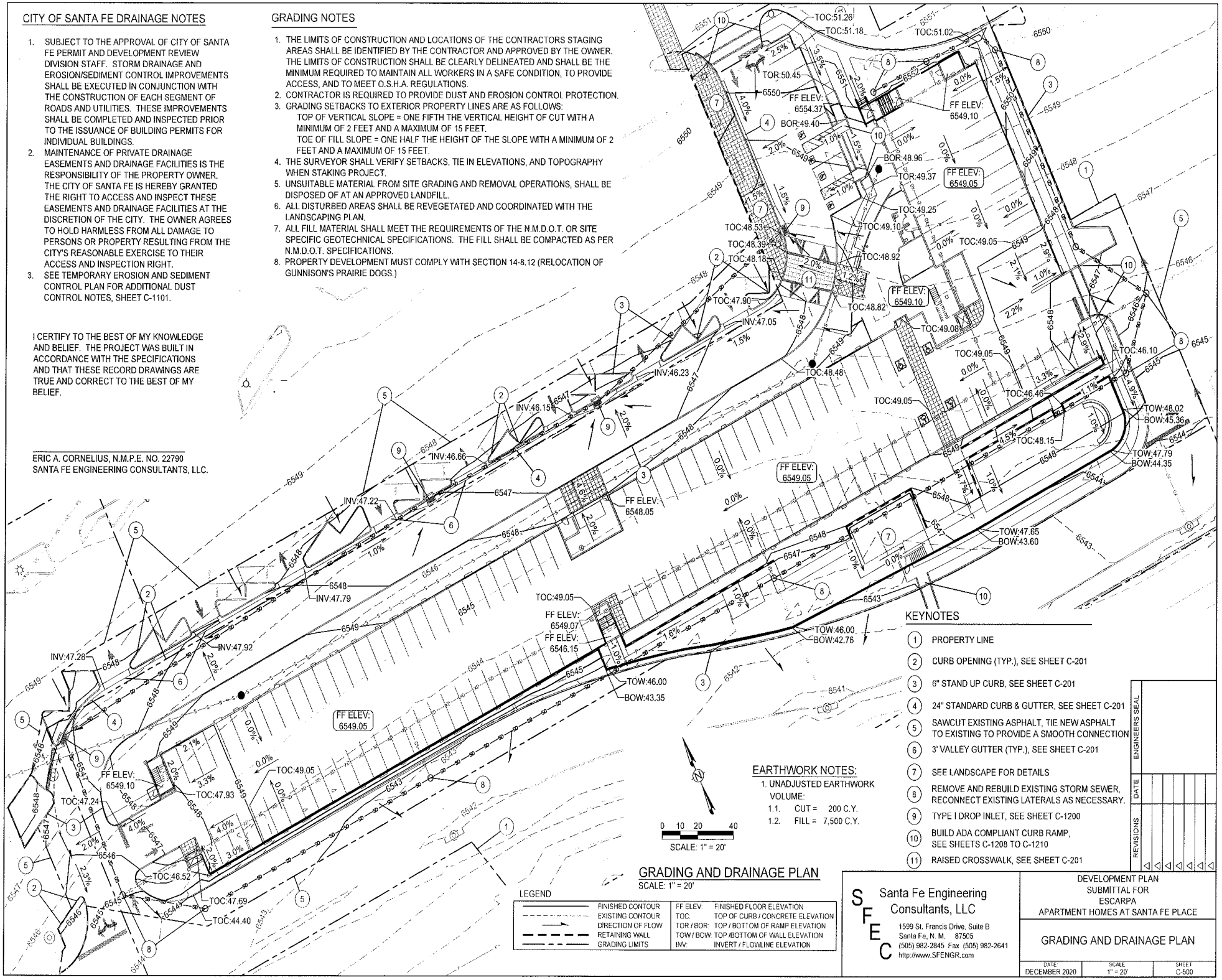
1. SUBJECT TO THE APPROVAL OF CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION STAFF. STORM DRAINAGE AND EROSION/SEDIMENT CONTROL IMPROVEMENTS SHALL BE EXECUTED IN CONJUNCTION WITH THE CONSTRUCTION OF EACH SEGMENT OF ROADS AND UTILITIES. THESE IMPROVEMENTS SHALL BE COMPLETED AND INSPECTED PRIOR TO THE ISSUANCE OF BUILDING PERMITS FOR INDIVIDUAL BUILDINGS.
2. MAINTENANCE OF PRIVATE DRAINAGE EASEMENTS AND DRAINAGE FACILITIES IS THE RESPONSIBILITY OF THE PROPERTY OWNER. THE CITY OF SANTA FE IS HEREBY GRANTED THE RIGHT TO ACCESS AND INSPECT THESE EASEMENTS AND DRAINAGE FACILITIES AT THE DISCRETION OF THE CITY. THE OWNER AGREES TO HOLD HARMLESS FROM ALL DAMAGE TO PERSONS OR PROPERTY RESULTING FROM THE CITY'S REASONABLE EXERCISE TO THEIR ACCESS AND INSPECTION RIGHT.
3. SEE TEMPORARY EROSION AND SEDIMENT CONTROL PLAN FOR ADDITIONAL DUST CONTROL NOTES, SHEET C-1101.

I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF. THE PROJECT WAS BUILT IN ACCORDANCE WITH THE SPECIFICATIONS AND THAT THESE RECORD DRAWINGS ARE TRUE AND CORRECT TO THE BEST OF MY BELIEF.

ERIC A. CORNELIUS, N.M.P.E. NO. 22790
SANTA FE ENGINEERING CONSULTANTS, LLC.

GRADING NOTES

1. THE LIMITS OF CONSTRUCTION AND LOCATIONS OF THE CONTRACTORS STAGING AREAS SHALL BE IDENTIFIED BY THE CONTRACTOR AND APPROVED BY THE OWNER. THE LIMITS OF CONSTRUCTION SHALL BE CLEARLY DELINEATED AND SHALL BE THE MINIMUM REQUIRED TO MAINTAIN ALL WORKERS IN A SAFE CONDITION, TO PROVIDE ACCESS, AND TO MEET O.S.H.A. REGULATIONS.
2. CONTRACTOR IS REQUIRED TO PROVIDE DUST AND EROSION CONTROL PROTECTION.
3. GRADING SETBACKS TO EXTERIOR PROPERTY LINES ARE AS FOLLOWS:
   TOP OF VERTICAL SLOPE = ONE FIFTH THE VERTICAL HEIGHT OF CUT WITH A MINIMUM OF 2 FEET AND A MAXIMUM OF 15 FEET.
   TOE OF FILL SLOPE = ONE HALF THE HEIGHT OF THE SLOPE WITH A MINIMUM OF 2 FEET AND A MAXIMUM OF 15 FEET.
4. THE SURVEYOR SHALL VERIFY SETBACKS, TIE IN ELEVATIONS, AND TOPOGRAPHY WHEN STAKING PROJECT.
5. UNSUITABLE MATERIAL FROM SITE GRADING AND REMOVAL OPERATIONS, SHALL BE DISPOSED OF AT AN APPROVED LANDFILL.
6. ALL DISTURBED AREAS SHALL BE REVEGETATED AND COORDINATED WITH THE LANDSCAPING PLAN.
7. ALL FILL MATERIAL SHALL MEET THE REQUIREMENTS OF THE N.M.D.O.T. OR SITE SPECIFIC GEOTECHNICAL SPECIFICATIONS. THE FILL SHALL BE COMPACTED AS PER N.M.D.O.T. SPECIFICATIONS.
8. PROPERTY DEVELOPMENT MUST COMPLY WITH SECTION 14-8.12 (RELOCATION OF GUNNISON'S PRAIRIE DOGS.)



KEYNOTES

1. PROPERTY LINE
2. CURB OPENING (TYP.), SEE SHEET C-201
3. 6" STAND UP CURB, SEE SHEET C-201
4. 24" STANDARD CURB & GUTTER, SEE SHEET C-201
5. SAWCUT EXISTING ASPHALT, TIE NEW ASPHALT TO EXISTING TO PROVIDE A SMOOTH CONNECTION
6. 3' VALLEY GUTTER (TYP.), SEE SHEET C-201
7. SEE LANDSCAPE FOR DETAILS
8. REMOVE AND REBUILD EXISTING STORM SEWER, RECONNECT EXISTING LATERALS AS NECESSARY.
9. TYPE I DROP INLET, SEE SHEET C-1200
10. BUILD ADA COMPLIANT CURB RAMP, SEE SHEETS C-1208 TO C-1210
11. RAISED CROSSWALK, SEE SHEET C-201

EARTHWORK NOTES:

1. UNADJUSTED EARTHWORK VOLUME:
   1.1. CUT = 200 C.Y.
   1.2. FILL = 7,500 C.Y.

0 10 20 40
SCALE: 1" = 20'

GRADING AND DRAINAGE PLAN

SCALE: 1" = 20'

LEGEND

	FINISHED CONTOUR	FF ELEV:	FINISHED FLOOR ELEVATION
	EXISTING CONTOUR	TOC:	TOP OF CURB / CONCRETE ELEVATION
	DIRECTION OF FLOW	TOR / BOR:	TOP / BOTTOM OF RAMP ELEVATION
	RETAINING WALL	TOW / BOW:	TOP /BOTTOM OF WALL ELEVATION
	GRADING LIMITS	INV:	INVERT / FLOWLINE ELEVATION

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DEVELOPMENT PLAN
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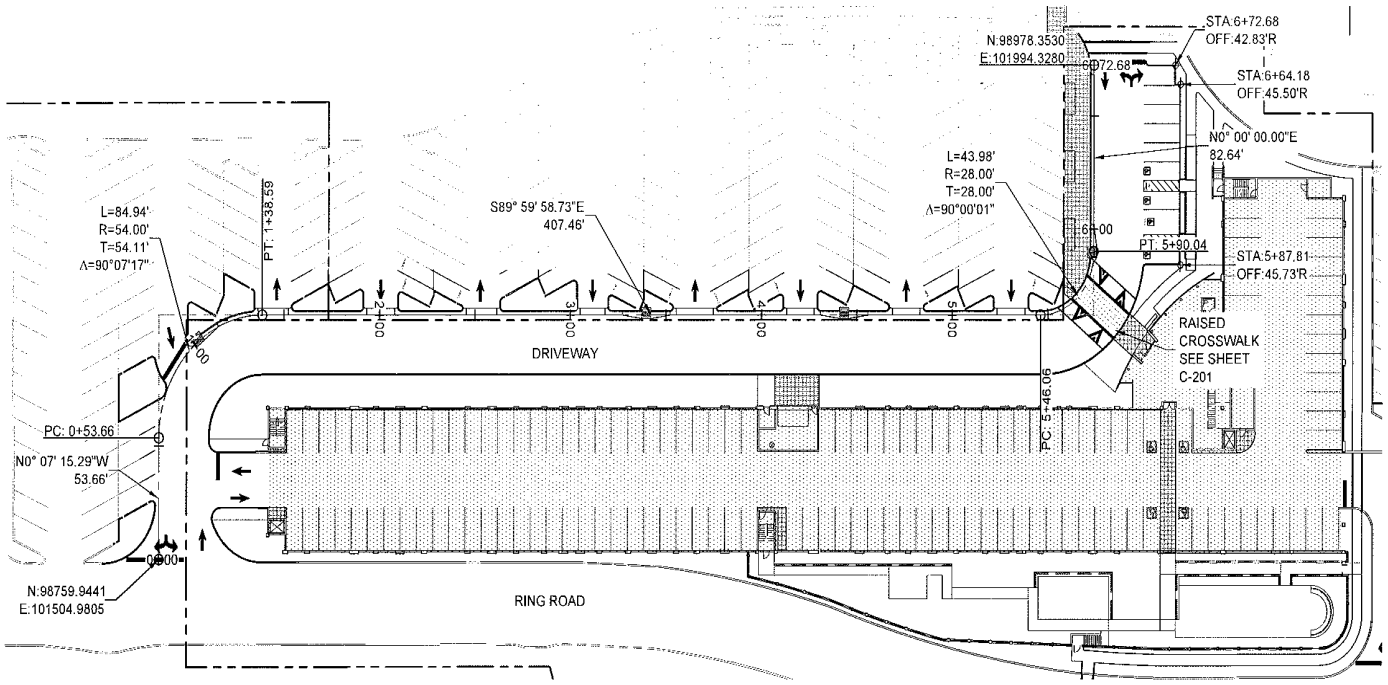
GRADING AND DRAINAGE PLAN

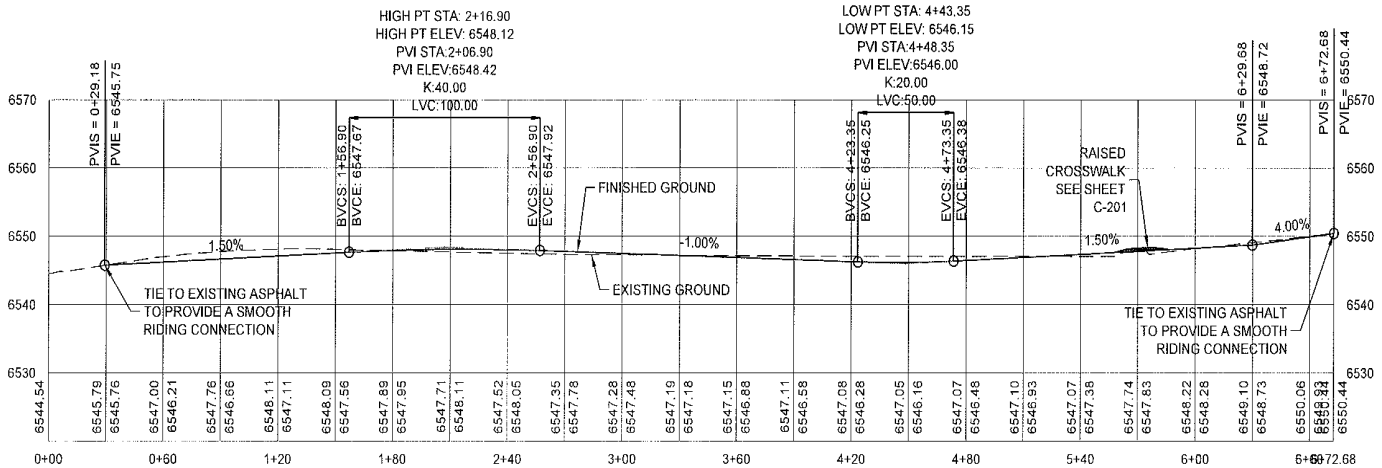
DATE	SCALE	SHEET
DECEMBER 2020	1" = 20'	C-500

REVISIONS	DATE	ENGINEERS SEAL



PROPOSED DRIVEWAY -PLAN VIEW

SCALE: 1" = 30'



PROPOSED DRIVEWAY -PROFILE VIEW

SCALE HORIZ: 1" =30'
VERT: 1" = 10'

0 15 30 60
SCALE: 1" = 30'

0 5 10 20
SCALE: 1" = 10'

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DRIVEWAY PLAN AND PROFILE

DATE	SCALE	SHEET
DECEMBER 2020	1" = 30'	C-600

CITY OF SANTA FE
SIGNING AND STRIPING NOTES:

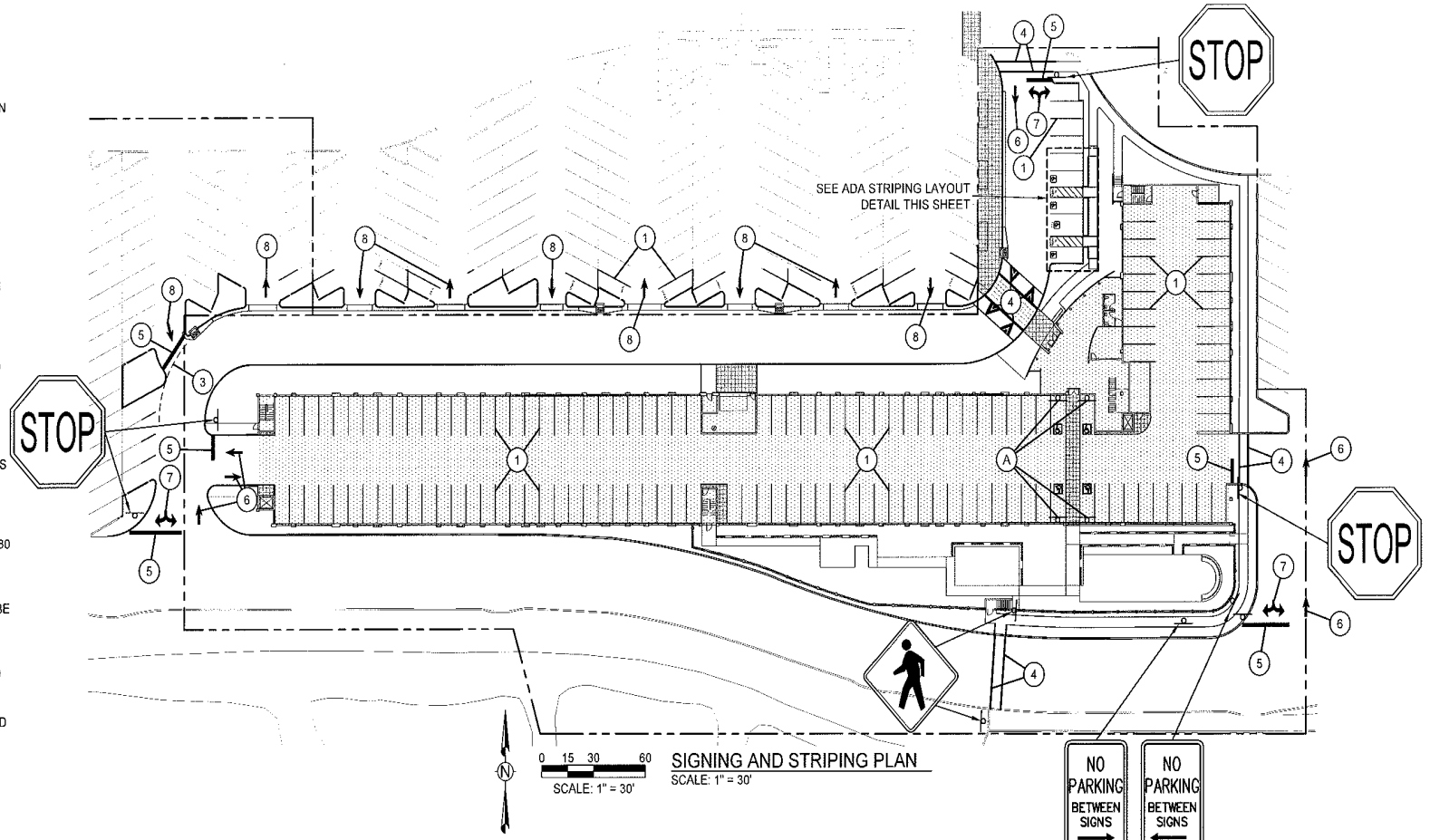
SIGN AND POST REQUIREMENTS

1. ALL ALUMINUM PANEL SIGNING AND STEEL POSTS SHALL COMPLY WITH THE NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT); *CURRENT* EDITION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION (SSHBC).
2. ALL SIGNING SHALL COMPLY WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) - *CURRENT* EDITION.
3. SIGNPOSTS WITH APPROVED BREAKAWAY DEVICE SHALL BE "MARION" BRAND 4 LB. / FT. U CHANNEL - BLACK; NO SUBSTITUTES ALLOWED.
4. SIGN SHEETING SHALL BE "3M" BRAND HIGH INTENSITY; NO SUBSTITUTIONS ALLOWED.
5. SIGN HEIGHT SHALL BE A MINIMUM OF 7' HIGH FROM THE BOTTOM OF THE LOWEST SIGN ABOVE THE TOP OF CURB, UNLESS OTHERWISE NOTED; AND SHALL BE PLACED IN ACCORDANCE WITH NMDOT STANDARD DRAWINGS AND SPECIFICATIONS.
6. STREET NAME LETTERING SHALL COMPLY WITH THE STANDARDS IN THE CURRENT EDITION OF THE MUTCD; THAT IS THE LETTERING SHALL BE LOWER CASE LETTERS WITH UPPERCASE INITIAL LETTERS.

STRIPING AND PAINT NOTES

1. ALL RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
2. STOP BARS SHALL BE A MINIMUM 12" WIDE; WHITE RETROREFLECTIVE PREFORMED PATTERED PAVEMENT STRIPE; AND SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
3. CROSSWALK STRIPES SHALL BE 12" WIDE; WHITE RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE, ARRANGED IN A CONTINENTAL PATTERN, THAT IS, LONGITUDINAL LINES PARALLEL TO THE FLOW OF TRAFFIC AND ARRANGED TO AVOID WHEEL PATHS, (MUTCD P. 384, SECTION 3B.18); AND SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
4. ALL RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT MARKINGS (WORD OR SYMBOL) SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
5. *RETRO-REFLECTORIZED PAINTED PAVEMENT MARKING STRIPES* - FOR HIGH-BUILT *PAINT*, USE TWO COATS AND FOR REGULAR PAINT USE THREE COATS. (DOUBLE APPLICATION TO BE APPLIED WITHIN 14 DAYS.)
6. ALL STRIPING SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD) - CURRENT EDITION, AND THE NMDOT SSHBC.

STRIPING KEY (X)	
1	4" WHITE STRIPE [PAINT] DOUBLE APPLICATION AFTER 14 DAYS
2	4" BLUE STRIPE [PAINT] DOUBLE APPLICATION AFTER 14 DAYS
3	4" WHITE DASHED STRIPE [PAINT] DOUBLE APPLICATION AFTER 14 DAYS
4	12" WHITE RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE
5	24" WHITE RETROREFLECTIVE PREFOIRMED PATTERNED PAVEMENT STRIPE
6	WHITE THRU ARROW SYMBOL
7	WHITE LEFT/RIGHT ARROW SYMBOL
8	YELLOW THRU ARROW SYMBOL



SIGNING AND STRIPING PLAN
SCALE: 1" = 30'

NON-VAN ACCESSIBLE SPACES BOTTOM OF THIS SIGN 84" MIN ABOVE GROUND ANSI 502.7

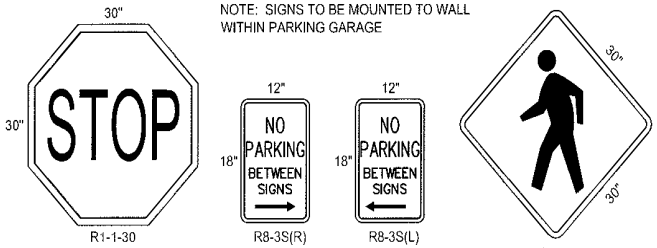
SIGN TYPE R7-8 (12"x18")
- SIGN FIELD IS WHITE
- SIGN LETTERING AND BORDER ARE GREEN
- INTERNATIONAL SYMBOL OF ACCESSIBLITY IS WHITE ON A BLUE BACKGROUND

VAN ACCESSIBLE SPACES (VAN SPACES ONLY) BOTTOM OF THIS SIGN 84" MIN ABOVE GROUND ANSI 502.7

SIGN TYPE R7-8A (6"x12")
- SIGN FIELD IS WHITE
- SIGN LETTERING AND BORDER ARE GREEN

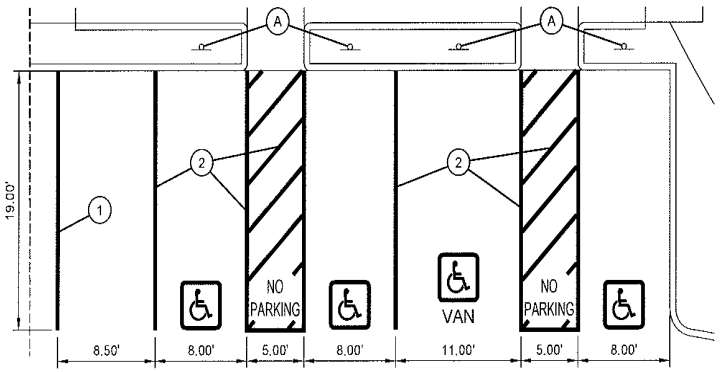
(A) ACCESSIBLE SIGN DETAIL
SCALE: N.T.S.

NOTE: SIGNS TO BE MOUNTED TO WALL WITHIN PARKING GARAGE



R1-1-30 W/R | R8-3S(R) R/W | R8-3S(L) R/W | W11-2 B/Y

SIGN FACE DETAILS
SCALE: N.T.S.



ADA STRIPING LAYOUT
SCALE: 1" = 5'

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DEVELOPMENT PLAN
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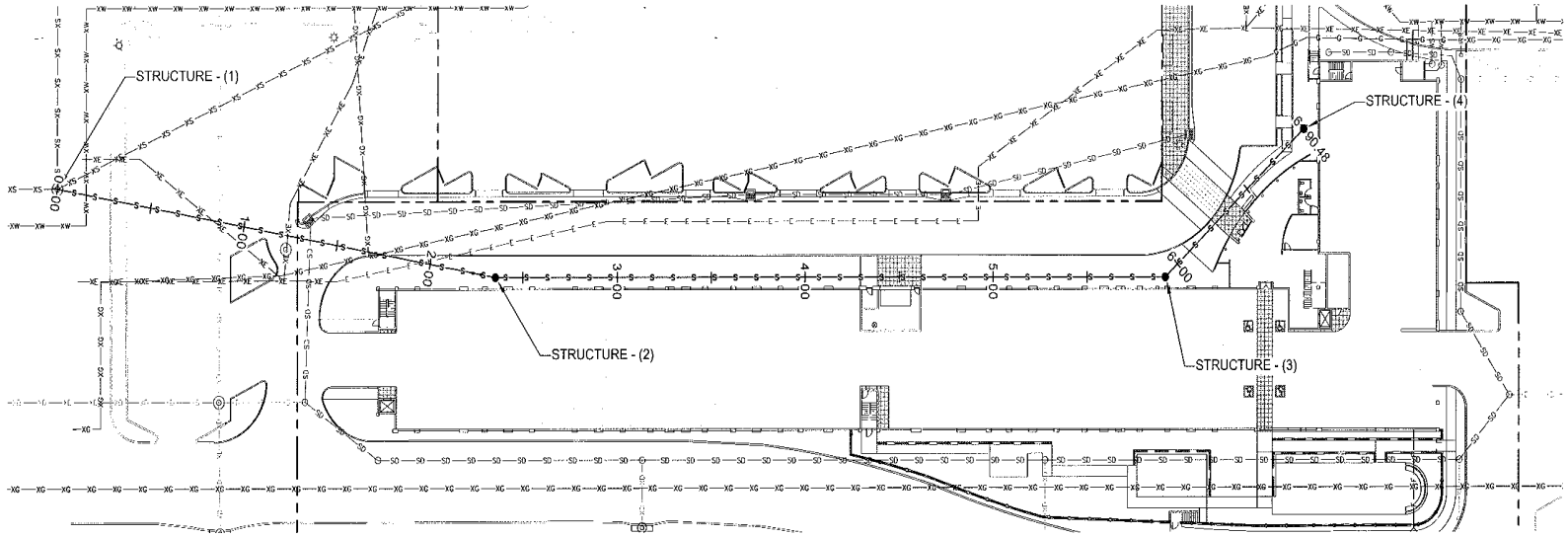
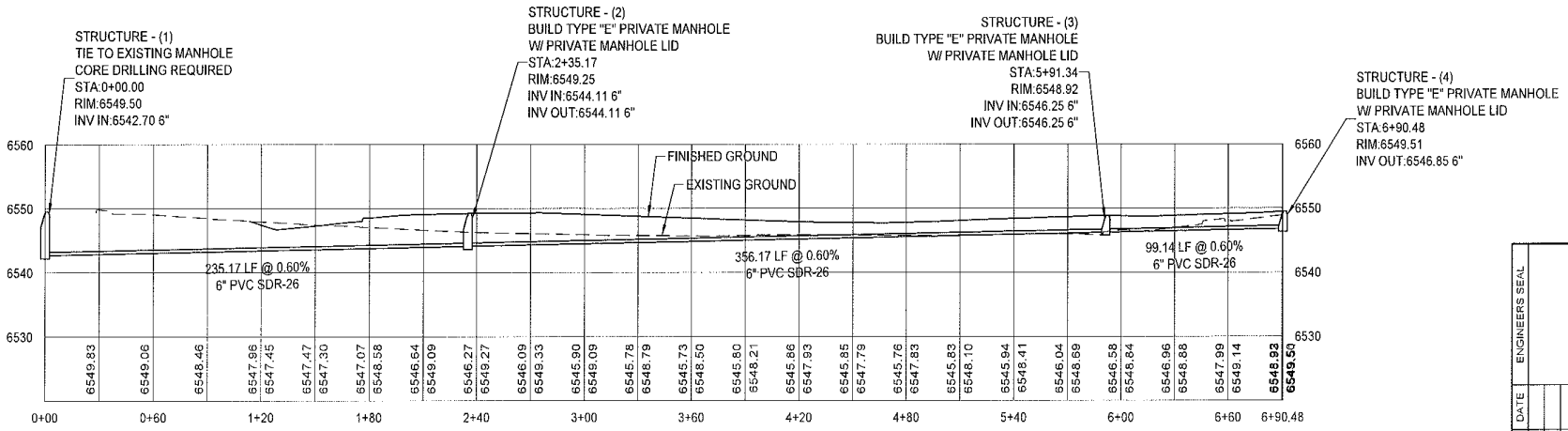
SIGNING AND STRIPING PLAN

DATE	SCALE	SHEET
DECEMBER 2020	AS NOTED	C-700



PROPOSED SANITARY SEWER LINE -PLAN VIEW

SCALE: 1" = 30'



PROPOSED SANITARY SEWER LINE -PROFILE VIEW

SCALE HORIZ: 1" =30'
VERT: 1" = 10'

0 15 30 60
SCALE: 1" = 30'

0 5 10 20
SCALE: 1" = 10'

REVISIONS	DATE	ENGINEERS SEAL

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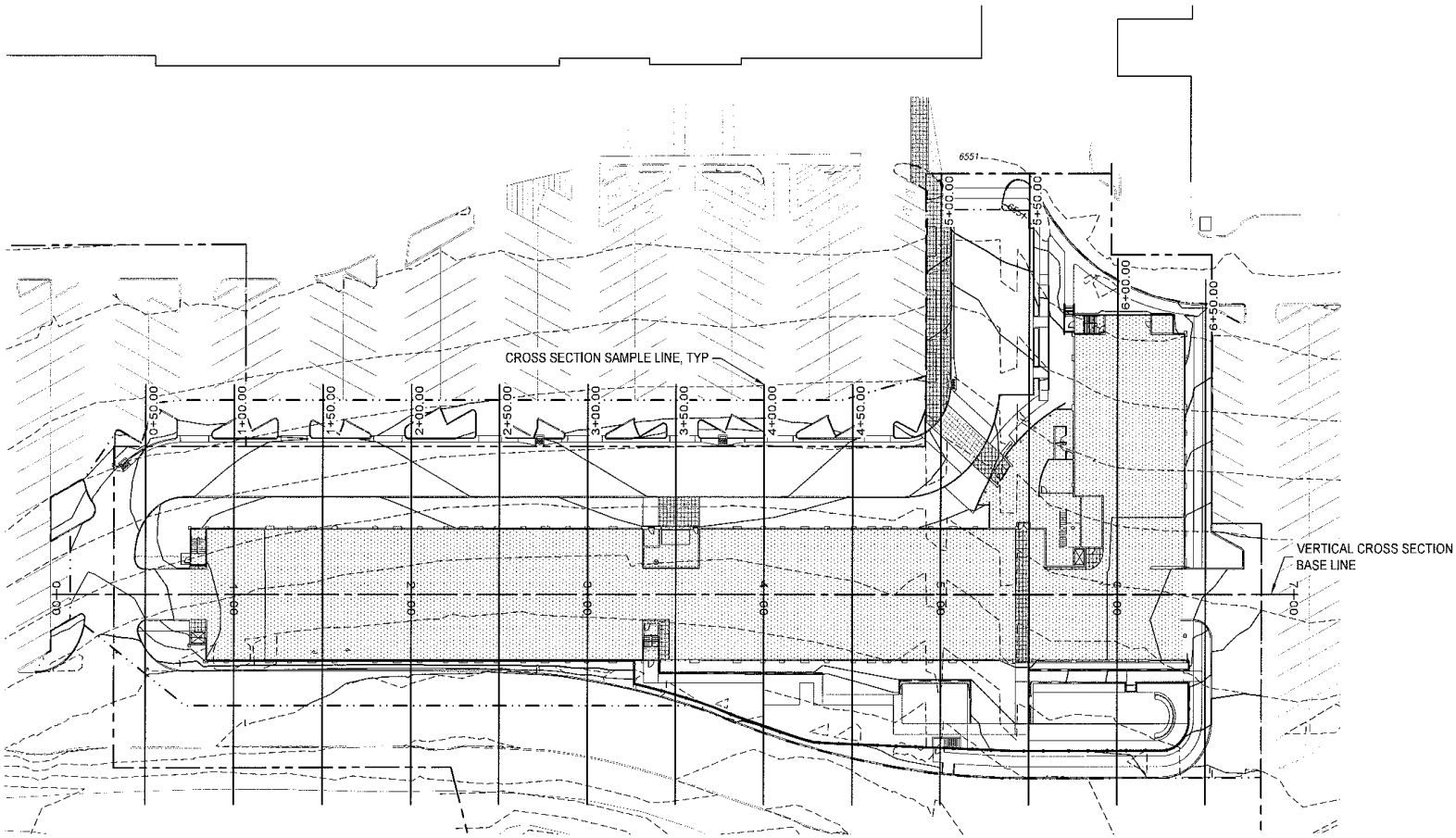
SANITARY SEWER PLAN AND PROFILE

DATE	SCALE	SHEET
DECEMBER 2020	1" = 30'	C-800


CROSS SECTION SAMPLE LINE, TYP
VERTICAL CROSS SECTION BASE LINE
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1+50.00
2+00.00
2+50.00
3+00.00
3+50.00
4+00.00
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5+50.00
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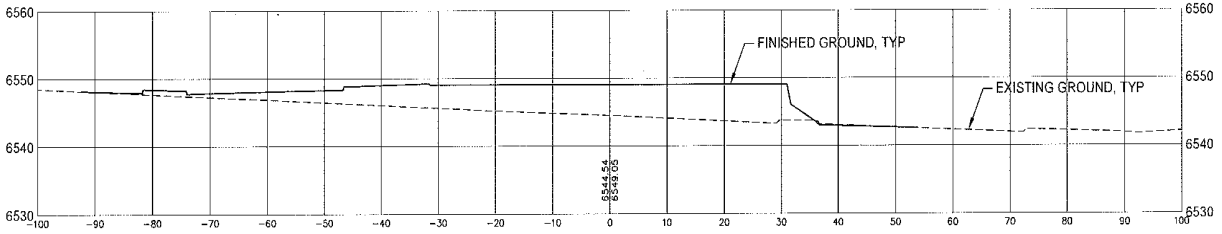

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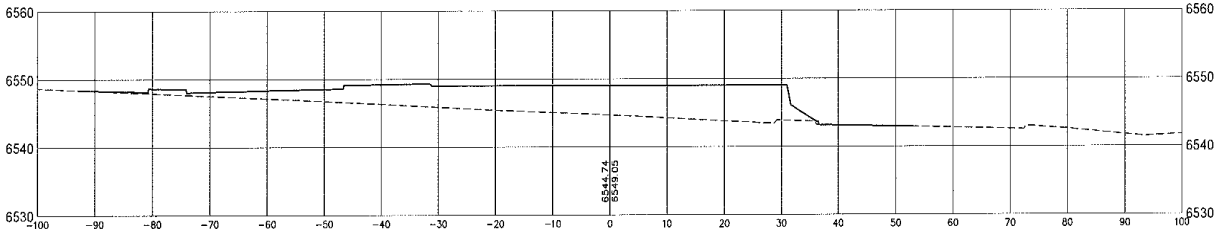

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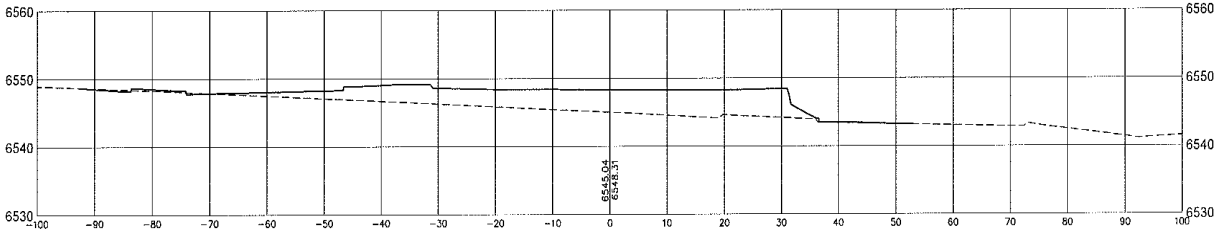

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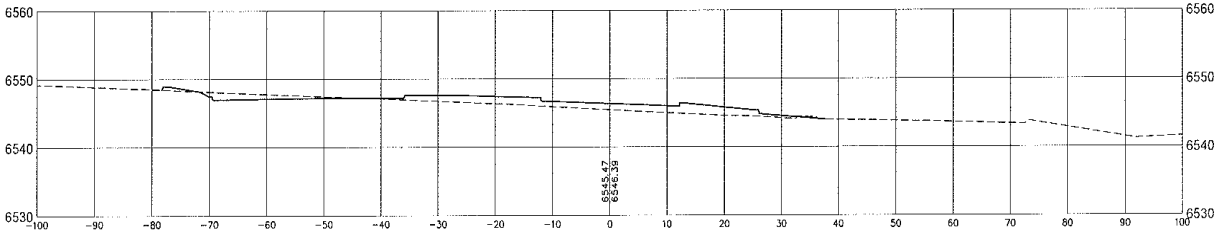

0+50

0 5 10 20
SCALE: 1" = 10'

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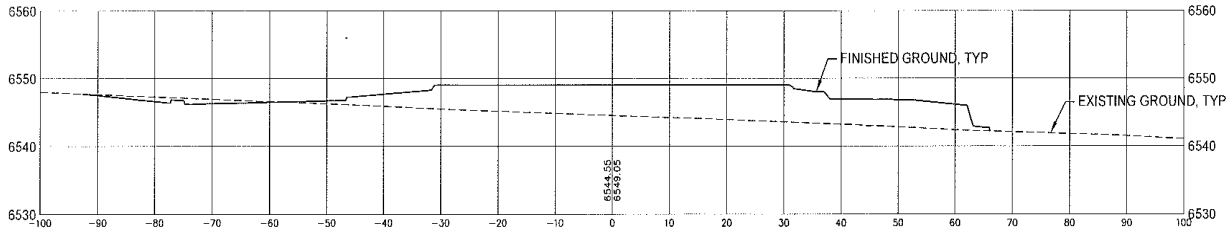
VERTICAL SITE CROSS SECTIONS

DATE	SCALE	SHEET
DECEMBER 2020	1" = 10'	C-1001

ENGINEER'S SEAL

DATE

REVISIONS



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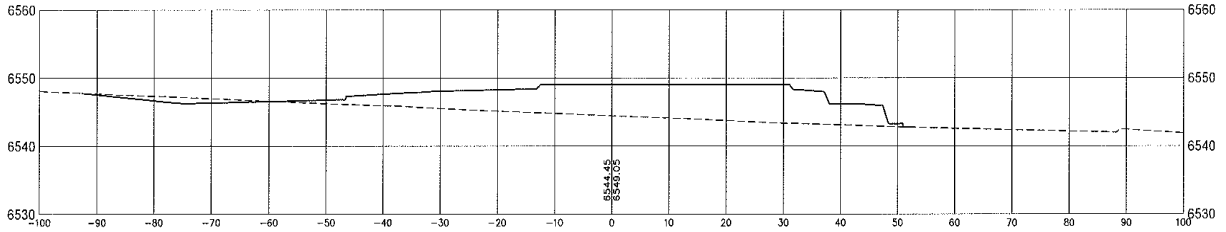

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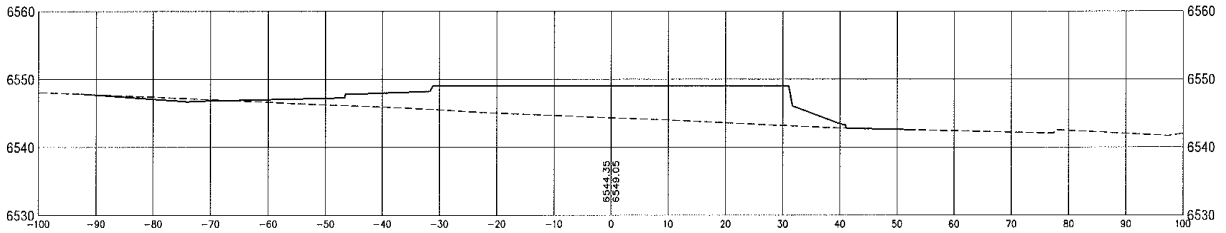

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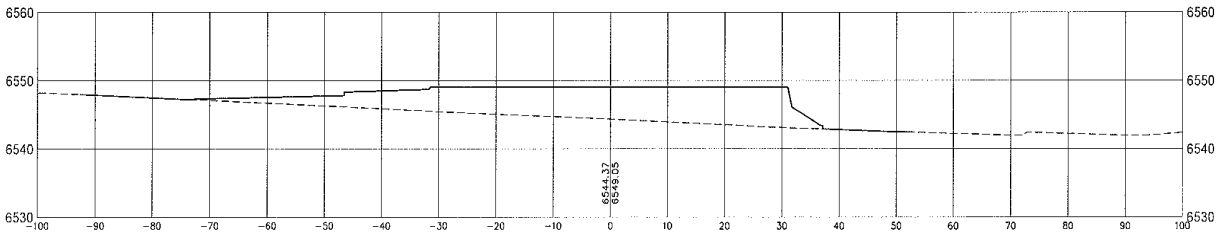

2+50

0 5 10 20
SCALE: 1" = 10'

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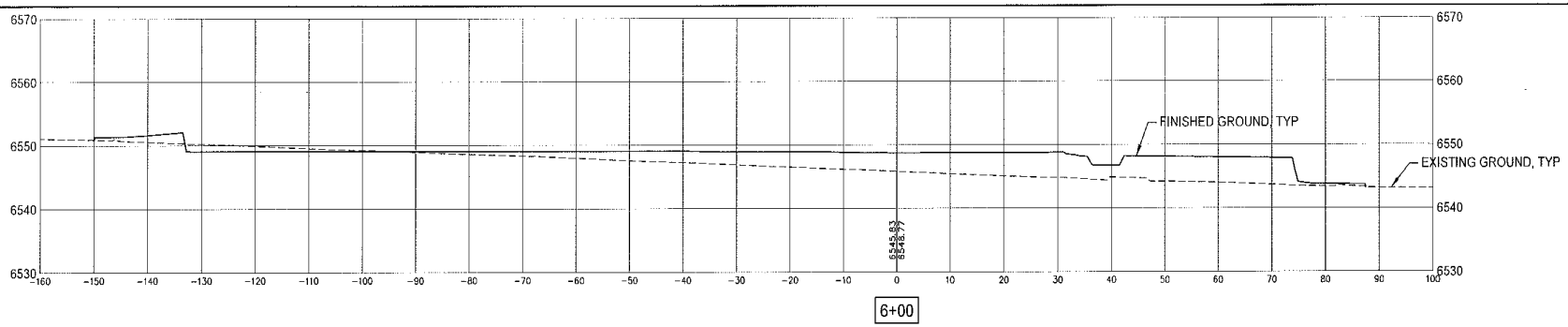
VERTICAL SITE CROSS SECTIONS

DATE	SCALE	SHEET
DECEMBER 2020	1" = 10'	C-1002



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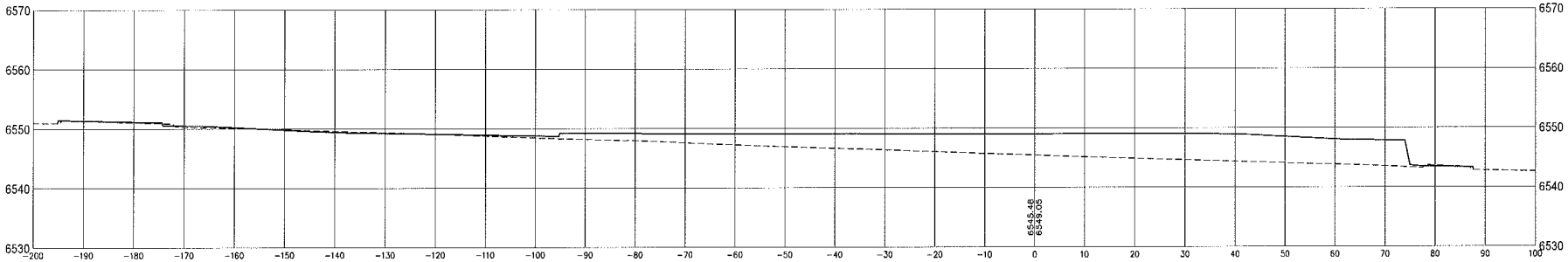

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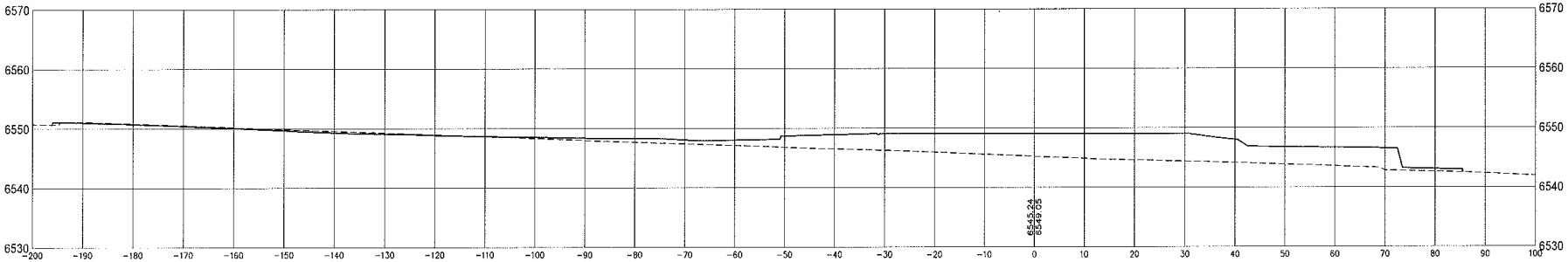

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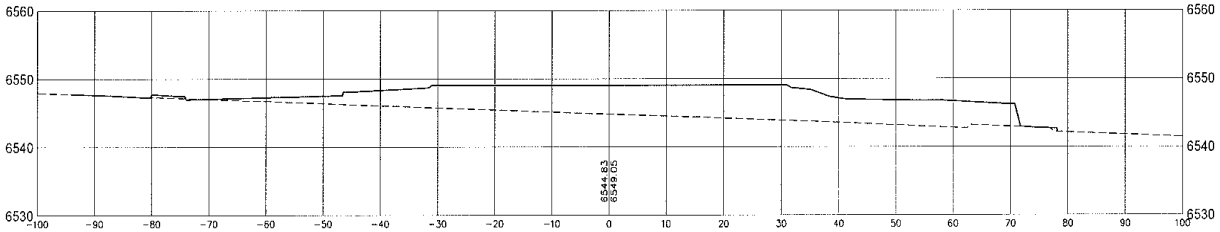

4+50

0 5 10 20
SCALE: 1" = 10'

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VERTICAL SITE CROSS SECTIONS

DATE	SCALE	SHEET
DECEMBER 2020	1" = 10'	C-1003

ENGINEERS SEAL

DATE

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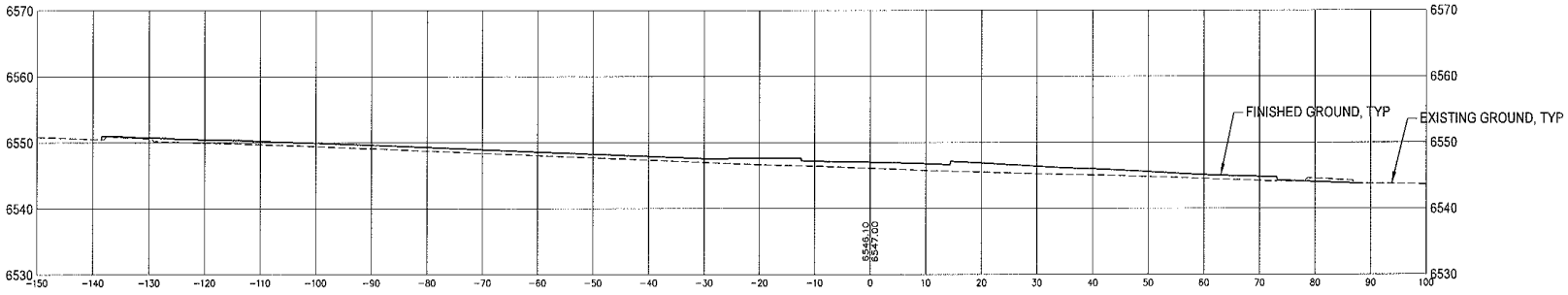

SCALE: 1" = 10'

ENGINEERS SEAL	
DATE	
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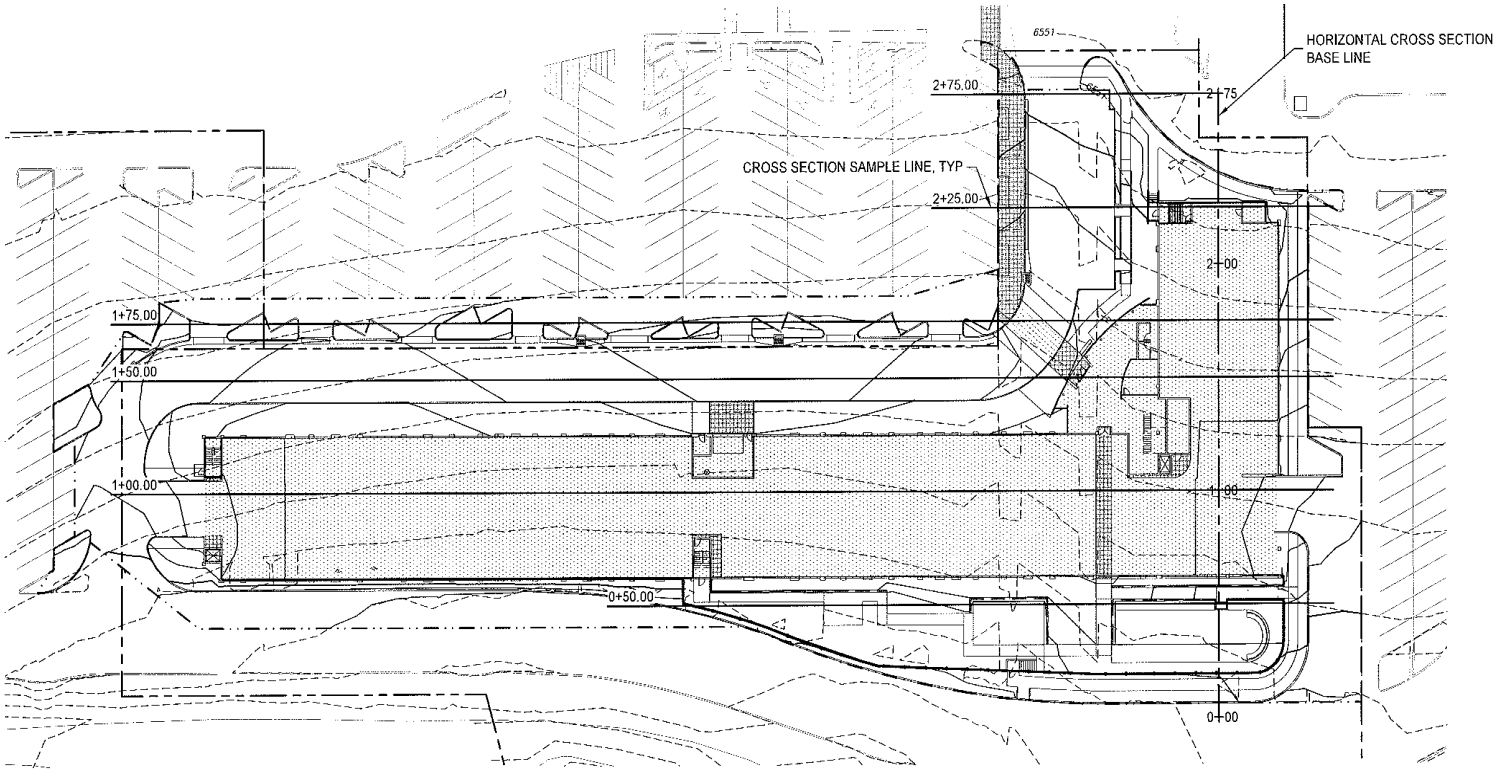
DEVELOPMENT PLAN
SUBMITTAL FOR
ESCARPA
APARTMENT HOMES AT SANTA FE PLACE

VERTICAL SITE CROSS SECTIONS

DATE	SCALE	SHEET
DECEMBER 2020	1" = 10'	C-1004



N

0 15 30 60

SCALE: 1" = 30'

HORIZONTAL SITE CROSS SECTION LOCATION PLAN

SCALE: 1" = 30'

ENGINEERS SEAL

DATE

REVISIONS

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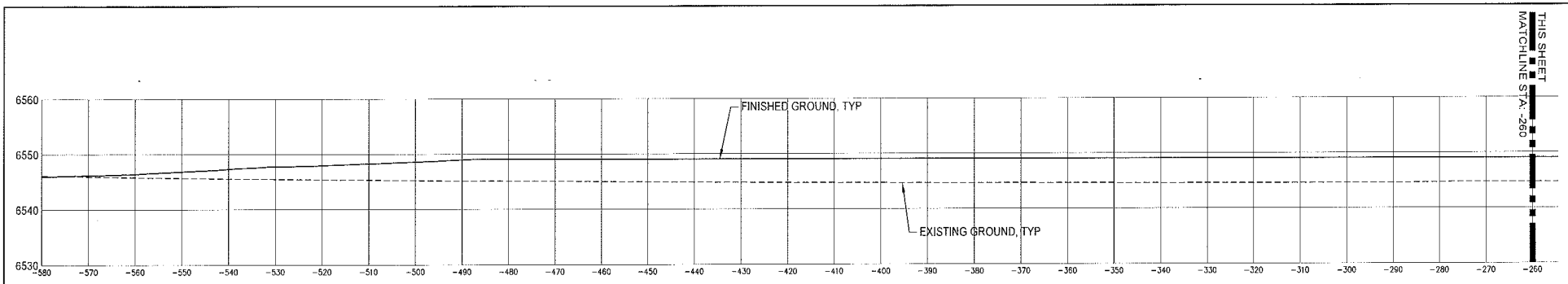
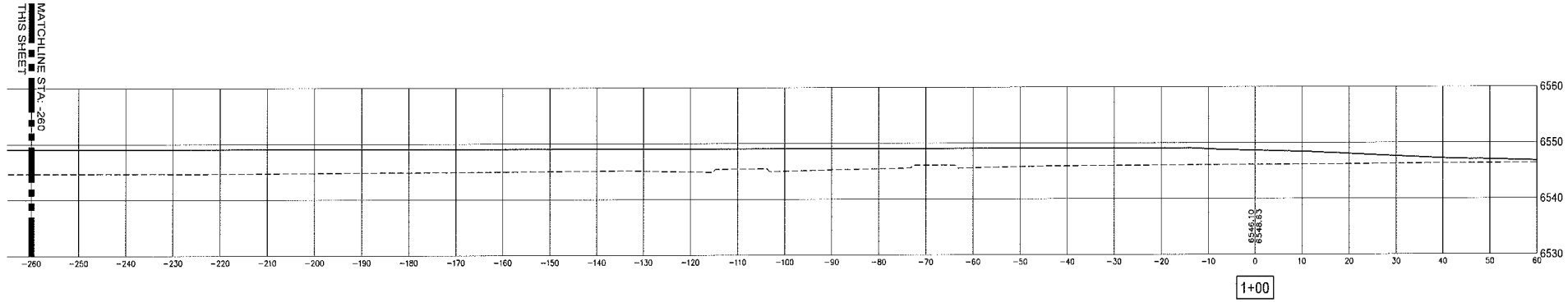
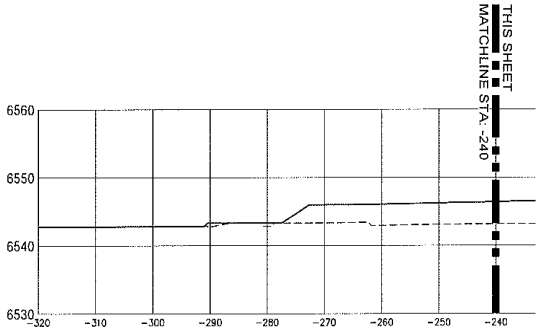
HORIZONTAL SITE CROSS SECTION LOCATION PLAN

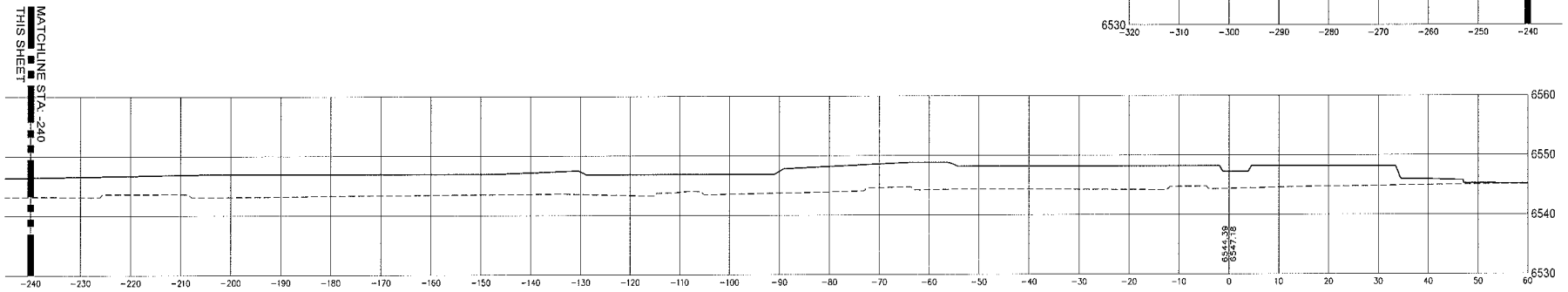
DATE	SCALE	SHEET
DECEMBER 2020	1" = 30'	C-1005





1+00





0+50

0 5 10 20
SCALE: 1" = 10'

ENGINEER'S SEAL

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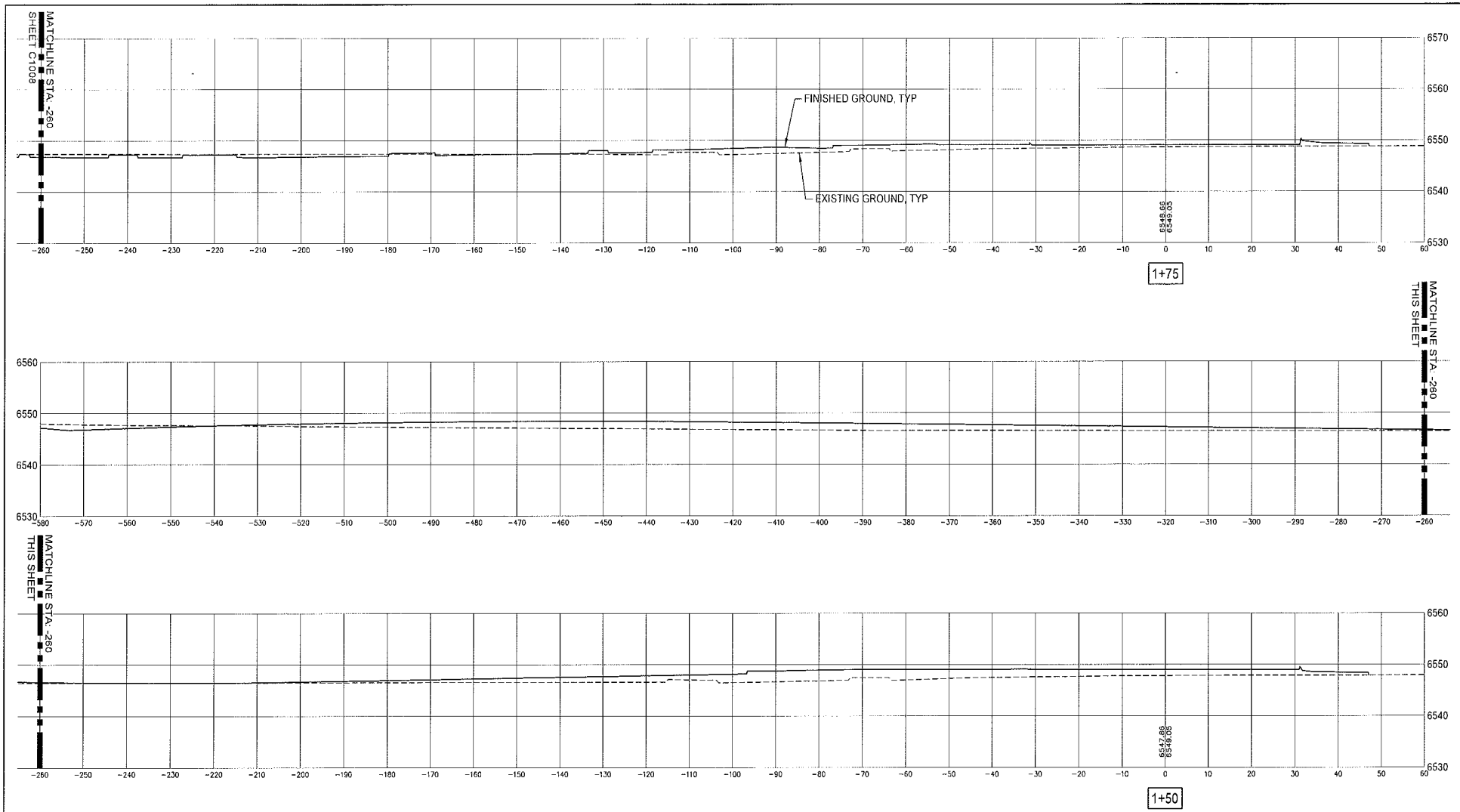
HORIZONTAL SITE CROSS SECTIONS

DATE	SCALE	SHEET
DECEMBER 2020	1" = 10'	C-1006



SCALE: 1" = 10'

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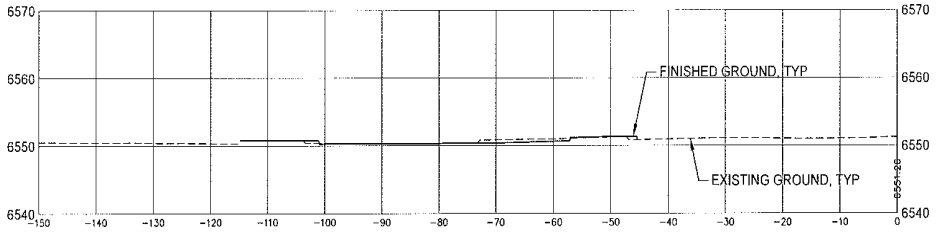
HORIZONTAL SITE CROSS SECTIONS

DATE	SCALE	SHEET
DECEMBER 2020	1" = 10'	C-1007

ENGINEERS SEAL

DATE

REVISIONS



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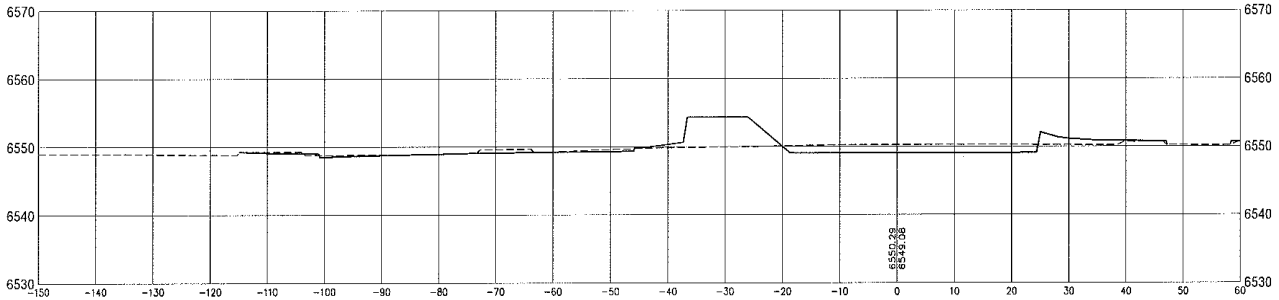
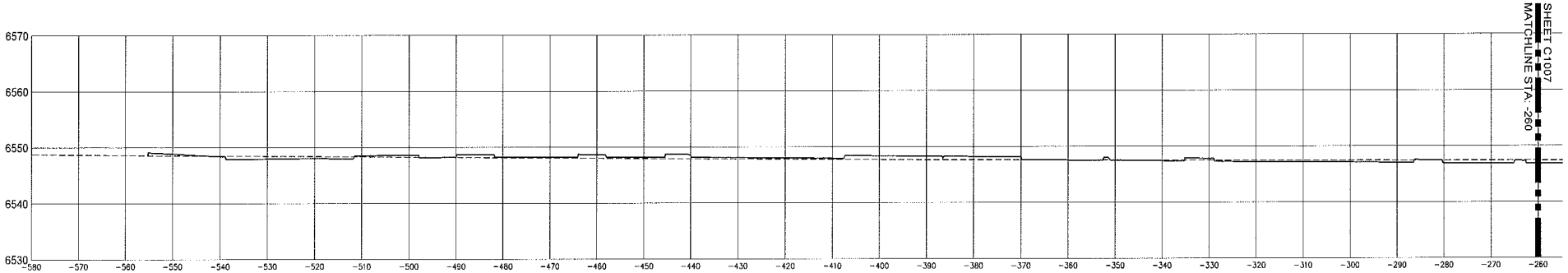


2+25



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0 5 10 20
SCALE: 1" = 10'

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DEVELOPMENT PLAN
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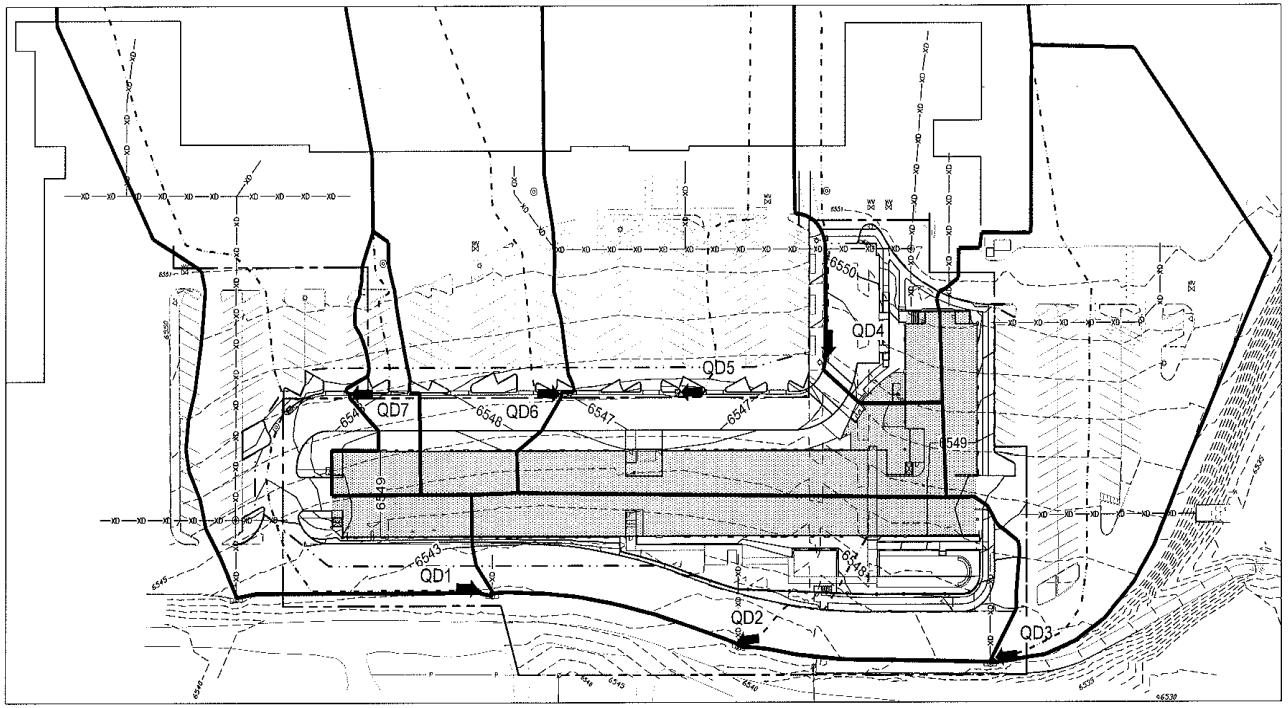
HORIZONTAL SITE CROSS SECTIONS

DATE	SCALE	SHEET
DECEMBER 2020	1" = 10'	C-1008



0 25 50 100
SCALE: 1" = 50'

DRAINAGE MAP
SCALE: 1" = 50'

NOTE:
THE CITY OF SANTA FE TERRAIN MANAGEMENT REGULATIONS REQUIRE THAT PEAK DISCHARGE AFTER DEVELOPMENT MUST NOT EXCEED PEAK DISCHARGE BEFORE DEVELOPMENT. EXCESS RUNOFF FROM NEW IMPERVIOUS AREAS (ROOFS, SIDEWALKS, ROADS, PATIOS, ETC.) WILL BE MITIGATED BY TEMPORARY DETENTION IN LANDSCAPED PONDING AREAS WITH CONTROLLED RELEASE. CALCULATIONS ARE PRESENTED IN "TERRAIN MANAGEMENT REPORT SOILS, DRAINAGE, AND GRADING FOR DEVELOPMENT PLAN SUBMITTAL FOR ENCARPA APARTMENT HOMES AT SANTA FE PLACE, SANTA FE, NM" PREPARED BY SANTA FE ENGINEERING CONSULTANTS, LLC., DATED DECEMBER 2020.

STORM WATER POLLUTION PREVENTION PLAN
ESCARPA APARTMENT HOMES AT SANTA FE PLACE
SANTA FE, NEW MEXICO

1. SITE AND PROJECT DESCRIPTION

The project site for .

SANTA FE MALL PROPERTY OWNER LLC
4250 CERRILLOS ROAD
SANTA FE, NM 87507

1.1 Owner Operator:

_
_
_

Construction Operator (Separate NPDES Permit needed).

_____

_____

_____

_____

Telephone: _____

Fax: _____

1.2 Location of the site:

The site is located in Township 17 North, Range 9 East, Sections 7 & 8 in Santa Fe, New Mexico.

The latitude and longitude are as follows:

Latitude: 35°38'05" N
Longitude: 106°9'48" W

1.3 The total area of the site:

3.21 ± acres

1.4 The area of the site that is expected to be disturbed:

2.66 ± acres

1.5 Endangered Species

Based on the instruction provided by the EPA Compliance Assurance and Enforcement Division Water Enforcement Branch Region 6 "Storm Water Region 6 NPDES General Permit for Storm Water Discharge from Construction Activity," there are no endangered or threaten species, or designated critical habitat which are likely to be adversely affected by the construction activity's storm water discharge or storm water discharge related activities.

1.6 Intended sequence of major construction activities:

1. Install Best Management Practices (BMP's). The contractor shall minimize soil disturbance and insure the proper stockpiling of materials.

2. Site Grading. The contractors shall use site-specific controls as shown on the Temporary Erosion Control Plans and Grading and Drainage Plans. Soil disturbance shall be minimized.

3. Stabilization. The contractors shall use site-specific controls as shown on the Permanent Erosion Control Plans.

1.7 The following maps have been prepared:

1.7.1 Vicinity Map

See General Sheets.

1.7.2 Drainage patterns:

See Grading and Drainage Plan, See C-500 Series.

1.7.3 Approximate slopes after major grading.

See Permanent Erosion Control, Sheet C-1102.

1.7.4 Outline area of disturbance:

See Permanent Erosion Control, Sheet C-1102.

1.7.5 Outline of areas which won't be disturbed:

See Permanent Erosion Control, Sheet C-1102.

1.7.6 Location of major structural and non-structural concepts:

See Temporary Erosion Control Plan, Sheet C-1101.

1.7.7 Areas where stabilization practices are expected to occur.

See Permanent Erosion Control Plan, Sheet C-1101.

2. DESCRIPTION OF CONTROLS

2.1 Posting Requirements.

The Contractor will post conspicuously near the entrance to the site the following items:

Copies of NOIs
Name and telephone number of contact persons.

2.2 "Good Housekeeping"

The contractors shall practice "Good Housekeeping." This includes the proper disposal of construction and demolition debris on a daily basis, proper wash down methods of construction vehicles, the proper stockpiling of materials. The construction site shall be kept in a neat and orderly manner and exposure of material to storm water will be minimized to the extent practicable.

2.3 Concrete Washout

Concrete washout is a process wastewater and must be controlled in a designated area (e.g. bermed pit) and disposed of properly and noted on the Temporary Erosion Control Plans.

2.4 Minimize Disturbance and Preserve Natural Vegetation

The Contractor shall minimize disturbance. The limits of construction shall be clearly delineated and enforced. Special attension will be given to protecting established vegetation. The contractor will be responsible for replacing vegetation that is unnecessarily disturbed.

2.5 Inspections:

Disturbed areas, stabilization and structural control measures shall be inspected as required and at least once every two weeks, and within 24 hours or the next working day of the end of a storm event. If a portion of the site has been finally or temporarily stabilized, and runoff is unlikely due to winter conditions, or during seasonal arid periods, inspections shall be conducted on a monthly basis.

Inspections shall be documented on the inspection and maintenance form. Inspections shall be continued by the Owner and final stabilization of an area is achieved and/or the Notice of Termination is submitted.

2.6 Record Keeping:

A copy of the SWPP Plan will be maintained onsite for the use of all Operators and those identified in the SWPP Plan as having on site responsibilities. Items that will be maintained and attached to the SWPP include.

Inspection Reports: The inspection reports shall be signed by a qualified inspector assigned by the Contractor. The SWPP package and reports shall be available to EPA representatives at all times during construction.

Land Disturbance Log containing: dates when major soil disturbing activities occur, dates when construction activities temporarily or permanently cease on a portion of the site, and dates when stabilization measures are initiated.

Spill Tracking

Copies of SWPP Plans, inspection records, spill reports, all reports required by NPDES Permit coverage, and data used to complete the NOI shall be retained by the permitees.

2.7 Plan Amendment:

This SWPP Plan will be amended when:

There is a change in design, construction, operation, or maintenance.

If the inspection report identifies problems or inadequacies with the current BMPs, the SWPP Plan shall be modified as necessary to include additional or modified BMP's designed to correct the problems.

REVISIONS	DATE	ENGINEERS SEAL
◁ ◁ ◁ ◁ ◁ ◁ ◁ ◁		

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DEVELOPMENT PLAN
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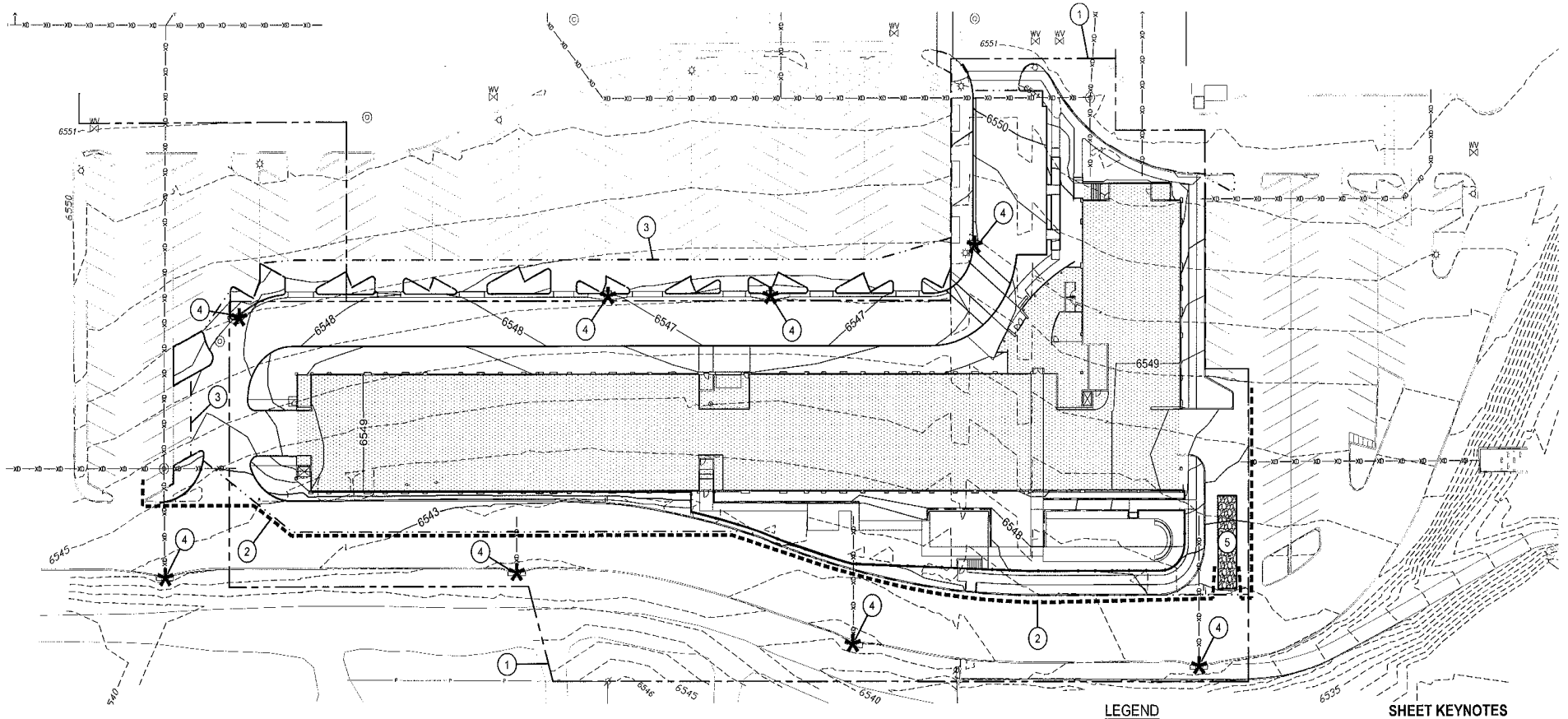
STORM WATER POLLUTION PREVENTION PLANS

DATE	SCALE	SHEET
DECEMBER 2020	1" = 50'	C-1100



BEST MANAGEMENT PRACTICES - NOTES

1. DISTURBED AREAS SHALL BE PROTECTED FROM EROSION DURING CONSTRUCTION BY MEANS ADEQUATE TO RETAIN SOIL ON SITE.
2. EXCEPT AS NECESSARY TO INSTALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES, LAND SHALL NOT BE GRADED OR CLEARED UNTIL ALL SUCH TEMPORARY DEVICES HAVE BEEN PROPERLY INSTALLED AND INSPECTED. CONTROL DEVICES SHALL BE KEPT IN PLACE AND USED UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED.
3. SIGNIFICANT TREES, AREAS WITH SUBSTANTIAL GRASS COVERAGE, AND DRAINAGE WAYS THAT ARE TO REMAIN UNDISTURBED SHALL BE FENCED OFF PRIOR TO THE USE OF ANY HEAVY MACHINERY ON-SITE AND DURING THE ENTIRE CONSTRUCTION PROCESS. FENCING SHALL BE PLACED FIVE FEET TO THE OUTSIDE OF THE DRIP LINE OF SIGNIFICANT TREES. THERE ARE NO SIGNIFICANT TREES.
4. SOIL STOCKPILES SHALL BE PROTECTED FROM EROSION THROUGHOUT CONSTRUCTION BY USING APPROPRIATE EROSION CONTROL TECHNIQUES. STAGING AND SOIL STOCKPILE AREAS SHALL BE CLEARLY DESIGNED ON THE SITE. ALL TOPSOIL SHALL BE KEPT ON SITE, WITHIN THE DISTURBANCE ZONE OF CONSTRUCTION, AND REINTRODUCED IN TO PLANTING AREAS TO THE EXTENT POSSIBLE. THERE ARE NO SOIL STOCKPILES ASSOCIATED WITH THIS PROJECT.
5. WATERING DOWN EXPOSED AREAS IS REQUIRED TO PREVENT THE BLOWING OF DUST OR SEDIMENT.
6. PROTECTION FOR STORM DRAIN INLETS SHALL BE PROVIDED TO PREVENT THE ENTRY OF SEDIMENT WHILE STILL ALLOWING THE ENTRY OF STORM WATER.
7. EROSION AND SEDIMENT CONTROL SHALL BE ACCOMPLISHED BY WATERING AND/OR FIBER MULCH WITH TACKIFIER.
8. ALL CONSTRUCTION TRAFFIC SHALL USE TIRE WASHES.

MAINTENANCE RESPONSIBILITIES AND INSPECTIONS

1. DISTURBED AREAS, STABILIZATION AND STRUCTURAL CONTROL MEASURES SHALL BE INSPECTED AS REQUIRED AND AT LEAST ONCE EVERY TWO WEEKS, AND WITHIN 24 HOURS OR THE NEXT WORKING DAY OF THE END OF A STORM EVENT. IF A PORTION OF THE SITE HAS BEEN FINALLY OR TEMPORARILY STABILIZED, AND RUNOFF IS UNLIKELY DUE TO WINTER CONDITIONS, OR DURING SEASONAL ARID PERIODS, INSPECTIONS SHALL BE CONDUCTED ON A MONTHLY BASIS.
2. THE CITY OR ITS AUTHORIZED AGENT MAY ENTER UPON THE PROPERTY, AT REASONABLE TIMES ALL STORMWATER FACILITIES SHALL BE MAINTAINED BY THE CONTRACTOR.
3. THE STORMWATER MANAGEMENT SYSTEM SHALL BE MAINTAINED IN GOOD CONDITION AND PROMPTLY REPAIRED.
4. TO ENSURE THAT THE SYSTEM IS MAINTAINED IN PROPER WORKING CONDITION.
5. IF AFTER NOTICE BY THE CITY TO CORRECT A VIOLATION REQUIRING MAINTENANCE WORK, SATISFACTORY CORRECTIONS ARE NOT MADE WITHIN A REASONABLE PERIOD IF TIME. THE CITY MAY PERFORM ALL NECESSARY WORK TO PLACE THE FACILITY IN PROPER WORKING CONDITION. THE OWNER(S) OR RESPONSIBLE PARTY OF THE FACILITY SHALL BE ASSESSED THE ASSOCIATED COSTS OF THE WORK.

DUST CONTROL:

All onsite soil disturbing construction activities shall be addressed and provide measures to mitigate or control dust from being transported offsite and polluting neighboring properties.

Any person, owner, contractor, or operator who conducts earthmoving and/or dust generating activities is responsible for implementing Best Management Practices (BMPs) in order to mitigate off-property transport of fugitive dust emissions.

A plan, or storm water prevention plan (SWPPP) when applicable, listing the Best Management Practices (BMPs), shall be provided to the City Engineer or his designee for review and approval. The approved BMPs shall be applied to the graded and/or disturbed soil in order to stabilize the site.

The initial BMP shall address how the Contractor will minimize the amount of disturbed soil and how the Contractor will stabilize the disturbed surface area exposed to wind or vehicle traffic during construction.

Some BMPs shall include:

- The reduction of vehicle speeds: establish a maximum speed limit or install traffic calming devices to reduce speeds to a rate to mitigate off-property transport of dust entrained by vehicles.
- The minimization of drop height: Drivers and operators shall unload truck beds and loader or excavator buckets slowly and minimize drop height of materials to the lowest height possible, including screening operations.
- High winds restriction: temporarily halt work activities during high wind events greater than 30 mph if operations would result in off-property transport.
- Restrict access: restrict access to the work area to only authorized vehicles and personnel.

In the event the above practices are ineffective to prevent off-property transport, the contractor, owner, or operator shall use at leat one or more of the following Best Management Practices (BMPS):

- Wet suppression: apply water to disturbed soil surfaces, backfill materials, screenings, and other dust generating operations as necessary and appropriate considering current weather conditions, and prevent water used for dust control from entering any public right-of-way, storm water drainage facility, or watercourse.
- Wind barrier: construct a fence or other type of wind barrier to prevent wind erosion of the graded or disturbed surface.
- Vegetation: plant vegetation appropriate for retaining soils or creating a wind break.
- Surface roughening: stabilize an active construction area during periods of inactivity or when vegetation cannot be immediately established.
- Cover: install cover materials such as tackifiers, erosion control blankets, gravel, vegetation (when appropriate), cold-millings, etc., during periods of inactivity and properly anchor the cover.
- Soil retention: stabilize disturbed or exposed soil surface areas that will be inactive for more than 30 days or while vegetation is being established.

LEGEND

- EPA APPROVED BMP SEE SHEETS C-1206 & C-1207 FOR DETAILS
- GRADING LIMITS
- DRAINAGE FLOW ARROW
- INLET PROTECTION SEE SHEETS C-1206 & C-1207 FOR DETAILS
- EXISTING STORM DRAIN
- NEW STORM DRAIN

SHEET KEYNOTES

1. PROPERTY LINE
2. EPA APPROVED BMP
3. GRADING LIMITS
4. INLET PROTECTION
5. DRY TIRE WASH. SEE SHEET C-1103 FOR DETAILS

N

0 15 30 60

SCALE: 1" = 30'

TEMPORARY EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1" = 30'

ENGINEERS SEAL

DATE

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TEMPORARY EROSION AND SEDIMENT CONTROL PLAN

DATE	SCALE	SHEET
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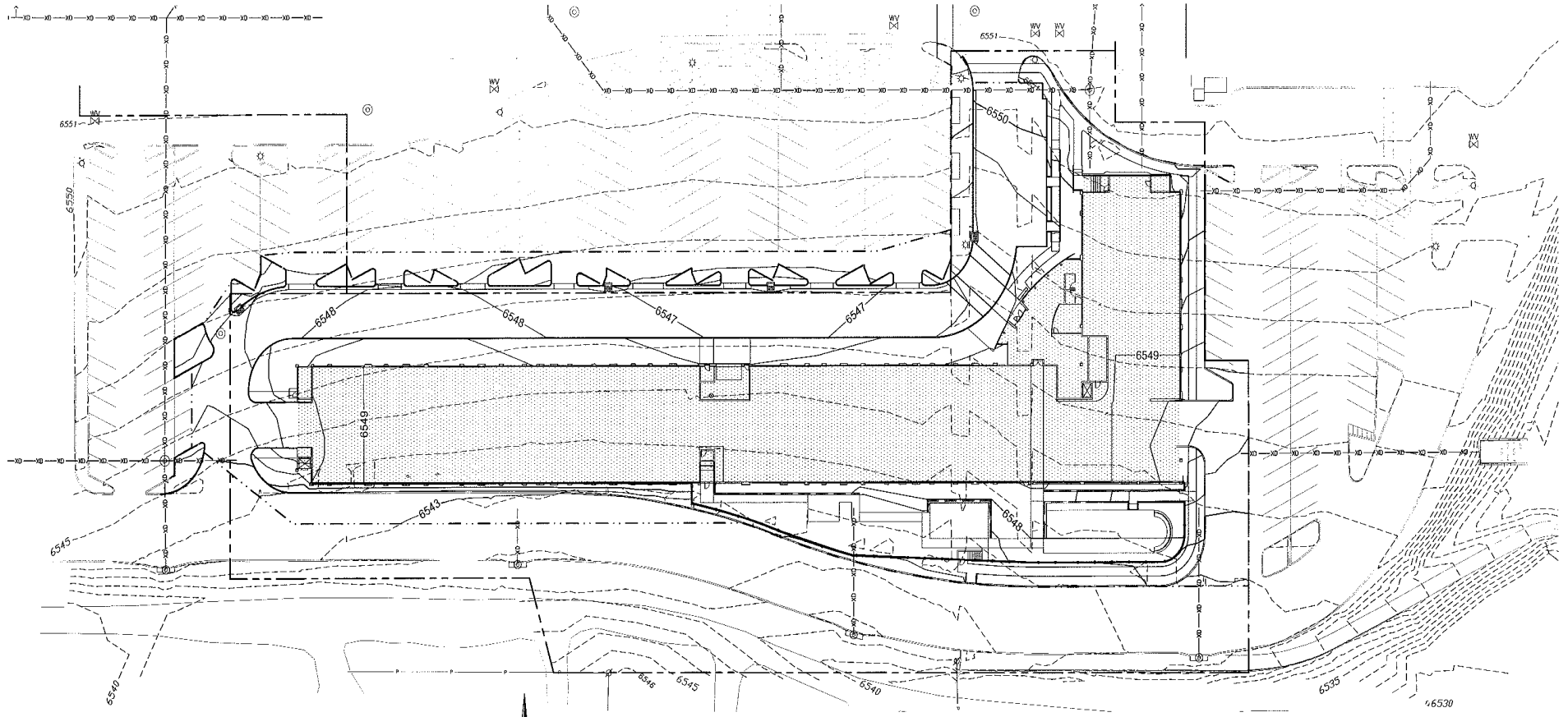

0 15 30 60
SCALE: 1" = 30'

PERMANENT EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1" = 30'

LEGEND

GRADING LIMITS

DRAINAGE FACILITIES MAINTENANCE SCHEDULE

SPRING MAINTENANCE:	MARCH 15th	CLEARING AND MAINTENANCE FOR ALL STORMWATER MANAGEMENT FACILITIES SHALL OCCUR WITHIN 30 DAYS OF DATE. REMOVE SEDIMENT BUILD UP IN ALL PONDS AND RESEED.
FALL MAINTENANCE:	SEPTEMBER 15th	CLEARING AND MAINTENANCE FOR ALL STORMWATER MANAGEMENT FACILITIES SHALL OCCUR WITHIN 30 DAYS OF DATE.
PERIODIC MAINTENANCE:	AFTER SIGNIFICANT STORMS (1" OR GREATER)	CLEARING AND MAINTENANCE FOR ALL STORMWATER MANAGEMENT FACILITIES SHALL OCCUR WITHIN 30 DAYS OF STORM.

SFCC 13-2 PROHIBITS THE DISCHARGE OF POLLUTANTS INCLUDING SEDIMENT, VEGETATION, SLURRIES, MUD, PLASTERS, CONCRETE RINSATES AND ANY CONSTRUCTION MATERIALS, WASTES AND GARBAGE, ETC. TO THE STORM DRAIN SYSTEM. THE STORM DRAIN SYSTEM INCLUDES ROADS, STREETS, CURBS, GUTTERS, DROP INLETS, PIPED STORM DRAINS, CULVERTS, RETENTION AND DETENTION BASINS, NATURAL AND MAN-MADE DRAINAGE CHANNELS, ARROYOS, RIVERS, AND ANY FACILITY AND APPURTENANCE BY WHICH STORMWATER IS COLLECTED AND/OR CONVEYED. CULVERT AND DRAIN FLUSHING SHALL BE CAREFULLY DONE. POLLUTANTS AND DEBRIS SHALL BE CAREFULLY REMOVED AND DISPOSED OF AT THE LANDFILL.

LONG TERM MAINTENANCE RESPONSIBILITIES AND INSPECTIONS

1. ALL STORM WATER FACILITIES SHALL BE MAINTAINED BY THE OWNER.
2. THE STORM WATER MANAGEMENT SYSTEM SHALL BE MAINTAINED IN GOOD CONDITION AND PROMPTLY REPAIRED.
3. THE CITY OR ITS AUTHORIZED AGENT MAY ENTER UPON THE PROPERTY, AT REASONABLE TIMES TO ENSURE THAT THE SYSTEM IS MAINTAINED IN PROPER WORKING CONDITION.
4. IF AFTER NOTICE BY THE CITY TO CORRECT A VIOLATION REQUIRING MAINTENANCE WORK, SATISFACTORY CORRECTIONS ARE NOT MADE WITHIN A REASONABLE PERIOD OF TIME. THE CITY MAY PERFORM ALL NECESSARY WORK TO PLACE THE FACILITY IN PROPER WORKING CONDITION. THE OWNER(S) OR RESPONSIBLE PARTY OF THE FACILITY SHALL BE ASSESSED THE ASSOCIATED COSTS OF THE WORK.

INSPECTIONS AND VIOLATIONS DURING CONSTRUCTION PROCESS

1. INSPECTIONS BY CITY ARE DUE WHEN STORM WATER MANAGEMENT MEASURES ARE COMPLETED AND WHEN THE FINAL SITE RESTORATION MEASURES ARE COMPLETED. HOWEVER, IF FINAL SITE RESTORATION MEASURES ARE BEING DELAYED DUE TO THE SEASON, THE CITY SHALL BE NOTIFIED WHEN TEMPORARY EROSION CONTROL MEASURES FOR USE UNTIL RESTORATION IS COMPLETE, IN PLACE AND READY FOR INSPECTION.
2. FURTHER CONSTRUCTION OR ISSUANCE OF ANY PERMITS SHALL NOT OCCUR UNTIL WRITTEN APPROVAL HAS BEEN GRANTED BY THE CITY.

DRAINAGE FACILITIES MAINTENANCE

1. THE DRAINAGE FACILITIES ARE PRIVATE AND SHALL BE MAINTAINED BY THE PROPERTY OWNERS.
2. INSPECTIONS OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:

   ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1-INCH OR GREATER. THE OWNERS SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.
3. THE REMEDIAL ACTION SHALL CONSIST OF (1) REMOVAL AND DISPOSAL OF SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH; (2) FLUSHING ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND POLLUTANTS THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURES; AND, (3) INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS AND INSPECT FOR THE STRUCTURAL INTEGRITY OF ALL APPURTENANT DRAINAGE STRUCTURES AND REPAIR OR STABILIZE ACCORDINGLY.

REVISIONS | DATE | ENGINEER'S SEAL

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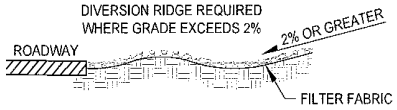
PERMANENT EROSION CONTROL PLAN

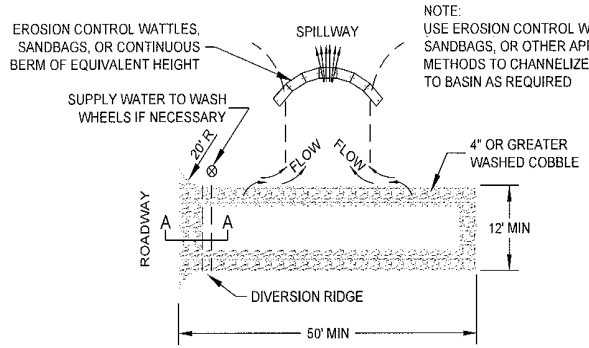
DATE	SCALE	SHEET
DECEMBER 2020	1" = 30'	C-1102

NOTES:

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL MINIMIZE SEDIMENT TRACKING OR TRANSPORT ONTO PUBLIC ROADWAYS. THIS MAY REQUIRE ADDING ADDITIONAL LAYERS OF GRAVEL, REPAIR AND/OR CLEANOUT OF MEASURE USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC ROADWAYS.
3. VEHICLE WASHING SHALL BE CONDUCTED IN A STABILIZED AREA WITH APPROPRIATE STORM WATER CONTROLS IN PLACE.

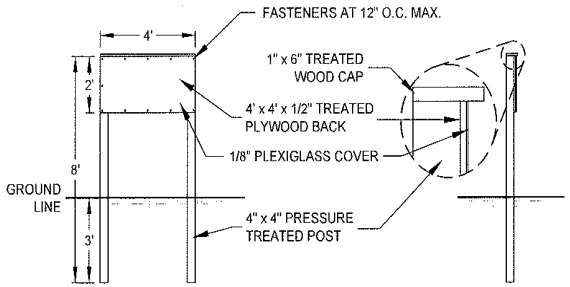


SECTION A-A



PLAN VIEW

TEMPORARY GRAVEL CONSTRUCTION ENTRANCE / EXIT



N.P.D.E.S. PERMIT POSTING BOARD (LOCATED AT MAIN ENTRANCE)

CITY OF SANTA FE NPDES STORMWATER MANAGEMENT NOTES

1. DEVELOPMENT IS SUBJECT TO THE REQUIREMENTS OF THE SFCC CHAPTER XIII STORMWATER UTILITY INCLUDING THE STORMWATER UTILITY SERVICE CHARGE AND STORMWATER ILLICIT DISCHARGE CONTROL REQUIREMENTS.
2. DEVELOPMENT IS SUBJECT TO THE REQUIREMENTS OF NPDES GENERAL MS4 DISCHARGE PERMIT NO. NMR040000 AND NPDES CONSTRUCTION GENERAL PERMIT NO. NMR 100000.
3. CONSTRUCTION GENERAL DISCHARGE PERMIT NO. NMR100000- A STORMWATER POLLUTION PREVENTION PLAN MUST BE PREPARED BY A QUALIFIED PROFESSIONAL AND A NOTICE OF INTENT (NOI) FOR COVERAGE MUST BE FILED WITH THE EPA. CONSTRUCTION STORMWATER DISCHARGES ARE NOT PERMITTED UNTIL A MINIMUM OF SEVEN (7) CALENDAR DAYS AFTER EPA ACKNOWLEDGEMENT OF A COMPLETE NOI.
4. CITY OF SANTA FE STORMWATER ILLICIT DISCHARGE CONTROL- SFCC 13-2 PROHIBITS THE DISCHARGE OF POLLUTANTS INCLUDING SEDIMENT, SLURRIES, MUD, PLASTERS, CONCRETE RINSATES AND ANY CONSTRUCTION MATERIALS, WASTES AND GARBAGE, ETC. TO THE STORM DRAIN SYSTEM. THE STORM DRAIN SYSTEM INCLUDES ROADS, STREETS, CURBS, GUTTERS, DROP INLETS, PIPED STORM DRAINS, CULVERTS, RETENTION AND DETENTION BASINS, NATURAL AND MAN-MADE DRAINAGE CHANNELS, ARROYOS, RIVERS AND ANY FACILITY AND APPURTENANCE BY WHICH STRORMWATER IS COLLECTED AND/OR CONVEYED.
5. CITY OF SANTA FE TERRAIN AND STORMWATER REGULATIONS- SFCC 14-8.2 REQUIRES THAT CONSTRUCTION DISTURBED AREA SHALL BE PROTECTED AGAINST EROSION. SEDIMENT MUST BE CONTAINED ON THE DISTURBED AREA BY THE USE OF TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES SUCH AS SILT FENCING, SWALES, BERMS, GEOTEXTILES, SEDIMENT BASINS AND TRAPS. PROTECTION FOR STORM DRAIN INLETS SHALL BE PROVIDED TO PREVENT THE ENTRY OF SEDIMENT FROM THE SITE WHILE STILL ALLOWING THE ENTRY OF STORMWATER. CONTROL DEVICES SHALL BE KEPT IN PLACE AND USED UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED.
6. THE CONTRACTOR SHALL NOT REMOVE SILT FENCE AND MULCH SOCKS OR OTHER TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES UNTIL DISTURBED AREAS ARE STABILIZED. SOIL STABILIZATION AND EROSION CONTROL MEASURES SHALL BE COMPLETED WITHIN 21 CALENDAR DAYS AFTER COMPLETION OF CONSTRUCTION OR OTHER SOIL DISTURBANCE ACTIVITIES ON THE SITE. IF THE TIME OF YEAR IS NOT CONDUCIVE TO PLANTING, THEN PLANTING MAY BE DELAYED UNTIL THE NEXT APPROPRIATE PLANTING SEASON PROVIDED THAT ALL TEMPORARY EROSION CONTROL MEASURES ARE MAINTAINED UNTIL PERMANENT EROSION CONTROL MEASURES ARE IMPLEMENTED. TEMPORARY EROSION CONTROL MEASURES SHALL BE SELECTED, DESIGNED AND INSTALLED WITH AN APPROPRIATE SEED BASE TO PROVIDE EROSION CONTROL FOR AT LEAST THREE YEARS WITHOUT ACTIVE MAINTENANCE. TEMPORARY EROSION CONTROL MEASURES SHALL BE SELECTED, DESIGNED AND INSTALLED TO ACHIEVE 70 PERCENT VEGETATIVE COVER WITHIN THREE YEARS.

SWPP Plan Inspection Report

Project Name: _____

Purpose of Inspection: _____ Date: _____

Inspector: _____

Weather Information: Type, Time, Amount, and Duration of Each Storm Event since Last Inspection. List Dates and Location for Storm Events:

_____

_____

_____

Location of NPDES Notice of Permit Coverage Posting: _____

_____

Has Land Disturbance Log been maintained: [ ] Yes [ ] No [ ] N/A

Does the site map reflect current BMPs and Site Characteristics? [ ] Yes [ ] No

Does the site map reflect current BMPs and Site Characteristics? [ ] Yes [ ] No

Comments: _____

_____

_____

Evidence of Discharges of Sediment or other Pollutants from the Site (Describe Below): [ ] Yes [ ] No

Evidence of Spills or Leaks (Describe Below): [ ] Yes [ ] No

Evidence of Offsite Sediment Tracking (Describe Below) [ ] Yes [ ] No

Comments: _____

_____

Is Facility in Compliance with SWPP Plan and Permit? [ ] Yes [ ] No

Incidents of Non-Compliance with SWPP Plan: _____

_____

_____

Land Disturbance Log, including Location and Date of Soil Disturbance, Activities and Stabilization Initiated

_____

_____

SWPP Plan Inspection Report (Continued)

Certification Statement

"I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

_____

(Signature)

_____

(Please Print Name, Title)

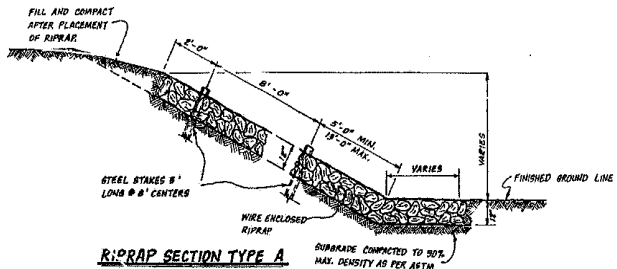
REVISIONS | DATE | ENGINEERS SEAL

Santa Fe Engineering Consultants, LLC
1599 St. Francis Drive, Suite B
Santa Fe, N. M. 87505
(505) 982-2845 Fax (505) 982-2641
http://www.SFENGR.com

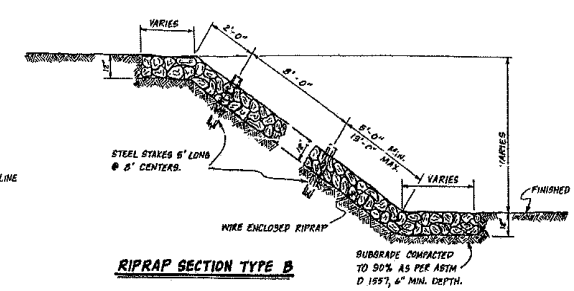
DEVELOPMENT PLAN
SUBMITTAL FOR
ESCARPA
APARTMENT HOMES AT SANTA FE PLACE

STORM WATER CONTROL DETAILS

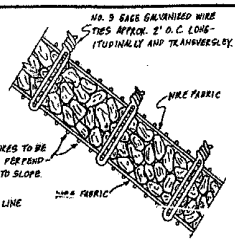
DATE	SCALE	SHEET
DECEMBER 2020	N.T.S.	C-1103



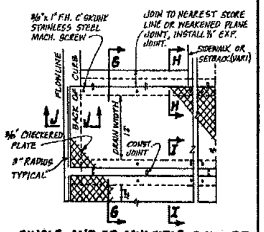
RIPRAP SECTION TYPE A



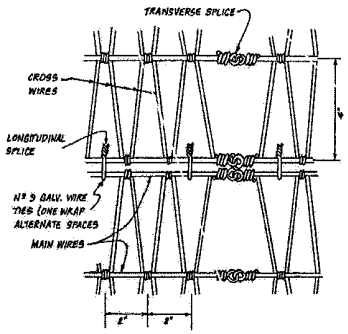
RIPRAP SECTION TYPE B



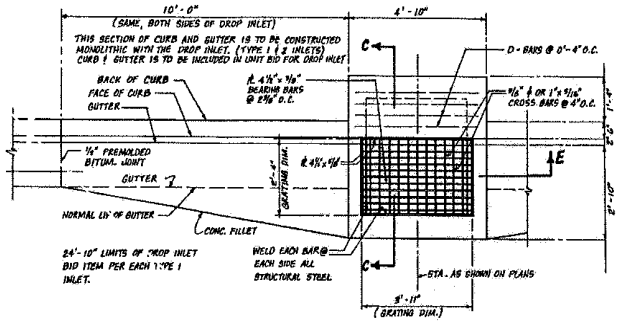
TYPICAL SECTION



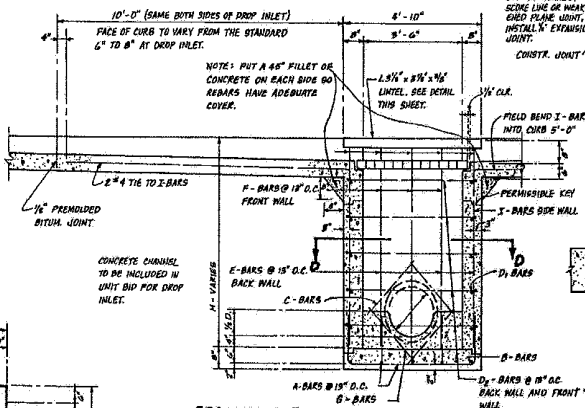
SINGLE AND DR MULTIPLE CULVERT PLAN



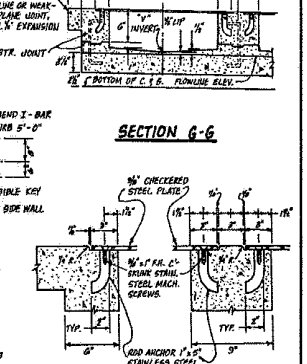
DETAIL OF WIRE FABRIC AND NORMAL SPLICE



TYPE-1 INLET PLAN

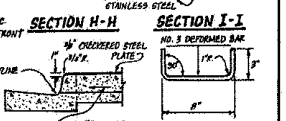


SECTION E-E



SECTION G-G

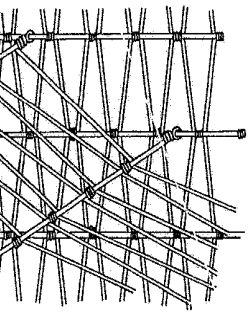
SECTION H-H



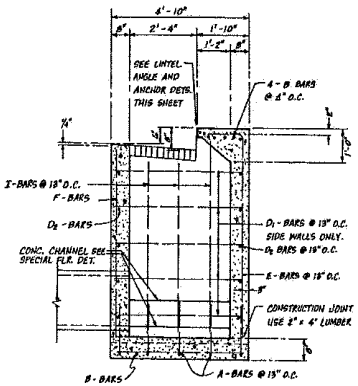
SECTION I-I

SECTION J-J DOWEL DETAIL

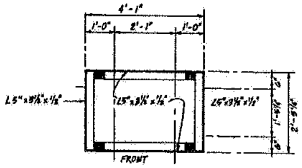
SIDEWALK CULVERT DETAIL



DETAIL OF SPLICE @ SKEWED INTERSECTION



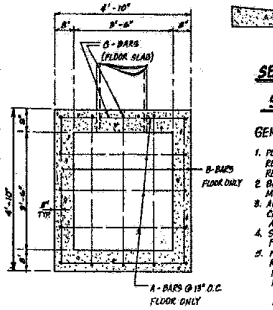
SECTION C-C



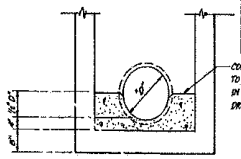
GRATING FRAME DETAIL

RE-BAR SCHEDULE

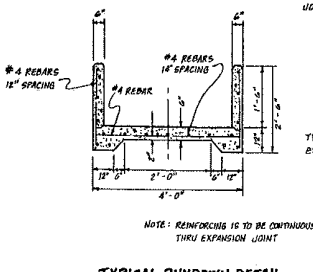
BAR TYPE	SIZE & SHAPE	BAR No.	BAR TYPE & QUANTITY
A	18"	#4	TYPE-1-A REQUIRED TYPE-2-A REQUIRED TYPE-3- 6 REQUIRED
B	6'-0" 6'-0"	#4	TYPE-1 - 6 REQUIRED TYPE-2 - 6 REQUIRED
C	3'-0"	#4	TYPE-1-2 READY MIX OUTLET TYPE-2-2 READY MIX OUTLET
D_1	8'-0"	#4	TYPE-1-4 READY MIX PER FT. WT. TYPE-2-2 READY MIX PER FT. WT.
D_2	8'-0"	#4	TYPE-1-4 READY MIX PER 15" WT. TYPE-2-2 READY MIX PER 15" WT.
E	3'-0" 1'-6" 3'-0"	#4	TYPE-1-8 REQUIRED TYPE-2-8 REQUIRED
F	24" 1'-6" 3'-0"	#3	TYPE-1-8 REQUIRED TYPE-2-7 REQUIRED
G	2'-6"	#4	TYPE-1-2 READY MIX OUTLET TYPE-2-2 READY MIX OUTLET
H	6" 6" 1'-6" 3'-0"	#4	TYPE-1-8 READY FIELD BEND TYPE-2-8 READY INTO CURB



SECTION D-D



SPECIAL FLOOR DETAIL



CONCRETE DRAINAGE RUNDOWN

NOTE: REINFORCING IS TO BE CONTINUOUS THRU EXPANSION JOINT

TYPICAL RUNDOWN DETAIL SECTION F-F

RIPRAP - GENERAL NOTES:

1. WIRE FABRIC IS TO BE GALVANIZED "V" MESH OF THE FOLLOWING CONSTRUCTION: MAIN WIRES: TWO No. 12½ GAGE STRANDED WIRES SPACED AT 4". CROSS WIRES: SINGLE No. 12½ GAGE WIRES SPACED AT 2" WITH NOT LESS THAN TWO TURNS AROUND THE MAIN WIRES. APPROXIMATE WEIGHT: 48 POUNDS PER 100 SQUARE FEET.
2. STEEL STAKES MAY BE RAILROAD RAILS WEIGHING NOT LESS THAN 30 LBS. PER YARD, 4" O.D. STANDARD STRENGTH GALVANIZED STEEL PIPE OR 4 x 4 x ⅜ STEEL ANGLES. STEEL STAKES SHALL PROJECT 6" ABOVE TOP OF RIPRAP. STEEL STAKES ARE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE WORK AND NO DIRECT MEASUREMENT OR PAYMENT WILL BE MADE THEREFOR.
3. IF LENGTH OF SLOPE IS 15 FEET OR LESS ONLY ONE ROW OF STEEL STAKES, 8 FEET FROM THE TOP EDGE OF THE RIPRAP, WILL BE REQUIRED UNLESS OTHERWISE NOTED ON PLANS.
4. AS AN ALTERNATE, WIRE FABRIC MAY BE GALVANIZED STEEL WIRE MEETING THE REQUIREMENTS FOR CLASS 3, FINISH 5, MEDIUM TENSILE STRENGTH COATED WIRE AS SET FORTH IN FEDERAL SPECIFICATION QQ-W-461. THE WIRES SHALL BE CONTINUOUS, HAVE A DIAMETER OF NOT LESS THAN 0.118 INCH AND SHALL BE TRIPLE TWISTED TO FORM A UNIFORM HEXAGONAL MESH PATTERN WITH A MAXIMUM OPENING SIZE OF 3" x 4½".
5. DETAIL FROM N.M.S.H.D. DETAIL, SERIAL BRR-001-05.

SIDEWALK CULVERT - GENERAL NOTES:

1. PLACING OF DRAIN THRU EXIST. SIDEWALK, C & G, REQUIRE THAT ENTIRE SIDEWALK, C & G, STONES BE REMOVED & REPLACED AS DETAILED HEREIN.
2. BOTTOM SLAB OF CULVERT SHALL BE POURED MONOLITHICALLY WITH MEN GUTTER.
3. ALL EXPOSED CONC. SURFACE SHALL MATCH GRADE COLOR, FINISH AND SCORING OF ADJACENT CURB AND SIDEWALK.
4. SIDEWALK REPLACED DURING CONSTRUCTION TO BE POURED MONOLITHICALLY WITH CULVERT WALLS.
5. FOR ALL CONCRETE, THE MINIMUM DESIGN COMPRESSIVE STRENGTH AT 28 DAYS SHALL BE 4000 POUNDS PER SQUARE INCH, 7 - BAG MIX AND THAT THE MINIMUM COARSE AGGREGATE SIZE ALLOWED WILL BE 1 INCH. PERCENTAGE OF AIR - ENTRAINMENT IN THE CONCRETE AT THE PROJECT SITE SHALL BE IN THE RANGE OF 4 TO 7 PERCENT.
6. THE CITY WILL NOT ASSUME RESPONSIBILITY FOR MAINTENANCE OF ANY SIDEWALK CULVERT INSTALLED BY OR FOR PRIVATE PROPERTY OWNERS.

REVISION		
SYMBOL	DATE:	BY:

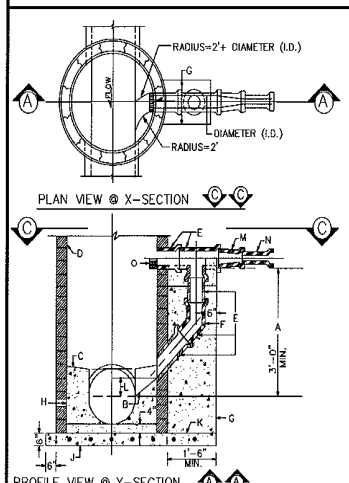
CITY OF SANTA FE

DRAINAGE DETAILS

DRAWN BY: Charlie Gow. CHECKED BY: DATE: SHT

LEGEND

ITEM	DESCRIPTION
1	MANHOLE FRAME & COVER, refer to manhole frame and cover detail Dwg. No. SAS-4
2	CONCRETE ADJUSTMENT RINGS or CONCRETE BRICK, refer to concrete adjustment detail Dwg. No. SAS-5
3	CONCRETE COLLAR, refer to concrete collar detail Dwg. No. SAS-6
4	PRECAST REINFORCED CONCRETE RISER, CONE or FLAT TOP, with 5"(in) wall thickness, refer to general note CM-2
5	PRECAST REINFORCED CONCRETE BASE RISER, with suitable sized openings, refer to general note CM-2A
6	CONCRETE BASE, refer to concrete base detail Dwg. No. SAS-7
7	SEWER PIPE, refer to general note CM-1
8	6"(in) GROUT FILLET, on upper half of pipe and around base
9	ADAPTER, MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
10	PIPE PENETRATION INTO MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
11	PIPE SUPPORT, CONCRETE, shall extend out-side of manhole a maximum of 18"(in) to bell of first joint and shall cradle pipe half pipe
12	CONCRETE FILL, 3000 p.s.i., refer to general note CR-6
13	SHELF, to be 9"(in) minimum width with 1"(in) per 1'-0" slope, from crown of pipe
14	CUT UPPER HALF OF PIPE, after manhole has been completed and inspected by engineer
15	HAND FORMED CHANNELS, shall be on a uniform radius and shall not hold water
16	INVERT ELEVATIONS OF LATERAL LINES, shall be the same as the springline elevation of the sewer main, where possible
17	CHANGE SLOPE OF PIPE, at center of manhole
18	APPROVED WATER STOP, to be with type of pipe



CONSTRUCTION NOTES

A. 3' (FT) MINIMUM DISTANCE OF VERTICAL DROP. LESS THAN 3'(FT) DISALLOWS DROP MANHOLE.

B. FORM PIPE INVERT IN SHELF. INVERT TO SPRINGLINE.

C. SHELF SLOPE, 1"(IN) PER FT.

D. MANHOLE TYPE FOR UPPER PORTION IS SPECIFIED IN MANHOLE TYPE "E" DETAIL DWG NO. SAS-2.

E. USE D.I. OR P.V.C.(SDR 35) PIPE THROUGHOUT DROP. ALL PIPING IN DROP STRUCTURE FROM THE TEE IS INCREASED ONE PIPE SIZE FROM THE SERVICE LINE. (SERVICE=8" DROP=10")

F. USE BELL AND SPIGOT 45° LONG RADIUS BEND.

G. CONCRETE SUPPORT WIDTH EQUALS PIPE O.D. PLUS 8"(IN) MINIMUM EACH SIDE.

H. CONCRETE FILL.

J. CAST IN PLACE REINFORCED CONCRETE BASE REQUIRED. CONCRETE BASE TO BE POURED IN PLACE USING NO.4 BARS AT 6"(IN) O.C. EACH WAY FOR MANHOLE DEPTH OF 16'(FT) OR GREATER. NO4 BARS AT 12"(IN) O.C. EACH WAY FOR MANHOLE DEPTH LESS THAN 16'(FT) IN DEPTH.

K. FOR VIEW DROP ON EXISTING MANHOLE CONSTRUCT 3X3 REINFORCED CONCRETE BASE BEFORE CONSTRUCTING DROP SUPPORT.

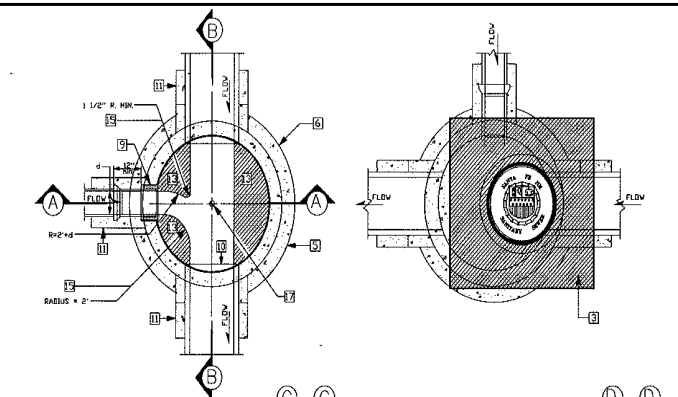
L. MINIMUM 2"(IN) ABOVE SPRINGLINE OR AS SHOWN ON PLAN.

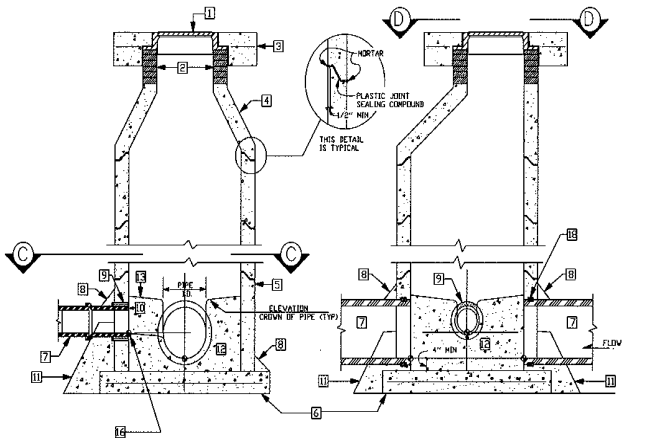
M. REDUCER

N. SERVICE LINE

O. EXTEND PIPE 3"(IN) MINIMUM &"(IN) MAXIMUM INTO MANHOLE TOP. 1/2 PIPE REMOVED.

DROP MANHOLE DETAIL
DWG. #: SAS-1





MANHOLE TYPE "E" DETAIL/DWG # SAS-2 (See Dwg. # SAS-14 for Type "C" Flat Top)

GENERAL NOTES

CONSTRUCTION REQUIREMENTS

CR-1 MATERIALS AND WORK:
CURRENT NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (referred to as NM APWA) WITH MODIFICATIONS NOTED BY THE CITY OF SANTA FE.

CR-2 APPROVED PLANS:
USE PLANS BEARING THE OFFICIAL STAMP OF THE DESIGN ENGINEER AND BEARING THE APPROVAL SIGNATURE OF THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. CONSTRUCTION PERFORMED WITHOUT APPROVED PLANS WILL BE REJECTED.

CR-3 SEWER HOOK-UP PERMIT:
OBTAIN PERMITS FOR THE PROJECT BEFORE COMMENCING ANY SEWER CONSTRUCTION. CONSTRUCTION PERFORMED WITHOUT OBTAINING PERMITS SHALL BE REJECTED.
A. CONSTRUCTION PLANS SHALL INDICATE THE CLASS OF BEDDING TO BE USED. CHANGE OF BEDDING MAY REQUIRE A CHANGE IN PIPE CLASSIFICATION OR WALL THICKNESS.

CR-4 SUBSTITUTIONS OR CHANGES:
ALL SUBSTITUTIONS OR CHANGES MUST BE APPROVED BY THE CITY WATER QUALITY DIVISION OR CITY APPROVED REPRESENTATIVE PRIOR TO CONSTRUCTION. ALL SUBSTITUTIONS OR CHANGES MUST BE SUBMITTED BY THE DESIGN ENGINEER TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. WHERE APPROPRIATE, SUBMITTAL MUST INCLUDE FABRICATION DRAWINGS, WORKING DRAWINGS AND MATERIAL SPECIFICATIONS OR TEST DATA TO JUSTIFY SUBSTITUTIONS OR CHANGES. DESIGN ENGINEER SHALL AUTHORIZE ANY DRAWINGS FOR SUBSTITUTIONS AND CHANGES AND SUBMIT THEM TO THE CITY WATER QUALITY DIVISION FOR APPROVAL. UNAUTHORIZED SUBMITTALS WILL BE REJECTED.

CR-5 MANUFACTURER'S CERTIFICATES:
WHEN CERTIFICATES OF COMPLIANCE AND TEST REPORTS ARE REQUIRED FOR MATERIALS, DOCUMENTS SHALL BE SUBMITTED TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE AT THE TIME OF MATERIALS DELIVERY TO THE JOBSITE.

CR-6 CONTRACTOR REQUIREMENTS:
CONTRACTOR PERFORMING WORK ON PUBLIC SEWER LINES SHALL BE A LICENSED UTILITY CONTRACTOR.

INSTALLATION

I-1 LAYING PIPE:
AS PER SECTION 900, NM APWA; PIPE SHALL BE PLACED AND BEDDED IN A FROST FREE TRENCH; GASKET SHALL BE FULLY SEATED AND NOT SLIPPED; PIPE SHALL BE LAID THROUGH MANHOLE LOCATIONS ON STRAIGHT AND UP TO 22 1/2 DEGREE DEFLECTIONS.
A. IF PIPE TRENCH INSTALLATION CONFIGURATION EXCEEDS THE LIMITS OF NM APWA STANDARDS, SECTION 700, OR AS DEFINED ON THE CONSTRUCTION PLANS, THE DESIGN ENGINEER WILL SPECIFY THE NEW PIPE CLASSIFICATION OR WALL THICKNESS.
B. TYPE I TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 8'(FT.) OR LESS. TYPE II TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 8'(FT.) AND OVER, DEPENDING ON SOIL CONDITIONS. REFER TO NM APWA STANDARDS SECTION 700.

I-2 MANHOLE CONSTRUCTION:
A. BASE:
1. CAST IN PLACE: ON UNDISTURBED FROST FREE SUBGRADE
2. PRECAST UNIT: ON PEA GRAVEL WITH COMPLETE EVEN BEARING
B. PRECAST BARREL:
1. JOINTS: FILL COMPLETELY WITH NON-SHRINK GROUT AND TROWEL
2. MANHOLE ADAPTOR: INSTALL OVER PVC PIPE AND FILL IN PENETRATION WITH NON-SHRINK GROUT.
3. CAST IN PLACE BASES: SHALL ACHIEVE A MINIMUM OF 2500 PSI COMPRESSIVE STRENGTH BEFORE SETTING PRECAST BARREL SECTIONS.

I-3 EXCAVATION AND BACKFILL:
AS PER SECTION 700, NM APWA; SATURATION BY FLOODING OR JETTING METHODS IS NOT PERMITTED WITHOUT A SOILS ENGINEERING REPORT RECOMMENDING THESE METHODS. MECHANICAL OR VIBRATORY COMPACTORS SHALL NOT BE USED ON THE BEDDING AND 12"(IN.) OF INITIAL BACKFILL. COMPACTION SHALL BE DETERMINED PER AASHTO T-180.

CONSTRUCTION MATERIALS

CM-1 SEWER PIPE: (CERTIFICATES REQUIRED)
A. VITRIFIED CLAY: REFER TO SECTION 125, NM APWA FOR EXTRA STRENGTH VCP.
B. PLASTIC (PVC): REFER TO SECTION 121, NM APWA, AS MODIFIED BY THE CITY.
1. 4" THRU 15" (inch) DIAMETER, ASTM D-3034 OR ASTM F-789 PIPE. MINIMUM PS-46 STRENGTH. SDR-35 OR EQUAL
2. LARGER THAN 15" (IN.) DIAMETER: ASTM F 679 VOL. 08.04.
C. HDPE PIPE PER ASTM D-1248 CLASS III FROM APPROVED BY WATER QUALITY DIVISION ENGINEER.
D. PVC RESTRAINED JOINTS: SERIES 1350 OR SERIES 1390 FOR COUPLINGS PRODUCED BY UNI-FLANGE CORPORATION. LOCKING COUPLINGS WITH NYLON SPLINE, MARKETED AS "YELLOWLINE" AND PRODUCED BY CERTAINTEED CORPORATION, OR APPROVED EQUAL.
E. MANHOLE ADAPTERS: ASBESTOS CEMENT (AC) MANHOLE ADAPTERS, OR AC/PVC ADAPTER COUPLINGS.
F. BUILDING SERVICE STUBS: CAST IRON OWV, PVC SCH. 40 DWV.
G. SERVICE CONNECTIONS:
1. VCP PIPE: FACTORY TEE FITTINGS; SECTION 125 NM APWA.
2. PVC PIPE: CAST IRON BODIES TAPPING SADDLE WITH STAINLESS STEEL TENSION STRAP AND FITTINGS; FOWLER "DUNCNWAY" GLENCO, HERSEY "PIONEER", OR APPROVED EQUAL.
H. SOIL CLASSIFICATION: THE UNIFIED SOIL CLASSIFICATION SYSTEM PER ASTM D 2487 TABLE 701.3.5 NM APWA.

CM-2 MANHOLES:
A. CONCRETE MANHOLES: PRECAST REINFORCED CONCRETE RISERS, REDUCING CONES, AND ADJUSTMENT RINGS PER ASTM C 478 VOL. 04.05. BASES MAY BE FIELD PLACED CONCRETE OR PRECAST CONCRETE PER ASTM C 478 VOL. 04.05 (CERTIFICATES REQUIRED). CRACKED OR VISIBLY DEFECTIVE UNITS WILL BE REJECTED.
B. PIPE PENETRATIONS: PRECAST UNITS SHALL HAVE SUITABLE SIZED OPENINGS CAST INTO BARREL AT PROPER ANGLES FOR PIPE AND MANHOLE ADAPTERS.
C. MANHOLE STEPS: REFER TO SECTION 920.4.7 NM APWA POLYPROPYLENE ENCASED GRADE 60 STEEL BY M.A. INC. OR APPROVED EQUAL; 14"(IN.) WIDE, 16"(IN.) MAXIMUM SPACING.
D. FRAMES AND COVERS:
1. CASTING: SHALL CONFORM TO SECTION 160, 161 & 162, NM, APWA CLASS 30B. (CERTIFICATES AND SHOP DRAWINGS REQUIRED)
2. MINIMUM COVER WEIGHT: 165 POUNDS
3. MINIMUM COMBINED WEIGHT: 385 POUNDS +/- 5%
4. BEARING SURFACES: SHALL BE MATCHED FOR A FIRM NON ROCKING SEAT BETWEEN FRAME AND COVER. MINIMUM SEATING WIDTH: 7/8"(IN.)
5. COATING: NONE
6. COVER LETTERING: SANTA FE, N.M. SANITARY SEWER
7. CASTINGS: CAST MANUFACTURER AND MODEL NUMBER ON FRAME AND COVER.
8. CASTINGS TOLERANCE: +/- 1/16"(IN.) PER FOOT OF OVERALL DIMENSION. OUT OF ROUND CASTINGS AND LOOSE FITTING UNITS WILL BE REJECTED IN THE FIELD.

CM-3 CONCRETE ENCASEMENT:
A. REQUIREMENTS:
1. WHEN THE PIPE COVER IS 36" (IN.) OR LESS.
2. WHEN VITRIFIED CLAY CROSSES AN ARROYO.
3. WHEN A WATER LINE PASSES BELOW OR LESS THAN 18" (IN.) ABOVE THE EXISTING SEWER LINE.
4. WHEN A PARALLEL WATER LINE IS LESS THAN 10'(FT.) HORIZONTALLY AND LESS THAN 2'(FT.) ABOVE THE SEWER LINE.
5. THE SEWER LINE SHALL BE ENCASED IN CONCRETE 6"(IN.) THICK AS DETAILED, AND EXTEND AT LEAST 10'(FT.) ON EACH SIDE OF THE WATER LINE.

FIELD QUALITY CONTROL

FQC-1 TESTING AND INSPECTION:
A. SUPERVISION: CONDUCTED BY DESIGN ENGINEER.
B. CERTIFICATION: DESIGN ENGINEER SHALL CERTIFY THAT THE PROJECT HAS BEEN COMPLETED IN ACCORDANCE TO PLANS & SPECIFICATIONS AND SHALL SUBMIT A CERTIFICATION OF COMPLIANCE STATEMENT WITH STAMP AND SIGNATURE.
C. EQUIPMENT AND ASSISTANCE: PROVIDED BY CONTRACTOR.

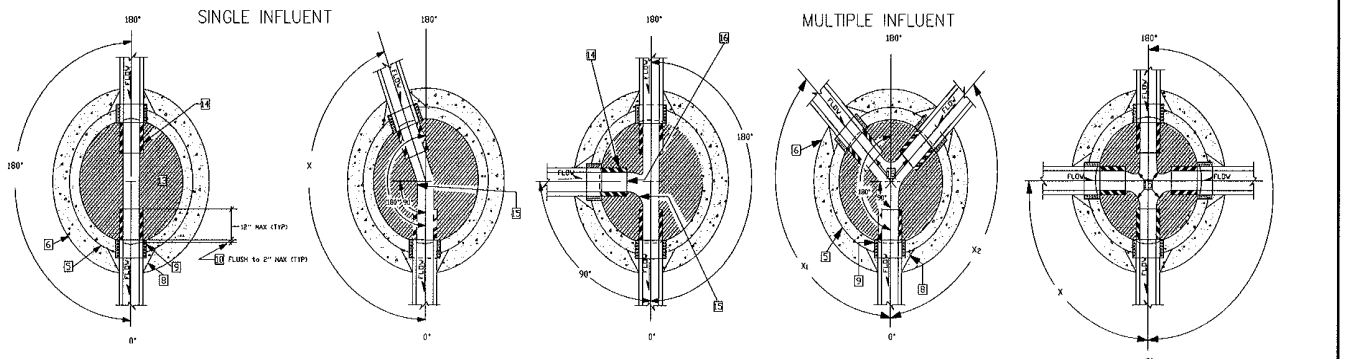
FQC-2 LINE AND GRADE: ALLOWABLE TOLERANCE BETWEEN STRUCTURES FROM DESIGN;
A. LINE: 0.20 FOOT
B. GRADE: 0.02 FOOT; PIPE SHALL NOT HOLD BACK ANY WATER.

FQC-3 LEAKAGE TEST:
AIR TEST REQUIRED; REFER TO SECTION 901.7 NM APWA.

FQC-4 TELEVISION INSPECTION:
CONTRACTOR SHALL PROVIDE A CERTIFIED CCTV SEWERLINE INSPECTION AND RECORD TAPES AT HIS OWN EXPENSE.

FQC-5 ALL CONNECTIONS TO EXISTING MANHOLES INCLUDES REHABILITATING THE TIE IN MANHOLE TO MEET THESE STANDARD CONSTRUCTION DETAILS.

NOTE: REVISIONS TO THIS SHEET SHALL BE MADE UNDER THE AUTHORITY OF THE CITY OF SANTA FE ONLY.



PLAN VIEW OF MANHOLE BASE CONNECTION/DWG. # SAS-3

SCD11-14 - 6/7/00

CITY OF SANTA FE
WATER QUALITY DIVISION

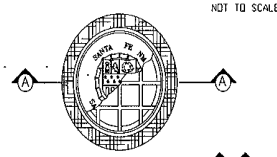
TITLE: SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

DATE: JULY 1992	REVISIONS	FILE #: E:\AUTO\DWG\SCD11-4
DRAWN BY: G. CHAVEZ	1 8-3-92	
CADD REVISION BY: G. CHAVEZ	2 12-14-92	SHEET C-1201
APPROVED BY: E. BROWN	3 11-16-94	

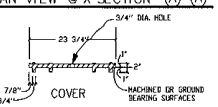
LEGEND

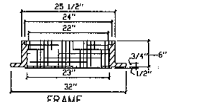
ITEM	DESCRIPTION
1	MANHOLE FRAME & COVER, refer to manhole frame and cover detail Dwg. No. SAS-4
2	CONCRETE ADJUSTMENT RINGS or CONCRETE BRICK, refer to concrete adjustment detail Dwg. No. SAS-5
3	CONCRETE COLLAR, refer to concrete collar detail Dwg. No. SAS-6
4	PRECAST REINFORCED CONCRETE RISER, CONE or FLAT TOP, with 5"(in) wall thickness, refer to general note CM-2
5	PRECAST REINFORCED CONCRETE BASE RISER, with suitable sized openings, refer to general note CM-2A
6	CONCRETE BASE, refer to concrete base detail Dwg. No. SAS-7
7	SEWER PIPE, refer to general note CM-1
8	6"(in) GROUT FILLET, on upper half of pipe and around base
9	ADAPTER, MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
10	PIPE PENETRATION INTO MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
11	PIPE SUPPORT, CONCRETE, shall extend out-side of manhole a maximum of 18"(in) to belt of first joint and shall cradle pipe half pipe
12	CONCRETE FILL, 3000 p.s.i., refer to general note CR-6
13	SHELF, to be 9"(in) minimum width with 1"(in) per 1'-0" slope, from crown of pipe
14	CUT UPPER HALF OF PIPE, after manhole has been completed and inspected by engineer
15	HAND FORMED CHANNELS, shall be on a uniform radius and shall not hold water
16	INVERT ELEVATIONS OF LATERAL LINES, shall be the same as the springline elevation of the sewer main, where possible
17	CHANGE SLOPE OF PIPE, at center of manhole
18	APPROVED WATER STOP, to be with type of pipe

NOT TO SCALE



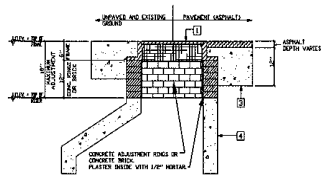
PLAN VIEW @ X-SECTION





PROFILE VIEW @ X-SECTION

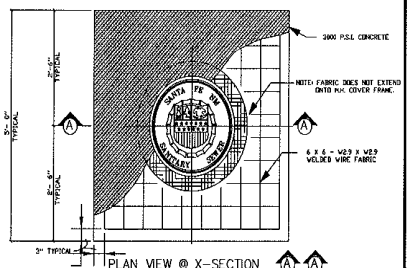
MANHOLE FRAME & COVER DETAIL/DWG # SAS-4



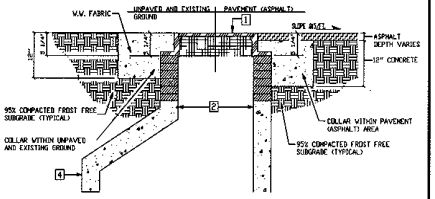
PROFILE VIEW

NOT TO SCALE

MANHOLE ADJUSTMENT DETAIL/DWG # SAS-5



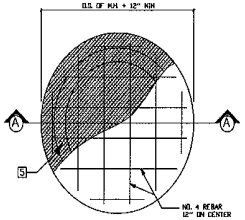
PLAN VIEW @ X-SECTION



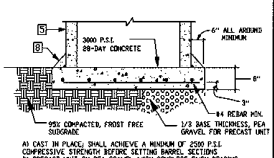
PROFILE VIEW @ X-SECTION

CONCRETE COLLAR DETAIL/DWG. # SAS-6 NOT TO SCALE

- MAXIMUM COMBINED WEIGHT: 365 POUNDS ± 5%
- BEARING SURFACES SHALL BE MACHINED FOR A FIRM NON ROCKING SEAT BETWEEN FRAME AND COVER



PLAN VIEW @ X-SECTION



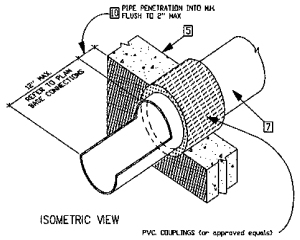
A) CAST IN PLACE; SHALL ACHIEVE A MINIMUM OF 2500 P.S.I. COMPRESSIVE STRENGTH BEFORE SETTING BARREL SECTIONS.
B) PRECAST UNIT ON PEA GRAVEL WITH COMPLETE EVEN BEARING

PROFILE VIEW @ X-SECTION

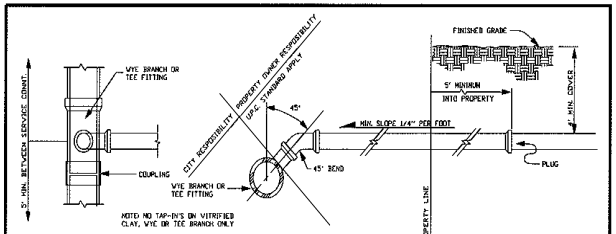
NOT TO SCALE

CONCRETE BASE DETAIL/DWG. # SAS-7

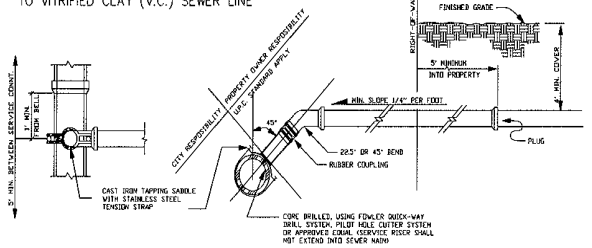
NOT TO SCALE



MANHOLE ADAPTER DETAIL/DWG. # SAS-8



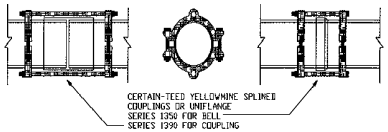
TO VITRIFIED CLAY (V.C.) SEWER LINE



TO PVC SEWER LINE

NOT TO SCALE

SERVICE CONNECTION DETAILS/DWG. # SAS-10



NOTE: AT RIVER AND ARROYO CROSSINGS

RESTRAINED JOINT DETAIL/DWG. # SAS-9 NOT TO SCALE

GENERAL NOTES

CONSTRUCTION REQUIREMENTS

CR-1 MATERIALS AND WORK:
CURRENT NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (referred to as NM APWA) WITH MODIFICATIONS NOTED BY THE CITY OF SANTA FE.

CR-2 APPROVED PLANS:
USE PLANS BEARING THE OFFICIAL STAMP OF THE DESIGN ENGINEER AND BEARING THE APPROVAL SIGNATURE OF THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. CONSTRUCTION PERFORMED WITHOUT APPROVED PLANS WILL BE REJECTED.

CR-3 SEWER HOOK-UP PERMIT:
OBTAIN PERMITS FOR THE PROJECT BEFORE COMMENCING ANY SEWER CONSTRUCTION. CONSTRUCTION PERFORMED WITHOUT OBTAINING PERMITS SHALL BE REJECTED.
A. CONSTRUCTION PLANS SHALL INDICATE THE CLASS OF BEDDING TO BE USED. CHANGE OF BEDDING MAY REQUIRE A CHANGE IN PIPE CLASSIFICATION OR WALL THICKNESS.

CR-4 SUBSTITUTIONS OR CHANGES:
ALL SUBSTITUTIONS OR CHANGES MUST BE APPROVED BY THE CITY WATER QUALITY DIVISION OR CITY APPROVED REPRESENTATIVE PRIOR TO CONSTRUCTION. ALL SUBSTITUTIONS OR CHANGES MUST BE SUBMITTED BY THE DESIGN ENGINEER TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. WHERE APPROPRIATE, SUBMITTAL MUST INCLUDE FABRICATION DRAWINGS, WORKING DRAWINGS AND MATERIAL SPECIFICATIONS OR TEST DATA TO JUSTIFY SUBSTITUTIONS OR CHANGES. DESIGN ENGINEER SHALL AUTHORIZE ANY DRAWINGS FOR SUBSTITUTIONS AND CHANGES AND SUBMIT THEM TO THE CITY WATER QUALITY DIVISION FOR APPROVAL. UNAUTHORIZED SUBMITTALS WILL BE REJECTED.

CR-5 MANUFACTURER'S CERTIFICATES:
WHEN CERTIFICATES OF COMPLIANCE AND TEST REPORTS ARE REQUIRED FOR MATERIALS, DOCUMENTS SHALL BE SUBMITTED TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE AT THE TIME OF MATERIALS DELIVERY TO THE JOBSITE.

CR-6 CONTRACTOR REQUIREMENTS:
CONTRACTOR PERFORMING WORK ON PUBLIC SEWER LINES SHALL BE A LICENSED UTILITY CONTRACTOR.

INSTALLATION

I-1 LAYING PIPE:
AS PER SECTION 800, NM APWA. PIPE SHALL BE PLACED AND BEDDED IN A FROST FREE TRENCH. GASKET SHALL BE FULLY SEATED AND NOT SLIPPED. PIPE SHALL BE LAID THROUGH MANHOLE LOCATIONS ON STRAIGHT AND UP TO 22 1/2 DEGREE DEFLECTIONS.
A. IF PIPE TRENCH INSTALLATION CONFIGURATION EXCEEDS THE LIMITS OF NM APWA STANDARDS, SECTION 700, OR AS DEFINED ON THE CONSTRUCTION PLANS, THE DESIGN ENGINEER WILL SPECIFY THE NEW PIPE CLASSIFICATION OR WALL THICKNESS.
B. TYPE 1 TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 8'(FT.) OR LESS. TYPE II TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 9'(FT.) AND OVER, DEPENDING ON SOIL CONDITIONS. REFER TO NM APWA STANDARDS SECTION 700.

I-2 MANHOLE CONSTRUCTION:
A. BASE:
1. CAST IN PLACE: ON UNDISTURBED FROST FREE SUBGRADE
2. PRECAST UNIT: ON PEA GRAVEL WITH COMPLETE EVEN BEARING
B. PRECAST BARREL:
1. JOINTS: FILL COMPLETELY WITH NON-SHRINK GROUT AND TROWEL
2. MANHOLE ADAPTOR: INSTALL OVER PVC PIPE AND FILL IN PENETRATION WITH NON-SHRINK GROUT.
3. CAST IN PLACE BASES: SHALL ACHIEVE A MINIMUM OF 2500 PSI COMPRESSIVE STRENGTH BEFORE SETTING PRECAST BARREL SECTIONS.

I-3 EXCAVATION AND BACKFILL:
AS PER SECTION 700, NM APWA; SATURATION BY FLOODING OR JETTING METHODS IS NOT PERMITTED WITHOUT A SOILS ENGINEERING REPORT RECOMMENDING THESE METHODS. MECHANICAL OR VIBRATORY COMPACTORS SHALL NOT BE USED ON THE BEDDING AND 12"(IN.) OF INITIAL BACKFILL. COMPACTION SHALL BE DETERMINED PER AASHTO T-180.

CONSTRUCTION MATERIALS

CM-1 SEWER PIPE: (CERTIFICATES REQUIRED)
A. VITRIFIED CLAY: REFER TO SECTION 125, NM APWA FOR EXTRA STRENGTH VCP.
B. PLASTIC (PVC): REFER TO SECTION 121, NM APWA, AS MODIFIED BY THE CITY.
1. 4" THRU 15" (inch) DIAMETER, ASTM D-3034 OR ASTM F-789 PIPE. MINIMUM PS-46 STRENGTH. SDR-35 OR EQUAL
2. LARGER THAN 15" (IN.) DIAMETER: ASTM F 679 VOL. 08.04.
C. HDPE PIPE PER ASTM D-1248 CLASS III WHEN APPROVED BY WATER QUALITY DIVISION ENGINEER.
D. PVC RESTRAINED JOINTS: SERIES 1350 OR SERIES 1390 FOR COUPLINGS PRODUCED BY UNI-FLANGE CORPORATION, LOCKING COUPLINGS WITH NYLON SPLINE, MARKETED AS "YELLOWMINE" AND PRODUCED BY CERTAINTEED CORPORATION, OR APPROVED EQUAL.
E. MANHOLE ADAPTERS: ASBRESTOS CEMENT (AC) MANHOLE ADAPTERS, OR AC/PVC ADAPTER COUPLINGS.
F. BUILDING SERVICE STUBS: CAST IRON DWV, PVC SCH. 40 DWV.
G. SERVICE CONNECTIONS:
1. VCP PIPE: FACTORY TEE FITTINGS; SECTION 125 NM APWA.
2. PVC PIPE: CAST IRON BODIES ZAPPING SADDLE WITH STAINLESS STEEL TENSION STRAP AND FITTINGS: FOWLER "QUICKWAY",ERICCO, HERSEY "PIONEER", OR APPROVED EQUAL.
H. SOIL CLASSIFICATION: THE UNIFIED SOIL CLASSIFICATION SYSTEM PER ASTM D 2487 TABLE 701.3.5 NM APWA.

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B. PIPE PENETRATIONS: PRECAST UNITS SHALL HAVE SUITABLE SIZED OPENINGS CAST INTO BARREL AT PROPER ANGLES FOR PVC AND MANHOLE ADAPTERS.
C. MANHOLE STEPS: REFER TO SECTION 920.4.7 NM APWA POLYPROPYLENE ENCASED GRADE 60 STEEL BY M.A. INC. OR APPROVED EQUAL; 14"(IN.) WIDE, 16"(IN.) MAXIMUM SPACING.
D. FRAMES AND COVERS:
1. CASTING: SHALL CONFORM TO SECTION 180, 181 & 182, NM, APWA CLASS 30B. (CERTIFICATES AND SHOP DRAWINGS REQUIRED)
2. MINIMUM COVER WEIGHT: 185 POUNDS
3. MINIMUM COMBINED WEIGHT: 365 POUNDS +/- 5%
4. BEARING SURFACES: SHALL BE MATCHED FOR A FIRM NON ROCKING SEAT BETWEEN FRAME AND COVER. MINIMUM SEATING WIDTH: 7/8"(IN.)
5. COATING: NONE
6. COVER LETTERINGS: SANTA FE, N.M. SANITARY SEWER
7. CASTINGS: CAST MANUFACTURER AND MODEL NUMBER ON FRAME AND COVER.
8. CASTINGS TOLERANCE: +/- 1/16"(IN.) PER FOOT OF OVERALL DIMENSION. OUT OF ROUND CASTINGS AND LOOSE FITTING UNITS WILL BE REJECTED IN THE FIELD.

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A. REQUIREMENTS:
1. WHEN THE PIPE COVER IS 36" (IN.) OR LESS.
2. WHEN VITRIFIED CLAY CROSSES AN ARROYO.
3. WHEN A WATER LINE PASSES BELOW OR LESS THAN 18" (IN.) ABOVE THE EXISTING SEWER LINE.
4. WHEN A PARALLEL WATER LINE IS LESS THAN 10'(FT.) HORIZONTALLY AND LESS THAN 2'(FT.) ABOVE THE SEWER LINE. THE SEWER LINE SHALL BE ENCASED IN CONCRETE 6"(IN.) THICK AS DETAILED, AND EXTEND AT LEAST 10'(FT.) ON EACH SIDE OF THE WATER LINE.

FIELD QUALITY CONTROL

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C. EQUIPMENT AND ASSISTANCE: PROVIDED BY CONTRACTOR.

FQC-2 LINE AND GRADE: ALLOWABLE TOLERANCE BETWEEN STRUCTURES FROM DESIGN:
A. LINE: 0.20 FOOT
B. GRADE: 0.02 FOOT; PIPE SHALL NOT HOLD BACK ANY WATER.

FQC-3 LEAKAGE TEST:
AIR TEST REQUIRED; REFER TO SECTION 801.7 NM APWA.

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CONTRACTOR SHALL PROVIDE A CERTIFIED CCTV SEWERLINE INSPECTION AND RECORD TAPES AT HIS OWN EXPENSE.

FQC-5 ALL CONNECTIONS TO EXISTING MANHOLES INCLUDES REHABILITATING THE TIE IN MANHOLE TO MEET THESE STANDARD CONSTRUCTION DETAILS.

NOTE: REVISIONS TO THIS SHEET SHALL BE MADE UNDER THE AUTHORITY OF THE CITY OF SANTA FE ONLY.

CITY OF SANTA FE
WATER QUALITY DIVISION

TITLE: SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

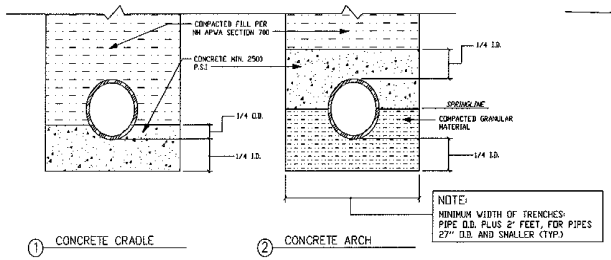
DATE: JULY 1992	REVISIONS	FILE #: C:\AUTO\DWG\SCD12-4
DRAWN BY: G. CHAVEZ	8-3-92	
CADD REVISION BY: G. CHAVEZ	12-10-97	SHEET C-1202
APPROVED BY: E. BROWN	11-18-94	

SCD12-4 - 6/7/00

TRENCH BEDDING AND INSTALLATION DETAILS/DWG. # SAS-11

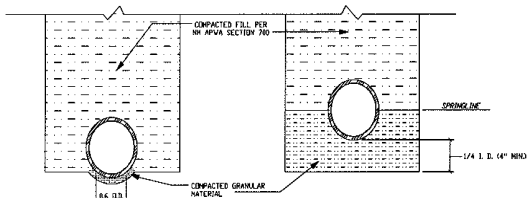
NOT TO SCALE

CLASS "A"



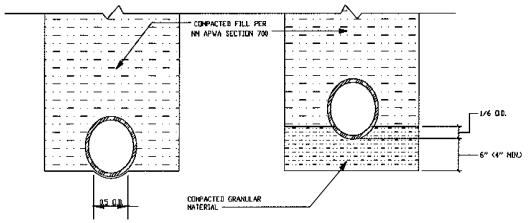
① CONCRETE CRADLE ② CONCRETE ARCH

CLASS "B"

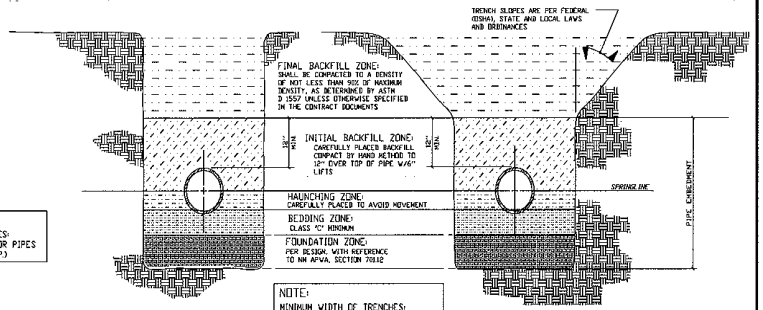


SHAPED SUBGRADE WITH GRANULAR FOUNDATION ② GRANULAR FOUNDATION

CLASS "C"



① SHAPED SUBGRADE ② GRANULAR FOUNDATION



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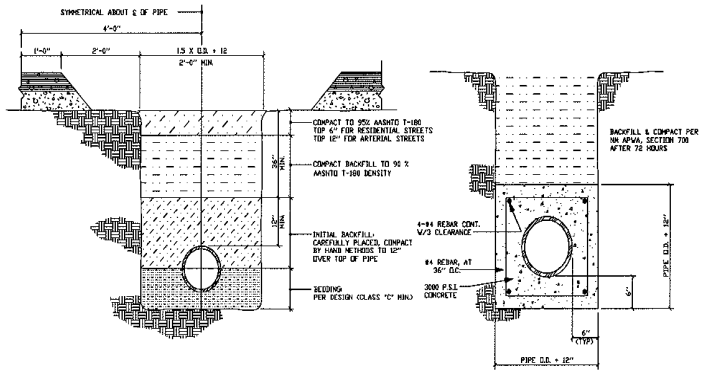

PAVED AREAS CONCRETE ENCASEMENT

GENERAL NOTES

CONSTRUCTION REQUIREMENTS

CR-1 MATERIALS AND WORK:
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CR-3 SEWER HOOK-UP PERMIT:
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A. CONSTRUCTION PLANS SHALL INDICATE THE CLASS OF BEDDING TO BE USED. CHANGE OF BEDDING MAY REQUIRE A CHANGE IN PIPE CLASSIFICATION OR WALL THICKNESS.

CR-4 SUBSTITUTIONS OR CHANGES:
ALL SUBSTITUTIONS OR CHANGES MUST BE APPROVED BY THE CITY WATER QUALITY DIVISION OR CITY APPROVED REPRESENTATIVE PRIOR TO CONSTRUCTION. ALL SUBSTITUTIONS OR CHANGES MUST BE SUBMITTED BY THE DESIGN ENGINEER TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. WHERE APPROPRIATE, SUBMITTAL MUST INCLUDE FABRICATION DRAWINGS, WORKING DRAWINGS AND MATERIAL SPECIFICATIONS OR TEST DATA TO JUSTIFY SUBSTITUTIONS OR CHANGES. DESIGN ENGINEER SHALL AUTHORIZE ANY DRAWINGS FOR SUBSTITUTIONS AND CHANGES AND SUBMIT THEM TO THE CITY WATER QUALITY DIVISION FOR APPROVAL. UNAUTHORIZED SUBMITALS WILL BE REJECTED.

CR-5 MANUFACTURER'S CERTIFICATES:
WHEN CERTIFICATES OF COMPLIANCE AND TEST REPORTS ARE REQUIRED FOR MATERIALS, DOCUMENTS SHALL BE SUBMITTED TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE AT THE TIME OF MATERIALS DELIVERY TO THE JOBSITE.

CR-6 CONTRACTOR REQUIREMENTS:
CONTRACTOR PERFORMING WORK ON PUBLIC SEWER LINES SHALL BE A LICENSED UTILITY CONTRACTOR.

INSTALLATION

I-1 LAYING PIPE:
AS PER SECTION 900, NM APWA; PIPE SHALL BE PLACED AND BEDDED IN A FROST FREE TRENCH; GASKET SHALL BE FULLY SEATED AND NOT SUPPED; PIPE SHALL BE LAID THROUGH MANHOLE LOCATIONS ON STRAIGHT AND UP TO 22 1/2 DEGREE DEFLECTIONS.
A. IF PIPE TRENCH INSTALLATION CONFIGURATION EXCEEDS THE LIMITS OF NM APWA STANDARDS, SECTION 700, OR AS DEFINED ON THE CONSTRUCTION PLANS, THE DESIGN ENGINEER WILL SPECIFY THE NEW PIPE CLASSIFICATION OR WALL THICKNESS.
B. TYPE I TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 8'(FT.) OR LESS. TYPE II TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 9'(FT.) AND OVER, DEPENDING ON SOIL CONDITIONS. REFER TO NM APWA STANDARDS SECTION 700.

I-2 MANHOLE CONSTRUCTION:
A. BASE:
1. CAST IN PLACE; ON UNDISTURBED FROST FREE SUBGRADE
2. PRECAST UNIT; ON PEA GRAVEL WITH COMPLETE EVEN BEARING
B. PRECAST BARREL:
1. JOINTS: FILL COMPLETELY WITH NON-SHRINK GROUT AND TROWEL
2. MANHOLE ADAPTOR: INSTALL OVER PVC PIPE AND FILL IN PENETRATION WITH NON-SHRINK GROUT.
3. CAST IN PLACE BASES: SHALL ACHIEVE A MINIMUM OF 2500 PSI COMPRESSIVE STRENGTH BEFORE SETTING PRECAST BARREL SECTIONS.

I-3 EXCAVATION AND BACKFILL:
AS PER SECTION 700, NM APWA; SATURATION BY FLOODING OR JETTING METHODS IS NOT PERMITTED WITHOUT A SOILS ENGINEERING REPORT RECOMMENDING THESE METHODS. MECHANICAL OR VIBRATORY COMPACTORS SHALL NOT BE USED ON THE BEDDING AND 12"(IN.) OF INITIAL BACKFILL. COMPACTION SHALL BE DETERMINED PER AASHTO T-180.

CONSTRUCTION MATERIALS

CM-1 SEWER PIPE: (CERTIFICATES REQUIRED)
A. VITRIFIED CLAY: REFER TO SECTION 125, NM APWA FOR EXTRA STRENGTH VCP.
B. PLASTIC (PVC): REFER TO SECTION 121, NM APWA, AS MODIFIED BY THE CITY.
1. 4" THRU 15" (IN.) DIAMETER, ASTM D-3034 OR ASTM F-789 PIPE. MINIMUM PS-46 STRENGTH. SDR-35 OR EQUAL
2. LARGER THAN 15" (IN.) DIAMETER: ASTM F 679 VOL. 08.04.
C. HDPE PIPE PER ASTM D-1248 CLASS III WHEN APPROVED BY WATER QUALITY DIVISION ENGINEER.
D. PVC RESTRAINED JOINTS: SERIES 1350 OR SERIES 1390 FOR COUPLINGS PRODUCED BY UNI-FLANGE CORPORATION, LOCKING COUPLINGS WITH NYLON SPLINE, MARKETED AS "YELLOWLINE" AND PRODUCED BY CERTAINTEED CORPORATION, OR APPROVED EQUAL.
E. MANHOLE ADAPTERS: ASBESTOS CEMENT (AC) MANHOLE ADAPTERS, OR AC/PVC ADAPTER COUPLINGS.
F. BUILDING SERVICE STUBS: CAST IRON DWV, PVC SCH. 40 DWV.
G. SERVICE CONNECTIONS:
1. VCP PIPE: FACTORY TEE FITTINGS; SECTION 125 NM APWA.
2. PVC PIPE: CAST IRON BODIES TAPPING SADDLE WITH STAINLESS STEEL TENSION STRAP AND FITTINGS; FOWLER "QUICKWAY",GENECO, HERSEY "PIONEER", OR APPROVED EQUAL.
H. SOIL CLASSIFICATION: THE UNIFIED SOIL CLASSIFICATION SYSTEM PER ASTM D 2487 TABLE 701.3.5 NM APWA.

CM-2 MANHOLES:
A. CONCRETE MANHOLES: PRECAST REINFORCED CONCRETE RISERS, REDUCING CONES, AND ADJUSTMENT RINGS PER ASTM C 478 VOL. 04.05. BASES MAY BE FIELD PLACED CONCRETE OR PRECAST CONCRETE PER ASTM C 478 VOL. 04.05 (CERTIFICATES REQUIRED). CRACKED OR VISUBLY DEFECTIVE UNITS WILL BE REJECTED.
B. PIPE PENETRATIONS: PRECAST UNITS SHALL HAVE SUITABLE SIZED OPENINGS CAST INTO BARREL AT PROPER ANGLES FOR PIPE AND MANHOLE ADAPTERS.
C. MANHOLE STEPS: REFER TO SECTION 920.4.7 NM APWA POLYPROPYLENE ENCASED GRADE 60 STEEL BY M.A. IND. OR APPROVED EQUAL: 14"(IN.) WIDE, 16"(IN.) MAXIMUM SPACING.
D. FRAMES AND COVERS:
1. CASTING: SHALL CONFORM TO SECTION 160, 161 & 162, NM APWA CLASS 500. (CERTIFICATES AND SHOP DRAWINGS REQUIRED)
2. MINIMUM COVER WEIGHT: 165 POUNDS
3. MINIMUM COMBINED WEIGHT: 365 POUNDS +/- 5%
4. BEARING SURFACES: SHALL BE MATCHED FOR A FIRM NON ROCKING SEAT BETWEEN FRAME AND COVER. MINIMUM SEATING WIDTH: 7/8"(IN.)
5. COATING: NONE
6. COVER LETTERINGS: SANTA FE, N.M. SANITARY SEWER
7. CASTINGS: CAST MANUFACTURER AND MODEL NUMBER ON FRAME AND COVER.
8. CASTINGS TOLERANCE: +/- 1/16"(IN.) PER FOOT OF OVERALL DIMENSION. OUT OF ROUND CASTINGS AND LOOSE FITTING UNITS WILL BE REJECTED IN THE FIELD.

CM-3 CONCRETE ENCASEMENT:
A. REQUIREMENTS:
1. WHEN THE PIPE COVER IS 36" (IN.) OR LESS.
2. WHEN VITRIFIED CLAY CROSSES AN ARROYO.
3. WHEN A WATER LINE PASSES BELOW OR LESS THAN 18" (IN.) ABOVE THE EXISTING SEWER LINE.
4. WHEN A PARALLEL WATER LINE IS LESS THAN 10'(FT.) HORIZONTALLY AND LESS THAN 2'(FT.) ABOVE THE SEWER LINE.
5. THE SEWER LINE SHALL BE ENCASED IN CONCRETE 6"(IN.) THICK AS DETAILED, AND EXTEND AT LEAST 10'(FT.) ON EACH SIDE OF THE WATER LINE.

FIELD QUALITY CONTROL

FQC-1 TESTING AND INSPECTION:
A. SUPERVISION: CONDUCTED BY DESIGN ENGINEER.
B. CERTIFICATION: DESIGN ENGINEER SHALL CERTIFY THAT THE PROJECT HAS BEEN COMPLETED IN ACCORDANCE TO PLANS & SPECIFICATIONS AND SHALL SUBMIT A CERTIFICATION OF COMPLIANCE STATEMENT WITH STAMP AND SIGNATURE.
C. EQUIPMENT AND ASSISTANCE: PROVIDED BY CONTRACTOR.

FQC-2 LINE AND GRADE: ALLOWABLE TOLERANCE BETWEEN STRUCTURES FROM DESIGN;
A. LINE: 0.20 FOOT
B. GRADE: 0.02 FOOT; PIPE SHALL NOT HOLD BACK ANY WATER.

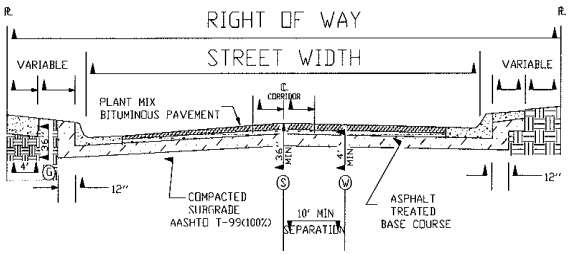
FQC-3 LEAKAGE TEST:
AIR TEST REQUIRED; REFER TO SECTION 901.7 NM APWA.

FQC-4 TELEVISION INSPECTION:
CONTRACTOR SHALL PROVIDE A CERTIFIED CCTV SEWERLINE INSPECTION AND RECORD TAPES AT HIS OWN EXPENSE.

FQC-5 ALL CONNECTIONS TO EXISTING MANHOLES INCLUDES REHABILITATING THE TIE IN MANHOLE TO MEET THESE STANDARD CONSTRUCTION DETAILS.

NOTE: REVISIONS TO THIS SHEET SHALL BE MADE UNDER THE AUTHORITY OF THE CITY OF SANTA FE ONLY.

TYPICAL UTILITIES SEPARATION DETAIL/DWG. # SAS-12



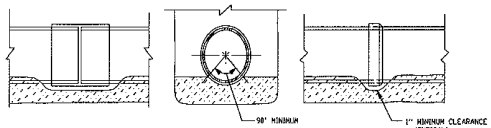
LEGEND

Ⓢ SEWER Ⓖ GAS Ⓦ WATER

℞ PROPERTY LINE ℄ CENTER LINE

NOT TO SCALE

BELL OR COUPLING INSTALLATION DETAIL/DWG. # SAS-13



NOT TO SCALE

CITY OF SANTA FE
WATER QUALITY DIVISION

TITLE: SANITARY SEWER STANDARD CONSTRUCTION DETAILS

DATE: JULY 1992	REVISIONS
DRAWN BY: G. CHAVEZ	1 8-4-92
CADD REVISION BY: G. CHAVEZ	2 12-14-92
APPROVED BY: E. BROWN	3 11-16-94
FILE #: E:\AUTO\DWG\SCD13-4	
SHEET C-1203	

SCD13-4 - 6/7/00

TABLE 1

Pipe Size	Required Inlet Slope
4 in.	0.0060 ft/ft
6	0.0050
8	0.0040
10	0.0028
12	0.0022
15	0.0015
18	0.0012

NOTE

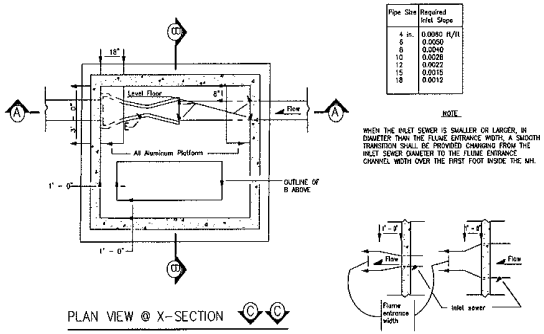
WHEN THE INLET SEWER IS SMALLER OR LARGER, IN DIAMETER THAN THE FLUME ENTRANCE WIDTH, A SMOOTH TRANSITION SHALL BE PROVIDED CHANGING FROM THE INLET SEWER DIAMETER TO THE FLUME ENTRANCE CHANNEL WIDTH OVER THE FIRST FOOT INSIDE THE MH.

GENERAL NOTES

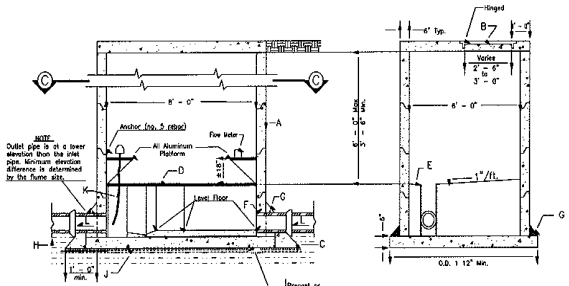
1. THIS DESIGN IS APPLICABLE FOR MANHOLES 6.0 FT. & LESS IN DEPTH MEASURED FROM FLUME TO CONCRETE COVER. DEPTHS OVER 6.0 FT. WILL REQUIRE THE 8' DIAMETER ROUND MANHOLE PER DWG NO. IP-1.
2. INDUSTRIAL SURVEY SHALL BE LOCATED ON PRIVATE PROPERTY OUTSIDE OF CITY RIGHT-OF-WAY. CITY PERSONNEL SHALL HAVE ACCESS TO THE SURVEY AT ALL TIMES OF THE DAY OR NIGHT.
3. NOT ALL INSTALLATIONS WILL REQUIRE THE ALUMINUM PLATFORMS, SAMPLER AND FLOW METERING APPARATUS TO BE PROVIDED BY THE INDUSTRIAL USER. FINAL DECISIONS RELATIVE TO THE REQUIREMENT FOR MONITORING EQUIPMENT AND THE SPECIFIC TYPE OF FLUME WILL BE MADE BY THE PRETREATMENT SECTION, WATER QUALITY DIVISION FOR EACH INDIVIDUAL CASE.
4. A PARSHALL FLUME OR PALMER BOWLUS FLUME SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THIS DETAIL. THE FLUME MUST BE SIZED TO ACCURATELY MEASURE ALL ANTICIPATED FLOW LEVELS. PRIOR TO INSTALLATION THE FLUME SIZE, AND TYPE MUST BE APPROVED BY THE PRETREATMENT SECTION, WATER QUALITY DIVISION.
5. IN ORDER TO CONTROL VELOCITIES AT A LEVEL THAT ALLOWS FOR ACCURATE FLOW MEASUREMENT, THE INVERT OF THE FLUME MAY BE SET BELOW THE OUTSIDE THE MANHOLE INVERT AS SPECIFIED IN TABLE 1 FOR THE VARIOUS SIZE LINES. OUTLET SEWER LINES MUST BE DESIGNED TO CONVEY THE MAXIMUM DESIGN FLOWS WITHOUT CREATING A SURCHARGE CONDITION IN THE FLUME.

CONSTRUCTION NOTES

A. ALL MANHOLE BASES, INNER SECTIONS AND FLAT SLAB TOP SECTIONS SHALL BE PRECAST REINFORCED CONCRETE IN ACCORDANCE WITH CITY SPECIFICATIONS.
B. FRAME & COVER FOR NON-TRAFFIC AREAS SHALL BE NEENAH R-6861-NH OR EQ. FOR TRAFFIC OR PARKING AREAS, IT SHALL BE NEENAH R-6860-NH OR EQUAL.
C. CONCRETE PIPE SUPPORTS SHALL EXTEND OUTSIDE THE MANHOLE TO BELL OF FIRST JOINT AND SHALL CRADLE PIPE TO THE SPRING LINE.
D. PREFABRICATED MONITORING FLUME TO BE INSTALLED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS AND SHALL BE MANUFACTURED BY MANNING, FLUSH-TAB OR APPROVED EQUAL. A PARSHALL FLUME OR A PALMER BOWLUS FLUME SHALL BE INSTALLED AS DIRECTED BY THE PRETREATMENT SECTION, WATER QUALITY CONTROL DIVISION.
E. CONCRETE FILLETS: USE 3000 PSI CONC. WITH TYPE II CEMENT. FILLETS TO MATCH TOP OF FLUME AND SLOPE ONE INCH PER FOOT.
F. MANHOLE PIPE CONNECTIONS TO BE PER ASTM C-923, STANDARD SPEC. FOR RESILIENT CONNECTORS BETWEEN REINFORCED CONCRETE MANHOLE STRUCTURES AND PIPES. RESILIENT CONNECTORS TO BE A-LOK OR APPROVED EQUAL.
G. 6 IN. GROUT FILLET ON UPPER HALF OF PIPE AND AROUND BASE.
H. 3" SURGRAVE AND BACKFILL COMPACTED TO 95% MODIFIED PROCTOR.
J. 2 IN. GRAVEL CRUSHED STONE LEVELING COURSE.
K. FLUME OUTLET END ADAPTER, FLUSH-TAB OR APPROVED EQUAL
L. SLOPE PER TABLE 1.



PLAN VIEW @ X-SECTION (C)(C)



PROFILE VIEW @ X-SECTION (A)(A)

PROFILE VIEW @ X-SECTION (B)(B)

NOT TO SCALE

SANITARY SEWER SAMPLING & METERING MANHOLE DETAIL (6x8 RECTANGULAR)/DWG # IP-2

TABLE 1

Pipe Size	Required Inlet Slope
4 in.	0.0060 ft/ft
6	0.0050
8	0.0040
10	0.0028
12	0.0022
15	0.0015
18	0.0012

NOTE

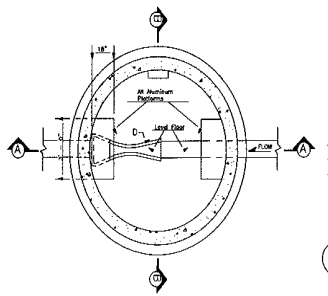
WHEN THE INLET SEWER IS SMALLER OR LARGER, IN DIAMETER THAN THE FLUME ENTRANCE WIDTH, A SMOOTH TRANSITION SHALL BE PROVIDED CHANGING FROM THE INLET SEWER DIAMETER TO THE FLUME ENTRANCE CHANNEL WIDTH OVER THE FIRST FOOT INSIDE THE MH.

GENERAL NOTES

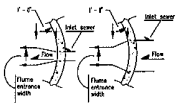
1. THIS DESIGN IS APPLICABLE FOR MANHOLES 6.0 FT. & GREATER IN DEPTH MEASURED FROM FLUME TO CONCRETE COVER. DEPTHS LESS THAN 6.0 FT. WILL REQUIRE THE 6'x8' RECTANGULAR MANHOLE PER DWG. # IP-2.
2. INDUSTRIAL SURVEY SHALL BE LOCATED ON PRIVATE PROPERTY OUTSIDE OF CITY RIGHT-OF-WAY. CITY PERSONNEL SHALL HAVE ACCESS TO THE SURVEY AT ALL TIMES OF THE DAY OR NIGHT.
3. NOT ALL INSTALLATIONS WILL REQUIRE THE ALUMINUM PLATFORMS, SAMPLER AND FLOW METERING APPARATUS TO BE PROVIDED BY THE INDUSTRIAL USER. FINAL DECISIONS RELATIVE TO THE REQUIREMENT FOR MONITORING EQUIPMENT AND THE SPECIFIC TYPE OF FLUME WILL BE MADE BY THE PRETREATMENT SECTION, WATER QUALITY DIVISION FOR EACH INDIVIDUAL CASE.
4. A PARSHALL FLUME OR PALMER BOWLUS FLUME SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THIS DETAIL. THE FLUME MUST BE SIZED TO ACCURATELY MEASURE ALL ANTICIPATED FLOW LEVELS. PRIOR TO INSTALLATION THE FLUME SIZE, AND TYPE MUST BE APPROVED BY THE PRETREATMENT SECTION, WATER QUALITY DIVISION.
5. IN ORDER TO CONTROL VELOCITIES AT A LEVEL THAT ALLOWS FOR ACCURATE FLOW MEASUREMENT, THE INVERT OF THE FLUME MAY BE SET BELOW THE OUTSIDE THE MANHOLE INVERT AS SPECIFIED IN TABLE 1 FOR THE VARIOUS SIZE LINES. OUTLET SEWER LINES MUST BE DESIGNED TO CONVEY THE MAXIMUM DESIGN FLOWS WITHOUT CREATING A SURCHARGE CONDITION IN THE FLUME.

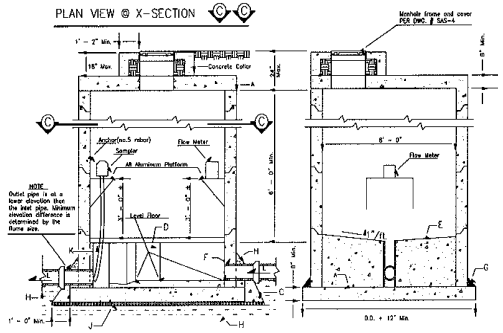
CONSTRUCTION NOTES

A. ALL MANHOLE BASES, INNER SECTIONS AND FLAT SLAB TOP SECTIONS SHALL BE PRECAST REINFORCED CONCRETE IN ACCORDANCE WITH CITY SPECIFICATIONS.
B. FRAME & COVER FOR NON-TRAFFIC AREAS SHALL BE NEENAH R-6861-NH OR EQ. FOR TRAFFIC OR PARKING AREAS, IT SHALL BE NEENAH R-6860-NH OR EQUAL.
C. CONCRETE PIPE SUPPORTS SHALL EXTEND OUTSIDE THE MANHOLE TO BELL OF FIRST JOINT AND SHALL CRADLE PIPE TO THE SPRING LINE.
D. PREFABRICATED MONITORING FLUME TO BE INSTALLED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS AND SHALL BE MANUFACTURED BY MANNING, FLUSH-TAB OR APPROVED EQUAL. A PARSHALL FLUME OR A PALMER BOWLUS FLUME SHALL BE INSTALLED AS DIRECTED BY THE PRETREATMENT SECTION, WATER QUALITY CONTROL DIVISION.
E. CONCRETE FILLETS: USE 3000 PSI CONC. WITH TYPE II CEMENT. FILLETS TO MATCH TOP OF FLUME AND SLOPE ONE INCH PER FOOT.
F. MANHOLE PIPE CONNECTIONS TO BE PER ASTM C-923, STANDARD SPEC. FOR RESILIENT CONNECTORS BETWEEN REINFORCED CONCRETE MANHOLE STRUCTURES AND PIPES. RESILIENT CONNECTORS TO BE A-LOK OR APPROVED EQUAL.
G. 6 IN. GROUT FILLET ON UPPER HALF OF PIPE AND AROUND BASE.
H. 3" SURGRAVE AND BACKFILL COMPACTED TO 95% MODIFIED PROCTOR.
J. 2 IN. GRAVEL CRUSHED STONE LEVELING COURSE.
K. FLUME OUTLET END ADAPTER, FLUSH-TAB OR APPROVED EQUAL
L. SLOPE PER TABLE 1.



PLAN VIEW @ X-SECTION (C)(C)





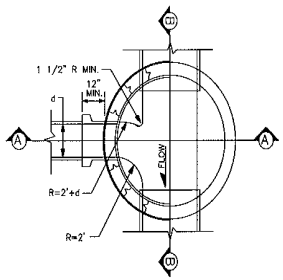
PROFILE VIEW @ X-SECTION (A)(A)

PROFILE VIEW @ X-SECTION (B)(B)

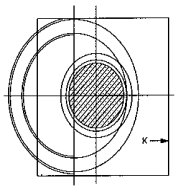
NOT TO SCALE

SANITARY SEWER SAMPLING & METERING MANHOLE DETAIL (8 FT. DIA.)/DWG. # IP-1

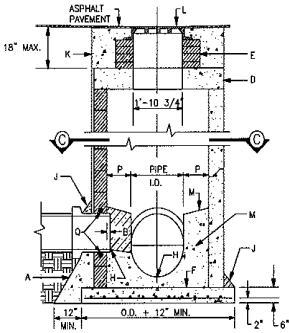
SCOT4-4X - 6/7/00



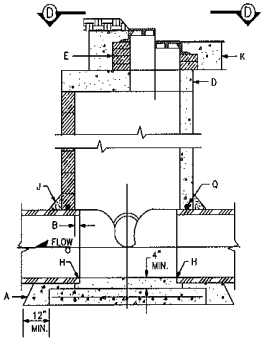
PLAN VIEW @ X-SECTION (C)(C)



PLAN VIEW @ X-SECTION (D)(D)



PROFILE VIEW @ X-SECTION (A)(A)



PROFILE VIEW @ X-SECTION (B)(B)

GENERAL NOTES

1. USE APPROVED MASTIC JOINT MATERIAL FOR ALL JOINTS.
2. CONTRACTOR HAS OPTION TO CONSTRUCT TYPE "C" M.H. IN LIEU OF TYPE "E" M.H. FOR DEPTHS OF 6' OR MORE.
3. DESIGN APPLIES TO 4', 6' & 8' MANHOLES.
4. M.H. GREATER THAN 18' IN DEPTH SHALL ONLY BE CONSTRUCTED OF PRECAST CONCRETE SECTION.
5. USE NON-SHRINK GROUT FOR FILLETS AND PENETRATIONS.
6. POSITION M.H. OPENING OVER THE UPSTREAM SIDE OF MAIN LINE.

CONSTRUCTION NOTES

A. CONCRETE PIPE SUPPORT SHALL EXTEND OUTSIDE OF M.H. TO BELL OF FIRST JOINT & SHALL CRADLE PIPE TO SPRING LINE. NOT APPLICABLE FLEXIBLE PIPE.
B. PIPE PENETRATION INTO MANHOLE SHALL BE FLUSH TO 2" MAX., MEASURED AT SPRING LINE OF PIPE.
D. PRECAST CONCRETE COVER
E. USE MAX. 4 COURSES GR. MS BRICK ON UNPAVED STREET FOR FUTURE ADJ. OF M.H. FRAME TO PAVEMENT GRADE. PLASTER INSIDE WITH 1/2" MORTAR.
F. CONCRETE BASE TO BE POURED IN PLACE USING NO. 4 BARS AT 6" O.C. EA. WAY FOR M.H. DEPTH OF 16' OR GREATER. NO 4 BARS AT 12" O.C. EA. WAY FOR M.H. LESS THAN 16' IN DEPTH.
H. INV. ELEV. OF STUB OR LATERAL AS SHOWN ON PLANS.
J. 6" GROUT FILLET ON UPPER HALF OF PIPE AND AROUND BASE.
K. USE A 5'x 5' CONCRETE PAD IN ALL AREAS SLOPE FOR GRADER USE UNPAVED AREAS.
L. FRAME AND COVER, SEE DWG. # SAS-4
M. CONCRETE FILL, 3000 PSI
N. SLOPE 1" PER FT. FROM PIPE CROWN
P. SHELF TO BE 9" WIDE MIN.
Q. APPROVED WATERSTOP TO BE COMPATIBLE WITH TYPE OF PIPE.

MANHOLE TYPE "C" DETAIL/DWG. # SAS-14

NOT TO SCALE

CITY OF SANTA FE
WATER QUALITY DIVISION

TITLE: SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

DATE: JULY 1992	REVISIONS	FILE # K:\AUTO\DWG\SCOT4-4
DRAWN BY: E. CHAVEZ	1. 6-6-93	
CADD REDRAWN BY: E. CHAVEZ		SHEET C-1204
APPROVED BY: E. BROWN		

MAXIMUM HEIGHT OF FILL IN FEET

PIPE DIAMETER INCHES	CLASS 1 PIPE		CLASS 2 PIPE		CLASS 3 PIPE		CLASS 4 PIPE		CLASS 5 PIPE	
	TYPE 1 INSTALL	TYPE 2 INSTALL	TYPE 1 INSTALL	TYPE 2 INSTALL	TYPE 1 INSTALL	TYPE 2 INSTALL	TYPE 1 INSTALL	TYPE 2 INSTALL	TYPE 1 INSTALL	TYPE 2 INSTALL
12	15	11	8	21	16	12	32	25	18	50	38	30
18	15	11	8	22	16	12	34	25	20	52	39	31
24	15	11	8	22	16	12	34	25	20	52	39	31
30	15	11	8	22	16	12	34	25	20	52	39	31
36	15	11	8	22	16	12	32	25	20	51	39	31
42	15	11	8	22	16	12	33	25	20	51	39	31
48	15	11	8	22	16	12	33	25	19	51	39	31
54	15	11	8	21	16	12	33	25	19	51	39	30
60	14	11	8	21	16	12	32	25	19	51	39	30
66	14	10	7	21	16	12	32	25	19	50	39	30
72	14	10	7	20	15	11	32	24	19	50	38	29
78	14	10	7	20	15	11	31	24	18	49	38	29
84	13	10	7	20	15	11	31	24	18	49	38	29
90	13	10	7	20	15	11	31	24	18	49	38	29
96	13	10	7	19	15	11	31	24	18	49	38	29
102	13	9	6	19	15	11	30	24	18	48	38	29
108	12	9	6	19	14	10	30	24	18	48	38	29

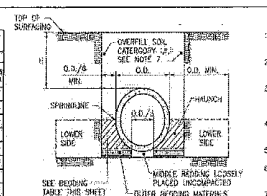
NOTE:
FOR PIPE DIAMETERS GREATER THAN 108 INCHES, ASTM AND AASHTO ALLOW FOR SPECIAL DESIGN. CONSULT PIPE MANUFACTURERS FOR DESIGN. IF DEEPER FILL HEIGHTS ARE NEEDED, CONSULT PIPE MANUFACTURER. SPECIAL PIPE DESIGN AND MODIFIED INSTALLATION CAN YIELD DEEPER FILL HEIGHTS.

SOIL AND MINIMUM COMPACTION REQUIREMENTS

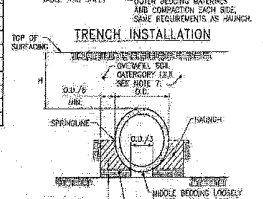
INSTALLATION TYPE	BEDDING THICKNESS	HAUNCH AND OUTER BEDDING	LOWER SIDE
TYPE 1	Do/24 MINIMUM, NOT LESS THAN 3". IF ROCK FOUNDATION, USE Do/12 MINIMUM, NOT LESS THAN 6".	95% CATEGORY I	90% CATEGORY I, 95% CATEGORY II, OR 100% CATEGORY III
TYPE 2	Do/24 MINIMUM, NOT LESS THAN 3". IF ROCK FOUNDATION, USE Do/12 MINIMUM, NOT LESS THAN 6".	90% CATEGORY I OR 95% CATEGORY II	85% CATEGORY I, 90% CATEGORY II, OR 95% CATEGORY III
TYPE 3	Do/24 MINIMUM, NOT LESS THAN 3". IF ROCK FOUNDATION, USE Do/12 MINIMUM, NOT LESS THAN 6".	85% CATEGORY I, 90% CATEGORY II, OR 95% CATEGORY III	85% CATEGORY I, 90% CATEGORY II, OR 95% CATEGORY III

NOTE: THESE COMPACTION VALUES ARE FOR THE STANDARD PROCTOR TEST.

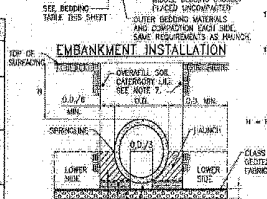
Do = OUTSIDE DIAMETER OF PIPE. (O.D.)



TRENCH INSTALLATION



EMBANKMENT INSTALLATION



ROCK FOUNDATION-TRENCH INSTALLATION

H = FILL OVER PIPE.

GENERAL NOTES:

1. CONCRETE PIPE SHALL CONFORM TO ALL REQUIREMENTS OF AASHTO OR AASHTO SPECIFICATION M 170
2. PIPES THAT SHOW DAMAGE OR CRACKS WIDER THAN 0.01 INCH PRIOR TO INSTALLATION NOT TO BE USED.
3. EXCAVATE A TRENCH OF EQUAL OR GREATER WIDTH REQUIRED BY STD. INCREASE THE TRENCH WIDTH TO 2 FT. MINIMUM EACH SIDE OF THE PIPE WHEN THE UNDISTURBED NATIVE MATERIAL IN THE LOWER SIDE ZONE IS UNSUITABLE MATERIAL.
4. OVER-EXCAVATE UNSUITABLE PIPE FOUNDATION MATERIAL AS DIRECTED BY THE ENGINEER. REPLACE WITH SUITABLE MATERIAL.
5. RECESS THE BEDDING TO RECEIVE PIPE JOINTS WHERE APPLICABLE.
6. DO NOT DISTURB THE INSTALLED PIPE OR EMBEDMENT OR LEAVE VOIDS WHEN USING TRENCH BOXES AND SHIELDS.
7. REFER TO THE PROJECT PLANS FOR MATERIAL OUTSIDE OF THE PIPE BACKFILL AREA.
8. MEASURE MAXIMUM FILL HEIGHT FROM TOP OF THE PIPE TO TOP OF THE PAVEMENT SURFACE AT HIGHEST FILL SECTION.
9. FILL HEIGHTS OVER 40 FEET SHALL BE USED ONLY AFTER A THOROUGH INVESTIGATION OF THE FOUNDATION MATERIALS.
10. THE MINIMUM HEIGHT OF FILL BETWEEN THE TOP OF THE PIPE AND THE FINISHED ROADWAY GRADE SHALL BE 1'-0" FOR UNPAVED ROADS AND EXTENSIVELY PAVED ROADS AND "1'-3" FOR CONCRETE PAVED ROADS WITH COMPACTED FILL.
11. SUITABLE MATERIAL FOR STABILIZING THE CULVERT FOUNDATION SHALL CONSIST OF MATERIAL APPROVED BY THE PROJECT MANAGER. THE MATERIAL MAY BE OBTAINED FROM ROADWAY STRUCTURE EXCAVATION, OR FROM BORROW AS DIRECTED BY THE PROJECT MANAGER. THE DEPTH OF SUCH MATERIAL SHALL BE DETERMINED BY THE PROJECT MANAGER IN THE FIELD AFTER EXAMINATION OF THE NATURAL FOUNDATION MATERIAL, CONSIDERING THE DIAMETER OF THE PIPE AND HEIGHT OF COVER.
12. FOR MULTIPLE INSTALLATIONS, PIPES SHALL BE SPACED TO PROVIDE 2 FEET CLEAR DISTANCE BETWEEN END SECTIONS. SEE 570-02-1/2 AND 2/2. THE CENTER TO CENTER SPACING OF PIPES SHALL BE THE OUTSIDE DIAMETER PLUS 3 FEET.
13. EXISTING GROUND UNDER PIPE BEDDING SHALL BE BROKEN UP AND COMPACTED TO A MINIMUM DEPTH OF 6 INCHES REGARDLESS OF FILL HEIGHT. COMPACTION SHALL BE 95% OF MAXIMUM DENSITY PER AASHTO T-99.
14. BACKFILL MATERIAL SHALL CONFORM TO SECTION 208 OF THE NMDOT STANDARD SPECIFICATION, CURRENT EDITION.

DESIGN DATA:

DESIGN ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATION, DATED 2011 SPECIFICATION M 170.

MARK	BY	DESCRIPTION

REVISIONS FOR CHANGE ORDERS

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

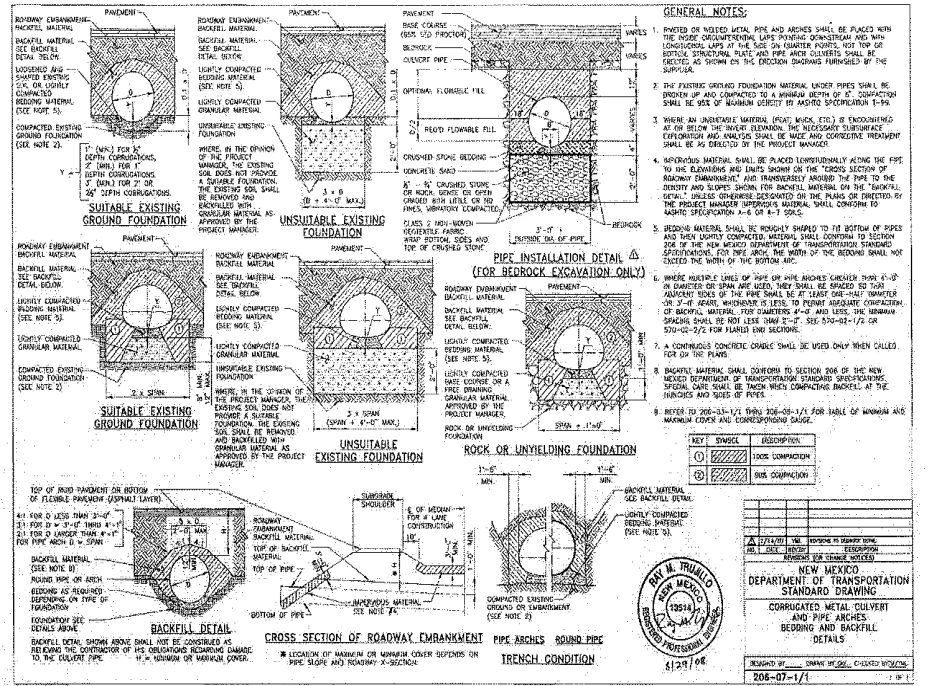
FILL HEIGHT AND BEDDING DETAILS FOR CIRCULAR CONCRETE PIPE CULVERTS

DESIGNED BY	DRAWN BY	SHE	CHECKED BY	DATE

206-01-1/1

1 of 1

Sheet 206-01



GENERAL NOTES:

1. RIVETED OR WELDED METAL PIPE AND ARCHES SHALL BE PLACED WITH THE INSIDE CIRCUMFERENTIAL LAPS POINTING DOWNSTREAM AND WITH LONGITUDINAL LAPS AT THE SIDE OR QUARTER POINTS. NOT TOP OR BOTTOM. STRUCTURAL PLATE AND PIPE ARCH CULVERTS SHALL BE ERECTED AS SHOWN ON THE ERECTION DIAGRAMS FURNISHED BY THE SUPPLIER.
2. THE EXISTING GROUND FOUNDATION MATERIAL UNDER PIPES SHALL BE BROKEN UP AND COMPACTED TO A MINIMUM DEPTH OF 6". COMPACTION SHALL BE 95% OF MAXIMUM DENSITY BY AASHTO SPECIFICATION T-99.
3. WHERE AN UNDESIRABLE MATERIAL (PEAT, MUCK, ETC.) IS ENCOUNTERED AT OR BELOW THE INVERT ELEVATION, THE NECESSARY SUBSURFACE EXPLORATION AND ANALYSES SHALL BE MADE AND CORRECTIVE TREATMENT SHALL BE AS DIRECTED BY THE PROJECT MANAGER.
4. IMPERVIOUS MATERIAL SHALL BE PLACED CONTINUOUSLY ALONG THE PIPE TO THE ELEVATIONS AND LIMITS SHOWN ON THE "CROSS SECTION OF ROADWAY EMBANKMENT," AND TRANSVERSELY AROUND THE PIPE TO THE DENSITY AND SLOPES SHOWN. FOR BACKFILL MATERIAL ON THE "BACKFILL DETAIL" UNLESS OTHERWISE DESIGNATED ON THE PLANS OR DIRECTED BY THE PROJECT MANAGER SUPERVISOR MATERIAL SHALL CONFORM TO AASHTO SPECIFICATION A-6 OR A-7 SOILS.
5. BEDDING MATERIAL SHALL BE ROUGHLY SHAPED TO FIT BOTTOM OF PIPES AND THEN LIGHTLY COMPACTED. MATERIAL SHALL CONFORM TO SECTION 208 OF THE NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS. FOR PIPE ARCH, THE WIDTH OF THE BEDDING SHALL NOT EXCEED THE WIDTH OF THE BOTTOM ARC.
6. WHERE MULTIPLE LINES OF PIPE OR PIPE ARCHES GREATER THAN 4'-0" IN DIAMETER OR SPAN ARE USED, THEY SHALL BE SPACED SO THAT ADJACENT SIDES OF THE PIPE SHALL BE AT LEAST ONE-HALF DIAMETER OR 3'-0" APART, WHICHEVER IS LESS, TO PERMIT ADEQUATE COMPACTION OF BACKFILL MATERIAL. FOR DIAMETERS 4'-0" AND LESS, ONE MINIMUM SPACING SHALL BE NOT LESS THAN 2'-0". SEE 570-02-1/2 OR 570-02-2/2 FOR FLARED END SECTIONS.
7. A CONTINUOUS CONCRETE CRADLE SHALL BE USED ONLY WHEN CALLED FOR ON THE PLANS.
8. BACKFILL MATERIAL SHALL CONFORM TO SECTION 208 OF THE NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS. SPECIAL CARE SHALL BE TAKEN WHEN COMPACTING BACKFILL AT THE HAUNCHES AND SIDES OF PIPES.
9. REFER TO 208-13-1/1 THRU 208-08-3/3 FOR TABLE OF MINIMUM AND MAXIMUM COVER AND CORRESPONDING GAUGE.

KEY	SYMBOL	DESCRIPTION
①		100% COMPACTION
②		90% COMPACTION

MARK	DATE	REVISIONS TO NMDOT STDS. DESCRIPTION
Δ	12/14/07	YAS
REVISIONS FOR CHANGE NOTICES		

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

CORRUGATED METAL CULVERT AND PIPE ARCHES
BEDDING AND BACKFILL DETAILS

DESIGNED BY	DRAWN BY	CHECKED BY	DATE

206-07-1/1

1 of 1

Sheet 206-09

TABLE 1-R

HELICAL CORRUGATED STEEL PIPE-2 2/3" X 1/2" CORRUGATION

DIAMETER OF PIPE (INCHES)	MAX. DEPTH OF COVER ABOVE TOP OF PIPE (FEET) 15	15-20	21-25	26-30	31-35	36-40	MIN. CVR (INCHES)
	SPECIFIED WALL THICKNESS (INCH)						
30	0.064	0.064	0.064	0.064	0.064	0.064	12
36	0.064	0.064	0.064	0.064	0.064	0.064	12
42	0.064	0.064	0.064	0.064	0.064	0.064	12
48	0.064	0.064	0.064	0.064	0.064	0.064	12
54	0.064	0.064	0.064	0.064	0.064	0.064	12
60	0.064	0.064	0.064	0.064	0.064	0.064	12
66	0.064	0.064	0.064	0.064	0.064	0.064	12
72	0.064	0.064	0.064	0.064	0.064	0.064	12
78	0.064	0.064	0.064	0.064	0.064	0.064	12
84	0.064	0.064	0.064	0.064	0.064	0.064	12
90	0.064	0.064	0.064	0.064	0.064	0.064	12
96	0.064	0.064	0.064	0.064	0.064	0.064	12
102	0.064	0.064	0.064	0.064	0.064	0.064	12
108	0.064	0.064	0.064	0.064	0.064	0.064	12
114	0.064	0.064	0.064	0.064	0.064	0.064	12
120	0.064	0.064	0.064	0.064	0.064	0.064	12
126	0.064	0.064	0.064	0.064	0.064	0.064	12
132	0.064	0.064	0.064	0.064	0.064	0.064	12
138	0.064	0.064	0.064	0.064	0.064	0.064	12
144	0.064	0.064	0.064	0.064	0.064	0.064	12

TABLE 2-R

HELICAL CORRUGATED STEEL PIPE – 3" X 1" CORRUGATION

DIAMETER OF PIPE (INCHES)	MAX. DEPTH OF COVER ABOVE TOP OF PIPE (FEET) 15	16-20	21-25	26-30	31-35	36-40	MIN. CVR (INCHES)
	SPECIFIED WALL THICKNESS (INCH)						
54	0.064	0.064	0.064	0.064	0.064	0.064	12
60	0.064	0.064	0.064	0.064	0.064	0.064	12
66	0.064	0.064	0.064	0.064	0.064	0.064	12
72	0.064	0.064	0.064	0.064	0.064	0.064	12
78	0.064	0.064	0.064	0.064	0.064	0.079	12
84	0.064	0.064	0.064	0.064	0.079	0.079	12
90	0.064	0.064	0.064	0.064	0.079	0.109	12
96	0.079	0.079	0.079	0.079	0.079	0.109	12
102	0.079	0.079	0.079	0.079	0.109	0.109	12
108	0.079	0.079	0.079	0.079	0.109	0.109	12
114	0.079	0.079	0.079	0.109	0.109	0.138	12
120	0.079	0.079	0.079	0.109	0.109	0.138	12
126	0.079	0.079	0.109	0.109	0.138	0.138	12
132	0.079	0.079	0.109	0.109	0.138	0.138	12
138	0.079	0.079	0.109	0.109	0.138	0.138	12
144	0.079	0.079	0.109	0.109	0.138	0.138	12

TABLE 3-R

HELICAL CORRUGATED STEEL PIPE – 5" X 1" CORRUGATION

DIAMETER OF PIPE (INCHES)	MAX. DEPTH OF COVER ABOVE TOP OF PIPE (FEET) 15	16-20	21-25	26-30	31-35	36-40	MIN. CVR (INCHES)
	SPECIFIED WALL THICKNESS (INCH)						
54	0.064	0.064	0.064	0.064	0.064	0.064	12
60	0.064	0.064	0.064	0.064	0.064	0.064	12
66	0.064	0.064	0.064	0.064	0.064	0.079	12
72	0.064	0.064	0.064	0.064	0.079	0.079	12
78	0.064	0.064	0.064	0.064	0.079	0.079	12
84	0.064	0.064	0.064	0.064	0.079	0.109	12
90	0.064	0.064	0.064	0.079	0.079	0.109	12
96	0.079	0.079	0.079	0.079	0.109	0.109	12
102	0.079	0.079	0.079	0.079	0.109	0.109	12
108	0.079	0.079	0.079	0.109	0.109	0.138	12
114	0.079	0.079	0.079	0.109	0.109	0.138	12
120	0.079	0.079	0.109	0.109	0.138	0.138	12
126	0.079	0.079	0.109	0.109	0.138	0.138	12
132	0.079	0.079	0.109	0.109	0.138	0.138	12
138	0.079	0.079	0.109	0.109	0.138	0.138	12
144	0.079	0.079	0.109	0.109	0.138	0.138	12

NOTES:
1. BACKFILL AROUND PIPE MUST BE COMPACTED TO SPECIFIED AASHTO T-99 DENSITY OF WORK.
2. USE REASONABLE CARE IN HANDLING AND INSTALLATION.

TABLE 4-R

STEEL SPIRAL RIB PIPE -- 5/4" X 2/4" X 7 1/2"

DIAMETER OF PIPE (INCHES)	MAX. DEPTH OF COVER ABOVE TOP OF PIPE (FEET) 5/4" X 2/4" X 7 1/2" CORRUGATION				MIN. CVR (INCHES)
	0.064	0.079	0.109	0.138	
24	67	88	126		12
30	54	75	108		12
36	45	63	105		12
42	38	54	90		12
48	#33	47	78	114	12
54	29	41	70	101	15
60		37	63	91	15
66		# 34	57	83	18
72			52	76	18
78			48	70	21
84			#45	65	24
90				60	24
96				#56	24
102				#50	27

TABLE 5-R

STEEL SPIRAL RIB PIPE – 3/4" X 1" X 11 1/2"

DIAMETER OF PIPE (INCHES)	MAX. DEPTH OF COVER ABOVE TOP OF PIPE (FEET) 3/4" X 1" X 11 1/2" CORRUGATION			MIN. CVR (INCHES)
	0.064	0.079	0.109	
24	42	40	40	12
30	39	40	40	12
36	32	40	40	12
42	28	38	40	12
48	24	34	40	12
54	21	30	40	12
60		27	40	18
66		25	40	18
72		# 22	38	18
78			35	24
84			33	24
90			# 31	24

NOTES:
1. FOR THICKER 4-R AND 5-R COVER LIMITS INDICATED WITH * ARE FOR THINNER INSTALLATION ONLY FOR EMBANKMENT CONDITIONS. USE NEXT HEAVIER GAGE IF APPLICABLE.
2. SEE "INSTALLATION AND BACKFILL OF SPIRAL RIB PIPE" SECTION OF "HANDBOOK OF STEEL DRAINAGE & HIGHWAY CONSTRUCTION PRODUCTS" BY AISI OR VMA EDITION FOR MORE DETAILS ON INSTALLATION.

GAUGE	THICKNESS (INCHES)
1	0.280
3	0.248
5	0.218
7	0.188
8	0.158
10	0.138
12	0.108
14	0.078
16	0.064
18	0.052

NOTE: GAUGES SHOWN ARE THE STANDARD GAUGE FOR UNCOATED STEEL SHEETS AND PLATES. THICKNESSES SHOWN IN INCHES INCLUDE ZINC COATING.

R = ROUND PIPE

DESIGN DATA:

SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12, 2009 EDITION, WITH 2008 INTERIM REVISIONS.

DEAD LOAD: 120 POUNDS PER CUBIC FOOT EARTH

LIVE LOAD: HL-93

SAFETY FACTOR: APPROXIMATELY 2.0 FOR CONDITIONAL ITEM STRENGTH 2.0, FOR PIPE WALL BUCKLING

BACKFILL: SOIL STIFFNESS COEFFICIENT (E) = 6.22.

Δ LONGERS THAT ARE PURCHASED WHERE 5 SHALL BE USED ON DESIGN SPECIFICATION OF 170, NOT 1970 YET.

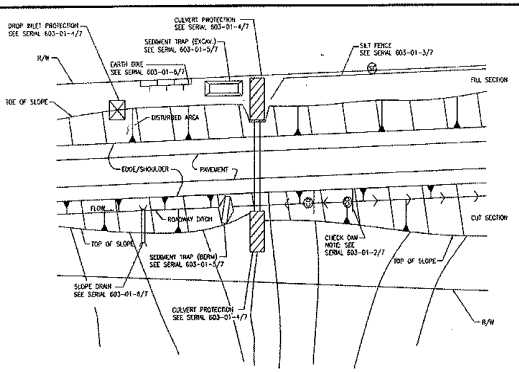
GENERAL NOTES:

1. WHERE ABRASION OR CORROSIVE CONDITIONS EXIST, A HEAVIER WALL THICKNESS OR A PROTECTIVE COATING MAY BE REQUIRED. SEE SECTION 570 OF SPECIFICATIONS FOR CORROSION RESISTANCE NUMBER.
2. THE CONTRACTOR MAY FURNISH A HEAVIER WALL THICKNESS THAN THE MINIMUM SHOWN IN THE TABLES AT NO ADDITIONAL COST TO THE DEPARTMENT.
3. ALL PIPES SHALL BE PROTECTED BY A COVER OF AT LEAST 4 FEET BEFORE PERMITTING HEAVY CONSTRUCTION EQUIPMENT TO PASS OVER THEM DURING CONSTRUCTION.
4. MINIMUM COVERS SHOWN IN THE TABLES SHALL BE MEASURED FROM THE TOP OF THE PIPE TO THE BOTTOM OF THE THE FLEXIBLE PAVEMENT OR TO THE TOP OF THE RIGID PAVEMENT. FOR MINIMUM COVERS, A MINIMUM 6" DIVISION OF BACKFILL MATERIAL SHALL BE PROVIDED BETWEEN THE BOTTOM OF THE ROAD PAVEMENT AND THE TOP OF THE PIPE.
5. ALL STEEL CORRUGATED METAL AND AND STRUCTURAL PLATE SHALL CONFORM TO AASHTO SPECIFICATION M-36 AND M-167.
6. ALL PIPES ARE TO BE GUARDED TO MOVEMENT OR SETTLEMENT AND CONSIDERATION. THE AMOUNT OF CAMBER WILL DEPEND ON SOIL CHARACTERISTICS, COVER, LENGTH OF CULVERT, SLOPE, AND OTHER FACTORS AND SHALL BE APPROVED BY THE PROJECT MANAGER.
7. SEE 208-07-1/1 — CORRUGATED METAL CULVERT AND PIPE ARCHES BEDDING AND BACKFILL DETAILS FOR INSTALLATION.
8. SEE SECTION 570 PIPE CULVERT SPECIFICATIONS AND SECTION 707 STRUCTURAL PLATE CULVERTS FOR SPECIFICATIONS.
9. FOR PIPE NOTES NOT SHOWN, THE GAUGE WILL BE THAT REQUIRED BY THE HEIGHT AND MANNER COVERS FOR THE NEXT LARGER TABULATED PIPE SIZE.
10. COVER HEIGHTS OVER 50 FEET SHALL BE USED ONLY AFTER A THOROUGH INVESTIGATION OF THE FOUNDATION MATERIALS.

TABLE 6-R

STRUCTURAL PLATE PIPE – 6" X 2" CORRUGATION

DIAMETER OF PIPE (FEET)	MAX. DEPTH OF COVER ABOVE TOP OF PIPE (FEET) 15	16-20	21-25	26-30	31-35	36-40	MIN. CVR (INCHES)
	SPECIFIED WALL THICKNESS (INCH)						
5.0	0.111	0.111	0.111	0.111	0.111	0.111	12
5.5	0.111	0.111	0.111	0.111	0.111	0.111	12
6.0	0.111	0.111	0.111	0.111	0.111	0.111	12
6.5	0.111	0.111	0.111	0.111	0.111	0.111	12
7.0	0.111	0.111	0.111	0.111	0.111	0.111	12
7.5	0.111	0.111	0.111	0.111	0.111	0.111	12
8.0	0.111	0.111	0.111	0.111	0.111	0.111	12
8.5	0.111	0.111	0.111	0.111	0.111	0.111	18
9.0	0.111	0.111	0.111	0.111	0.111	0.111	18
9.5	0.111	0.111	0.111	0.111	0.111	0.111	18
10.0	0.111	0.111	0.111	0.111	0.111	0.111	18
10.5	0.111	0.111	0.111	0.111	0.111	0.140	18
11.0	0.111	0.111	0.111	0.111	0.111	0.140	18
11.5	0.111	0.111	0.111	0.111	0.111	0.140	18
12.0	0.111	0.111	0.111	0.111	0.111	0.140	18
12.5	0.111	0.111	0.111	0.111	0.111	0.140	24
13.0	0.111	0.111	0.111	0.111	0.111	0.140	24
13.5	0.111	0.111	0.111	0.111	0.140	0.140	24
14.0	0.111	0.111	0.111	0.111	0.140	0.140	24
14.5	0.111	0.111	0.111	0.111	0.140	0.140	24
15.0	0.111	0.111	0.111	0.140	0.140	0.140	24
15.5	0.111	0.111	0.111	0.140	0.140	0.179	24
16.0	0.111	0.111	0.111	0.140	0.140	0.140	24
16.5	0.140	0.140	0.140	0.140	0.140	0.179	30
17.0	0.140	0.140	0.140	0.140	0.140	0.179	30
17.5	0.140	0.140	0.140	0.140	0.140	0.179	30
18.0	0.140	0.140	0.140	0.140	0.140	0.179	30
18.5	0.179	0.179	0.179	0.179	0.179	0.179	30
19.0	0.179	0.179	0.179	0.179	0.179	0.179	30
19.5	0.179	0.179	0.179	0.179	0.179	0.179	30
20.0	0.179	0.179	0.179	0.179	0.179	0.179	30
20.5	0.179	0.179	0.179	0.179	0.179	0.179	30
21.0	0.179	0.179	0.179	0.179	0.179	0.179	30
21.5	0.179	0.179	0.179	0.179	0.179	0.179	30
22.0	0.179	0.179	0.179	0.179	0.179	0.179	30
22.5	0.179	0.179	0.179	0.179	0.179	0.179	30
23.0	0.179	0.179	0.179	0.179	0.179	0.179	30
23.5	0.249	0.249	0.249	0.249	0.249	0.249	36
24.0	0.249	0.249	0.249	0.249	0.249	0.249	36
24.5	0.249	0.249



TYPICAL USAGE OF SELECTED EROSION AND SEDIMENT CONTROL MEASURES

STANDARD SYMBOLS FOR EROSION AND SEDIMENT CONTROL MEASURES

SILT FENCE (SF)
STRAW BALE
EARTH DIKE (ED)
OVERSION CHANNEL (SWALE) (OC)
PIPE SLOPE DRAIN
DROP INLET PROTECTION
CULVERT PROTECTION
CHECK DAM (CD)
SEDIMENT TRAP, BERM
SEDIMENT TRAP, EXCAVATED
SEDIMENT BASIN (SB)
TRIANGULAR SEDIMENT FILTER DIKE (TSFD)

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES (T.E.S.C.M.)

GENERAL NOTES

1. THE SOIL RETENTION BLANKET INSTALLATION DETAILS SHOWN FOR CULVERT PROTECTION SHALL BE USED FOR ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES UTILIZING SOIL RETENTION BLANKETS UNLESS OTHERWISE NOTED.
2. ROCK PLATING USED IN THE TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THESE SHEETS SHALL HAVE A MINIMUM THICKNESS OF 6 INCHES UNLESS OTHERWISE INDICATED.
3. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES PLACED WITHIN THE CONSTRUCTION CLEAR ZONE SHALL BE INSTALLED WITH 6:1 SLOPES PARALLEL TO TRAFFIC AND 4:1 SLOPES PERPENDICULAR TO TRAFFIC.
4. SEDIMENT TRAPS SHALL BE CLEANED OF ACCUMULATED SEDIMENT WHEN APPROXIMATELY 50% FILLED.
5. CHECK DAMS SHALL BE CLEANED OF ACCUMULATED SEDIMENT WHEN THE DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE CHECK DAM.
6. CULVERT PROTECTIONS SHALL BE INSTALLED UPON INITIATION OF EARTH WORK ACTIVITIES AND MAINTAINED AS MUCH AS PRACTICAL UNTIL STABILIZATION IS COMPLETED AND ACCEPTED. CULVERT PROTECTIONS MAY BE REMOVED FOR PERIODS OF TIME AS REQUIRED DURING CONSTRUCTION TO COMPLETE ADJACENT IMPROVEMENTS.
7. THE CONTRACTOR MAY CONSTRUCT AN EARTH DIKE AS SHOWN, OR RELOCATE THE CHECK DAMS AS CONSTRUCTION PROCESSES. NO DIRECT PAYMENT SHALL BE MADE FOR RELOCATION OF THE CHECK DAMS.
8. STRAW BALES ARE NOT INTENDED FOR USE ON NEW MEXICO DEPARTMENT OF TRANSPORTATION PROJECTS.

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS 1 OR GRADE NOTICE)

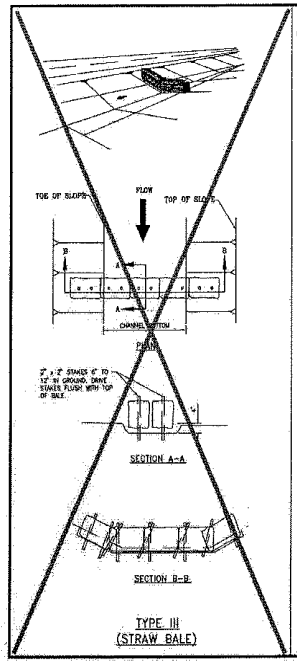
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES

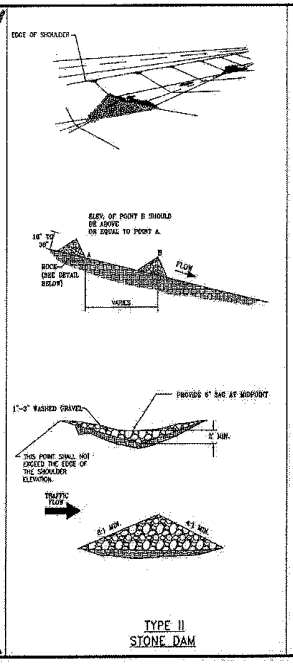
APPROVED Raymundo Ybarra, 11/16/04 DESIGN ENGINEER DATE

DESIGNED BY___ DRAWN BY___ CHECKED BY___

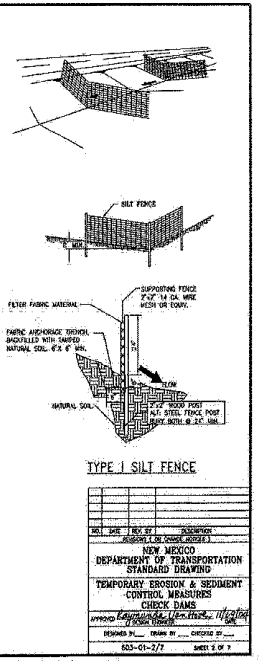
603-01-1/7 SHEET 1 OF 7



TYPE III (STRAW BALE)



TYPE II STONE DAM



TYPE I SILT FENCE

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS 1, OR GRADE NOTICE)

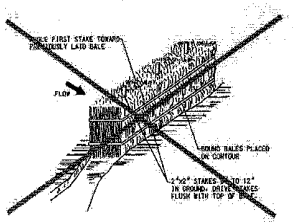
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES CHECK DAMS

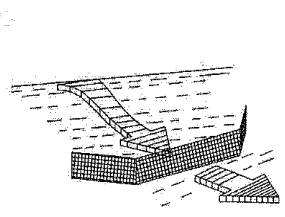
APPROVED Raymundo Ybarra, 11/16/04 DESIGN ENGINEER DATE

DESIGNED BY___ DRAWN BY___ CHECKED BY___

603-01-2/7 SHEET 2 OF 7



TYPE II STRAW BALE OPTION



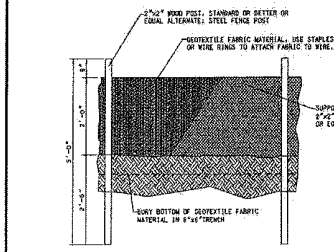
TYPE I SILT FENCE

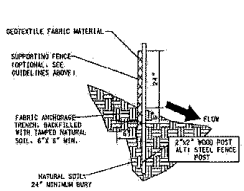
NOTES: SILT FENCE AND CHECK DAM

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE POST SPACING FOR SILT FENCES TO MINIMIZE MAINTENANCE.

1. POST SPACING SHALL BE 4 FT. MAXIMUM WITHOUT SUPPORTING FENCE, 10 FT. MAXIMUM WITH SUPPORTING FENCE.
2. POSTS FOR 4 FT. MAXIMUM POST SPACING SHALL BE 2 INCH SQUARE NOMINAL SIZE OR HEAVIER WOOD POSTS, OR STANDARD "T" OR "U" SECTION STEEL POSTS WEIGHING NOT LESS THAN 2 LBS. PER LINEAR FOOT.

   POSTS FOR 10 FT. MAXIMUM POST SPACING SHALL BE 4 INCH SQUARE NOMINAL SIZE OR HEAVIER WOOD POSTS, OR STEEL POSTS AS SPECIFIED ABOVE.
3. SUPPORTING FENCE SHALL BE WIRE MESH 14 GA. MIN., 6 INCH MAX. MESH OPENINGS), SNOW FENCE, PLASTIC FENCE OR APPROVED.
4. SUPPORTING FENCE SHALL BE FASTENED SECURELY TO POSTS WITH STAPLES OR WIRE TIES. GEOTEXTILE FABRIC SHALL BE FASTENED SECURELY TO SUPPORTING FENCE WITH WIRE TIES SPACED AT 8 FT. CENTERS ALONG THE TOP AND MID-SECTION. WHEN A SUPPORTING FENCE IS NOT USED, GEOTEXTILE FABRIC SHALL BE SECURELY FASTENED TO POSTS WITH STAPLES OR WIRE TIES.
5. WHEN SILT FENCE IS USED FOR CHECK DAMS INSTALLED IN DITCHES, A SUPPORTING FENCE SHALL BE PROVIDED, WITH MAXIMUM POST SPACING OF 10 FT.
6. STANDARD "T" OR "U" SECTION STEEL POSTS SHALL NOT BE USED WITHIN THE CONSTRUCTION CLEAR ZONE RECOVERY AREA.
7. STRAW BALES ARE NOT INTENDED FOR USE ON NEW MEXICO DEPARTMENT OF TRANSPORTATION PROJECTS.





NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS 1 OR GRADE NOTICE)

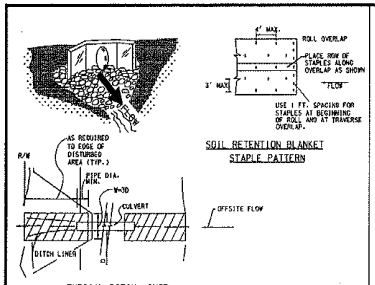
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES SILT FENCE

APPROVED Raymundo Ybarra, 11/16/04 DESIGN ENGINEER DATE

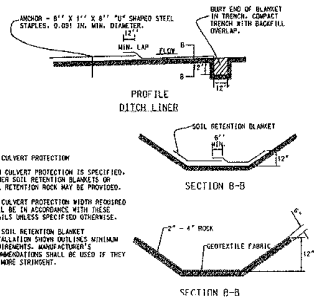
DESIGNED BY___ DRAWN BY___ CHECKED BY___

603-01-3/7



SOIL RETENTION BLANKET STAPLE PATTERN

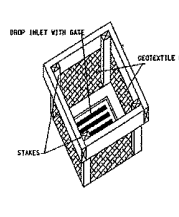
TYPICAL DITCH LINER INSTALLATIONS AT CULVERTS



CULVERT PROTECTION

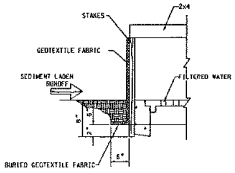
NOTES: CULVERT PROTECTION

1. WHEN CULVERT PROTECTION IS SPECIFIED, EITHER SOIL RETENTION BLANKETS OR SOIL RETENTION ROCK MAY BE PROVIDED.
2. THE CULVERT PROTECTION WIDTH REQUIRED SHALL BE IN ACCORDANCE WITH THESE DETAILS UNLESS SPECIFIED OTHERWISE.
3. THE SOIL RETENTION BLANKET INSTALLATION SHOWN OUTLINES MINIMUM REQUIREMENTS. MANUFACTURER'S RECOMMENDATIONS SHALL BE USED IF THEY ARE MORE STRINGENT.

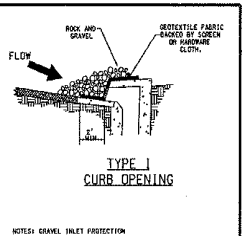


TYPE I

NOTE: WHEN SPECIFIED, ROCKS OR STRAW BALES CAN BE SUBSTITUTED FOR SILT FENCE.



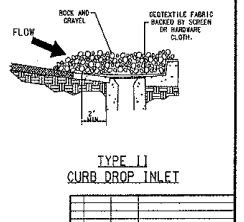
DROP INLET PROTECTION



TYPE I CURB OPENING

NOTES: GRAVEL INLET PROTECTION

1. THIS INSTALLATION IS FOR A TYPE I CURB DROP INLET ONLY. THE TYPE II, III TO "M" INSTALLATION IS SIMILAR.
2. THE SPACING OF THE LONGITUDINAL BRACING SHALL NOT EXCEED 5 FT.



TYPE II CURB DROP INLET

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS 1 OR GRADE NOTICE)

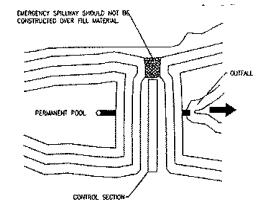
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES CULVERT & DROP INLET PROTECTION

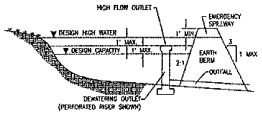
APPROVED Raymundo Ybarra, 11/16/04 DESIGN ENGINEER DATE

DESIGNED BY___ DRAWN BY___ CHECKED BY___

603-01-4/7

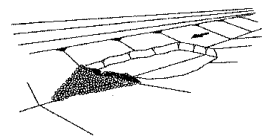


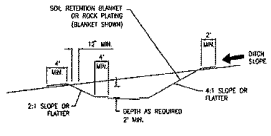
PLAN VIEW



CROSS SECTION

SEDIMENT BASIN



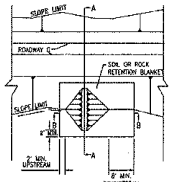


SEDIMENT BASIN, EXCAVATED

NOTES: SEDIMENT TRAP

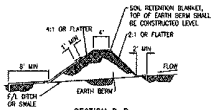
1. TEMPORARY SEDIMENT TRAPS MAY BE CONSTRUCTED BY EXCAVATION ALONE OR BY EXCAVATION IN COMBINATION WITH AN EMBANKMENT.
2. TEMPORARY SEDIMENT TRAPS ARE OFTEN USED IN CONJUNCTION WITH A DIVERSION DIKE OR SWALE.
3. THE DRAINAGE AREA FOR THE SEDIMENT TRAP SHOULD NOT EXCEED 5 DISTURBED ACRES.
4. THE TRAP MUST BE ACCESSIBLE FOR EASE OF REGULAR MAINTENANCE, WHICH IS CRITICAL TO ITS PROPER FUNCTIONING.
5. SEDIMENT TRAPS ARE TEMPORARY MEASURES AND SHOULD NOT REMAIN IN PLACE LONGER THAN 18 TO 24 MONTHS.
6. THE EMBANKMENT MAY NOT EXCEED 5 FT. IN HEIGHT.
7. THE RECOMMENDED MINIMUM WIDTH AT THE TOP OF THE EMBANKMENT IS BETWEEN 2 FT. AND 5 FT.

SEDIMENT TRAP



PLAN

SECTION A-A



SECTION B-B

EARTH DIKE (BERM)

NO.	DATE	REV. BY	DESCRIPTION
		REVISIONS (OR CHANGE NOTICES)	

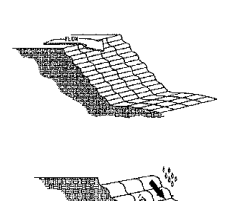
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

T.E.S.C.M.
SEDIMENT BASIN, SEDIMENT TRAP & EARTH DIKE

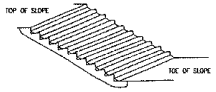
APPROVED: Raymond G. Holden 11/1/96
HIGHWAY ENGINEER — DATE

DESIGNED BY ___ DRAWN BY ___ CHECKED BY ___

803-01-5/7 — SHEET 5 OF 7

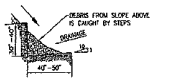


GROOVING SLOPES



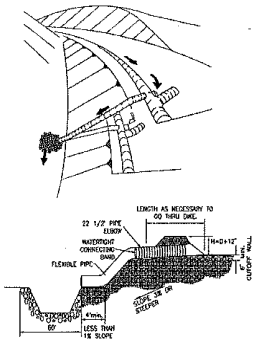
TOP OF SLOPE

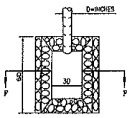
TOE OF SLOPE



STAIR STEPPING CUT SLOPE

SURFACE ROUGHENING





RIPRAP APRON PLAN

SECTION F-F

SLOPE DRAIN

NOTES: PIPE SLOPE DRAIN

1. THE FLEXIBLE PIPE SHALL BE THE SAME DIAMETER AS THE INLET PIPE AND SHALL BE CONSTRUCTED OF A DURABLE MATERIAL WITH HOLD-DOWN GROMMETS SPACED AT 10 FT. ON CENTER.
2. THE FLEXIBLE PIPE SHALL BE SECURELY FASTENED TO THE CORRUGATED METAL OR HIGH DENSITY POLYETHYLENE PIPE WITH METAL STRAPPING OR WATERTIGHT CONNECTING COLLARS.
3. THE FLEXIBLE PIPE SHALL BE STAKED AT 10 FT. CENTERS ALONG THE SLOPE USING MINIMUM 4 INCH SQUARE WOOD POSTS OR STANDARD STEEL POSTS DRIVEN 2 FT. MINIMUM INTO THE GROUND.
4. RIGID PIPE SHALL BE ANCHORED AT BENDS. ANCHORAGE SHALL CONSIST OF A MINIMUM 4 INCH SQUARE WOOD POSTS OR STANDARD STEEL POSTS DRIVEN 2 FT. MINIMUM INTO GROUND, OR EARTHEN THRUST BLOCK.
5. PAYMENT OF ERGON ITEMS ARE INCIDENTAL TO THE COST OF FLEXIBLE STORM DRAIN PIPE.
6. FOR PIPE DIAMETER OR TEMPORARY SLOPE DRAIN SEE TABLE BELOW

TEMPORARY SLOPE DRAIN PIPES

Runoff Flow Rate (cfs)	Pipe Diameter Required (inches)
0 - 6.0	18
6.0 - 9.0	21
9.0 - 12.0	24
12.0 - 20.0	30

NO.	DATE	REV. BY	DESCRIPTION
		REVISIONS (OR CHANGE NOTICES)	

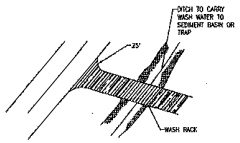
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

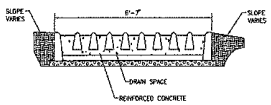
TEMPORARY EROSION & SEDIMENT CONTROL MEASURES PIPE SLOPE DRAIN & SURFACE ROUGHENING

APPROVED: Raymond G. Holden 11/1/96
HIGHWAY ENGINEER — DATE

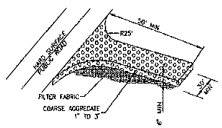
DESIGNED BY ___ DRAWN BY ___ CHECKED BY ___

803-01-6/7 — SHEET 6 OF 7

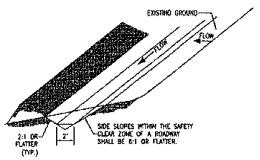




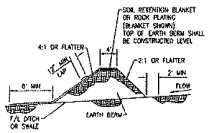
WASH RACK



OFFSITE TRACKING PREVENTION



TYPICAL SWALE CONFIGURATION



FILTER FABRIC DIVERSION DIKE

DIVERSION DIKE

NO.	DATE	REV. BY	DESCRIPTION
		REVISIONS (OR CHANGE NOTICES)	

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

T.E.S.C.M.
OFFSITE TRACKING PREVENTION & DIVERSION DIKE

APPROVED: Raymond G. Holden 11/1/96
HIGHWAY ENGINEER — DATE

DESIGNED BY ___ DRAWN BY ___ CHECKED BY ___

803-01-7/7 — SHEET 7 OF 7

GENERAL NOTES

1. NMDOT IS RECOGNIZED AS A TITLE II PUBLIC ENTITY UNDER THE AMERICANS WITH DISABILITIES ACT (ADA) OF 1990 (PUBLIC LAW 101-336). A TITLE II ENTITY IS DEFINED AS ANY STATE OR LOCAL GOVERNMENT ENTITY WHO PROHIBITS DISCRIMINATION ON THE BASIS OF DISABILITY. THE ADA EXTENDS THE PROHIBITION OF SECTION 504 OF THE REHABILITATION ACT OF 1973, AS AMENDED, TO PROTECT PERSONS WITH DISABILITIES IN ALL PUBLIC FACILITIES AND PROGRAMS IRRESPECTIVE OF THE FUNDING SOURCE.
2. THESE DRAWINGS PROVIDE GUIDANCE FOR COMPLIANCE WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PROWAG), 28 CFR 36, 2011, OR LATEST EDITION. THESE GUIDELINES SHALL APPLY TO ALL NMDOT AND ALL FEDERALLY FUNDED PEDESTRIAN ACCESS ROUTES (PAR).
3. REFER TO CONSTRUCTION PLANS FOR THE DETAILED LAYOUTS AND DETAILS.
4. PEDESTRIAN ACCESS ROUTES (PAR) SHALL BE FIRM, STABLE, AND SLIP-RESISTANT. PROVIDE SLIP-RESISTANT TEXTURE ON ENDWALLS, AND CURB RAMPS IF BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP AND/OR PERPENDICULAR TO PEDESTRIAN TRAVEL. EXTEND TEXTURE THE FULL WIDTH AND LENGTH OF THE CURB RAMP INCLUDING SIDE FLARES. DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
5. VERTICAL SURFACE DISCONTINUITIES SHALL BE 0.5 INCHES MAXIMUM. VERTICAL DISCONTINUITIES BETWEEN 0.25 INCHES AND 0.5 INCHES SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 50 PERCENT. THE BEVEL SHALL BE APPLIED ACROSS THE ENTIRE VERTICAL SURFACE. (NOT EXEMPLIFY).
6. HORIZONTAL OPENINGS IN GRATINGS AND JOINTS SHALL NOT PERMIT PASSAGE OF A SPHERE MORE THAN 0.5 INCHES IN DIAMETER. ELONGATED OPENINGS IN GRATES SHALL BE PLACED SO THAT THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL.
7. PROVIDE EXPANSION JOINT MATERIAL AS NEEDED. A SMOOTH, THICK WHERE CURB RAMP ABUTS ANY ROAD PAVEMENT, SIDEWALK OR STRUCTURE WITH THE TOP OF JOINT FILLER FLUSH WITH ADJACENT CONCRETE SURFACE.
8. SEAL ALL JOINTS WITH AN APPROVED SEALING MATERIAL.
9. INSTALL JOINTS WHERE CURB RAMPS, TURNING SPACES, FLARES, AND SIDEWALKS ABUT. ALL JOINTS AND TRANSITIONS SHALL BE FLUSH.
10. VERTICAL WALLS OR HIGHER CURBS ARE PROHIBITED WHEN ADJACENT TO NON-WORK AREAS OR WHERE LESS THAN DIFFERENCES CANNOT BE ACCOMMODATED BY CURB RAMPS, FLARES OR GRADING. GRADE HEADING AREAS AT 2:1 OR FLATTER.
11. CONSTRUCTION TOP / BOTTOM OF CURB TO BE FLUSH WITH ADJACENT SURFACES (CURB RAMPS, SIDEWALKS, AND FLARES). VERTICAL LIPS NOT PERMITTED AT THE BOTTOM OF CURB RAMP WHERE THE RAMP MEETS STREET LEVEL.

SIDEWALKS

12. SIDEWALK AND CURB AND GUTTER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SECTION 609.01-10.
13. SIDEWALK CROSS SLOPE IS RECOMMENDED TO BE CONSTRUCTED FOR CROSS SLOPE OF 1.5% TYPICAL, BUT SHALL NOT EXCEED 2.0% CROSS SLOPE ON THE PEDESTRIAN ACCESS ROUTE (PAR).
14. SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 5.0 FT, EXCLUSIVE OF THE WIDTH OF THE CURB RETURN.
EXCEPTION: WHERE SIDEWALK WIDTH NEEDS TO BE REDUCED TO NO LESS THAN 4.0 FT, PASSING SPACES SHALL BE PROVIDED AT INTERVALS OF 200 FT. MINIMUM PASSING SPACES SHALL BE 5.0 FT MINIMUM BY 5.0 FT MINIMUM.
15. ANY SIGNS POSTS, UTILITY POLES, FIRE HYDRANTS, TRAFFIC SIGNALS, STREET FURNITURE, AND OTHER OBJECTS SHALL NOT REDUCE THE CLEAR WIDTH TO LESS THAN 4.0 FT.
16. THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES (PAR) WITHIN MEDIANS AND PEDESTRIAN REFUGE ISLANDS SHALL BE 5.0 FT MINIMUM.

CURB RAMPS

17. FOR NEW CONSTRUCTION AND ALTERATIONS, CONSTRUCT CURB RAMP AND FLARE SLOPES WITH THE FLATTEST SLOPE POSSIBLE. THE MAXIMUM SLOPE ALLOWABLE IS INDICATED IN NOTE 18 OF THE CURB RAMP STANDARD DETAILS. SLOPES THAT EXCEED THOSE INDICATED IN THE CURB RAMP STANDARD DETAILS, OR CONSTRUCTION FLAWS, WILL NOT BE ACCEPTED AND WILL BE REMOVED AND RECONSTRUCTED.
18. RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
19. CONSTRUCT THE GUTTER WIDTH OF CURB RAMP RUNS (VOID USING ANY FLARED SIDES), BEVELED TRANSITIONS, AND TURNING SPACES AS TYPICAL 5.0 FT (1.5 FT) AND MINIMUM 4.0 FT (1.5 FT) CLEAR SPACE BEYOND THE CURB FACE, WITHIN THE WIDTH OF THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.
20. CURB RAMP AND SIDE FLARE LENGTHS ARE VARIABLE AND BASED ON CURB HEIGHT AND THE SIDEWALK SLOPE.
21. THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP AND ADJOINING ROAD SURFACE SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.5% (THE COMBINED SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A CURB RAMP RUNS, TURNING SPACE OR BEVELED TRANSITION IS NOT TO EXCEED 13.0%).
22. CONSTRUCT CURB RAMPS IN CURB TO ADJACENT ROADWAY. GRADE EDGE OF ROAD ELEVATIONS AT THE FLOW LINE TO ENSURE POSITIVE DRAINAGE AND PREVENT PONDING. FOR LEVEL TURNING SPACES BEHIND CURB, ADJUST SLOPES TO PROVIDE POSITIVE DRAINAGE.
23. GRADE BREAKS AT TOP, TOP AND BOTTOM OF CURB RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE CURB RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON TOP SURFACE OF CURB RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
24. ALL SLOPES ARE MEASURED WITH RESPECT TO A LEVEL PLANE. THEREFORE, THE LENGTH OF CURB RAMP IS NOT SOLELY DEPENDENT ON THE HEIGHT OF CURB. FOR EXAMPLE, A 6" CURB DOES NOT NECESSARILY MEAN A RAMP LENGTH OF 8.0 FT FOR AN 8.3% SLOPE.

CROSSWALKS

25. PROVIDE A SEPARATE CURB RAMP FOR EACH MARKED OR UNMARKED CROSSWALK. CURB RAMP LOCATIONS SHALL BE PLACED WITHIN THE WIDTH OF THE MARKED OR UNMARKED CROSSWALK AS SHOWN IN THE CONSTRUCTION PLANS.

DETECTABLE WARNING

26. DETECTABLE WARNING SURFACES (DWS) CONSISTING OF TRUNCATED DOMES SHALL BE UTILIZED WHERE CURB RAMPS, BLENDED TRANSITIONS, OR TURNING SPACE PROVIDE A FLUSH VEHICULAR CONNECTION TO THE STREET OR WHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CROSSES A STREET, ALLEY, TRAFFIC ISLAND, MEDIAN, OR RAILROAD. DETECTABLE WARNING SURFACES (DWS) WILL NOT BE INSTALLED AT RESIDENTIAL DRIVEWAYS. DETECTABLE WARNING SURFACE MUST BE PROVIDED AT THE JUNCTION BETWEEN THE PAR AND COMMERCIAL DRIVEWAYS THAT ARE STOP OR YIELD CONTROLLED OR ARE CONTROLLED BY A SIGNAL.
27. DETAILS OF DETECTABLE WARNING SURFACE ARE SHOWN IN CONTRACT PLANS AND SHEET 608-001-4 OF THE STANDARD DRAWINGS.

ACCESSIBLE PEDESTRIAN SIGNALS (APS) AND PEDESTRIAN PUSHBUTTONS

28. FOR ALTERATION PROJECTS, PROVIDE ACCESS TO EXISTING PEDESTRIAN PUSHBUTTONS TO THE MAXIMUM EXTENT PRACTICABLE. INSTALL PEDESTRIAN STRUCTURES, WHERE APPLICABLE, SO AS NOT TO CREATE NEW OBSTRUCTIONS. REFER TO THE MUTCD FOR FURTHER GUIDANCE.
29. PEDESTRIAN SIGNAL PUSH BUTTONS SHALL COMPLY WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND LOCATED WITHIN A HORIZONTAL REACH OF 10" TO 40" AND SHALL BE WITHIN 10" TO 48" ABOVE THE SIDEWALK SURFACE.
30. PEDESTRIAN SIGNAL SHALL HAVE 4" THAT MIN TURNING SPACE TO PROVIDE ACCESS TO PUSHBUTTONS.

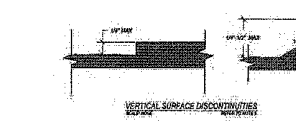
ALTERATIONS TO EXISTING FACILITIES - GENERAL NOTES

ADDITIONS OR ALTERATIONS TO ANY FACILITY SHALL CONFORM TO THE REQUIREMENTS OF THE NEW CONSTRUCTION STANDARDS WITHIN THE NMDOT PEDESTRIAN ACCESS STANDARDS AND PROWAG 2011 OR LATEST EDITION. ANY OTHER CONSTRUCTION OR DEVIATION THAT IS DEEMED AN VARIANCE OR TECHNICALLY INFEASIBLE BY THE DEFINITION BELOW SHALL REQUIRE SUBMITTAL AND APPROVAL OF ADA DESIGN VARIANCE PROCEDURES.

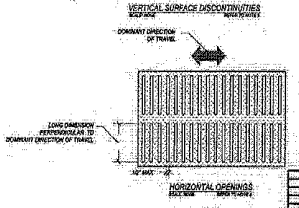
31. EXCEPTION: IN ALTERATIONS WHERE, IF COMPLIANCE IS TECHNICALLY INFEASIBLE, THE ALTERATION SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OR FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL BE MADE ACCESSIBLE WITHIN THE SCOPE OF THE ALTERATION.

32. TECHNICAL INFEASIBILITY: MEANS, WITH RESPECT TO AN ALTERATION OF A BUILDING OR A FACILITY, THAT IT HAS LITTLE LIKELIHOOD OF BEING ACCOMPLISHED BECAUSE EXISTING STRUCTURAL CONDITIONS WOULD REQUIRE REMOVING OR ALTERING A LOAD-BEARING MEMBER WHICH IS AN ESSENTIAL PART OF THE STRUCTURAL FRAME; OR BECAUSE OTHER EXISTING PHYSICAL OR SITE CONSTRAINTS PROHIBIT.

33. ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.



VERTICAL SURFACE DISCONTINUITIES



HORIZONTAL OPENINGS

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS / OR CHANGE NOTICES

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN ACCESS ROUTE
GENERAL NOTES

APPROVED: [signature] 1-19-15

608-001-1 608-1 of 12

MICHAEL J. SMELSER — NEW MEXICO — 15350 — REGISTERED PROFESSIONAL ENGINEER — 1-19-15

DRAWING SCALE = NOT TO SCALE

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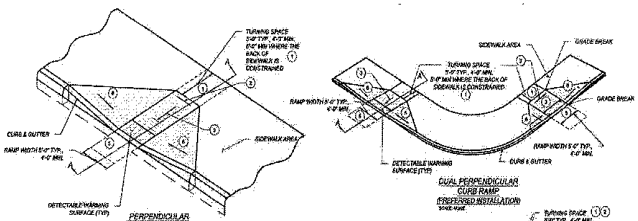

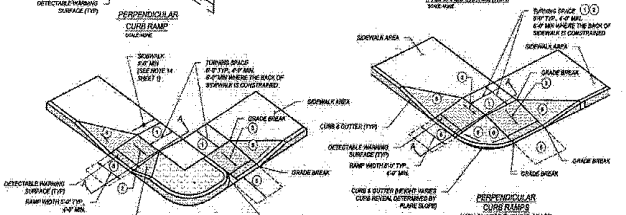

KEYED NOTES

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
2. CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.
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6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 8%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHANS, RAILINGS, OR RAILWAYS.

NOTES:

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B. DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-4 OF THE STANDARD DRAWINGS.
C. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
D. CONCRETE HEADER CURB CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608(4) AND NO SEPARATE PAYMENT WILL BE MADE.

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS / OR CHANGE NOTICES

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PERPENDICULAR
CURB RAMPS

APPROVED: [signature] 1-19-15

608-001-2 608-2 of 12

MICHAEL J. SMELSER — NEW MEXICO — 15350 — REGISTERED PROFESSIONAL ENGINEER — 1-19-15

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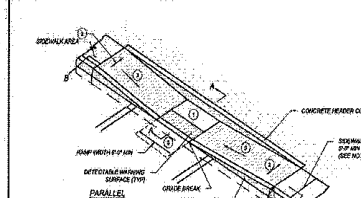

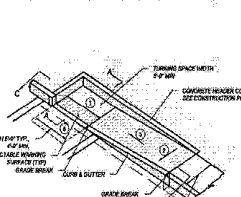

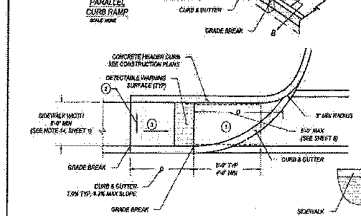

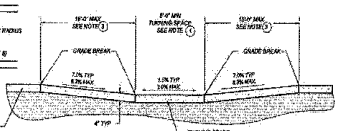

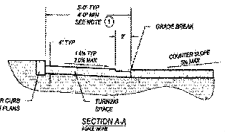

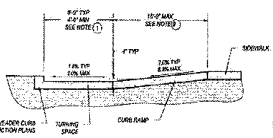

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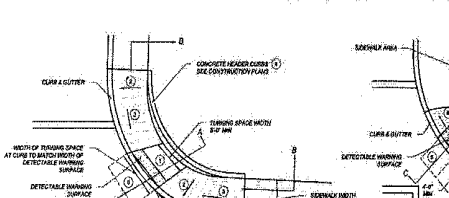

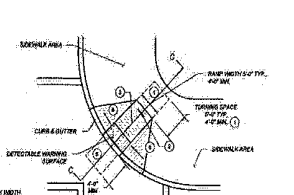

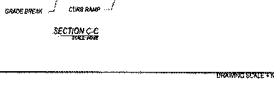

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS / OR CHANGE NOTICES

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DIAGONAL
CURB RAMPS

APPROVED: [signature] 1-19-15

608-001-4 608-4 of 12

MICHAEL J. SMELSER — NEW MEXICO — 15350 — REGISTERED PROFESSIONAL ENGINEER — 1-19-15

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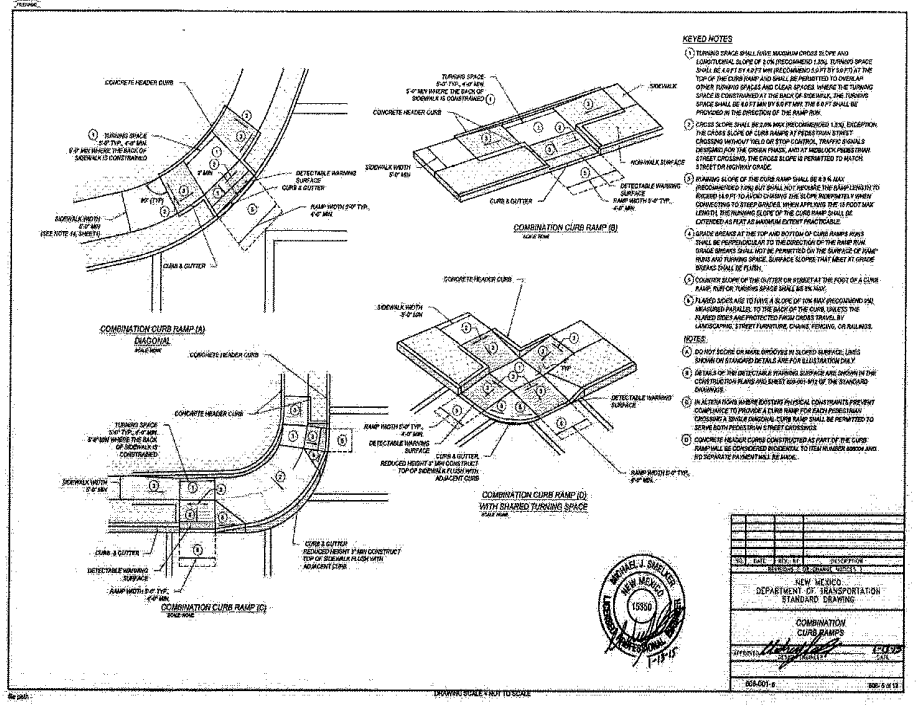
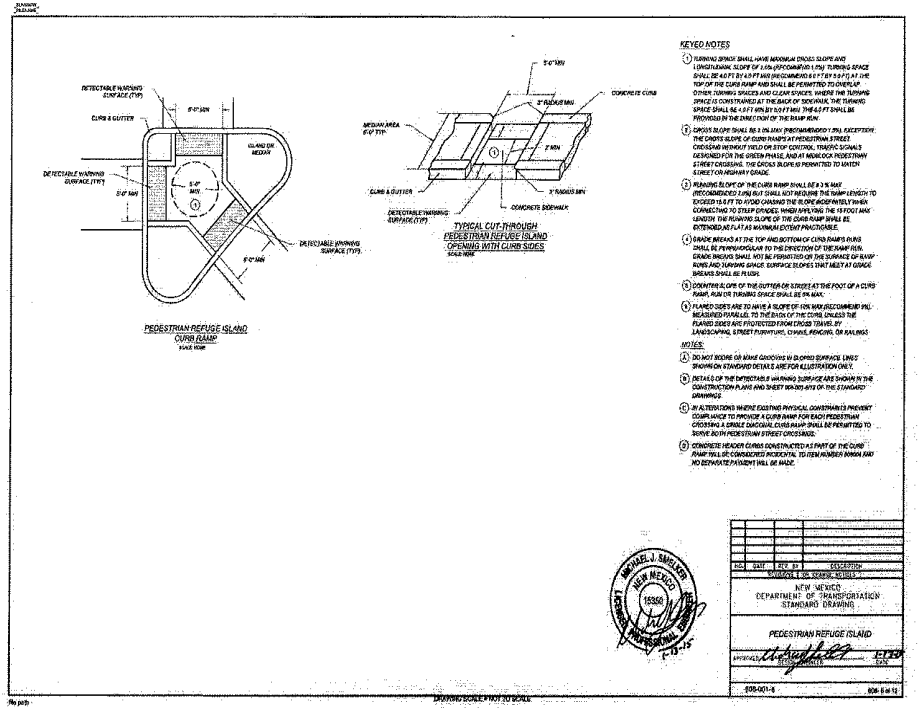
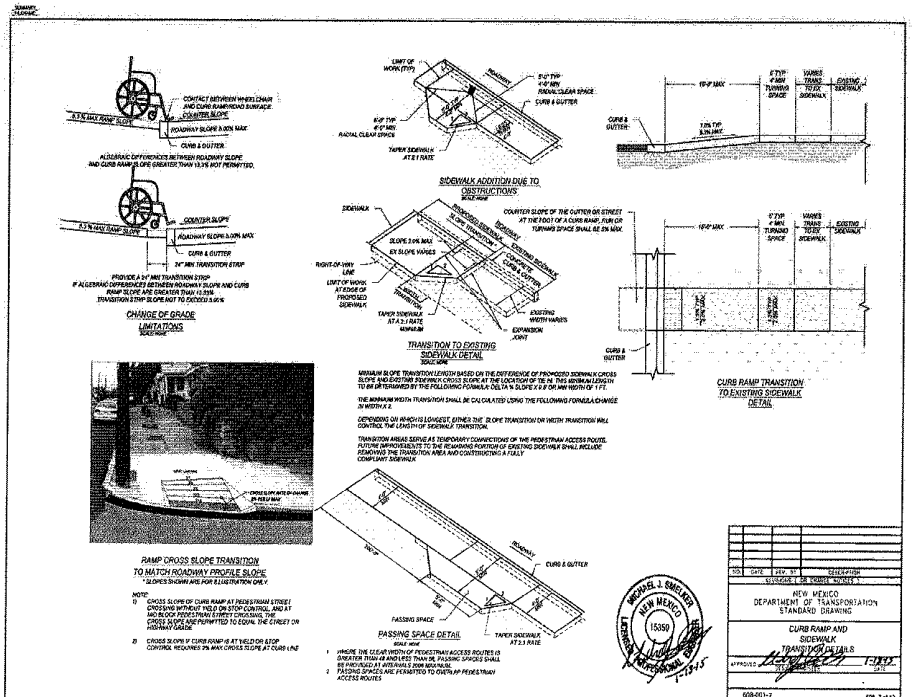
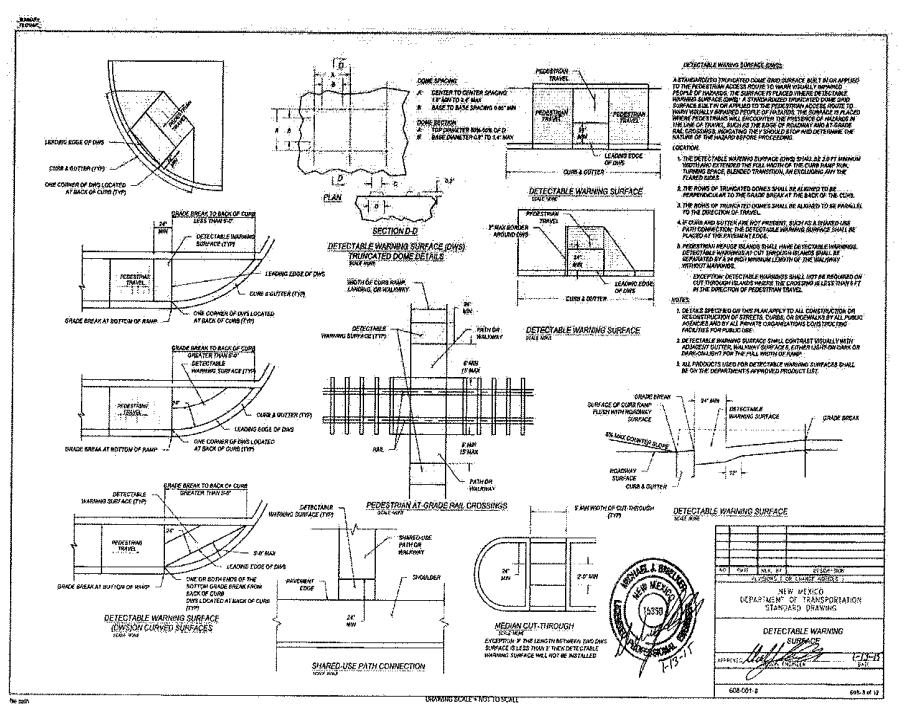
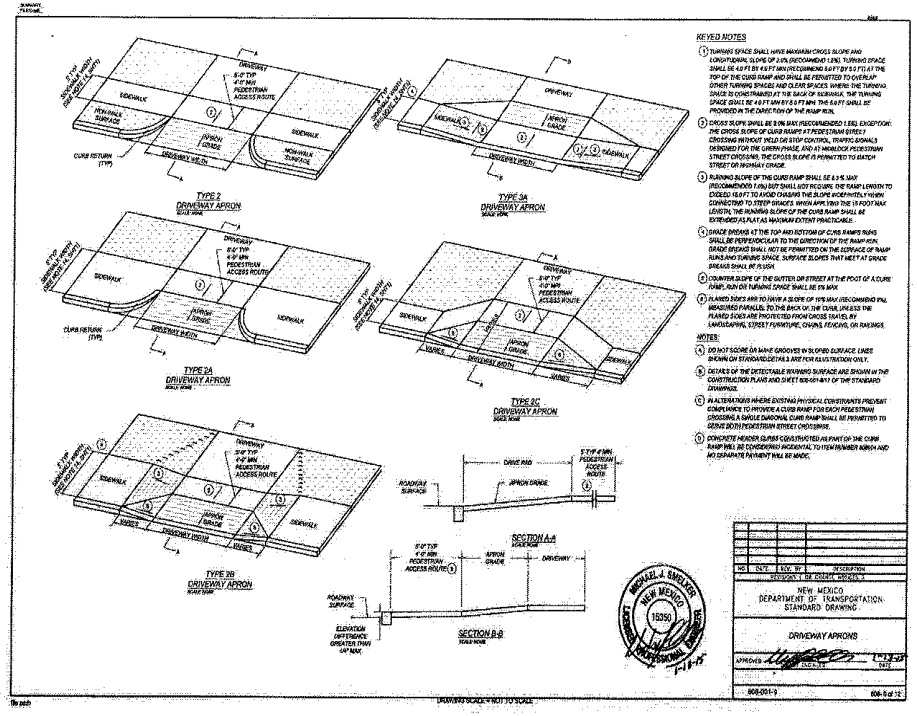

COMBINATION CURB RAMP (A)
DIAGONAL
COMBINATION CURB RAMP (B)
COMBINATION CURB RAMP (C)
COMBINATION CURB RAMP (D)
WITH SHARED TURNING SPACE
KEYED NOTES
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING
COMBINATION
CURB RAMPS
608-001-8
608-5 of 12


PEDESTRIAN REFUGE ISLAND
CURB RAMP
TYPICAL CUT-THROUGH
PEDESTRIAN REFUGE ISLAND
OPENING WITH CURB SIDES
KEYED NOTES
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING
PEDESTRIAN REFUGE ISLAND
608-001-8
608-6 of 12


CHANGE OF GRADE
LIMITATIONS
SIDEWALK ADDITION DUE TO
OBSTRUCTIONS
TRANSITION TO EXISTING
SIDEWALK DETAIL
CURB RAMP TRANSITION
TO EXISTING SIDEWALK
DETAIL
RAMP CROSS SLOPE TRANSITION
TO MATCH ROADWAY PROFILE SLOPE
PASSING SPACE DETAIL
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING
CURB RAMP AND
SIDEWALK
TRANSITION DETAILS
608-001-7
608-7 of 12


DETECTABLE WARNING SURFACE (DWS)
TRUNCATED DOME DETAILS
DETECTABLE WARNING SURFACE
DETECTABLE WARNING SURFACE
PEDESTRIAN AT-GRADE RAIL CROSSINGS
DETECTABLE WARNING SURFACE
(DWS)ON CURVED SURFACES
SHARED-USE PATH CONNECTION
MEDIAN CUT-THROUGH
DETECTABLE WARNING SURFACE
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING
DETECTABLE WARNING
SURFACE
608-001-8
608-8 of 12



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D. CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608A AND NO SEPARATE PAYMENT WILL BE MADE.

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS & DR CHANG. SHEETS 1

NEW MEXICO DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DRIVEWAY APRONS

APPROVED: [signature] CHIEF ENGINEER — DATE: 1-13-19

608-001-9 — 608-9 of 12

MICHAEL J. SMELSER — NEW MEXICO — 15359 — LICENSED PROFESSIONAL ENGINEER — 1-13-19

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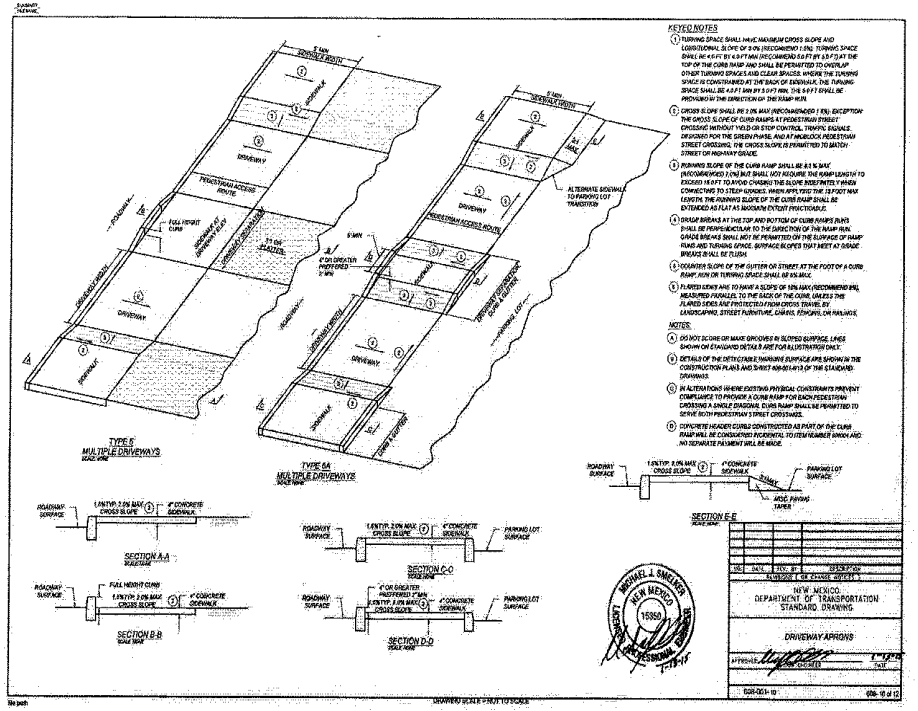
DRAWING SCALE = NOT TO SCALE



KEYED NOTES

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
2. CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.
3. RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
5. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 8%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.

NOTES:

A. DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
B. DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-A13 OF THE STANDARD DRAWINGS.
C. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
D. CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608A AND NO SEPARATE PAYMENT WILL BE MADE.

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS & DR CHANG. SHEETS 1

NEW MEXICO DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DRIVEWAY APRONS

APPROVED: [signature] CHIEF ENGINEER — DATE: 1-13-19

608-001-10 — 608-10 of 12

MICHAEL J. SMELSER — NEW MEXICO — 15359 — LICENSED PROFESSIONAL ENGINEER — 1-13-19

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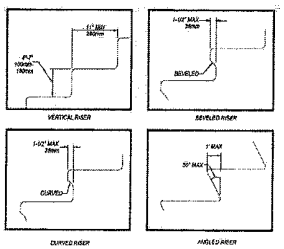
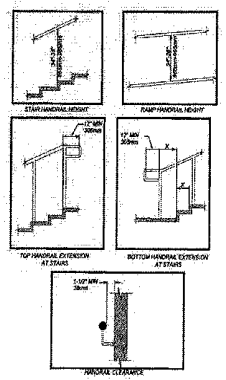
STAIRWAY REQUIREMENTS

1. STAIRWAYS SHALL BE 4 FT WIDE MINIMUM BETWEEN HANDRAILS.
2. ALL STEPS ON A FLIGHT OF STAIRS SHALL HAVE UNIFORM RISER HEIGHTS AND UNIFORM TREAD DEPTH. RISERS SHALL BE 4 INCHES (100mm) MINIMUM AND 7 INCHES (180mm) MAXIMUM. TREADS SHALL BE 11 INCHES (280mm) DEEP MINIMUM MEASURED FROM NOSE TO NOSE.
3. OPEN RISERS SHALL NOT BE PERMITTED.
4. STAIR TREADS SHALL BE STABLE, FIRM, AND SLIP-RESISTANT.
5. THE RADIUS OF CURVATURE AT THE LEADING EDGE OF THE TREAD SHALL BE ½ INCH (13mm) MAXIMUM. TREADS THAT PROJECT BEYOND RISERS SHALL HAVE THE UNDERSIDE OF THE LEADING EDGE CURVED OR BEVELED. RISERS SHALL BE PERMITTED TO SLOPE UNDER THE TREAD AT AN ANGLE OF 30 DEGREES MAXIMUM FROM THE VERTICAL. THE PERMITTED PROJECTION OF THE NOSING SHALL BE 1 INCHES (25mm) MAXIMUM BEYOND THE TREAD BELOW.
6. HANDRAILS SHALL BE PROVIDED ON BOTH SIDES OF STAIRS.
7. OUTDOOR STAIRS AND OUTDOOR APPROACHES TO STAIRS SHALL BE DESIGNED SO THAT WATER WILL NOT ACCUMULATE ON WALKING SURFACES.

HANDRAIL REQUIREMENTS

1. HANDRAILS SHALL BE PROVIDED ON BOTH SIDES OF STAIRS AND RAMPS.
2. HANDRAILS SHALL BE CONTINUOUS WITHIN THE FULL LENGTH OF EACH STAIR FLIGHT OR RAMP RUN. RAMPS WITH RUNS LONGER THAN 6 FT OR, DOUBLE, STAIRS OR RAMPS SHALL BE CONTINUOUS BETWEEN FLIGHTS OR RUNS.
3. TOP GRIPPING SURFACES OF HANDRAILS SHALL BE 31 INCHES (865mm) MINIMUM AND 35 INCHES (965mm) MAXIMUM VERTICALLY ABOVE STAIR NOSINGS AND RAMP SURFACES. HANDRAILS SHALL BE AT A CONSISTENT HEIGHT ABOVE STAIR NOSINGS AND RAMP SURFACES.
4. CLEAR SPACE BETWEEN HANDRAIL AND WALL SHALL BE 1 INCH (38mm) MINIMUM.
5. GRIPPING SURFACES SHALL BE CONTINUOUS WITHOUT INTERRUPTION BY NEWEL POSTS OR OTHER OBSTRUCTIONS OR BY GAPS OR OPENINGS.
   EXCEPTION: BRACKETS OR BALUSTERS ATTACHED TO THE BOTTOM SURFACE OF THE HANDRAIL SHALL NOT BE CONSIDERED OBSTRUCTIONS PROVIDED THEY COMPLY WITH THE FOLLOWING CRITERIA:
   A. NOT MORE THAN 20 PERCENT OF THE HANDRAIL LENGTH IS OBSTRUCTED.
   B. HORIZONTAL PROJECTIONS BEYOND THE SIDES OF THE HANDRAIL OCCUR 2 INCHES (51mm) MINIMUM BELOW THE BOTTOM OF THE HANDRAIL AND
   C. STANDS WAVE 11 INCH (150mm) MINIMUM INSIDE.
6. HANDRAILS SHALL HAVE A CIRCULAR CROSS SECTION WITH AN OUTSIDE DIAMETER OD 1-¼" (32mm) MINIMUM AND 2 INCH (51mm) MAXIMUM OR SHALL PROVIDE EQUIVALENT GRIPPABILITY. EXCEPTION: HANDRAILS IN NON-OTHER SHAPES SHALL BE PERMITTED PROVIDED THEY HAVE A PERIMETER DIMENSION OF 4 INCHES (100mm) MINIMUM AND 4.25 INCHES (165mm) MAXIMUM AND PROVIDED THEIR LARGEST CROSS SECTION DIMENSION IS 2.25 INCH (57mm) MAXIMUM.
7. HANDRAILS AND ANY WALL OR OTHER SURFACES ADJACENT TO THEM SHALL BE FREE OF ANY SHARP OR ABRASIVE ELEMENTS. EDGES SHALL HAVE 1 INCH (3.2mm) MINIMUM RADIUS.
8. HANDRAILS SHALL NOT ROTATE WITHIN THEIR FITTINGS.
9. HANDRAILS FOR STAIRS AND RAMPS SHALL HAVE EXTENSIONS EXCEPTIONS:
   A. EXTENSIONS ARE NOT REQUIRED FOR CONTINUOUS HANDRAILS AT THE INSIDE TURN OF TURNING RAMPS.
   B. IN ALTERATIONS FULL EXTENSIONS OF HANDRAILS SHALL NOT BE REQUIRED WHERE SUCH EXTENSIONS WOULD BE HAZARDOUS OR IMPOSSIBLE DUE TO PLAN CONFIGURATION.
10. RAMP HANDRAILS SHALL EXTEND HORIZONTALLY 12 INCHES (305mm) MINIMUM BEYOND THE RAMP RUN. EXTENSION SHALL BE PARALLEL TO THE GROUND OR THE WALKING SURFACE OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT RAMP RUN.
11. AT THE TOP OF A STAIR FLIGHT HANDRAILS SHALL EXTEND HORIZONTALLY ABOVE THE LANDING FOR 12 INCHES (305mm) MINIMUM BEGINNING DIRECTLY ABOVE THE FIRST RISER NOSING. SUCH EXTENSIONS SHALL RETURN TO A WALL, OR THE WALKING SURFACE, OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT STAIR FLIGHT.
12. AT THE BOTTOM OF THE STAIR FLIGHT HANDRAILS SHALL EXTEND AT THE SLOPE OF THE STAIR FLIGHT FOR A HORIZONTAL DISTANCE AT LEAST EQUAL TO ONE TREAD DEPTH BEYOND THE LAST RISER NOSING. EXTENSIONS SHALL RETURN TO A WALL, GUARD, OR THE LANDING SURFACE, OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT STAIR FLIGHT.





NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS & DR CHANG. SHEETS

NEW MEXICO DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN ACCESS DETAILS
STAIRWAY AND HANDRAILS

APPROVED: [signature] CHIEF ENGINEER — DATE: 1-13-19

608-001-11 — 608-11 of 12

MICHAEL J. SMELSER — NEW MEXICO — 15359 — LICENSED PROFESSIONAL ENGINEER — 1-13-19

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ACCESSIBLE ROUTES:

ACCESSIBLE ROUTES WITHIN SITES SHALL BE PROVIDED FROM TRANSPORTATION STOPS, ACCESSIBLE PARKING AND ACCESSIBLE PASSENGER LOADING ZONES, AND PUBLIC SIDEWALKS TO THE ACCESSIBLE BUILDING ENTRANCE THEY SERVE. WHERE MORE THAN ONE ACCESSIBLE ENTRANCE IS PROVIDED, AT LEAST ONE ACCESSIBLE ROUTE SHALL COINCIDE WITH A ROUTE FOR THE GENERAL PUBLIC. ACCESSIBLE PARKING SPACES SHALL BE LOCATED ON THE SHORTEST ACCESSIBLE ROUTE OF TRAVEL FROM ADJACENT PARKING TO AN ACCESSIBLE BUILDING ENTRANCE OR FACILITY.

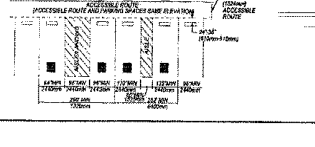
ACCESSIBLE PARKING REQUIREMENTS:

1. EACH FACILITY SHALL PROVIDE ACCESSIBLE PARKING SPACES IN COMPLIANCE WITH THE FOLLOWING TABLE:

NUMBER OF ACCESSIBLE PARKING SPACES

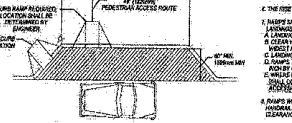
TOTAL PARKING SPACES	TOTAL REQUIRED ACCESSIBLE PARKING SPACES	NUMBER REQUIRED TO BE VAN ACCESSIBLE
1-25	1	1
26-50	2	1
51-75	3	1
76-100	4	1
101-150	5	2
151-200	6	2
201-300	7	2
301-400	8	2
401-500	9	3
501-1000	2%	1/8
OVER 1,000	20 SPACES PLUS 1 SPACE FOR EVERY 100 SPACES, OR FRACTION THEREOF, OVER 1,000	1 OF EVERY 8 ACCESSIBLE PARKING SPACES, OR FRACTION THEREOF

2. CAR SPACES SHALL BE 96 INCHES (2438 mm) WIDE MINIMUM AND VAN PARKING SPACES SHALL BE 132 INCHES AND SHALL HAVE AN ADJACENT ACCESS AISLE
3. ACCESS AISLES SERVING PARKING SPACES SHALL CONNECT TO THE BUILDING OR FACILITY ENTRANCE BY AN ACCESSIBLE SIDEWALK. TWO PARKING SPACES SHALL BE PERMITTED TO SHARE A COMMON ACCESS AISLE. THE VAN ACCESS AISLE IS PRESERVED TO BE AT THE RIGHT SIDE PASSENGER SIDE OF THE PARKING SPACE, AND ACCESSIBLE SIDEWALK 10 INCHES (100mm) MINIMUM CLEAR WIDTH, 96" MINIMUM CROSS SLOPE WITH A RUNNING SLOPE OF 5%). MUSTANG OR THE RUNNING SLOPE MAY FOLLOW THE ADJACENT ROAD PROFILE GRADE (PARKED VEHICLE OVERHANG SHALL NOT REDUCE THE MINIMUM 48 INCH CLEAR WIDTH OF ACCESSIBLE ROUTE).
4. ACCESS AISLES SERVING CAR PARKING SPACES SHALL BE 96 INCHES (2438mm) WIDE MINIMUM. ACCESS AISLES SERVING VAN PARKING SPACES SHALL BE 96 INCHES (1400mm) WIDE MINIMUM.
5. ACCESS AISLES SHALL EXTEND THE FULL LENGTH OF THE PARKING SPACES THEY SERVE.
6. PARKING SPACES AND ACCESS AISLES SHALL HAVE SURFACE SLOPES NOT STEEPER THAN 1:48. ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE PARKING SPACES THEY SERVE.
7. PARKING SPACES FOR VANS SHALL HAVE A VERTICAL CLEARANCE OF 98 INCHES (2489mm) MINIMUM AT THE SPACE AND ALONG THE VEHICULAR ROUTE THERETO.
8. EACH ACCESS AISLE PARKING SPACE SHALL BE IDENTIFIED BY A SIGN ON A POST. SIGNS SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY. THE CLEARANCE TO THE BOTTOM OF THE SIGN (BY-S SHALL BE AT LEAST 7 FEET (2134mm) ABOVE THE GROUND. IN THE CASE OF VAN PARKING SPACE, VAN ACCESSIBLE PARKING SPACES SHALL HAVE ADDITIONAL SIGNS "VAN ACCESSIBLE" BELOW THE INTERNATIONAL SYMBOL OF ACCESS INDICATING THE SPACE IS "VAN ACCESSIBLE". SIGNS MUST INCLUDE THE LANGUAGE AS SUBJECT TO A PAY ACTION SIGNING.
9. PARKING SPACE AND ACCESS AISLES SHALL HAVE OSHA SAFETY BLUE STRIPING. STRIPING SHALL BE 4 INCHES (100mm) WIDE. ACCESS AISLES STRIPING SHALL BE 30 INCHES (750MM) ON CENTER ACCESS AISLE SHALL HAVE THE WORDS "NO PARKING" IN CAPITAL LETTER OF WHICH SHALL BE AT LEAST ONE FOOT INCH AND AT LEAST TWO INCHES WIDE PLACED AT THE REAR OF THE PARKING SPACE SO AS TO BE CLOSE TO WHERE AN ADJACENT VEHICLES REAR TIRES WOULD BE PLACED.
10. EACH ACCESSIBLE PARKING SPACE SHALL INCLUDE, CENTERED AT THE FRONT, A PAVEMENT MARKING OF THE INTERNATIONAL SYMBOL OF ACCESSIBILITY TO BE CLEARLY VISIBLE WHEN THE SPACE IS OCCUPIED.



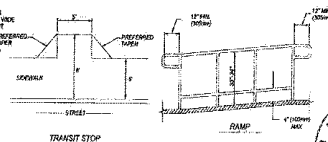
ACCESSIBLE PASSENGER LOADING ZONE REQUIREMENTS:

1. PASSENGER LOADING ZONES SHALL PROVIDE A 96 INCH (2438mm) WIDE ACCESS AISLE ADJACENT AND PARALLEL TO A VEHICLE PULL-UP SPACE. ACCESS AISLES SHALL BE STRIPED (REQUIRING LONG NORMAL).
2. ACCESS AISLES SHALL BE PART OF THE ACCESSIBLE ROUTE TO THE BUILDING OR FACILITY ENTRANCE AND MARKED TO DISCOURAGE PARKING.
3. VEHICLE PULL-UP SPACES IN PASSENGER LOADING ZONES AND ACCESS AISLES SHALL HAVE SURFACE SLOPES NOT STEEPER THAN 1:48. ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE VEHICLE PULL-UP SPACE THEY SERVE.
4. VERTICAL CLEARANCE OF 114 INCHES (2894mm) MINIMUM SHALL BE PROVIDED AT PASSENGER LOADING ZONES AND ALONG VEHICLE ACCESS ROUTES TO SUCH ZONES FROM AN ENTRANCE.
5. EACH ACCESSIBLE PASSENGER LOADING ZONE SHALL BE IDENTIFIED BY A SIGN ON A POST. SIGNS SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY.



TRANSIT STOP REQUIREMENTS

1. TRANSIT STOPS SHOULD BE LOCATED SO THAT THERE IS A LEVEL AND STABLE SURFACE FOR BOARDING VEHICLES.
2. LOCATING TRANSIT STOPS AT SIGNALIZED INTERSECTIONS INCREASE THE USABILITY FOR PEDESTRIANS WITH DISABILITIES.
3. WHERE SECURITY BOLLARDS ARE INSTALLED AT TRANSIT STOPS, THEY MUST NOT OBSTRUCT THE CLEAR SPACE AT BOARDING AND ALIGHTING AREAS OR REDUCE THE REQUIRED CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES.
4. TRANSIT STOPS SHALL COMPLY WITH PROWAG SECTION R 308 TRANSIT STOPS AND TRANSIT SHELTERS.



RAMP REQUIREMENTS:

1. RAMP RUNS SHALL HAVE A RUNNING SLOPE GREATER THAN 1:20 AND NOT STEEPER THAN 1:12. THE EXCEPTION SHALL BE MAY AS SHOWN, INCLUDING THE TABLE FOR EXISTING BUILDINGS AND FACILITIES.
2. RAMP RUNS SHALL HAVE A RUNNING SLOPE NOT STEEPER THAN 1:12. EXCEPTION: RAMPS IN ON OR EXISTING BUILDINGS OR FACILITIES SHALL BE PERMITTED TO HAVE SLOPES STEEPER THAN 1:12 AND SHALL COMPLY WITH THE FOLLOWING TABLE WHERE SUCH SLOPES STEEPER THAN 1:8 SHALL NOT BE PERMITTED.

TABLE FOR EXISTING SITES, BUILDINGS AND FACILITIES

SLOPE	MAXIMUM RISE
STEEPER THAN 1:8 BUT NOT STEEPER THAN 1:7	3 INCHES (75MM)
STEEPER THAN 1:7 BUT NOT STEEPER THAN 1:6	6 INCHES (150MM)

3. CROSS SLOPES OF RAMP RUNS SHALL NOT BE STEEPER THAN 1:50.
4. FLOOR OR GROUND SURFACES OF RAMP RUN SHALL BE STABLE, FIRM, AND SLIP RESISTANT.
5. THE CLEAR WIDTH OF A RAMP RUN SHALL BE 48 INCHES (1219mm) MINIMUM MEASURED BETWEEN HANDRAILS.
6. THE RISE FOR ANY RAMP RUN SHALL BE 30 INCHES (760mm) MAXIMUM.
7. TAPERS SHALL HAVE LANDINGS AT THE BOTTOM AND TOP OF EACH RUN. LANDINGS SHALL COMPLY WITH THE FOLLOWING:
   A. LANDINGS SHALL HAVE A SLOPE NOT STEEPER THAN 1:48.
   B. CLEAR WIDTH OF LANDINGS SHALL BE AT LEAST AS WIDE AS THE WIDEST RAMP RUN LEADING TO THE LANDING.
   C. LANDING LENGTH SHALL BE 60 INCHES (1524mm) MINIMUM CLEAR.
   D. RAMPS THAT CHANGE DIRECTION AT LANDINGS SHALL HAVE A MIN. 60 INCH (1524mm) MINIMUM LANDING.
   E. WHERE DOORWAYS ARE ADJACENT TO A RAMP LANDING, MANEUVERING CLEARANCES SHALL COMPLY WITH 2010 STANDARDS WITH REQUIREMENTS AND EXCEPTIONS FOR ACCESSIBLE DESIGN FOR DOORS.
8. RAMPS WITH A RISE GREATER THAN 6 INCHES (150MM) SHALL HAVE HANDRAILS. HANDRAILS SHALL NOT ENCROACH THE REQUIRED CLEARANCES OF A RAMP RUN OR LANDING.
9. EDGE PROTECTION SHALL BE PROVIDED ON EACH SIDE OF RAMP RUNS AND AT EACH SIDE OF RAMP LANDINGS.

   EXCEPTIONS:
   A. NOT REQUIRED WHERE RAMP RUNS OR LANDINGS HAVE CURBS OR WALLS THAT PREVENT THE PASSAGE OF A 4-INCH (100MM) DIAMETER SPHERE WHERE LOCATED WITHIN 4 INCHES (100MM) OF THE WALKING SURFACE.
   B. NOT REQUIRED AT RAMP RUNS WITH HANDRAILS WHERE SIDE FLARES ARE PROVIDED.
   C. SIDES OF RAMP LANDINGS SERVING AN ADJOINING RAMP RUN OR STAIRWAY.
   D. SIDES OF RAMP TURN SPACE HAVING A VERTICAL DROP-OFF OF 1/2 INCH (13mm) MAXIMUM WITHIN 10 INCHES (255mm) HORIZONTALLY OF THE MINIMUM LANDING AREA.
10. EDGE PROTECTION MAY BE PROVIDED BY EXTENDING A FLOOR OR GROUND SURFACE OF THE RAMP RUN OR LANDING, 12 INCHES (305mm) MINIMUM BEYOND THE INSIDE FACE OF A HANDRAIL OR AN EDGE PROTECTION CURB OR BARRIER SHALL BE PROVIDED THAT PREVENTS THE PASSAGE OF A 4-INCH (100MM) DIAMETER SPHERE BELOW A HEIGHT OF 4 INCHES (100mm).
11. OUTDOOR RAMPS AND APPROACHES TO RAMPS SHALL BE DESIGNED SO THAT WATER WILL NOT ACCUMULATE ON WALKING SURFACES.

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS & DR CHANG. SHEETS

NEW MEXICO DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN ACCESS DETAILS PARKING AND PASSENGER LOADING ZONES

APPROVED: [signature] CHIEF ENGINEER — DATE: 1-13-19

608-001-12 — 608-12 of 12

MICHAEL J. SMELSER — NEW MEXICO — 15359 — LICENSED PROFESSIONAL ENGINEER — 1-13-19

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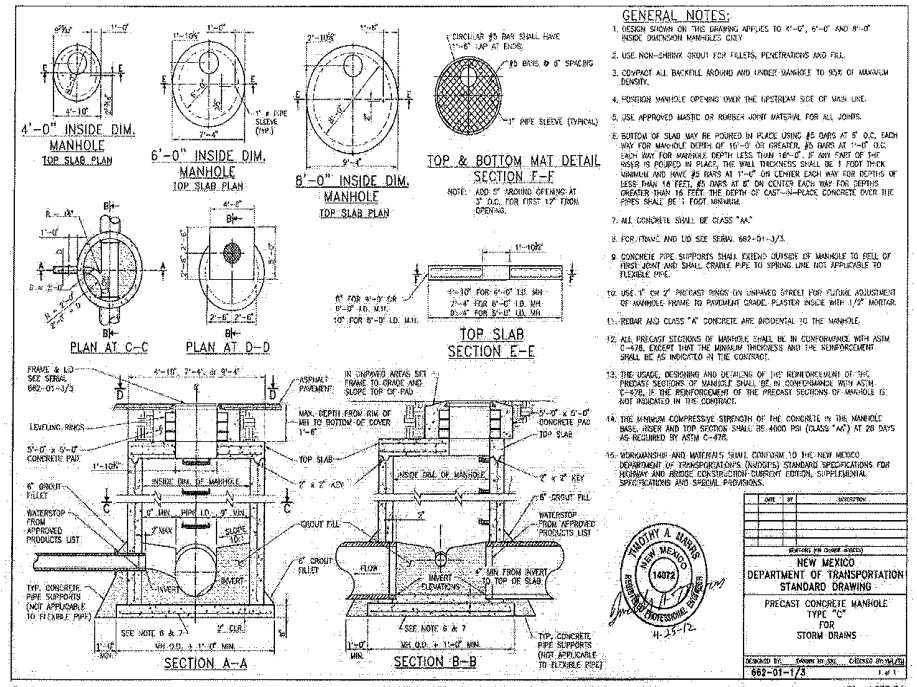


GENERAL NOTES:

1. DESIGN SHOWN ON THIS DRAWING APPLIES TO 4'-0", 6'-0" AND 8'-0" INSIDE DIMENSION MANHOLES ONLY.
2. USE NON-SHRINK GROUT FOR FILLETS, PENETRATIONS AND FILL.
3. COMPACT ALL BACKFILL AROUND AND UNDER MANHOLE TO 95% OF MAXIMUM DENSITY.
4. POSITION MANHOLE OPENING OVER THE UPSTREAM SIDE OF MAIN LINE.
5. USE APPROVED MASTIC OR RUBBER JOINT MATERIAL FOR ALL JOINTS.
6. BOTTOM OF SLAB MAY BE POURED IN PLACE USING #5 BARS AT 6" O.C. EACH WAY FOR MANHOLE DEPTH OF 16'-0" OR GREATER, #5 BARS AT 1'-0" O.C. EACH WAY FOR MANHOLE DEPTH LESS THAN 16'-0". IF ANY PART OF THE RISER IS POURED IN PLACE, THE WALL THICKNESS SHALL BE 1 FOOT THICK MINIMUM AND HAVE #5 BARS AT 1'-0" ON CENTER EACH WAY FOR DEPTHS OF LESS THAN 16 FEET, #5 BARS AT 6" ON CENTER EACH WAY FOR DEPTHS GREATER THAN 16 FEET. THE DEPTH OF CAST-IN-PLACE CONCRETE OVER THE PIPES SHALL BE 1 FOOT MINIMUM.
7. ALL CONCRETE SHALL BE CLASS "AA."
8. FOR FRAME AND LID SEE SERIAL 662-01-3/3.
9. CONCRETE PIPE SUPPORTS SHALL EXTEND OUTSIDE OF MANHOLE TO SELL OF FIRST JOINT AND SHALL CRADLE PIPE TO SPRING LINE NOT APPLICABLE TO FLEXIBLE PIPE.
10. USE 1" OR 2" PRECAST RINGS ON UNPAVED STREET FOR FUTURE ADJUSTMENT OF MANHOLE FRAME TO PAVEMENT GRADE. PLASTER INSIDE WITH 1/2" MORTAR.
11. REBAR AND CLASS "A" CONCRETE ARE INCIDENTAL TO THE MANHOLE.
12. ALL PRECAST SECTIONS OF MANHOLE SHALL BE IN CONFORMANCE WITH ASTM C-478, EXCEPT THAT THE MINIMUM THICKNESS AND THE REINFORCEMENT SHALL BE AS INDICATED IN THE CONTRACT.
13. THE USAGE, DESIGNING AND DETAILING OF THE REINFORCEMENT OF THE PRECAST SECTIONS OF MANHOLE SHALL BE IN CONFORMANCE WITH ASTM C-478, IF THE REINFORCEMENT OF THE PRECAST SECTIONS OF MANHOLE IS NOT INDICATED IN THE CONTRACT.
14. THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE IN THE MANHOLE BASE, RISER AND TOP SECTION SHALL BE 4000 PSI (CLASS "AA") AT 28 DAYS AS REQUIRED BY ASTM C-478.
15. WORKMANSHIP AND MATERIALS SHALL CONFORM TO THE NEW MEXICO DEPARTMENT OF TRANSPORTATION'S (NMDOT'S) STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION CURRENT EDITION, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

DATE	BY	DESCRIPTION

SIGNING OR SEALING WORKERS

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

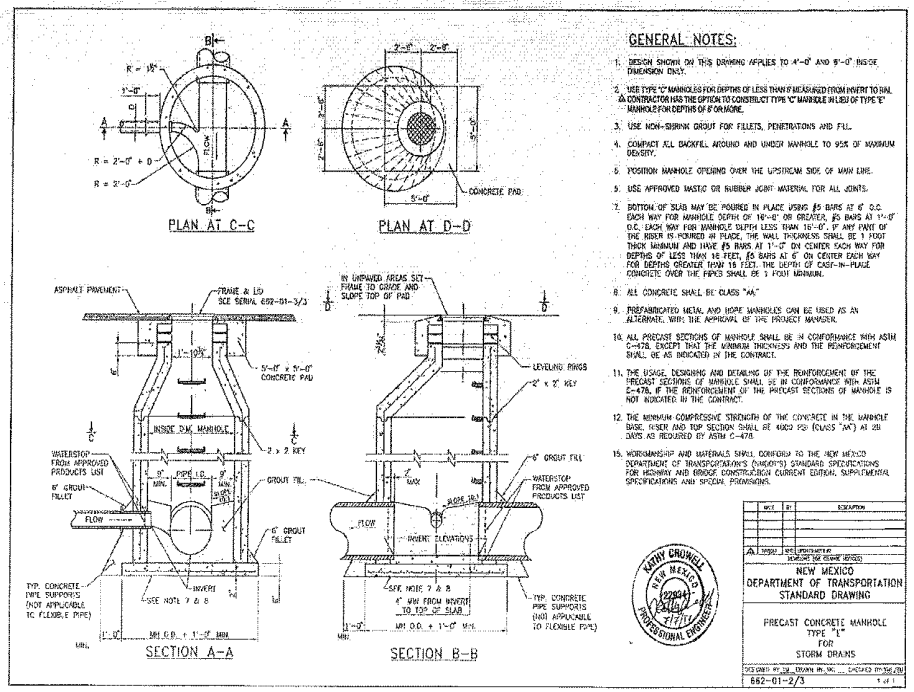
PRECAST CONCRETE MANHOLE
TYPE "C"
FOR
STORM DRAINS

DESIGNED BY: ___ DRAWN BY: ___ CHECKED BY: TM/TM

662-01-1/3 1 of 1

TIMOTHY A. SIMMS NEW MEXICO 14072 REGISTERED PROFESSIONAL ENGINEER
4-25-12

Sheet 662-01



GENERAL NOTES:

1. DESIGN SHOWN ON THIS DRAWING APPLIES TO 4'-0" AND 8'-0" INSIDE DIMENSION ONLY.
2. USE TYPE "C" MANHOLES FOR DEPTHS OF LESS THAN 5' MEASURED FROM INVERT TO RIM. ⚠ CONTRACTOR HAS THE OPTION TO CONSTRUCT TYPE "C" MANHOLE IN LIEU OF TYPE "E" MANHOLE FOR DEPTHS OF 5' OR MORE.
3. USE NON-SHRINK GROUT FOR FILLETS, PENETRATIONS AND FILL.
4. COMPACT ALL BACKFILL AROUND AND UNDER MANHOLE TO 95% OF MAXIMUM DENSITY.
5. POSITION MANHOLE OPENING OVER THE UPSTREAM SIDE OF MAIN LINE.
6. USE APPROVED MASTIC OR RUBBER JOINT MATERIAL FOR ALL JOINTS.
7. BOTTOM OF SLAB MAY BE POURED IN PLACE USING #5 BARS AT 6" O.C. EACH WAY FOR MANHOLE DEPTH OF 16'-0" OR GREATER, #5 BARS AT 1'-0" O.C. EACH WAY FOR MANHOLE DEPTH LESS THAN 16'-0". IF ANY PART OF THE RISER IS POURED IN PLACE, THE WALL THICKNESS SHALL BE 1 FOOT THICK MINIMUM AND HAVE #5 BARS AT 1'-0" ON CENTER EACH WAY FOR DEPTHS OF LESS THAN 16 FEET, #5 BARS AT 6" ON CENTER EACH WAY FOR DEPTHS GREATER THAN 16 FEET. THE DEPTH OF CAST-IN-PLACE CONCRETE OVER THE PIPES SHALL BE 1 FOOT MINIMUM.
8. ALL CONCRETE SHALL BE CLASS "AA."
9. PREFABRICATED METAL AND HDPE MANHOLES CAN BE USED AS AN ALTERNATE, WITH THE APPROVAL OF THE PROJECT MANAGER.
10. ALL PRECAST SECTIONS OF MANHOLE SHALL BE IN CONFORMANCE WITH ASTM C-478, EXCEPT THAT THE MINIMUM THICKNESS AND THE REINFORCEMENT SHALL BE AS INDICATED IN THE CONTRACT.
11. THE USAGE, DESIGNING AND DETAILING OF THE REINFORCEMENT OF THE PRECAST SECTIONS OF MANHOLE SHALL BE IN CONFORMANCE WITH ASTM C-478, IF THE REINFORCEMENT OF THE PRECAST SECTIONS OF MANHOLE IS NOT INDICATED IN THE CONTRACT.
12. THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE IN THE MANHOLE BASE, RISER AND TOP SECTION SHALL BE 4000 PSI (CLASS "AA") AT 28 DAYS AS REQUIRED BY ASTM C-478.
15. WORKMANSHIP AND MATERIALS SHALL CONFORM TO THE NEW MEXICO DEPARTMENT OF TRANSPORTATION'S (NMDOT'S) STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION CURRENT EDITION, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

MK'T.	BY	DESCRIPTION
A	10/2012	MKT. UPDATE PER NMDOT/BRIDGE STD. DRAWING REVISED

SIGNING OR SEALING WORKERS

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

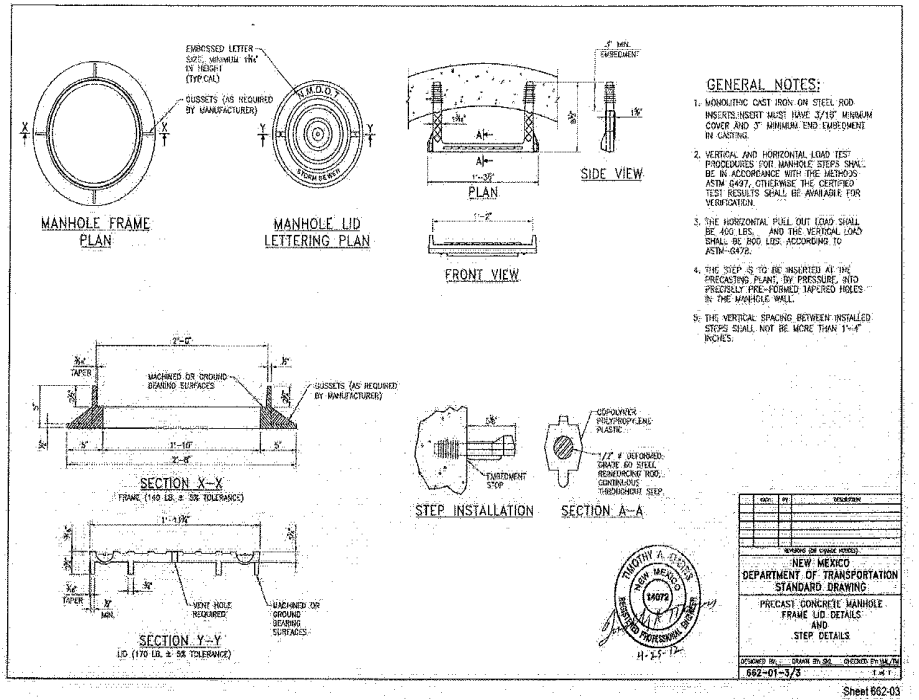
PRECAST CONCRETE MANHOLE
TYPE "L"
FOR
STORM DRAINS

DESIGNED BY: CW DRAWN BY: MC CHECKED BY: TM/CW

662-01-2/3 1 of 1

KATHY CROWELL NEW MEXICO 12934 REGISTERED PROFESSIONAL ENGINEER
7-11-12

Sheet 662-02



GENERAL NOTES:

1. MONOLITHIC CAST IRON OR STEEL ROD INSERTS. INSERT MUST HAVE 3/16" MINIMUM COVER AND 3" MINIMUM END EMBEDMENT IN CASTING.
2. VERTICAL AND HORIZONTAL LOAD TEST PROCEDURES FOR MANHOLE STEPS SHALL BE IN ACCORDANCE WITH THE METHODS ASTM 6497, OTHERWISE THE CERTIFIED TEST RESULTS SHALL BE AVAILABLE FOR VERIFICATION.
3. THE HORIZONTAL PULL OUT LOAD SHALL BE 400 LBS. AND THE VERTICAL LOAD SHALL BE 800 LBS. ACCORDING TO ASTM-6472.
4. THE STEP IS TO BE INSERTED AT THE PRECASTING PLANT, BY PRESSURE, INTO PRECISELY PRE-FORMED TAPERED HOLES IN THE MANHOLE WALL.
5. THE VERTICAL SPACING BETWEEN INSTALLED STEPS SHALL NOT BE MORE THAN 1'-4" INCHES.

MK'T.	BY	DESCRIPTION

SIGNING OR SEALING WORKERS

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PRECAST CONCRETE MANHOLE
FRAME LID DETAILS
AND
STEP DETAILS

DESIGNED BY: ___ DRAWN BY: DK CHECKED BY: TM/TM

662-01-3/3 1 of 1

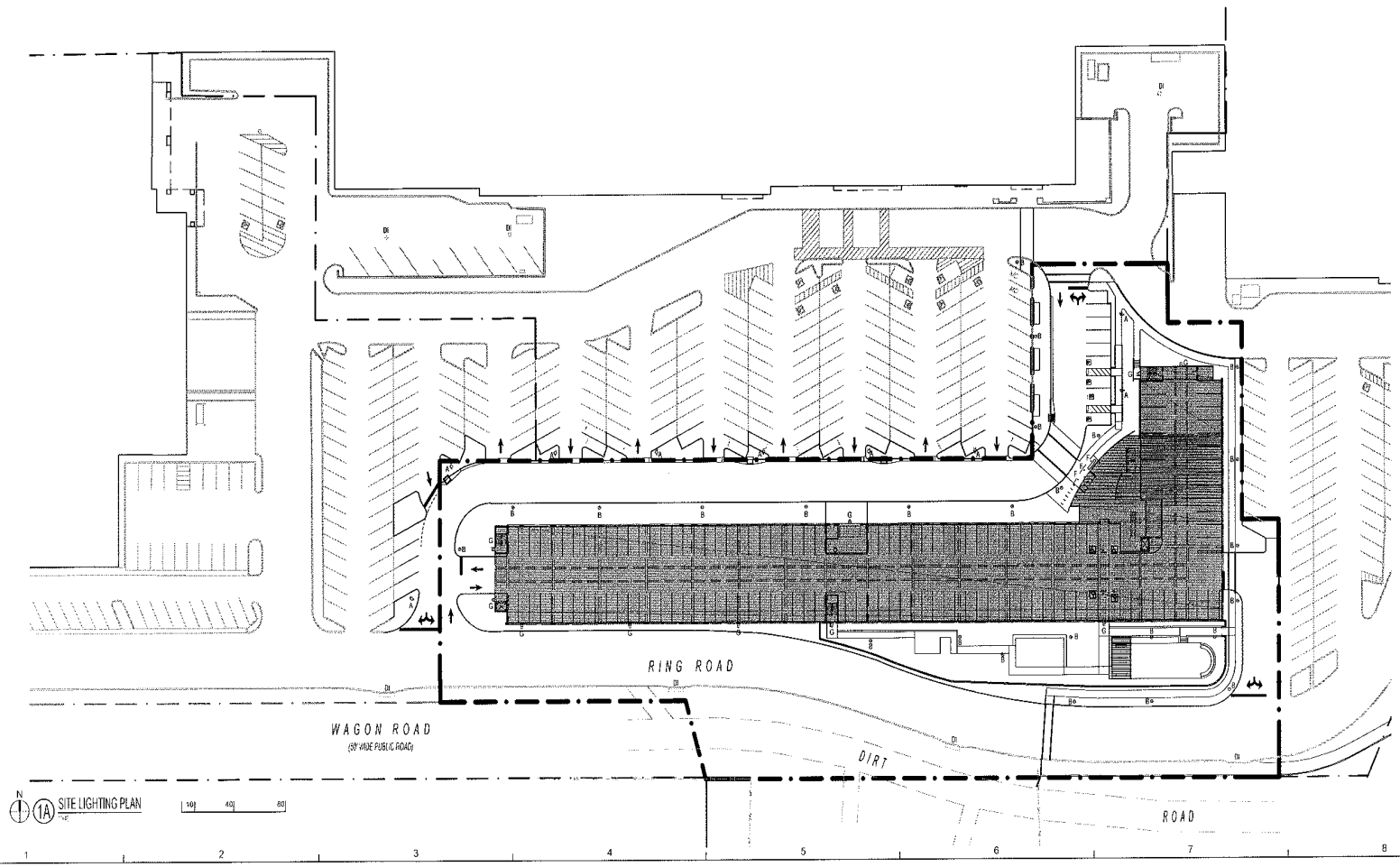
TIMOTHY A. SIMMS NEW MEXICO 14072 REGISTERED PROFESSIONAL ENGINEER
4-25-12

Sheet 662-03

LIGHT FIXTURE LEGEND

TYPE	DESCRIPTION	MOUNTING HEIGHT
A	LED POLE ARM MOUNTED AREA	±16'-0"
B	LED POLE TOP MOUNTED AREA	±13'-0"
F	LED RECESSED DOWNLIGHT	± 9'-0"
G	LED WALL PACK	±10'-0"

SEE SHEET E-101 FOR ADDITIONAL FIXTURE PRODUCT DATA
SEE SHEET E-102 FOR PHOTOMETRIC CALCULATION



N
1A SITE LIGHTING PLAN
1" = 40'
10 40 80

NOT FOR CONSTRUCTION

No.	Description	Date

ESCARPA
Apartment Homes at Santa Fe Place

DEVELOPMENT PLAN
SANTA FE, NEW MEXICO

SITE LIGHTING PLAN

City of Santa Fe
Current Planning Division Case File No. _____

Project Number	2008
Date	DECEMBER 2020

E-100

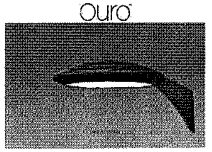
1/4/2021 10:04 AM PROJECT: 2008 - SANTA FE PLACE FILE: E-100 SITE LIGHTING PLAN.DWG

KIM LIGHTING

DATE: LOCATION:
TYPE: A PROJECT: ESCARPA
CATALOG #:

UR20
ARCHITECTURAL AREA/SITE

Ouro



FEATURES

- 20' slim in-grad top, pole and wall mount
- High performance optics up to 17,000 delivered lumens
- Elegant form factor
- Diffusion lens option
- Starlynk™ wireless control options
- UL/cUL Wet location listed, IP66 and 4X/5X rated

CONTROL TECHNOLOGY

SiteSync NX DISTRIBUTED INTELLIGENCE

SPECIFICATIONS

CONSTRUCTION
- Low copper aluminum alloy die casting is designed to comply with electrical grounding req.
- Static steel extension well creates a continuous barrier between the optics and electrical components
- Molded silicone gasket throughout ensures IP66 sealing features that have compression seal and provides ingress protection.
- Housing is fabricated with integral IP67 heat sink ideally for thermal transfer and for securing the location of each LED module.
- NEMA rated enclosure protects electrical equipment against external mechanical impacts.
- All external fasteners are stainless steel
- One piece die cast aluminum door with clip-style door frame is secured by locking M10 screws.

OPTICS
- LEDs mount to a metal printed circuit board assembly (MCPCB).
- Optical lenses are clear injection molded PMMA acrylic.
- Optional flat glass Cleartop on each LED module to completely control unwanted backlight.

INSTALLATION
- Fixtures must be grounded in accordance with national, state and/or local electrical codes. Failure to do so may result in serious personal injury.

ELECTRICAL
- Universal voltage, 120 through 277V with ±10% tolerance. Driven by Underwriters Laboratories listed.
- High voltage configurations, 347-480. Driver runs a 0-10V dimming interface for multi-level illumination options. Driven by Underwriters Laboratories listed.
- "Thermal Shield", secondary side, thermistor provides protection for the sustainable life of LED module and electronic components.
- Driven, with rated ambient temperature (Ta), power factor, less than 20% harmonic distortion, and free to allow full operation in -40°C to 40°C ambient environments.
- Tri-color (3000K, 4000K, 5000K) CCT selectable, 90CRI, 70CRI or 80CRI, field adjustable.
- 1% dimming driver, 0.5% dimming driver, 0.1% dimming driver, opt out dimming available.

CONTROLS

TPR
- Fully gasketed and wired 7 pin receptacle option. Easy access location above the electrical compartment. 7 pin construction allows for a quick-disconnect interface and provides a controlled definition of operational performance. ANSI twist-lock control module by others.

Standard customer specification includes:
- Traditional on/off photoelectric control.
- 5-pin wireless photoelectric control for isolated dimming feature.

RELATED PRODUCTS

Quick Stake Post Top | # Quick Lance Post Top | # Quick Lance Direct Mount

TPR OPTION

(Specifications continued on page 2)

KEY DATA	
Lumen Range	2696 - 16000
Wattage Range	25 - 150
Efficacy Range (LPW)	100 - 108
Projected Life (Hours)	L70>60,000
Weight	52 lbs - 145 lbs
EPA	0.372

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HUBBELL Lighting

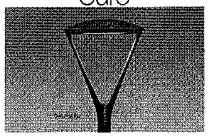
A LIGHT FIXTURE PRODUCT DATA: TYPE A - PAGE 1
ME

KIM LIGHTING

DATE: LOCATION:
TYPE: B PROJECT: ESCARPA
CATALOG #:

UR20
ARCHITECTURAL AREA/SITE

Ouro



FEATURES

- 20' slim in-grad top, pole and wall mount
- High performance optics up to 17,000 delivered lumens
- Elegant form factor
- Diffusion lens option
- Starlynk™ wireless control options
- UL/cUL Wet location listed, IP66 and 4X/5X rated

CONTROL TECHNOLOGY

SiteSync NX DISTRIBUTED INTELLIGENCE

SPECIFICATIONS

CONSTRUCTION
- Low copper aluminum alloy die casting is designed to comply with electrical grounding req.
- Molded silicone gasket throughout ensures the sealing between the two compartments and provides ingress protection.
- IP66 rated enclosure protects electrical equipment against external mechanical impacts.
- All external fasteners are stainless steel.
- Cover is secured to base frame by the latch and hinge.

OPTICS
- LEDs mount to a metal printed circuit board assembly (MCPCB).
- Optical lenses are clear injection molded PMMA acrylic.
- Optional Backlight Control on each LED module to completely control unwanted backlight.
- Optional flat glass mesh optical enclosure will not exceed BUG ratings of the standard white finish.

INSTALLATION
- Fixtures must be grounded in accordance with national, state and/or local electrical codes. Failure to do so may result in serious personal injury.

ELECTRICAL
- Universal voltage, 120 through 277V with ±10% tolerance. Driven by Underwriters Laboratories listed.
- High voltage configurations, 347-480. Driver runs a 0-10V dimming interface for multi-level illumination options. Driven by Underwriters Laboratories listed.
- "Thermal Shield", secondary side, thermistor provides protection for the sustainable life of LED module and electronic components.
- Drivers shall have greater than a 90 power factor, less than 20% harmonic distortion, and free to allow full operation in -40°C to 40°C ambient environments.
- Luminaire shall be capable of operating at 100% brightness in a 40°C environment. Both driver and electrical wiring have a thermal protection that will limit the luminaire when detection of temperatures in excess of 85°C.
- Surge protection: 10,000K in parallel, 20,000K in series
- Wiring: No. 18AWM rated 105°C, wet rating.

CONTROLS

TPR
- Fully gasketed and wired 7 pin receptacle option. Easy access location above the electrical compartment. 7 pin construction allows for a quick-disconnect interface and provides a controlled definition of operational performance. ANSI twist-lock control module by others.

Standard customer specification includes:
- Traditional on/off photoelectric control.
- 5-pin wireless photoelectric control for isolated dimming feature.
- 7-pin wireless photoelectric control for customer use.

3 pin receptacle placement

(Specifications continued on page 2)

KEY DATA	
Lumen Range	2696 - 16016
Wattage Range	25 - 150
Efficacy Range (LPW)	95 - 103
Projected Life (Hours)	L70>60,000
Weight	51 lbs - 15.8 kg
EPA	0.808

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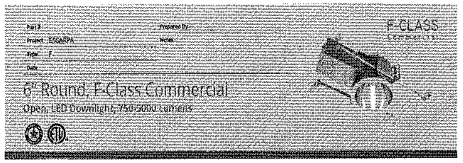
HUBBELL Lighting

B LIGHT FIXTURE PRODUCT DATA: TYPE B - PAGE 1
ES



Description

F-Class Commercial downlights are designed to provide precise architectural and environmental solutions. The open aperture gives superior performance in distribution and beam light control. Standard 0-10V 1% dimming driver, opt out dimming available.

Features & Construction

ELECTRICAL SYSTEM
- 750 - 9000 lumens
- 2700K - 5000K CCT
- 90 CRI (min.)
- R9 (Red) > 50
- Universal 120-277 volt standard (347-480 V optional)
- 0.1% dimming driver standard, opt out dimming available
- 1-10 - 277V
- Power factor 0.90 or better at 277V
- -30°C to 35°C Ambient Operating Temperature Range

OPTICS
- Precision optical lenses
- Reflector is available in Alzak® and Painted Finishes
- Designed to be free of glare, sparkle and hotspots
- Medium Distribution
- 45° Cutoff

FRAME & MOUNTING
- Adjustable mounting yoke with positive locking tilt feature
- Mounting yoke accommodates flange or bare trim (F-30° included)
- Knock-outs for through wiring
- UL-rated for 0% humidity rating

Listings
- ETL certified to UL 1598 and CSA 22.2 #250.0 requirements
- Tested according to LM-79 and LM-80 standards
- Suitable for damp locations. Wet location option (marine) coming
- Rigs Amateur Act

Warranty & Notes
- 5 year limited warranty on LED modules and driver
- www.vantagelite.com/warranty
- Photometric tests performed by an accredited NVLAP testing and EC accreditation #CTL4A-TM-2000 testing procedures
- Insulation can not be in direct contact with luminaire

Lumens

Delivered Lumens	Nominal Wattage	Average Efficacy	Current (mA)/Cost
750	7.9	95.0	95
1100	10.7	102.8	125
1500	14.1	106.4	165
2025	19.1	106.0	215
3000	29.5	101.7	350
4500	37.9	118.7	450
5250	44.9	116.9	525
6000	54.5	110.1	700
9000	82.0	109.8	1050

Ordering Information

EXAMPLE: VNDFC6R1.0735RX-F6DSD-SCC-WCR

Series	Voltage	Lumens	Kelvin (CCT)	Reflector	Reflector Finish	Options*
VNDFC6R	347 347V 480 480V DALI 120-277V Consult factory	07 750 11 1100 15 1500 20 2025 30 3000 45 4500 52 5250 60 6000 90 9000	27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K Consult factory	SD Semi-Specular SC Specular Consult factory	SW Specular White SC Specular Clear Consult factory	WCR EM Consult factory

Notes Below

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VANTAGELITE.COM

F LIGHT FIXTURE PRODUCT DATA: TYPE F
ATS

KIM LIGHTING

DATE: LOCATION:
TYPE: PROJECT:
CATALOG #:

UR20
ARCHITECTURAL AREA/SITE

ORDERING GUIDE

Example: UR20-24L-25-X83-14-UNV-AS7-BLT-TPR-BC-SWTR8

CATALOG #:

HOUSING

UR20

Model	LED Engine	CCT	Distribution	Finish	Voltage
UR20	No Lens or Clear Lens 24L 24 LEDs 3500 lm 36L 36 LEDs 5250 lm 48L 48 LEDs 7000 lm 64L 64 LEDs 9500 lm 96L 96 LEDs 14000 lm 128L 128 LEDs 18500 lm NDL - Non Diffusion Lens 28L 28 LEDs 3500 lm 42L 42 LEDs 5250 lm 56L 56 LEDs 7000 lm 76L 76 LEDs 9500 lm 112L 112 LEDs 14000 lm 148L 148 LEDs 18500 lm	AM Amber, 590nm peak λ 27K 2700K, 80 CRI 30K 3000K, 80 CRI 35K 3500K, 80 CRI 40K 4000K, 80 CRI 50K 5000K, 80 CRI Consult factory	No Lens or Clear Lens FR Type 1 Forward Throw 2 Type 2 3 Type 3 4 Type 4 5 Type 5 Wide 6W Type 6 Wide SQM Type 5 Square Medium SQW Type 5 Square Wide SR Type 5 Rectangular SW Type 6 Wide Scallop NDL - Non Diffusion Lens 3 Type 3 Non-Diffusion 5W Type 5 Non-Diffusion	L7 Right Wall Wash 70° L8 Left Wall Wash 70°	Black for no corrosion DBT Dark Bronze Matte GM Graphite Metallic MSV Medium Silver WH White Consult factory	347V 347V 480V 480V DALI 120-277V Consult factory

Mounting	Fixture Finish	Control Options	Options	Control Accessories
ASD Arm Side Mount AST Arm Side Mount Tenon AAE Arm Extension Adapter MAP Mounting Plate SVST Square Tenon Adapter to 2" Round Tenon VSF Round Tenon Adapter to 3" Round WB Wall Bracket	BL Black DB Dark Bronze DT Dark Tex LG Light Gray PS Platinum Silver TT Terrain WH White CC Custom Color *	7PR-TL 7-pin NEMA connector, twist-lock Type of PCR with twist-lock receptacle only. Two PCR sensors cannot be used. 7PR ASD-DT1 Astro DMX SDT, push-to-adjust ASD-DT2 Astro DMX SDT, push-to-adjust w/ 8 AM ASD-DT3 Astro DMX SDT, push-to-adjust 10PM ASD-DT4 * Astro DMX SDT, push-to-adjust 10PM NEMA Astro Control Socket SWF 424 Shorting cap. Sensor for use with SWF1-SWF2 NEMA locking connector SWF1-SWF NEMA Bridging wire. Sensor for up to 40 Wireless Enabled WSP-ADP-1 Shorting cap. Sensor for up to 40 W, 120/277V WSP-ADP-2 Shorting cap. Sensor for up to 40 W, 347/480V WSP-ADP-3 Shorting Cap. Sensor for up to 40 W, 480V WSPSHIELD Wireless PIR Sensor, SF WSPSHIELD Wireless PIR Occupancy Sensor, Shorting Cap Included, SF WSPMP Wireless PIR Occupancy Sensor, Shorting Cap Included, Programming Kit, SF WSPMP Wireless PIR Occupancy Sensor, Shorting Cap Included, Programming Kit	BC * Backcage Conduit SF Single Fuse DF Double Fuse TB Terminal Block CLR * Clear Lens TL Tamper-proof Torx	SWSPR Swadgers, NEMA PCR SWMSR Shielding Software for USB SWTAB Shielding Software Tablet SWDNG Shielding Wireless Bridge Node SWB-SHIELD Shielding Wireless Factory Wireless SCH-R Occ. Sensor for Round Pole, up to 30 MH, NEMA Mount SCH-S Occ. Sensor for Square Pole, up to 30 MH, NEMA Mount WSPPM Swadgers, NEMA PCR SWMSR Shielding Software for USB SWTAB Shielding Software Tablet SWDNG Shielding Wireless Bridge Node WSB-SHIELD Shielding Wireless Factory Wireless SCH-R Occ. Sensor for Round Pole, up to 30 MH, NEMA Mount SCH-S Occ. Sensor for Square Pole, up to 30 MH, NEMA Mount WSPPM-SPD Swadgers, NEMA PCR, 10kA SPD, Shielding Software for USB, Shielding Software Tablet, Bridge Node, Shielding Wireless Factory Wireless, Occ. Sensor for Round Pole, up to 30 MH, Occ. Sensor for Square Pole, up to 30 MH, NEMA Mount

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HUBBELL Lighting

A LIGHT FIXTURE PRODUCT DATA: TYPE A - PAGE 2
ME

KIM LIGHTING

DATE: LOCATION:
TYPE: B PROJECT: ESCARPA
CATALOG #:

UR20
ARCHITECTURAL AREA/SITE

ORDERING GUIDE

Example: UR20-24L-25-X83-14-UNV-AS7-BLT-TPR-BC-SWTR8

CATALOG #:

HOUSING

UR20

Model	LED Engine	CCT	Distribution	Finish	Voltage
UR20	No Lens or Clear Lens 24L 24 LEDs 3500 lm 36L 36 LEDs 5250 lm 48L 48 LEDs 7000 lm 64L 64 LEDs 9500 lm 96L 96 LEDs 14000 lm 128L 128 LEDs 18500 lm NDL - Non Diffusion Lens 28L 28 LEDs 3500 lm 42L 42 LEDs 5250 lm 56L 56 LEDs 7000 lm 76L 76 LEDs 9500 lm 112L 112 LEDs 14000 lm 148L 148 LEDs 18500 lm	AM Amber, 590nm peak λ 27K 2700K, 80 CRI 30K 3000K, 80 CRI 35K 3500K, 80 CRI 40K 4000K, 80 CRI 50K 5000K, 80 CRI Consult factory	No Lens or Clear Lens FR Type 1 Forward Throw 2 Type 2 3 Type 3 4 Type 4 6W Type 6 Wide SQM Type 5 Square Medium SQW Type 5 Square Wide SR Type 5 Rectangular SW Type 6 Wide Scallop NDL - Non Diffusion Lens 3 Type 3 Non-Diffusion 5W Type 5 Non-Diffusion	L7 Right Wall Wash 70° L8 Left Wall Wash 70°	Black for no corrosion DBT Dark Bronze Matte GM Graphite Metallic MSV Medium Silver WH White Consult factory	347V 347V 480V 480V DALI 120-277V Consult factory

Mounting	Fixture Finish	Control Options	Options	Control Accessories
ASD Flush mount 360° adjustable AAE Flush mount 45-90° adjustable PT23 Mounting for 2-7/8" O.D. tenon PT34 Mounting for 3-1/2" O.D. tenon	BL Black DB Dark Bronze GR Graphite PS Platinum Silver TT Terrain WH White CC Custom Color *	7PR-TL 7-pin PCR with twist-lock receptacle only 7PR-BC 7-pin PCR with backcage only 7PR 7-pin PCR, sensors cannot be used ASD-DT1 Astro DMX SDT, push-to-adjust ASD-DT2 * Astro DMX SDT, push-to-adjust w/ 8 AM ASD-DT3 * Astro DMX SDT, push-to-adjust 10PM ASD-DT4 * Astro DMX SDT, push-to-adjust 10PM SWF 424 Shorting Cap. Sensor for use with SWF1-SWF2 NEMA locking connector SWF1-SWF NEMA Bridging wire. Sensor for up to 40 W, 120/277V WSP-ADP-1 Shorting Cap. Sensor for up to 40 W, 120/277V WSP-ADP-2 Shorting Cap. Sensor for up to 40 W, 347/480V WSP-ADP-3 Shorting Cap. Sensor for up to 40 W, 480V WSPSHIELD Wireless PIR Sensor, SF WSPMP Wireless PIR Occupancy Sensor, Shorting Cap Included, Programming Kit, SF WSPMP Wireless PIR Occupancy Sensor, Shorting Cap Included, Programming Kit, SF NOTE: PIR Occupancy Sensors Shorting Cap Included, Programming Kit	BC * Backcage Conduit SF Single Fuse DF Double Fuse CLR * Clear Lens TL Tamper-proof Torx	SWSPR Swadgers, NEMA PCR SWMSR Shielding Software for USB SWTAB Shielding Software Tablet SWDNG Shielding Wireless Bridge Node WSB-SHIELD Shielding Wireless Factory Wireless SCH-R Occ. Sensor for Round Pole, up to 30 MH, NEMA Mount SCH-S Occ. Sensor for Square Pole, up to 30 MH, NEMA Mount WSPPM-SPD Swadgers, NEMA PCR, 10kA SPD, Shielding Software for USB, Shielding Software Tablet, Bridge Node, Shielding Wireless Factory Wireless, Occ. Sensor for Round Pole, up to 30 MH, Occ. Sensor for Square Pole, up to 30 MH, NEMA Mount

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HUBBELL Lighting

B LIGHT FIXTURE PRODUCT DATA: TYPE B - PAGE 2
ES

ESCARPA

Cypher™ - CY1 Accent Scale

TYPE G

FEATURES

- Integral Battery Backup Option
- 360° Light Distribution
- 90CRI+ Static White Luminous Front Option
- 45, 30, 15, & 10 & 0° Distributions
- Wall Grime, Spot, and Panel Distributions
- Multiple Fascia Options and Finishes
- UL1598 & marine
- IP65 Housing & Optical System
- 120-277V
- 3000K, 4000K & 5000K CCT
- 10kA Surge Protection
- Fascia Frames T, E, and F are ADA compliant for site or low mounting height applications (83 inches or less)
- ETL approved, downlight only, 3000K and warmer CCTs

ORDERING CODE

1	2	3	4	5	6	7	8	9	10	11	12

Series Output | CCT/CRI | Model | Main Distribution | Secondary Distribution | Voltage | Housing Finish | Fascia Finish | Luminous Front | Fascia Panel | Control Options | Options

SERIES OUTPUT (Base)

CY1-15	15w, 1500 nominal lumens
CY1-25	25w, 2500 nominal lumens

CCT-CRI

27K5	2700K, 80CRI
3K7	3000K, 70CRI
3K8	3000K, 80CRI
4K7	4000K, 70CRI
4K8	4000K, 80CRI
5K7	5000K, 70CRI

MODEL (Light Engine)

1	1500/2500 Lm, Down/Up/Side distributions must match
2	3000/5000 Lm, Down/Up/Side distributions must match
3	3000/5000 Lm, Down/Up/Side distributions must match
4	4500/7500 Lm, Down/Up/Side distributions must match
5	6000/10000 Lm, Down/Up/Side distributions must match
6	7500/12500 Lm, Down/Up/Side distributions must match

*For distributions available for 10015 and 20010 10012 models only. Not all combinations are recommended! See back-side sheets on page 2 for combinations.

VOLTAGE

UNV	120-277V

BASE HOUSING FINISH

BLS	Black Gloss Smooth
BLT	Black Matte Textured
DBS	Dark Bronze Gloss Smooth
DBT	Dark Bronze Matte Textured
GMT	Graphite Matte Textured
LGS	Light Gray Gloss Smooth
LGT	Light Gray Matte Textured
PLS	Platinum Silver Gloss Smooth
WHS	White Gloss Smooth
WHT	White Matte Textured
CC	Custom Color

*Consult factory for custom colors and customer finish

FASCIA FORM

F	Flat
R	Rectangular
T	Triangular/Wedge
E	Rounded Edge
C	Cavity Curved
CE	Cylinder Extended
CT	Cylinder Tall
CEM	Custom Building Material Mount Fascia Finish

Contact factory for custom distributions. See Distribution Matrix on page 2 for assistance.

SECONDARY DISTRIBUTION (Up, Sides)

1	IES Type 1
2	IES Type 2
3	IES Type 3
4	IES Type 4
5F	15° Spot Column
5WG	60° Wall Grazer
7P*	Pencil Beam
10	Type 1 Diffused
20	Type 2 Diffused
30	Type 3 Diffused
40	Type 4 Diffused

* For distributions available for 10015 and 20010 10012 models only. Not all combinations are recommended! See back-side sheets on page 2 for combinations.

MAIN DISTRIBUTION (Down)

1	IES Type 1
2	IES Type 2
3	IES Type 3
4	IES Type 4
5F	15° Spot Column
5WG	60° Wall Grazer
10	Type 1 Diffused
20	Type 2 Diffused
30	Type 3 Diffused
40	Type 4 Diffused

LUMINOUS FRONT

BLANK	Standard None
90LUM	90CRI Luminous Front
LUMW	Static White Luminous Front

90LUM and LUMW luminous fronts are only available with 4SM, flat, square and perforated fascia panels

FASCIA PANEL

FPFS	Full Panel Stainless Steel
FPS	Full Panel Stainless Steel
FPC	Full Panel Copper
OPP	Open Panel Painted
OPS	Open Panel Stainless Steel
OPC	Open Panel Copper
4PP	4-Square Panel Painted
4PS	4-Square Panel Stainless Steel
4PC	4-Square Panel Copper
PPP	Perforated Panel Painted
PPS	Perforated Panel Stainless Steel
PPC	Perforated Panel Copper

LSM and Fascia Fascia Lens only. Painted panels by default match base housing finish/color. Consult factory for custom panel finishes.
See Distribution Matrix on page 2 for assistance.

CONTROL OPTIONS

PCTO	Universal 5-Pin Photocell 120-277V

OPTIONS

EM	Battery Backup Unit -20°C
SF	Single Fuse (120, 277)
DF	Double Fuse (208, 240)
SCB	Surface Conduit Box

Battery Backup are available with Triangle and Rounded Edge Fascia Forms

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G LIGHT FIXTURE PRODUCT DATA: TYPE G
ATS

architectural area lighting

JOB
TYPE
NOTES

NOT FOR CONSTRUCTION

ecotroph
sustainable planning consulting

No.	Description	Date

ESCARPA
Apartment Homes at Santa Fe Place

DEVELOPMENT PLAN
SANTA FE, NEW MEXICO

SITE LIGHTING PRODUCT DATA

City of Santa Fe
Current Planning Division Case File No.

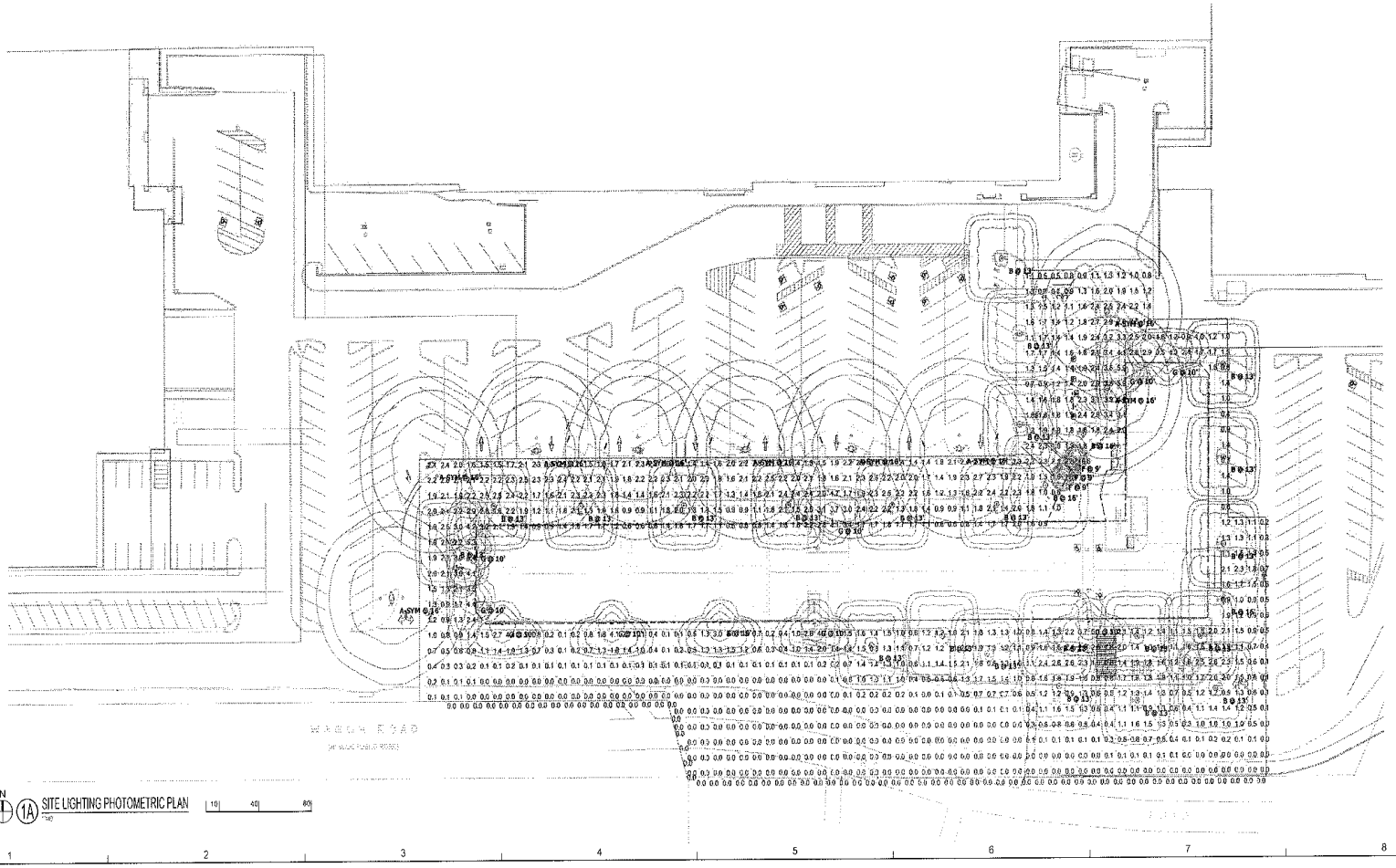
Project Number 2008
Date DECEMBER 2020

E-101

1/4/2021 11:04 AM PROJECT: 2008 - SANTA FE PLACE FILE: E-101 SITE LIGHTING PRODUCT DATA.DWG

Schedule								
Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Lamp Lumens per Lamp	Watts per Lamp
	B	28	Ruud Lighting	UBX0-24L-25-3K7-SQM-PT	UBX0	C-70-CRI	2930	25
	G	10	ARCHITECTURAL AREA LIGHTING	CYY-25-4K7-1-3-R	CYY	LED	2233	26.27
	F	3	Vantage Lighting	V6UFCRU-1125K	LED Open 6" Round	1100, 35K	1057	15.4
	A-SYM	9	Kim Lighting	UBX0-56L-75-4K7-SW-PT	UBX0	C-70-CRI	10253	75.13

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	1.2 fc	17.0 fc	0.0 fc	N/A	N/A
SOUTH PROPERTY LINE	+	0.0 fc	0.0 fc	0.0 fc	N/A	N/A



N

1A SITE LIGHTING PHOTOMETRIC PLAN

10 40 80

NOT FOR CONSTRUCTION

troph
architecture, planning, sustainable design, consulting

No.	Description	Date

ESCARPA
Apartment Homes at Santa Fe Place

DEVELOPMENT PLAN
SANTA FE, NEW MEXICO

SITE LIGHTING PHOTOMETRIC PLAN

City of Santa Fe
Council Planning Division Case File No. _____

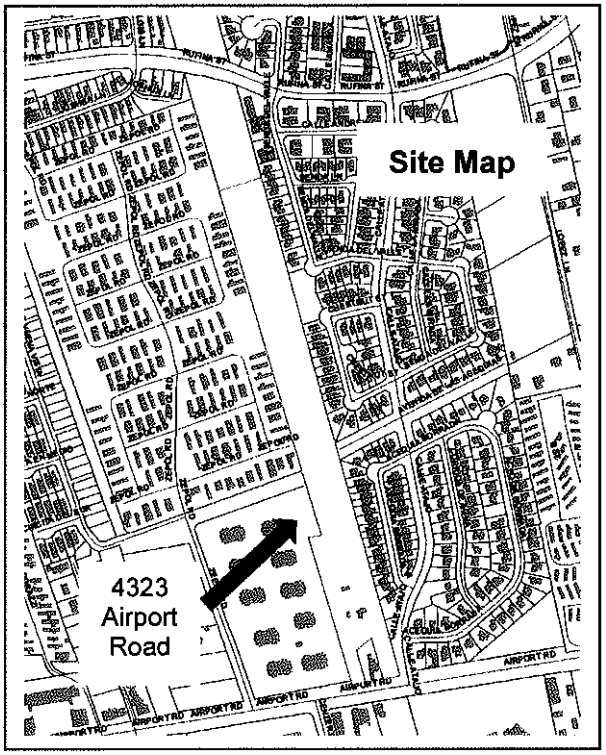
Project Number 2008
Date DECEMBER 2020

E-102

1/4/2021 11:06 AM PROJECT: 2008 - SANTA FE PLACE FILE: E-102 SITE LIGHTING PHOTOMETRIC PLAN.DWG

Land Use Department
Planning Commission Staff Report

Case No:	2020-2369
Hearing Date:	March 4, 2021
Applicant:	Liaison Planning Services, Inc.
Request:	Preliminary Subdivision
Location:	4323 and 4319 Airport Road
Case Mgr.:	Lee Logston
Zoning:	R-6 (Residential – six dwelling units per acre)
Overlay:	Airport Road Overlay
Pre-app Mtg:	November 14, 2019
ENN Mtg:	December 12, 2019
Proposal:	Preliminary Subdivision Plat Approval for 58 lots on approximately 10.3 acres



Case #2020-2369. 4323 and 4319 Airport Road Casa de Todos Preliminary Subdivision. Liaison Planning Services, Inc., Agent, for Casa de Todos, LLC, Owner, requests approval of a preliminary subdivision plat for 58 single-family residential lots located at 4323 and 4319 Airport Road. The properties are zoned R-6 (Residential- six dwelling units per acre) and total approximately 10.3 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

I. RECOMMENDATION:

The Commission should **APPROVE** the preliminary subdivision plat for Case #2020-2369, with the conditions of approval listed in this report.

Three motions will be required in this case:

- *Approve or deny the preliminary subdivision plat for Case #2020-2369, subject to the conditions of approval and technical corrections recommended by staff.*
- *Approve or deny the Applicant's request for a proposed innovative street design.*
- *Approve or deny the Findings of Fact and Conclusions of Law for Case #2020-2369 (Exhibit A(2))*

II. CONDITIONS OF APPROVAL

Staff recommends the following conditions of approval:

#	Condition of Approval	Dept. or Division	To be completed by:
1	The Developer shall place a 5' sidewalk with 5' buffer spaces on both sides of all proposed roadways. The Developer can eliminate the 5' buffer space on sides of the roadway where parking is proposed. This shall be shown on all subdivision plans.	Public Works/Traffic Engineering Division	Prior to Final Subdivision Submittal
2	The Developer shall provide a signing and striping plan. The design shall be reviewed and approved by the City's Public Works Department.	Public Works/Traffic Engineering Division, Wilson & Company	Prior to Final Subdivision Submittal
3	The Developer shall provide street lighting at the curve on Casa de Todos Lane, the curve on Lilac Lane, and the cul-de-sac of Lilac Lane. The design shall be reviewed and approved by the City's Public Works Department. This shall be shown on all subdivision plans.	Public Works/Traffic Engineering Division	Prior to Final Subdivision Submittal
4	Shall comply with Table D103.4 Requirements for Dead-End Fire Apparatus Access Roads. 26' pavement width requirement for roads +500-750'	Fire Department	Prior to Final Subdivision Submittal
5	An approved Water Plan from the Water Division will be required. Water Plan comments will be submitted to the design engineer.	Public Utilities/Water Division	Prior to Final Subdivision Submittal
6	Provide ADA accessible path of travel route with any pedestrian connection provided from Lilac Lane to Airport Road. This shall be shown on all subdivision plans	Land Use/MPO	Prior to Final Subdivision Submittal
7	If no ADA accessible path can be provided from the hammerhead at Lilac Lane, provide signage at closest intersection with accessible connection indicating "Accessible Route Ends Ahead" or "No Accessible Route" and provide detour at any temporary inaccessible routes).	Land Use/ADA Site Review	Prior to Final Subdivision
8	Install uninterrupted ADA accessible sidewalk connections to adjacent Aguafina Subdivision.	Land Use/ADA Site Review	Prior to Construction Permit Application

#	Condition of Approval	Dept. or Division	To be completed by:
9	Install uninterrupted ADA accessible sidewalk connections to existing curb ramps at Avenida de las Acequias and Calle Atajo.	Land Use/ADA Site Review	Prior to Construction Permit Application
10	On-street parking may be subject to the numerous provisions with Final Subdivision Plat review, including PROWAG and 2010 ADA Standards (See memo).	Land Use/ADA Site Review	Prior to Construction Permit Application
11	Ensure compliance with all on-site general ADA requirements (See ADA Site DRT form).	Land Use/ADA Site Review	Prior to Final Subdivision Submittal
12	Add Wastewater Review signature to plat.	Public Utilities/Wastewater Division	Prior to Final Subdivision Submittal
13	On sections of road that incorporate on-street parking and do not have planter strips, one tree will be planted in the front yard of each lot. Provide revised Landscape Plan at time of final subdivision plat submittal.	Land Use/Current Planning	Prior to Final Subdivision Submittal
14	Provide Street Trees on the east-west section of Lilac Lane from Zepol to where Lilac turn south. Provide revised Landscape Plan at time of final subdivision plat submittal.	Land Use/Current Planning & Land Use/Landscaping	Prior to Final Subdivision Submittal
15	The Applicant shall record, with the Office of the County Clerk, a restrictive covenant benefitting the Las Acequias Neighborhood Association that runs with the land and requires the construction of site-built homes.	Land Use/Current Planning	Prior to Final Subdivision Recordation
16	The Applicant shall build a wooden fence along the entire eastern boundary of the subdivision, per agreement with the Las Acequias Neighborhood Association.	Land Use/Current Planning	Prior to Construction Permit Application

Following standard practice, redline comments will be provided to the surveyor who shall make any necessary changes to comply with technical corrections, and submit the corrected plat in Mylar. The "technical corrections" that must be made to the plat prior to recordation are listed in Exhibit A(1).

Should the Commission approve the preliminary subdivision plat application, a final subdivision plat application shall be submitted for future approval by the Commission prior to recording of the plat and issuance of construction permits.

III. EXECUTIVE SUMMARY:

The proposed preliminary subdivision is for fifty-eight (58) residential lots on two tracts of land that are zoned R-6 (Residential- six dwelling units per acre) located at 4323 and 4319 Airport Road. Tract A-1 is approximately 5.92 acres and will have 33 lots. Tract A-2 is approximately 4.39 acres and will have 25 lots. The overall project comprises approximately 10.3 acres. The Applicant intends to develop the subdivision in two phases.

The proposed preliminary subdivision plat meets all development standards and approval criteria and does not create or increase any non-conformities with Chapter 14; therefore, staff recommends approval.

IV. BACKGROUND:

The Planning Commission recommended approval of a rezoning from R-1 to R-6 on July 11, 2019 (Case #2019-55), and the Governing Body approved the rezoning to R-6 on September 11, 2019. At the Planning Commission hearing for the rezoning, there was discussion about street width and concerns about on-street parking and emergency vehicle access. Staff and the Applicant Stated that they would address this at the preliminary subdivision stage. The Applicant's innovative street design incorporating on street parking is intended to address this concern. A lot split was recorded on December 11, 2020 as Book 871 Page 30.

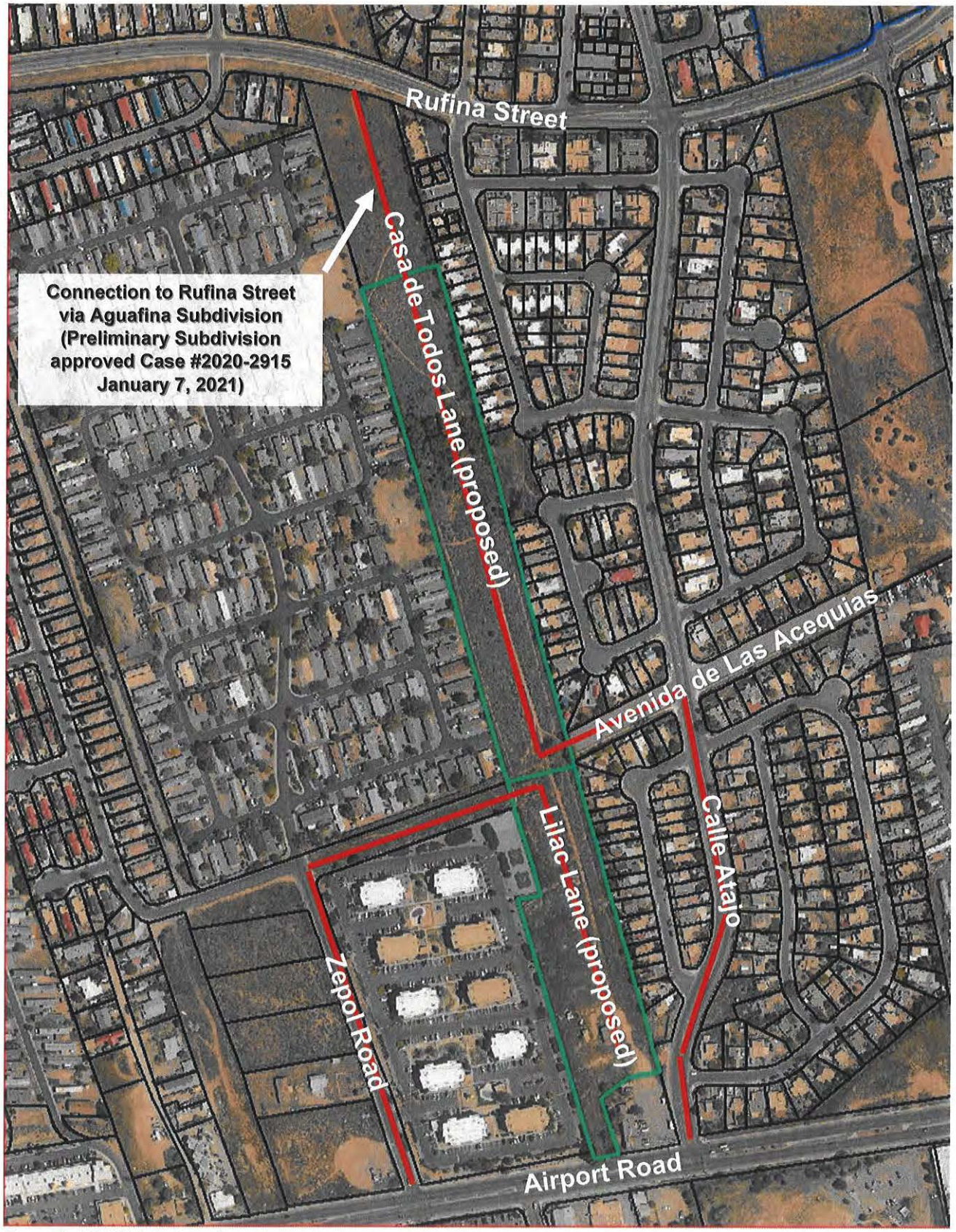
V. EXISTING CONDITIONS:

The 10.3-acre property is located on the north side of Airport Road between the Las Acequias subdivision and the Vista Alegre Apartments. It is behind a small commercial center, which was just subject to a lot line adjustment (Case #2018-97) to have its northern property boundary adjusted. The property is vacant with the exception of one single-family home and several sheds.

	Property Address	**Zoning**
North	Vacant – Future Aguafina Subdivision	R-6 (Residential – Six dwelling units per acre)
West	Vista Alegre Apartments & Sierra Vista Mobile Home Park	R-29 PUD (Residential – Twenty-nine dwelling units per acre Planned Unit Development), MHP (Residential – Mobile Home Park District)
South	Airport Road Industrial Center	I-1 (Light Industrial District)
East	Las Acequias Subdivision	R-7 PUD (Residential – Seven dwelling units per acre, Planned Unit Development)

VI. PROJECT ANALYSIS

The 10.3-acre property runs north from Airport Road almost all the way to Rufina Street. The two tracts will have a combined 58 lots (33 on Tract A-1 and 25 on Tract A-2). Tract A-1 is intended to connect as a through road to the proposed Aguafina subdivision, currently under review. Tract A-2 will connect to Zepol Road.

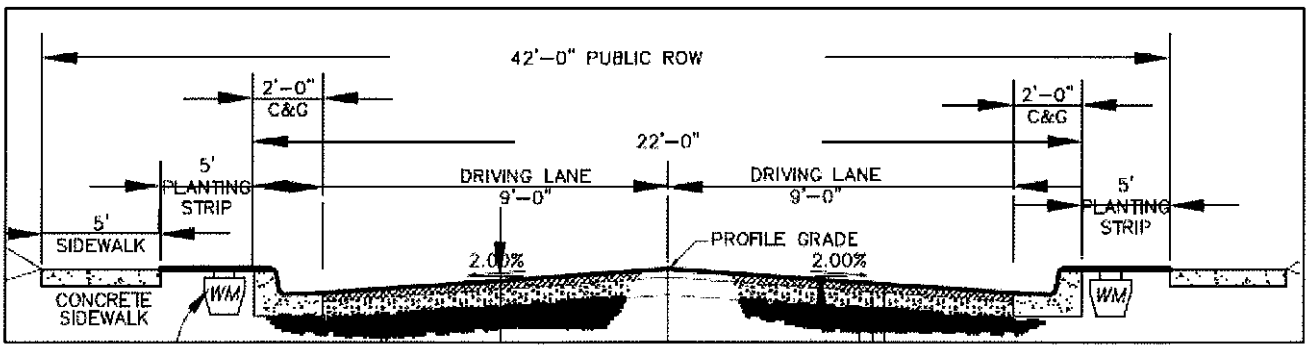


Parcels highlighted and road connections in red. Calle Atajo and Zepol are signalized at Airport Road.

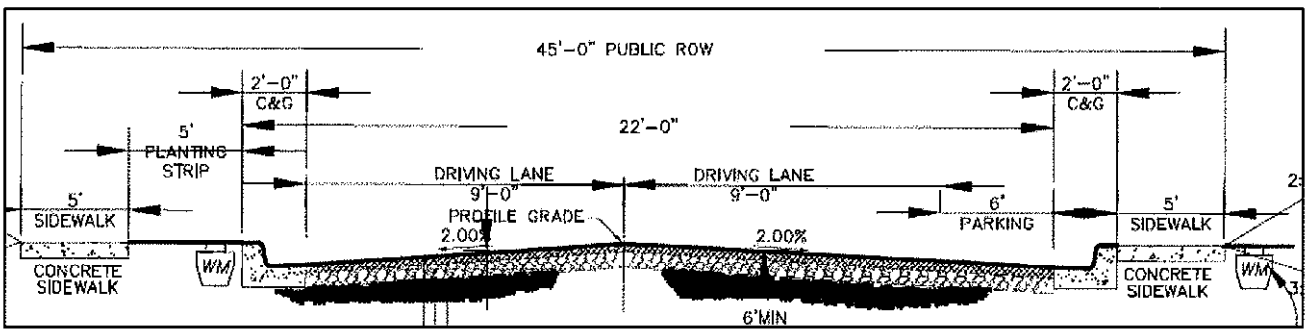
Access and Road Configuration

Both Tracts propose innovative street design, as defined in SFCC Subsection 14-9.2(B)(3): *To better achieve the intent of Section 14-9.2, the planning commission ... may consider and approve innovative street designs that are not included among the street types and street sections shown or described in this Section 14-9.2 that provide adequate pedestrian and bicycle facilities ... ."* The Applicant's request for these street designs in included in Exhibit E(3).

The northern portion, Tract A-1, is intended to connect to two public right of ways (ROWs). It would be accessed initially only via the Avenida de Las Acequias stub road on the east, a 68' public ROW. The new road, Casa de Todos Lane, would begin at the Avenida de Las Acequias stub as standard 42-foot public ROW. It will turn north at Tract A-1 and widen to a modified 45' public ROW to provide on-street parking spaces on the east side of the street. Using an approved innovative street design by the Traffic Engineer, the planter strip will be eliminated on the parking side of the street and the curb and gutter will directly abut the curb. Lack of street trees in these sections that will not have a planter strip will be offset by requiring a tree in each lot on that side of the street. This has been added as a condition of approval of the preliminary subdivision, and will be reflected on the final subdivision submittal.



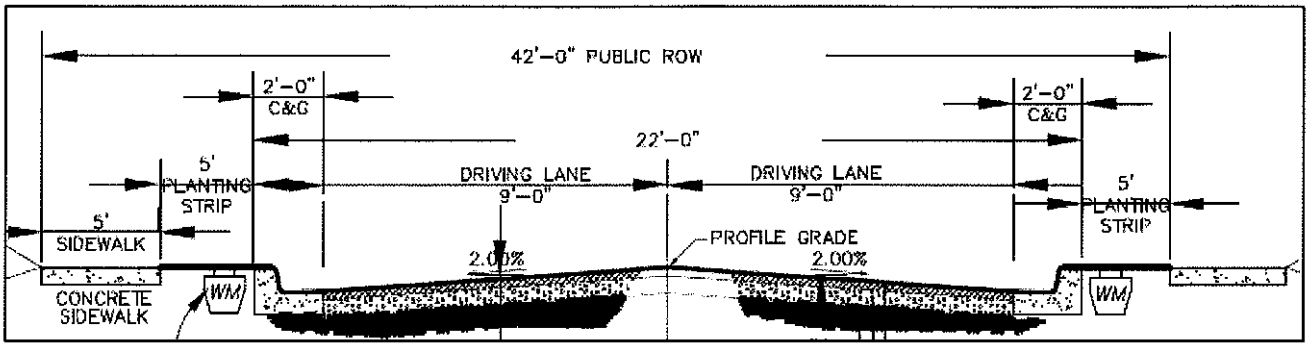
42' Standard ROW Casa de Todos Lane profile, Avenida de las Acequias Entrance



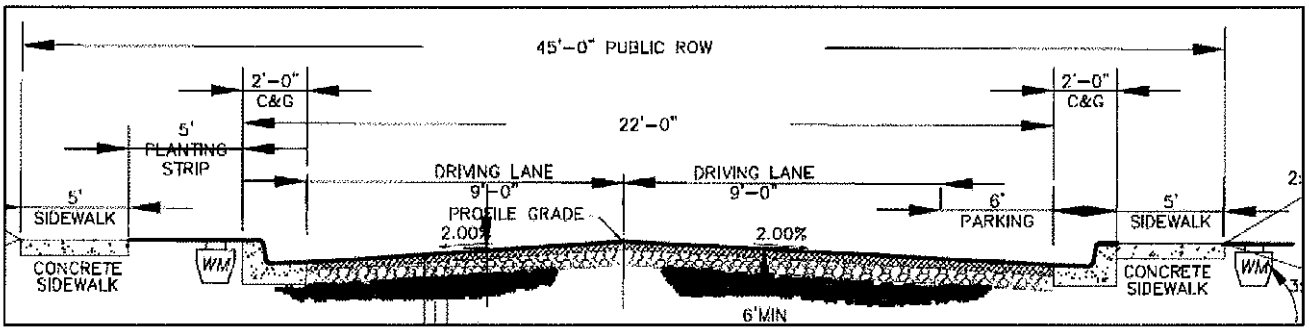
45' Modified ROW Casa de Todos Lane profile, after road turns north

Casas de Todos Lane will eventually connect to a corresponding section of road being built as part of the proposed Aguafina Subdivision, which will make a continuous connection from Rufina Street to Avenida de Las Acequias and Calle Atajo, both 68' public ROWs. Depending on the timing of the approval and construction of both subdivisions, a temporary fire turnaround may need to be constructed at the north end of Tract A-1. Likewise, until the connection to Rufina Street is made via the Aguafina subdivision, construction would need to end with 29 lots, as the full 33 lot buildout requires the second access to meet code per Table 14-9.2-1, Design Criteria for Street Types.

The southern portion, Tract A-2, has some frontage on Airport Road, but this frontage will serve only as a secondary emergency access. Access to Tract A-2 will be via Zepol Road and the existing, vacant, Avenida de Las Acequias Right of way (ROW). The new road, Lilac Lane, will travel east as a standard 42' public ROW. After turning south at Tract A-2, it will widen to a modified 45' ROW to provide on-street parking spaces on the west side of the street. Using an approved innovative street design per 14-9.2(B)(3), the planter strip will be eliminated on the parking side of the street and the curb and gutter will directly abut the curb. Lack of street trees will be offset by requiring a tree in each lot on that side of the street.



42' Standard ROW Lilac Lane profile, Zepol Road Entrance



45' Modified ROW Lilac Lane profile, after road turns south (Parking actually on opposite side)

For new traffic generated by the Casas de Todos subdivision, Airport Road is accessed at signalized intersections (Zepol Road or Calle Atajo). This avoids directing traffic through either of the adjacent Sierra Vista or Las Acequias Neighborhoods. Eventually, traffic from the upper portion of the development will have the option to go north directly to Rufina. The configuration of roads for both the proposed Aguafina and Casas de Todos subdivisions was approved by former City Traffic Engineer John Romero in August of 2019. This road design directly addresses connectivity goals of the Southwest Area Master Plan: *"Regarding future connections, attempt should be made to connect existing neighborhoods, through the extension of local streets or through pedestrian trails. Local street connections may be restricted in such a way ... as to merely connect one neighborhood to another, in an effort to discourage potential 'cut-through' traffic." (p. 13).*

Traffic

The Applicant completed a Traffic Impact Analysis (TIA) for the initial, 60-lot proposal in June 2019, and updated it in 2020 based on traffic engineering consultant comments. The TIA looked at numerous intersections in the vicinity. While vehicles will be added to the roadway network by this subdivision, the

Level of Service (LOS) at all intersections studied did not change. The TIA summary is included in Exhibit E(4).

Pedestrian Connectivity
Tract A-1 will provide continuous sidewalks on either side of the road, making it possible for a pedestrian to walk all the way from Rufina Street to Airport Road, via Casas de Todos Lane, Avenida de las Acequias, and Calle Atajo. A pedestrian connection between Casas de Todos Lane and Lilac lane will also make it possible for a pedestrian to walk out to Zepol Road and Airport.

Tract A-2 will have continuous sidewalks on both sides connecting to Zepol and Airport. Lilac Lane ends at an emergency turnaround at the southern part of Tract A-2. As of the time of this staff report, Staff is working with the Applicant to try to create a pedestrian path along the emergency access road between the turn around and Airport Road. It may or may not be possible to make this ADA accessible, and if it is not signs will be posted indicating that ADA access ends "here". This discussion is ongoing at the time of this staff report. Regardless, ADA access from Tract A-2 will be possible to Airport via Avenida de las Acequias or Zepol Road.

Grading and Drainage
The Tracts are primarily flat with a gentle slope to the northwest. Drainage improvements will follow existing drainage patterns. In order to handle the increased off-site runoff on Tract A-1, Hydro-CAD was used with the routing method to allow an In-Flow and Out-Flow of the pond to maximize the storage capacities. From this method the approximate designed pond size is 18,403 cubic feet. The computer-aided design was not necessary for Tract A-2 because there was no additional offsite runoff. Due to this, the rational method was used and found the estimated required volume is 8,430 cubic feet. The designed provided volume is 8,465 cubic feet, which is adequate capacity in the ponds to control runoff from the site.

Landscaping
The property is sparse with very little vegetation. In order to enhance and beautify the subdivision the Applicant will provide landscaping in accordance with Chapter 14 development standards. Street trees will be planted where there are planter strips, and the Applicant will be required to provide one tree per lot on road sections where there is no planter strip. Landscaping is provided in ponding areas as well as the pedestrian connection between Casa de Todos Lane and Lilac Lane, and at the southern terminus near Airport Road.

Fire, Water, Sewer, and Dry Utilities
Each lot will be serviced by electric and gas. The Applicant has met with PNM and Gas Company of NM to make certain that the proposed easement is in compliance with all requirements. In addition, all utilities will be placed underground and installed by a licensed contractor.

The subject property will be improved with City water and sewer service to each lot. Water and sewer are available in both Airport Road and Rufina Street. Sewer will be extended south from Rufina Street, running south along Casa De Todos Lane to service the lots on the northern part of the development. A trunk line located in Airport Road will serve the lots on the southern end of the subdivision. An 8" water line will be extended from Airport Rd. through Lilac Lane and Casa de Todos Lane to Rufina. The proposed lines have been engineered to meet City standards for installation and maintenance. Eight fire

hydrants will be placed within the subdivision.

Water Budget

Lots	Size	Requirement	Total
57	< 6,000 sf	0.15 acre-feet	8.55 af/yr
1	> 6,000 sf	0.17 acre-feet	0.17 af/yr
Landscaping			0.43 af/yr
Total			9.15 af/yr
(Minus 11 affordable)			-1.65 af/yr
Revised Total			7.50 af/yr
9.8% Contingency			+ 0.735 af/yr
Final Water Budget			**8.235 acre-feet/year**

Archaeological and Environmental Resources

The project is located within the Suburban Archaeological Review District. Per SFCC Subsection14-3.13(B)(3)(a), for properties over ten acres in size, an archaeological clearance permit will be required prior to approval of the final subdivision plat. The site will be assessed for Gunnison's prairie dogs and any colonies will be relocated prior to issuance of construction permits.

Impact on Schools

The Applicant notified the Santa Fe Public Schools (SFPS), per Ordinance #2008-32, of the proposed development. SFPS has reviewed the development and does not find any issues that would conflict with their planning processes.

Santa Fe HOMES Program

The Project will comply with current Santa Fe Homes Program ("SFHP") regulations per SFCC 26-1.8(A) by providing 11 affordable lots (20%) out of the total of 58. The signed SFHP proposal is included in Exhibit E(2).

Homeowners Association and Private Covenants

Per Subsection 14-9.5(A)(2), Articles of Incorporation, Bylaws, and Homeowners Association Restrictions and Covenants will be reviewed by City Staff and the City Attorney's Office. These will be approved by final subdivision. The Applicant has submitted Covenants that are written to protect the intended character of the subdivision. These covenants will limit the number of cars, disallow junk vehicles, create landscape requirements, designate parking areas, address trash and noise, and maintenance of ponds. The covenants will be referenced on the Final Subdivision Plat and recorded in the Santa Fe County Clerk's Office. The Applicant will specify that site-built homes will be built within the subdivision.

Airport Road Overlay District

Per SFCC Subsection14-5.5(C)(3)(a), the provisions of the Airport Road Overlay District do not apply to single-family residential uses.

Southwest Area Master Plan

The property lies within the Central Neighborhood Plan Area (CNPA) of the Southwest Area Master Plan (SWAMP). The CNPA is "generally bounded to the north and south by Agua Fria and Airport Roads, and

east and west by the Agua Fria (THC) and those residential subdivisions located along Morning Drive". Because the parcel was already surrounded by residential development, the SWAMP simply identified it as Residential Low Density (same as Las Acequias to the east), which would allow three to seven dwelling units per acre.

VII. PRELIMINARY SUBDIVISION PLAT

SFCC Section 14-3.7 governs the authority, procedures and restrictions for the division of land. Subsection 14-3.7(B)(3)(d) states that "The Planning Commission shall review the preliminary plat and other materials submitted for conformity to this article, consider the Land Use Director report and recommendations and require any changes deemed advisable and the kind and extent of improvements to be made by the subdivider."

The criteria for approval of a Preliminary Subdivision are detailed below:

Criterion 1: In all subdivisions, due regard shall be shown for all natural features such as vegetation, water courses, historical sites and *structures*, and similar community assets that, if preserved, will add attractiveness and value to the area or to Santa Fe.	**Criterion Met:** (Yes/No/conditional/N/A) **YES**
All lots will to adhere to land development regulations regarding on site ponding, landscaping, open space and lot coverage. The subdivision has been designed to provide each individual lot owner their own private open space, located outside of buildable areas. This will ensure each property owner has their own private area as desired by this housing type. Trees will be planted and maintained along the roadways and within the open space.	
Criterion 2: The planning commission shall give due regard to the opinions of public agencies and shall not approve the *plat* if it determines that in the best interest of the public health, safety or welfare the land is not suitable for *platting* and *development* purposes of the kind proposed. Land subject to *flooding* and land deemed to be topographically unsuited for building, or for other reasons uninhabitable, shall not be *platted* for *residential* occupancy, nor for other uses that may increase danger to health, safety or welfare or aggravate *erosion* or *flood* hazard. Such land shall be set aside within the *plat* for uses that will not be endangered by periodic or occasional inundation or produce unsatisfactory living conditions. See also Section 14-5.9 (Ecological Resource Protection Overlay District) and Section 14-8.3 (Flood Regulations).	**Criterion Met:** (Yes/No/conditional/N/A) **YES**
The property is not located within a flood zone, arroyo, or watercourse. The parcel was created for agricultural purposes, subdivided through warrantee deeds and handed down to family members. All proposed improvements meet requirements for utilities, buildable areas, open space, landscaping, setbacks and easements. Each lot has adequate buildable area and will not exceed 40% allowable lot coverage. Each individual lot will meet regulations for maintaining storm water on site. Homes will not be built within areas subject to runoff accumulation.	
Criterion 3: All *plats* shall comply with the standards of Chapter 14, Article 9 (Infrastructure Design, Improvements and Dedication Standards).	**Criterion Met:** (Yes/No/conditional/N/A) **YES**

The Development Review Team (DRT) has reviewed the Applicant's proposed subdivision design. The DRT includes the following City Divisions: Traffic, Technical Review, Water, Sewer, Environmental, Fire and Land Use. Review comments and conditions from the DRT provide necessary changes to the proposal to conform to the City Code in order to meet standards for health, safety or welfare. The subdivision plat complies with the standards of Chapter 14, Article 9. The Applicant has proposed a Traffic Engineering approved innovative street design. The Commission has the authority to approve such designs and will need to approve it for this case per SFCC Section 14-9(2)(B)(3).	
Criterion 4: A *plat* shall not be approved that creates nonconformity or increases the extent or degree of an existing nonconformity with the provisions of Chapter 14 unless a variance is approved concurrently with the *plat*.	**Criterion Met:** (Yes/No/conditional/N/A) **YES**
No existing nonconformities are increased, nor are any nonconformities created by the approval of this subdivision. The Applicant is not requesting any variances with this proposal.	
Criterion 5: A *plat* shall not be approved that creates a nonconformity or increases the extent or degree of an existing nonconformity with applicable provisions of other chapters of the Santa Fe City Code unless an exception is approved pursuant to the procedures provided in that chapter prior to approval of the *plat*.	**Criterion Met:** (Yes/No/conditional/N/A) **YES**
No existing nonconformities are increased, nor are any nonconformities created by the approval of this subdivision. The Applicant is not requesting any exceptions with this proposal.	

VIII. EARLY NEIGHBORHOOD NOTIFICATION

An Early Neighborhood Notification meeting was held on December 12, 2019 at the Southside Library. Approximately twenty-five neighbors were in attendance. Residents were mostly opposed to the proposal. Overall, concerns centered around traffic, drainage concerns, current use of the property by vagrants, and general concern over development on the Southside.

The most recent ENN meeting was held via Zoom on June 1, 2020. The purpose of this meeting was to discuss both Casas de Todos and Aguafina subdivisions, and to explain the rezonings and ordinance amendment that would be required for Aguafina. Las Acequias residents had several requests:

1) That the homes in Aguafina & Casa de Todos (to the extent possible) be architecturally compatible with existing Las Acequias homes.
2) That a block wall or fence be built on both sides of both projects for their entire length.
3) That Road Impact Fees from this project specifically be applied to improvements to the intersection of Rufina Street and Lopez Lane.

The Applicant has committed to building a fence along the entire eastern boundary of the subdivision. Staff is unable to directly influence the allocation of Impact Fees, but has raised the issue of concern at every available opportunity (mostly through hearings on the related Aguafina Subdivision) and encouraged residents to engage the Governing Body on the subject.

IX. EXPIRATION

Per SFCC Section14-3.19(B)(2) "Approval of a preliminary subdivision plat ... shall expire three years after final action approving it unless the final plat or development plan is approved." Should the Commission approve the preliminary subdivision plat and adopt the recommended Findings of Fact and Conclusions of Law at this hearing, the expiration date would be March 4, 2024.

X. ATTACHMENTS:

EXHIBIT A:

1. Technical Corrections
2. Draft Findings of Fact/Conclusions of Law Case #2020-2369

EXHIBIT B: Development Review Team Memoranda

1. Traffic Review
2. Fire Prevention Review
3. Terrain Management Review
4. Water Engineering Review
5. MPO Review
6. ADA Site Review
7. Landscape Review

EXHIBIT C: Maps and Photos

1. Future Land Use Map
2. Current Zoning Map
3. Aerial Photos
4. Street Views

EXHIBIT D: Early Neighborhood Notification

1. ENN Letter
2. ENN Packet
3. ENN Sign-in Sheets 12/12/2019
4. ENN Meeting Notes 6/1/2020

EXHIBIT E: Applicant Materials

1. Project Report
2. Santa Fe Homes Proposal
3. Innovative Streets Proposal
4. TIA Executive Summary
5. Preliminary Subdivision Plat

EXHIBIT F: Public Comments

APPROVED BY:

Title	Name	Initials
Planning and Land Use Director	Eli Isaacson, AICP	*ESI*
Land Use Planner Manager	Noah Berke, AICP	NLB
Land Use Department Case Manager	Lee Logston, AICP	*LL*

City of Santa Fe, New Mexico

Exhibit A

Draft Findings of Fact and Conclusions of Law
Case #2020-2369

City of Santa Fe
Planning Commission
Findings of Fact and Conclusions of Law

Case #2020-2369
4323 and 4319 Airport Road Casas de Todos Preliminary Subdivision Plat

Owner's/Applicant's Name- Casa de Todos, LLC
Agent's Name- Liaison Planning Services, Inc.

THIS MATTER came before the Planning Commission (Commission) for hearing on February 18, 2021 (Hearing) upon the application (Application) of Liaison Planning Services, Inc., as agent for Casas de Todos, LLC (Applicant).

The Application pertains to properties located at 4323 and 4319 Airport Road, totaling approximately 10.3 acres (Property). The Applicant requests approval of a preliminary subdivision plat for 58 residential lots (Project). The Properties are zoned R-6 (Residential-six dwelling units per acre).

Pursuant to SFCC Section 14-9.2(B)(3), the Applicant is proposing the use of an innovative street design that is not included among the street types shown in SFCC Section 14-9.2.

After conducting a public hearing and having heard from staff and all interested persons, the Commission hereby FINDS, as follows:

FINDINGS OF FACT

General

1. At the Hearing, the Commission received reports from staff, testimony and evidence from the Applicant, and testimony offered by any interested members of the public.
2. Santa Fe City Code (SFCC) Section 14-3.1 sets out certain procedures to be followed on the Application, including, without limitation, (a) a pre-application conference [SFCC Section 14-3.1(E)]; (b) an Early Neighborhood Notification (ENN) meeting [SFCC Section 14-3.1(F)(2)(a)(v)]; and (c) compliance with notice and public hearing requirements [SFCC Section 14-3.1(H)-(I)].
3. A pre-application conference was held on November 14, 2019 in accordance with SFCC Section 14-3.1(E).
4. The Applicant held the first ENN meeting for the Project on December 12, 2019.
5. Pursuant to SFCC Section 14-3.1(H)(1), notice of the first ENN meeting was properly given.
6. The first ENN meeting was attended by several representatives of the Applicant and members of City staff. Twenty-five members of the public attended. Residents expressed concerns about traffic, drainage concerns, current use of the property by vagrants, and general concern over development on the south side of the City.
7. The Applicant held a second virtual ENN meeting via Zoom for the Project and the related Aguafina project on June 1, 2020.

8. Pursuant to SFCC Section 14-3.1(H)(1), notice of the second ENN meeting was properly given.
9. The second ENN meeting was attended by several representatives of the Applicant and members of City staff. Twenty-two members of the public attended. Residents expressed concerns, including traffic impacts to neighborhoods surrounding the property, but were generally happy that the proposal would include stick-built homes. The Applicant and residents agreed to continue negotiating over a wall or fencing between the new development and existing homes, as there could be property line issues to be resolved.
10. City staff reviewed the Application and related materials and information submitted by the Applicant for conformity with applicable SFCC requirements and provided the Commission with a written report of its findings (Staff Report), which evaluates the factors relevant to the Application.
11. Staff recommended that the Commission should approve the preliminary subdivision plat, subject to certain conditions (the Conditions) and technical corrections set out in the Staff Report and exhibits.

Preliminary Subdivision Plat

12. Pursuant to SFCC Sections 14-2.3(C)(1) and 14-3.7(B)(3)(d), the Commission has the authority to review and approve or disapprove preliminary subdivision plats.
13. Pursuant to SFCC Section 14-9.2(B)(3), the Commission may consider and approve innovative street designs that are not included among the street types shown in SFCC Section 14-9.2.
14. SFCC Section 14-3.7(B) establishes certain procedures for preliminary subdivision plat approval including, without limitation, a public hearing by the Commission, review of the preliminary plat, and a decision based on the criteria set out in SFCC Section 14-3.7(C).
15. SFCC Section 14-3.7(B)(3)(b) requires the Applicant to submit a preliminary plat prepared by a professional land surveyor, together with improvement plans and other specified supplementary material that demonstrates conformance with the standards of SFCC Section 14-9 (Submittal Requirements).
16. SFCC Section 14-3.7(C) sets out approval criteria and requires the Commission to make complete findings of fact sufficient to show that these criteria have been met before approving a preliminary subdivision.
17. Pursuant to SFCC Section 14-3.7(C)(1), the Commission finds that due regard has been shown for all natural features, as there is minimal vegetation on the site, and there are no significant natural features or water courses. There is minimal vegetation on the site, and there are no historical sites.
18. Pursuant to SFCC Section 14-3.7(C)(2), the Commission finds that the land is suitable for platting and development purposes of the kind proposed, as there are no water courses or FEMA designated flood plains on or near this property.
19. Pursuant to SFCC Section 14-3.7(C)(3), the Commission finds that the plat complies with the infrastructure design, improvement, and dedication standards set forth in SFCC Section 14-9, except with regard to the proposed street design.
20. Pursuant to SFCC Section 14-3.7(C)(4)-(5), the Commission finds that no existing nonconformities are increased, nor are any nonconformities created by the approval of this subdivision. The Applicant is not requesting any variances with this proposal.

21. Pursuant to SFCC Section 14-9.2(B)(3), the Commission finds that the proposed innovative street design should be approved because it meets the intent of SFCC Section 14-9.2 and provides adequate pedestrian and bicycle facilities, as well as necessary transit facilities.

CONCLUSIONS OF LAW

Under the circumstances and given the evidence and testimony submitted during the hearing, the Commission CONCLUDES as follows:

General

1. Pursuant to SFCC Section 14-3.1, all procedures regarding the pre-application conference, ENN meeting, notice, and public hearing requirements have been followed.

Preliminary Subdivision

2. The Commission has the authority to review and approve the preliminary subdivision plat subject to conditions.
3. The Applicant met the applicable Submittal Requirements.
4. The preliminary subdivision plat should be approved, subject to the Conditions and technical corrections set forth in the Staff Report and exhibits, because all applicable code requirements and criteria for preliminary subdivision plat approval have been met.

WHEREFORE, IT IS ORDERED ON THE 18th DAY OF FEBRUARY 2021 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE:

Considering the foregoing findings and conclusions, the Commission approves the preliminary subdivision plat for the Project, subject to the Conditions and the technical corrections set forth in the Staff Report and exhibits. The preliminary subdivision plat shall expire three years after issuance of this final action unless an extension is granted or a final subdivision plat is approved pursuant to SFCC Section 14-3.19(C).

_____ _____
Brian Gutierrez — Date
Chair

FILED:

_____ _____
Kristine Bustos-Mihelcic — Date
City Clerk

APPROVED AS TO FORM:

Bobby Haerz

February 18, 2021

Sally A. Paez Date
Assistant City Attorney

City of Santa Fe, New Mexico

Exhibit B

Development Review Team

1. Traffic Review
2. Fire Prevention Review
3. Terrain Management Review
4. Water Engineering Review
5. MPO Review
6. ADA Site Review
7. Landscaping Review
8. Compiled Technical Corrections

City of Santa Fe, New Mexico

memo

DATE: July 27, 2020

TO: Lee Logston, Senior Planner

FROM: John J. Romero, Engineering Division Director JR

CASE: **4323 Airport Road Casa de Todos Preliminary Subdivision**

ISSUE:

Liaison Planning Services, Inc., Agent, for Rudy and Julie Rodriguez, Owners, requests approval of a preliminary subdivision plat for 58 single-family residential lots located at 4323 Airport Road. The property is zoned R-6 (Residential- six dwelling units per acre) and is approximately 10.3 acres.

TRAFFIC:

The developer prepared a Traffic Impact Analysis. Please refer to this analysis for the methodology used to assess traffic. The TIA demonstrates that the proposed subdivision will have a minimal traffic impact on the surrounding roadway network.

RECOMMENDED ACTION:

	Conditions of Approval:	Completed By
1	The Developer shall place a 5' sidewalk with 5' buffer spaces on both sides of all proposed roadways. The Developer can eliminate the 5' buffer space on sides of the roadway where parking is proposed.	Prior to Subsequent Submittal
2	The Developer shall provide a signing and striping plan. The design shall be reviewed and approved by the City's Public Works Department.	Prior to Subsequent Submittal
3	The Developer shall provide street lighting at the curve on Casa de Todos Lane, the curve on Lilac Lane, and the cul-de-sac of Lilac Lane. The design shall be reviewed and approved by the City's Public Works Department.	Prior to Subsequent Submittal

	Technical Corrections:	Must be Completed By
1	Sheet C-11: The Developer shall place 3" of Plant Mix Bituminous Pavement, Type SP-IV.	Prior to Subsequent Submittal
2	Sheet C-11: The Developer shall place Stationing for Typical Sections	Prior to Subsequent Submittal

Development Review Team

Comment Form

Date: 07/28/2020

Staff person: Geronimo Griego

Dept/Div: Fire Prevention

Case: Case #2020-2369. 4323 Airport Road Casa de Todos Preliminary Subdivision

Case Mgr: Lee Logston

Review by this division/department has determined that this application will meet applicable standards if the following are met:

Conditions of Approval:	Must be completed by:
1. Shall comply with table D103.4 Requirements for Dead-End Fire Apparatus Access Roads. (+500-750 need 26' road width)	Prior to Final Subdivision.

Technical Corrections*:	Must be completed by:
2. Fire apparatus access shall have an unobstructed width of not less than 20 feet exclusive of shoulders and an unobstructed vertical clearance of not less than 13 feet 6 inches (IFC 2009 Section 503.2.1) 3. Shall meet the 150 feet driveway requirements must be met as per IFC, or an emergency turn-around that meets the IFC requirements shall be provided. (Appendix D Table D103.4) 4. Fire Department shall have 150 feet distance to any portion of the building on any new construction. (IFC 2009 section 503.1.1). 5. 507.5 Fire hydrant systems: Fire hydrant systems shall comply with Sections 507.5.1 through 507.5.6. 507.5.1 Where required. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building. 6. Shall have water supply that meets fire flow requirements as per IFC (Appendix B). 7. Shall comply with Section D102.1 Access and Loading (75,000 lbs).	At the time of any new construction or remodel.

8. Shall meet the 150 feet driveway requirements must be met as per IFC, or an emergency turn-around that meets the IFC requirements shall be provided (Appendix D Table D103.4). 9. Shall comply with IFC 2009 Section D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade. 10. Shall comply with IFC 2009 Section D103.5 Fire apparatus access road gates. 11. Shall comply with IFC 2009, Appendix D, Aerial Fire Apparatus Access Roads. 12. Shall meet the IFC code requirements 2009 edition or the most current edition the governing body has adopted at the time of permitting.	

*Must made prior to recording and/or permit issuance

Development Review Team
Comment Form

Date: 1/6/21

Staff person: Dee Beingessner

Dept/Div: Land Use/Terrain Management

Case: **Case #2020-2369.** 4323 Airport Road Casa de Todos Preliminary

Case Mgr: Lee Logston

Review by this division/department has determined that this application will meet applicable standards if the following are met:

Conditions of Approval :	Must be completed by:

Technical Corrections*:	Must be completed by:
Clarify the note on the plat to state how much impervious surface is allowed on each lot before on-lot ponding is required. If lots have different amounts allowed, include a table	Prior to recordation
Drainage report must use a C value of 0.98 for impervious surfaces such as concrete, roofs, and asphalt to calculate pond volume required.	Prior to recordation
Covenants documents shall state that owners must maintain swales and ponding areas on each property when required for ponding/retention of storm water.	Prior to recordation
The Drainage Facilities Maintenance note in Section 8 of Article V can state that the inspections shall be conducted by a registered engineer or other qualified person as highlighted in the note attached below.	Prior to recordation
This Development shall comply with the most current requirements of the American with Disabilities Act (ADA). Place a note on the Plan to reflect this condition	Building Permit Process
Other comments will be provided on these plans at the time of the final subdivision and after hard copies of the plans can be reviewed for grading and drainage.	Building Permit Process
In accordance with Article 14-8.4(F)(2)(e), "storm water detention ponds and retention ponds shall be planted... with a minimum of one tree and three shrubs per 500 SF of required ponding area."	Building Permit Process

*Must made prior to recording and/or permit issuance

DRAINAGE FACILITIES MAINTENANCE NOTE

ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY ALL PROPERTY OWNERS.

INSPECTIONS SHALL BE CONDUCTED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO OR OTHER QUALIFIED PERSON. INSPECTIONS SHALL BE CONDUCTED ON THE DRAINAGE FACILITIES IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:

ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1-INCH OR GREATER. MAINTENANCE OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED AND DOCUMENTED BY THE ENGINEER AND THE OWNER. THE OWNER SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.

WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE ENGINEER'S RECOMMENDATIONS, AND SHALL INCLUDE, BUT IS NOT LIMITED TO THE FOLLOWING:

A. FLUSH ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND VEGETATION THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURE(S).

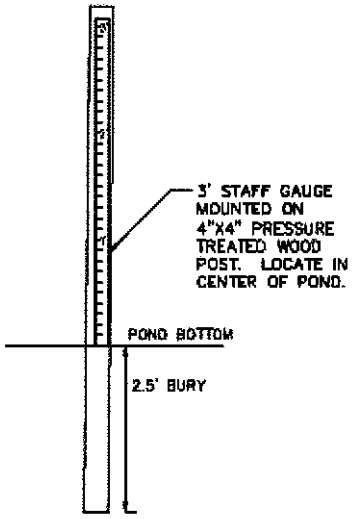
B. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH, AND IF NECESSARY, RESEED WITH NATIVE GRASSES AND INSTALL FILTER FABRIC AND 3 TO 4 INCH COBBLE AS DIRECTED BY THE ENGINEER.

C. INSPECT FOR SEDIMENTATION IN ALL SWALES, DITCHES, DRAINGE PONDS AND REMOVE AND STABILIZE AS NECESSARY.

D. INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS, CUT AND FILL SLOPES, AND REPAIR OR STABILIZE ACCORDINGLY.

E. INSPECT THE STRUCTURAL INTEGRITY OF DRAINAGE PONDS, SLOPES, RIP-RAP, GABIONS, DROP INLETS, CULVERTS, ENERGY DISSIPATORS, AND RETAINING WALLS, ROCK PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY.

Example for pond measurement post



POST & STAFF GAUGE
NTS

Development Review Team

Comment Form

Date: 01/06/2021

Staff person: Brian Snyder

Dept/Div: Public Utilities/Water

Case: **Case #2020-2369. 4323 Airport Road Casa de Todos Preliminary Subdivision**

Case Mgr: Lee Logston

Review by this division/department has determined that this application will meet applicable standards if the following are met:

Conditions of Approval:	Must be completed by:
1 An approved Water Plan from the Water Division will be required. Water Plan comments will be submitted to the design engineer.	Prior to final plat approval.
2	
3	
4	

Technical Corrections*:	Must be completed by:
1	
2	
3	
4	

*Must made prior to recording and/or permit issuance

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]

Explanation of Conditions or Corrections (if needed):

Development Review Team

Comment Form

Date: 1/11/21

Staff person: Leah Yngve

Dept/Div: Land Use/Metropolitan Planning Organization

Case: **Case #2020-2369. 4323 Airport Road Casa de Todos Preliminary Subdivision**

Case Mgr: Lee Logston

Review by this division/department has determined that this application will meet applicable standards if the following are met:

Conditions of Approval :	Must be completed by:
1 Ensure access to Airport Road via the Emergency Road is ADA accessible.	Prior to Signature Sheet Process

Technical Corrections*:	Must be completed by:
1	

*Must made prior to recording and/or permit issuance

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

Explanation of Conditions or Corrections (if needed):

The MPO previously expressed the benefits of connectivity between the subdivision and Airport Road for access to public transit and businesses along Airport. This connectivity is equally important for individuals requiring ADA facilities.

DEVELOPMENT REVIEW TEAM

COMMENT FORM

Date: 12/24/2020

Staff person: Jason M. Kluck

Dept/Div: Land Use – ADA Site Review

Case: **Case #2020-2369 Casa de Todos – Preliminary Subdivision Plat**

4323 Airport Road

Case Mgr: Lee Logston

Review by this division/department has determined that this application will meet applicable standards if the following are met:

Conditions of Approval:	Must be completed by:
1. Provide ADA accessible path of travel route with any pedestrian connection provided from Lilac Lane to Airport Road. 2. Provide uninterrupted ADA accessible sidewalk connections to adjacent Agua Fina Subdivision. 3. Provide uninterrupted ADA accessible sidewalk connections to existing curb ramps at Avenida de las Acequias and Calle Atajo. 4. On-street parking may be subject to the following provisions with Final Subdivision Plat review: Provision for ADA parking, signage and sidewalk access at striped and/or metered on-street parking spaces is recommended and may be required for public infrastructure. See State Proposed PROWAG On-Street parking scoping requirements for details. 2010 ADA Standards - 208.2.3 Residential Facilities. Parking spaces provided to serve residential facilities shall comply with 208.2.3. 208.2.3.3 Parking for Guests, Employees, and Other Non-Residents. Where parking spaces are provided for persons other than residents, parking shall be provided in accordance with Table 208.2.	Prior to Recordation

Technical Corrections*:	Must be completed by:
1. Dead end sidewalks within the subdivision shown with no provision for continuous accessible route (Lilac Lane Hammerhead). (Provide signage at closest intersection with accessible connection indicating "Accessible Route Ends Ahead" or "No Accessible Route" and provide detour at any temporary inaccessible routes.) PROW connections, temporary cul-de-sacs, hammer heads, temporary and permanent dead ends and paved roads leading to construction and emergency access roads shall be surrounded by continuous sidewalk, or another accessible connection method shall be provided to ensure continuity of interim and final accessible routes. 2. Provide curb ramps at Zepol Road and Lilac Lane. No identifiable curb ramp types indicated on off-site roadway connection plan and insufficient details, such as detectable warning strip locations. 3. Provide for continuity of ADA accessible path of travel route by providing accessible street crossing locations compliant with NMDOT Standard Serial 608 (with street markings if not at an intersection) at the following locations (or at other locations as approved by the Traffic Engineering Division to ensure equivalent accessible connectivity that would otherwise be provided by these): North end of the North Tract (May be temporary due to the creating of a mid-block crossing once future subdivision connecting to Rufina Street is completed.) Western subdivision boundary where it intersects with Lilac Lane, to provide continuity of accessible route to diagonal sidewalk connecting Lilac lane and Casa de Todos Lane. Eastern subdivision boundary where it intersects with Avenida de las Acequias, to provide continuity of accessible route to diagonal sidewalk connecting Lilac lane and Casa de Todos Lane. Intersection of Lilac Lane and Zepol Road. Lilac Lane Hammer head where current plans show sidewalks dead-ending. 4. Provide fine grading notation at sidewalks and other accessible features, and spot elevations at curb ramps, gutters, etc. indicating accessible slopes. 5. Provide Design Professional Seal and signature with date signed on all drawing sheets.	Prior to construction permit application

*Must made prior to recording and/or permit issuance

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

On-Site General ADA Site Compliance Requirements as applicable:

Accessible path(s) of travel route shall be provided from the Public Right-of-Way and accessible parking aisle(s) to accessible building entrance(s) and shall comply with Section 302, floor surface, 303.4 Ramps, 401 Accessible routes, 403 Walking surfaces, 405 ramps. Ensure accessible route(s) from the Public Right-of-Way and accessible parking space aisle(s) to building entrance(s) are provided and maintained. Provide detectable warning surfaces at curb ramps and transitions to driveway crossings along the accessible paths of travel as applicable.

IBC 1104.1 Site arrival points: At least one (firm, stable, slip resistant) accessible route within the site shall be provided from: public transportation stops, accessible parking, accessible passenger loading zones, and public streets or sidewalks to the accessible building entrance served.

Accessibility feature design within the Site shall comply with NMDOT Pedestrian Access Route Details (Serial 608) or demonstrate compliance with applicable ADA regulations by other means as provided in the permitted Construction Documents.

All walk surfaces along the accessible path of travel shall be firm, stable and slip resistant and shall comply with Section 302, floor surface, 303.4 Ramps, 401 Accessible routes, 403 Walking surfaces, 405 ramps. At curb ramp landings and other transitions leading directly into the vehicular way along the accessible path of travel route(s), provide detectable warning surfaces immediately prior to entry into the vehicular way, road/drive crossings and cross walks.
All walk surfaces along the accessible path of travel shall not exceed 1:20 (5%) running slopes without handrail(s) in accordance with current ANSI 117.1 standards 505 & 2015 IBC 1014. Cross slopes shall not exceed 2% staff recommends 1% to 1.5% as a target cross slope. Walkways shall provide 5' diameter turning space every 200 linear feet of run. It is preferred to have marked crossings where the accessible route crosses vehicular traffic lanes.

Edge protection/guard rails/handrails shall be provided at steps, sidewalks and walkways with greater than 30" vertical change in grade adjacent to the path of travel. IBC 1015.2 - Where Required, Guards shall be located along open-sided walking surfaces, including mezzanines, equipment platforms, aisles, stairs, ramps and landings that are located more than 30 inches (762 mm) measured vertically to the floor or grade below at any point within 36 inches (914 mm) horizontally to the edge of the open side. Guards shall be adequate in strength and attachment in accordance with Section 1607.8.

Vertical clearance: Provide and maintain 80" of vertical clearance for the full width of all sidewalks/pedestrian routes. Rails or other barriers shall be provided where the vertical clearance is less than 80". The leading edge of such rails or barrier shall be located 27" max. above the floor. (307.4)

Provide and maintain 98" vertical clearance at van parking spaces and access aisles, and accessible routes. (502.6) At Passenger Loading Zones, provide and maintain 114" min. vertical clearance at the exterior vehicular route and access aisles serving the vehicle pull-up space. (503.5)

Ramps within the site shall have 1:12 (8.33%) running slope and 1:48 (2%) cross slope max. With a max.

rise of 30" and with 5' clear length landings where straight. Changes in direction shall comply with 304.3. Landing typical slope is 1.5% and shall not exceed 2% running and cross slope.

Curb Ramps shall have the required 5' clear length landing and turning space. Changes in direction shall comply with 304.3. Curb Ramps within the site shall have a target running slope of 7% or less typical and 1:12 (8.33%) maximum. Curb Ramp landing target slope is 1.5% and shall not exceed 2% running and cross slope maximum in any direction.

ADA parking signage shall comply with the New Mexico Accessible Parking Checklist, latest publication. Accessible Signage Detail - Signage with required language per the NM Accessible Parking Checklist is required at ALL ADA Parking spaces. Parking signage height shall be 84" above the floor of the parking space, measured to the bottom of the R7-8 sign in the Public right-of-way, accessible path of travel, pedestrian way or path of the means of egress. Locate Van Accessible Parking signs immediately below the reserved parking sign at wall mounted or other locations not in the pedestrian way. At Van Accessible signs located in the pedestrian way, the R7-8A Van Accessible sign shall be mounted at 84" to bottom of the sign. Wall mounted signs and signs not mounted in the public way shall be 60" (84" is preferred) minimum above the floor of the parking space, measured to the bottom of the sign.

Per the 2015 NM Accessible Parking Checklist, Section 9 (NMBC-1111 Section 1.4 through 1.4.3) the ADA parking space access aisle shall be clearly marked by diagonal pavement striping. "NO PARKING" lettering shall be stenciled in 1 foot high min. and 2 inches wide min. strokes, and located at the drive end of the striped access aisle. The International Symbol of Accessibility (ISA) shall be stenciled at all parking spaces, centered on the space and aligned with the drive end of the parking space striping. All pavement striping and markings shall be stenciled with pavement paint; blue on concrete paving or white on asphalt paving.

Accessible parking spaces and access aisles shall not exceed 2% slope in any direction. 1%-1.5% is the preferred target slope.

Ensure ADA Accessible parking spaces are located in close physical proximity to any adjacent Accessible housing units and other accessible entrances (60% of all entrances shall be accessible), with the shortest path of travel available from the parking area to the unit(s) and accessible entrances. Ensure accessible routes from Accessible parking space aisle(s) to building entrance are provided/maintained.

Wheel stops are encouraged at all ADA accessible parking spaces to help ensure required clearance along the accessible path of travel is maintained.
New bicycle racks shall comply with Santa Fe Chapter 14 Appendix Exhibit D for bicycle rack standards and dimensions.

At time of construction, the Contractor shall ensure ADA compliance for construction of ADA accessible features and appurtenances, as detailed in, and in addition to, the approved construction permit documents as required. Improvements shall comply with ICC ANSI A117.1-2009 Chapters 1-5 and Chapter 7, 2015 New Mexico Accessible Parking Checklist, MUTCD, NMDOT Pedestrian Access Standards and PROWAG, NM State Statute and Administrative Code and DOJ regulations as applicable.

Off-Site PROW ADA Site Compliance Requirements as applicable:

Accessibility feature design within the Public Right-of-Way shall comply with NMDOT Pedestrian Access Route Details (Serial 608).

Driveway and intersection crossings shall not exceed 2% cross slope, shall have a level maneuvering space, shall have 1/4" max. vertical deflections, and 10% max. flare slope.

Curb Ramps shall have the required 5' clear length landing and turning space. Changes in direction shall comply with 304.3. Curb Ramps within the site shall have a target running slope of 7% or less typical and 1:12 (8.33%) maximum. Curb Ramp landing target slope is 1.5% and shall not exceed 2% running and cross slope maximum in any direction.

All walk surface along the accessible path of travel shall be firm, stable and slip resistant and shall comply with Section 302, floor surface, 303.4 Ramps, 401 Accessible routes, 403 Walking surfaces, 405 ramps. At curb ramp landings and other transitions leading directly into the vehicular way along the accessible path of travel route(s), provide detectable warning surfaces immediately prior to entry into the vehicular way, road/drive crossings and cross walks.

All walk surfaces along the accessible path of travel shall be firm, stable and slip resistant. Sidewalks and Walkways along the accessible path of travel shall not exceed 1:20 (5%) running slopes without handrail(s) in accordance with current ANSI 117.1 standards 505 & 2015 IBC 1014. Cross slopes shall not exceed 2% staff recommends 1% to 1.5% as a target cross slope. Walkways shall provide 5' diameter turning space every 200 linear feet of run. It is preferred to have marked crossings where the accessible route crosses vehicular traffic lanes.

Edge protection/guard rails/handrails shall be provided at steps, sidewalks and walkways with greater than 30" vertical change in grade adjacent to the path of travel. IBC 1015.2 - Where Required, Guards shall be located along open-sided walking surfaces, including mezzanines, equipment platforms, aisles, stairs, ramps and landings that are located more than 30 inches (762 mm) measured vertically to the floor or grade below at any point within 36 inches (914 mm) horizontally to the edge of the open side. Guards shall be adequate in strength and attachment in accordance with Section 1607.8.

At time of construction, the Contractor shall ensure ADA compliance for construction of ADA accessible features and appurtenances, as detailed in, and in addition to, the approved construction permit documents as required. Improvements shall comply with ICC ANSI A117.1-2009 Chapters 1-5 and Chapter 7, 2015 New Mexico Accessible Parking Checklist, MUTCD, NMDOT Pedestrian Access Standards and PROWAG, NM State Statute and Administrative Code and DOJ regulations as applicable.

Development Review Team

Comment Form

Date: 12/29/2020

Staff person: Lawrence Rivera

Dept. /Div.: Land Use/Terrain Management – Landscape/Irrigation Review

Case: Case #2020-2369, 4323 Airport Road Casa de Todos Preliminary Subdivision

Case Mgr.: Lee Logston, AICP

Review by this division/department **of the 12/16/2020 plan set** has determined that this application will meet applicable standards if the following are met:

Conditions of Approval:	Must be completed by:

Technical Corrections*:	Must be completed by:
	Prior to permit review
1. Drive pads need to be determined prior to street tree placement.	
2. Provide street trees, irrigation, and gravel mulch over weed fabric in the ROW at Lilac Lane running east from Zepol Road.	
3. Malus x 'Spring Snow' is a small round crabapple that is proposed for a narrow residential street. City Fire Department has concerns with large trees on narrow city streets. City Staff requests the use of a crabapple that has a columnar shape. Posable columnar candidates are: 'Red Jewel', 'Velvet Cole' (Velvet Pillar), and 'Adirondack'. Please consider alternating ten red flowering and ten white flowering trees and alternate colors on the opposite side of the street.	
4. Provide a professional landscape irrigation design with details of backflow preventer in a Hotbox, Master Valve, controller, electric drip valve, valve box assembly, end flush cap, and emitter placement. Following COSF code in 14-8.4 (E) (4) and Landscape Irrigation Design Standards City of Santa Fe, New Mexico.	
5. COSF Code 3.19.1 requires landscape irrigation plans for large projects not to exceed 20 scale, 1 inch equals 20 feet.	
6. Where systems have master valve assemblies, provide an isolation valve in the valve manifold upstream of the master valve , the recommendation is a ball valve.	

7. Include in all valve manifolds schedule 80 PVC unions downstream of each control valve for easy removal and repair, per COSF Irrigation Design Standards.	
8. A water level measuring device with zero set at finish grade located at the center of each pond is required.	
9. A security fence around ponds three feet and deeper with a maintenance gate is required.	
10. Provide a significant tree plan and count.	
11. Provide an outdoor lighting plan per 14-8.9	

*Must made prior to recording and/or permit issuance

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]

Explanation of Conditions or Corrections (if needed):

EXHIBIT A
Technical Corrections
Case #2020-2369
4323 and 4319 Airport Road Casa de Todos Preliminary Subdivision

TECHNICAL CORRECTIONS	Department	Staff
1. Sheet C-11: The Developer shall place 3" of Plant Mix Bituminous Pavement, Type SP-IV. 2. Sheet C-11: The Developer shall place Stationing for Typical Sections	Traffic Engineering	John Romero
1. Fire apparatus access shall have an unobstructed width of not less than 20 feet exclusive of shoulders and an unobstructed vertical clearance of not less than 13 feet 6 inches (IFC 2009 Section 503.2.1) 2. Shall meet the 150 feet driveway requirements must be met as per IFC, or an emergency turn-around that meets the IFC requirements shall be provided. (Appendix D Table D103.4) 3. Fire Department shall have 150 feet distance to any portion of the building on any new construction. (IFC 2009 section 503.1.1). 4. 507.5 Fire hydrant systems: Fire hydrant systems shall comply with Sections 507.5.1 through 507.5.6. 507.5.1 Where required. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building. 5. Shall have water supply that meets fire flow requirements as per IFC (Appendix B). 6. Shall comply with Section D102.1 Access and Loading (75,000 lbs). 7. Shall meet the 150 feet driveway requirements must be met as per IFC, or an emergency turn-around that meets the IFC requirements shall be provided (Appendix D Table D103.4). 8. Shall comply with IFC 2009 Section D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade. 9. Shall comply with IFC 2009 Section D103.5 Fire apparatus access road gates. 10. Shall comply with IFC 2009, Appendix D, Aerial Fire Apparatus Access Roads. 11. Shall meet the IFC code requirements 2009 edition or the most current edition the governing body has adopted at the time of permitting.	Fire Department	Geronimo Griego
1. Clarify the note on the plat to state how much impervious surface is allowed on each lot before on-lot ponding is required. If lots have different amounts allowed, include a table. 2. Drainage report must use a C value of 0.98 for impervious surfaces such as concrete, roofs, and asphalt to calculate pond volume required. 3. Covenants documents shall state that owners must maintain swales and ponding areas on each property when required for ponding/retention of storm water.	Land Use/Terrain Management	Dee Beingessner

EXHIBIT A
Technical Corrections
Case #2020-2369
4323 and 4319 Airport Road Casa de Todos Preliminary Subdivision

4. The Drainage Facilities Maintenance note in Section 8 of Article V can state that the inspections shall be conducted by a registered engineer or other qualified person as highlighted in the note attached below. 5. This Development shall comply with the most current requirements of the American with Disabilities Act (ADA). Place a note on the Plan to reflect this condition. 6. Other comments will be provided on these plans at the time of the final subdivision and after hard copies of the plans can be reviewed for grading and drainage. 7. In accordance with Article 14-8.4(F)(2)(e), "storm water detention ponds and retention ponds shall be planted… with a minimum of one tree and three shrubs per 500 SF of required ponding area."		
1. Drive pads need to be determined prior to street tree placement. 2. Provide street trees, irrigation, and gravel mulch over weed fabric in the ROW at Lilac Lane running east from Zepol Road. 3. Malus x 'Spring Snow' is a small round crabapple that is proposed for a narrow residential street. City Fire Department has concerns with large trees on narrow city streets. City Staff requests the use of a crabapple that has a columnar shape. Posable columnar candidates are: 'Red Jewel', 'Velvet Cole' (Velvet Pillar), and 'Adirondack'. Please consider alternating ten red flowering and ten white flowering trees and alternate colors on the opposite side of the street. 4. Provide a professional landscape irrigation design with details of backflow preventer in a Hotbox, Master Valve, controller, electric drip valve, valve box assembly, end flush cap, and emitter placement. Following COSF code in 14-8.4 (E) (4) and Landscape Irrigation Design Standards City of Santa Fe, New Mexico. 5. COSF Code 3.19.1 requires landscape irrigation plans for large projects not to exceed 20 scale, 1 inch equals 20 feet. 6. Where systems have master valve assemblies, provide an isolation valve in the valve manifold upstream of the master valve, the recommendation is a ball valve. 7. Include in all valve manifolds schedule 80 PVC unions downstream of each control valve for easy removal and repair, per COSF Irrigation Design Standards. 8. A water level measuring device with zero set at finish grade located at the center of each pond is required. 9. A security fence around ponds three feet and deeper with a maintenance gate is required. 10. Provide a significant tree plan and count. 11. Provide an outdoor lighting plan per 14-8.9.	Land Use/Landscape/Irrigation Review	Lawrence Rivera
1. On-street parking may be subject to the following provisions with Final Subdivision Plat review:	Land Use/ADA Site Compliance	Jason Kluck

a) Provision for ADA parking, signage and sidewalk access at striped and/or metered on-street parking spaces is recommended and may be required for public infrastructure. See State Proposed PROWAG On-Street parking scoping requirements for details. b) 2010 ADA Standards - 208.2.3 Residential Facilities. Parking spaces provided to serve residential facilities shall comply with 208.2.3. 208.2.3.3 Parking for Guests, Employees, and Other Non-Residents. Where parking spaces are provided for persons other than residents, parking shall be provided in accordance with Table 208.2. 2. Dead end sidewalks within the subdivision shown with no provision for continuous accessible route (Lilac Lane Hammerhead). (Provide signage at closest intersection with accessible connection indicating "Accessible Route Ends Ahead" or "No Accessible Route" and provide detour at any temporary inaccessible routes). PROW connections, temporary cul-de-sacs, hammer heads, temporary and permanent dead ends and paved roads leading to construction and emergency access roads shall be surrounded by continuous sidewalk, or another accessible connection method shall be provided to ensure continuity of interim and final accessible routes. 3. Provide curb ramps at Zepol Road and Lilac Lane. No identifiable curb ramp types indicated on off-site roadway connection plan and insufficient details, such as detectable warning strip locations. 4. Provide for continuity of ADA accessible path of travel route by providing accessible street crossing locations compliant with NMDOT Standard Serial 608 (with street markings if not at an intersection) at the following locations (or at other locations as approved by the Traffic Engineering Division to ensure equivalent accessible connectivity that would otherwise be provided by these): a) North end of the North Tract (May be temporary due to the creating of a mid-block crossing once future subdivision connecting to Rufina Street is completed). b) Western subdivision boundary where it intersects with Lilac Lane, to provide continuity of accessible route to diagonal sidewalk connecting Lilac lane and Casa de Todos Lane. c) Eastern subdivision boundary where it intersects with Avenida de las Acequias, to provide continuity of accessible route to diagonal sidewalk connecting Lilac lane and Casa de Todos Lane. d) Intersection of Lilac Lane and Zepol Road. e) Lilac Lane Hammer head where current plans show sidewalks dead-ending. 5. Provide fine grading notation at sidewalks and other accessible features, and spot elevations at curb ramps, gutters, etc. indicating accessible slopes. 6. Provide Design Professional Seal and signature with date signed on all drawing sheets. 7. Ensure compliance with all on-site and off-site general ADA requirements (See ADA Site DRT form).		

City of Santa Fe, New Mexico

Exhibit C

Maps and Photos

1. Future Land Use Map
2. Current Zoning Map
3. Aerial Photo
4. Street Views

Exhibit C1: Future Land Use Map

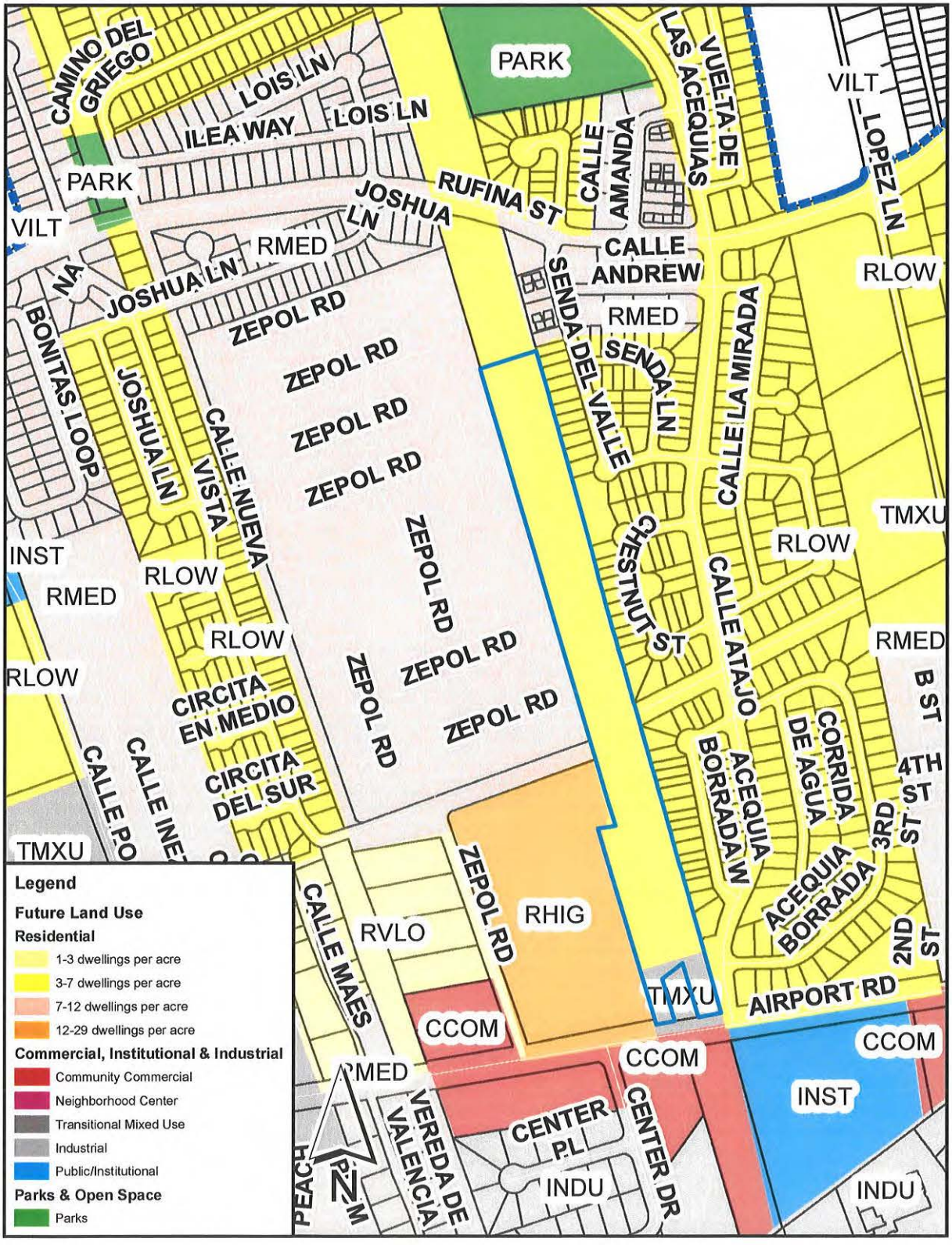


Exhibit C2: Current Zoning Map

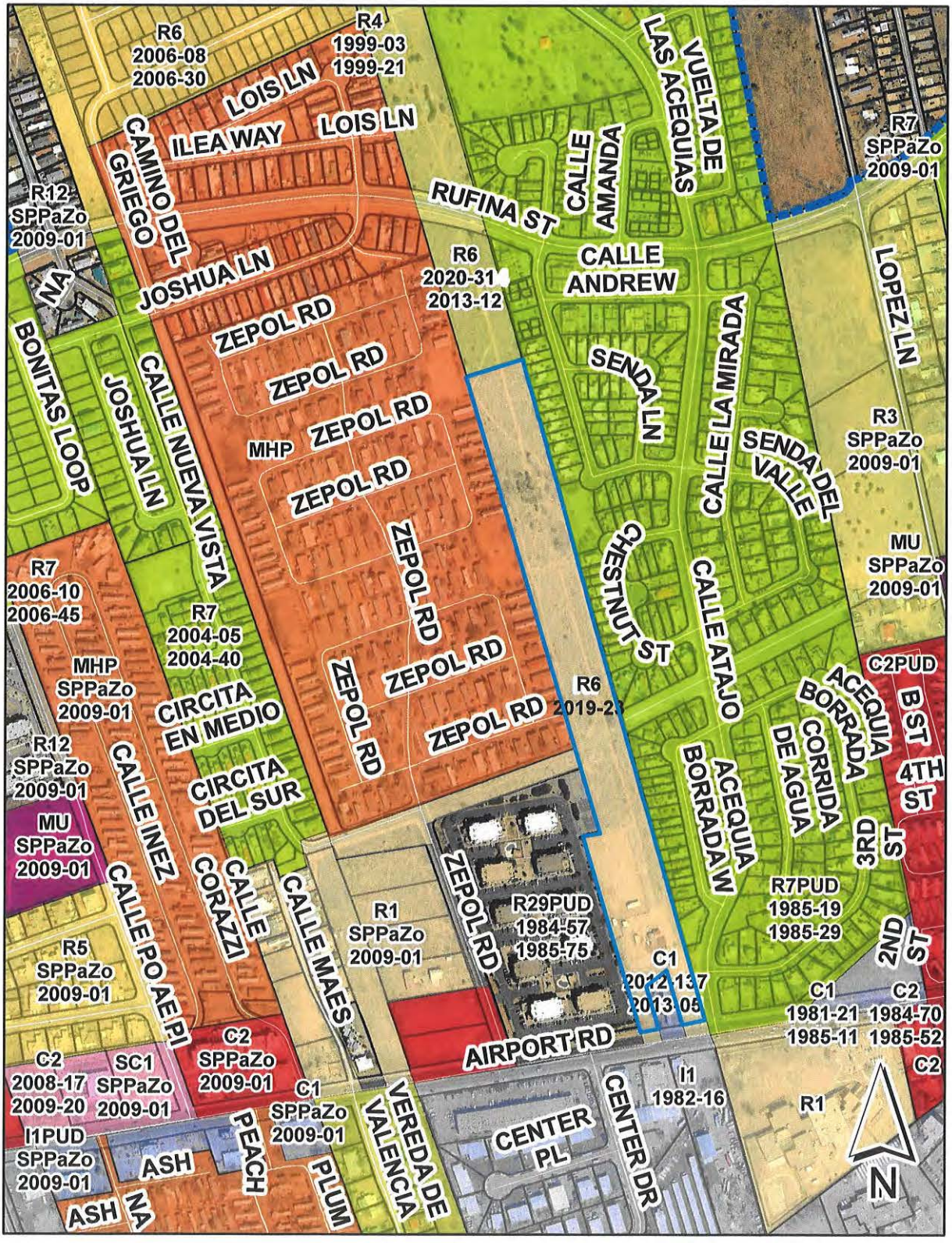


Exhibit C3: Aerial View

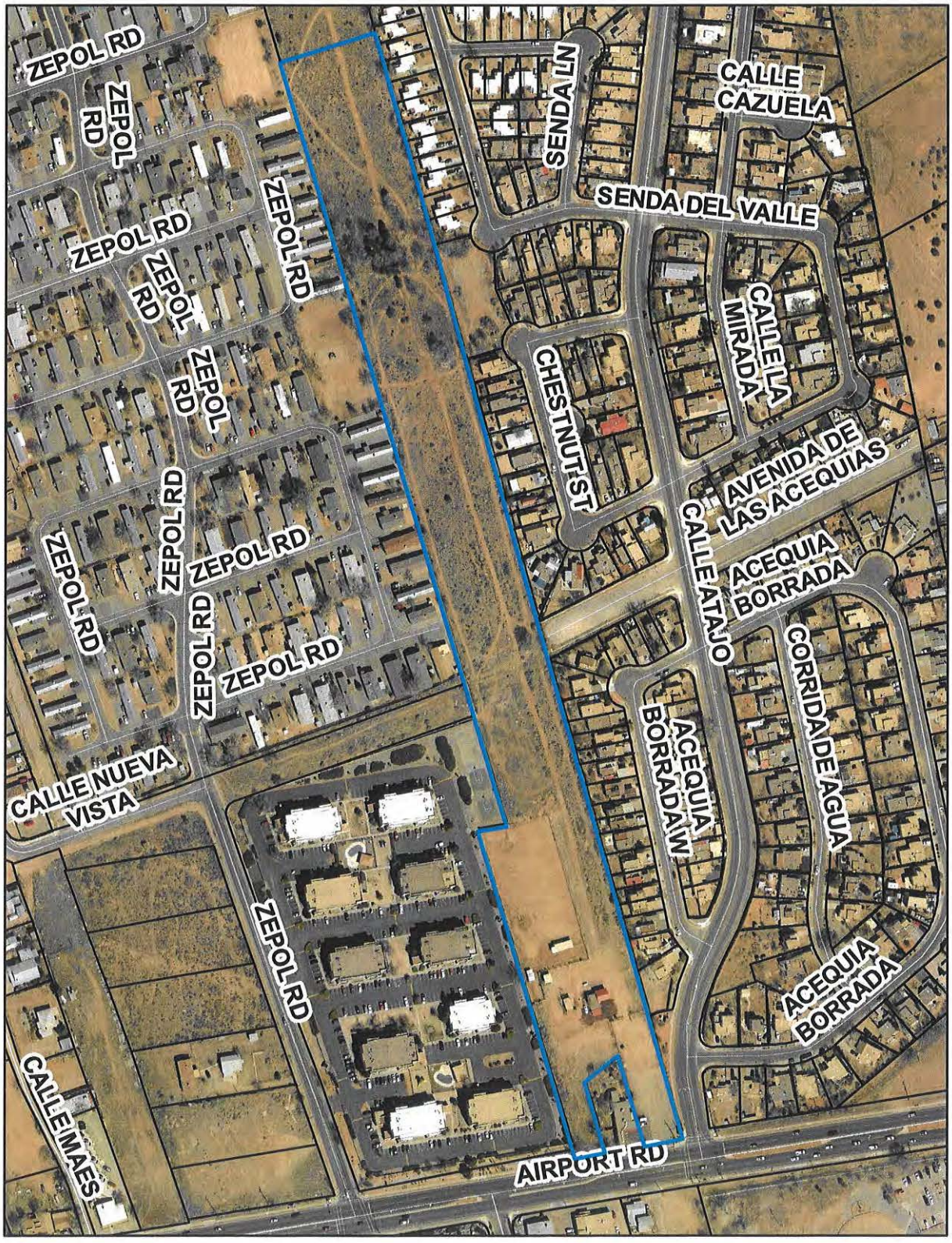
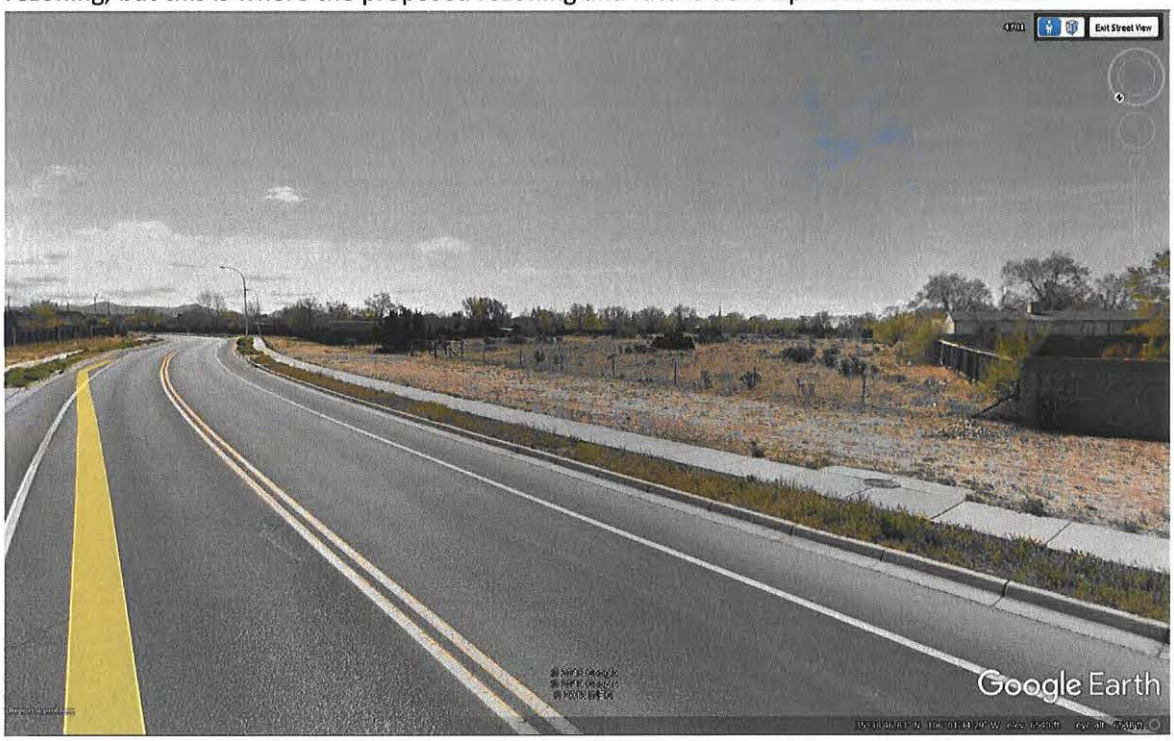


Exhibit C4: Street Views

Looking east on Avenida De Las Acequias into the Las Acequias neighborhood, where the northern portion of the proposed rezoning would connect to the road system.

Looking east toward the proposed rezoning, along the 68' Avenida Acequias ROW

Looking south from Rufina Street. The 2.45 acre parcel fronting Rufina Street here is not part of this rezoning, but this is where the proposed rezoning and future development would connect.



City of Santa Fe, New Mexico

Exhibit D

Early Neighborhood Notification

1. ENN Letter
2. ENN Packet
3. ENN Sign-in Sheets 12/12/2019
4. ENN Meeting Notes 6/1/2020

LIAISON Planning Services Inc.

P.O. Box 1835 Santa Fe, NM 87504 (505) 920-6839 liaisonplanning@gmail.com

November 26, 2019

Re: Early Neighborhood Notification Meeting
Subdivision Approval for 4323 Airport Road, Santa Fe NM

Dear Neighbor,

The property owner for the above referenced address, is requesting approval of a 60-lot subdivision for a 10.673-acre parcel to be developed as a residential subdivision. Please see enclosed conceptual plan that delineates the proposed subdivision area. In accordance with the requirements of the City of Santa Fe's Early Neighborhood Notification ordinance, this is to inform you that a meeting is scheduled for:

Time: 5:30-7:00 PM
When: December 12, 2019
Where: Santa Fe Public Library Southside Branch
6599 Jaguar Drive, Santa Fe NM

The Early Notification ordinance provides for an exchange of information between perspective applicants for development projects and the project's neighbors before the application becomes too firm to respond meaningfully to community input.

Attached, please find a vicinity map outlining the project area. If you have any questions or comments, please contact Liaison Planning Services Inc., (505) 920-6839.

Sincerely,

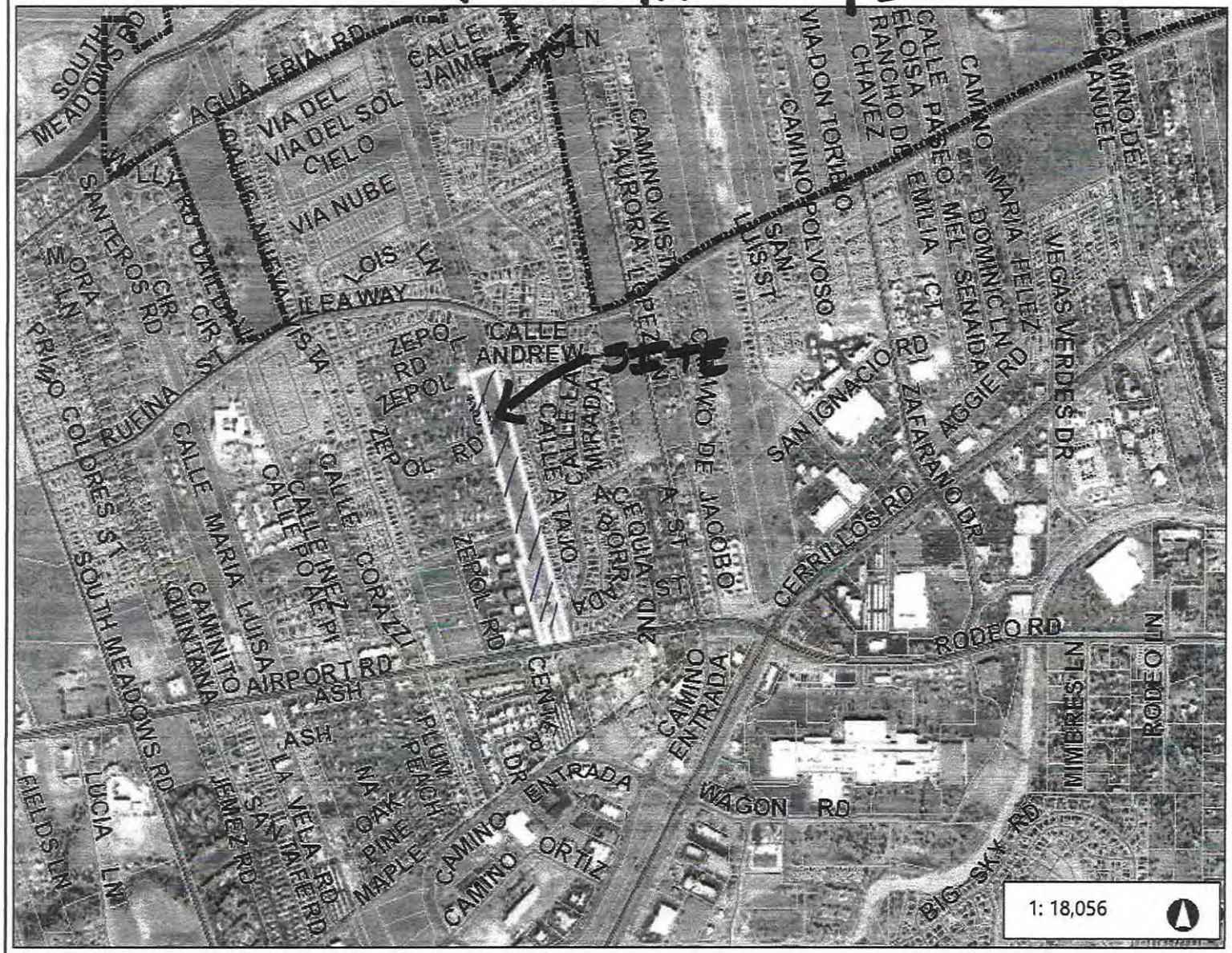
Dolores I. Vigil

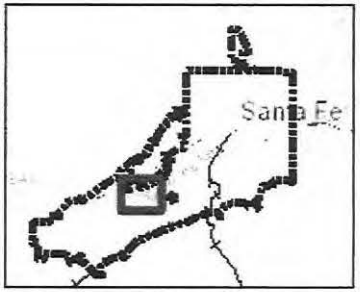
Attachments: Vicinity Map
Conceptual Plan

Special Note: Persons with disabilities in need of special accommodations or the hearing impaired in need of an interpreter please contact the Land Use Office (505) 6820 5 days prior to the hearing or meeting date.

Santa Fe
Mapping the City Different

4329 AIRPORT RD





Legend

- City Limits
- Address Points
- Roads
- Major Roads
- Santa Fe County Parcels
- Santa Fe River
- Rail Road

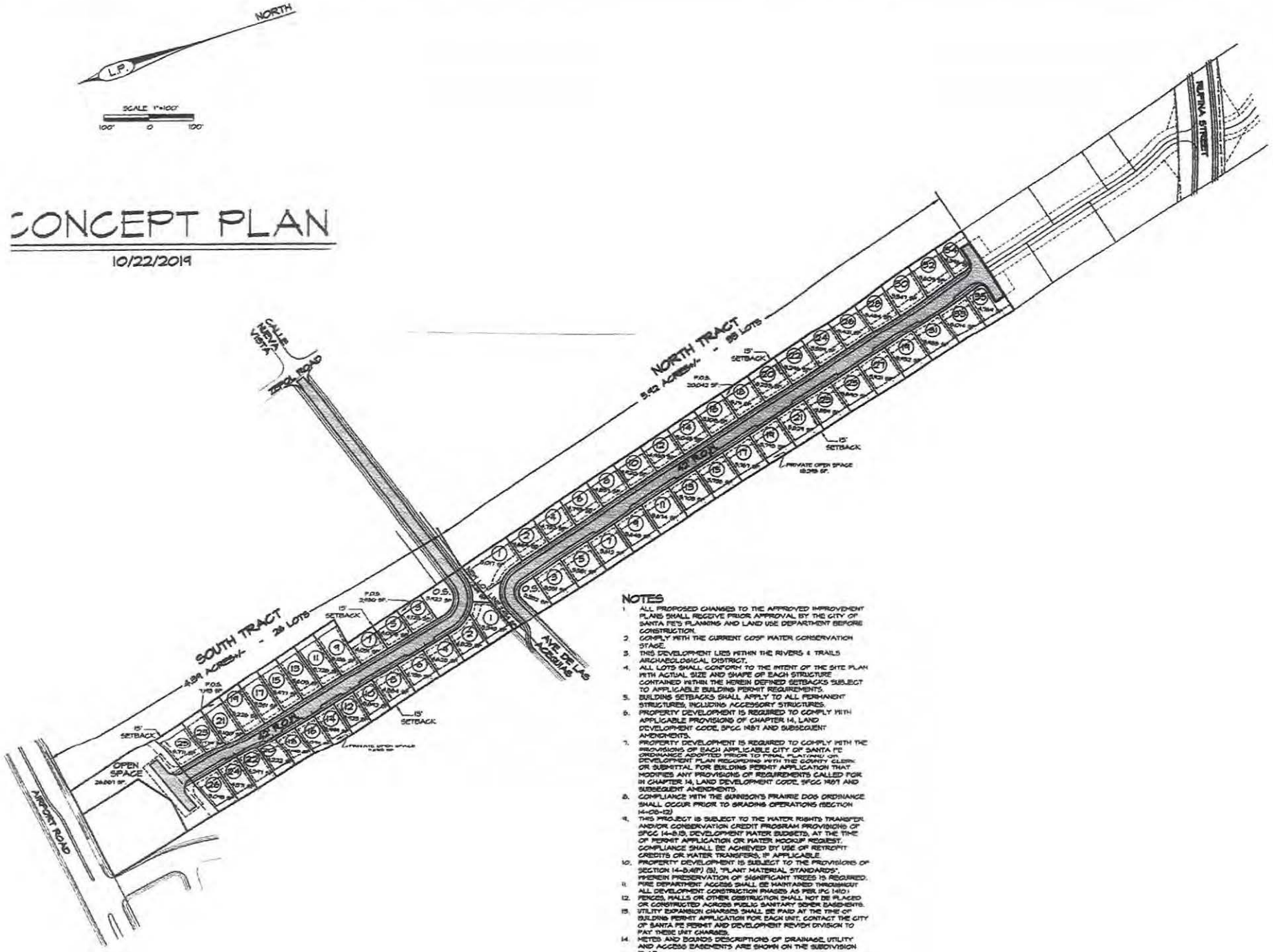
Notes

Exhibit 1

3,009.3 0 1,504.66 3,009.3 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR NAVIGATION



NOTES

1. ALL PROPOSED CHANGES TO THE APPROVED IMPROVEMENT PLANS SHALL RECEIVE PRIOR APPROVAL BY THE CITY OF SANTA FE'S PLANNING AND LAND USE DEPARTMENT BEFORE CONSTRUCTION.
2. COMPLY WITH THE CURRENT CCSF WATER CONSERVATION STAGE.
3. THIS DEVELOPMENT LIES WITHIN THE RIVERS & TRAILS ARCHAEOLOGICAL DISTRICT.
4. ALL LOTS SHALL CONFORM TO THE INTENT OF THE SITE PLAN WITH ACTUAL SIZE AND SHAPE OF EACH STRUCTURE CONTAINED WITHIN THE HEREIN DEFINED SETBACKS SUBJECT TO APPLICABLE BUILDING PERMIT REQUIREMENTS.
5. BUILDING SETBACKS SHALL APPLY TO ALL PERMANENT STRUCTURES, INCLUDING ACCESSORY STRUCTURES.
6. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
7. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH APPLICABLE CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO FINAL PLAT/AND OR DEVELOPMENT PLAN RECORDING WITH THE COUNTY CLERK OR SUBMITTAL FOR BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISIONS OR REQUIREMENTS CALLED FOR IN CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
8. COMPLIANCE WITH THE GUNNISON'S PRAIRIE DOG ORDINANCE SHALL OCCUR PRIOR TO GRADING OPERATIONS (SECTION 14-08-12)
9. THIS PROJECT IS SUBJECT TO THE WATER RIGHTS TRANSFER AND/OR CONSERVATION CREDIT PROGRAM PROVISIONS OF SFCC 14-8.9. DEVELOPMENT WATER BUDGETS, AT THE TIME OF PERMIT APPLICATION OR WATER HOOKUP REQUEST, COMPLIANCE SHALL BE ACHIEVED BY USE OF RETROFIT CREDITS OR WATER TRANSFERS, IF APPLICABLE.
10. PROPERTY DEVELOPMENT IS SUBJECT TO THE PROVISIONS OF SECTION 14-8.4(F) (5), "PLANT MATERIAL STANDARDS", WHEREIN PRESERVATION OF SIGNIFICANT TREES IS REQUIRED.
11. FIRE DEPARTMENT ACCESS SHALL BE MAINTAINED THROUGHOUT ALL DEVELOPMENT CONSTRUCTION PHASES AS PER IFC 1410.1
12. FENCES, WALLS OR OTHER OBSTRUCTION SHALL NOT BE PLACED OR CONSTRUCTED ACROSS PUBLIC SANITARY SEWER EASEMENTS.
13. UTILITY EXPANSION CHARGES SHALL BE PAID AT THE TIME OF BUILDING PERMIT APPLICATION FOR EACH UNIT. CONTACT THE CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION TO PAY THESE UNIT CHARGES.
14. METES AND BOUNDS DESCRIPTIONS OF DRAINAGE, UTILITY AND ACCESS EASEMENTS ARE SHOWN ON THE SUBDIVISION PLAT.
15. PERMANENT TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER APPROVED PLAN BY THE DEVELOPER.
16. ALL LOTS REQUIRE ON-LOT PONDING TO ADDRESS ANY NET INCREASES IN IMPERVIOUS AREA.

ENN GUIDELINES

Applicant Information

Project Name: **Subdivision Application for 4323 Airport Road Santa Fe, NM**

Name: **Rodriguez** (*Last*) **Rudy and Julie** (*First*) (*M.I.*)

Address: **P.O. Box 6926** (*Street Address*) (*Suite/Unit #*)

Santa Fe (*City*) **NM** (*State*) **87502** (*ZIP Code*)

Phone: **(505) 577-1626** E-mail Address: **c/o liaisonplanning@gmail.com**

Please address each of the criteria below. Each criterion is based on the Early Neighborhood Notification (ENN) guidelines for meetings, and can be found in Section 14-3.1(F)(5) SFCC 2001, as amended, of the Santa Fe City Code. A short narrative should address each criterion (if applicable) in order to facilitate discussion of the project at the ENN meeting. These guidelines should be submitted with the application for an ENN meeting to enable staff enough time to distribute to the interested parties. For additional detail about the criteria, consult the Land Development Code.

(a) EFFECT ON CHARACTER AND APPEARANCE OF THE SURROUNDING NEIGHBORHOODS ***For example: number of stories, average setbacks, mass and scale, landscaping, lighting, access to public places, open spaces and trails.***

The property is located on the north side of Airport Road, west of Calle Atajo and is zoned R-6. The property is approximately 10.673 acres. The applicant would like subdivise the property into 60 residential lots. The property will be subdivided into lots no less than the minimum allowed. Roads and sidewalks will be built with curb and gutter. The proposed road network will connect Avenida de Las Acequias with Rufina but will NOT connect to Zepol as a through street. Zepol will only be accessed for the southern part of the property, approximately 4 acres. Open space, landscaping, parking, lighting and setbacks will be provided per code.

(b) EFFECT ON PROTECTION OF THE PHYSICAL ENVIRONMENT ***For example: trees, open space, rivers, arroyos, floodplains, rock outcroppings, escarpments, trash generation, fire risk, hazardous materials, easements, etc.***

The proposed development will protect the physical environment by meeting all development standards.

(c) IMPACTS ON ANY PREHISTORIC, HISTORIC, ARCHAEOLOGICAL OR CULTURAL SITES OR STRUCTURES, INCLUDING ACEQUIAS AND THE HISTORIC DOWNTOWN ***For example: the project's compatibility with historic or cultural sites located on the property where the project is proposed.***

The property will not impact any prehistoric, historic, archeological, or cultural sites and structures including acequias and is located outside of the historic downtown.

(d) RELATIONSHIP TO EXISTING DENSITY AND LAND USE WITHIN THE SURROUNDING AREA AND WITH LAND USES AND DENSITIES PROPOSED BY THE CITY GENERAL PLAN ***For example: how are existing City Code requirements for annexation and rezoning, the Historic Districts, and the General Plan and other policies being met.***

Approving this application will not adversely affect the public interest. The Project will benefit the public interest by providing much needed housing for Santa Fe residents on Airport Road with close proximity to public transportation and employments centers. The Project is also close to many amenities such as grocery stores, pharmacies, restaurants, and medical services. The term "Public Interest" is not defined in Chapter 14; however, the Governing Body has implemented the General Plan and Chapter 14 in order to establish minimum standards for health, safety and welfare affecting land uses and developments as a means to protect the public interest. This development proposal will provide buildable lots that will allow manufactured home which will supplement much needed housing for the City of Santa Fe. The City's 1999 General Plan supports infill development in urban centers where feasible, and to "Promote a compact urban form and encourage sensitive/compatible infill development" (Section 1. 7.9).

(e) EFFECTS ON PARKING, TRAFFIC PATTERNS, CONGESTION, PEDESTRIAN SAFETY, IMPACTS OF THE PROJECT ON THE FLOW OF PEDESTRIAN OR VEHICULAR TRAFFIC AND PROVISION OF ACCESS FOR THE DISABLED, CHILDREN, LOW-INCOME AND ELDERLY TO SERVICES ***For example: Increased access to public transportation, alternate transportation modes, traffic mitigation, cumulative traffic impacts, pedestrian access to destinations and new or improved pedestrian trails.***

The applicant proposes to provide adequate ingress and egress to meet the minimum requirements for development. The proposed application will maintain adequate road standards, will provide access to public transportation and pedestrian trails. A Traffic Impact Analysis has been compiled that has identified cumulative traffic impact to the surrounding neighborhoods.

(f) IMPACT ON THE ECONOMIC BASE OF SANTA FE ***For example: availability of jobs to Santa Fe residents; market impacts on local businesses; and how the project supports economic development efforts to improve living standards of neighborhoods and their businesses.***

While new development is frequently perceived to create a negative impact on existing property owners in the immediate vicinity, that impact must be weighed against the benefit to the public, or the expense to the public, of not building the development. The development of this property as proposed would provide reasonably priced, infill housing close to shopping, and employment. The public interest of increasing the supply of market rate and affordable housing stock is served by this project.

(g) EFFECT ON THE AVAILABILITY OF AFFORDABLE HOUSING AND AVAILABILITY OF HOUSING CHOICES FOR ALL SANTA FE RESIDENTS ***For example: creation, retention, or improvement of affordable housing; how the project contributes to serving different ages, incomes, and family sizes; the creation or retention of affordable business space.***

According to the section 1.7.1 within the General Plan affordable housing is encouraged for all incomes throughout the City and should be provided close to jobs to encourage to promote transit use. The proposed subdivision will provide affordable housing in a setting that is in need of such development. The project is not limited to an age group, nor income.

(h) EFFECT UPON PUBLIC SERVICES SUCH AS FIRE, POLICE PROTECTION, SCHOOL SERVICES AND OTHER PUBLIC SERVICES OR INFRASTRUCTURE ELEMENTS SUCH AS WATER, POWER, SEWER, COMMUNICATIONS, BUS SYSTEMS, COMMUTER OR OTHER SERVICES OR FACILITIES ***For example: whether or how the project maximizes the efficient use or improvement of existing infrastructure; and whether the project will contribute to the improvement of existing public infrastructure and services.***

Public water and sewer are readily available at this site and have sufficient capacity to handle the additional load from this development. All other outside utility providers agree that this site is well served by existing infrastructure, with all dry utilities either already on, adjacent to, or in close proximity to the property. Dry utilities are of sufficient capacity to serve the project at full development. While Public Works staff acknowledges that all development has an incremental impact on public roadway networks, they concur with the Consulting Engineer's conclusion that the roadway network will continue to operate at an acceptable Level of Service (LOS) based on transportation standards for intersection operation. While providing a secondary access via the street connection to the east stub of Avenida de Las Acequias.

(i) IMPACTS UPON WATER SUPPLY, AVAILABILITY AND CONSERVATION METHODS ***For example: conservation and mitigation measures; efficient use of distribution lines and resources; effect of construction or use of the project on water quality and supplies.***

The development will be served by City Water and sewer. Conservation methods will be incorporated into the project as required by Code.

(j) EFFECT ON THE OPPORTUNITIES FOR COMMUNITY INTEGRATION AND SOCIAL BALANCE THROUGH MIXED LAND USE, PEDESTRIAN ORIENTED DESIGN, AND LINKAGES AMONG NEIGHBORHOODS AND RECREATIONAL ACTIVITY AND EMPLOYMENT CENTERS ***For example: how the project improves opportunities for community integration and balance through mixed land uses, neighborhood centers and/or pedestrian-oriented design.***

The property is bounded by multi-family to the west, residential to the north/east and commercial to the south. The proposed project will clearly improve the site and will be designed to easily integrate with surrounding developments. The applicant proposes a site that compliments the streetscape to ensure compatibility with adjacent properties and the Future Land Use Map/ Transitional Mixed Use.

(k) EFFECT ON SANTA FE'S URBAN FORM ***For example: how are policies of the existing City General Plan being met? Does the project promote a compact urban form through appropriate infill development? Discuss the project's effect on intra-city travel and between employment and residential centers.***

The lot on which the development is proposed is presently underutilized. Infill development of this type is supported by the Plan in reference to this Section 1. 7.11, because it calls for new development to be "oriented from established neighborhoods to urban context and promotes active street and outdoor life". Although the project is set back from Airport Rd., the design provides connectivity with the surrounding neighborhoods

Santa Fe Public Schools

Property & Asset Management
Residential Development Impact Information Form
School Notification as required by City Ordinance 14-8.18 AFCC 1987

1. Project Name: 4323 AIRPORT RD REZONING + GENERAL PLAN AMENDMENT
2. Location of Property: 4323 AIRPORT RD
3. Owner/Agent Name: LIAISON PLANNING SERVICES
   Mailing Address: PO BOX 1835 SF, NM
   Phone & Fax: (505) 920-6839
4. Unit Matrix

PROJECT EFFECT ON STUDENT POPULATION

Unit Type	Unit Quantity	Average Price
Single Family (detached)	60-65	220K
Single Family (attached)		
Townhome/ Apartment		
Multi-Family		
Commercial		

5. Elementary School Zone for Proposed Development: EL CAMINO REAL
6. Middle School Zone for Proposed Development: ORTIZ
7. High School Zone for Proposed Development: CAPITOL HIGH
8. Build out Rates (Year/s; #/yr): _____

Educational Services Center
610 Alta Vista
Santa Fe, NM 87505
Telephone (505) 467-2000
www.sfps.info

For questions & submittal, contact:
Santa Fe Public Schools, Property & Asset Management,
2195 Zia Road, Santa Fe NM 87505
505 467 3400

City of Santa Fe
Early Neighborhood Notification Meeting
Sign-In Sheet

Project Name: 4323 AIRPORT ROAD PRELIMINARY SUBDIVISION **Meeting Date:** DEC 12 2019

Meeting Place: SANTA FE LIBRARY **Meeting Time:** 5:30

Applicant or Representative Check Box below

↓		Name	Address	Email
☐	1	SUSAN KREINER	1051 CALLE DON ROBERTO	SUSANKREINER@gmail.com
☐	2	Fred Flatt	950 Vuelta del Sur	
☐	3	Kirk Hughes	1023 Calle Don Roberto	[illegible]
☐	4	LINDA WILDER FLATT	950 VUELTA del SUR	
☐	5	Peter Tobin	4364 Paseo De La Arequia	coyotemac@hotmail.com
☐	6	Mark Rael	322 Acequia Borrada	rael_m_2000@yahoo.com
☐	7	Glenn Couch	Sierra Vista MHD	glenn@uniprop.com
☐	8	ERNIES MARTINEZ	917 Vuelta del Sur Santa Fe NM	Jmt2537@gmail.com
☐	9	Fabian Trujillo	1157 Vuelta De Las Acequias	fabulous.fabian@yahoo.com
☐	10	Carmen M Delgado	1280 Chestnut St	cmdelgado2@hotmail.com
☐	11	Richard Kassoff	1260 Chestnut St	rrichardkassoff@yahoo.com
☒	12	CARMAN MELENDREZ	1476 ACEQUIA BORRADA	CARMANMGLENDREZ@UNM.EDU

For City use: I hereby certify that the ENN meeting for the above named project took place at the time and place indicated.

LEE LOGSTON
Printed Name of City Staff in Attendance

Signature of City Staff in Attendance

DEC 12, 2019
Date

This sign-in sheet is public record and shall not be used for commercial purposes.

City of Santa Fe
Early Neighborhood Notification Meeting
Sign-In Sheet

Project Name: 4323 AIRPORT ROAD PRELIMINARY SUBDIVISION **Meeting Date:** Dec 12, 2019

Meeting Place: SOUTHSIDE LIBRARY **Meeting Time:** 5:30

Applicant or Representative Check Box below

↓		Name	Address	Email
☐	1	Michael Sharon DeMosak	925 Vuelta Del Sur	demosaks@comcast.net
☐	2	Pat Collins	1053 Calle Don Roberto	patjames.col@aol.com
☐	3	John Michel	1444 Acequia Borrada W.	aic.nm.us@gmail.com
☐	4	Kenneth Kost	123 Calle La Mirada	KenKoste yahoo.com
☐	5	Orlando Vasquez	1343 Corrida de Agua	orlando_vasquez@yahoo.com
☐	6	Kia Mudge	4040 Los Milagros	kiamud@hotmail.ca
☐	7	Merlinda Melendrez	1476 Acequia Borrada	MerlindaM2@gmail.com
☐	8	Robert Romero Attn: Trip Ho	1288 Chestnut	
☐	9	Bobby Trapp	1075 Calle Don Roberto	
☐	10	Larry Hudgins	1443 Acequia Borrada West	
☐	11	Margaret Ortego	953 Vuelta Del Sur	
☐	12	Teresa Garcia	1005 C. Don Roberto	evrogitana@gmail.com

For City use: I hereby certify that the ENN meeting for the above named project took place at the time and place indicated.

LEE LOGSTON
Printed Name of City Staff in Attendance

Signature of City Staff in Attendance

12-12-2019
Date

This sign-in sheet is public record and shall not be used for commercial purposes.

City of Santa Fe
Early Neighborhood Notification Meeting
Sign-In Sheet

Project Name: 4323 AIRPORT ROAD **Meeting Date:** DEC 12, 2019

Meeting Place: SANTA FE LIBRARY **Meeting Time:** 5:30

Applicant or Representative Check Box below

↓		Name	Address	Email
☐	1	KAREN NELDMEYER	321 E DAVIS	KNELD@EARTHLINK.NET
☐	2			
☐	3			
☐	4			
☐	5			
☐	6			
☐	7			
☐	8			
☐	9			
☐	10			
☐	11			
☐	12			

For City use: I hereby certify that the ENN meeting for the above named project took place at the time and place indicated.

LEE LOGSTON
Printed Name of City Staff in Attendance

Signature of City Staff in Attendance

DEC 12, 2019
Date

This sign-in sheet is public record and shall not be used for commercial purposes.

COMMENT CARD

Early Neighborhood Notification Meeting

Date: 12/12/19 **Project:** SIN NOMBRE

Please let us know your thoughts:

Contract w/ UNM's GPS to do a thorough traffic study of the larger area + how 100's more cars will impact traffic

Your contact information (optional):

Name: Carmen Melendrez

Phone: 505-699-8828

Email: carmenmelendrez@UNM.EDU

COMMENT CARD

Early Neighborhood Notification Meeting

Date: 12/12 **Project:** Si Nombre

Please let us know your thoughts:

I would like to Propose a cynder Block wall between the New Development & The Existing Los Aragnes Neighborhood Also No Manufactured Homes !!

Only Modular & Stick built Having that they are Permanent

Thank You for Your Consideration Sincerely

Your contact information (optional):

Name: Peter Tobin

Phone: (505) 559-3804

Email: coyote.moe@Hotmail.com

COMMENT CARD

Early Neighborhood Notification Meeting

Date: 12/12/19 **Project:** _____

Please let us know your thoughts:

We are opposed to having trailer homes right behind our home. Reasons: Noise, fire hazzards, families not caring about beauty of home + land, too many people + traffic, too close together + too tight, too close to our property - their homes, NEED A FENCE SURROUNDING trailer neighborhood, Dogs, Too many people living in 1 trailer. Do not feel SAFE with trailer's behind our property.

Your contact information (optional)

Name: _____

Phone: _____

Email: _____

COMMENT CARD

Early Neighborhood Notification Meeting

Date: 12/12/2019 **Project:** Sin Nombre

Please let us know your thoughts:

There is already so much traffic on Rufina, you can barely get onto it from Calle Atajo - especially, everyone gets backed up at Lopez, which affects the light at Calle Atajo + Rufina. Lopez already gets so congested -

Your contact information (optional):

Name: _____

Phone: _____

Email: _____

COMMENT CARD

Early Neighborhood Notification Meeting

Date: 12/12/19 **Project:** No name yet 9323 Airport Rd

Please let us know your thoughts:

This project will GREATLY devalue our home & property. Way too much density for this area. Existing fences are very old. New fences should be replaced.

Your contact information (optional):

Name: Michael Demcsak

Phone: 505 471 4464

Email: demcsaks@comcast.net

COMMENT CARD

Early Neighborhood Notification Meeting

Date: 12/12/2019 **Project:** No Name Subdivision

Please let us know your thoughts:

(1) Want modular or stick Built homes / want in subdivision

(2) downlights on streets

(3) copy of covenants

(4) need revision of City code plan for homes

(5) good control of meeting.

Your contact information (optional):

Name: Pat Collins

Phone: 670-3482

Email: patjamescol@aol.com

COMMENT CARD

Early Neighborhood Notification Meeting

Date: 12/12/20 **Project:** Agua Fria

Please let us know your thoughts:

Congestion - People + Cars Traffic Flow
Water Drainage Size of Streets too small now & turn lanes too small & dangerous Train Quiets issue on Las Acequias + cars on Las
Where are cars parked how many cars are allowed By owner. Per lot
Modulars Stick Please no Manufactured or Mobile
Enforced Covenants - control # car allowed #of people allowed
Stucco New Streets are all too narrow!!
Stop This

Your contact information (optional):

Name: SUSAN KREINER

Phone: 474-4633

Email: SUSAN KREINER @ gmail.com

City of Santa Fe
Land Use Department
Early Neighborhood Notification
Meeting Notes

Project Name	Aguafina Rezoning, Zoning Ordinance Amendment, and Preliminary Subdivision
Project Location	4262 Agua Fria Street and 4701 & 4702 Rufina Street
Project Description	Rezoning to R-5 and R-6, Amendment to Ord #2013-12, and 61 Lot Subdivision, Preliminary
Applicant / Owner	Rudy Rodriguez
Agent	Liaison Planning, Dolores Vigil
Pre-App Meeting Date	January 10, 2019
ENN Meeting Date	June 1, 2020
ENN Meeting Location	Virtual Meeting – Zoom
Application Type	Rezoning, Ordinance Amendment, Preliminary Subdivision
Land Use Staff	Lee Logston
Other Staff	Noah Berke
Attendance	Lee Logston, Dolores Vigil (Agent), Rudy Rodriguez (Applicant), 22 members of the public

Notes/Comments:

The virtual meeting began a little after 5:30 PM in order to make sure everyone had joined. Mr. Logston briefly explained the history of the property, the nature of the application now and why it had changed. The desire of residents to have stick-built homes and paved roads with sidewalks necessitated higher density to make the project financially feasible. While we are discussing the Preliminary Subdivision now, that will not move forward as an application until the rezoning and ordinance amendment go through both Planning Commission and Governing Body approval.

Ms. Vigil then gave a brief summary of the proposal, sharing her ENN guidelines on her screen. The discussion explained what had changed from the last proposal: The top tract had not changed, the middle tract and southern tract now had a total of 33 more lots, with those two tracts now having paved roads. Ms. Vigil also briefly showed the Casa de Todos conceptual layout, which the neighbors had already seen in a prior ENN, for the purpose of showing how the two developments would fit together.

Mr. Logston then briefly returned to the subject of the Rezoning Ordinance Amendment. He shared Ordinance #2013-12 on the screen, and explained that the conditions attached to the properties were found in the Findings of Fact and Conclusions of Law rather than the ordinance itself, and were referred to as the "Applicant Undertakings". Mr. Logston explained that one condition would be struck, and another modified so that the development could proceed as proposed, but that the other conditions set back in 2013 would not be changed.

Then Mr. Logston and Ms. Vigil began a question and answer session with the residents. Topics of discussion(answers in parentheses):

- One resident wanted to see the last version so she could understand what changed. (Ms. Vigil agreed to send her the last version).
- The first of several residents spoke of problems on the property in recent months with homeless people, a fire, trash, etc.
- Another resident reiterated these concerns and added that it makes it difficult to trust Mr. Rodriguez moving forward to be a good developer. She also pointed out that some Las Acequias residents were treating the vacant property as their own by storing things on it. (Ms. Vigil explained that Covid had slowed some responses, but that Mr. Rodriguez was working on all of these issues now).
- Fabian Trujillo, Las Acequias Board Member, made several requests: A full block wall on both sides for both developments, to see a more complete preliminary subdivision, to know the approval schedule. (Ms. Vigil explained that a block wall of that length would be cost prohibitive, and that fencing was more likely). He then asked how traffic impacts of this development would be addressed at Lopez and Rufina and asked if this project's impact fees could specifically be applied there (Mr. Logston explained that the City Traffic engineer would determine if the TIA needed to be adjusted, and the topic of impact fees would be raised). How would the development meet the affordable housing requirement? (By selling affordable lots). Would the applicant do an Economic Impact Analysis? (Mr. Berke explained that it is not required but if Fabian's office could provide some data it could be considered).
- Linda Flatt, Las Acequias Board Member, thanked us for the background and stressed that it is important for us to keep communication open moving forward. She asked if William Mee, Agua Fria Village president, had "approved the road and lots accessing Agua Fria". (Ms. Vigil said that she had met with Las Acequias and Mr. Mee some time ago and had showed him the plan and that Mr. Mee had not protested). She then spoke of street parking and asked if each lot could be designed to accommodate three cars (Will consider). She then asked the applicant to address a rumor that the Casas de Todos connection to Avenida de Las Acequias was intended to connect further to Lopez Lane. (Ms. Vigil explained that no, there was no plan to do that).
- A resident returned to the subject of walls. If fencing, would the applicant repair existing fencing or replace it? (Rudy and Ms. Vigil said that they are offering to repair or replace where deemed necessary. The topic of two fences and a space in between was discussed and deemed a bad solution).
- William Mee then joined the meeting and said that Ms. Vigil had never shown him the plan. (Ms. Vigil stated that yes, she had, we all met at Second Street and you saw it and never said anything after that.) Mr. Mee said that she shouldn't regard no comment as approval, and Ms. Vigil was misrepresenting his approval. (Ms. Vigil then asked why he never said anything if he didn't approve of it).
- Fabian Trujillo asked if the eight affordable lots would have manufactured homes. (Ms. Vigil said that no, she was going to honor the wishes of residents).

- Linda Flatt returned to the topic of fencing. She said that in Las Acequias, fences are shared by property owners, but that whichever owner built it was responsible for its maintenance thereafter. Would that be the case here? (Ms. Vigil agreed and said she would put it in the covenants. Mr. Logston cautioned everyone to think about that and continue the discussion. He said that ten years down the road, property owners might not want someone else accessing their property to do repairs).
- A resident pointed out that he knew his fence was not on his property line, and that it was on the vacant property. (Mr. Logston again stated that everyone should think harder about the implications of a continuous fence and that Las Acequias should make sure their residents want the fence work done, because new fencing would be built on the property line, but some residents might discover that their property line wasn't where they thought – effectively losing part of "their yard").
- Fabian Trujillo then stated that residents would like the new homes to be architecturally compatible with Las Acequias homes.

At this point, Ms. Vigil lost her connection, but it seemed that the residents had had all their questions answered. Mr. Logston was unable to host and unmute attendees, but confirmed that the meeting was finished. Mr. Logston again told everyone to email him with questions and explained that he is available by phone but only on his cell. Phone calls to his office phone would come to his email and he would check there.

The meeting then concluded at approximately 6:45.

City of Santa Fe, New Mexico

Exhibit E

Applicant Materials

1. Project Report
2. Santa Fe HOMES Proposal
3. Innovative Streets Proposal
4. TIA Executive Summary
5. Preliminary Subdivision Plat

LIAISON Planning Services Inc.

P.O. Box 1835 Santa Fe, NM 87504 (505) 920-6839 liaisonplanning@gmail.com

December 21, 2020

City of Santa Fe Planning Commission
Land Use Department
P.O. Box 909
Santa Fe, NM 87504-0909

LETTER OF INTENT

Re: Casa de Todos Subdivision Preliminary Plat Application (REVISED)
4323 Airport Rd., Santa Fe, NM

Dear Commissioners,

On behalf of Casa de Todos Development LLC, please accept this application as a formal request to review and approve a Preliminary Subdivision Plat for a 58-lot residential subdivision located at 4323 Airport Rd. Santa Fe, NM. The property is located north of Airport Rd., west of Las Acequias Subdivision and east of Zepol Rd. as shown on the attached plan set. Enclosed is the Preliminary Subdivision Plat and all appropriate documentation for your review and approval.

Project Description:

The property is comprised as two lots Tract A-1 (5.915 AC) and Tract A-2 (4.390 AC). The lots are vacant and zoned R-6. The proposed subdivision is comprised of 58 single family residential lots ranging in size with two interior streets (Casa de Todos Lane and Lilac Lane). The proposed lots meet and exceed current R-6 zoning standards for minimum lot size. Lot coverage will not exceed the allowable standards within this zoning district. Sidewalks and landscape planting strips are proposed along Casa de Todos Lane and Lilac Lane and within open space areas. The subdivision will be accessed by Rufina Street (north), Zepol (west) and Avenida de Las Acequias (east). An emergency access has been included that will access an existing driveway cut on Airport Rd. (see enclosed site plan).

The applicant perceives this development as an affordable housing subdivision with stick-built homes that meet City standards. Each home will be constructed to meet all required development standards regarding height, setbacks, lighting,

landscaping and lot coverage. As required, the applicant will enter into a contract with The City of Santa Fe Housing Opportunity Program.

Legal Lot of Record:

Attached is a legal lot of record entitled "Lot Split Land Division Survey of Property Located at 4323 Airport Road, Santa Fe, NM" Recorded in Bk 871, Pgs 30-32 on December 11, 2020 (Please See Attached).

Zoning:

The zoning for this property is R-6. The application meets and exceeds the minimum lot size requirement and all development standards within this district.

School District Notice:

The applicant has submitted a written notice of the proposed application to the Santa Fe Public School District. No response from the District has been received.

Terrain Management:

The lot is primarily flat with a gentle slope to the northwest as indicated on the attached terrain management plan. Drainage improvements will follow existing drainage patterns.

In order to handle the increased off-site runoff in the North-Section (Casa De Todos Lane) Hydro-CAD was used with the routing method to allow an In-Flow and Out-Flow of the pond to maximize the storage capacities. From this method the approximate designed pond size is 18,403 cubic feet. With the South-Section the computer-aided design was not necessary because there was no additional offsite runoff. Due to this, the rational method was used and found the estimated required volume is 8,430 cubic feet. The designed provided volume is 8,465 cubic feet, which is adequate capacity in the ponds to control runoff from the site (see Drainage Report).

All lots will be required to adhere to land development regulations regarding on site ponding requirements per Subsection 14-8.2. The maintenance of these ponds will be the responsibility of the individual homeowner. The proposed development is designed to protect and enhance the natural topography and vegetation, by minimizing soil erosion and sediment transport caused by storms and inclement weather.

This property is located outside of escarpment overlay zones.

Covenants:

The applicant has retained an Attorney to *draft* covenants for review and approval. The enclosed covenants are written to protect the intended character of the subdivision. These covenants will limit the number of cars, disallow junk vehicles, create landscape requirements, designate parking areas, address trash and noise, and maintenance of ponds. The covenants will be referenced on the Final Subdivision Plat and recorded in the Santa Fe County Clerk's Office.

Landscaping, Lighting and Signage:

The property is sparse with very little vegetation. In order to enhance and beautify the subdivision the applicant will provide landscaping in accordance with development standards as indicated on the attached landscape plans. The plan illustrates where shrubs and trees will be located along interior streets and within designated open space areas.

Water/ Wastewater and Fire Protection:

The subject property will be improved with City water and sewer service to each lot. The sewer line will be extended from Rufina, running south along the Casa De Todos Lane and stops approximately 2/3 up the street. A trunk line is located on the south end of the property and will be accessed to serve the lots on that end of the subdivision and a few north of the lot (see Sheet C-8 thru 10). An 8" water line will be extended from Airport Rd. through Lilac Lane and Casa de Todos Lane to Rufina (see Sheet C-3). The proposed lines have been engineered to meet City standards for installation and maintenance.

Water Budget:

0.15 ac. ft. x 57 lots	=	8.55 ac. ft.
0.17 ac. ft. x 1 lot	=	0.17 ac. ft.
		8.72 ac. ft.
Landscaping		0.43 ac. ft.
		9.15 ac. ft.
Minus 11 affordable		1.65 ac. ft
		7.5 ac. ft. Total

Under 6,000 sq. ft. $2,490.00/lot x 57 lots	=	$ 141,930.00
Over 6,000 sq. ft. $2,905.00/lot x 1 lot	=	$ 2,905.00
		$ 144,835.00
Minus 11 affordable $2,490.00/lot x11	=	$ 27,390.00
		$ 117,445.00 Total

Eight fire hydrants will be placed within the subdivision as required (see Sheet C-3).

Dry Utilities:

Each lot will be serviced by electric and gas. The applicant has met with PNM and Gas Company of NM to make certain that the proposed easement is in compliance with all requirements. In addition, all utilities will be placed underground and installed by a licensed contractor.

Solid Waste:

The proposed subdivision shall be served by the City of Santa Fe Solid Waste Management Division.

Santa Fe Homes Program:

The applicant has entered into an agreement with the Santa Fe Homes Affordable Housing program.

Access and Traffic:

The property is located on the south side of Rufina, east of Zepol Rd. and west of Las Acequias Subdivision, north of Airport Rd., and will be accessed off of Rufina to the south, Avenida Las Acequias to the east and Zepol to the west (see enclosed site plan). A Traffic Impact Study has been provided that concludes "there was not a reduction of service for all directions" (see TIA).

Subdivision Approval Criteria:

(1) In all subdivisions, due regard shall be shown for all natural features such as vegetation, water courses, historical sites and *structures*, and similar community assets that, if preserved, will add attractiveness and value to the area or to Santa Fe.

All lots will be required to adhere to land development regulations regarding on site ponding, landscaping, open space and lot coverage. Runoff will be controlled and setbacks and landscaping will be maintained. The subdivision has been designed to provide each individual lot owner their own private open space, located outside of buildable areas. This will ensure each property owner has their own private area as desired by this housing type. In order to promote a harmonious development, create quality of life and develop a community; trees will be planted and maintained along the roadways and within the open space.

(2) The planning commission shall give due regard to the opinions of public agencies and shall not approve the *plat* if it determines that in the best interest of the public health, safety or welfare the land is not suitable for *platting* and *development* purposes of the kind proposed. Land subject to *flooding* and land deemed to be topographically unsuited for building, or for other reasons uninhabitable, shall not be *platted* for *residential* occupancy, nor for other uses that may increase danger to health, safety or welfare or aggravate *erosion* or *flood* hazard. Such land shall be set aside within the *plat* for uses that will not be endangered by periodic or occasional inundation or produce unsatisfactory living conditions. See also Section 14-5.9 (Ecological Resource Protection Overlay District) and Section 14-8.3 (Flood Regulations).

The parcel was created for agricultural purposes, subdivided through warrantee deeds and handed down to family members. The applicant has demonstrated that all proposed improvements meet requirements for utilities, buildable areas, open space, landscaping, setbacks and easements. Each lot has building areas no more than the required 40% allowable and each individual lot will meet regulations for maintaining runoff onsite. Homes will not be built within areas subject to runoff accumulation. The property is not located within a flood zone nor arroyo or watercourse.

(3) All *plats* shall comply with the standards of Chapter 14, Article 9 (Infrastructure Design, Improvements and Dedication Standards).

The proposed subdivision plat meets all standards of Chapter 14, Article 9 regarding infrastructure design, improvements and dedication standards. Although the lots are narrow, the proposed design illustrates a subdivision that meets all regulatory standards. The applicants have made every effort to address all issues.

(4) A *plat* shall not be approved that creates a nonconformity or increases the extent or degree of an existing nonconformity with the provisions of Chapter 14 unless a variance is approved concurrently with the *plat*.

The property is vacant, no non-conformities exist. There is no request for a variance.

(5) A *plat* shall not be approved that creates a nonconformity or increases the extent or degree of an existing nonconformity with applicable provisions of other chapters of the Santa Fe City Code unless an exception is approved pursuant to the procedures provided in that chapter prior to approval of the *plat*.

There are no requests for an exception.

The proposed subdivision is in keeping with governing rules and regulations within the zoning district. Your consideration for approval is greatly appreciated.

Sincerely,

DOLORES I VIGIL

Dolores I. Vigil
Liaison Planning Services Inc.

Attachments:
Application
Drainage Report
TIA
Site Plan
Legal Lot of Record
Preliminary Subdivision Plat
Landscape Plans
Engineered Drawings
Preliminary Covenants
Affordable Housing Proposal

City of Santa Fe
SANTA FE HOMES PROGRAM
P R O P O S A L
"Casa de Todos"
4323 Airport Road
Santa Fe, New Mexico

This Santa Fe Homes Program Proposal ("SFHP Proposal") is made this 23 day of July, 2020 by Casa de Todos LLC ("SFHP Developer").

RECITALS

A. SFHP Developer is the developer of Casa de Todos hereinafter referred to as the "Property".

B. SFHP Developer desires to subdivide the Property.

C. It is understood that all representations made herein are material to the City and that the City will rely upon these representations in permitting or approving development of the Property.

PROPOSAL

SFHP Developer proposes to comply with the SFHP requirements as follows:

A. DEVELOPMENT REQUEST. SFHP Developer seeks preliminary ad final subdivision plan approval.

B. SFHP PLAN. The project has an area of approximately 10.3 acres, zoned **R-6**, permitting **6** dwelling units per acres. SFHP Developer proposes to build **58 dwelling units**. Developer agrees to comply with the Santa Fe Homes Program ordinance. SFHP which requires that 20% of these homes are affordably-priced, resulting in 11 **affordable homes** and a fractional fee paid for **0.6 unit**. The SFHP Plan shall include the number of bedrooms and bathrooms, the minimum square footage and the minimum household size, the income range to be served and the current SFHP Home price for each SFHP Home as set forth

in Section 8.2 of the SFHP Administrative Procedures. If the development is constructed in phases, a SFHP Plan for each phase shall be reviewed and approved by the City and recorded at the County Clerk's office prior to issuance of a building permit by the City for that phase. The SFHP Developer agrees to make a payment of **$46,500.00** for the fractional portion of a SFHP Home, as calculated pursuant to SFHP. The payment shall be made to the City of Santa Fe Affordable Housing Trust Fund (AHTF) for affordable housing.

C. SUCCESSORS IN TITLE. SFHP Developer proposes to develop the Property consistent with this SFHP Proposal. In the event that SFHP Developer sells, assigns, leases, conveys, mortgages, or encumbers the Property to any third party, the third party shall be required to execute a SFHP Agreement consistent with this Proposal prior to obtaining any City approvals.

D. MONITORING. SFHP Developer proposes to provide such information and documentation as the City may reasonably require in order to ensure that the actual sales were in compliance with the SFHP Agreement.

E. DEVELOPMENT INCENTIVES. SFHP Developer **does** request a **density** bonus (15%) and other fee waivers and reduced fees for the affordable units as per SFCC 14.8.11(G)(2), including: Impact Fees, Wastewater UECs and Building, Electrical, Plumbing & Mechanical Permit Fees. Water UECs (not including the construction costs associated with installation) are REDUCED.

E. REVISIONS, MODIFICATIONS AND SUPPLEMENTATION OF THIS PROPOSAL. In the event that the SFHP Developer or the City make material modifications, including modifications to the number of lots or units or the area covered by the Proposal, a revised SFHP Proposal shall be promptly submitted to the Office of Affordable Housing in order to provide a SFHP Proposal that is current and reflects the intended development.

IN WITNESS WHEREOF, this Proposal is made the day and year first written above.

SFHP DEVELOPER:

{Signature/ Rudolph Rodriguez}

Rudolph Rodriguez

Managing Partner

{Print Name & Title of Developer.}

{Signature/ Julie Rodriguez}

Julie Rodriguez

partner

{Print Name & Title of Developer.}

STATE OF NEW MEXICO)

)ss.

COUNTY OF SANTA FE)

ACKNOWLEDGEMENT

The foregoing instrument was acknowledged before me this 23 day of July 2020, by Rudolph Rodriguez .the {title} managing partner of {entity} Casa de Todos LLC

Georgia Rodriguez

NOTARY PUBLIC

My Commission Expires:

8-2-23

REVIEWED BY:

OFFICE OF AFFORDABLE HOUSING
Alexandra Ladd, Director

7-23-20

DATE

Attach: Exhibit 1 - Subdivision layout (proposed)
Exhibit 2 - Pricing Schedule

EXHIBIT 1

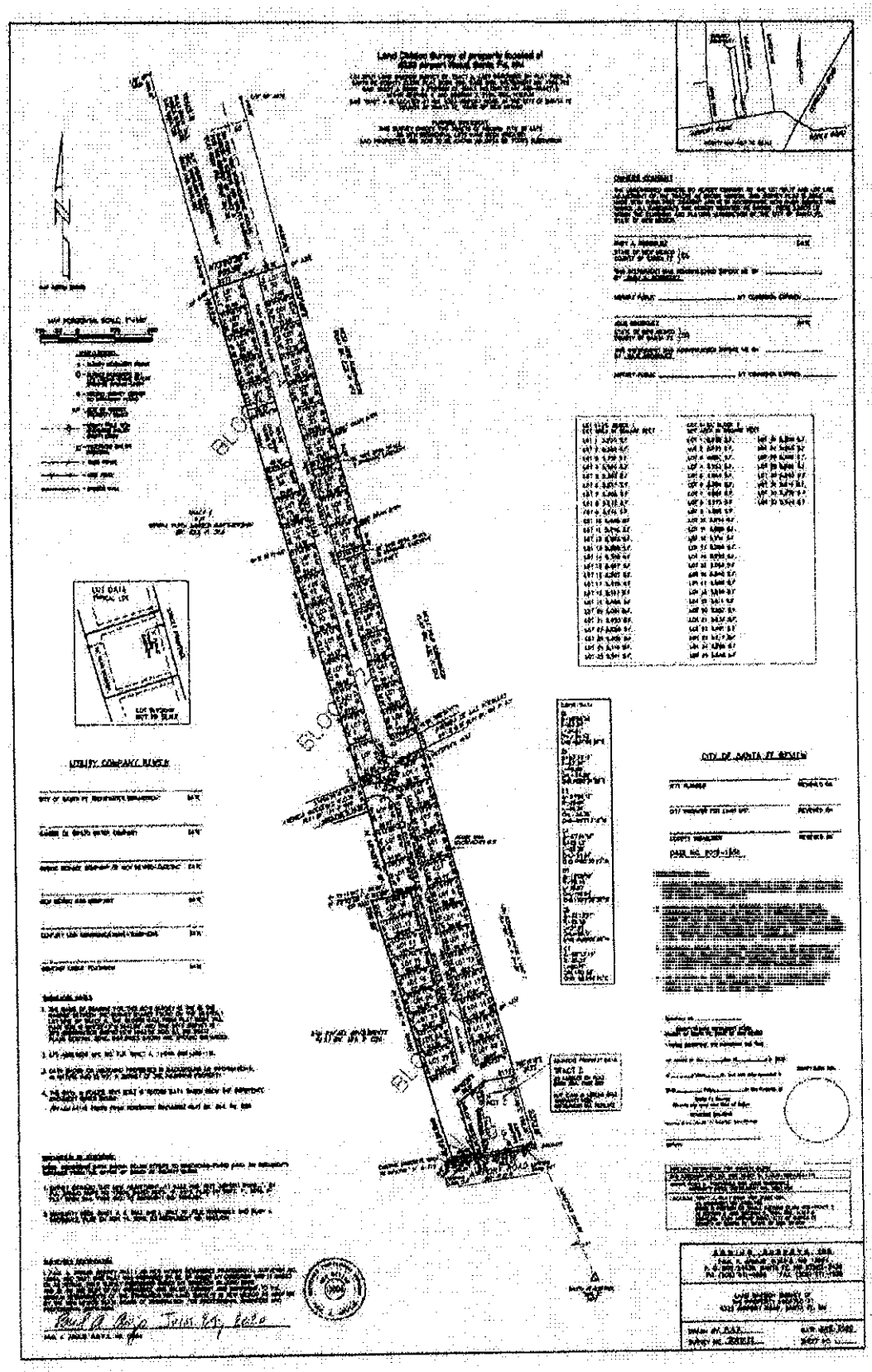


EXHIBIT 2

SANTA FE HOMES PROGRAM
SFHP PLAN AND HOME SALES PRICING SCHEDULE
Effective April 2020*

Income Range	*Two Bedrooms* *1-2 person HH* *(900 sq min)*	*Three Bedrooms* *3-4 person HH* *(1,150 sq ft min)*	*Four Bedrooms* *4-5 person HH* *(1,250 sq ft min)*
2 (50-65%AMI)	Max. Price $137,750 0 Units	Max. Price $155,000 2 Units	Max. Price $172,250 0 Units
3 (65-80%AMI)	Max. Price $179,000 0 Units	Max. Price $201,500 6 Units	Max. Price $223,750 0 Units
4 (80-100%AMI)	Max. Price $220,500 0 Units	Max. Price $248,250 3 Units	Max. Price $275,500 0 Units

Prices reflect April 2020 HUD Area Median Incomes for Santa Fe. Refer to Section 26-1.16 (B) and the SFHP Administrative Procedures. For specific requirements contact The Office of Affordable Housing.

AFFORDABILITY CALCULATION
Single Family Building Lots

The project has an area of approximately 10.3 acres, zoned at _R-6, permitting 6 dwelling homes per acre. The required number of SFHP units is 20% of the total units, 5% each in Income Ranges 2 and 4 and 10% in Income Range 2. The project proposes 58 **total lots** for development as single family homes.

CALCULATION for the SFHP requirement:

= Total number of units multiplied by (0.2) = # of Units Required
= 58 total units x 0.2 = 11 **SFHP unit**(s) are required
= 11 **lots/units** delivered and a fractional fee paid for **0.6** units

CALCULATION for the Fractional Fee:

= ½ price of 3 BR, Tier 2 Home X Unit Fraction
= $77,500 X 0.6
= **$46,500.00 fractional fee**

NOTE: The home prices and fractional fee schedule are modified by the City according to Section 8.7.3 of the SFHP Administrative Procedures to reflect annual changes in the median income levels. The SFHP Home prices shown in this SFHP Agreement are the prices in effect at the time this Agreement is made. The current SFHP prices that are in effect at the time the SFHP Home is made available for sale or the fractional fees are paid, determines the actual SFHP Home Price and/or amount of fractional fee. The prices are updated annually.

City of Santa Fe
SANTA FE HOMES PROGRAM
P R O P O S A L
"Casa de Todos"
4323 Airport Road
Santa Fe, New Mexico

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C. It is understood that all representations made herein are material to the City and that the City will rely upon these representations in permitting or approving development of the Property.

PROPOSAL

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IN WITNESS WHEREOF, this Proposal is made the day and year first written above.

SFHP DEVELOPER:

Rudolph Rodriguez
{Signature/ Rudolph Rodriguez}
Rudolph Rodriguez
managing partner
{Print Name & Title of Developer.}

Julie Rodriguez
{Signature/ Julie Rodriguez}

Julie Rodriguez, partner
{Print Name & Title of Developer.}

STATE OF NEW MEXICO)
)ss.
COUNTY OF SANTA FE)

ACKNOWLEDGEMENT

The foregoing instrument was acknowledged before me this 23 day of July, 2020, by Rudolph Rodriguez .the {title} managing partner of {entity} Casa de Todos LLC

Georgia Rodriguez
NOTARY PUBLIC

My Commission Expires:

8-2-23

REVIEWED BY:

OFFICE OF AFFORDABLE HOUSING
Alexandra Ladd, Director

DATE

Attach: Exhibit 1 - Subdivision layout (proposed)
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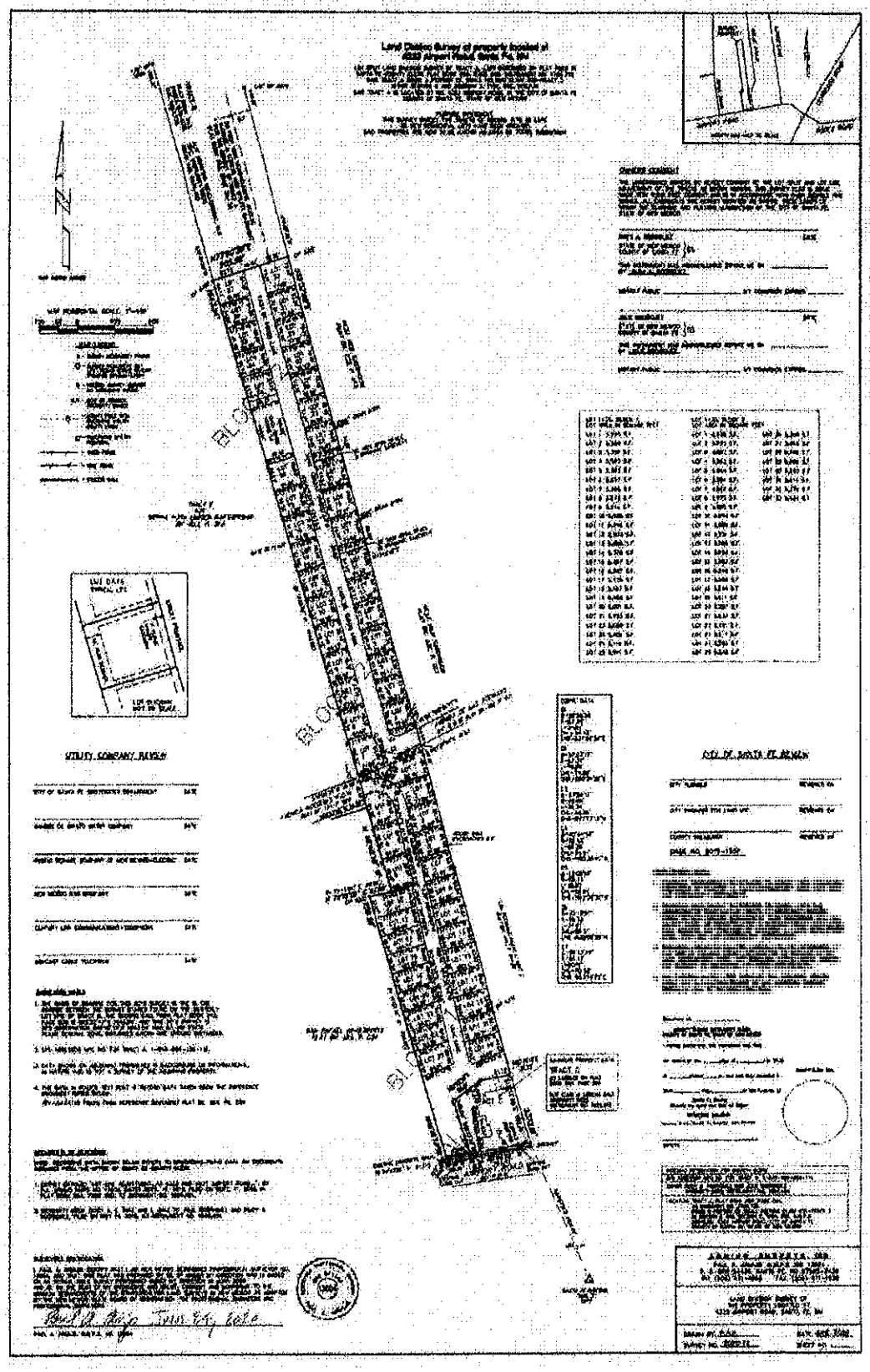

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Income Range	*Two Bedrooms* *1-2 person HH* *(900 sq min)*	*Three Bedrooms* *3-4 person HH* *(1,150 sq ft min)*	*Four Bedrooms* *4-5 person HH* *(1,250 sq ft min)*
2 (50-65%AMI)	Max. Price $137,750 0 Units	Max. Price $155,000 2 Units	Max. Price $172,250 0 Units
3 (65-80%AMI)	Max. Price $179,000 0 Units	Max. Price $201,500 6 Units	Max. Price $223,750 0 Units
4 (80-100%AMI)	Max. Price $220,500 0 Units	Max. Price $248,250 3 Units	Max. Price $275,500 0 Units

Prices reflect April 2020 HUD Area Median Incomes for Santa Fe. Refer to Section 26-1.16 (B) and the SFHP Administrative Procedures. For specific requirements contact The Office of Affordable Housing.

AFFORDABILITY CALCULATION
Single Family Building Lots

The project has an area of approximately 10.3 acres, zoned at R-6, permitting 6 dwelling homes per acre. The required number of SFHP units is 20% of the total units, 5% each in Income Ranges 2 and 4 and 10% in Income Range 2. The project proposes 58 **total lots** for development as single family homes.

CALCULATION for the SFHP requirement:

= Total number of units multiplied by (0.2) = # of Units Required
= 58 total units x 0.2 = 11 **SFHP unit**(s) are required
= 11 **lots/units** delivered and a fractional fee paid for **0.6** units

CALCULATION for the Fractional Fee:

= ½ price of 3 BR, Tier 2 Home X Unit Fraction
= $77,500 X 0.6
= **$46,500.00 fractional fee**

NOTE: The home prices and fractional fee schedule are modified by the City according to Section 8.7.3 of the SFHP Administrative Procedures to reflect annual changes in the median income levels. The SFHP Home prices shown in this SFHP Agreement are the prices in effect at the time this Agreement is made. The current SFHP prices that are in effect at the time the SFHP Home is made available for sale or the fractional fees are paid, determines the actual SFHP Home Price and/or amount of fractional fee. The prices are updated annually.

DESIGN ENGINUITY

1421 Luisa Street, Suite E, Santa Fe, NM 87505
(505) 989-3557 FAX (505) 989-4740
E-mail *oralynn@designenginuity.biz*

December 21, 2020

Noah Berke and Lee Logston
City of Santa Fe Land Use
Planning Manager
Via email: nlberke@santafenm.gov
lrlogston@santafenm.gov>

RE: Justification of an Innovative Street Design for the Casa de Todos Roadways

Dear Noah and Lee,

Proposal: to place a 5-foot wide sidewalk adjacent to the curb and gutter where parking lanes are provided.

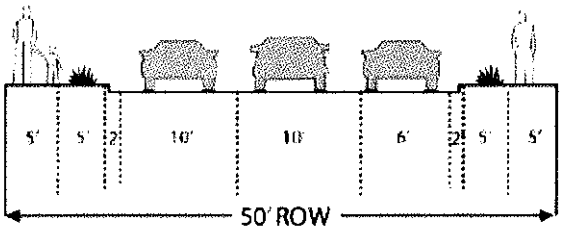
Justification:

Standard COSF detail for a sub collector road is for a planter to be placed between the sidewalk and the curb and gutter in all cases, even adjacent to parking lanes.

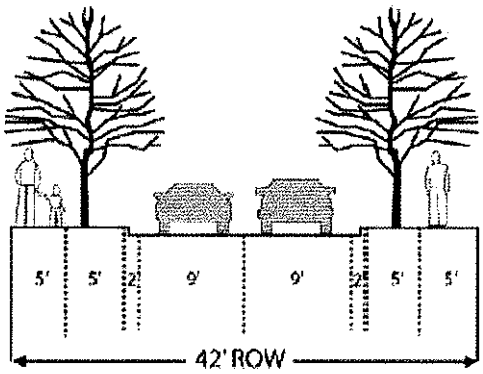
Reasoning for Casa de Todos Innovative Street Design: The primary reason of this innovative design is that placing sidewalk adjacent to parking lanes allows for easier access in and out of a vehicle as you step out of your vehicle on to a hard stable surface rather than a planter which may limit the opening of a car door or have an uneven surface.

Secondary reason is that this allows for a continuous right of way width on a street of 45 feet. Current COSF design calls for the right of way to be increased by 8 feet where there is a parking lane. Thus the city's right of way moves from 42 feet to 50 feet.

Illustration 14-9.2-1: Street Type Design – Sub Collector

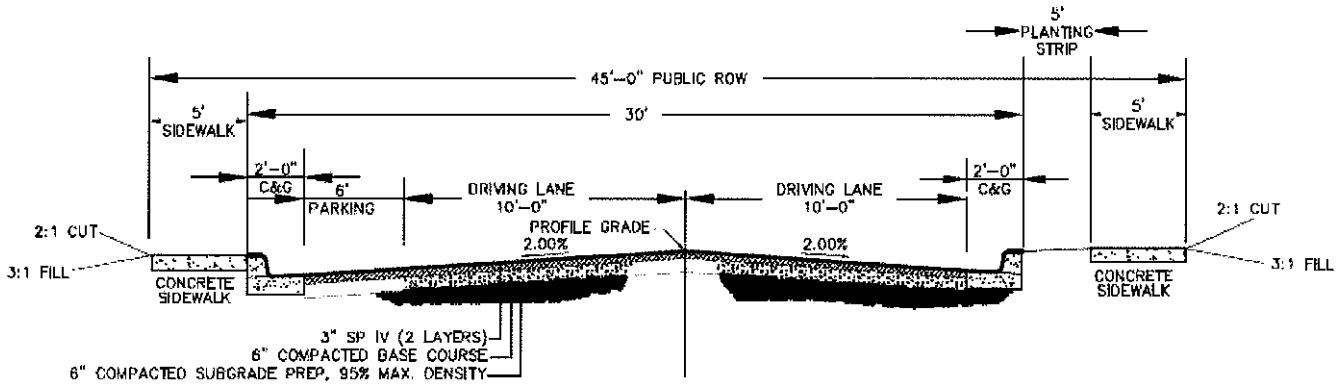


SUB COLLECTOR WITH
PARKING ON ONE SIDE



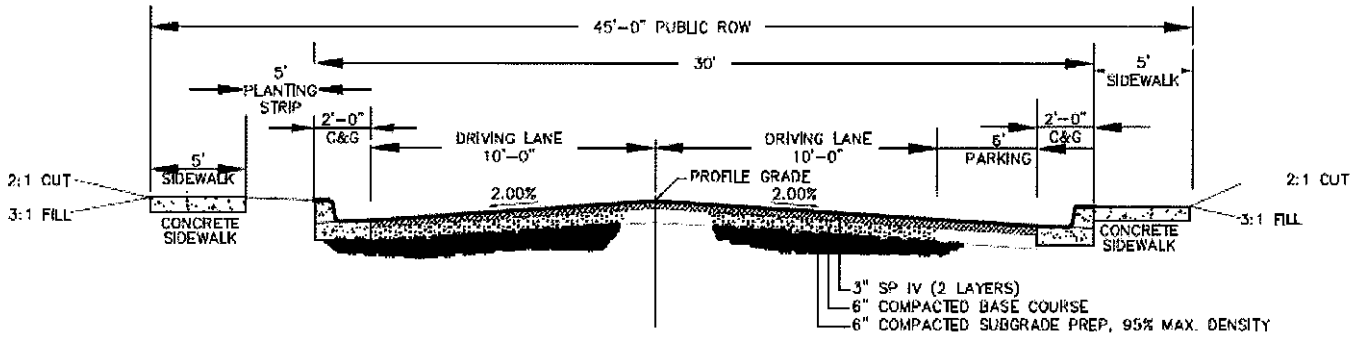
SUB COLLECTOR WITHOUT PARKING

Casa de Todos Proposed Streets:



45' ROW PUBLIC ROADWAY – LILAC LANE

STATION 10+22.00 TO STATION 15+25.00 N.T.S.

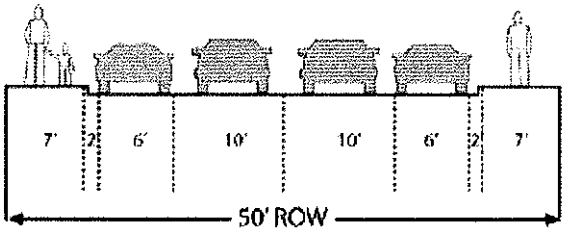


45' ROW PUBLIC ROADWAY – CASA DE TODOS LANE

N.T.S.

It should be noted that the COSF's design for a collector road in a mixed use environment does have the sidewalk adjacent to the curb.

Illustration 14-9.2-1: Street Type Design – Collector – Mixed Use



COLLECTOR - MIXED USE

Over the years I learned the reasoning for requiring a planter median between the sidewalk and roadway was to provide a barrier that helps to protect the pedestrian on the sidewalk. This barrier was at first 3 feet wide. But as staff understood that trees prefer more space the planter medians grew in width to 5 feet. But it should be noted that AASHTO –Roadside Design Guide (2006 Ed) acknowledges that on low speed roads, a curb suffices to protect pedestrians. At speeds over 25 mph cars can mount the curb at relatively flat impact angles (Roadside Safety in Urban or Restricted Environments, Section 10.3.3). Less concern is given to straight segments of roads. ASSHTO notes that additional barriers are warranted when across a T-Intersection and outside of sharp curves to protect pedestrians. In the Casa de Todos plans, the placement of the sidewalk will occur on straight segments of road only.

The innovative road design proposed for Casa de Todos nearly matches a design used for two projects that had previously been approved by the Planning Commission and staff: the Jaxson Subdivision and the Vista del Rio Subdivision. The only difference is that Jaxson subdivision had parking on both left and right sides of the road and thus needed a 46' right of way to have a consistent road centerline and Vista del Rio had a 44' right of way because it had narrower drive lanes. Attached is an email exchange between John Romero and myself in which he approved the design to allow the sidewalk next to the curb.

It should also be noted that the proposed innovative road design for Casa de Todos has all the same improvements as the standard City design: there is no cost savings associated with the innovative design. It is simply in this Professional Engineer's opinion a better design and therefore I respectfully request that you approve the Casa de Todos's proposed innovative street designs and consider a code modification.

Sincerely,

Oralynn

Oralynn Guerrerortiz, NMPE No. 12688

Oralynn Guerrortiz

From: Oralynn Guerrerortiz <oralynn@designenginuity.biz>
Sent: Tuesday, November 17, 2020 1:13 PM
To: 'Oralynn Guerrerortiz'
Subject: FW: Vista Del Rio Local Road design

From: ROMERO, JOHN J [mailto:jjromero1@santafenm.gov]
Sent: Thursday, April 30, 2020 4:59 PM
To: Oralynn Guerrerortiz <oralynn@designenginuity.biz>
Cc: 'Jennifer Jenkins' <Jennifer@jenkinsgavin.com>
Subject: RE: Vista Del Rio Local Road design

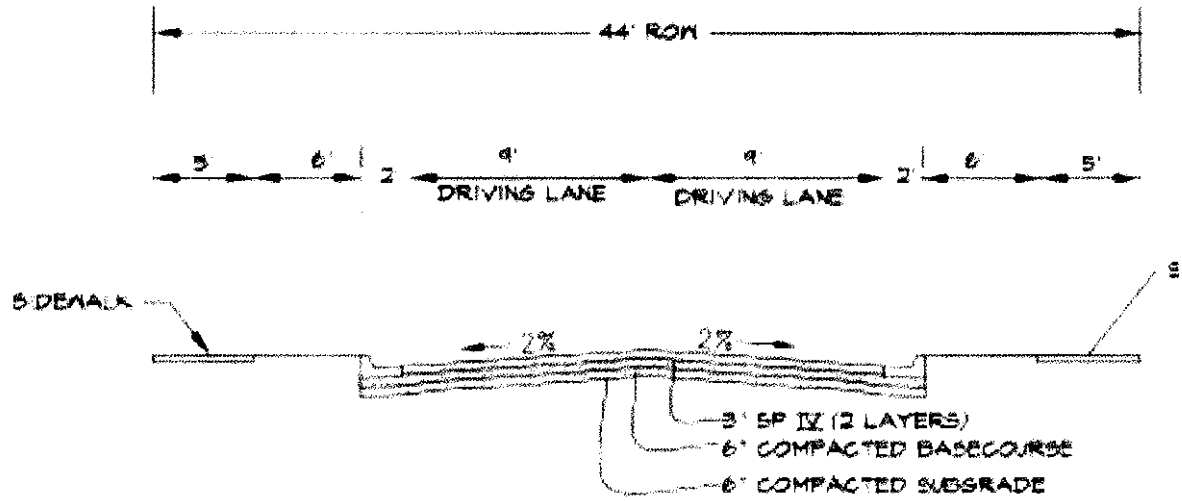
Hello Oralynn,
I support it. Land use determined that we could administratively deviate from that portion of code.

-jjr

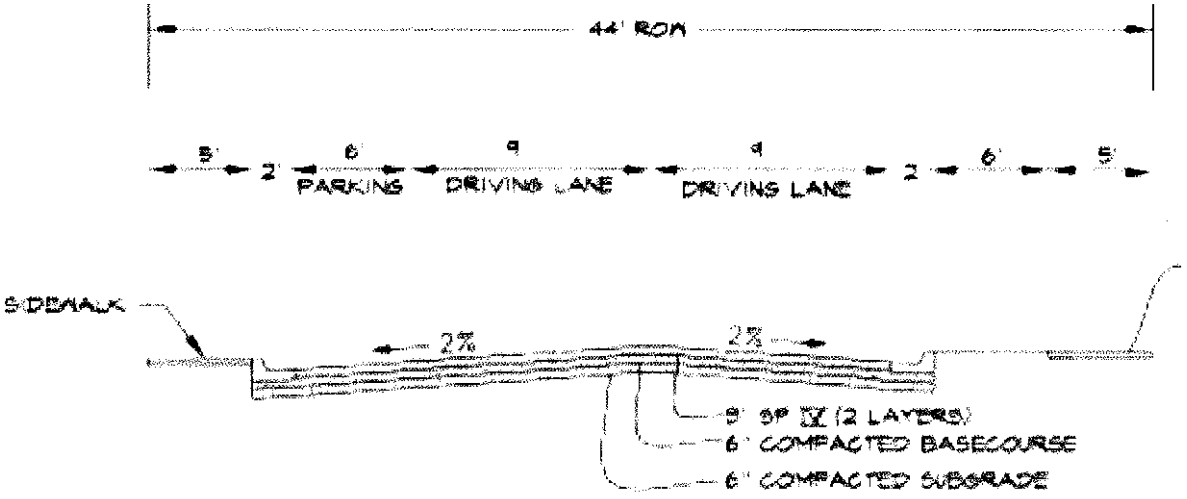
From: Oralynn Guerrerortiz <oralynn@designenginuity.biz>
Sent: Thursday, April 30, 2020 3:15 PM
To: ROMERO, JOHN J <jjromero1@santafenm.gov>
Cc: 'Oralynn Guerrerortiz' <oralynn@designenginuity.biz>; 'Jennifer Jenkins' <Jennifer@jenkinsgavin.com>
Subject: Vista Del Rio Local Road design

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi John,
I was speaking to Jennifer Jenkins yesterday about the Vista Del Rio project's road design and she said she had spoken to you about our current design as shown in the Vista Del Rio 12-17-2020 plan set (below). She believes that you are okay with having the sidewalk placed next to curb.. I just want to verify that's correct. I think that it is a superior design, as I find issues with the current COSF's Local Road design with parking. Specifically accessibility issues between park car and sidewalk with a planter between. When last we met, you had indicated you wanted the current adopted COSF designed to be followed. Can I hope that you will support an alternative design as shown below? I would be happy to provide any help I can in getting the code improved on this point. If you support this design for Vista Del Rio, I will assume that would also apply to other projects that will require a COSF Local Road with parking. I would be happy to discuss this topic further if you so wish.
Oralynn
670-7605



RESIDENTIAL LANE WITHOUT PARKING



RESIDENTIAL LANE WITH PARKING

TRAFFIC IMPACT REPORT

For

4323 Airport Rd Development (Casa de Todos Subdivision)

Prepared for

Liaison Planning

Prepared by

MOREY WALKER AND ASSOCIATES ENGINEERING, INC.

June 3, 2019
Rev January 12, 2021

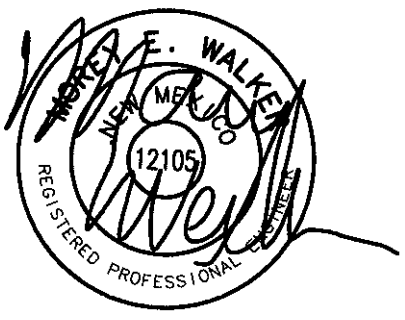


TABLE OF CONTENTS

I. INTRODUCTION ..... Page -3-
A. Project Location and Description ..... Page -3-
B. Purpose ..... Page -3-

II. ROAD CONDITIONS ..... Page -3-
A. Existing & Proposed Conditions ..... Page -3-
B. Existing Traffic Volumes ..... Page -4-
C. Future Traffic Volumes ..... Page -4-

III. TRIP GENERATION AND TRAFFIC DISTRIBUTION ..... Page -4-
A. Trip Generation ..... Page -4-
B. Site Traffic Movements ..... Page -5-
C. Design Traffic Movements ..... Page -5-

IV. TRAFFIC EVALUATION ..... Page -5-
A. Level of Service ..... Page -5-
B. Airport Road and Zepol Road ..... Page -5-
C. Airport Road and Calle Atajo ..... Page -6-
D. Calle Atajo and Rufina Street ..... Page -7-
E. Calle Atajo and Camino Las Acequias ..... Page -7-
F. Casa de Todos Lane and Rufina Street ..... Page -8-
G. Conclusion ..... Page -9-

V. SUMMARY AND RECOMMENDATIONS ..... Page -9-

Appendix A - Traffic Counts at Airport Road and Zepol Road
Appendix B – Traffic Counts at Airport Road and Calle Atajo
Appendix C – Traffic Counts at Calle Atajo and Rufina Street
Appendix D – Traffic Counts at Camino Las Acequias and Calle Atajo
Appendix E - Trip Generation
Appendix F - Level of Service – Airport Road and Zepol Road
Appendix G – Level of Service – Airport Road and Calle Atajo
Appendix H – Level of Service – Calle Atajo and Rufina Street
Appendix I – Level of Service – Camino Las Acequias and Calle Atajo
Appendix J – Level of Service – Casa de Todos Lane and Rufina Street
Appendix K – Traffic Light Timings per City of Santa Fe

I. INTRODUCTION

A. Project Location and Description

The 4323 Airport Road (Casa de Todos) Subdivision will consist of 60 single family fee simple lots between Airport Road and Rufina Street and within the City of Santa Fe. The southern section of 25 lots will have access to Airport Road from Zepol Road. The northern section of 35 lots will have access directly onto Avenue de Los Acequias and to Rufina Street and Airport Road. A potential connection directly to Rufina Street will occur when the next property to the north is developed. Refer to Figure 1 for location map and to Figure 2 for site plan.

B. Purpose

The purpose of this Traffic Impact Study is to determine the impact of the 4323 Airport Road Subdivision at the intersections of Airport Road & Zepol Road, Airport Road & Calle Atajo, Calle Atajo & Rufina Street, Avenue de Las Acequias & Calle Atajo and future Casa de Todos Lane & Rufina Street.

II. ROAD CONDITIONS

A. Existing and Proposed Conditions

At the study area, Airport Road is a four-lane public street with dedicated left turn lanes. The speed limit along Airport Road is 35 mph. Rufina Street is a two-lane road with dedicated left turn lanes in all directions at the intersection of Calle Atajo. The speed limit for this section of Rufina is 35 mph.

The intersections of Airport Road & Zepol Road, Airport Road & Calle Atajo, Calle Atajo & Rufina Street are controlled by traffic signal lights with dedicated left turn lanes.

Presently, the City of Santa Fe is conducting an engineering study to determine the feasibility of synchronization of the traffic lights along Airport Road.

B. Existing Traffic Volumes

At the intersection of Airport Road and Zepol Road, a peak hour traffic counts were conducted by Walker Engineering on December 11, 2018 for AM and PM peak hours (Appendix A). At the intersection of Airport Road and Calle Atajo, AM and PM peak hour traffic counts were conducted on December 12, 2018 (Appendix B). At the intersection of Calle Atajo and Rufina Street, AM and PM peak hour traffic counts were conducted on January 15, 2019 (Appendix C). At the intersection of Calle Atajo and Avenida de Las Acequias, AM and PM peak hour traffic counts were conducted on January 9, 2019 (Appendix D). Refer to Figure 3 for current background traffic volumes.

C. Future Traffic Volumes

A design year of 2024 has been selected for this development. Based upon NMDOT standards, a 3% yearly increase was used to simulate traffic growth in this area. Figure 4 shows the Year 2024 increase in background traffic for the studied intersections.

III. TRIP GENERATION AND TRAFFIC DISTRIBUTION

A. Trip Generation

The AM and PM peak hour traffic volumes are derived from the Institute of Transportation Engineers, Trip Generation, 9th edition. Land Use category 210 residential single family lots were used in the analysis. Data from Trip Generation for both entrances are found in Appendix E. Table 1 summarizes the information found in Trip Generation per east and west entrances.

Table 1
AM and PM Peak Hour Traffic Volumes

Land Use	Size	Section	AM Peak		PM Peak	
			Entering	Exiting	Entering	Exiting
Single Family	35 Units	Northern	7	20	23	13
Single Family	25 Units	Southern	5	14	17	9

B. Site Traffic Movements

Based upon current traffic patterns and directional percentages and upon the average trip generation as shown on Table 1 above, the 4323 Airport Road Subdivision traffic was distributed at the studied intersections. This distribution is shown on Figure 5.

C. Aguafina Traffic Movements

In this study area, the proposed Aguafina Subdivision will be utilizing the same roadway system as the 4323 Airport Road (Casa de Todas) subdivision. A traffic impact analysis for the Aguafina Subdivision was previously prepared by Walker Engineering. From that analysis, the site traffic distribution for this subdivision is shown on Figure 5A. For the intersection of Casa de Todos Lane and Rufina, the traffic counts from the Aguafina TIA was used in the analysis.

D. Design Traffic Movements

Combining the 2024 background traffic from Figure 4 and the traffic distributions from Figures 5 (Casa de Todos) and 5A (Aguafina), the design background and site traffic for the studied area is shown on Figure 6. Figures 4 and 6 were used to conduct the level of service evaluation.

IV. TRAFFIC EVALUATION

A. Level of Service

Synchro Ver 10 software was used to determine the operational level for the intersection. An LOS is conducted for year 2024 design year. The design year includes the annual increase in background traffic and the site traffic. Level of service is ranked from A-F, with A being the highest level of service with the least delays and F indicating a break-down in the operation of the intersection.

Figures 7, 8, 9 and 10 are the Synchro computer models for the 2024 AM & PM No Conditions and 2024 AM & PM Build Conditions, respectively.

B. Airport Road and Zepol Road Intersection

Derived from the Synchro Ver 10 computer runs, Table 2 is a summary of the level of service for the current lane and traffic light configuration at the intersection of Airport Road and Zepol Road. Traffic volumes were taken from both Figures 4 and 6 for the design year 2024 traffic. The computer printouts can be found in Appendix F. Traffic Signal Timing was obtained from the City of Santa Fe and is attached in Appendix K.

Table 2
Level of Service Analysis
Airport Road and Zepol Road Intersection
2024 Developed Conditions

	Figure 4 No Build		Figure 6 w/ 4323 Airport Road Subdivision	
Movement	AM Delay/LOS	PM Delay/LOS	AM Delay/LOS	PM Delay/LOS
Airport Rd WB	19.2/B	33.9/C	19.2/B	34.8/C
Airport Rd EB	57.2/E	17.8/B	57.4/E	18.3/B
Zepol Road SB	40.7/D	42.6/D	41.8/D	44.4/D
Private D/W NB	35.4/D	42.7/D	35.4/D	44.2/D
Intersection	44.5/D	29.0/C	44.7/D	29.8/C

C. Airport Road and Calle Atajo Road Intersection

Derived from the Synchro Ver 10 computer runs, Table 3 is a summary of the level of service for the intersection of Airport Road and Calle Atajo. Traffic volumes were taken from both Figures 4 and 6 for the design year 2024 traffic. The computer printouts can be found in Appendix G. Traffic Signal Timing was obtained from the City of Santa Fe and is attached in Appendix K.

Table 3
Level of Service Analysis
Airport Road and Calle Atajo Road Intersection
2024 Developed Conditions

	Figure 4 No Build		Figure 6 w/ 4323 Airport Road Subdivision	
Movement	AM Delay/LOS	PM Delay/LOS	AM Delay/LOS	PM Delay/LOS
Airport Road EB	20.5/C	8.2/A	20.9/C	8.5/A
Airport Road WB	19.7/B	37.1/D	19.7/B	41.9/D
Calle Atejo SB	25.2/C	29.8/C	25.4/C	31.0/C
Intersection	20.8/C	25.4/C	21.1/C	28.3/C

D. **Calle Atajo and Rufina Street Intersection**

Derived from the Synchro Ver 10 computer runs, Table 4 is a summary of the level of service for the intersection of Calle Atajo and Rufina Street. Traffic volumes were taken from both Figures 4 and 6 for the design year 2024 traffic. The computer printouts can be found in Appendix H. Traffic Signal Timing was obtained from the City of Santa Fe and is attached in Appendix K.

Table 4
Level of Service Analysis
Calle Atajo and Rufina Street Drive Intersection
2024 Developed Conditions

	Figure 4 No Build		Figure 6 w/ 4323 Airport Road Subdivision	
Movement	AM Delay/LOS	PM Delay/LOS	AM Delay/LOS	PM Delay/LOS
Calle Atajo SB	20.8/C	16.1/B	21.6/C	16.1/B
Calle Atajo NB	23.4/C	15.8/B	24.1/C	15.9/B
Rufina St WB	21.2/C	16.5/B	21.2/C	16.4/B
Rufina St EB	41.2/D	14.3/B	42.9/D	14.6/B
Intersection	31.4/C	15.8/B	31.6/C	15.8/B

E. **Calle Atajo and Avenue de Las Acequias Intersection**

Derived from the Synchro Ver 10 computer runs, Table 5 is a summary of the level of service for the intersection of Calle Atajo and Avenue de Las Acequias. Traffic volumes were taken from both Figures 4 and 6 for the design year 2024 traffic. The computer printouts can be found in Appendix I. This is a two way stop controlled intersection.

Table 5
Level of Service Analysis
Calle Atajo and Avenue de Las Acequias Intersection
2024 Developed Conditions

	Figure 6 w/ 4323 Airport Road Subdivision	
Movement	AM Delay/LOS	PM Delay/LOS
Avenue de Las Acequias EB	11.2/B	11.1/B
(Stop Controlled)		

F. Casa de Todos Lane and Rufina Street Intersection

Derived from the Synchro Ver 10 computer runs, Table 6 is a summary of the level of service for the proposed intersection of Casa de Todos Lane and Rufina Street. Traffic volumes were taken from both Figures 4 and 6 for the design year 2024 traffic. The computer printouts can be found in Appendix J. This is a two way stop controlled intersection.

Table 6
Level of Service Analysis
Casa de Todos Lane and Rufina Street Intersection
2024 Developed Conditions

	Figure 6 w/ Casa de Todos & Aguafina	
Movement	AM Delay/LOS	PM Delay/LOS
Rufina St EB	7.8/A	8.9/A
Rufina St WB	8.8/A	8.3/A
Casa de Todos NB (Stop Controlled)	14.7/B	14.5/B
Casa de Todos SB (Stop Controlled)	16.8/C	24.3/C

G. Conclusion

For the intersections of Airport Road & Zepol Road, Airport Road & Calle Atajo, Calle Atajo & Rufina Street and Avenue de Las Acequias & Calle Atajo, with the addition of the 4323 Airport Road (Casa de Todos) subdivision traffic, there was not a reduction of service for all directions. For the new intersection of Casa de Todos Lane and Rufina Street, this intersection will operate with an adequate level of service in all directions.

V. SUMMARY AND RECOMMENDATIONS

The 60 single family lots for the 4323 Airport Road (Casa de Todos) Subdivision will have minimal impact on the level of service for the intersections of Airport Road & Zepol Road, Airport Road & Calle Atajo, Calle Atajo & Rufina Street and Avenue de Las Acequias & Calle Atajo. The following design requirements should be addressed at final design:

1. Stop signs to be installed for exiting traffic from the subdivision
2. All interior roads to meet City of Santa Fe standards.

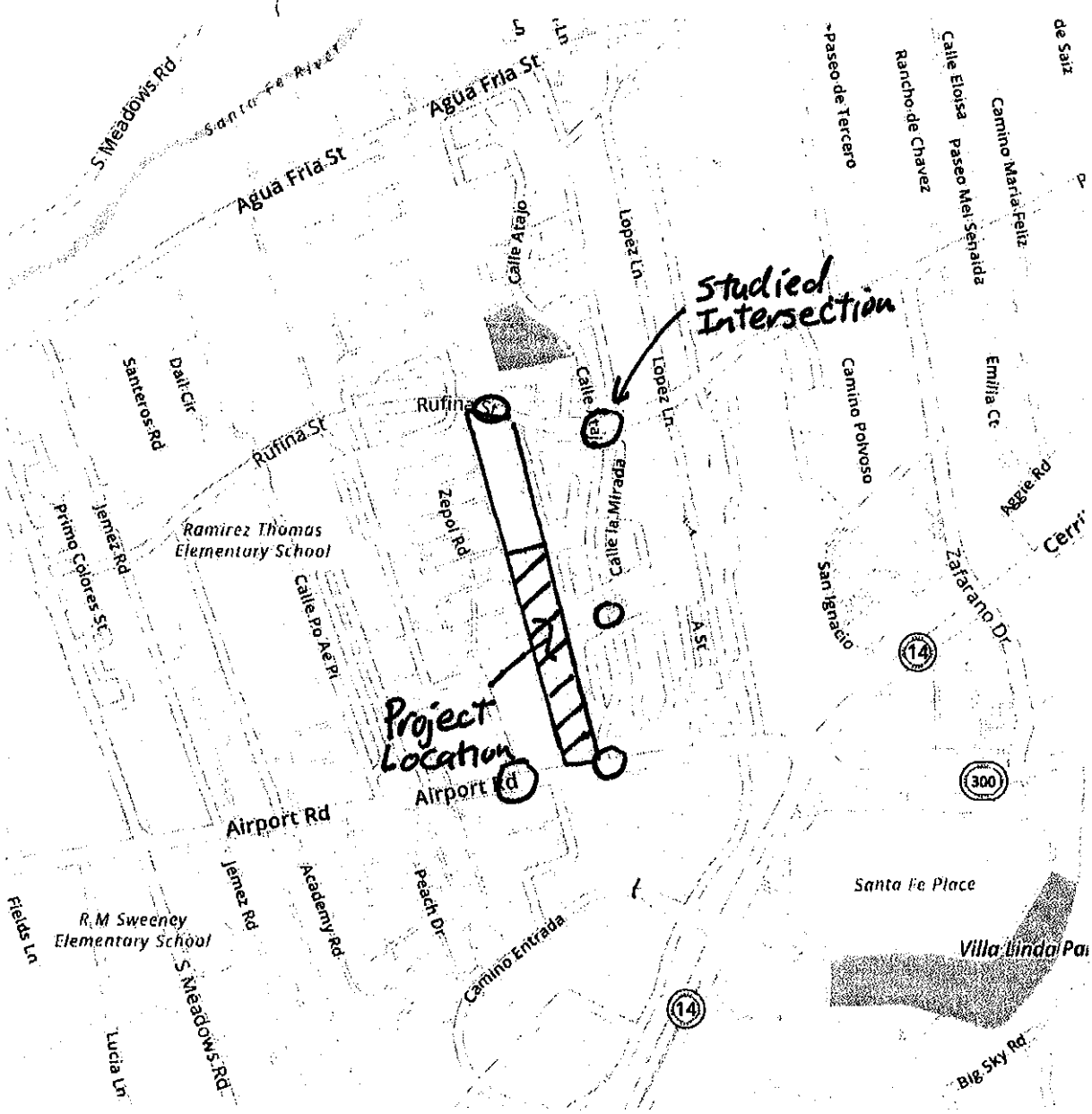


FIGURE 1
VICINITY MAP

4323 AIRPORT RD

Civil Engineering • Water Resources • Traffic Engineering
W • E Walker Engineering
505-820-7990
FAX 505-820-3939
905 Camino Sierra Vista•Santa Fe, NM 87501

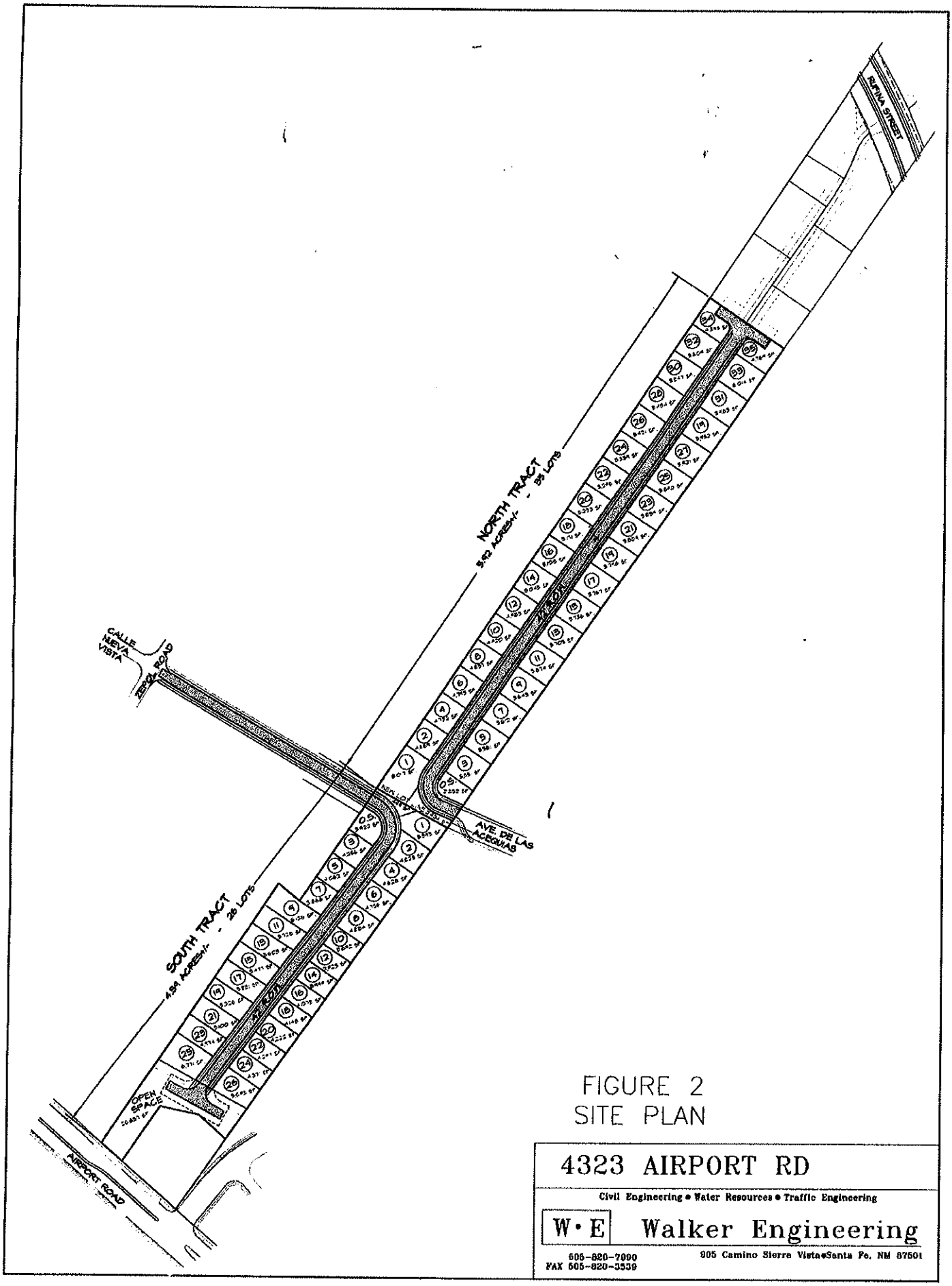


FIGURE 2
SITE PLAN

4323 AIRPORT RD

Civil Engineering • Water Resources • Traffic Engineering

W • E Walker Engineering

505-820-7090
FAX 505-820-3539

905 Camino Sierra Vista•Santa Fe, NM 87501

Casa De Todos Subdivision

Preliminary Design

SHEET INDEX

SHEET TITLE	No.
COVER SHEET	CV
SITE PLAN	SP-1
LEGAL LOT	S-1
SUBDIVISION PLAT	S-2
LANDSCAPING PLAN	L-1 & L-2
OVERALL GRADING AND DRAINAGE PLAN	C-1
OVERALL UTILITY PLAN	C-2
WATER LAYOUT PLAN	C-3
WATER SERVICE TABLE	C-4
CASA DE TODOS PLAN AND PROFILE	C-5 & C-6
LILAC LANE PLAN AND PROFILE	C-7
CASA DE TODOS UTILITY PLAN AND PROFILE	C-8 & C-9
LILAC LANE UTILITY PLAN AND PROFILE	C-10
CONSTRUCTION DETAIL SHEET	C-11
POND DETAIL SHEET	C-12

NTS

CONSULTANTS

Liaison Planning Services Inc.
P.O. Box 1835
Santa Fe NM 87504
(505)920-6839
liaisonplanning@gmail.com

Liaison Planning Services INC

ENGINEER
Walker Engineering
905 Camino Sierra Vista Santa Fe, NM 87505
505-820-7990 morey@walkerengineering.net

Armijo Surveys, Inc.
Professional Land Surveying
P.O. Box 84458, Santa Fe, NM 87502
505-471-1068

YELLOWSTONE

12/16/2020

SHEET NO.
CV

Casa Por Todos Subdivsion Preliminary Design

SITE PLAN

12/18/2020

NORTH

SCALE 1"=100'

PROJECT DATA

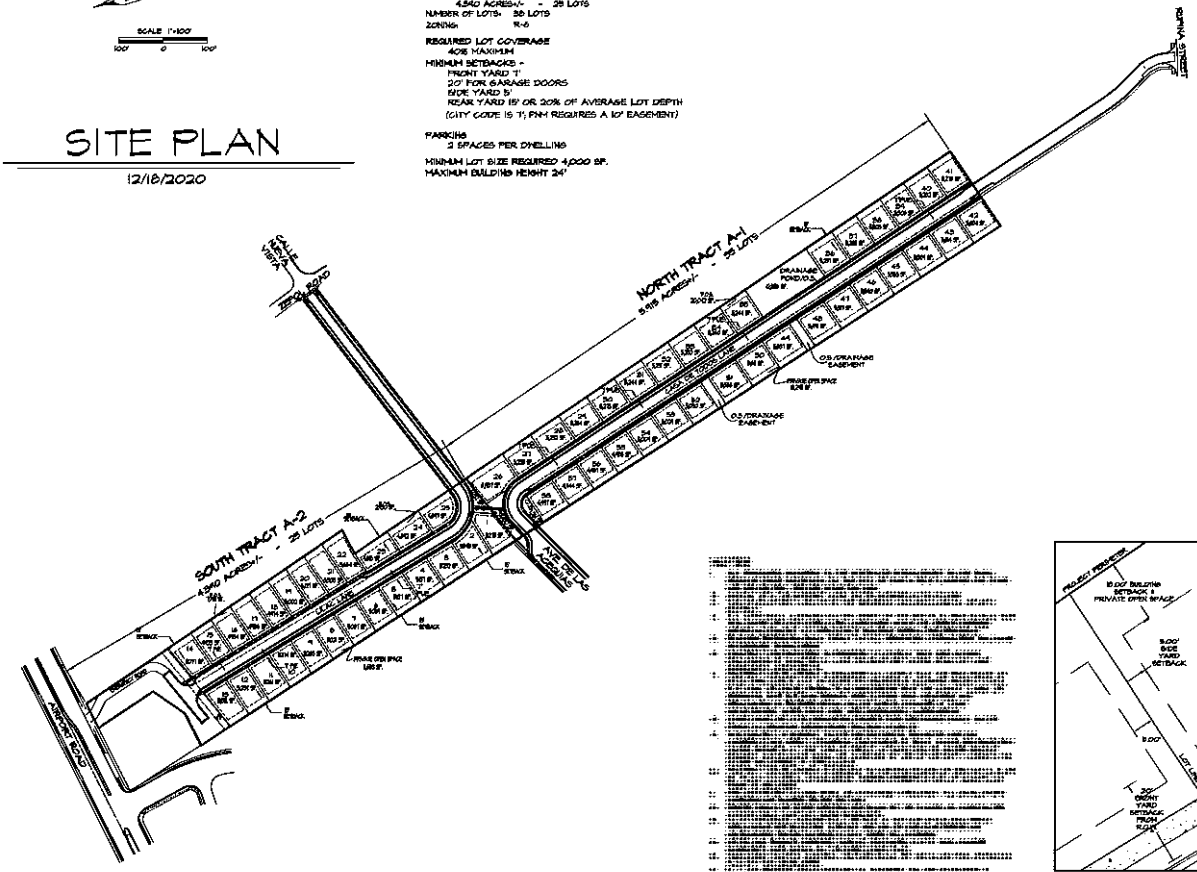
PROJECT SIZE: 10.31+/-
ADDRESS AND SIZE OF TRACTS:
4525 AIRPORT RD.
NORTH TRACT A-1
5.415 ACRES+/- - 33 LOTS
SOUTH TRACT A-2
4.540 ACRES+/- - 28 LOTS
NUMBER OF LOTS: 38 LOTS
ZONING: R-6

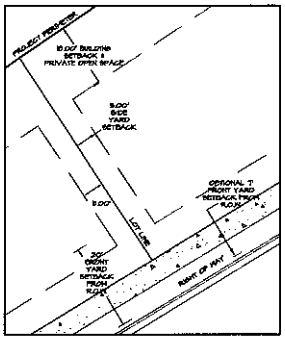
REQUIRED LOT COVERAGE
40% MAXIMUM

MINIMUM SETBACKS -
FRONT YARD 7'
20' FOR GARAGE DOORS
SIDE YARD 5'
REAR YARD 15' OR 20% OF AVERAGE LOT DEPTH
(CITY CODE IS 7', P&N REQUIRES A 10' EASEMENT)

PARKING
2 SPACES PER DWELLING

MINIMUM LOT SIZE REQUIRED 4,000 SF.
MAXIMUM BUILDING HEIGHT 24'





TYPICAL BUILDING SETBACKS
SCALE: 1"=10'

REVISIONS	
DATE	BY

PLANNING: Lisbon Planning Services nc

SURVEYING: ARNOLD-RICHTER, INC.

CIVIL ENGINEERING: W. B. Walker Engineering

PROJECT NAME: CASA DE TODOS
4525 AIRPORT ROAD SUBDIVISION
SANTA FE, NEW MEXICO

SHEET NAME: SITE PLAN

DRAWN:
CHECKED:
DATE: 12/18/2020
SCALE: 1"=100'
JOB No.

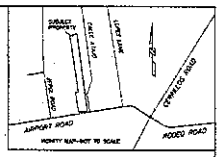
SP

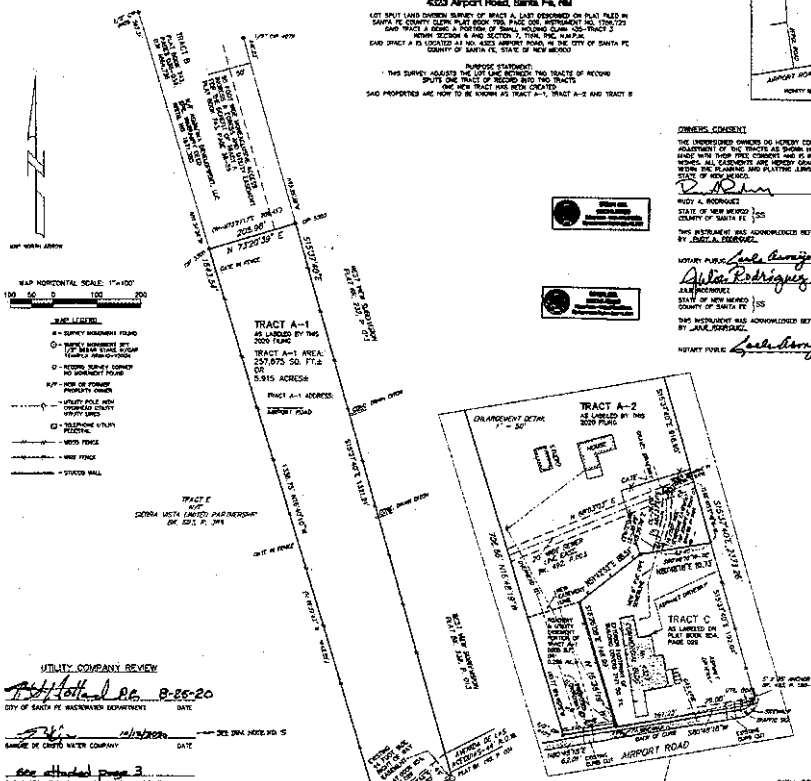
Lot Split Land Division Survey of property located at 4323 Airport Road, Santa Fe, NM

871 39

LOT SPLIT LAND DIVISION SURVEY OF TRACT A, LAST DESCRIBED ON PLAT FILED IN SANTA FE COUNTY CLERK PLAT BOOK 799, PAGE 006, INSTRUMENT NO. 1786,725 SAID TRACT A BEING A PORTION OF SMALL HOLDING CLAIM 429-TRACT 2 WITHIN SECTION 6 AND SECTION 7, T15N, R9E, N.M.P.M. SAID SPACT A IS LOCATED AT NO. 4323 AIRPORT ROAD, IN THE CITY OF SANTA FE COUNTY OF SANTA FE, STATE OF NEW MEXICO

PURPOSE STATEMENT:
THIS SURVEY ADJUSTS THE LOT LINE BETWEEN TWO TRACTS OF RECORD SPLITS ONE TRACT OF RECORD INTO TWO TRACTS ONE NEW TRACT HAS BEEN CREATED
SAID PROPERTIES ARE NOW TO BE KNOWN AS TRACT A-1, TRACT A-2 AND TRACT B





OWNERS CONSENT

THE UNDERSIGNED OWNERS DO HEREBY CONSENT TO THE LOT SPLIT AND LOT LINE ADJUSTMENT OF THE TRACTS AS SHOWN HEREON. THIS SURVEY PLAT IS BEING SIGNED WITH OUR FREE CONSENT AND IS IN ACCORDANCE WITH OUR DESIRES AND WISHES. ALL EASEMENTS ARE HEREBY GRANTED AS SHOWN. THOSE LANDS LIE WITHIN THE PLATTING JURISDICTION OF THE CITY OF SANTA FE, STATE OF NEW MEXICO.

Rudy A. Rodriguez — DATE 7-21-20

STATE OF NEW MEXICO } SS
COUNTY OF SANTA FE }

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON 7/21/2020
BY RUDY A. RODRIGUEZ.

NOTARY PUBLIC Linda Arriaga MY COMMISSION EXPIRES 6/10/2021

Julia Rodriguez — DATE 7/21/20

STATE OF NEW MEXICO } SS
COUNTY OF SANTA FE }

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON 7/21/2020
BY JULIE RODRIGUEZ.

NOTARY PUBLIC Linda Arriaga MY COMMISSION EXPIRES 6/10/2021

UTILITY COMPANY REVIEW

CITY OF SANTA FE WASTEWATER DEPARTMENT — DATE 8-26-20

SAMUDIO DE CASTRO WATER COMPANY — DATE 10/29/2020

PUBLIC SERVICE COMPANY OF NEW MEXICO-(ELECTRIC) — DATE see attached page 3

NEW MEXICO GAS COMPANY — DATE 8-26-2020

QWEST CORP. D/B/A CENTURYLINK QC — DATE 9/3/20

COMCAST CABLE TELEVISION — DATE 8-25-2020

THIS PLAT HAS BEEN REVIEWED FOR EASEMENT PURPOSES ONLY. THE GRANTING OF THESE RIGHTS DOES NOT IN ANY WAY GUARANTEE TELEPHONE SERVICES TO THE SUBDIVISION.

CITY OF SANTA FE REVIEW

CITY PLANNER — REVIEWED ON 10/28/20

CITY ENGINEER FOR LAND USE — REVIEWED ON 10/29/20

COUNTY HYDROLOGIST — REVIEWED ON 10/29/2020

CASE NO. 2019-1559

DEVELOPMENT NOTES

1. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 2001 AND SUBSEQUENT AMENDMENTS.
2. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO PLAT AND/OR DEVELOPMENT PLAN RECORDING WITH THE COUNTY CLERK OR SUBMITTAL FOR A BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISION OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 2001 AND SUBSEQUENT AMENDMENTS.
3. BUILDABLE AREAS FOR PLATTED PARCELS WILL BE DETERMINED AT THE TIME OF BUILDING PERMIT APPLICATION AS DETAILED IN THE LAND DEVELOPMENT CODE. ANY BUILDABLE AREAS SHOWN HEREON ARE SUBJECT TO RELOCATION PER CODE REQUIREMENTS.
4. PAY EXISTING ±± FOOT WIDE RIGHT OF WAY EASEMENT SERVICE TRACT A-1 & A-2 FOR ACCESS TO THE ADJACENT EXISTING RIGHTS OF WAY TO THE EAST AND WEST.
5. EACH LOT WILL BE SERVICED BY THE CITY OF SANTA FE AND SHOWS EACH LOT SHALL HAVE A SEPARATE WATER METER.

Reviewed by: MEMO

COUNTY CLERK'S RECORDING BLOCK
COUNTY OF SANTA FE, STATE OF NEW MEXICO
I hereby certify that this instrument was filed
for record on the 11TH day of December, 2020
at 1:54 o'clock P. M. and was duly recorded in
Book 871 Page 39 of the Records of
Santa Fe County
Witness my Hand and Seal of Office
GERALDINE SALAZAR
County Clerk, Santa Fe County, New Mexico
Deputy

ADJACENT PROPERTY DATA

TRACT C
AS LABELED ON PLAT BOOK 604, PAGE 009

TRACT C AREA: 89,339 SQ. FT.± OR 2.073 ACRES±

TRACT C ADDRESS: 4307 AIRPORT ROAD

N/F DUKE & LORDEN, DMD IRREVOCABLE TRUST
INSTRUMENT NO. 1606,810

SURVEYORS NOTES

1. THE BASIS OF BEARING FOR THIS LOSE SURVEY IS THE U.S. GRID NORTH AZIMUTH AS SURVEY STAKED FROM THE WESTERLY LOT LINE OF TRACT A AS RECORDED 2020 PLAT IN BOOK ___ PAGE ___ AS PER A.L.T.A. SURVEY BY ARMIJO SURVEYS DATED 10/29/2020 AND AS SHOWN HEREON. ALL DISTANCES ARE GROUND DISTANCES. GRID DISTANCES SHOWN ARE TO BE MULTIPLIED BY 0.9996 COMBINED GRID FACTOR TO OBTAIN GROUND DISTANCES.
2. SFC 4887308 UPC NO. FOR TRACT A: 1-010-095-356-115.
3. DATA SHOWN ON ADJOINING PROPERTIES IS RECORDED OR INFORMATIONAL IN NATURE, AND IS NOT A SURVEY OF THE ADJOINING PROPERTY.
4. THE DATA IN ITALICS TEXT FONT IS RECORD DATA TAKEN FROM THE REFERENCE DOCUMENT NOTED BELOW.
(R1-DATA) IS TAKEN FROM REFERENCE DOCUMENT NO. 1 AS NOTED HEREON.

DOCUMENTS OF REFERENCE

NOTE: RECORDING DATA SHOWN BELOW REFERS TO RECORDING-FILING DATA ON DOCUMENTS OBTAINED FROM THE OFFICE OF SANTA FE COUNTY CLERK.

1. SURVEY ENTITLED "PLAT OF BOUNDARY SURVEY FOR GLAS K. (NAT...)", BY PHILIP B. WEBER, NMPS No. 9706, AS PROJECT NO. 1413010A, DATED DECEMBER 12, 2014, AND FILED ON FEBRUARY 19, 2015, IN PLAT BOOK 799, PAGE 006, AS DOCUMENT NO. 1786,725.
2. SURVEY ENTITLED "LOT LINE ADJUSTMENT FOR ESTATE OF DESSIA H. BACHECHA...", BY M.A. APODACA NMPS NO. 9300, DATED MARCH 20, 2012, FILED ON MARCH 30, 2012, IN PLAT BOOK 743, PAGES 028-029, AS DOCUMENT NO. 1664,736.
3. WARRANTY DEED TRACT A: E. DIAZ AND L. DIAZ TO JULIE RODRIGUEZ AND RUDY A. RODRIGUEZ, FILED ON MAY 14, 2018, AS INSTRUMENT NO. 1801,454.
4. SURVEY ENTITLED "LOT LINE ADJUSTMENT...AT 4323 AND 4327 AIRPORT ROAD...", BY P.A. ARMIJO NMPS NO. 13604, DATED SEPT. 10, 2019, FILED ON SEPT. 11, 2019, IN PLAT BOOK 804, PAGE 009, AS DOCUMENT NO. 1890,401.

SURVEYORS CERTIFICATION

I, PAUL A. ARMIJO, CERTIFY THAT I AM NEW MEXICO REGISTERED PROFESSIONAL SURVEYOR NO. 13604, AND THAT THIS PLAT WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED ON AN ACTUAL FIELD SURVEY PERFORMED UNDER MY SUPERVISION IN FEBRUARY 2020 AND IS, TO THE BEST OF MY KNOWLEDGE AND BELIEF, CORRECT AND CONFORMS TO THE MINIMUM REQUIREMENTS OF THE STANDARDS FOR LAND SURVEYS IN NEW MEXICO AS ADOPTED BY THE NEW MEXICO STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND PROFESSIONAL SURVEYORS.

Paul A. Armijo MAY 10, 2020

PAUL A. ARMIJO, N.M.P.S. NO. 13604

RECORDING INFORMATION FOR COUNTY CLERK
SFC HEREFORD UPC NO. FOR TRACT A: 1-010-095-356-115
OWNER: RUDY A. RODRIGUEZ AND JULIE RODRIGUEZ
INSTRUMENT DATE: 10/29/2020 INSTRUMENT NO. 1891,779
LOCATION: TRACT A, PLAT BOOK 799, PAGE 006, AS DOCUMENT NO. 1786,725 BEING A PORTION OF SMALL HOLDING CLAIM 429-TRACT 2 WITHIN SECTION 6 AND SECTION 7, T15N, R9E, N.M.P.M. SAID SPACT A IS LOCATED AT NO. 4323 AIRPORT ROAD, IN THE CITY OF SANTA FE COUNTY OF SANTA FE, STATE OF NEW MEXICO

ARMIJO SURVEYS INC
PAUL A. ARMIJO N.M.P.S. NO. 13604
P. O. BOX 24436, SANTA FE, NM 87502-9436
PH. (505) 471-1933 FAX (505) 471-1922

LOT SPLIT LAND DIVISION SURVEY OF THE PROPERTY LOCATED AT 4323 AIRPORT ROAD, SANTA FE, NM

DRAWN BY: P.A.A. — DATE: FEB. 2020
SURVEY NO. 1909304 — SHEET NO. 1 OF 2

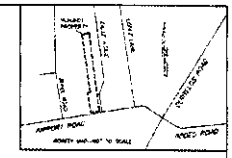
Land Division Survey of property located at 4323 Airport Road, Santa Fe, NM

LAND DIVISION SURVEY OF TRACT A, LOT DESCRIBED ON PLAT FILED IN SANTA FE COUNTY CLERK PLAT BOOK 794, PAGE 006, INSTRUMENT NO. 1696,771 AND TRACT 1, BEING A PORTION OF SRMS. NO.2000, CLAIM 206-TRACT 2 WITHIN SECTION 8 AND SECTION 7, T19N., R8E., N.M.P.M. SAID TRACT A IS LOCATED AT NO. 4323 AIRPORT ROAD, IN THE CITY OF SANTA FE COUNTY OF SANTA FE, STATE OF NEW MEXICO

PURPOSE STATEMENT:
THIS SURVEY PLAT DIVIDES TWO TRACTS OF RECORD INTO 36 LOTS 36 NEW RESIDENTIAL LOTS HAVE BEEN CREATED SAID PROPERTIES ARE NOW TO BE KNOWN AS CASA DE TODOS SUBDIVISION

LAND DIVISION NAME

CASAS DE TODOS SUBDIVISION



VICINITY MAP - NOT TO SCALE

OWNERS CONSENT

THE UNDERSIGNED OWNERS DO HEREBY CONSENT TO THE LAND DIVISION AND SUBDIVISION OF OUR PROPERTY AS SHOWN HEREON. THIS SURVEY PLAT IS BEING MADE WITH OUR FREE CONSENT, AND IS IN ACCORDANCE WITH OUR DESIRES AND WISHES. THE EASEMENTS ARE HEREBY GRANTED AS SHOWN. THESE LANDS LIE WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, STATE OF NEW MEXICO.

ROCY A. RODRIGUEZ — DATE

STATE OF NEW MEXICO)
COUNTY OF SANTA FE) SS

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON _____
BY ROCY A. RODRIGUEZ.

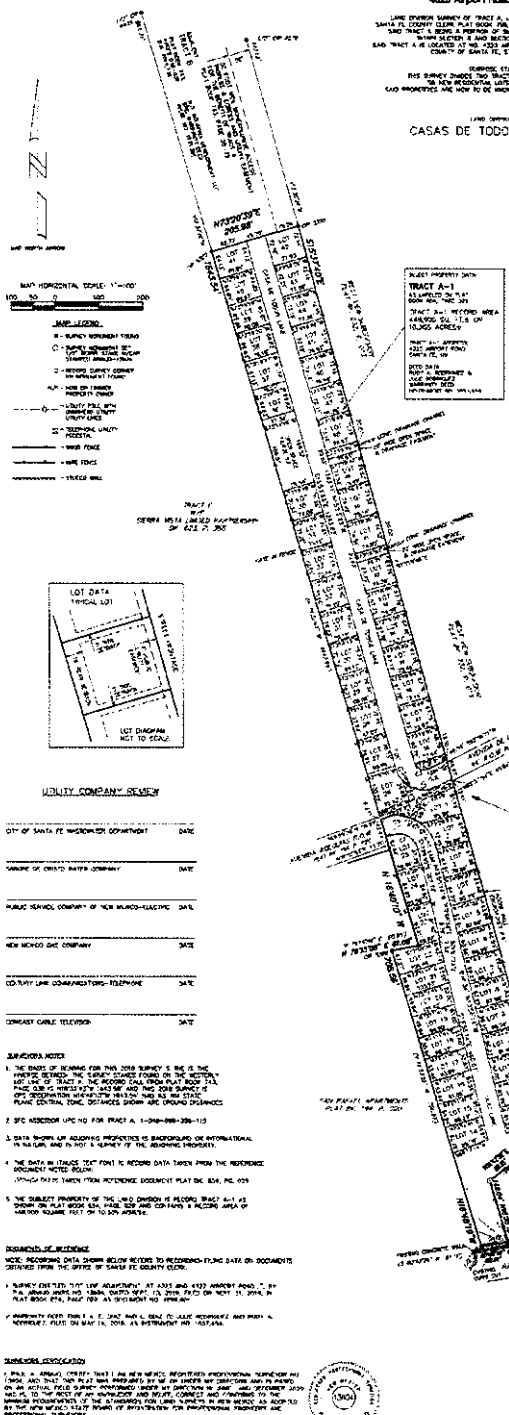
NOTARY PUBLIC _____ MY COMMISSION EXPIRES _____

JULIE RODRIGUEZ — DATE

STATE OF NEW MEXICO)
COUNTY OF SANTA FE) SS

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON _____
BY JULIE RODRIGUEZ.

NOTARY PUBLIC _____ MY COMMISSION EXPIRES _____



MAP HORIZONTAL SCALE: 1"=100'
100 50 0 100 200

MAP LEGEND

- B - SURVEY MONUMENT FOUND
- C - SURVEY MONUMENT SET 1/2" REBAR STAMPED "ARNAUD LS 13604"
- D - RECORD SURVEY CORNER NO MONUMENT FOUND
- H/R - HOB OR FENCE PROPERTY CORNER
- UTILITY POLE WITH OVERHEAD UTILITY LINES
- ELECTRONIC UTILITY PEDESTAL
- WIRE FENCE
- WIRE FENCE
- STUCCO WALL

LOT AREA IN SQUARE FEET

LOT 1 5,372 S.F.	LOT 26 4,987 S.F.	LOT 11 5,095 S.F.
LOT 2 5,340 S.F.	LOT 27 5,235 S.F.	LOT 12 5,060 S.F.
LOT 3 5,252 S.F.	LOT 29 5,252 S.F.	LOT 13 5,013 S.F.
LOT 4 5,127 S.F.	LOT 29 5,184 S.F.	LOT 14 5,008 S.F.
LOT 5 5,137 S.F.	LOT 30 5,275 S.F.	LOT 15 4,980 S.F.
LOT 6 5,009 S.F.	LOT 31 5,346 S.F.	LOT 16 4,987 S.F.
LOT 7 5,041 S.F.	LOT 32 5,231 S.F.	LOT 17 4,944 S.F.
LOT 8 5,001 S.F.	LOT 33 5,222 S.F.	LOT 18 4,987 S.F.
LOT 9 5,282 S.F.	LOT 34 5,218 S.F.	
LOT 10 5,274 S.F.	LOT 35 5,264 S.F.	
LOT 11 5,291 S.F.	LOT 36 5,257 S.F.	
LOT 12 5,239 S.F.	LOT 37 5,285 S.F.	
LOT 13 5,151 S.F.	LOT 38 5,305 S.F.	
LOT 14 5,077 S.F.	LOT 39 5,308 S.F.	
LOT 15 4,922 S.F.	LOT 40 5,282 S.F.	
LOT 16 4,934 S.F.	LOT A 5,276 S.F.	
LOT 17 4,999 S.F.	LOT 42 5,834 S.F.	
LOT 18 4,974 S.F.	LOT 43 5,874 S.F.	
LOT 19 5,000 S.F.	LOT 44 5,589 S.F.	
LOT 20 5,117 S.F.	LOT 45 5,565 S.F.	
LOT 21 5,000 S.F.	LOT 46 5,560 S.F.	
LOT 22 5,964 S.F.	LOT 47 5,517 S.F.	
LOT 23 4,993 S.F.	LOT 48 5,481 S.F.	
LOT 24 4,980 S.F.	LOT 49 5,837 S.F.	
LOT 25 4,997 S.F.	LOT 50 5,811 S.F.	

CURVE DATA

C1	Δ=53°43'23"	C11	Δ=90°00'00"
	R=67.50'		R=15.00'
	L=63.27'		L=23.56'
	CHB=N73°29'39"E		CHB=S61°30'21"E
C2	Δ=90°00'00"	C12	Δ=90°00'00"
	R=15.00'		R=15.00'
	L=23.56'		L=23.56'
	CHB=S61°30'21"E		CHB=S28°29'39"W
C3	Δ=90°00'00"	C13	Δ=90°00'00"
	R=15.00'		R=15.00'
	L=23.56'		L=23.56'
	CHB=S28°29'39"W		CHB=N61°30'21"W
C4	Δ=90°00'00"	C14	Δ=90°00'00"
	R=15.00'		R=15.00'
	L=23.56'		L=23.56'
	CHB=N61°30'21"W		CHB=N28°29'39"E
C5	Δ=53°43'23"	C15	Δ=53°43'23"
	R=67.50'		R=67.50'
	L=63.27'		L=63.27'
	CHB=N16°30'21"W		CHB=S16°30'21"E
C6	Δ=90°00'00"	C16	Δ=90°00'00"
	R=15.00'		R=15.00'
	L=23.56'		L=23.56'
	CHB=N28°29'39"E		CHB=S61°30'21"E
C7	Δ=90°00'00"	C17	Δ=90°00'00"
	R=15.00'		R=15.00'
	L=23.56'		L=23.56'
	CHB=S61°30'21"E		CHB=S28°29'39"W
C8	Δ=90°00'00"	C18	Δ=90°00'00"
	R=15.00'		R=15.00'
	L=23.56'		L=23.56'
	CHB=S28°29'39"W		CHB=N61°30'21"W
C9	Δ=90°00'00"	C19	Δ=90°00'00"
	R=15.00'		R=15.00'
	L=23.56'		L=23.56'
	CHB=N61°30'21"W		CHB=N28°29'39"E
C10	Δ=90°00'00"		
	R=15.00'		
	L=23.56'		
	CHB=N28°29'39"E		

NOTE:
THE PARTIES HERETO AGREE THAT THE EXACT LOCATION OF SAID EASEMENT IS UNCERTAIN AT THIS TIME AND MAY BE RELOCATED BY THE NEW OWNERS OF SAID LOT 36 OR TRACT A-1 SHOWN HEREON.

UTILITY COMPANY REVIEW

CITY OF SANTA FE WASTEWATER DEPARTMENT — DATE

SUNRISE SW. CREST WATER COMPANY — DATE

PUBLIC SERVICE COMPANY OF NEW MEXICO-ELECTRIC — DATE

NEW MEXICO GAS COMPANY — DATE

SOUTHERN LAND CONSERVATORS-TELEPHONE — DATE

COMCAST CABLE TELEVISION — DATE

CITY OF SANTA FE REVIEW

CITY PLANNER — REVIEWED ON

CITY ENGINEER FOR LAND USE — REVIEWED ON

COUNTY TREASURER — REVIEWED ON

CASE NO. 2019-1559

SURVEYOR'S NOTES

1. THE BASIS OF BEARING FOR THIS 2019 SURVEY IS SRC IS THE NORTH BOUNDARY THE SURVEY CHANGE FOUND ON THE NORTHERLY MOST LINE OF TRACT 1, THE RECORD CALL ORIGINATED PLAT BOOK 794, PAGE 006 IS: N73°29'39"E 205.88' AND THIS 2019 SURVEY IS: (PER OBSERVATION MONUMENTED THIS SURVEY) N73°29'39"E 205.88' NEW MEXICO STATE PLANE CENTRAL ZONE, DISTANCES SHOWN ARE GROUND DISTANCES
2. SFC ASSESSOR UPC NO FOR TRACT A: 1-040-068-306-115
3. DATA SHOWN AS ADJOINING PROPERTIES IS RECORDING OR INFORMATIONAL IN NATURE, AND IS NOT A SURVEY OF THE ADJOINING PROPERTY.
4. THE DATA IN ITALICS "TEXT" FONT IS RECORD DATA TAKEN FROM THE REFERENCE DOCUMENT NOTED BELOW:
(ITALICS TEXT) TAKEN FROM REFERENCE DOCUMENT PLAT BK. 794, PG. 006
5. THE SUBJECT PROPERTY OF THE LAND DIVISION IS RECORD TRACT A-1 AS SHOWN ON PLAT BOOK 794, PAGE 006 AND CONTAINS A RECORD AREA OF 466,002 SQUARE FEET OR 10.365 ACRES+/-

DOCUMENTS OF REFERENCE

NOTE: RECORDING DATA SHOWN BELOW REFERS TO RECORDING TYPE DATA OR DOCUMENTS OBTAINED FROM THE OFFICE OF SANTA FE COUNTY CLERK.

1. SURVEY ENTITLED "LOT LINE ADJUSTMENT" AT 4315 AND 4323 AIRPORT ROAD", BY P.A. ARNAUD NMPS NO. 13604, DATED SEPT. 13, 2018, FILED ON NOV. 21, 2018, IN PLAT BOOK 794, PAGE 006, AS INSTRUMENT NO. 1696,401.
2. AMENDMENT NOTE: FOR LOT A, T. SPAT AND L. GENZ TO JULIE RODRIGUEZ AND ROCY A. RODRIGUEZ, FILED ON MAY 16, 2018, AS INSTRUMENT NO. 1687,694.

SURVEYOR'S CERTIFICATION

I, PAUL A. ARNAUD, CERTIFY THAT I AM NEW MEXICO REGISTERED PROFESSIONAL SURVEYOR NO. 13604, AND THAT THIS PLAT WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED ON AN ACTUAL FIELD SURVEY PERFORMED UNDER MY DIRECTION IN JUNE AND SEPTEMBER 2019, NO. FT, TO THE BEST OF MY KNOWLEDGE AND BELIEF, CORRECT AND CONFORMS TO THE MINIMUM REQUIREMENTS OF THE STANDARDS FOR LAND SURVEYS IN NEW MEXICO AS ADOPTED BY THE NEW MEXICO STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND PROFESSIONAL SURVEYORS.

Paul A. Arnaud DEC 20 2020

PAUL A. ARNAUD, NMPS NO. 13604

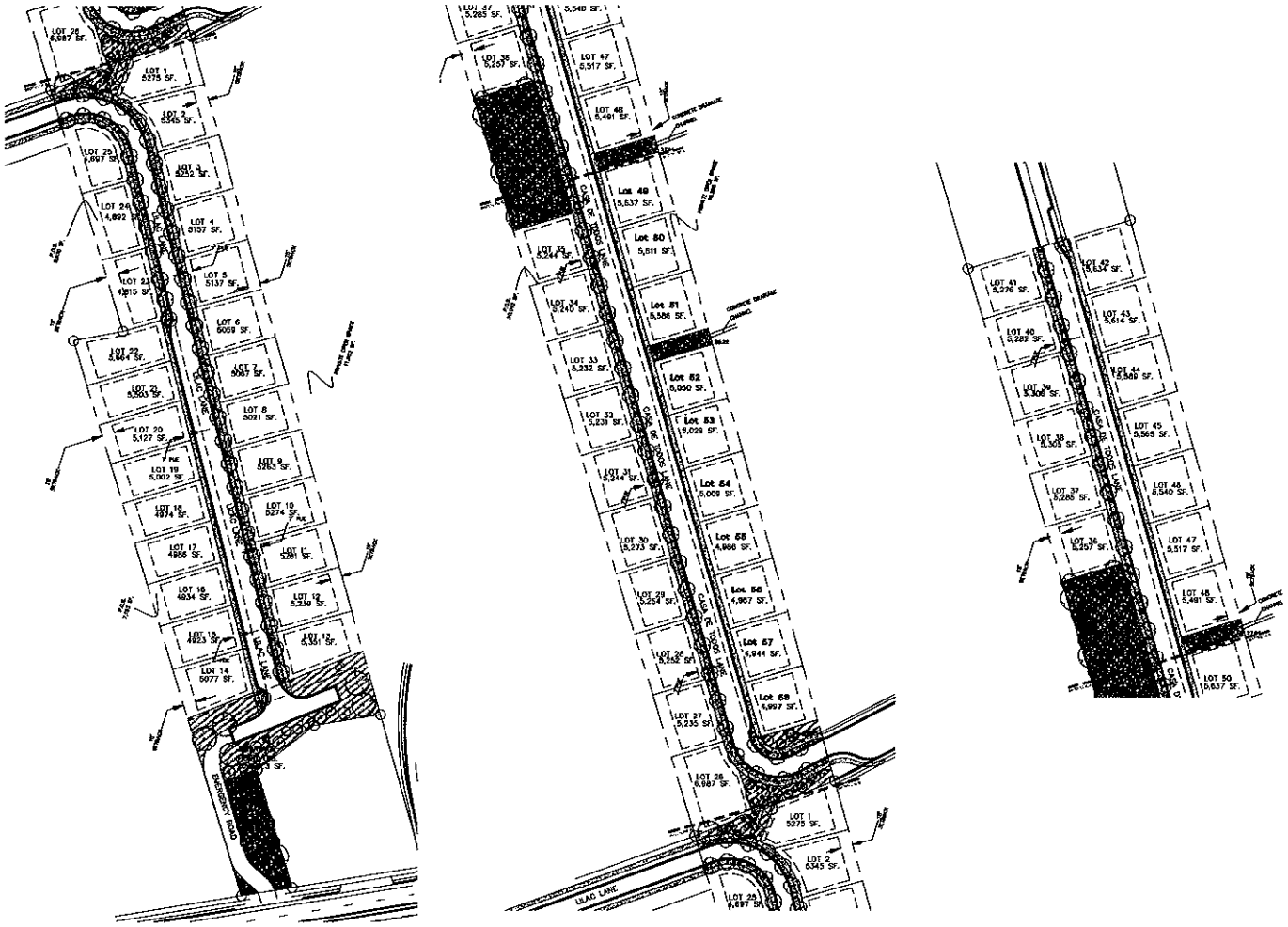
NEW MEXICO — 13604 — PROFESSIONAL SURVEYOR

SFC ASSESSOR UPC NO. FOR TRACT A: 1-040-068-306-115	
OWNER, ROCY A. RODRIGUEZ AND JULIE RODRIGUEZ WARRANTY DEED, INSTRUMENT NO. 1687,694	
LOCATION: TRACT A, PLAT BOOK 794, PAGE 006, AS SRC AREA 1 NO. 1,966,729 WITHIN A PORTION OF SRMS. NO. 2000, CLAIM 206-TRACT 2 IN SECTION 8 AND SECTION 7, T19N., R8E., N.M.P.M. MERIDIAN, AND AIRPORT ROAD, CITY OF SANTA FE COUNTY OF SANTA FE, STATE OF NEW MEXICO	

P.A. ARNAUD SURVEYS, INC.
PAUL A. ARNAUD, N.M.P.S. NO. 13604
P. O. BOX 24436, SANTA FE, NM 87502-4436
PH. (505) 471-1922 FAX. (505) 471-1922

LAND DIVISION SURVEY OF THE PROPERTY LOCATED AT 4323 AIRPORT ROAD, SANTA FE, NM

DRAWN BY: P.A.A. — DATE: DEC 2020
SURVEY NO.: 2020FE-2 — SHEET NO. 1



YELLOWSTONE
www.yellowstonelandscape.com
PO Box 10597
Albuquerque, NM 87184
505.898.9615
design@yellowstonelandscape.com

Date: 5/29/2020
Revisions:
12/17/2020

Drawn by: HA
Reviewed by: CM

Casa De Todos Subdivision Landscape Plan

Santa Fe, New Mexico

NORTH

Scale: 1" = 50'

25' 0 50' 100'

Sheet Title:
Landscape Plan

Sheet Number:
L-1

PLANT SCHEDULE A

DECIDUOUS TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE
	CA	10	CRATAEGUS AMBIGUA	RUSSIAN HAWTHORN	2" B&B
	GI	8	GLEDITSIA TRIACANTHOS INERMIS "IMPERIAL" TM	IMPERIAL HONEYLOCUST	2" B&B
	MS	87	MALUS X 'SPRING SNOW'	SPRING SNOW CRABAPPLE	2" B&B
EVERGREEN TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE
	PIN EDU	15	PINUS EDULIS	PINON PINE	6'
PONDING AREA TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE
	FOR MEG	16	FORESTIERA NEOMEXICANA	NEW MEXICAN PRIVET	24" Box
	JUN SCO	18	JUNIPERUS SCOPULORUM	ROCKY MOUNTAIN JUNIPER	6'
	PF	8	POPULUS FREMONTII WISLIZENI	RIO GRANDE COTTONWOOD	2" B&B
GRASSES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE
	HEL SEM	17	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	5 GAL
PONDING AREA SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE
	CH NAU	42	ERICAMERIA NAUSEOSA	CHAMISA	5 GAL
	RHU TRI	42	RHUS TRILOBATA	THREE LEAF SUMAC	5 GAL
	SE	42	SALIX EXIGUA	COYOTE WILLOW	5 GAL
SHRUBS, DECIDUOUS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE
	PL	34	PEROVSKIA ATRIPLICIFOLIA 'LITTLE SPIRE'	LITTLE SPIRE RUSSIAN SAGE	5 GAL
	SAL GRE	30	SALVIA GREGGII	AUTUMN SAGE CHERRY	5 GAL
	SI	18	SYRINGA X 'BLOOMERANG'	PURPLE REBLOOMING LILAC	5 GAL
SHRUBS, EVERGREEN	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE
	PM	44	PINUS MUGO 'MOPS'	MUGO PINE	5 GAL
	SAN GRA	27	SANTOLINA CHAMAECYPARISSUS	LAVENDER COTTON	5 GAL

REFERENCE NOTES SCHEDULE A

SYMBOL	DESCRIPTION	QTY	DETAIL
	3/4" AGGREGATE WITH WEED BARRIER CLOTH	21,878 SF	
	3/8" SANTA FE BROWN GRAVEL WITH WEED BARRIER CLOTH	13,481 SF	
	BARK MULCH WITH WEED BARRIER CLOTH	18,871 SF	

LANDSCAPE DATA

REQUIRED OPEN SPACE	
25% OF TOTAL LOT AREA (2.58 AC/112,225 SF)	28,056.25 SF
112,225 SF X 20% (possible water harvesting)	22,445 SF
PROPOSED OPEN SPACE	36,850
REQUIRED TREES/OPEN SPACE	
ONE TREE PER 500 SF OF REQUIRED OPEN SPACE	57
MINIMUM 25% EVERGREEN	15
PROPOSED TREES	78
REQUIRED SHRUBS/OPEN SPACE	
TWO SHRUBS PER 500 SF OF REQUIRED OPEN SPACE	113
MINIMUM 25% EVERGREEN	29
PROPOSED SHRUBS	155
OPEN SPACE REQUIREMENTS	
MINIMUM 10' DIMENSION	
MINIMUM 300 SF	
REQUIRED TREES/PONDING AREA	
ONE TREE PER 500 SF OF PONDING AREA	
(16,510 SF/500 SF)	36
PROPOSED TREES	43
REQUIRED SHRUBS/PONDING AREA	
THREE SHRUBS PER 500 SF OF PONDING AREA	112
PROPOSED SHRUBS	126
STREET TREE REQUIREMENTS	
ONE TREE MINIMUM 1 PER 30 L.F.	
REQUIRED TREES	95
(Included under Open Space Tree requirements and supplemented with additional shrubs. Plant material located in open space areas and along street planting beds.)	
TOTAL REQUIRED SHRUBS/5 GAL	225
TOTAL PROPOSED SHRUBS/5GAL	266
(including evergreen and deciduous)	
TOTAL REQUIRED TREES/2" CAL. OR 8' HT.	190
TOTAL PROPOSED TREES/2" CAL. OR 6' HT.	223
(including evergreen and deciduous)	

WATER BUDGET

YEAR 1 AND 2
DRIP IRRIGATION TO TREES AND SHRUBS
4 MONTHS AT 1 RUN TIME PER MONTH
4 MONTHS AT 1 RUN TIME PER WEEK
4 MONTHS AT 4 RUN TIMES PER WEEK
APPROX. 80 RUN CYCLES PER YEAR
165 TREES/990 GALLONS PER RUN CYCLE
294 SHRUBS/592 GALLONS PER RUN CYCLE
1562 GALLONS PER RUN CYCLE X 80 RUN TIMES=130,680 GPY/.49 ACRE FT.

YEAR 3 AND BEYOND
DRIP IRRIGATION TO TREES AND SHRUBS
4 MONTHS AT 1 RUN TIME PER MONTH
4 MONTHS AT 1 RUN TIME PER WEEK
4 MONTHS AT 3 RUN TIMES PER WEEK
APPROX. 77 RUN CYCLES PER YEAR
190 TREES/990 GALLONS PER RUN CYCLE
296 SHRUBS/592 GALLONS PER RUN CYCLE
1862 GALLONS PER RUN CYCLE X 77 RUN TIMES=119,504 GPY/.37 ACRE FT.

LANDSCAPE NOTES

PLANTING BEDS TO BE MULCHED WITH GRAVEL MULCH AT 2"-3" DEPTH OVER FILTER FABRIC

PLANTINGS TO BE WATERED WITH AN AUTOMATIC DRIP IRRIGATION SYSTEM

BACKFLOW PREVENTER IS PROPOSED/SEE IRRIGATION PLAN

PONDING AREAS ARE APPROXIMATE. PLEASE REFER TO GRADING & DRAINAGE PLAN FOR EXACT INFORMATION.

PLANTS LOCATED IN BOTTOM THIRD OF POND AREAS ARE ADAPTABLE TO PERIODS OF SUBMERSION.

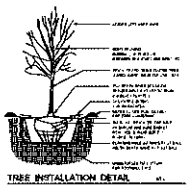
THIS LANDSCAPE PLAN WILL INCORPORATE ANY PASSIVE WATER HARVESTING TECHNIQUES FOR LANDSCAPE IRRIGATION PURPOSES AS PROPOSED BY THE GRADING AND DRAINAGE PLAN. WHENEVER POSSIBLE, DETENTION AND RETENTION PONDS WILL BE TREATED AS AN INTEGRATED LANDSCAPE FEATURE RATHER THAN A SINGLE PURPOSE FLOOD CONTROL POND.

EXISTING NATIVE LANDSCAPE AREAS NOT DISTURBED TO BE PROTECTED WITH TEMPORARY FENCING DURING CONSTRUCTION

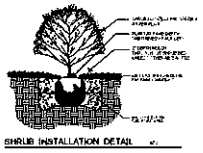
NO OBJECTS, WALLS, FENCES, PARKED VEHICLES AND/OR VEGETATION SHALL BE PLACED WITHIN SIGHT TRIANGLES BETWEEN A HEIGHT OF 3' AND 6'.

STREET TREES TO BE LOCATED/ADJUSTED TO BE A MINIMUM OF 15' FROM STREET LIGHT STANDARDS AND FIRE HYDRANTS PER ZONING SECTION 14-6.4 (D) (3) (H) (I)

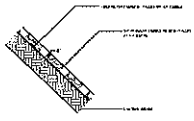
ALL OPEN SPACE SHOWN ON THE PLAT IS PRIVATE OPEN SPACE. NO PUBLIC OPEN SPACE IS PROPOSED FOR DEDICATION TO THE CITY.



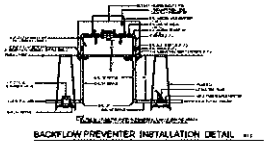
TREE INSTALLATION DETAIL



SHRUB INSTALLATION DETAIL



POND SLOPE DETAIL



BACKFLOW PREVENTER INSTALLATION DETAIL

YELLOWSTONE
www.yellowstonelandscape.com
PO Box 10697
Albuquerque, NM 87184
505.898.9616
design@yellowstonelandscape.com

Date: 5/29/2020
Revisions:
12/17/2020

Drawn by: HA
Reviewed by: CM

Casa De Todos Subdvision Landscape Plan

Santa Fe, New Mexico

NORTH

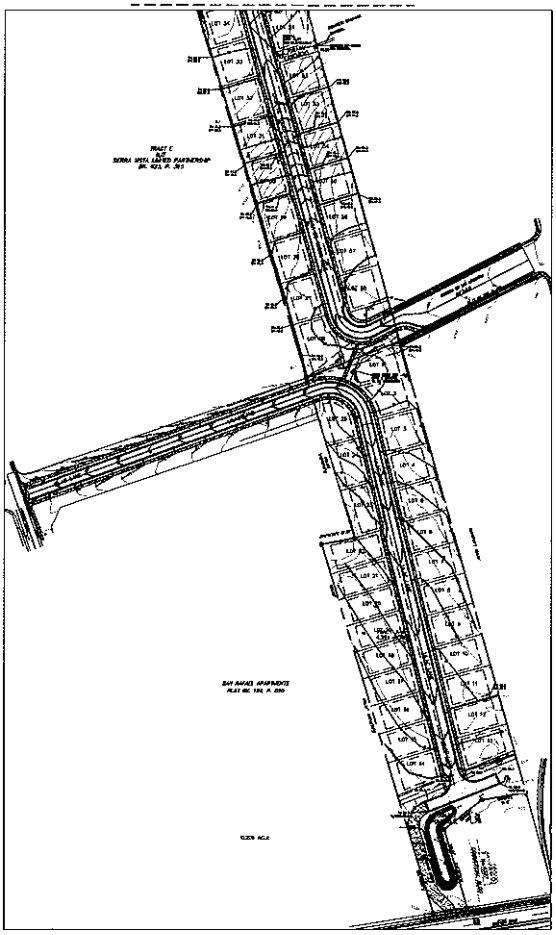
Scale: 1" = 50'

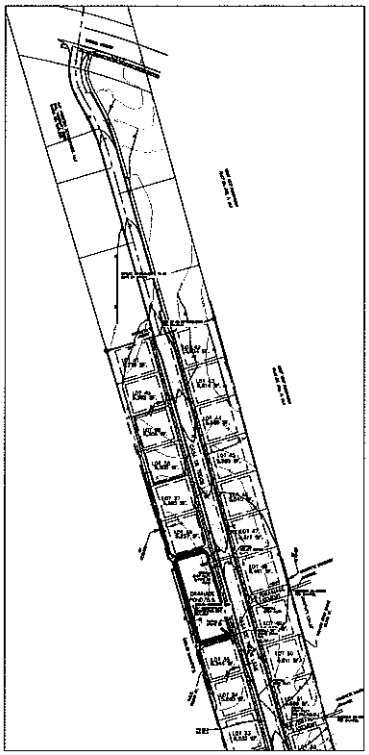
25' 0 50' 100'

Sheet Title:
Landscape Plan

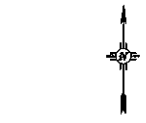
Sheet Number:
L-2

MATCH TO LINE BELOW

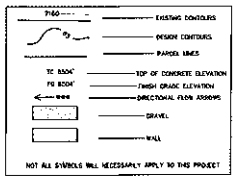




MATCH TO LINE ABOVE



LEGEND



NOT ALL SYMBOLS WILL NECESSARILY APPLY TO THIS PROJECT

TOPOGRAPHY NOTE

ALL EXISTING TOPOGRAPHIC SURVEY DATA SHOWN ON THESE PLANS WAS EITHER OBTAINED AND CERTIFIED BY OTHERS. BLAIR ENGINEERING HAS UNDERTAKEN NO FIELD VERIFICATION OF THIS TOPOGRAPHY INFORMATION, AND MAKES NO REPRESENTATION PERTAINING THERETO, AND ASSUMES NO RESPONSIBILITY OR LIABILITY WHATSOEVER OF THIS TOPOGRAPHY. BLAIR'S ENGINEERING RESPONSIBILITY IS LIMITED TO THE ENGINEERING ANALYSIS THAT UTILIZES THE TOPOGRAPHY SURVEY.

STAKING NOTE

INFORMATION SHOWN IS FOR GRADING AND DRAINAGE ONLY AND IS NOT TO BE USED FOR STAKING PURPOSES. SEE SITE PLAN FOR ACTUAL LOCATION DIMENSIONS.

EARTHWORK

DESIGN CUT=0.588 CU YD
DESIGN FILL=0.544 CU YD
DESIGN EXPORT=.154 CU YD

Civil Engineering • Water Resources • Traffic Engineering
W • E Walker Engineering
990 Cordero Grove Circle, • Suite 74, PB 97008
503-520-7990
503-570-0626
E-MAIL: ed@walkerengineering.net

No.	REVISIONS	BY	DATE

PROJECT: 2nd LOT DESIGNED BY: R.L.A.
DATE: 05/01/2003 DRAWN BY: A.E.K.
SCALE: AS NOTED CHECKED BY: A.E.K.

CITY REVIEW

	DATE
ENGINEERING	
PLANNING	
WATER	
FIRE DEPARTMENT	
PUBLIC WORKS	
LANDSCAPE	
ARCHITECT	
OTHER	

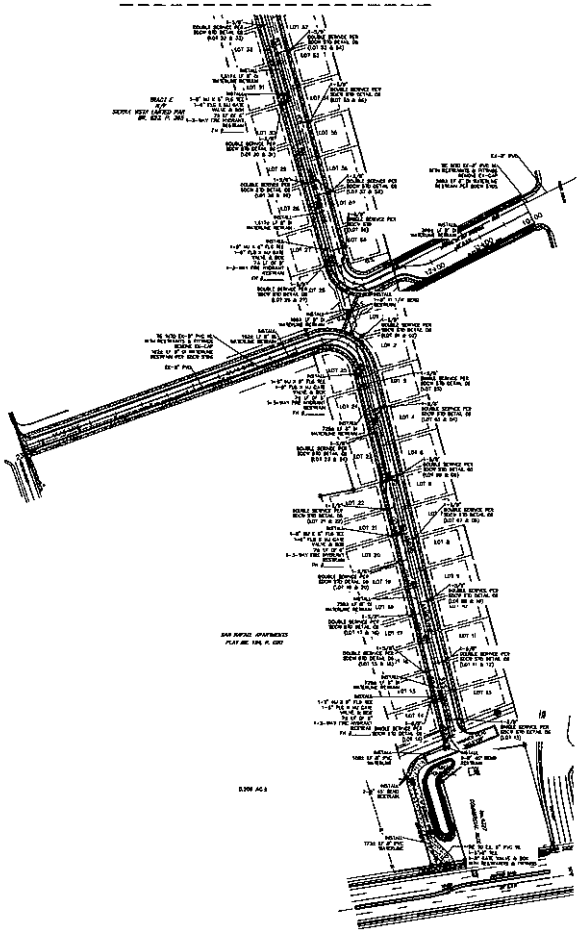
PROJECT: CASA DE TODOS SUBDIVISION

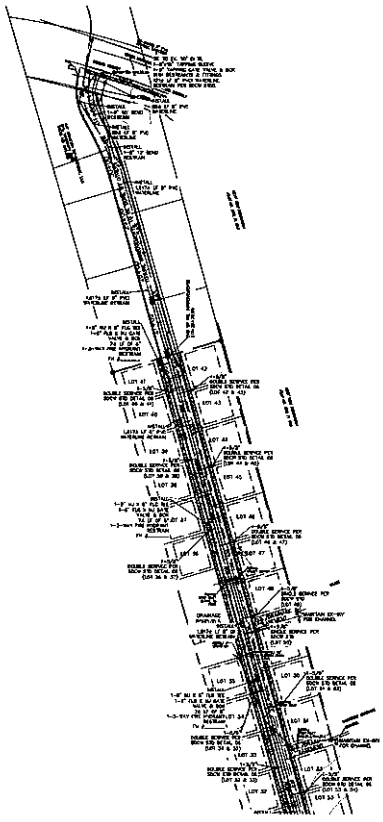
SHEET TITLE: OVERALL GRADING PLAN

SHEET NO.

C-1

MATCH TO LINE BELOW





MATCH TO LINE ABOVE

SCALE: 1" = 80'

80' 0 80'

CONTOUR INTERVAL - NOT APPLICABLE

RECORD DRAWINGS

THIS RECORD DOCUMENT HAS BEEN PREPARED BASED ON THE BEST AVAILABLE INFORMATION AS PROVIDED BY OTHERS

MOREY C. WALKER, P.E. 12/05 DATE

UTILITY NOTE

IF ANY UTILITY LINES, PIPELINES, OR UNDERGROUND UTILITY LINES ARE SHOWN ON THE DRAWING, THEY ARE SHOWN IN APPROXIMATE MANNER ONLY. UTILITY LINES MAY EXIST WHERE NONE ARE SHOWN. IF ANY SUCH EXISTING LINES ARE SHOWN, THE LOCATION IS BASED UPON INFORMATION PROVIDED BY THE UTILITY OR PIPELINE COMPANY, THE OWNER, OR BY OTHERS. THE INFORMATION MAY BE INCOMPLETE, OR MAY BE OBSOLETE BY THE TIME CONSTRUCTION COMMENCES.

THE ENGINEER HAS UNDERTAKEN NO FIELD VERIFICATION OF THE LOCATION, DEPTH, SIZE OR TYPE OF EXISTING ABOVE AND UNDERGROUND UTILITIES, OR EXISTING PIPELINES. THE ENGINEER MAKES NO REPRESENTATION PERTAINING THERETO, AND ASSUMES NO RESPONSIBILITY OR LIABILITY THEREFOR. THE CONTRACTOR SHALL INFORM HIMSELF OF THE LOCATION OF ANY EXISTING ABOVE AND UNDERGROUND UTILITIES, AND EXISTING PIPELINES, IN AND NEAR THE AREA OF THE WORK, IN ADVANCE OF AND DURING EXCAVATION WORK. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE CAUSED BY HIS FAILURE TO LOCATE, REMOVE AND PRESERVE ANY AND ALL EXISTING ABOVE AND UNDERGROUND UTILITIES, AND EXISTING PIPELINES. THE CONTRACTOR SHALL COMPLY WITH STATE STATUTES PERTAINING TO THE LOCATION OF THESE LINES IN PLANNING AND CONDUCTING EXCAVATION WORK.

LEGEND

- PROPOSED 8" WATER LINE
- EXISTING WATER LINE
- PROPOSED FIRE HYDRANT
- PROPOSED WATER VALVE & BOX
- PROPOSED METER
- EXISTING SEWER
- EXISTING SAS MANHOLE
- PROPOSED SEWER
- PROPOSED SAS MANHOLE
- 4" SAS SERVICE

CITY REVIEW

DEPARTMENT	SIGNATURE	DATE
WATER		
SEWER		
PAVING		
DRAINAGE		
FIRE MARSHAL		
LANDSCAPING		
SUBDIVISION		

Civil Engineering • Water Resources • Traffic Engineering

W • E Walker Engineering

906 Cimarron Sierra Vista, • Socorro Tx, 79836

(915) 855-7996

E-MAIL: cmwalkerengineering@yahoo.com

NO.	REVISIONS	BY	APP'D	DATE

PROJECT: 2004-197

FILE: 197E

DESIGNED BY: R.A.K.

DRAWN BY: R.A.K.

CHECKED BY: M.C.W.

DATE: 12/15/2005

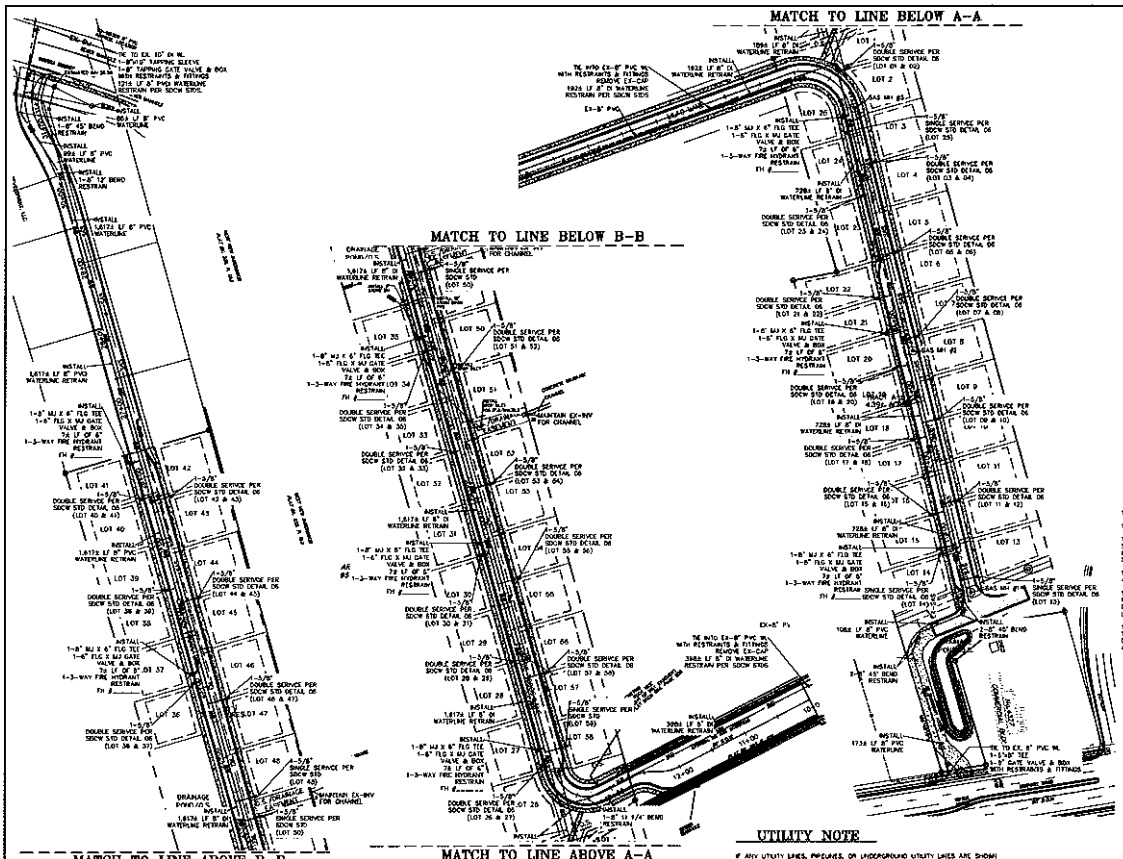
SCALE: AS NOTED

PROJECT: CASA DE TODOS SUBDIVISION

SHEET TITLE: OVERALL UTILITY PLAN

SHEET NO.

C-2



SDCW WATER NOTES

1. CONTRACTOR WILL NOTIFY SDCW 5 DAYS PRIOR TO COMMENCEMENT OF WORK.
2. CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE SANTORE DE CRISTO WATER COMPANY CONSTRUCTION SPECIFICATIONS.
3. ALL EASEMENTS WILL BE DEDICATED, CLEARED AND GRADED, AND STAKED PRIOR TO WATER LINE INSTALLATION.
4. ALL STREETS WILL BE CUT TO GRADE PRIOR TO WATERLINE INSTALLATION.
5. ALL LOT CORNERS WILL BE STAKED PRIOR TO SERVICE LINE INSTALLATION. CURB AND GUTTER WILL BE INSTALLED PRIOR TO WATERLINE INSTALLATION UNLESS OTHER WISE APPROVED IN WRITING BY SDCW CO.
6. CONTRACTOR (DEVELOPER) SHALL PROVIDE CONSTRUCTION STAKING UTILIZING THE APPROPRIATE SHEET OF BLUE LINES, MARKED PLATS AND SDCW COMPANY DRAWINGS.
7. MATERIAL SUBMITTAL SHALL BE APPROVED BY SDCW CO. PRIOR TO CONSTRUCTION.
8. CONTACT NEW MEXICO ONE CALL AT 1-800-321-2537, TWO WORKING DAY IN ADVANCE OF CONSTRUCTION FOR UTILITY SPOTS.
9. PRESSURE REGULATORS WILL BE INSTALLED ON ALL SERVICES DOWNSTREAM FROM THE METER.
10. PRESSURE REGULATOR AND PRESSURE SYSTEMS MUST BE APPROVED BY THE CITY OF SANTA FE PRIOR TO INSTALLATION.
11. A MINIMUM OF 4 FEET COVER TOP OF PIPE TO BE MAINTAINED.
12. CONTRACTOR TO SUBMIT VALVE TIES TO SDCW CO. WITHIN 5 DAYS OF COMPLETION.
13. CONTRACTOR TO SUBMIT FITTING TIES AND LENGTHS BETWEEN FITTINGS TO SDCW CO. & CITY OF SFE AFTER COMPLETION. THIS INCLUDES DEVIANCES FROM CONSTRUCTION TO CONFIGURATION AS-BUILT QUANTITIES AND MEASUREMENTS SHALL BE LEGIBLE AND PROVIDED ON SDCW DRAWINGS OR OTHER AGREED UPON METHOD.
14. ALL VALVE BOXES TO BE BROUGHT UP TO GRADE AFTER FIRST COURSE OF ASPHALT AND BEFORE FINAL COURSE OF ASPHALT.
15. FIRE HYDRANTS SHALL BE NUMBERED USING REFLECTIVE MARKERS. THE REFLECTIVE NUMERALS ARE TO BE OBTAINED BY THE CONTRACTOR FOR THE SDCW CO. FIELD REPRESENTATIVE AT THE TIME THE ITA IS ISSUED. NUMBERS SHALL BE LEGIBLE FROM THE ROAD.
16. A MECHANICAL RESTRAINT SYSTEM SHALL BE UTILIZED ON FITTINGS AND PIPING FOR THRUST RESTRAINT. CONCRETE THRUST BLOCKING TO BE USED ONLY FOR SPECIAL CONDITIONS (E.G. CAPS WHERE MAIN WILL BE EXTENDED IN THE FUTURE) AS SPECIFICALLY APPROVED BY SDCW.

AS-BUILT

CONTRACTOR TO PROVIDE ENGINEER WITH DISTANCES BETWEEN FITTINGS (EDGE OF FITTING). DISTANCES TO BE OBTAINED ON OPEN TRENCH. CONTRACTOR TO PROVIDE PUBLIC WATER CO. WITH VALVE TIE DISTANCES. EACH VALVE TO BE TIED TO THREE PERMANENT OBVIOUS OBJECTS I.E. FH, MH COVER, LIGHT & POWER POLES, ETC.

CASA DE TODOS SUBDIVISION

RECORD MAPPING	___	___/___/___	
AS BUILT	___	___/___/___	
VALVE MAPS	___	___/___/___	
DS (MAPPING)	___	___/___/___	
Inspector approved	___	___/___/___	

LEGEND

- PROPOSED 8" WATER LINE
- EXISTING WATER LINE (SDCW)
- PROPOSED FIRE HYDRANT
- PROPOSED WATER VALVE & BOX
- PROPOSED METER
- EXISTING GAS
- PROPOSED GAS
- GAS MANHOLE
- 4" SEWER LATERAL

RECORD DRAWINGS

THIS RECORD DOCUMENT HAS BEEN PREPARED BASED ON THE BEST AVAILABLE INFORMATION AS PROVIDED BY OTHERS. WALKER ENGINEERING HAS NOT PERFORMED ON SITE OBSERVATIONS TO VERIFY REASONABLE CONFORMANCE OF THE FINAL CONSTRUCTION.

MERCY E. WALKER, P.E. 12105 — DATE

RECORD DRAWINGS

THIS RECORD DOCUMENT HAS BEEN PREPARED BASED ON THE BEST AVAILABLE INFORMATION AS PROVIDED BY OTHERS.

MERCY E. WALKER, P.E. 12105 — DATE

UTILITY NOTE

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PLAT RECORDING INFORMATION

BOOK: _____
PAGE: _____
DWG: _____

APPROVED

CITY OF SANTA FE WATER DIVISION — DATE
SANTA FE FIRE DEPARTMENT — DATE

INSPECTION:
DATE:

AERIAL	TOWNSHIP RANGE SECTION	WORK ORDER NO.

Civil Engineering • Water Resources • Traffic Engineering
W·E Walker Engineering
900 Camino Sierra Vista, • Santa Fe, NM 87501
505-395-7090
FAX 505-455-3559
mercy@walkerengineering.net

No.	REVISIONS	BY	DATE

PROJECT: 25-08 CASA DE TODOS SUBDIVISION
DRAWN BY: M.E.W.
CHECKED BY: P.A.S.
DATE: 06/20/2008
SCALE: AS NOTED

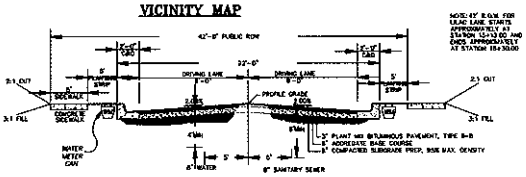
PROJECT: CASA DE TODOS SUBDIVISION
SHEET TITLE: WATER LAYOUT PLAN

12/18/2008

C-3

PG 1 OF 2

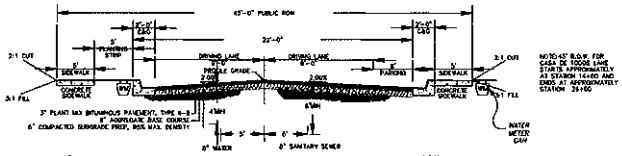
VICINITY MAP



NOTE: 42' R.O.W. FOR LILAC LANE STARTS APPROXIMATELY AT STATION 13+13.00 AND ENDS APPROXIMATELY AT STATION 18+30.00

42' ROW PUBLIC ROADWAY ENTRANCE – LILAC LANE

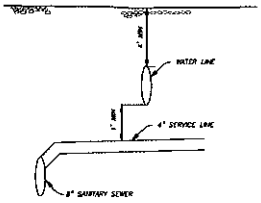
N.T.S.



NOTE: 45' R.O.W. FOR CASA DE TODOS LANE STARTS APPROXIMATELY AT STATION 14+80 AND ENDS AT APPROXIMATELY STATION 26+00

45' ROW PUBLIC ROADWAY – CASA DE TODOS LANE

N.T.S.



SEWER CROSSING DETAIL

NOT TO SCALE

WATER SERVICE TABLE–LILAC LANE

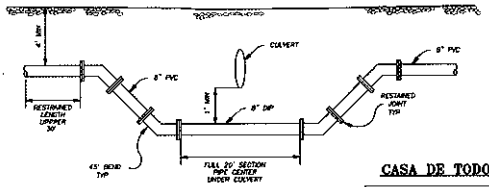
SERVICE SIZE	ADDRESS	LOT #
5/8" DS	LILAC LANE	1
5/8" DS	LILAC LANE	2
5/8" DS	LILAC LANE	3
5/8" DS	LILAC LANE	4
5/8" DS	LILAC LANE	5
5/8" DS	LILAC LANE	6
5/8" DS	LILAC LANE	7
5/8" DS	LILAC LANE	8
5/8" DS	LILAC LANE	9
5/8" DS	LILAC LANE	10
5/8" DS	LILAC LANE	11
5/8" DS	LILAC LANE	12
5/8" DS	LILAC LANE	13
5/8" DS	LILAC LANE	14
5/8" DS	LILAC LANE	15
5/8" DS	LILAC LANE	16
5/8" DS	LILAC LANE	17
5/8" DS	LILAC LANE	18
5/8" DS	LILAC LANE	19
5/8" DS	LILAC LANE	20
5/8" DS	LILAC LANE	21
5/8" DS	LILAC LANE	22
5/8" DS	LILAC LANE	23
5/8" DS	LILAC LANE	24
5/8" DS	LILAC LANE	25

*** NOTE: "DS" STANDS FOR DOMESTIC SERVICE

WATER SERVICE TABLE–CASA DE TODOS

SERVICE SIZE	ADDRESS	LOT #
5/8" DS	CASA DE TODOS LANE	26
5/8" DS	CASA DE TODOS LANE	27
5/8" DS	CASA DE TODOS LANE	28
5/8" DS	CASA DE TODOS LANE	29
5/8" DS	CASA DE TODOS LANE	30
5/8" DS	CASA DE TODOS LANE	31
5/8" DS	CASA DE TODOS LANE	32
5/8" DS	CASA DE TODOS LANE	33
5/8" DS	CASA DE TODOS LANE	34
5/8" DS	CASA DE TODOS LANE	35
5/8" DS	CASA DE TODOS LANE	36
5/8" DS	CASA DE TODOS LANE	37
5/8" DS	CASA DE TODOS LANE	38
5/8" DS	CASA DE TODOS LANE	39
5/8" DS	CASA DE TODOS LANE	40
5/8" DS	CASA DE TODOS LANE	41
5/8" DS	CASA DE TODOS LANE	42
5/8" DS	CASA DE TODOS LANE	43
5/8" DS	CASA DE TODOS LANE	44
5/8" DS	CASA DE TODOS LANE	45
5/8" DS	CASA DE TODOS LANE	46
5/8" DS	CASA DE TODOS LANE	47
5/8" DS	CASA DE TODOS LANE	48
5/8" DS	CASA DE TODOS LANE	49
5/8" DS	CASA DE TODOS LANE	50
5/8" DS	CASA DE TODOS LANE	51
5/8" DS	CASA DE TODOS LANE	52
5/8" DS	CASA DE TODOS LANE	53
5/8" DS	CASA DE TODOS LANE	54
5/8" DS	CASA DE TODOS LANE	55
5/8" DS	CASA DE TODOS LANE	56
5/8" DS	CASA DE TODOS LANE	57
5/8" DS	CASA DE TODOS LANE	58

*** NOTE: "DS" STANDS FOR DOMESTIC SERVICE



CULVERT CROSSING DETAIL

NOT TO SCALE

RECORD DRAWINGS

THIS RECORD DOCUMENT HAS BEEN PREPARED BASED ON THE BEST AVAILABLE INFORMATION AS PROVIDED BY OTHERS

MOREY E. WALKER, P.E. 12925 DATE

CASA DE TODOS SUBDIVISION

RECORD MAPPING

AS BUILT ____ ___/___/___

VALVE MAPS ____ ___/___/___

GIS (MAPPING) ___ ___/___/___

Inspector approval ___ ___/___/___

PLAT RECORDING INFORMATION

BOOK: _____

PAGE: _____

FILE DATE: _____

APPROVED

CITY OF SANTA FE WATER DIVISION DATE

SANTA FE FIRE DEPARTMENT DATE

AERIAL	TOWNSHIP RANGE SECTION	WORK ORDER NO.

Civil Engineering • Water Resources • Traffic Engineering

Walker Engineering

915 Gordon Street, Suite B, Santa Fe, NM 87501

505-982-3795

FAX 505-820-7201

walkerengineering@qwestoffice.net

No.	REVISION	BY	APP'D	DATE

PROJECT: 20-108 DESIGNED BY: M.E.W.

FILE: 20M OTHERS DRAWN BY: P.L.A.

DATE: 12/16/2020 CHECKED BY: P.L.A.

SCALE: AS NOTED

CASA DE TODOS SUBDIVISION

SHEET TITLE: WATER SERVICE TABLE

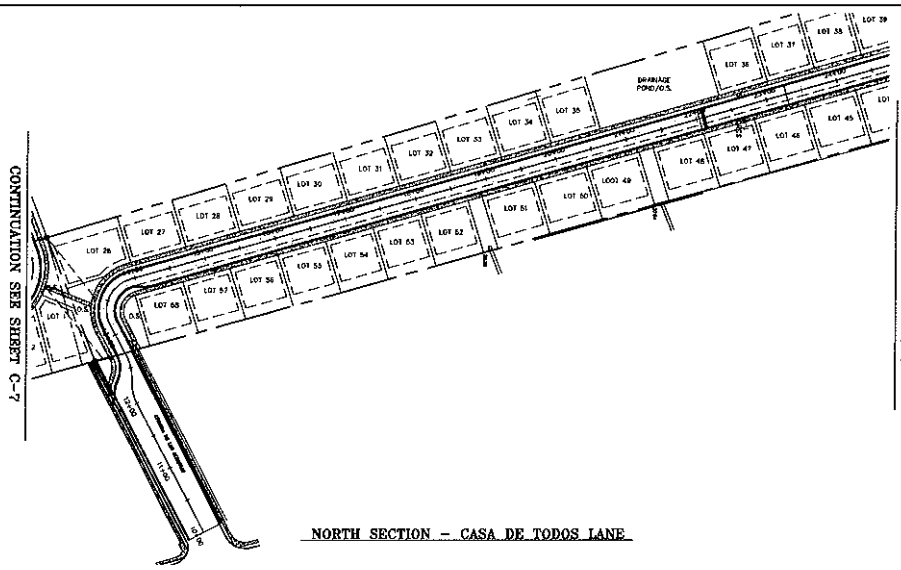
INSPECTOR: _____

DATE: _____

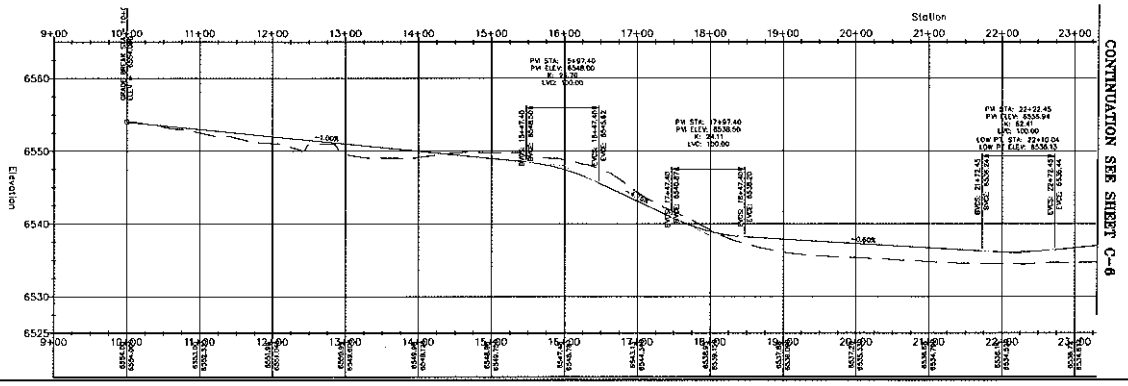
12/16/2020

C-4

PG 2 OF 2



NORTH SECTION – CASA DE TODOS LANE



CITY REVIEW

	INITIAL
PRELIMINARY	
FINAL	
SUBDIVISION IMPROVEMENTS AGREEMENT	
PLAT	
CONSTRUCTION PLANS	
SUBDIVISION REVIEW	

Project: CASA DE TODOS SUBDIVISION

Sheet Title: ROADWAY PLAN AND PROFILE

Sheet No.

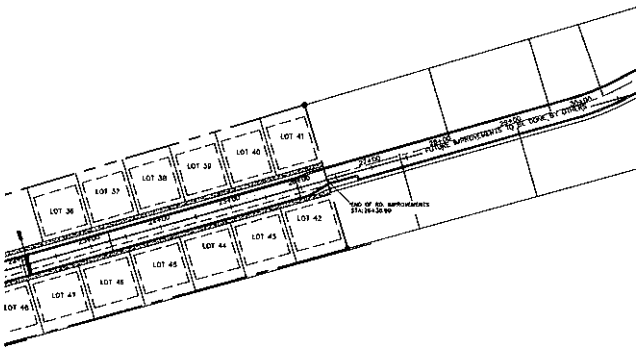
C-5

Civil Engineering • Water Resources • Traffic Engineering
W • E Walker Engineering
990 Gessler Drive, Suite 114 • Santa Fe, NM 87505
505-466-7990
FAX 466-7988
E-MAIL erik@walkerengineering.net

No.	REVISION	BY	DATE

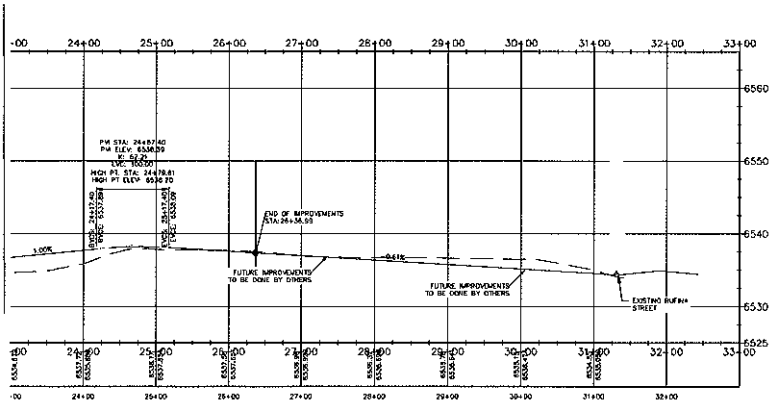
DESIGN: JPH/MP | DRAWN BY: P.A.R.
DATE: 02/04/2005 | CHECKED BY: M.E.V.
FIELD: | AS NOTED

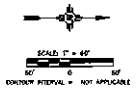
CONTINUATION SEE SHEET C-5



NORTH SECTION – CASA DE TODOS LANE

CONTINUATION SEE SHEET C-5





Civil Engineering • Water Resources • Traffic Engineering

Walker Engineering

990 Castle Rock Trail • Castle Pk., NM 87008

505-255-7990

FAX: 505-255-7999

E-Mail: info@walkerengineering.us.com

No.	REVISION	BY	APP'L	DATE

PROJECT: 19-07
DESIGNED BY: P.J.A.
DRAWN BY: M.A.V.
CHECKED BY: M.A.V.
DATE: 12/16/2020
SCALE: AS SHOWN

CITY REVIEW

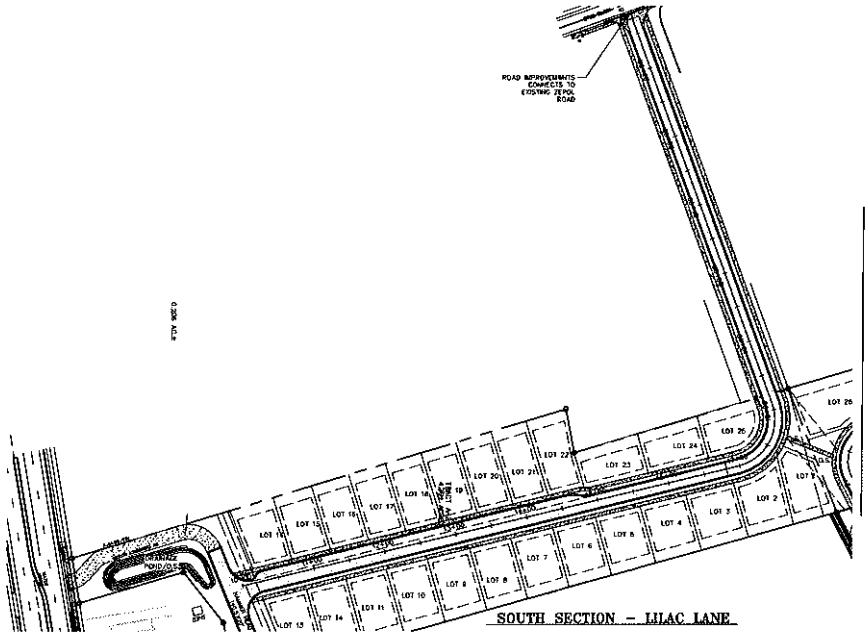
	SIGNATURE	DATE
ENGINEERING		
WATER		
WASTEWATER		
TRAFFIC ENGINEERING		
FIRE MARSHAL		
LANDSCAPE		
SUBDIVISION AGENT		

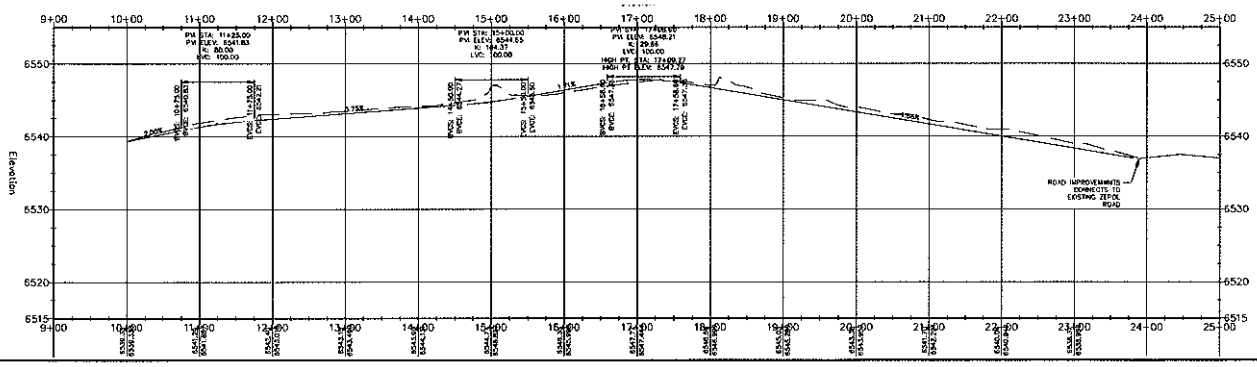
PROJECT: CASA DE TODOS SUBDIVISION

SHEET TITLE: ROADWAY PLAN AND PROFILE

SHEET NO.

C-6





Civil Engineering • Water Resources • Traffic Engineering
W·E Walker Engineering
906 Cerrillos Service Road • Santa Fe, NM 87505
505-466-7899
505-466-7892
E-MAIL: ewalkerengineering@comcast.net

NO.	REVISION	BY	APP	DATE

PROJECT NO. 00-148 DRAWN BY: F.L.A.
FILE NO. JOB TITLE DESIGNED BY: F.L.A.
DATE 10/16/2000 CHECKED BY: W.E.W.
SCALE AS NOTED

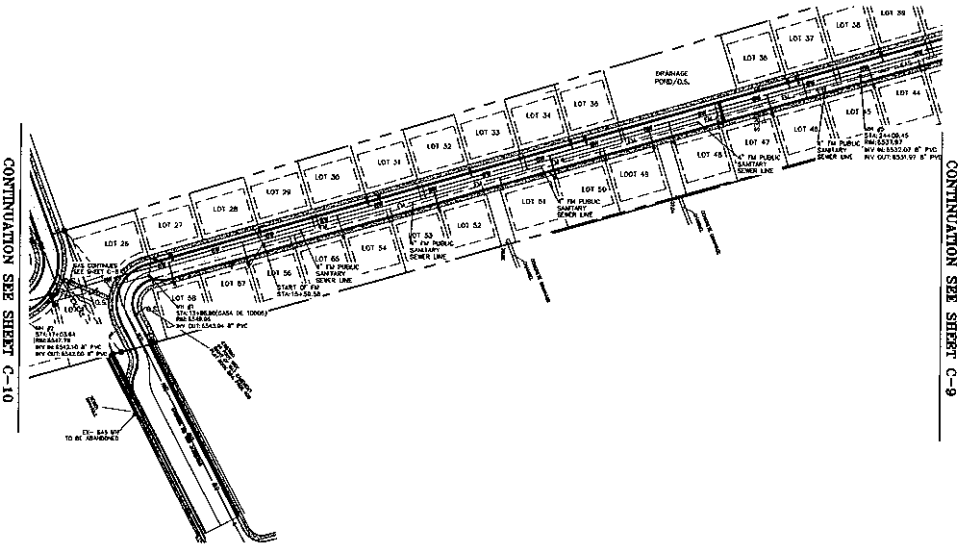
PROJECT
CASA DE TODOS
SUBDIVISION

SHEET TITLE
ROADWAY
PLAN AND PROFILE

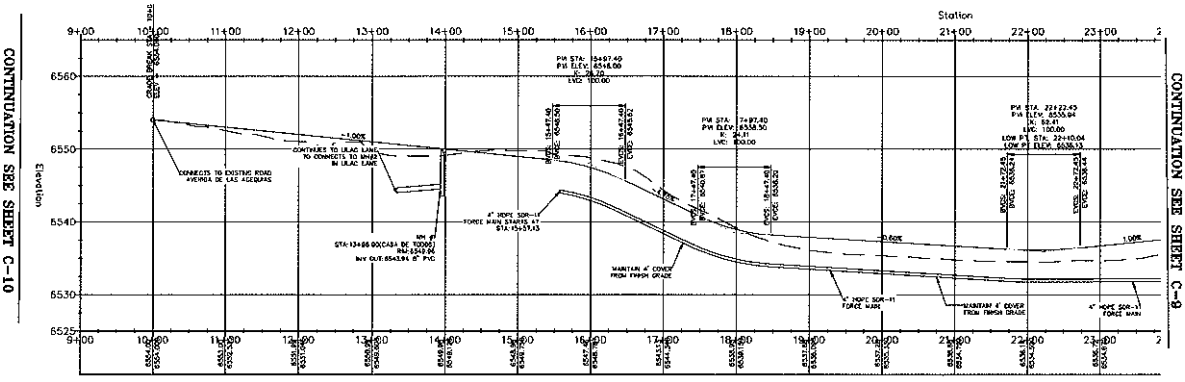
CITY REVIEW

DEPARTMENT	INITIALS	DATE
PLANNING		
ENGINEERING		
FIRE MARSHAL		
PUBLIC WORKS		
LANDSCAPE STAFF		
SUBDIVISION ENGR.		

SHEET NO.
C-7



NORTH SECTION - CASA DE TODOS LANE



Civil Engineering • Water Resources • Traffic Engineering
W·E Walker Engineering
901 Camino Sierra Vista • Santa Fe, NM 87505
505-820-2326
505-820-2339
E-MAIL civil@walkerengineering.net

No.	REVISIONS	BY	DATE	

PROJECT: 07-108 DESIGNED BY: A.B.S.
ISSUE: FOR CITY REVIEW DRAWN BY: A.B.S.
DATE: 12/15/2008 CHECKED BY: M.E.W.
SCALE: AS NOTED

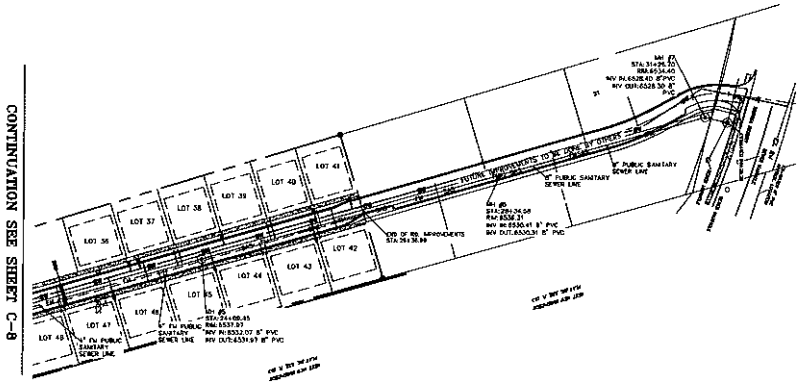
CITY REVIEW

	SIGNATURE	DATE
PLANNING DEPARTMENT		
UTILITIES DEPARTMENT		
PUBLIC WORKS DEPARTMENT		
SOLID WASTE		
DEVELOPMENT REVIEW		
SUBDIVISION REVIEW		

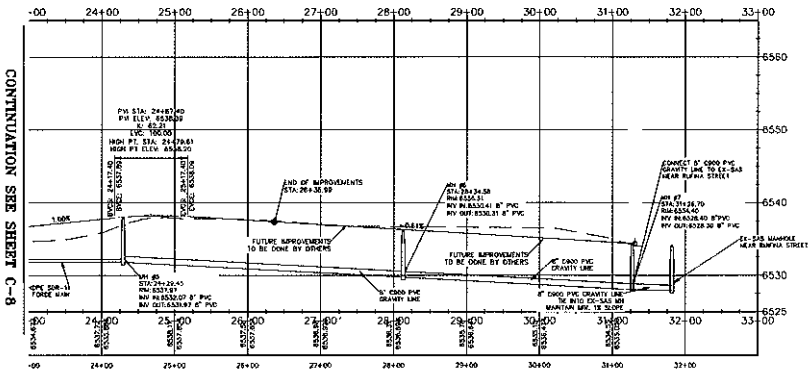
PROJECT: CASA DE TODOS SUBDIVISION

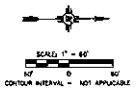
SHEET TITLE: SANITARY AND SEWER PLAN AND PROFILE

SHEET NO. C-8



NORTH SECTION - CASA DE TODOS LANE





Civil Engineering • Water Resources • Traffic Engineering
W•E Walker Engineering
909 Candace Sierra Vista, Texas 79832
(432) 552-7960
(432) 552-7962
E-MAIL: chris@walkerengineering.net

NO.	REVISION	BY	APP'D	DATE

PROJECT: 04-108 — DESIGNED BY: A.R.G.
JOB NO. 1705 — DRAWN BY: A.R.G.
DATE: 12/19/2006 — CHECKED BY: M.R.K.
SCALE: AS NOTED

CITY REVIEW

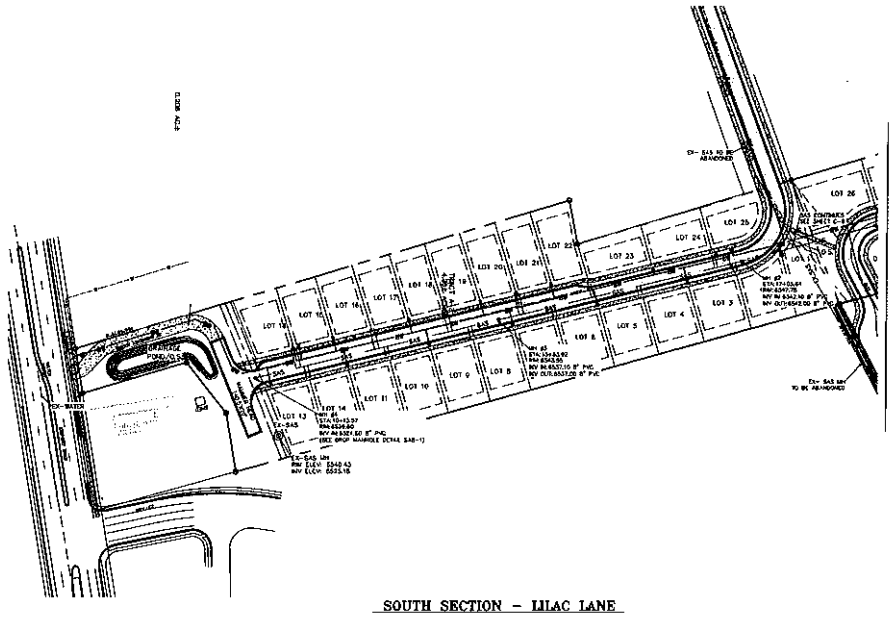
	DATE
DEPARTMENT	
WATER	
SEWER	
STREETS	
TRAFFIC	
PARKS	
FIRE MARSHAL	
BUILDING OFFICIAL	
DRAINAGE ENGINEER	

PROJECT: CASA DE TODOS SUBDIVISION

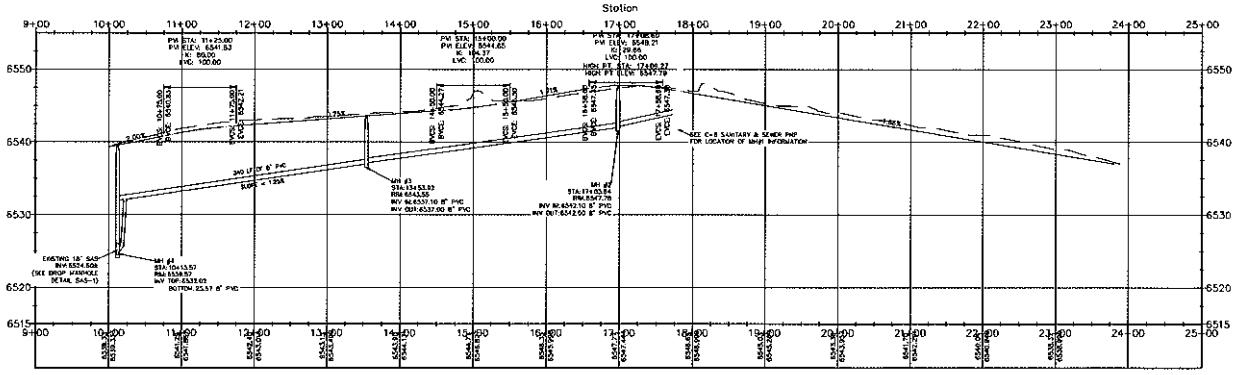
SHEET TITLE: SANITARY AND SEWER PLAN AND PROFILE

SHEET NO.

C-9



SOUTH SECTION - LILAC LANE



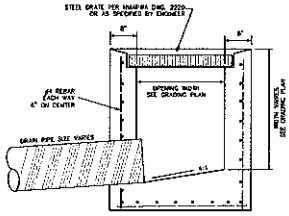
W·E Walker Engineering

CASA DE TODOS SUBDIVISION

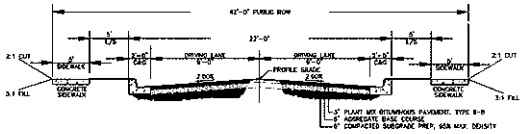
SANITARY AND SEWER PLAN AND PROFILE

CITY REVIEW

C-10

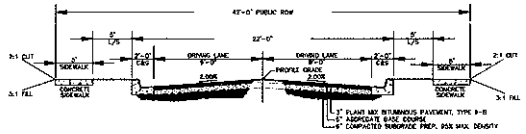


CATCH BASIN



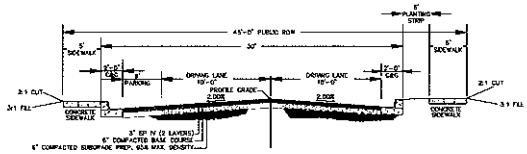
42' ROW PUBLIC ROADWAY ENTRANCE – LILAC LANE

N.T.S.



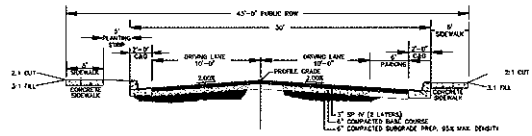
42' ROW PUBLIC ROADWAY ENTRANCE – CASA DE TODOS LANE

N.T.S.



45' ROW PUBLIC ROADWAY – LILAC LANE

STATION 10+22.00 TO STATION 13+75.00 N.T.S.



45' ROW PUBLIC ROADWAY – CASA DE TODOS LANE

N.T.S.

CITY OF SANTA FE PUBLIC INFRASTRUCTURE GENERAL CONSTRUCTION NOTES

1. All construction shall conform to the requirements of City of Santa Fe Ordinance No. 2006-23 and the Specifications as noted. Utility construction shall conform to applicable sections of the AWWA "Fire Master Standard Specifications for Public Works Construction, 1997 edition including latest published amendments. Infrastructure construction shall conform to applicable sections of the New Mexico Department of Transportation's "Standard Specifications for Highway and Bridge Construction, Current Edition" (the "SSHBC").
2. [illegible] of precedence shall be: listed in order of highest importance, shall be: project specifications, plans, City of Santa Fe Standard Details, and [illegible].
3. In the case of conflicts between plans and specifications resolution shall be (1) using the more restrictive requirement as determined by the project engineer and approved by City Engineer, (2) written authorization, Temporary Waivers to Section Technical Review staff (TWSTR).
4. The project plans shall be approved for construction by the Public Engineering Supervisor prior to any construction activity and scheduling a pre-construction meeting. The Engineering Supervisor may, by written authorization, temporary waivers to construction plans. Department Director.
5. All construction within City rights-of-way shall be by a New Mexico licensed Professional Engineer or his appropriate category for the type of work represented by the project plans. The Project Engineer shall arrange for a pre-construction meeting prior to any start of construction or mobilization of equipment on-site. At the pre-construction meeting the Project Engineer shall submit a letter providing the name(s) of specific individuals who will be responsible for the following: (a) Erosion and sediment control measures; (b) Pollution prevention at the project staging; (c) [illegible]. To schedule the pre-construction meeting a minimum of 10 calendar days in advance of the meeting date, attendance at the pre-construction meeting is mandatory for the Project Engineer (who shall conduct the meeting), Contractor, Public Service Provider (city) and appropriate staff from City street, Public Utilities, Land Use and Fire Departments. Sub-contractors are encouraged to attend. At this meeting specific FSDR staff member will be assigned as the point of contact with the Contractor.
6. Grading permits (defined as an "All Risk" basis are not allowed, nor may the issue of a grading permit meeting notice above.
7. No construction shall begin until the following requirements for the pre-construction meeting have been satisfied: (a) all permits required for the project have been issued, and (b) local and emergency telephone number active on a 24 hour basis.
8. If an EPA Notice of Intent (NOI) is applicable, a copy of the issued permit application shall be presented at the pre-construction meeting along with a written statement giving the mailing date.
9. [illegible]
10. [illegible]
11. [illegible]
12. [illegible]
13. [illegible]
14. [illegible]
15. [illegible]
16. [illegible]
17. [illegible]
18. [illegible]
19. [illegible]
20. [illegible]
a. [illegible]
b. [illegible]
c. [illegible]
d. [illegible]
21. [illegible]
22. [illegible]
23. [illegible]
24. Traffic control devices, as per approved plan, shall be installed, maintained, and removed by the Contractor. Said devices shall conform to the latest published edition of the Manual of Uniform Traffic Control Devices and to written direction given by City Traffic Engineer and the Police Department. Upon the City Traffic Engineer's or Police Department's order, immediate correction of any traffic control deficiency shall be made. Where the Contractor's operations interfere with the normal use of a public street by the public, the Contractor shall provide adequate flagging service. Flagmen shall be required prior to any grading activity and 500,000 pound to compare for work in connection. The Contractor's attention is directed to the SSHBC's Section 803 for other requirements relating to dust abatement and control devices.
25. Safety fence must be buried under all detailed drawn for street construction. Fence shall be 42" high chain link or approved equal (plastic fence is not acceptable) and shall be maintained in good condition throughout the construction period. Fencing shall be removed only upon final inspection and acceptance by the City.
26. No material delivery shall proceed a letter of completion (substantial) not necessarily accepted) or warranty of the Contractor's request. Said letters shall be provided to the FSDR staff and received written staff acceptance prior to scheduling any final inspection. All Water and Storm Sewer lines to be pressure tested and disinfected.
27. Each City utility division shall provide a letter of completion (substantial) not necessarily accepted) or warranty of the Contractor's request. Said letters shall be provided to the FSDR staff and received written staff acceptance prior to scheduling any final inspection. All Water and Storm Sewer lines to be pressure tested and disinfected.
28. NOTE: ASPHALT or transported laboratory certificates of material compliance are to be provided to FSDR staff prior to delivery asphaltic material on site.
29. Utility appurtenances such as telephone pedestals, electrical transformers, gas, and cable TV pedestals shall be placed outside the public right-of-way and shall utility easements. The Owner is responsible for contacting non-listed utility companies prior to excavation. Any damage to utilities shall be the responsibility of the Contractor to repair at his own expense. No water and sewer lines shall be placed under [illegible] areas or earth-fractured (gravel or road) roads.
30. Construction debris and/or excess material shall be stored in an on-site area and appropriately contained. Said debris shall not be a nuisance to the surrounding neighborhood. Disposal of debris and excess material off-site by the Contractor shall be permitted only at a City approved location. Prior to disposal, the Contractor shall provide written notice as to proposed debris disposal site location(s). All debris and/or excess material shall be removed from the site prior to scheduling a pre-final inspection with FSDR staff.
31. Erosion control and stormwater management inspections shall be conducted by or at the following times:
a. [illegible]
b. [illegible]
c. Final stormwater management features are constructed.
d. Further construction or issuance of any permit(s) shall not occur until written approval by FSDR staff or loss of bid bond/performance guarantee. Inspections shall be scheduled by calling 505-955-6626.
32. The Contractor shall make written request for a pre-final inspection of certain management and infrastructure work a minimum of 14 calendar days in advance with FSDR staff. At this inspection, applicable City division staff will review the work and will provide a written punch list of items to be corrected. The work will not be considered for a final inspection. Once all corrections are completed the Contractor shall file a written statement to that effect and a final inspection will be held by FSDR staff. Upon completion, an acceptance letter will be provided wherein all work will be accepted for maintenance by the City and the commencement of the warranty period initiated.
33. Utility appurtenances such as telephone pedestals, electrical transformers, gas, and cable TV pedestals shall be placed outside the public right-of-way and shall utility easements. The Owner is responsible for contacting non-listed utility companies prior to excavation. Any damage to utilities shall be the responsibility of the Contractor to repair at his own expense. No water and sewer lines shall be placed under [illegible] areas or earth-fractured (gravel or road) roads.

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W·E Walker Engineering
999 Cerrillos Rivera Trail • Santa Fe, NM 87506
505-820-7990
FAX 505-983-0834
E-MAIL: walkerengineering@comcast.net

NO.	REVISION	BY	APP'D	DATE

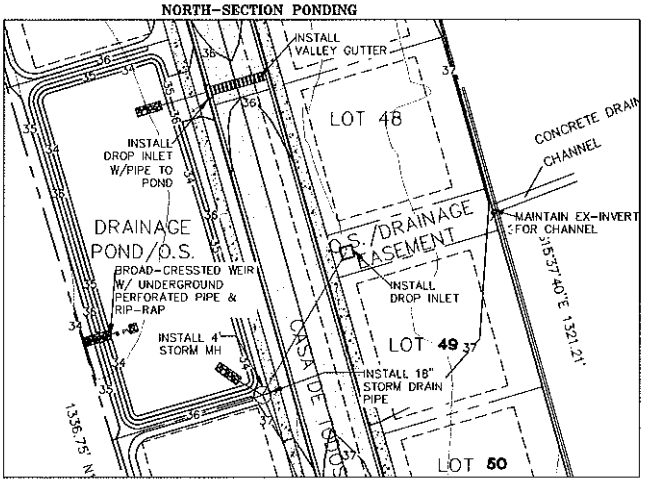
PROJECT: 05-105 DETAILS DRAWN BY: A.K.O.
DATE: 10/27/2009 VERSION BY: A.K.O.
SCALE: AS NOTED

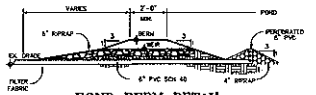
CITY REVIEW
DEPARTMENT / SIGNATURE / DATE
PUBLIC WORKS
FIRE ENGINEERING
TRAFFIC ENGINEER
LANDSCAPE
TRUE NORTH & GRADE
WASTEWATER SUPER

PROJECT: CASA DE TODOS SUBDIVISION
SHEET TITLE: CONSTRUCTION DETAILS

SHEET NO.
C-11

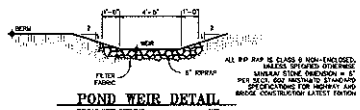
NORTH-SECTION PONDING





POND BERM DETAIL

NTS



ALL RIP RAP TO BE CLASS II NON-ENCLOSED, UNLESS SPECIFIED OTHERWISE. MINIMUM STONE DIMENSION = 6". PER SECT. 602 MONTANA STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION LATEST EDITION

POND WEIR DETAIL

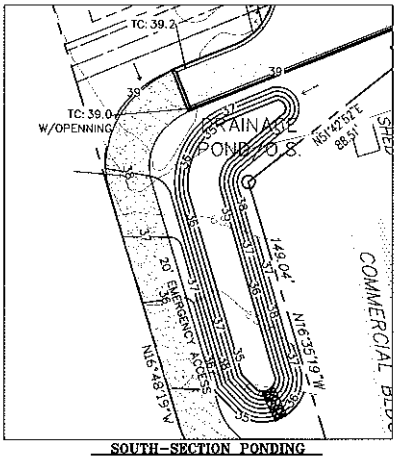
RIPRAP WEIR OPENING

NTS

NORTH-SECTION PONDING

TOP ELEVATION=4538.00 FEET
TOP AREA=10,177 SQUARE FEET
BOT ELEVATION=4534.00 FEET
BOT AREA=8,473 SQUARE FEET
PROVIDED VOL=38,834 CUBIC FEET
OUTFLOW DEVICE=10' LONG by 1' BREADTH BROAD-CRESTED RECTANGULAR WEIR
FLOW OVER=4,541 CFS
POND DMF=100 YEAR
POND DMF/DSF=72.16 CFS
(SEE DRAINAGE REPORT, APPENDIX B)

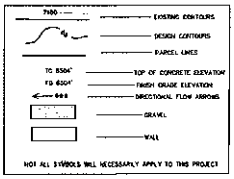
SOUTH-SECTION PONDING



SOUTH-SECTION PONDING

TOP ELEVATION=4538.00 FEET
TOP AREA=5,110 SQUARE FEET
BOT ELEVATION=4535.00 FEET
BOT AREA=3,004 SQUARE FEET
PROVIDED VOL=9,300 CUBIC FEET

LEGEND



NOT ALL SYMBOLS WILL NECESSARILY APPLY TO THIS PROJECT

TOPOGRAPHY NOTE

ALL EXISTING TOPOGRAPHIC SURVEY DATA SHOWN ON THESE PLANS HAS BEEN OBTAINED AND CERTIFIED BY OTHERS. MAGTA ENGINEERING HAS UNDERTAKEN NO FIELD VERIFICATION OF THIS TOPOGRAPHY INFORMATION, AND MAKES NO REPRESENTATION PERTAINING THEREIN, AND ASSUMES NO RESPONSIBILITY OR LIABILITY THEREFOR OF THIS TOPOGRAPHY. WALKER ENGINEERING RESPONSIBILITY IS LIMITED TO THE ENGINEERING ANALYSIS THAT UTILIZES THE TOPOGRAPHY SURVEY.

STAKING NOTE

INFORMATION SHOWN IS FOR GRADING AND DRAINAGE ONLY AND IS NOT TO BE USED FOR STAKING PURPOSES. SEE SITE PLAN FOR ACTUAL LOCATION OF IMPROVEMENTS.

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W-E Walker Engineering
200 Cardwell Grove Drive • Bozeman, MT 59718
406-586-7990
FAX 406-587-0630
E-MAIL walkerengineering@gmail.com

NO.	REVISION	BY	APP'D	DATE

PROJECT: 20-108
FILE: NW CASA DE TODOS
DRAWN BY: P.A.K.
CHECKED BY: K.M.S.
DATE: 10/14/2020
SCALE: AS NOTED

CITY REVIEW

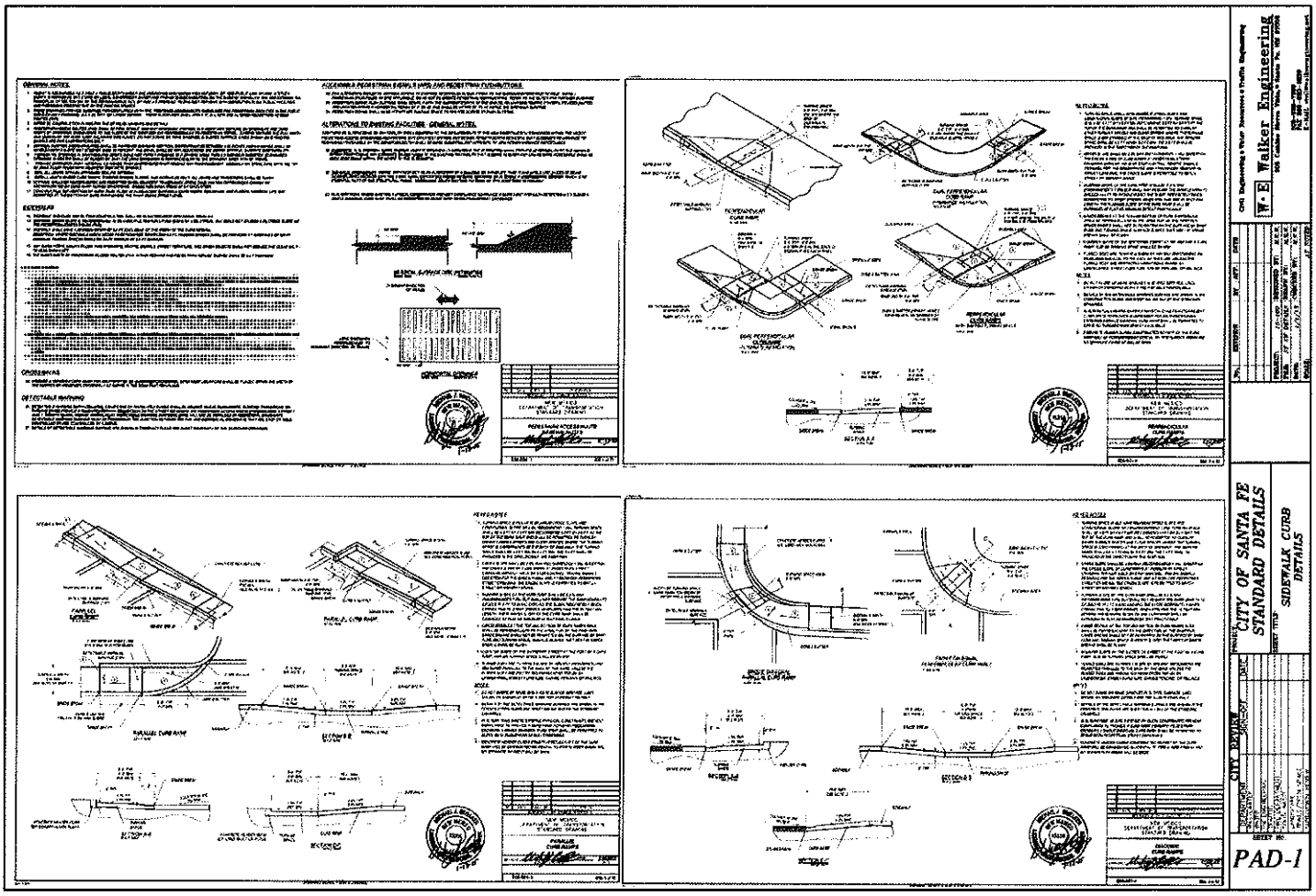
DEPARTMENT	DATE
SANITARIAN	
WATER/WW	
T&F ENGINEERING	
PARKS	
FIRE DEPARTMENT	
LANDSCAPE	
TRAFFIC/STORM DRAINS	
SURFACE WORK	

PROJECT: CASA DE TODOS SUBDIVISION

SHEET TITLE: PONDING DETAILS

SHEET NO.

C-12

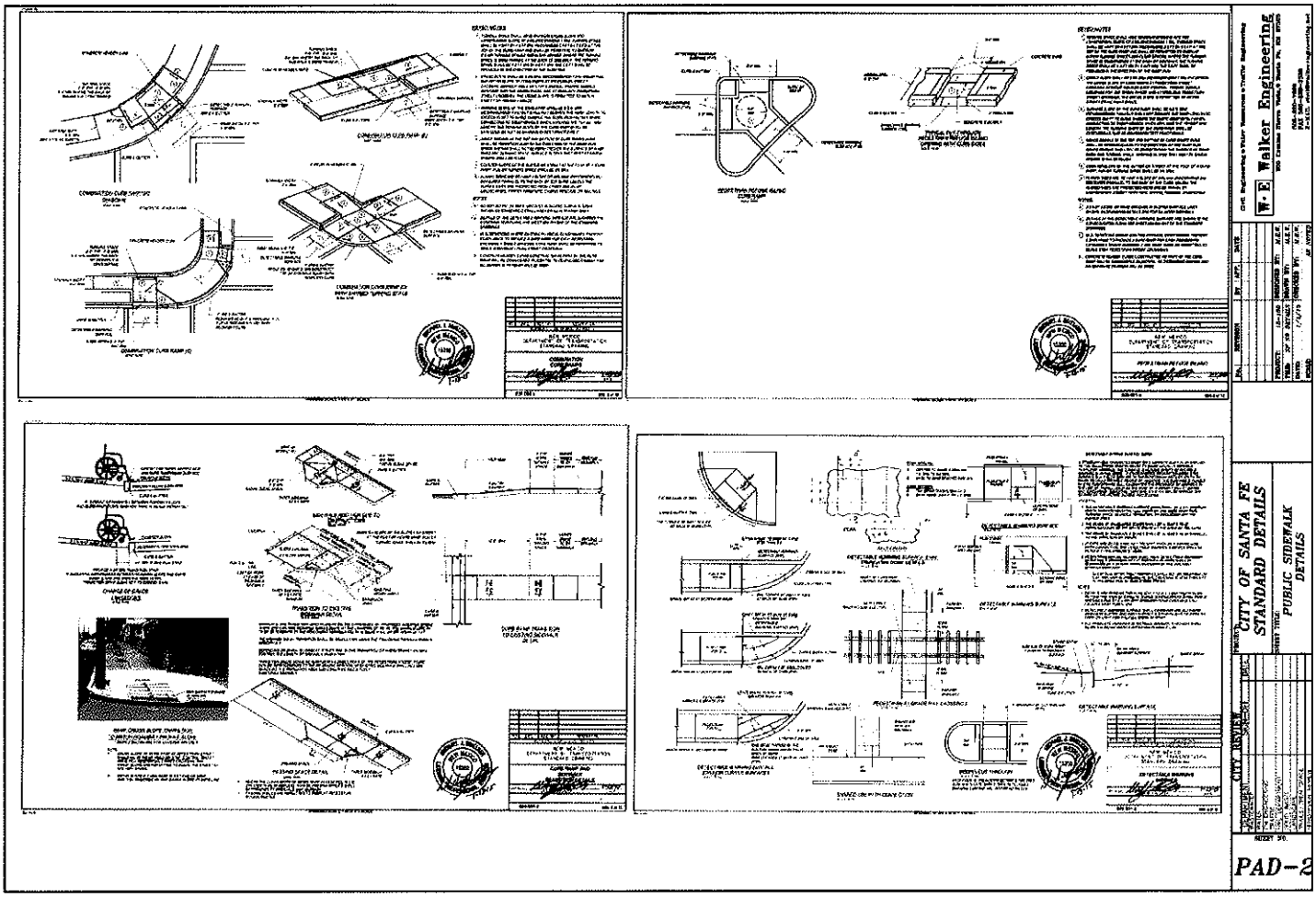


CITY OF SANTA FE
STANDARD DETAILS

SIDEWALK CURB
DETAILS

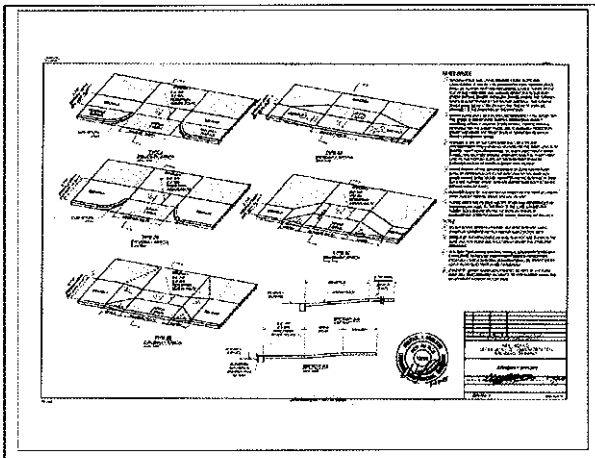
PAD-1

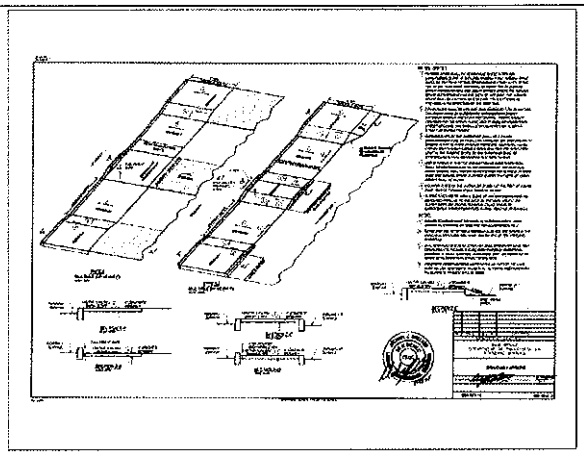
W·E Walker Engineering

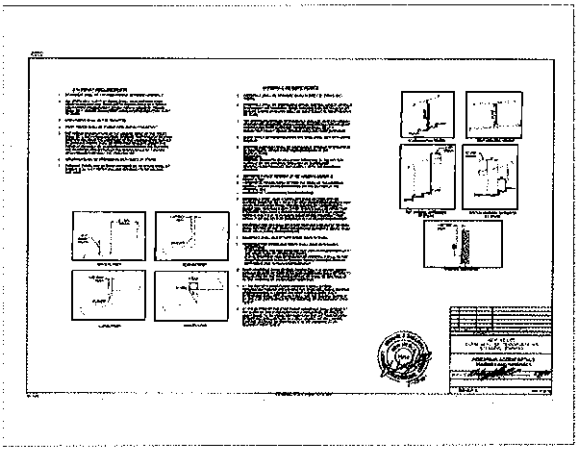


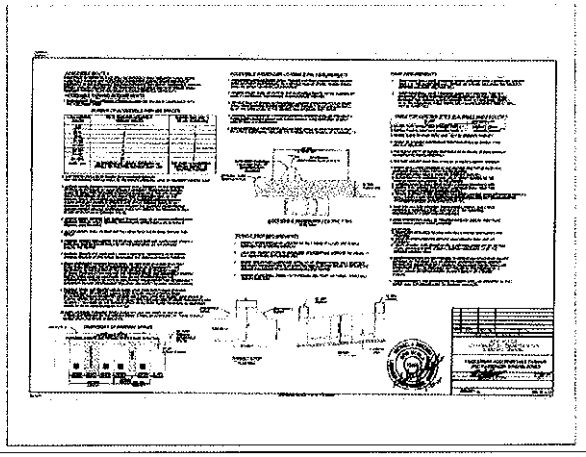
CITY OF SANTA FE
STANDARD DETAILS
PUBLIC SIDEWALK
DETAILS

PAD-2









Civil Engineering • Water Resources • Traffic Engineering

W·E Walker Engineering

915 Cerrillos Road • Santa Fe, NM 87505

505-982-3200

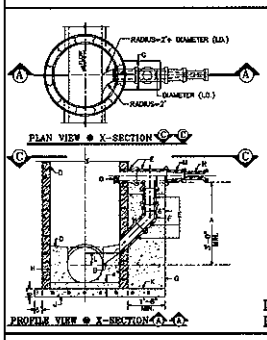
CITY OF SANTA FE
STANDARD DETAILS

SHEET TITLE
PUBLIC SIDEWALK
DETAILS

PAD3

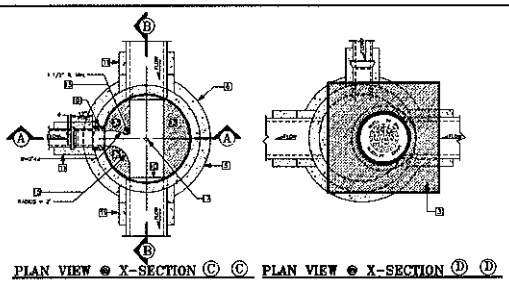
LEGEND

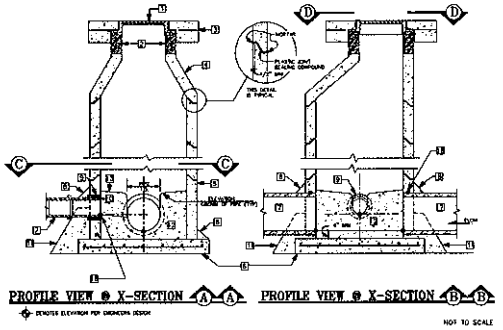
ITEM	DESCRIPTION
1	MANHOLE FRAME & COVER, refer to manhole frame and cover detail Dwg. No. SAS-4
2	CONCRETE ADJUSTMENT RINGS or CONCRETE BRICK, refer to concrete adjustment detail Dwg. No. SAS-5
3	CONCRETE COLLAR, refer to concrete collar detail Dwg. No. SAS-6
4	PRECAST REINFORCED CONCRETE RISER, CONE or FLAT TOP, with 5"(in) wall thickness, refer to general note CM-2
5	PRECAST REINFORCED CONCRETE BASE RISER, with multiple sized openings, refer to general note CM-2A
6	CONCRETE BASE, refer to concrete base detail Dwg. No. SAS-7
7	SEWER PIPE, refer to general note CM-1
8	6"(in) GROUT FILLET, on upper half of pipe and around base
9	ADAPTER, MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
10	PIPE PENETRATION INTO MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
11	PIPE SUPPORT, CONCRETE, shall extend out-side of manhole a maximum of 12"(in) in ball at first joint and shall evenly slope half pipe
12	CONCRETE FIL, 2000 p.s.i., refer to general note CS-8
13	SHELF, to be 8"(in) minimum width with 1"(in) per 1'-0" slope, from crown of pipe
14	CUT UPPER HALF OF PIPE, after manhole has been completed and inspected by engineer
15	HAND FORMED CHANNELS, shall be on a uniform radius and shall not hold water
16	INVERT ELEVATIONS OF LATERAL LINES, shall be the same as the springline elevation of the sewer main, where possible
17	CHANGE SLOPE OF PIPE, at center of manhole
18	APPROVED WATER STOP, to be with type of pipe



CONSTRUCTION NOTES

DROP MANHOLE DETAIL
DWG. #: SAS-1 NOT TO SCALE





NOT TO SCALE

MANHOLE TYPE "E" DETAIL/DWG # SAS-2 (See Dwg. # SAS-14 for Type "C" Flat Top)

GENERAL NOTES

CONSTRUCTION REQUIREMENTS

CM-1 MATERIAL AND WORK
All materials and work shall conform to the latest applicable standard specifications for public works construction (current version of "Standard Specifications for Public Works Construction" and "City of Santa Fe, New Mexico Supplement thereto").

CM-2 APPROVED PLANS
No work shall begin until the official stamp of the Utility Engineer and signed by the Director, Executive of the City Water Division or approved representative, is affixed to the construction drawings. Three sets of approved drawings shall be available at the job site.

CM-3 NOTIFICATION OF CONSTRUCTION
Before any excavation is made, the City Water Division shall be notified at least 48 hours in advance of the start of construction. Underground facilities will be located by the City Water Division.

CM-4 INSPECTION OF CONSTRUCTION
All construction work shall be performed to the satisfaction of the City Water Division or their authorized representative. The City Water Division shall be notified at least 48 hours in advance of the start of construction. Underground facilities will be located by the City Water Division.

CM-5 CONSTRUCTION STAKING
Construction staking shall be the responsibility of the developer's engineer. The City Water Division will not be responsible for any construction staking.

CM-6 CONSTRUCTION SEQUENCE
Contractor responsible for all work and safety precautions in connection with the work. Contractor shall be responsible for the protection of all existing utilities and structures. Contractor shall be responsible for the repair of any damage to existing utilities or structures due to his operations.

CM-7 CONTRACTOR RESPONSIBILITY
Contractor responsible for all work and safety precautions in connection with the work. Contractor shall be responsible for the protection of all existing utilities and structures. Contractor shall be responsible for the repair of any damage to existing utilities or structures due to his operations.

CM-8 CONTRACTOR RESPONSIBILITY
Contractor responsible for all work and safety precautions in connection with the work. Contractor shall be responsible for the protection of all existing utilities and structures. Contractor shall be responsible for the repair of any damage to existing utilities or structures due to his operations.

INSPECTION

I-1 LAYING PIPE
All trenching, backfilling, and compaction shall be performed in accordance with the latest applicable standard specifications for public works construction (current version of "Standard Specifications for Public Works Construction" and "City of Santa Fe, New Mexico Supplement thereto").

I-2 MANHOLE CONSTRUCTION
A. Base
1. Concrete shall be placed on undisturbed native soil.
2. Concrete shall be placed in accordance with the latest applicable standard specifications for public works construction (current version of "Standard Specifications for Public Works Construction" and "City of Santa Fe, New Mexico Supplement thereto").
B. Precast Concrete
1. Precast concrete manhole sections shall conform to ASTM C478.
2. Joints shall be sealed with preformed flexible joint sealant conforming to ASTM C990.
3. Lifting holes shall be sealed with non-shrink grout.
4. Adjustment rings shall be installed per manufacturer's recommendations.
C. Cast-in-Place Concrete
1. Concrete shall be placed in accordance with the latest applicable standard specifications for public works construction (current version of "Standard Specifications for Public Works Construction" and "City of Santa Fe, New Mexico Supplement thereto").
2. Concrete shall be consolidated by vibration.
3. Forms shall be removed only after the concrete has attained sufficient strength to support its own weight and any superimposed loads.

I-3 CLEANING AND TESTING
All pipe shall be cleaned of debris and foreign material before installation. Pipe shall be inspected for defects before installation. Any defective pipe shall be rejected and removed from the site. Pipe shall be tested for leakage in accordance with the latest applicable standard specifications for public works construction (current version of "Standard Specifications for Public Works Construction" and "City of Santa Fe, New Mexico Supplement thereto").

CONSTRUCTION MATERIALS

CM-1 SEWER MAIN, APPURTENANCES (GENERAL)
A. Ductile Iron Pipe: Ductile iron pipe shall conform to AWWA C151, Class 52 unless otherwise noted on the plans. Pipe shall be cement mortar lined and seal coated in accordance with AWWA C104. Joints shall be push-on type conforming to AWWA C111.
B. Polyvinyl Chloride (PVC) Pipe: PVC pipe shall conform to ASTM D3034, SDR 35 for pipe sizes 4" through 15" and ASTM F679 for pipe sizes 18" through 27". Joints shall be elastomeric gasket type conforming to ASTM D3212.
C. Reinforced Concrete Pipe: Reinforced concrete pipe shall conform to ASTM C76, Class III, Wall B for pipe sizes 12" through 36". Joints shall be rubber gasket type conforming to ASTM C443.
D. Manholes: Manholes shall be precast reinforced concrete conforming to ASTM C478. Manholes shall be provided with a flat slab top or eccentric cone section as shown on the plans. Manhole steps shall be provided at 16" on center and shall be aluminum or polypropylene coated steel conforming to ASTM C478.
E. Manhole Frames and Covers: Frames and covers shall be cast iron conforming to ASTM A48, Class 30. Covers shall be solid type with the word "SEWER" cast into the cover. Frames and covers shall be set to grade with concrete adjustment rings as necessary.
F. Service Connections: Service connections shall be provided for all lots as shown on the plans. Service connections shall be 4" diameter PVC pipe conforming to ASTM D3034, SDR 35. Service connections shall be installed at a minimum slope of 2%.
G. Testing: All sewer mains shall be tested for leakage in accordance with the latest applicable standard specifications for public works construction (current version of "Standard Specifications for Public Works Construction" and "City of Santa Fe, New Mexico Supplement thereto").

CM-2 MATERIALS
A. Concrete Materials: Concrete shall have a minimum compressive strength of 3000 psi at 28 days. Concrete shall be proportioned to provide adequate workability and consistency for the placement method used. Concrete shall be mixed, delivered, and placed in accordance with ASTM C94.
B. Reinforcing Steel: Reinforcing steel shall be deformed bars conforming to ASTM A615, Grade 60. Welded wire fabric shall conform to ASTM A185.
C. Mortar: Mortar shall consist of one part Portland cement and two parts fine aggregate by volume, with sufficient water to produce a workable consistency. Mortar shall be used within 30 minutes of mixing.
D. Grout: Grout shall consist of one part Portland cement, two parts fine aggregate, and one part pea gravel by volume, with sufficient water to produce a flowable consistency. Grout shall be used within 30 minutes of mixing.
E. Waterproofing: All concrete surfaces in contact with soil shall be coated with a bituminous waterproofing material applied in accordance with the manufacturer's recommendations.

CM-3 CONCRETE ENCASEMENT
A. Where shown on the plans, concrete encasement shall be provided around the pipe. Concrete shall have a minimum compressive strength of 3000 psi at 28 days. Concrete shall be placed in accordance with ASTM C94.
B. Concrete encasement shall be provided for a minimum distance of 10 feet on each side of the crossing.
C. Concrete encasement shall be reinforced with #4 bars at 12" on center each way.

FIELD QUALITY CONTROL

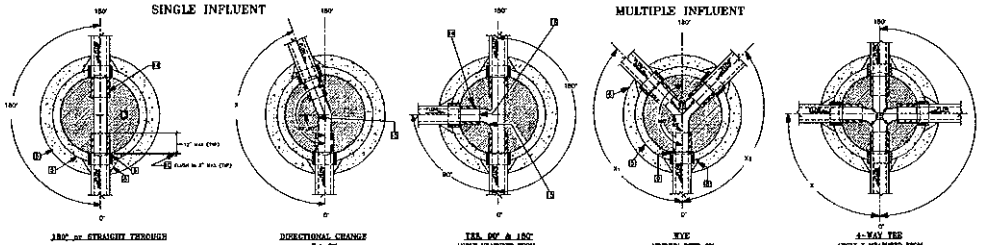
FQC-1 TESTING AND INSPECTION
A. All work shall be inspected by duly authorized representatives of the City Water Division. The City Water Division shall be notified at least 48 hours in advance of the start of construction and during construction at such stages as may be required for inspection. The Contractor shall provide safe access for inspection at all times.
B. Pipe laying and backfill shall not proceed without inspection by the City Water Division.
C. Any defective work shall be corrected or removed and replaced at the Contractor's expense.

FQC-2 LINE AND GRADE: ALLOWABLE TOLERANCE BETWEEN STRUCTURES
A. Line: Sewer mains shall be laid to the lines shown on the plans. Pipe shall not deviate more than 1/2" from the established line.
B. Grade: Sewer mains shall be laid to the grades shown on the plans. Pipe shall not deviate more than 1/2" from the established grade.

FQC-3 LEAKAGE TEST
All sewer mains shall be tested for leakage in accordance with the latest applicable standard specifications for public works construction (current version of "Standard Specifications for Public Works Construction" and "City of Santa Fe, New Mexico Supplement thereto").

FQC-4 DEFLECTION TESTING
Deflection testing shall be performed by a certified city inspector or approved and witnessed by the City Water Division.

FQC-5 AS-BUILT DRAWINGS
As-built drawings shall be submitted to the City Water Division upon completion of the project. As-built drawings shall show the actual location of all sewer mains, manholes, and appurtenances. As-built drawings shall be submitted in both paper and electronic format.



PLAN VIEW OF MANHOLE BASE CONNECTION/DWG. # SAS-3 NOT TO SCALE

CITY OF SANTA FE
WATER QUALITY DIVISION

TITLE: SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

SHEET NO.
SF-1

LEGEND

ITEM	DESCRIPTION
1	MANHOLE FRAME & COVER, refer to manhole frame and cover detail Dwg. No. SAS-4
2	CONCRETE ADJUSTMENT RINGS or CONCRETE BRICK, refer to concrete adjustment detail Dwg. No. SAS-5
3	CONCRETE COLLAR, refer to concrete collar detail Dwg. No. SAS-6
4	PRECAST REINFORCED CONCRETE RISER, CONE or FLAT TOP, with 5"(in) wall thickness, refer to general note CM-2
5	PRECAST REINFORCED CONCRETE BASE RISER, with w/knock out openings, refer to general note CM-3A
6	CONCRETE BASE, refer to concrete base detail Dwg. No. SAS-7
7	SEWER PIPE, refer to general note CM-1
8	8"(in) GROUT FILLET, on upper half of pipe and around base
9	ADAPTER, MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
10	PIPE PENETRATION INTO MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
11	PIPE SUPPORT, CONCRETE, shall extend sub-base of manhole a maximum of 18"(in) to bot of first joint and shall provide pipe bott plac
12	CONCRETE FILL, 3000 p.s.i., refer to general note CM-6
13	SHELF, to be 6"(in) minimum width with 1"(in) per 1'-0" slope, from crown of pipe
14	CUT UPPER HALF OF PIPE, after manhole has been completed and inspected by engineer
15	HAND FORMED CHANNELS, shall be as a uniform radius and shall not hold water
16	INVERT ELEVATIONS OF LATERAL LINES, shall be the same as the springline elevation of the sewer main, where possible
17	CHANGE SLOPE OF PIPE, at center of manhole
18	APPROVED WATER STOP, to be with type of pipe

NOT TO SCALE

PLAN VIEW ● X-SECTION Ⓐ-Ⓐ

COVER

FRAME

PROFILE VIEW ● X-SECTION Ⓐ-Ⓐ

MANHOLE FRAME & COVER DETAIL/DWG # SAS-4

PROFILE VIEW

NOT TO SCALE

MANHOLE ADJUSTMENT DETAIL/DWG # SAS-5

PLAN VIEW ● X-SECTION Ⓐ-Ⓐ

PROFILE VIEW ● X-SECTION Ⓐ-Ⓐ

CONCRETE COLLAR DETAIL/DWG. # SAS-6 NOT TO SCALE

PLAN VIEW ● X-SECTION Ⓐ-Ⓐ

PROFILE VIEW ● X-SECTION Ⓐ-Ⓐ

NOT TO SCALE

CONCRETE BASE DETAIL/DWG. # SAS-7

ISOMETRIC VIEW

MANHOLE ADAPTER DETAIL/DWG. # SAS-8 NOT TO SCALE

TO VITRIFIED CLAY (V.C.) SEWER LINE

TO PVC SEWER LINE

NOT TO SCALE

SERVICE CONNECTION DETAILS/DWG. # SAS-10

GENERAL NOTES

CONSTRUCTION REQUIREMENTS

CR-1 MATERIALS AND WORK:

CR-2 SURFACE FLOOD:

CR-3 SEWER MAIN AT SEWER:

CR-4 NOTIFICATION OF CONSTRUCTION:

CR-5 MANUFACTURER'S CERTIFICATION:

CR-6 CONSTRUCTION DEMARCATION:

INSTALLATION

I-1 LAYING PIPE:

I-2 MANHOLE CONSTRUCTION:

I-3 CONNECTING AND BACKFILL:

CONSTRUCTION MATERIALS

CM-1 SEWER PIPE, APPURTENANCES REQUIRED:

CM-2 MANHOLES:

CM-3 CONCRETE ENCASEMENT:

NOTE:

FIELD QUALITY CONTROL

FQC-1 TESTING AND INSPECTION:

FQC-2 LINE AND GRADE ALLOWABLE TOLERANCE BETWEEN STRUCTURES:

FQC-3 LEAKAGE TEST:

FQC-4 TELEVISION INSPECTION:

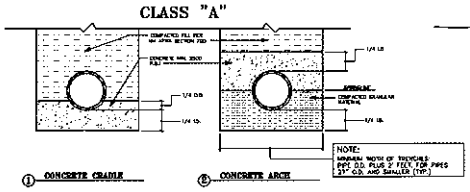
FQC-5 ALL CONNECTIONS TO EXISTING MANHOLES REQUIRED:

	CITY OF SANTA FE WATER QUALITY CONTROL	SHEET NO.
	TITLE: SANITARY SEWER STANDARD CONSTRUCTION DETAILS	SF-2

TRENCH BEDDING AND INSTALLATION DETAILS/DWG. # SAS-11

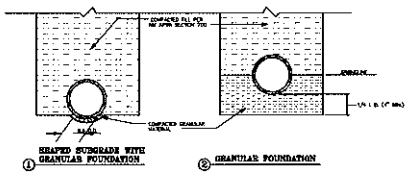
NOT TO SCALE

CLASS "A"



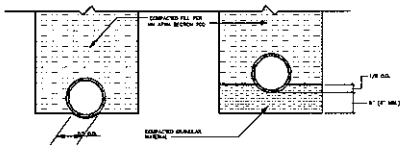
① CONCRETE CRADLE ② CONCRETE ARCH

CLASS "B"

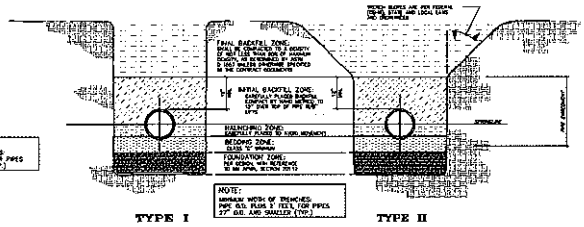


① SHAPED SUBGRADE WITH GRANULAR FOUNDATION ② GRANULAR FOUNDATION

CLASS "C"



① SHAPED SUBGRADE ② GRANULAR FOUNDATION



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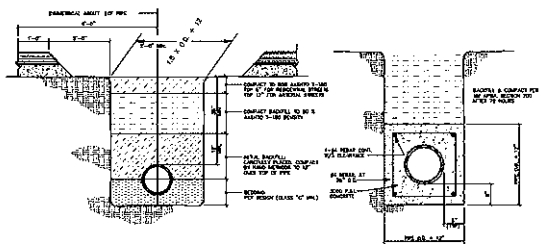


PAVED AREAS CONCRETE ENCASEMENT

GENERAL NOTES

CONSTRUCTION REQUIREMENTS

GR-1 MATERIALS AND WORK.
A. ALL MATERIALS AND WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE NEW MEXICO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE CITY OF SANTA FE SUPPLEMENTAL SPECIFICATIONS AND STANDARD DETAILS, AND ALL APPLICABLE CITY ORDINANCES.

GR-2 APPROVED PLANS.
A. NO WORK SHALL BE STARTED UNTIL A SET OF APPROVED PLANS, BEARING THE APPROVAL SIGNATURE OF THE CITY WATER SANITARY ENGINEER OR AUTHORIZED REPRESENTATIVE, IS ISSUED TO THE CONTRACTOR. CONSTRUCTION PERFORMED WITHOUT APPROVED PLANS SHALL BE REJECTED.

GR-3 NOTICE REQUIRED.
A. THE CONTRACTOR AND THE PROJECT ENGINEER RESPONSIBLE FOR WORK CONSTRUCTION PERFORMED WITHOUT REQUIRED PERMITS SHALL BE REJECTED.
B. THE CONTRACTOR SHALL SUBMIT TWO SETS OF PLANS OF REVISED TO BE USED, CONSIST OF REVISED PLAN SHEETS ONLY, AND SHALL BE SIGNED BY THE PROJECT ENGINEER.

GR-4 INSPECTIONS OR CHANGES.
A. NO CHANGE OR DEVIATION IS MADE IN ACCORDANCE WITH THE PLANS UNLESS APPROVED IN WRITING BY THE CITY WATER SANITARY ENGINEER OR AUTHORIZED REPRESENTATIVE. ALL CONSTRUCTION OR CHANGES MUST BE SUBMITTED TO THE ENGINEER, WHO SHALL BE GIVEN SUFFICIENT TIME FOR REVIEW. CONSTRUCTION OR CHANGES MADE WITHOUT APPROVAL OF THE ENGINEER MAY BE REJECTED. THE CONTRACTOR SHALL NOTIFY THE ENGINEER 24 HOURS IN ADVANCE OF THE TIME HE WILL BE READY FOR INSPECTION. NO WORK SHALL BE DONE UNLESS AN INSPECTOR IS PRESENT. IF THE CONTRACTOR DOES NOT HAVE HIS WORK READY FOR INSPECTION AT THE TIME SCHEDULED, HE SHALL BE RESPONSIBLE FOR ANY ADDITIONAL COSTS INCURRED BY THE CITY FOR INSPECTION.

GR-5 MANUFACTURER'S CERTIFICATE.
SHOP DRAWINGS OF EQUIPMENT AND TEST REPORTS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL BEFORE DELIVERY OF MATERIALS. ALL EQUIPMENT FURNISHED SHALL BE IN ACCORDANCE WITH APPROVED SHOP DRAWINGS AND TEST REPORTS.

GR-6 EXCAVATION REQUIRED.
EXCAVATION REQUIRED SHALL BE PUBLIC WORKS LAND SHALL BE A LICENSED UTILITY CONTRACTOR.

INSTALLATION

I-1 WATER MAIN.
A. WATER MAIN SHALL BE AS SHOWN ON THE APPROVED PLANS. ALL PIPE SHALL BE A PLANE FACE PERPENDICULAR TO THE AXIS OF THE PIPE, AND SHALL BE FREE FROM CRACKS, BLISTERS, OR OTHER DEFECTS. ALL PIPE SHALL BE FULLY SHOVED AND NOT ALLOWED TO ROLL OR SLIDE DOWN THE TRENCH SIDES. ALL PIPE SHALL BE LAID TO THE LINES AND GRADES SHOWN ON THE APPROVED PLANS. ALL PIPE SHALL BE LAID WITH ITS BELL OR GROOVE END FACING IN THE DIRECTION OF LAYING. THE INTERIOR OF ALL PIPE SHALL BE CLEANED OF ALL FOREIGN MATERIAL BEFORE BEING LOWERED INTO THE TRENCH AND SHALL BE KEPT CLEAN DURING AND AFTER LAYING. NO PIPE SHALL BE LAID IN WATER OR WHEN THE TRENCH CONDITIONS OR WEATHER ARE UNSUITABLE FOR THE WORK. ALL PIPE SHALL BE INSPECTED BY THE ENGINEER OR HIS AUTHORIZED REPRESENTATIVE BEFORE BEING LOWERED INTO THE TRENCH. ANY PIPE FOUND TO BE DEFECTIVE BEFORE OR AFTER INSTALLATION SHALL BE REJECTED AND SHALL BE REMOVED FROM THE JOB SITE IMMEDIATELY BY THE CONTRACTOR. NO PIPE SHALL BE LAID IN THE RAIN OR WHEN THE TRENCH CONDITIONS ARE UNSUITABLE FOR THE WORK.
B. PIPE DEFLECTION.
1. ALL PIPE SHALL BE LAID TO A STRAIGHT ALIGNMENT AND GRADE WITHOUT DEFLECTION EXCEPT AS REQUIRED FOR CURVES.
2. DEFLECTION AT JOINTS SHALL NOT EXCEED THE MANUFACTURER'S RECOMMENDATIONS.
3. DEFLECTION IN CURVES SHALL NOT EXCEED THE MANUFACTURER'S RECOMMENDATIONS.
4. DEFLECTION IN CURVES SHALL NOT EXCEED THE MANUFACTURER'S RECOMMENDATIONS.

I-2 MANHOLE CONSTRUCTION.
A. BASE.
1. CAST IN PLACE OR PRECAST FOOT PIECE
2. CONCRETE
3. CONCRETE MIX SHALL BE AS SHOWN ON THE APPROVED PLANS.
B. PRECAST SECTIONS.
1. PRECAST SECTIONS WITH NON-MONOLITHIC JOINTS SHALL BE USED.
2. ALL PRECAST SECTIONS SHALL CONFORM TO ASTM C478.
3. CAST IN PLACE SECTIONS SHALL CONFORM TO ASTM C478.
4. CAST IN PLACE SHAFTS SHALL ACHIEVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI BEFORE BEING BACKFILLED.

I-3 CONNECTION TO EXISTING MANHOLES.
A. ALL CONNECTIONS TO EXISTING MANHOLES SHALL BE MADE BY CORE DRILLING AND SHALL BE DONE IN A MANNER THAT WILL NOT DAMAGE THE EXISTING MANHOLE. ALL CONNECTIONS SHALL BE MADE WATERTIGHT BY USING A NON-SHRINK GROUT. ALL CONNECTIONS SHALL BE INSPECTED BY THE ENGINEER OR HIS AUTHORIZED REPRESENTATIVE.

CONSTRUCTION MATERIALS

CM-1 SEWER PIPE (WATERTIGHT REQUIRED).
A. VITRIFIED CLAY PIPE (VCP) SHALL BE IN ACCORDANCE WITH ASTM C700, EXTRA STRENGTH, WITH COMPRESSION TYPE JOINTS.
1. PIPE 12" (30) DIAMETER AND SMALLER SHALL BE EXTRA STRENGTH.
2. PIPE 15" (38) DIAMETER AND LARGER SHALL BE EXTRA STRENGTH.
B. POLYVINYL CHLORIDE (PVC) PIPE SHALL BE IN ACCORDANCE WITH ASTM D3034, SDR 35 FOR PIPE 15" (38) DIAMETER AND SMALLER AND ASTM F679 FOR PIPE 18" (46) DIAMETER AND LARGER.
C. PIPE INSTALLATION JOINTS SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
D. FLEXIBLE COUPLINGS SHALL BE USED FOR CONNECTIONS TO EXISTING PIPE AND SHALL BE APPROVED BY THE ENGINEER.
E. SEWER SERVICE STUBS: CAST IRON SOIL PIPE, PVC PIPE.
F. JOINT CONSTRUCTION.
1. VITRIFIED CLAY PIPE (VCP).
2. PVC PIPE: LUBE AND RUBBER GASKET JOINTS SHALL BE USED. PIPE SHALL BE SUPPLIED WITH FACTORY INSTALLED GASKETS.
G. WYE, CLEANOUT, AND TEE FITTINGS: SHALL BE SAME MATERIAL AS PIPE WITH A BASE TABLE EQUAL TO PIPE.

CM-2 MANHOLES.
A. CONCRETE MANHOLES: PRECAST REINFORCED CONCRETE MANHOLES SHALL BE IN ACCORDANCE WITH ASTM C478, AND SHALL BE OF THE SIZES AND DIMENSIONS SHOWN ON THE APPROVED PLANS AND AS SPECIFIED HEREIN. ALL MANHOLES SHALL BE WATERTIGHT.
B. CONCRETE: CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI AT 28 DAYS.
C. MANHOLE BASE: SHALL BE PRECAST SOLID OR CAST IN PLACE. SHALL BE DESIGNED TO WITHSTAND AN HS-20 LOADING.
D. MANHOLE SECTIONS: SHALL BE PRECAST CONCRETE RINGS, CONFORMING TO ASTM C478.
E. MANHOLE TOP: SHALL BE CONCRETE, CONFORMING TO ASTM C478.
F. MANHOLE STEPS: SHALL BE PLASTIC COATED STEEL, SUPPLIED BY M.A. INDUSTRIES, INC. OR APPROVED EQUAL.
G. MANHOLE FRAME AND COVER: SHALL BE AS SHOWN ON THE APPROVED PLANS AND SHALL BE CAST IRON, ASTM A48, CLASS 30 (MIN. 30 PSI).
H. CASTINGS SHALL CONFORM TO ASTM A48, CLASS 30 (MIN. 30 PSI). ALL CASTINGS SHALL BE MACHINED TO PROVIDE UNIFORM BEARING SURFACES AND SHALL BE INTERCHANGEABLE.
I. MANHOLE FRAME AND COVER SHALL BE AS SHOWN ON THE APPROVED PLANS AND SHALL BE CAST IRON, ASTM A48, CLASS 30 (MIN. 30 PSI).
J. CASTINGS SHALL BE MACHINED TO PROVIDE UNIFORM BEARING SURFACES AND SHALL BE INTERCHANGEABLE.
K. MANHOLE FRAME AND COVER SHALL BE AS SHOWN ON THE APPROVED PLANS AND SHALL BE CAST IRON, ASTM A48, CLASS 30 (MIN. 30 PSI).
L. CASTINGS SHALL BE MACHINED TO PROVIDE UNIFORM BEARING SURFACES AND SHALL BE INTERCHANGEABLE.
M. CASTINGS SHALL BE MACHINED TO PROVIDE UNIFORM BEARING SURFACES AND SHALL BE INTERCHANGEABLE.
N. CASTINGS SHALL BE MACHINED TO PROVIDE UNIFORM BEARING SURFACES AND SHALL BE INTERCHANGEABLE.
O. CASTINGS SHALL BE MACHINED TO PROVIDE UNIFORM BEARING SURFACES AND SHALL BE INTERCHANGEABLE.
P. CASTINGS SHALL BE MACHINED TO PROVIDE UNIFORM BEARING SURFACES AND SHALL BE INTERCHANGEABLE.
Q. CASTINGS SHALL BE MACHINED TO PROVIDE UNIFORM BEARING SURFACES AND SHALL BE INTERCHANGEABLE.
R. CASTINGS SHALL BE MACHINED TO PROVIDE UNIFORM BEARING SURFACES AND SHALL BE INTERCHANGEABLE.
S. CASTINGS SHALL BE MACHINED TO PROVIDE UNIFORM BEARING SURFACES AND SHALL BE INTERCHANGEABLE.
T. CASTINGS SHALL BE MACHINED TO PROVIDE UNIFORM BEARING SURFACES AND SHALL BE INTERCHANGEABLE.
U. CASTINGS SHALL BE MACHINED TO PROVIDE UNIFORM BEARING SURFACES AND SHALL BE INTERCHANGEABLE.
V. CASTINGS SHALL BE MACHINED TO PROVIDE UNIFORM BEARING SURFACES AND SHALL BE INTERCHANGEABLE.
W. CASTINGS SHALL BE MACHINED TO PROVIDE UNIFORM BEARING SURFACES AND SHALL BE INTERCHANGEABLE.
X. CASTINGS SHALL BE MACHINED TO PROVIDE UNIFORM BEARING SURFACES AND SHALL BE INTERCHANGEABLE.
Y. CASTINGS SHALL BE MACHINED TO PROVIDE UNIFORM BEARING SURFACES AND SHALL BE INTERCHANGEABLE.
Z. CASTINGS SHALL BE MACHINED TO PROVIDE UNIFORM BEARING SURFACES AND SHALL BE INTERCHANGEABLE.

CM-3 CONCRETE ENCASEMENT.
A. CONCRETE ENCASEMENT SHALL BE AS SHOWN ON THE APPROVED PLANS AND SHALL BE CAST IN PLACE.
1. CONCRETE SHALL BE AS SHOWN ON THE APPROVED PLANS AND SHALL BE CAST IN PLACE.
2. CONCRETE SHALL BE AS SHOWN ON THE APPROVED PLANS AND SHALL BE CAST IN PLACE.
3. CONCRETE SHALL BE AS SHOWN ON THE APPROVED PLANS AND SHALL BE CAST IN PLACE.
4. CONCRETE SHALL BE AS SHOWN ON THE APPROVED PLANS AND SHALL BE CAST IN PLACE.
5. CONCRETE SHALL BE AS SHOWN ON THE APPROVED PLANS AND SHALL BE CAST IN PLACE.
6. CONCRETE SHALL BE AS SHOWN ON THE APPROVED PLANS AND SHALL BE CAST IN PLACE.
7. CONCRETE SHALL BE AS SHOWN ON THE APPROVED PLANS AND SHALL BE CAST IN PLACE.
8. CONCRETE SHALL BE AS SHOWN ON THE APPROVED PLANS AND SHALL BE CAST IN PLACE.

FIELD QUALITY CONTROL

FQC-1 TESTING AND INSPECTION.
A. ALL TESTING AND INSPECTION SHALL BE PERFORMED BY AN INDEPENDENT TESTING LABORATORY AND SHALL BE PAID FOR BY THE CONTRACTOR.
B. THE CONTRACTOR SHALL GIVE THE ENGINEER 24 HOURS NOTICE BEFORE ANY TESTING IS TO BE PERFORMED.
C. ALL TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE APPROVED PLANS AND SPECIFICATIONS.
D. ALL TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE APPROVED PLANS AND SPECIFICATIONS.
E. ALL TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE APPROVED PLANS AND SPECIFICATIONS.

FQC-2 LINE AND GRADE.
A. ALL LINE AND GRADE SHALL BE CHECKED BY THE CONTRACTOR AND SHALL BE APPROVED BY THE ENGINEER BEFORE ANY BACKFILLING IS DONE.
B. LINE AND GRADE SHALL BE CHECKED AT INTERVALS OF NOT MORE THAN 100 FEET.

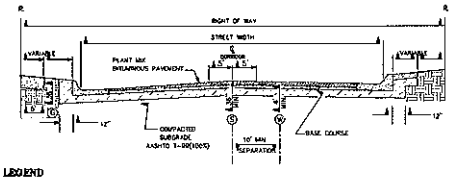
FQC-3 LEAKAGE TEST.
A. ALL SEWER MAINS SHALL BE TESTED FOR LEAKAGE BY THE CONTRACTOR AND SHALL BE APPROVED BY THE ENGINEER BEFORE ANY BACKFILLING IS DONE.
B. THE CONTRACTOR SHALL FURNISH ALL EQUIPMENT, LABOR, AND MATERIALS NECESSARY FOR THE TESTING.
C. THE CONTRACTOR SHALL PLUG ALL OPENINGS IN THE SEWER MAIN AND SHALL BE RESPONSIBLE FOR THE PROPER BRACING OF ALL PLUGS.
D. THE CONTRACTOR SHALL FILL THE SEWER MAIN WITH WATER AND SHALL MAINTAIN A HEAD OF AT LEAST 4 FEET ABOVE THE TOP OF THE PIPE AT THE HIGHEST POINT IN THE LINE.
E. THE CONTRACTOR SHALL MAINTAIN THE WATER LEVEL FOR A PERIOD OF AT LEAST 2 HOURS.
F. THE CONTRACTOR SHALL MEASURE THE AMOUNT OF WATER REQUIRED TO MAINTAIN THE WATER LEVEL.
G. THE LEAKAGE SHALL NOT EXCEED 100 GALLONS PER INCH OF PIPE DIAMETER PER MILE OF PIPE PER 24 HOURS.
H. IF THE LEAKAGE EXCEEDS THE ALLOWABLE AMOUNT, THE CONTRACTOR SHALL LOCATE AND REPAIR THE LEAKS AND RETEST THE LINE.

FQC-4 TELEVISION INSPECTION.
A. TELEVISION INSPECTION SHALL BE PERFORMED BY THE CONTRACTOR AND SHALL BE APPROVED BY THE ENGINEER BEFORE ANY BACKFILLING IS DONE.
B. THE CONTRACTOR SHALL FURNISH ALL EQUIPMENT, LABOR, AND MATERIALS NECESSARY FOR THE TELEVISION INSPECTION.
C. THE CONTRACTOR SHALL PROVIDE A CERTIFIED COPY OF THE TELEVISION INSPECTION TAPE TO THE ENGINEER AT THE TIME OF THE INSPECTION.

FQC-5 ALL CONSTRUCTION AS STAKING MATERIALS ARE USED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER CONSTRUCTION DETAILS.

NOTE: REFERENCE AS THIS SHEET SHALL BE MADE WHERE THE ATTACHMENT OF THE CITY OF SANTA FE ONLY.

TYPICAL UTILITIES SEPARATION DETAIL/DWG. # SAS-12

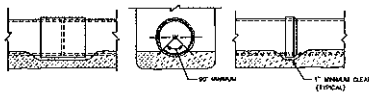


LEGEND

S SEWER E PROPERTY LINE
G GAS C CENTER LINE
W WATER

NOT TO SCALE

BELL OR COUPLING INSTALLATION DETAIL/DWG. # SAS-13

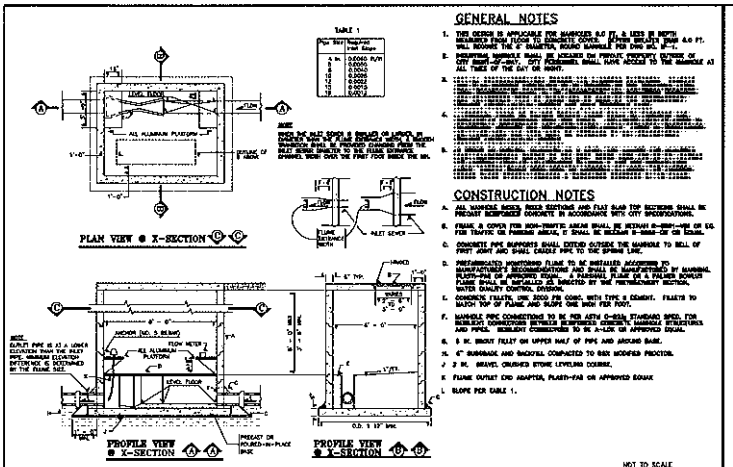


NOT TO SCALE

CITY OF SANTA FE
WATER QUALITY DIVISION

TITLE: SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

SHEET NO.
SF-3



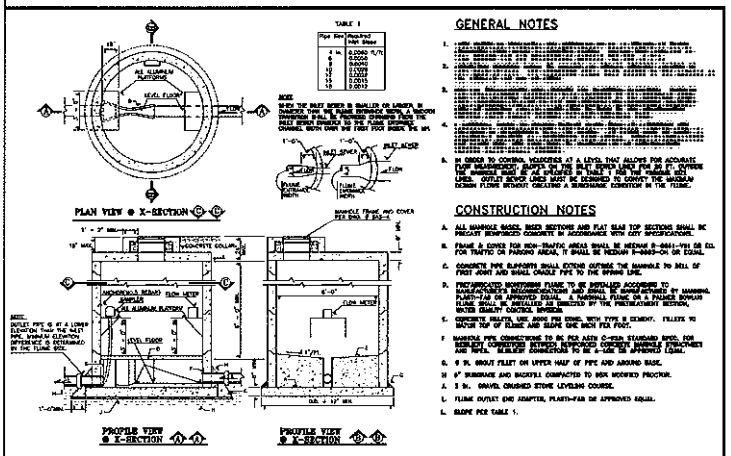
PLAN VIEW ● X-SECTION Ⓒ-Ⓒ

PROFILE VIEW ● X-SECTION Ⓐ-Ⓐ

PROFILE VIEW ● X-SECTION Ⓑ-Ⓑ

NOT TO SCALE

SANITARY SEWER SAMPLING & METERING MANHOLE DETAIL (6x8 RECTANGLAR)/DWG. #IP-2

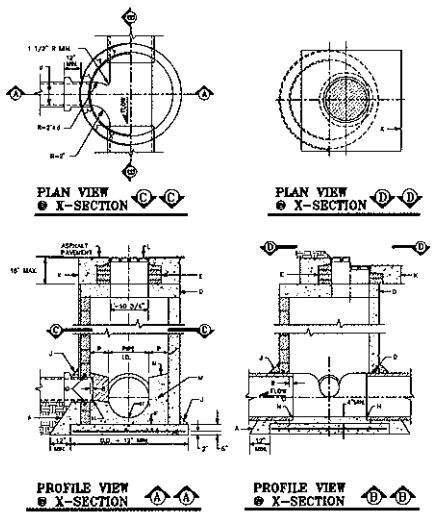


PLAN VIEW ● X-SECTION Ⓒ-Ⓒ

PROFILE VIEW ● X-SECTION Ⓐ-Ⓐ

PROFILE VIEW ● X-SECTION Ⓑ-Ⓑ

SANITARY SEWER SAMPLING & METERING MANHOLE DETAIL (8 FT. DIA.)/DWG. #IP-1 NOT TO SCALE



PLAN VIEW ● X-SECTION Ⓒ-Ⓒ

PLAN VIEW ● X-SECTION Ⓓ-Ⓓ

PROFILE VIEW ● X-SECTION Ⓐ-Ⓐ

PROFILE VIEW ● X-SECTION Ⓑ-Ⓑ

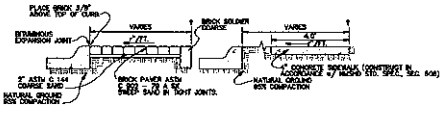
MANHOLE TYPE "C" DETAIL/DWG. # SAS-14 NOT TO SCALE

CITY OF SANTA FE
WATER QUALITY DIVISION

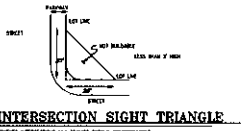
TITLE: SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

SHEET NO.

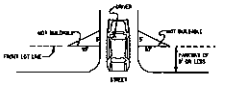
SF-4



BRICK PAVER and SIDEWALK SECTION

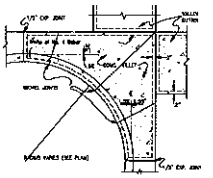


INTERSECTION SIGHT TRIANGLE

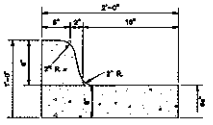


DRIVEWAY SIGHT TRIANGLE

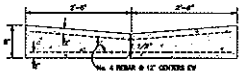
SECTION THROUGH STANDARD CURB RETURN



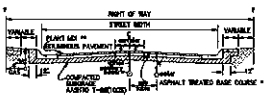
FILLET/CURB RETURN



STANDARD CURB & GUTTER



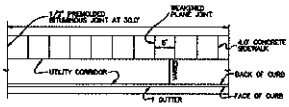
TYPE II VALLEY GUTTER



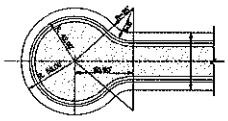
TYPICAL RESIDENTIAL STREET

STREET CLASS	ACCESS DENSITY	ADT	6" CURB & GUTTER	RIGHT OF WAY	ASPHALT WIDTH	TREATED ASPHALT THICKNESS	PLANT MIX BITUMINOUS PAVE.	UTILITY LOCATIONS SEWER	UTILITY LOCATIONS WATER
ARTERIAL	———	———	YES		48.0'	*	*	C	10.0'
COLLECTOR	125-375	1400-5000	YES	50.00'	30.00'	2"	3"	5.0' CONR.	10.0'
SUB-COLLEC.	30-125	300-1800	YES	44.00'	24.00'	2"	3"	5.0' CONR.	10.0'
LANE	0-30	25-300	NO	36.00'	20.00'	2"	3"	5.0' CONR.	5.0'
PLACE	0-20	0-200	NO	36.00'	18.00'	2"	3"	5.0' CONR.	5.0'

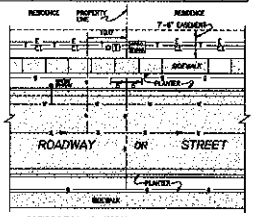
* REQUIRED AASHTO OR WASHO PAVEMENT DESIGN



TYPICAL SIDEWALK PLAN



TYPICAL CUL-DE-SAC DETAIL



UTILITY SERVICE LOCATIONS

NOTE: SEWER STUBOUT INSTALLATION 5'-10.0' FROM LOWEST PROPERTY LINE.

1. UTILITIES MAY REQUIRE OBTAINING & CLOSURE OF EASEMENTS. NOTIFY O/ APPROPRIATE UTILITIES BEFORE FINAL PLAT SUBMITTAL.
2. WATER ON NORTH AND EAST SIDE OF STREET.
3. GAS ON SOUTH AND WEST SIDE OF GRAVEL STREETS.
4. IF STREET IS CURVED OR LOOPED, SIDE OF STREET FOR UTILITIES WILL BE DETERMINED AT MYDD. SECTION CLOSEST TO THE PLAZA.

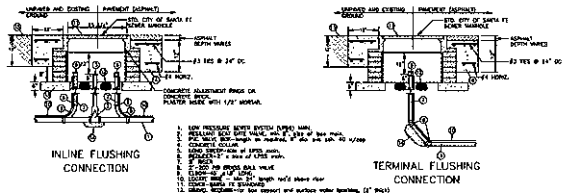
CITY OF SANTA FE

RESIDENTIAL STREET DETAILS

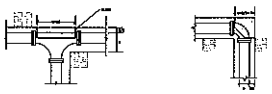
DRAWN BY: CharlieGoetz CHECKED BY: DATE:

APPROVED BY: SFCC 07/01/05 SERIAL#

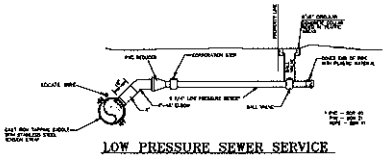
SF-5



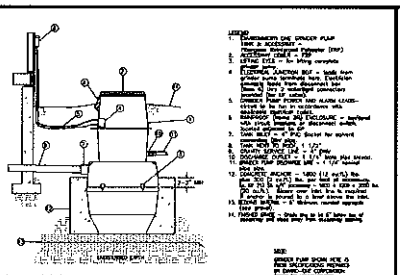
LOW PRESSURE SANITARY SEWER FLUSHING CONNECTIONS



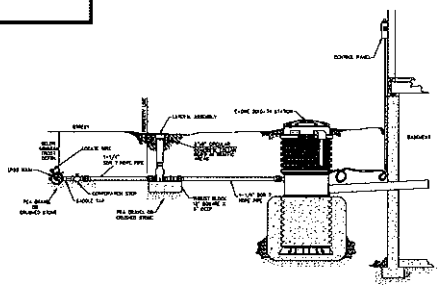
LOW PRESSURE SANITARY SEWER THRUST BLOCKING DETAIL



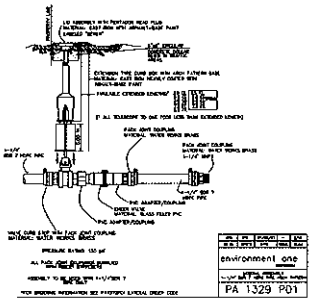
LOW PRESSURE SEWER SERVICE CONNECTION TO A GRAVITY MAIN



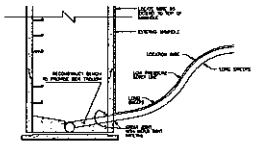
LOW PRESSURE SANITARY SEWER GRINDER PUMP DETAIL



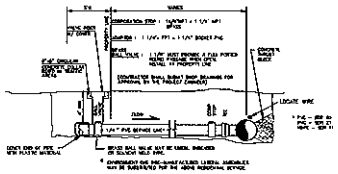
TYPICAL LATERAL INSTALLATION TO LOW PRESSURE MAIN



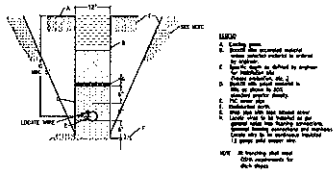
LATERAL ASSEMBLY 1-1/4" SDR 7 HDPE PIPE ARCH PATTERN



LOW PRESSURE SEWER MAIN CONNECTION TO GRAVITY SEWER MAIN MANHOLE



LOW PRESSURE SEWER SERVICE CONNECTION TO A LOW PRESSURE SEWER MAIN



LOW PRESSURE SANITARY SEWER TRENCH DETAIL

CITY OF SANTA FE
WATER QUALITY DIVISION

TITLE: SANITARY SEWER STANDARD CONSTRUCTION DETAILS FOR LOW PRESSURE SEWER

SF-8

City of Santa Fe, New Mexico

Exhibit F

Public Comments

From: Donald Marsh
To: LOGSTON, LEE R.; fabulousfabs13@yahoo.com
Date: Sunday, February 21, 2021 1:32:18 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Donald Marsh
Maria Ines Yamashiro
1238 Senda Lane
Santa Fe, NM 87507
505-204-6767
donald@newmexico.com

February 21, 2021

Lee Logston
Case Manager
City of Santa Fe
lrlogston@santafenm.gov

Casa De Todos Preliminary Subdivision Plan

Dear Lee Logston,

I attended our Las Acequias Neighborhood meeting on March 7, 2019 when Rudy Rodriguez Jr agreed that the homes to be built in the Casa De Todos development would be site built homes and none of the homes would be pre manufactured homes. Please ensure that this promise is on the record as agreed.

Also:
I attended the Las Acequias Neighborhood meeting on April 1, 2019. At this meeting Rudy Rodriguez Jr agreed that he would have a six foot high block wall installed that would separate Casa De Todos from Las Acequias.

Please ensure that this promise is on the record as agreed. I do not find any mention of the wall on the Preliminary Design.

On the April 1st meeting it was discussed that the wall should be built on the Casa De Todos property and then it would be up to the Las Acequias property owner how to handle any existing fence/wall. if any.

Regards,

Donald Marsh
Maria Ines Yamashiro

CC:
Copy

Fabian Trujillo
President
Las Acequias Neighborhood Association
fabulousfabs13@yahoo.com

From: Katherine Pesch
To: LOGSTON, LEE R.
Subject: Casa De Todos Development
Date: Monday, February 22, 2021 12:08:59 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr./Ms. Logston

My name is Katherine Pesch, a Las Acequias resident at 1337 Corrida De Agua in Santa Fe. I am writing to request that you uphold Mr. Rudy Rodriguez, Jr.'s pledges made in public hearings on March 7, 2019 and on April 1, 2019 respectively, to 1) build "stick" homes and 2) to build a 6 foot block wall to separate the Casa De Todos project property from the Las Acequias properties.
Mr. Rodriguez should not be allowed to renege on either of these agreements.

Sincerely,
Katherine Pesch
303 775 8436 (cell)

Sent from my iPhone

February 21, 2021

To the Santa Fe City Planning Commission and other participants:

I am the Secretary of Las Acequias Neighborhood association and have been involved in various meetings with the City, Delores Vigil, Rodriquez family, Karl Sommer, LANA board and LANA community members.

- On April 1, 2019 meeting at the Southside library with City, Delores Vigil and the Las Acequias community, Rudy Rodriquez Jr. agreed to construction of a block wall between Las Acequias and Casa de Todas.
- At a virtual meeting on December 28, 2020 between the Board, Delores Vigil and Karl Sommer, lawyer for the Rodriquez family, Mr. Sommer said the discussion would center around wall construction between Las Acequias, Casa de Todas and Aquafina. Mr. Sommer stated that construction of block wall would cost $1,000,000 resulting in an increase in the market value price of the homes by $7,000 which would have to be passed on to buyers including affordable housing clients. I believe that the cost of the wall is inaccurate; pricing from one of our board members stated cost will be $75-80 a linear foot while Mr. Sommer stated the cost would be $125 a linear foot.

  In this meeting, Mr. Sommer said that he would get back to us about the wall the next day, December 29, after speaking with the Rodriquez family. He failed to do so.

Recently, I drove through the new subdivisions and an apartment complex in the area and took pictures. The former San Raefel complex, now Vista Alegre, at Airport Road and Zepol Road has a block wall. This will be on the west side of Casa de Todas

The Jaxon subdivision will be south of Rufina and west of Lopez Lane, east of Phase II in Las Acequias.

Cielo Azul south is south of Rufina on the west side of the mobile home area that lies next to the Rodriquez properties.

Cielo Azul north is north of Rufina and south of Aqua Fria to the west of Aquafina.

Lastly, Paseo del Rio is a new subdivision that is going up north of Aqua Fria and southeast of the Cottonwood Mobile Home complex, west of South Meadows.

All of these areas have sold or are selling at the same price point that Mr. Sommer said would be the price point for the Rodriquez's properties and they have erected block walls to separate properties. Mr. Sommer said the Rodriquez family will be receiving taxes breaks as some of the homes will be affordable housing. In the competitive field of real estate, one would expect Todas and Aquafina to offer the same amenities.

As a board member who is a representative of the Las Acequias community, I want to convey to the concern of myself and the community about the inconsistencies and inaccuracies in our dealings with the Rodriquez family, Delores Vigil and Mr. Sommer. My expectation of the Commission is that they will honor their word that wall construction must be worked out before coming to the Planning Commission. Thank you for your time and attention.

Patricia S Collins

1053 Calle Don Roberto

Santa Fe, NM 87507

From: ken
To: LOGSTON, LEE R.
Subject: Casa de Todos preliminary subdivision
Date: Monday, February 22, 2021 2:06:46 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Logston:

I understand that Casa de Todos will come before the Planning Commission on March 4 for preliminary subdivision approval. It is my understanding that the developer previously agreed to allow only site built homes and to build a block wall on the property line with Las Acequias. My reading of plat of the proposed subdivision seems to indicate that the developer has reneged on these previous agreements. I believe the Planning Commission would be remiss if it allowed this.

My perhaps incorrect understanding is that the last time this property came before the commission it was to allow what the current plat calls Tract C to be zoned commercial and split off to be sold separately from the rest. My recollection is that the commission approval included the addition of parking blocks to protect the wooden fence on the boundary with Las Acequias that is actually owned by the City but maintained by the Las Acequias Neighborhood Association. Those parking blocks have never been installed, despite the fact that the property was rezoned and sold. Additional considerations for the commission include the fact that though there were two meeting notices posted on Rodeo Road, which will bear only indirect impact from this subdivision, no notices were posted on Avenida de las Acequias or Zepol Road where there will be entrances to the new subdivision. I believe that traffic studies are needed on these entrances and that notices should have been posted there. There was a third notice posted on Rufina, where there will be an entrance through another planned subdivision, so the required traffic study there should include the impact from the lots of both subdivisions.

Finally, I believe that property owners within 300 feet of a new subdivision are required to be notified and I am concerned this may not have occurred.

Thank you for your attention,

Kenneth Kast

G. NEW BUSINESS

2.

Case #2020-2369. 4323 and 4319 Airport Road Casa de Todos Preliminary Subdivision. Liaison Planning Services, Inc., Agent, for Casa de Todos Development, LLC, Owner, requests approval of a preliminary subdivision plat for 58 single-family residential lots located at 4323 and 4319 Airport Road. The properties are zoned R-6 (Residential- six dwelling units per acre) and total approximately 10.3 acres. (Lee Logston, CaseManager, lrlogston@santafenm.gov,955-6136). (POSTPONED FROM FEBRUARY 18, 2021)

Name	**Comment - 02/25/2021 02:57 PM : (Against)**
Thomas Gomez	Good afternoon Mr. Logston, I am writing you in full support for a six foot brick wall needed for the property line of the new development planned behind my property in Las Acequias neighborhood and support for site build homes. Mr. Rudy Rodriguez Jr agreed to build a six foot block border wall on April 1, 2019 at the South Side Library in a public meeting that my wife and I attended as well as many neighbors. I also attended the zoom meeting in January 2021 expressing my support and need for the border wall with the new Aguafina subdevelopment proposed directly behind my 30 year old wood picket fence. Mr. Rodriguez and his staff seemed to be non-committed to this important safety request/need, stating that fences already existed. The fences exist because each home owner paid for them to exist long ago! This wall is a needed cost of doing business with an established neighborhood and I am positive he will recover his expenses as these lots are sold. I have seen several new developments spring up throughout the City of Santa Fe and it seems that most of the developers and owners have built new block walls to border existing neighborhoods. I feel this is an essential step to protect all property values on both sides of the wall. Unfortunately, I cannot attend the March 4, 2021 planning meeting regarding this project and I hope you share my concerns as part of this subdivision plan. Thank you for listening and your time. Thomas Gomez 1028 Avenida Linda Santa Fe, NM 87507