City of Santa Fe

AGENDA

REGULAR MEETING OF THE PLANNING COMMISSION APRIL 01, 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 of more than five (5) people, the Planning Commission meeting will be conducted using Zoom.

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 at https://santafe.primegov.com/public/portal at least seventy-two (72) hours before the meeting: https://www.santafenm.gov/events. The direct Zoom link is: https://us02web.zoom.us/j/83138050511?pwd=UlhueHUwd2VLUG5JM1c4RURFZ1NKdz09 and use password: 349362.

Attending Zoom by Phone: Members of the public can attend the Zoom meeting by phone by dialing:
US: 1 346 248 7799 or 1 669 900 6833 or 1 253 215 8782 or 1 312 626 6799 or 1 929 205 6099 or 1 301 715 8592
Webinar ID: 831 3805 0511

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 but **must** provide advance notice to City staff. Please

contact Noah Berke (505-490-5930, nlberke@santafenm.gov) at least seventy-two (72) hours in advance of the meeting and provide your **full name, address, and the phone number** you will be using to call in to the teleconference. Without your phone number, the chair will not be able to recognize you to speak at the meeting.

- In writing: A person may submit written public comments in at least seventy-two (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 18, 2021*
2. March 4, 2021
3. March 18, 2021

E. APPROVAL OF FINDINGS/CONCLUSIONS

1. **Case #2020-2999. 4250 Cerrillos Road; Santa Fe Place Mall Apartments Development Plan.** (POSTPONED FROM MARCH 18, 2021)

F. OLD BUSINESS

1. Motion to Rescind the Commission's March 4, 2021 decision to deny Case #2020-2999, 4250 Cerrillos Road; Santa Fe Place Mall Apartments Development Plan. (Commissioner Janet Clow)
2. *Motion to Rescind the Commission's March 18, 2021 decision to approve Findings of Fact and Conclusions of Law for Case #2020-2999, 4250 Cerrillos Road; Santa Fe Mall Apartments Development Plan. (Commissioner Janet Clow)*

3. **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)

G. NEW BUSINESS

1. **Case #2021-3177. 4262 Agua Fria Street and 4701 Rufina Street Aguafina Final Subdivision**. Liaison Planning Services, Inc., Agent, for Aguafina Development, LLC, Owner, requests final subdivision approval for 46 single-family residential lots located at 4262 Agua Fria Street and 4701 Rufina Street. The properties are zoned R-5 (Residential- five dwelling units per acre) and total approximately 9.05 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

2. **Case #2021-3183. 4702 Rufina Street Aguafina Final Subdivision**. Liaison Planning Services, Inc., Agent, for Aguafina Development, LLC, Owner, requests final subdivision approval for 15 single-family residential lots located at 4702 Rufina Street. The property is zoned R-6 (Residential- six dwelling units per acre) and is approximately 2.42 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

H. STAFF COMMUNICATIONS

1. Ethics and Open Government Training (Sally Paez, Assistant City Attorney) **(POSTPONED FROM MARCH 4, 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 18, 2021

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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.	Old Business		
	1) Case #2020- 2914 N. Zia Station General Plan Amendment	Approved	2-30
	3) Case #2020-2899. Zia Station Rezoning.	Approved	30-32
	4) Case #2020-2900. Zia Station Rezoning	Approved	32-33
	5) Case #2020-2901. Zia Station Preliminary Development Plan	Approved	33-37
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G.	New Business		
	1) Case #2020-2999. 4250 Cerrillos Road. Santa Fe Place Mall Apartments Development Plan.	Postponed	37
	2) Case #2020-2369. 4323 and 4319 Airport Rd. Casa de Todos Preliminary Subdivision.	Postponed	37
H.	Staff Communications	Postponed	37-38
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J.	Adjournment	Adjourned at 10:29	38

MINUTES OF THE CITY OF SANTA FE PLANNING COMMISSION
Thursday, February 18. 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 (arrived later)
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
Mr. Carl Boaz, 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 Chavez led the Pledge of Allegiance.

C. APPROVAL OF AGENDA

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

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

Commissioner Garcia joined the meeting after the vote.

D. APPROVAL OF MINUTES

1. January 21, 2021

MOTION: Commissioner Faulkner moved, seconded by Commissioner Hogan, to approve the January 21, 2021 minutes as presented.

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.

E. APPROVAL OF FINDINGS/CONCLUSIONS

None

F. OLD BUSINESS - **Continuation of Commission's deliberations; public comment portion of hearing has been closed for all cases under Old Business.

1. **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, lrlogston@santafenm.gov, 955-6136). (POSTPONED FROM FEBRUARY4, 2021)

2. **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, lrlogston@santafenm.gov, 955-6136). (POSTPONED FROM FEBRUARY 4, 2021)

3. **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, lrlogston@santafenm.gov, 955-6136). (POSTPONED FROM FEBRUARY 4, 2021)

4. **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, lrlogston@santafenm.gov, 955-6136). (POSTPONED FROM FEBRUARY 4, 2021)

Staff Report

Lee Logston explained the Commission's packet is unchanged from the last meeting, except for a short memo. The memo corrects his incorrect statement which affects two of the motions related to the case and requires an amendment to the Findings of Facts and Conclusions of Law regarding the Commission's recommendation to the Governing Body.

He reminded them of the connection between the C-2 PUD rezoning, the development plan, and the request regarding the highway corridor. If the Commission recommends denial of the corridor request, they must recommend denial of the rezone and the preliminary development plan. However, they could still recommend approval of the General Plan Amendment (GPA).

The Commission posed a variety of questions on February 4th for Staff and the applicant. He would address those after Ms. Jenkin's presentation. He also talked with the Candlelight Homeowners Association (HOA) to understand comments made in the last hearing. And clarify their comments regarding affirmation of the corridor.

Applicant's Presentation

Ms. Jenkins, 130 Grant Ave., Suite 101, was sworn in. She introduced Colleen Gavin and the ownership LLC who were available for questions. They will try to answer the Commission's questions posed at the last hearing to the extent possible.

Responses to Commission Questions from February 4, 2021 Meeting

Ms. Jenkins shared her screen for her presentation on the Zia Station.

The questions and the answers follow:

How does C-2 zoning standards for PUD zoning requests relate to the Highway Corridor Overlay (HCO) and how does Zia Station compliance relate to those standards?

The allowable height maximum in the HCO is 45 feet and was reduced to 25 feet not including the parapet. Zia Station height is variable from one to three stories, with two thirds complying with the maximum height. The three story heights range from 35 to 45 feet. The portion visible from St. Francis on the north phase is essentially a single elevation story.

Density in C-2 zoning has no maximum but the HCO limits density to 21 dwellings per acre. The Affordable Housing Ordinance Santa Fe Homes Program allows a 15% density bonus and increases permissible density to 24 dwellings per acre. The project complies with the maximum allowable density for the HCO at Zia Station. Overall density for the residential portion is slightly over 18 dwellings per acre. The north parcel is slightly over 23 and is 14 at the south parcel.

The setback for C-2 is 15 from Saint Francis Drive and 50 for the HCO and the development will exceed that at 110 feet. In addition, there are provisions for buffering a non-residential use adjacent to an existing residential use. Only one location has a parcel with that circumstance at the southwest corner of Galisteo and Zia. C-2 requires a 25-foot setback and a 15 ft landscape buffer incorporated. The HCO is 50 feet with a 25 foot landscape buffer, or the alternative of a 25 ft landscape buffer with a masonry wall. Where directly adjacent to residential with a commercial building, the applicant provided a 25-foot landscape buffer with a masonry wall.

The arroyo setback general Code compliance is 25 feet from the bank plus the depth of the arroyo. SCHC is less at a 10 foot non disturbance setback adjacent to the arroyo. The development has a 45 foot undisturbed area adjacent to the arroyo with the closest building 140 feet away.

The open space: There are two different open space standards that apply to the north phase that is 100% residential and the south phase which is mixed-use. C-2 open space is based on the number of ground-floor dwelling units. The south is a percentage of the lot area. SCHC is based on the percentage of residential and requires 50% open space; mixed-use/nonresidential requires 35 percent. The C-2 standard is exceeded on the north phase from 27,000 sf requirement and this is 168,000. But is less than SCHC requires. The south portion is over twice the required open space than required in C-2 and exceeds the requirement in the HCHC. Open space overall is at 40 percent.

Floor Area Ratio (the total floor area divided by the lot area). The SCHC Code standard for two story office buildings limits the floor area to no more than 35% of the lot area. A medical office more than 30%. In a mixed-use project it is not applicable because it is unlikely the project would a building of 100% office space. The intent is to have retail, restaurants, office, residential / mixed-use. Based on the current land-use assumptions the project is close to the standards for the SCHC. But again, this is not an applicable metric.

How do we relate to our surroundings, which include residential neighbors to the west and St. Francis corridor to the east?

A site plan was displayed of the surrounding area of the north phase, three-story building relative to St. Francis Drive. Visibility of the building was indicated at 17½ feet or essentially 1½ stories; is 300 feet from the existing residential neighbors and 330 feet from St. Francis Drive.

The area further south proposed for the townhomes and parking three story building was shown. Only the top 15 feet of the 35 feet high three-story building was visible from St. Francis Drive.

The south side residential building with the single-story parking on the southwest corner was displayed and the nonresidential mixed-use building directly adjacent to residents. The 25 foot setback and wall required, was noted. The two story residential building was indicated. The mixed use building is 10 feet below the existing residences. Existing homes would be looking at a generous setback and a landscape buffer and see only a single story element next door to them.

The last section even further south showed existing townhomes along Galisteo Road and the proposed Building K, three-stories on top of the underground

parking structure. The building will be a couple of feet taller based on the relationship to the Albertson's across the street because the project is set lower and setback 135 feet from St. Francis.

How has housing changed since the SCHC was adopted in the 1980s?

There are two key factors: 1) Housing supply has not kept pace with housing growth and 2) housing cost as a percentage of income is cost-burdened. The goal is housing shouldn't be more than 30-35% of income. In 1980 only 14% did not pay more than 35% of their income for housing; in 2018, 45% of people were rent burdened. That speaks to the need for more affordable housing in the community.

The City's planning and land-use values have evolved since the 1980s starting with the adoption of the General Plan in 1999. There were transportation studies, land-use urban design plans and affordable housing plans on how to be more sustainable. Many of the guiding policies evolved over 35 years relating to affordability, compact urban form, mixed uses and housing types, transit supported development, sustainability and economic diversity.

Is Zia Station a Transit-Oriented Development (TOD)?

It is a one size fits all but has commonalities among the concept of a TOD. The Federal Transit Administration definition is a dense, walkable mixed use development near transit. A successful TOD depends on access and density around a transit station that capitalizes on public investments in transit. Generally, that occurs when local and regional governments encourage it through land-use planning, zoning, and building Code changes. The Institute of Transportation Development policy says TOD brings compact mixed-use development within walking distance of transit. It features vibrant streetscapes, pedestrian oriented forms making it convenient and safe to walk, cycle and use public transit. That must be implemented in the proper context on the needs of the community.

How does Santa Fe's Rail Corridor Study (2008) define TOD?

The Rail Corridor Study was commissioned to understand what TOD means for Santa Fe. It means a mix of land uses, transit connections, complete streets supporting motorist and pedestrian and cyclist, connections to the trail network, parks/plazas, public spaces and neighborhood enhancements. Zia Station is striving to be all those things.

How do you achieve a vibrant, mixed-use community?

We need to create integration among our uses. There are examples in the community where mixed-use was tried but did not work well. Some efforts in Rancho Viejo or Aldea, or Tierra Contenta are still struggling. The reason it does

not work is there has to be a critical mass of population. It must be visible to transportation corridors with access to transit and not only connected to transportation but to neighboring land uses. It must be able to pool customers and users from the surrounding areas who do not drive. It has vibrant streetscapes that invite porosity and access to the mixed use environment. It has landscaping and accommodation for a car without overtaking the environment. When talking about sustainability it is about mixed-use and density. Mixed use doesn't survive without the appropriate density.

What About density?

Density has achieved a negative connotation. Studies say density is the most environmentally, equitable way to develop property. It preserves open space and provides affordable housing. It creates equitable access to transit and develops sustainability. The proposed density complies with all zoning standards by which we are governed.

Is the project sustainably designed?

The applicant went through an exercise to understand sustainable measures. Based on the design walkability, access to transit, and sustainable measures, the applicant is eligible for Leeds Silver.

What sustainability measures will Zia Station employ?

The project's sustainability measures are infill, the most environmentally sensitive way to develop opposed to sprawl. This uses the elements of efficiently using existing infrastructure, compact development, preservation of open space, access to transit, and walkability. They have worked with PNM on receive rebates for energy efficiency measures employed and Energy Star compliance, SMART thermostats, low V windows and low VOC paints/glues, HVAC, and solar elements that play into the sustainable program.

How does the project address pedestrian connectivity to the surroundings?

The site plan was shown noting proposed sidewalk improvements along Zia Road that connecting to existing sidewalks; pedestrian connections into natural footpaths that have been developed in Candelero Park; sidewalk improvements along Galisteo connecting to the existing sidewalks of the neighborhood across the street at the new intersections. Internally everything is geared to the pedestrian with a bike trail connection off Galisteo and access to the Rail Trail.

Their buildings are about porosity and having gaps. There is a 50 foot open plaza area between buildings with large openings for pedestrians. Connections to Zia Road improve the pedestrian experience with 7 foot sidewalks and a huge

landscape buffer. The separation among the buildings is 25 feet.

On the north side there are sidewalk improvements on the new extension of Galisteo connecting to the existing sidewalk on Zia and to the neighbors to the west. Sidewalks connect among the buildings as people access amenities. Access is provided to Zia, the Rail Trail and the dog park. The pedestrian can access services via the pedestrian underpass to get to the at-grade crossing at St. Francis or to the other side of the street.

How does the HAWK crossing work?

The intersection pedestrian crossing at Zia and island was displayed. A new signalized pedestrian crossing at the new Galisteo / Zia intersection is proposed, the first in Santa Fe. It functions similar to a pedestrian crossing at a traffic signal. The difference is after pushing the button and receiving the green walk signal, you walk the first section to cross and then stop at the pedestrian refuge in the middle of the street. Another button is pushed for a green walk signal to continue across. Synchronizing the signal with the railroad crossing is important to safely prevent cars having to stop for pedestrians and queuing over the railroad tracks. Synchronization is part of the safety measure. It addresses connectivity from not only the north phase but improves safety for the Candlelight neighborhood.

Why are Reduced Conflict U-Turns (RCUT) safer? What are some other examples of RCUTs in Santa Fe?

Going south on Galisteo there is no turn left in addition to going north on Galisteo at one point. It was determined a full traffic signal is not safe and left turns are not safe and are restricted. For those waiting to get onto St. Francis U-turns will be accommodated at the Candelero intersection. The City is implementing that type of improvement throughout town. Many of the unsignalized left turns have been restricted due to safety. The U-turn is actually safer and decreases the frequency and severity of crashes and supports pedestrian and cyclist safety. Also, the Hawk is possible and works well because the left turns are restricted they will reduce delays and congestion and queuing of cars. Examples were displayed of St Michael's Drive across from Christus St. Vincent's Hospital; Presbyterian Urgent Care and Clinic; the Genoveva Chavez Center at Rodeo Road and on Cerrillos north of Camino Carlos Rey.

What is the access to Chaparral Elementary School?

Currently you can turn left from Galisteo onto Zia, take a left on Zia and a left on Avenida Chaparral to get to the school. People on the south side of Zia most likely would not go that way because it is longer.

There was concern about additional vehicles moving through the neighborhood.

That was the reason Chaparral was connected to the adjacent neighborhood. Zia Road is congested because in the 1970s the City allowed everything to be developed with cul-de-sacs and did not require connectivity. The only way to get anywhere was on a minor arterial. Residents who will live in the south phase can only go one direction to take their children to school. This avoids forcing every car to Zia Road. They found in the morning hours there were 16 people making a left turn from 7-9; the afternoon peak 4-6 pm had 20 cars. Eliminating this left turn probably will not be a significant impact and there are safer alternatives.

What provision will make it safe for the crossing of St. Francis Drive?

Crossing at St. Francis will be in two-stages similar to the Hawk crossing. You wait for the green to cross the first stage, push a button and wait for another green to cross the rest of the street. The crossing at St. Francis is already designed to cross safely.

How will the project affect traffic on St. Francis Drive?

The most significant delay in the morning peak hours northbound on St. Francis is 26 seconds and will be reduced to 21 seconds after Zia Station is developed. In the afternoon, delays at St. Francis are over 23 seconds and will be reduced after build to 22 seconds. Southbound morning traffic delay is 20 seconds now, and about 23 seconds is added with the build. In the pm time period, the current maximum delay is over 8 minutes at St. Francis and Zia. After the buildout of Zia Station delay will be reduced to 2.4 minutes, based on improvements. Green time will be increased to St. Francis because the eastbound left turns will work better and faster.

What does the project look like without a third story?

Primarily they would be two story buildings and a loss of about 120 dwelling units and no affordable housing.

Will the townhomes also be rental units?

Currently they are proposed as rental and will comply with the 10% affordable. If the townhomes change to be sold, they will still comply with the Affordable Housing Program of a 20% affordable housing contribution.

How much of the open space will be dedicated to drainage facilities?

On the north side open space overall has only 9% dedicated to the drainage facility, but the facility is designed to be shallow. It will be densely vegetated and visually would be an open space buffer between the development and the

neighborhood, and visual aesthetic for the community. On south side there is a small pond that also will be densely vegetated and is only 4% of the total open space. Space.

Ms. Jenkins concluded her presentation and stood for questions.

Questions and Discussion

Chair Gutierrez asked if Mr. Logston wanted to respond to questions addressed to Staff.

Mr. Logston said he could either address questions now or wait.

Mr. Berke introduced the Staff. In attendance were Alexandra Ladd with the Office of Affordable Housing; Dee Beeingessner with the Technical Review Division in Engineering (flood plain, landscape, grading/drainage; Eric Aune from MPO; Gabe Romero with Santa Fe Public Schools; Geronimo Griego, the acting Fire Marshal; Jason Kluck, Assistant Land Use Director and reviewer of ADA compliance; Jesse Roach from the Water Department; Leah Yngve from MPO; Melissa McDonald, acting Parks and Trails Director as well as the River Shed Coordinator; Patricio Pacheco handles the water budget; Stan Holland, wastewater engineer; Trent Thatcher consultant with Wilson and Company and consultant Audra Gallegos in traffic engineering.

Chair Gutierrez opened the floor to questions. He asked they stay on the same subject and exhaust all of those questions before switching to another subject.

Commissioner Chavez thanked Ms. Jenkins for her work and the examples of the U-turn. She noted the difference is Zia Station is a residential area and high flow traffic. She wasn't sure U-turns could be avoided. To her that is the difference in the examples Ms. Jenkins showed and reality that Zia Station is highly residential.

Ms. Jenkins said she sees Rodeo Road and Zia corridors as one common corridor and as comparable because it is a smaller environment. That makes it safer. Candelero terminates at Zia currently but if that were a four-way intersection, the turn that is creating the U-turn would just be the left turn into Candelero. Instead, it is a U-turn, and someone can wait until it is clear and make their U-turn. She couldn't see how this design is different than accommodating a left turn. The design was reviewed, and Wilson and Company approved it.

Commissioner Hogan said he was still troubled by the intersection of Galisteo and Zia. You have to go right onto Zia if you can't turn left and are forced either to cross St. Francis or turn left or right onto St. Francis. He was troubled by the cut-through described to Chaparral. He understands the pedestrian refuge on Zia but if a signal stops traffic on Zia, anyway, why not have the left turn arrow allow pedestrians to cross in one light instead of two.

Ms. Jenkins shared her screen showing Galisteo and St. Francis. She reviewed cars making U-turns to go to the signal or making a right on Galisteo. They requested a full traffic signal at the location. It was determined that the proximity to St. Francis and concerns of timing with the railroad crossing, a full signal wasn't possible. Signals are based on Federal Highway Standards and there is not enough traffic on the side streets along with proximity issues.

Commissioner Hogan said he was more concerned about the turn coming out of Phase Two than Phase One. Turning left onto Zia you must go right, then where would you go.

Ms. Jenkins replied living on the south side going west, you would go down Galisteo to Rodeo Road. People determine the best routes when they move into a neighborhood. She thought they would use the connectivity to the South.

Commissioner Hogan asked on the intersection since traffic is stopping anyway on the east side to allow pedestrians to cross, why can't a pedestrian crossing from the north across to the south occur at the same time the left turn arrow is going, so you can turn left onto Zia.

Ms. Jenkins asked one of the consultants to address that.

Eric Wrage with Bohannon in Houston 7500 Jefferson NE, Albuquerque was sworn. He responded that the left arrow also applies for the north side and would conflict with the southbound traffic. This intersection doesn't warrant a signal and has concerns of the proximity to St. Francis. Also, the signals would be red anyway but a lot shorter timing with the HAWK signal than with a full access intersection. That was the reason to restrict access.

Commissioner Hogan said he understood the problems when left turn arrows cannot be done both directions. He is less concerned about leaving Phase 1 going west on Zia and making a U-turn. He asked if possible for a left turn arrow coming from the Phase 2 area on the south side of Zia. That wouldn't conflict with pedestrians and the Phase 1 would still have right turn options and U-turn options. That also gives the pedestrians time to get across on one signal.

Mr. Wrage replied it would be possible but an unusual configuration. Counts of people making the left turn in a six hour period in September showed only 47 people. He thought a lot of people already know to go to Rodeo Road for other accesses. It is a tradeoff for safety and an improvement of the intersection

Commissioner Hogan said it wasn't a deal killer, but it could be improved. He thought although he didn't know of any, somewhere there exists a left turn arrow only in one direction at a signalized intersection. That would improve efficiency without compromising safety.

Mr. Wrage said he didn't disagree, but consensus is this intersection has always been problematic. In September while they were counting there was a serious crash with injury that reinforced the safety issue. They feel with the HAWK signal and a shorter duration of crossing lanes and the calming of traffic, pedestrians can cross quickly and safely.

Commissioner Hogan said from a pedestrian standpoint, even with a generous island refuge it is uncomfortable standing there on your way to get coffee and your morning paper. His hope was if this moves forward, they will do an additional study on the intersection before final approval.

Mr. Berke noted Audra Gallegos wanted to address the recommendation.

Audra Gallegos was sworn. She wanted to add that a left out would impact the pedestrian refuge. When looking at pedestrian safety they look at the least amount of time a pedestrian is exposed. The refuge makes it more comfortable for crossing and people can cross half the road at a time. That allows more time for traffic to clear that segment of road.

Commissioner Hogan asked how long a pedestrian would be in the refuge area.

Ms. Gallegos replied that depends on the HAWK signal and it can be coordinated with the traffic signal. But the way they work without coordination is once the button is pushed, the signal stops the oncoming traffic.

Commissioner Faulkner said the emphasis is on transportation and creating a hub. Many using public transportation are disabled and she wondered if there would be chirping lights.

Mr. Wrage replied the HAWK signal, which is new, could have chirping signals and countdown heads and those will be discussed going forward. There are pros and cons to chirping signals, but they can be considered.

Commissioner Faulkner said she asked because even though some consider chirping a nuisance, it is a matter of safety.

Mr. Berke indicated Trent Thatcher who had also reviewed and made recommendations wanted to comment.

Mr. Thatcher was sworn in. He noted other audio options are available to chirping. The City could consider pushbuttons that make an audible sound for sight impaired. That could be programmed with voice commands such as when it is safe to walk, the direction you are walking in. There is a lot of technology to help disabled navigate.

Another benefit of the HAWK is when not in use, it is black, and the cars do not stop in any direction. As configured, when the HAWK is deployed and someone is moving

across, a car can still turn right from the side street. They don't have to stop for pedestrians to cross. Altogether the HAWK provides less delay for motorists and enhances the corridor overall. A traffic signal at this location is not beneficial because of the proximity of St. Francis to Zia. Ideally signals are at least a quarter of a mile from each other.

A similar HAWK can be viewed on Google Earth on the border between Scottsdale and Phoenix Arizona between two large commercial, multi-use areas. It is a similar situation as this and works well. HAWKs were developed in Tucson and have been deployed since 2000 across the country and internationally.

Commissioner Garcia asked about the amount of space and the type of vehicles able to make the U-turn on Zia. And he wondered where parking would be for the Rail Runner Station.

Ms. Jenkins explained regarding the U-turns they ran templates which show no problems accommodating passenger vehicles and large pickup trucks. Larger commercial type trucks will probably choose a different route.

Regarding the parking for the Rail Runner, the Zia Station was not intended as on-site parking, but the applicant is willing and interested in providing a moderate number of parking spaces for 20-30 passengers in the parking structure. That is a deviation from the original intent. They are in discussion with the Rail Runner to collaborate with them and the City on what is best.

Commissioner Garcia said originally parking was intended there and the development takes away that ability. He could see that the development allows people to take advantage of the amenities in the area, but he would like to see parking for the station.

Commissioner Lawrence asked Ms. Jenkins to display the HAWK signal again. She thought it was well designed for cars coming from the side streets. Her concerns were about the pedestrian design. Most of the activity on the southside will be more to the east. Pedestrians crossing between the two areas cross to the west and then up with a long pause to cross back over. Her concern is the design might discourage pedestrians from using the crosswalk.

Ms. Jenkins explained they worked closely with MPO (Metropolitan Planning Organization) on the design. She said someone else could better respond.

Ms. Gallegos responded that the nice thing about the refuge was people are walking toward the traffic. They have a clear view and see the cars stopping before pressing the button to walk to the north side.

Mr. Wrage agreed with Ms. Gallegos. They looked at multiple designs in this and this one rose to the top and is supported by MPO and in the circumstances is the safest

approach.

Commissioner Lawrence said she wanted to be cautious and to know that the crosswalk over three lanes of traffic was thoughtfully considered. On the pedestrian crossings, the City may want to consider making the entire stretch of pedestrian crossings further west on Zia more pedestrian friendly.

Commissioner Piccarello asked related to the school, the traffic moves south when drop off happens at the Rail Runner pushing traffic into Galisteo and Rodeo. That traffic has to go through the neighborhood or down the park. She asked if the impact to that traffic signal was considered.

Ms. Jenkins replied as part of the traffic study they analyzed several unsignalized intersections, including Rodeo at Galisteo. That intersection continues to function at acceptable LOS (Levels of Service) with the build out of Zia Station. The project would not degrade service to anything unacceptable.

Commissioner Garcia mentioned a question was raised from the public on the legality of moving Galisteo. He asked the process for that and if legal to do that.

Ms. Paez responded that the City has looked at the process for vacating and re-dedicating the right-of-way in a different location. There is both a State statute and municipal law as well as a section in the City Code. The City Code provision is based on the State law and is similar and has a variety of factors to consider and a process. Also, a New Mexico Supreme Court case summarizes the State law and the process.

She said we have discussed this with the applicant who is prepared to submit an application specific to the approval. To vacate the right-of-way will require the approval of the City as the owner of the right-of-way easement that would have to be relinquished. A resolution will be proposed that will go through the normal committee review process prior to the Council. If the vacation through the resolution is approved, a public hearing from the Public Works and Utilities Committee will be needed. Their recommendation will come to the Planning Commission who will then approve the final vacation. The process is complicated and has multiple steps to vacate but the City is prepared to do that. The next step if the applicant obtains approvals tonight, would be to file an application.

Staff will provide a Staff report of what must be considered such as the public's interest, if landowners in the area agree, if there are utility right-of-way's to be moved and existing easements are realigned.

Commissioner Garcia said it appeared there is a way to do it, but the project has so many contingencies that have to line up for it to go through.

Chair Gutierrez asked Mr. Wrage if they didn't have the HAWK signal and there was a left out, what would that amount to with the build out of the property.

Mr. Wrage replied he would have to get back with him, that wasn't studied.

Chair Gutierrez asked Ms. Jenkins when Commissioner Garcia asked about the Rail Runner parking for their customers and she said they were over parked; how many spaces was that.

Ms. Jenkins said she didn't have the answer but would look it up.

Chair Gutierrez asked the cost of a HAWK.

Ms. Jenkins replied the costs are about $150,000 in terms of the crossing.

Commissioner Sategna asked Director Ladd about Affordable Housing (AH). He read that 384 residential units are planned. Ms. Jenkins made the statement that without a third story there would be no AH units. He asked if correct, from the City perspective, if there were other options available to a project this size besides just units.

Director Ladd agreed. The project proposes to comply with requirements by using a mix of compliance options. Providing 10% of the units onsite with rent restrictions and then paying a fee equivalent for the remaining 5% of units to meet the 15% total. The reason removing density and the number of units deeply affects the ability to provide the AH units, is because of costs of the affordable units in a rental project. It is not the cost of their construction, but the cost to operate them because essentially they are operating at a loss. The more units the more the costs of the loss can be spread across the other market rate units. She couldn't confirm but thought the applicant would pay the fee in lieu of rather than set aside units.

Another issue is having fewer total units also means fewer affordable units. The requirement is based on a percentage of total units. Reduction to 150 units means not only fewer affordable units but a lower fee paid.

Commissioner Sategna confirmed that 384 units rounds up to 39 units. If the applicant lost 120 units it would go down to 264 units. He asked if correct on the 5% that the applicant would pay more but is still providing 27 total units.

Director Ladd replied if they chose to comply with the ordinance in the same manner.

Commissioner Sategna asked if in her experience, there were other apartment complexes with 264 units able to provide at least 10% in affordable housing and still make their projects feasible.

Director Ladd replied this is the first market rate project attempting to set aside units. This is partly due to the amendment to the ordinance to provide more flexible compliance options as well as a hybrid option. She said we have supported many 100% affordable

projects through the Affordable Housing Trust Fund and others. This is the first time, working with a market rate developer, to set aside the units and puts our theory to practical use. She said the applicant could address specifically why this made a difference to comply by setting aside units.

Commissioner Sategna asked Ms. Jenkins regarding her statement that if the applicant eliminated 120 units there would be no AH. Using the same formula, 39 units would be reduced to 27 units. He asked the difference in the 5% the applicant would have to pay additionally.

Ms. Jenkins did a quick calculation. She stated the fee in lieu would drop from about $150,000 to about $100,000.

Commissioner Sategna confirmed the difference was only $50,000 but there would still be 27 units.

Ms. Jenkins replied under the scenario of a loss of 120 units that the same Affordable Housing Program would apply. But the economics of providing AH units with the reduced density would not be feasible.

Commissioner Sategna confirmed she was saying there is a cut-off for 384 units versus the 264 units, where the option is no longer economically feasible. He had no other questions on this topic.

Commissioner Hogan said for discussion, he was interested in what would happen if you added another story to the apartment buildings. He thought the project could be even more dense and the heights were modest.

Ms. Jenkins said ventured that more density and more height would have a very positive impact on affordable housing and housing in general.

Commissioner Faulkner asked to clarify for the record, that the reality is taking off one story would not only impact the site's availability of affordable units. It would also negatively impact the fee in lieu of programs or programs that use those funds to help sustain families throughout the City.

Director Ladd said because of how the requirement is applied, it depends on the total number of units to determine how many affordables are provided, or how large the fee. The more units the more affordables and higher the fee; fewer units, fewer affordables and a lower fee. She is correct that fees go into the Affordable Housing Trust Fund. They are used to support the capital cost of construction and rehabilitation of 100% affordable apartments, down payments, rental assistance, home repair, etc.

Commissioner Faulkner asked how much help $50,000 could provide for those who need a down payment or rental assistance.

Director Ladd replied that generally a down payment for a home assistance program provides $10,000-$20,000 per household. For rental assistance, about 20 tenants could probably be assisted.

Commissioner Faulkner asked if people in the rental market probably needed assistance the most because most likely many don't have the finances to buy a home.

Director Ladd agreed. She noted currently we are on the precipice of a number of low income renters who could lose their homes. When the moratoriums end put in place when the pandemic started, many people will become homeless.

Commissioner Faulkner commented that her son is looking for an apartment and would qualify for assistance. The waiting list is months and months long. She could assess there is absolutely not enough available affordable housing in Santa Fe. She confirmed that the waiting list for the assisted programs is long and the need for affordability and housing will only increase with the impact of COVID.

Commissioner Garcia said in the last meeting Ms. Jenkins noted a timeline to provide affordable units and their costs. He asked her to revisit that and what would happen with prices after the 10 years.

Ms. Jenkins explained currently the Santa Fe Homes Program Ordinance requires when you are providing affordable units as part of your rental project, that the reduced rental rates be maintained for 10 years. The owner has the option after 10 years to convert those units to market rate. The intent is that over time more affordable units in newer projects will replace those. This is unique in that units are part of the project and the applicant has agreed to price the units to be accessible to HUD voucher holders. The ordinance language is based on, "*area median income units as established by HUD.*" But that doesn't make the units available to voucher holders. The applicant has gone beyond what the ordinance requires and priced the units to be affordable.

Commissioner Garcia asked to confirm if that applied to all of the units.

Ms. Jenkins clarified it is just the 10% in AH units.

Commissioner Garcia asked if the vouchers could only be used for the affordable units, not fair market units.

Director Ladd said the program is confusing. The fair market rent is a HUD statistic, and they decide what that is. It is not an average rent because it looks at cost-of-living and incomes in the community among other factors. Incomes in Santa Fe tend to be high, so the rent is higher for affordable as well as higher than the HUD statistic. Ms. Jenkins reference was that the rents for these units will actually be priced lower than the requirements of the ordinance. The other confusing peace is that the *fair market rent* is a

statistic. Market rate rent is how high a rent the market will bear and are set by what else is available across the entire market.

Commissioner Garcia asked if the AH units are segregated or mixed throughout the property.

Ms. Jenkins explained the AH units are mixed in per the ordinance and there is no difference in units.

Commissioner Piccarello said she was surprised at how high the fair market rates are. She wasn't clear if adding another level would allow the affordable housing to increase or if it meant the rent would be less.

Ms. Jenkins said it is important to remember that the voucher holders are only required to pay what they can afford based on income. The voucher makes up the gap. She would guess adding height and units, potentially could provide more affordable units.

Commissioner Sategna thanked Ms. Jenkins for taking the time to walk through the important information. He struggled with that somehow there is a cap after a certain number of units. It appears the difference is only $50k for a multimillion dollar project. And they say affordable housing would not be possible in terms of options if they lose the 120 units. He asked if they couldn't pay 10% and have only 5% of the property. He wanted to be sure the statements are accurate if they are trying to move this forward and encourage developers to do this.

Ms. Jenkins said the question of what the project would look like as a two-story project was posed and the applicant looked at that. The units do not work at that reduction of density. They didn't run every scenario but there are factors; the north side is 100% residential. If you lop off the third story you lose 75 units. On the South side it is more complex and is a mixed use. Having the residential units requires a certain economy of scale and with a smattering of residential units becomes a challenge. There are a lot of moving parts.

She said the analysis conducted to incorporate residential units wasn't supported by the economic model. But the real message is that the City is encouraging projects to provide affordable units and working on new incentives. She said she could tell them that density and height are critical to that effort. The economics of multifamily projects are challenging, and the margins are razor-thin.

Commissioner Sategna said it is also important to note that they did not run all of the potential options available to them, given the new policy. Height does provide economy of scale and profitability. He said he appreciated Commissioner Hogan's question on what the project would look like with four stories. He asked if zoning allows four stories.

Ms. Jenkins replied C-2 does allow four stories.

Commissioner Sategna asked why four stories wasn't proposed to make the project profitable, increase the housing and additional units for affordable housing.

Ms. Jenkins said that was discussed a lot and originally four-story buildings were proposed. Feedback was there was a lot of concern from adjacent neighbors. Four stories would be achievable but not easy. Especially in the mixed-use buildings where you need bigger volumes. It would be difficult to achieve in 45 feet and they want the spaces to be inviting and respond to market needs. They felt the site location was more appropriate for three stories, sandwiched between a transportation corridor and an existing neighborhood.

Commissioner Faulkner asked if we don't use infill as a way to spread AH throughout the City, the end result is similar to what happened in Chicago and happening in Boulder. The result is AH goes into one area of town and may create social injustice and become dangerous. Chicago and Denver are looking at infill and making the city healthier by having socio economic strata throughout the city. She likes that this project is the effort to put in AH in an infill scenario.

Chair Gutierrez asked Director Ladd if she stated this would be the first project with integrated AH within the project.

Director Ladd explained they have affordable housing properties with a mix of incomes. This is the first developed by a market rate developer.

Chair Gutierrez asked if it was fair to say the others have paid the fee in lieu of.

Director Ladd agreed. It takes up to two years before changes in land use Code manifest in projects being built. This is an early project, and it is exciting to see this so soon.

Chair Gutierrez said he favors integration of Affordable Housing in the projects. Also, it is a carrot in front of Commissioners that they are going to integrate AH. If for some reason the developer changes, and AH is eliminated, could the developer pay a fee in lieu of at some point.

Director Ladd explained that the AH agreement transfers with the title and the new owner is obligated to the terms. Some projects have amended their agreements after starting construction. Generally, that was because something catastrophic happened in the economy. She anticipated the proposal has a high percentage of ending up as presented.

Chair Gutierrez asked how the townhomes for rent were affected by the AH.

Ms. Jenkins said there are 28 townhomes and 3 will be priced with the same guidelines that apply to AH. They are all part of the whole housing picture in terms of unit types.

Commissioner Piccarello asked Director Ladd how much AH there is near the other Rail Runner sites.

Director Ladd replied in thinking about the stops there was no residential in the stop in the County and the Capitol stop doesn't have a lot of housing. The Rail Yard is built out and there are no dedicated affordable units near the other stops.

Commissioner Piccarello said this site could be one of the few ways to provide equitable access to the Rail Runner.

Director Ladd agreed, but the County owns land nearby and has discussed building housing for years. It is possible there could be a couple of projects but there is not a lot of developable land in the area. This is a great place to have high density housing.

Commissioner Sategna asked to confirm the policy that AH will last for 10 years.

Director Ladd said that is correct. They will work out an agreement of how that transition will happen to avoid suddenly having a lot of renters displaced. She anticipated some renters will be able to pay market rent and continue living there after 10 years. Part of the understanding is what the relocation agreement will look like. Leases cannot be ended until the end of the lease term etc. and most likely transition to full market rate will take a while after 10 years.

Chair Gutierrez recognized Commissioner Sategna for the next topic on height.

Commissioner Sategna said as a Commissioner, he loves this design and development, but it is in a matter of whether he liked the design. As a quasi-judicial body, the Commission must look at whether this meets the criteria. He confirmed they are trying to modify the boundaries of the SCHC if that is not approved then her plan as designed could not move forward. At the last meeting he made the point that there is commercial across the street who met the criteria of the SCHC. He had asked at the time if a project would still be feasible here.

Ms. Jenkins replied *a* project is feasible, but she wasn't sure what that would look like in mix of uses. It would be a significant change and a complete reanalysis of the project and what economics of the project would support in terms of a program.

Commissioner Sategna appreciated that. He said what was presented to the Commission is to redraw the boundary for the corridor. Section D on St. Francis, there is a little lower elevation. He asked if she would say a 3-story building would impact the openness of the view of the City you could see now from St. Francis.

Ms. Jenkins said coming off of I 25 into the City your eyes are drawn upward to the Sangre's. That pulls the attention as you drive into Santa Fe and from that standpoint we

have zero impact. Also, the Rail Corridor Study says this is about celebrating this as a gateway into the City with a vibrant streetscape. That is what the developer seeks to accomplish. Yes, now there will be buildings but we don't see well-designed buildings are a negative.

Commissioner Sategna confirmed her reference when saying "the gateway" was the 2008 study. He asked if the height from the street level was known. It wasn't on the plan.

Ms. Jenkins replied Building K is a three-story building which typically ranges from 36-40' including the parapet. But it will only relate to St. Francis as a 30-40' tall building because it is set lower.

Commissioner Sategna said multiple times the SCHC states "to establish a clear sense of openness," but he didn't know if that was sense of openness or a sense of openness to view the mountains. There is obviously driving into the City the view is being preserved. A 40-foot obstruction would probably impact that view.

He is in favor of density and it is appropriate if it follows the General Plan. The City and the developer have stopped short in stressing infill in projects in the area. The General Plan states, "increased densities." Under Chapter 4, Growth Management it stresses that and says, "*in both infill and future growth areas the city must encourage higher densities of residential and commercial development than existing zoning often allow.*" It also says, "*this approach does not necessarily require greater building height but rather greater massing on specifically identified infill sites within the urban area.*" He believes this project is a great place for infill, but the General Plan says that should not be sacrificed at the height requirements.

The Commission looks at this from whether this meets the criteria for modifying the boundaries. Regarding the height, the other thing emphasized with the SCHC is a scale that is representative of Santa Fe. Regardless of arguments of height or impacts, a 35-40' structure starts to impact that along that corridor where you don't see it, or other scales of corridors protected under this.

Commissioner Sategna these are his concerns as to whether this meets criteria, specifically criterion #3 to modify the SCHC. It states, "*The rezoning is consistent with applicable policies of the General Plan, including the future Land Use map.*" The future land use map actually includes the SCHC.

Mr. Berke clarified the point that this is not a map amendment, it is a rezoning request. It is not modifying the boundaries it is removing the project from it.

Commissioner Sategna said the report says, "Section 14, Rezone Approval Criterion to Amend Boundaries of SCHC."

Mr. Berke clarified this is actually a request to be rezoned out.

Commissioner Sategna said the Commission is to consider the General Plan and Chapter 14. He asked Ms. Jenkins which of these have been adopted as policy.

Ms. Jenkins said obviously the General Plan has been adopted. That set the stage for all of this in 1999 and beginning to look at the type of development the City wanted to encourage. That is reaffirmed in the multiple analyses the City commissioned. The Affordable Housing, Sustainable Santa Fe, and the Metropolitan Transportation Plans were formally adopted. The intent was that the Rail Corridor Study be adopted, and Staff could speak to why it wasn't. The Land Use Urban Design Plan was not formally adopted, and she wasn't sure about the Multi-Modal Transit Facility report.

She said if they pretend none of those plans were adopted, they just have to pivot to the General Plan. She was comfortable and confident both zoning requests before the Commission comply with the General Plan.

Commissioner Sategna said he has commented on the General Plan and Chapter 14 and the criteria #3. He already stated increased densities while encouraged, did not require greater building height. Also, that this is rezoning, but simultaneously they are rezoning something in criteria three. That includes the consideration of the future Land Use map taking into account the relevance of the SCHC. That is what is actually being rezoned. That clearly states, "to establish a clear sense of openness" and the height requirements and setbacks were established for that. He still has concerns that this does not meet criteria. He added he would be happy to hear from Staff regarding the studies in terms of their intent.

Mr. Berke confirmed that the Rail Corridor study was never adopted and had more to do with the New Mexico DOT and number of stops that would slow down the commuter rail line. Land Use and Urban Design Plan was not adopted either, but he couldn't speak to the reason. There was confusion that the Highway Corridor is in the General Plan or on the future land use map. He clarified it is in neither. The General Plan text and illustrations within it give general reference to corridors. The text speaks broadly about corridors height, vision, massing. In terms of criteria #3, it is not an issue of whether it would change the map. It is whether consistent with these policies. He thought there was argument it is consistent.

Commissioner Sategna said they have to make decisions about the holes and gaps in the General Plan. The General Plan mentions protected highway corridors by name. He found Chapter 66 specified certain corridors with regard to Highway 599. On Criterion #3 when it says, "the future land use map" he isn't sure what that is. Other than the map they have with current zoning.

Mr. Berke displayed the future land use map on screen with the zoning and overlays. He noted no corridors are illustrated. He zoomed in on St. Francis to show there was nothing designated as an overlay district.

Commissioner Sategna replied to his point, this map doesn't specifically include, but is it correct that Chapter 14 creates that.

Mr. Berke said the future land use map is the planning tool and it is the zoning map that shows the overlays and all zoning for the City. That is what the request asks to amend.

Commissioner Sategna agreed this doesn't have the SCHC which is actually in chapter 14. Regarding criteria #3, they are looking at whether it meets the policies of the General Plan is clear. But when it says, *"rezoning is consistent with the future land use map"* but Mr. Berke is saying we are actually looking to rezone.

Mr. Berke explained one of the request is the General Plan Amendment. The question is if consistent with that. It is consistent with that if they are granted the General Plan Amendment. Then they would also be allowed to request zoning to the criteria. It is a multi-prong step.

Commissioner Sategna asked what supersedes this and why they have to address the SCHC because they have to address Chapter 14 not the rezoning. He is confused the "rezoning approval criteria to amend the boundaries of the SCHC."

Mr. Logston responded the request is unusual and rezoning is a mechanism Staff feels the most accurate way to address this as the overlay is another layer over zoning. That adds restrictions and special needs, etc. for the zone it is over. But 99.9% of the rezoning request is more straightforward. The General Plan land use map says is the future land-use designation. In 99 out of 100 cases the General Plan map will show if it supports the request for zoning. That is what the criteria when mentioning the future land use map, is asking for. The future land use map is not an issue here because nothing is on the map that shows overlay districts, etc.

Commissioner Sategna asked if SCHC has any influence on how people build in the corridor. The Commission is trying to approve a criterion to rezone something that is not on the future land use map but is actually in Chapter 14.

Mr. Logston explained the focus is on one-half of the criteria. The first part says it is consistent with applicable policies of the General Plan. That is where you can look at the text to determine if consistent with those policies. There is nothing to look at on the future land-use map in this case.

Commissioner Sategna said the SCHC is still being addressed and it still applies. They have to do something because if we can't amend the boundaries, Ms. Jenkins said she can't do the project as designed. The Commission has to consider whether the SCHC still applies.

Chair Gutierrez acknowledged Director Isaacson who wanted to comment.

Director Isaacson Eli indicated for Mr. Berke and Mr. Logston he wanted to note the importance of the order of operations and sequence of review. We have five cases before us, and the latter cases are dependent on the decisions proceeding them.

He thought Commissioner Sategna's questions on the sequence of what has to be done first before something else can be done and thinking about the GPA and the future land use map. Based on those decisions would come decisions to extract these properties from SCHC. It is an important point that we are not making changes to the regulations of the SCHC. Rather we are extracting these properties from that overlay district and redrawing the boundary around these parcels. That is excluding them from the restrictions of that overlay, and in many ways downzoning a property that is well suited to a dense, infill development.

Director Isaacson said if they first approve the initial cases and then approve the other cases, they could begin to review and make recommendations around the development plan as proposed.

Commissioner Sategna said we could approve all four cases and deny the fifth case.

Director Isaacson thought that approving the first four would preserve the option to separately evaluate the associated development plan.

Ms. Paez agreed. The reason these cases are in this order is because you cannot rezone unless it matches the General Plan future land use map. Step one is to have a general plan in place that will allow the rezoning proposed. When you apply the rezone criteria to change the boundary of the SCHC district it will match. If it matches the policies, the textual provisions, and the future land use map approved, at that point it would be consistent. Even if they approve the underlying zoning they can still evaluate if the development plan is appropriate using the criteria and should be approved.

Commissioner Sategna said this case has been about height and is important to the surrounding communities. The question is whether the SCHC which all other businesses and mixed use or commercial properties who abided by this, is still relevant. He thinks it is relevant if relevant in terms of height requirements, and General Plan on increased density as encouraged and not requiring greater height, and the project doesn't require 3 stories to be feasible. Again, he didn't think it meets all of the criteria.

Commissioner Clow said she has the same problem. When they dealt with the property on the corner of St. Francis and St. Michael's it had two overlays. The Midtown Link and the SCHC overlays, which contradict each other. And that property already has a building with a lot of height. This is undoing the Corridor by making exceptions and carving it out. They look at whether the standards apply to the corridor head on. Height downtown is a concern and when the Eldorado went up was problematic in its height and massing. The appropriate way to do this is not by carving out another exception. When

you do that you are doing away with the Corridor.

She agrees this is a great project. She said it would be unfortunate if only two stories, but she wanted to be convinced this is the appropriate way. She appreciated the many good things about the project but thought it would be problematic if it becomes massive in terms of being the gateway into the City. She did not like piece meal from St. Michael's to St. Francis and thought that should be considered.

Ms. Jenkins addressed Commissioner Clow's comment and shared a screenshot from the City's GIS. She noted the corridor from St. Michael's to 1-25 have the last parcels that can be developed in the corridor.

She thought Commissioner Clow's question valid whether still relevant and the SCHC is no longer a responsible way to develop this property. The City could never have envisioned in 1986 we would have access to commuter rail and a significant urban trail improvement. Santa Fe needs this. Priorities have changed and it might be time to reconsider what we decided was important 35 years ago.

Commissioner Faulkner asked Staff to read the criteria related to the health and wellbeing of the community and the public good. Santa Fe was much smaller in 1986 and probably closer to a town and is now a city. If we have antiquated policy is it within the Commission's purview to decide it no longer applies.

Ms. Paez offered to read the criteria.

Director Isaacson said to follow up on Ms. Jenkins response to Commissioner Faulkner. Criterion #1 says, one or more of the following conditions exist, "*There has been a change in the surrounding area altering the character of the neighborhood to such an extent as to justify changing the zoning. A different use category is more advantageous to the community as articulated in the general plan or other adopted city plan.*"

There are conflicting provisions within the General Plan. They are talking about increasing density but not necessarily increasing height. The only option left is to increase your lot coverage. That can be good in terms of use of land efficiency, but when talking about density around infill, height is almost an assumption.

Director Isaacson said a good point was that Santa Fe is different now than in 1986. There are mechanisms built into the processes to reevaluate the rules on the books for a long time in making decisions that benefit the community. This project provides an opportunity to address that. There are competing interest even within our general plan and the Commission has to decide what to prioritize in evaluating proposals.

Ms. Paez pointed out general public good is a discretionary decision. The Commission has discretion in applying the criteria and how the factors fit. The first criterion has three options and if a different use category is more advantageous to the community, that

could be an appropriate way of meeting the criterion. The General Plan is definitely an area where the good of the public weighs in and it has been reviewed for procedural and infrastructure requirements. But there are some areas within the criteria where the public good makes discretionary whether appropriate to remove this from the corridor.

Mr. Berke thought Chapter 14 puts within the Commission's powers and duties to rezone and make recommendations on the General Plan and Development Plan that goes with the rezoning. This is the mechanism for proceeding as the applicant has proposed.

Mr. Berke said the 1999 Highway Corridor Plan calls out boundaries of what was to be studied and did not actually cover this property. It is a plan not a law and some of the implementation steps were never carried out. He thought the Plan envisioned the General Plan would be rewritten and incorporate recommendations. But it did not include the Zia property in the Highway Corridor study. He believed parts of the General Plan asks the Commission to decide if times have changed and it should be rewritten. A full corridor study has not been done and the Commission is being asked if the entryways have changed.

Commissioner Faulkner said in the corridor where the property will sit, the structures will be so much higher than others in the area that it would be astonishingly different. A two story building could be visually higher than a three-story building and a lot of structures appear to block the view now. She wasn't certain an underdeveloped piece of property in an older neighborhood would be better for openness than the visual impact a nicely developed property showing a vibrant City. She didn't want to shoot themselves in the foot by holding onto antiquated policies that were not changed because of lack of resources. That leaves them with having to piece meal until policy becomes a priority.

Commissioner Hogan said he would add the perspective of someone who was on the Highway Corridor Study Commission. Highway 599 was being constructed at the time and was a major change into Santa Fe. People wanted to control how the corridor developed and that sprung into looking at gateways into the city. The study was very general and looked at large-scale impacts on Santa Fe. This property was not heavily considered regarding impact on the corridor. There are many things that have changed. It was impossible to anticipate there would be a Rail Runner between Albuquerque and Santa Fe.

He said the study addresses the width of right-of-way and is generous and housing and density have changed. City Council is looking for input and appropriate that the Commission is addressing this. That is needed to make good decisions for the community. The concerns of Commissioners Sategna and Clow are valid and worthy of discussion. It is appropriate to evaluate whether this is compromising the community's future if the project is approved. He thought this would impact them negatively if the project is not approved. The project is important and vital. There are very few opportunities to link housing, low income housing and transit. This is not out of line and is the proper mechanism to consider this.

Commissioner Garcia said this reminds him of variants and creating precedents for properties. He wanted to look at the Midtown link again and the SCHC. He was against the height because of the location and where things are in respect to other things in the area. The landscape has a lot to do with the perspective and he appreciated the drawings showing the Albertsons. He didn't find the effect of the project on the area extravagant. Going up for stories was asking a lot but consider the impact of two stories and the amount of inventory.

Lastly, he asked at what point the benefit would outweigh granting this exception. The project is very beneficial to the area and the future of the City. He thought if the benefits it gives the community outweighs what they need to do to get there, it is worth it.

Chair Gutierrez reminded them to keep in mind that the GPA is equivalent to what the Commission did on Airport Road. He thought the GPA should be addressed without getting into height, among other things.

Commissioner Lawrence said she also struggled with SCHC and the amount of work that went into the planning. She liked the idea as part of a recommendation to include a suggestion to revisit the SCHC. There are a lot of reasons to re-consider it in entirety. She thought if written today it would support more density along the corridors, and the design that is apparent in this project. She thought the design was in general a good one and did not like having to do this piecemeal and she supports revisiting the SCHC.

Commissioner Sategna said he knew he stirred up a healthy discussion, but his concern is that the project might be good for the City but compromise the integrity of this body. It is perpetuating a problem that they are becoming part of; that they are bound to Chapter 14 and the General Plan. He doesn't support the manner in which they are going about this. He really likes the project, but it is feasible to do this with two stories.

Commissioner Sategna said there was a split decision with the overlay of the Midtown Link and the concern was height. Ultimately the decision favored the applicant because the chair voted to break a tie. The City eventually voted to the advantage of the applicant. What was approved as a height requirement to redevelop past 25 feet technically allowed a four story building there. That can be seen at the very end of the corridor on one of the highest points. He was concerned about using that as an example of evidence for previous height. That was its own case.

His second concern is that the General Plan is not antiquated. He would assume when adopted in 1999 what was in Chapter 14 was considered. He believes there is existing commercial, mixed use and apartments that have abided by this to preserve the openness and it emphasizes scale. While he likes the project, potentially they could be compromising the integrity and perpetuating a problem they continue to see. Which is making special exceptions and piecemealing something to get it approved.

Commissioner Faulkner said when she started, she met with the long-range Staff person. He told her that the City decided to do the General Plan first and then address the Code using the General Plan as a guide. The General Plan would guide them in changes made to the Code that no longer were relevant to development and needs of the City as it grew. She asked if that was accurate.

Director Isaacson said he didn't have knowledge of Land Use in 1999. Often however, the Land Use Code is one of the best tools to implement the values, principles, and ideals of the General Plan.

Director Isaacson said it is not uncommon to first adopt a General Plan and then move on to update Code to ensure Land Use Code enforces the recommendations of the General Plan. He didn't know why that process wasn't completed but since then they have piecemealed the Code. The Code is not always consistent with itself or the General Plan as written. That was seen tonight that some plans were not fully adopted. Part of that is they have a Land Use Code that has diverged from both the General Plan and the plans and studies conducted.

He thought looking at the Land Use Code is a high priority, and they hope to start a multi-year process of clarifying and removing conflicts in the Code. Then they will add more substantive changes that better align with using land efficiently and infill and addressing inefficiencies to provide opportunities they would like to see, like affordable housing.

Commissioner Faulkner asked, if that is the case, was it likely that the SCHC would have been revisited and altered in the manner which this would accomplish for this site.

Mr. Berke responded he has looked extensively at the long-range planning files and studies. His belief was that this area was going to be changed. A map in the corridor study shows it was planned in 1999 and that this was not part of the study area. He thought that would have triggered Staff to revisit the overlay if the planning steps had been properly done.

Also, maps have been created as recently as 2013 by Reed Liming as potential General Plan updates. They called for an infill, mixed use, development area along corridors. He believed they were leaning toward changes and had recognized growth trends. A trends document was created annually to show the City's growth and where it was happening. This was envisioned to change as early as 1999. The Las Solaris Master Plan had a provision requiring analysis for properties that abutting the I-25 corridor. They recognized that as a viewshed and entryway. The Planning Commission has to evaluate that for development proposals. Some of that will have to be pulled out and made into law. Staff believed from their research that this area would probably have been changed.

Lee Logston thought the City was undergoing a public engagement process for a full update to the General Plan. He didn't think an update of the entire General Plan would be as difficult as people thought. Many of the same values still exist and it is similar to

what is being done tonight; a discussion of what has changed. Commuter rail has come to Santa Fe and they have studies for future stops. Times have changed but he wasn't sure that Santa Fe's values have changed much.

He summed up the case as looking at the opportunity at hand. The only thing that looks like a TOD is the Rail Yard. There is only one stop in all of Albuquerque where a master planning effort is being done to create a TOD. This is a difficult decision because they are looking at a unique opportunity. The Rail Yard is a gem of Santa Fe and this project could be another and could be a second unique feature along the rail line. At the heart of the decision is trying to decide if extra height kills the area or provides opportunity that can be unique.

Mr. Berke displayed the Southwest Corridor. He noted it is showing the area as mixed-use corridor and indicates the areas that should be preserved, natural areas and neighborhoods. That is one of the documents that made them believe the City was looking at going in that direction. Now what they have is this as the applicant's only option because the rezoning and general plan amendments were never implemented.

Commissioner Faulkner asked Ms. Paez if it is fair to say with the evidence of the direction the City was going, that the Commission should look at the General Plan to guide their decisions rather than to the Code.

Ms. Paez replied the General Plan is a statement of City policy adopted by a resolution. The Code was adopted by ordinance and will always be controlling. She wouldn't say to follow the General Plan at the expense of Code, but the Code incorporates by reference, General Plan policies. In applying the law of the ordinance, they are considering those policies.

Commissioner Faulkner noted that the issue is that the General Plan was updated but Code was not updated and doesn't match the intent of City's policy.

Ms. Paez noted that the Code was amended many times, most recently in 2012. Much of that was on design standards and not much on long-range issues such corridors and overlays. Many of the big Code amendments were implementing General Plan policies.

Director Isaacson said where the Code wasn't able to keep pace it does include provisions and processes to make changes. The Code may not be perfectly aligned with the General Plan but contains guidance and criteria when it is appropriate to change the Code, to implement those values, etc. The Planning Commission has the authority to review and make recommendations and the mechanisms are there if they feel the Code should be updated.

Commissioner Faulkner said in layman's terms they would not be going against Code but applying a different section. Instead of applying the SCHC they could say it is within the Code to change that.

Director Isaacson confirmed it provides guidance and mechanisms to redraw boundaries and exclude properties from overly districts if it is felt those regulations no longer apply.

Commissioner Faulkner asked Ms. Paez to confirm that it is a Commission duty.

Ms. Paez agreed. She added that interestingly when they are considering applications to amend the General Plan or zoning the decisions are more discretionary. Versus subdivisions and development plans where they already have the entitlement for the land. This is a higher level of discretionary decision-making in this type of application. The Commission has the authority to make recommendation to the Governing Body if the proposed changes are supported by the General Plan.

Commissioner Sategna noted again that the General Plan states that, "infill is to be emphasized but does not necessarily require greater building height, but rather greater massing on specifically identified infill sites within the urban area. So, the 1999 plan stressed infill, but also emphasized not to require greater height. In the SCHC the height is a consideration. The Commission is preparing to approve and put a Rail Yard type development in the middle of the City with up to 35-foot buildings with smaller offsets, against St. Francis Drive. That will impede views and is putting higher buildings that are not found on other zoning areas across the street that did follow that restriction. He believes the Code actually spoke to that.

Commissioner Sategna wanted to make a motion.

Chair Gutierrez asked that he wait until Commissioner Piccarello commented. Also, he wasn't sure if others wanted to discuss other issues.

Commissioner Piccarello said the SCHC also addresses stormwater and open space. When talking about limiting height in this case it may be adding more impermeable surfaces. They need to look carefully at the plan they were given. She saw no problem to evaluate alternatives, but the possibilities concern her. Especially because this is directly next to an arroyo. Although the applicant has made great efforts to put in several different mechanisms, those could be stronger.

MOTION: In **Case #2020-2898 and Case #2020-2914**. General Plan Amendment to North and South Zia Station, Commissioner Sategna moved to recommend to the Governing Body approval of the General Plan Amendment. Commissioner Hogan seconded.

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 #2020-2899-Zia Station Rezoning.** Commissioner Sategna moved to recommend the Governing Body deny the rezoning.

The motion failed for lack of a second.

MOTION: **In Case #2020-2899-Zia Station Rezoning and Case # 2020-2900-Zia Station rezoning,** Commissioner Hogan moved to recommend approval to the Governing Body. Commissioner Faulkner seconded the motion.

Discussion on the Motion:

During the roll call, Commissioner Clow asked if this was a vote on Case #2020-2899.

Mr. Berke explained the motion was to approve Case #2020-2899 and Case #2020-2900 together. She said she approves of Case #2020-2899 but not approve Case # 2020-2900.

Ms. Paez recommended the cases be two separate motions because the votes could be different on the two cases. [seriatim in Robert's Rules of Order]

Commissioner Hogan said since both were rezoning he put them together but was happy to separate them. Commissioner Faulkner agreed.

Commissioner Sategna asked for clarification if the C-2 PUD commercial allows up to 42 feet in height.

Mr. Logston explained C-2 PUD rezoning establishes its own standards which could be as much as 45'. C-2 will allow this, but C-2 PUD would assign height based on the removal from the overlay.

Mr. Berke added that the C-2 allows maximum height, but a more restrictive regulation is in place. But the development plan contemplates that the more restrictive regulation limiting height (SCHC) would be removed. So, while the C-2 if it were not in an overlay zone, allows a maximum height of 45 feet, at this point they would be allowed up to the height of the SCHC.

Commissioner Sategna said it brings back to mind that the more restrictive Code would apply even though the C-2 PUD allows more.

Mr. Berke agreed, but it is ordered so one must enable the other.

Commissioner Faulkner called a point of order to ask which case is being voted on currently.

Commissioner Hogan withdrew his motion and Commissioner Faulkner withdrew her second to the motion.

MOTION: **In Case #2020-2899. Zia Station Rezoning**. Commissioner Hogan moved to recommend approval to the Governing Body. Commissioner Faulkner seconded the motion.

VOTE: The motion passed by majority roll call vote with Commissioners Chavez, Clow, Faulkner, Garcia, Hogan, Lawrence, and Piccarello voting in favor and Commissioner Sategna voting against.

MOTION: **In Case # 2020-2900. Zia Station Rezoning**. Commissioner Hogan moved to recommend approval to the Governing Body. Commissioner Faulkner seconded the motion.

Discussion on the Motion:

Commissioner Sategna asked Staff to clarify exactly what the Commission was voting on.

Mr. Berke explained the case caption for Case 2020-2900 is the Zia Station rezoning to amend the boundaries on the official zoning map of the South-Central Protection District to exclude two properties of the northwest and southwest corners of St. Francis Drive and Zia Road from the overlay district. The properties are zoned R1 and are within the SCHC. This will amend the SCHC.

Commissioner Clow said while she likes the project and would like to see affordable housing there, the issue of view corridors has been longstanding in Santa Fe. It is an important issue, and it doesn't seem appropriate to piecemeal like this. The corridor is part of areas other than just St. Francis that are open spaces. This creates a creeping precedent without looking at the larger issue of whether it is important to have an inviting corridor into the City. Should that be weighed with other issues such as height that creates more density? The project can still be viable at two stories and pushes the issue in a piecemeal way to allow three stories. She cannot support this.

Commissioner Garcia asked what other portions of the whole project would be affected by a vote, for or against.

Mr. Berke responded that this would make the development plan not feasible as presented and makes the C-2 PUD not feasible as well. The PUD requires a development plan which contemplates approval on this.

Commissioner Garcia stated this is a recommendation to the Governing Body who will make their own decision.

Commissioner Sategna asked for clarification that this is not a recommendation to the Governing Body.

Mr. Berke replied that this *is* a recommendation to the Governing Body.

Chair Gutierrez asked Staff regarding Commissioner Clow's point that other parts of the corridor could possibly be affected. He asked how far the corridor extends beyond the St. Francis area.

Mr. Berke replied the SCHC Corridor goes where the rail goes under I-25 and triangulates up I-25, down Old Pecos Trail to St. Francis and then down to I-25.

Chair Gutierrez asked if fair to say it could be piecemealed on Old Pecos Trail too.

Mr. Berke said that is possible, but it is primarily residential, even the hotel there is zoned residential. He thought the corridor along Old Pecos Trail is very different from the corridor along St. Francis Drive.

VOTE: The motion passed by majority roll call vote with Commissioners Chavez, Faulkner (with comment), Garcia, Hogan, Lawrence, and Piccarello voting in favor and Commissioner Sategna (with comment) and Clow voting against.

Commissioner Faulkner said she grew up in northern New Mexico and always considered Santa Fe home. When the overlay was passed this site was the edge of town. She understands the importance of holding on to some things, but they have to realize those things may no longer apply as much. The population needs housing, infrastructure improvements, and economic development outside of tourism. The city needs to be self-sustaining to carry the population that does not serve tourism. She could not justify the view of the lower half of the Sangre de Cristo Mountains being more important than kids having housing, and better schools, and the litany of things that come with density we need. You can live without a view, but you cannot live without housing.

Commissioner Sategna said he voted no because he does not believe the project meets criterion #3. Specifically, the Commission has been asked that the rezoning be applicable with the policies of the General Plan. The General Plan says infill and density is encouraged but not at the expense of greater height.

On a personal note, as a Commissioner he doesn't believe it is our role to completely negate an entire section of Chapter 114. This would be best done by a

Councilor sponsor modification to Chapter 14 before the Commission legislates or ignoring sections of Chapter 14 through this process.

5. **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) **(Postponed from February 4, 2021)**

MOTION: **In Case #2020-2901. Zia Station Preliminary Development Plan.** Commissioner Hogan recommended approval to the Governing Body subject to conditions of approval and technical corrections in the Staff report and for the Governing Body to approve all other applicant requests. The motion was seconded by Commissioner Faulkner.

VOTE: The motion passed by majority roll call vote with Commissioners Chavez, Faulkner, Garcia, Hogan, Lawrence, and Piccarello voting in favor and Commissioners Sategna (with comment) and Clow voting against.

Commissioner Sategna said he does not believe this specifically meets criterion #2, approving the development plan will not adversely affect the public interest. Chapter 14 and the South Central Corridor is applicable to this project and the intent of that project in addition to the General Plan. Therefore, it does not meet the criteria.

Additionally, criterion #3, that the use and any associated buildings are comparable with and adaptable to building structures and uses of the abutting property and other properties in the vicinity of the premises under consideration. The surrounding properties have abided by the South Central Corridor under Chapter 14. He does not believe this should be an exception to that.

Mr. Berke directed the Commissioners to page 3 of the Staff report that lists the motions in order. They still need to approve or deny the applicant's request for a proposed innovative street design on Galisteo as shown in Phase one.

Mr. Logston explained on the northern parcel the applicant proposed a design for on-street parking on one side to replace trail head parking that currently exists as a dirt lot. Although not a standard street design it will provide additional parking and an alternate profile that makes their plan work. This would be a recommendation to

the Governing Body to approve the street design.

Commissioner Sategna asked Mr. Logston if this could be approved without consideration of the development; are they two separate things.

Mr. Logston asked to clarify which two parts he referred to.

Commissioner Sategna clarified the one being voted on now to change the street. He asked if the approval could come to the Commission itself without consideration to the development.
Mr. Logston replied it would not come to the Commission alone because it is an integral part of the development plan. It is not a case unto itself.

Commissioner Hogan said point of clarification; the last sentence in his motion included approval of all other applicant requests. He assumed that was integral to the development plan request.

Chair Gutierrez asked if there were questions on the motion. There were none.

Mr. Berke clarified this motion is a recommendation to the Governing Body.

Mr. Logston displayed the memo showing all of the motions. He explained there are nine motions listed in order. The Commission had completed the first four and approved.

Commissioner Hogan said there isn't a separate case number for the innovative street design, so he understood it to be included in the development plan request. His motion would approve the development plan and all other requests, including the innovative street design.

Ms. Paez thought it clear that the motion intended to include that as part of the development plan. She encouraged any Commissioner that was uncomfortable with that to make a point of order.

Commissioner Sategna and Commissioner Clow had no objections.

FINDINGS OF FACT AND CONCLUSIONS OF LAW

Commissioner Faulkner asked if there was a way to amend the findings without stalling the vote, or if they could send a memo that captured Commissioner Sategna's and Clow's concerns. She thought they were valid and also struggled with them. She sometimes takes issue with the fact that dissenting votes are never explained. There is value, especially in this case, for the City Council to understand the votes against. It could be a paragraph.

Ms. Paez shared that the Governing Body has requested their Findings of Fact and Conclusions of Law note the dissenting votes. They do not have explanations but that would be easy to do. The motion could move the Findings of Fact and Conclusions of Law with a statement of members that voted against the recommendations. She recommended amending the Findings if they wanted to do something different and amend them and look at them at the next meeting. Also, the Governing Body will receive the minutes and Staff as the conduit could express that. They can request Mr. Logston ensure his memo highlights the opposing votes and the reason expressed.

Commissioner Clow thought it was a good idea to include in the Findings of Fact and Conclusions of Law. She thought the minutes would be really long and wasn't sure who, other than herself as secretary, will read them.

Mr. Berke explained fundamentally the Findings of Fact and Conclusions of Law would have to be redrafted and brought back for adoption at the next Commission meeting. The minutes usually capture conversations and explanations by members. Staff usually captures those conversations in their memo, that is its purpose.

Ms. Paez said if someone wants to move to approve the Findings of Fact and Conclusions of Law they can add a statement the approval is with the addition that Commissioners Sategna and Clow opposed because, etc. Otherwise, they could bring the Findings back at the next meeting if they want the findings to explain a dissenting view.

Commissioner Sategna requested they take time versus rushing and trying to summarize their points of view. This is important and he would feel more comfortable crafting with Staff a summary of points from dissenting views. He would like that emphasized in the Findings and Conclusions.

Chair Gutierrez thought they should respect the wishes of those who want to bring the findings back with the added information.

Ms. Paez suggested a motion to approve the Findings and Conclusions for the General Plan Amendments and the C-2 PUD and move to postpone approval of the Findings in the SCHC or they could postpone all five of them.

MOTION: Commissioner Faulkner moved to postpone all five Findings of Fact and Conclusions of Law. The motion was seconded by Commissioner Sategna.

Discussion on the Motion:

Mr. Berke noted that two cases were approved unanimously.

Chair Gutierrez said the Commission wants to bring all five back at the same time.

Commissioner Sategna said he would like to review the Fact and Conclusions of Law even on the unanimous votes, even though he said yes. There are statements by Staff with language like, "The Commission finds the evidence is unanimous" or that reference that. He wanted to review those before voting on the Findings and Conclusions for the unanimous cases.

Mr. Logston suggested the most efficient way since the Commissioners have the findings to review already, is individuals contact Staff on amendments. Otherwise, they would return in two weeks with the exact unanimous findings that Commissioner Sategna has indicated he may not agree with. He suggested Staff receive their comments ahead of time.

Ms. Paez said at the HDRB we circulate comments in Word format.

Commissioner Sategna said he wants to review them rather than rubber stamp them, given the amount of discussion. He doesn't necessarily read the Facts and the conclusions when reviewing a case. He reviews the minutia of the document. He doesn't necessarily want to change anything but wants time to review.

Commissioner Faulkner said the intent of her motion was exactly what Mr. Logston said. To give the Commission time between now and publishing for the Commissioners to work with Staff so the Findings and Facts better reflect the intent of the Commission.

Ms. Paez reminded them they cannot discuss as a quorum outside of an open meeting and could not circulate emails. People can individually send their comments to her and Staff.

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

G. NEW BUSINESS - Postponed

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) **(TO BE POSTPONED TO MARCH 4, 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, Case Manager, lrlogston@santafenm.gov,955-6136). **(TO BE POSTPONED TO MARCH 4, 2021)**

H. STAFF COMMUNICATIONS

Mr. Berke thanked the Commission for a good meeting with valuable conversation. He thanked the DRT members for the best turnout in his tenure. The next meeting will be large, and he will be sending agendas. He will also circulate the Findings. He asked that they use the review function in Word that tracks edits. If they should want to discuss anything, they can contact him or Mr. Logston.

Director Isaacson echoed Mr. Berke's comments. He thanked the Commission and colleagues at the City and DRT for making themselves available. The discussion touched on a number of timely, interesting and pressing issues, LRP, growth and the changing nature of the times as a community. He appreciated their thoughtfulness.

I. MATTERS FROM THE COMMISSION

Commissioner Sategna thanked Staff for the amount of time spent on this case. He is committed to supporting Staff with systematic changes that move policy forward, and that bring resources to update the General Plan and address Chapter 14. He thanked everyone who worked on this and congratulated the developer.

J. ADJOURNMENT

Chair Gutierrez thanked the Commissioners and Staff for making this easier.

Commissioner Hogan complimented the Chair on the excellent job.

The Commission meeting was adjourned at 10:29 pm.

Submitted by:

Carl Boaz for
Carl G. Boaz, Inc.

Approved by:

Brian Gutierrez, Chair

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PLANNING COMMISSION MINUTES
MARCH 4, 2021

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C. Approval of Agenda	Approved as published	2
D. Approval of Minutes February 4, 2021	Approved	2
E. Findings & Conclusions	Approved	2-3
F. Old Business	None	4
G. New Business		
1) Case #2020-2999 4250 Cerrillos Road Santa Fe Place Mall Apartments	Denied	4-19
2) Case #2020-2369 4223 / 4319 Airport Road Casa de Todos	Approved	19-32
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I. Adjournment	Adjourned at 10:24 pm	33

MINUTES OF THE CITY OF SANTA FE PLANNING COMMISSION
Thursday, March 4. 2021 - 6:00 pm
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 Lee Garcia
Commissioner Jessica Lawrence
Commissioner Carly Piccarello
Commissioner Dominic Sategna

Members Absent (Excused)
Commissioner Amanda Chavez
Commissioner Pilar Faulkner

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 Hogan led the pledge of allegiance.

C. APPROVAL OF AGENDA

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

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

D. APPROVAL OF MINUTES

1. February 4, 2021

Commissioner Clow made a change on page 10, second to last paragraph, $100,000 should be $148,814.40.

MOTION: Commissioner Lawrence moved, seconded by Commissioner Garcia to approve the February 4, 2021 minutes, as amended.

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

E. APPROVAL OF FINDINGS/CONCLUSIONS

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

MOTION: Commissioner Lawrence moved, seconded by Commissioner Garcia to approve the Findings of Fact and Conclusions of Law, as presented.

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

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

MOTION: Commissioner Lawrence moved, seconded by Commissioner Piccarello to approve the Findings of Fact and Conclusions of Law, as presented.

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

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

MOTION: Commissioner Lawrence moved, seconded by Commissioner Hogan to approve the Findings of Fact and Conclusions of Law, as presented.

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

Ms. Paez noted in the Findings and Conclusions it is okay to vote to approve because it is a vote that the draft reflects the Commission's decision. If it does not reflect the Commission's decision, dissent, but just because they agreed with the underlying merits, doesn't mean they need to dissent on approval of the Findings.

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

MOTION: Commissioner Lawrence moved, seconded by Commissioner Piccarello to approve the Findings of Fact and Conclusions of Law, as presented.

VOTE: The motion passed by majority roll call vote with Commissioners Clow, Garcia, Hogan, Lawrence and Piccarello voting in favor and Commissioner Sategna voting against.

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

MOTION: Commissioner Lawrence moved, seconded by Commissioner Garcia to approve the Findings of Fact and Conclusions of Law, as presented.

VOTE: The motion passed by majority roll call vote with Commissioners Clow, Garcia, Hogan, Lawrence and Piccarello voting in favor and Commissioner Sategna voting against.

F. OLD BUSINESS

None.

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)

STAFF REPORT

Mr. Esquibel presented the staff report. The Land Use Department recommends approval with the conditions of approval as outlined in the report, including technical corrections. Three motions are required, approve or deny the development plan; approve or deny the shared parking plan as shown on Exhibit G; and approve or deny Findings of Fact and Conclusions of Law as shown in Exhibit B. Ten development review team members reviewed the plan. Four members out of the 10, recommended conditions of approval, five DRT members recommended technical corrections as listed, and one DRT member had no concerns. The Land Use and the MPO members will explain conditions #4 and #8 in more detail. Condition #4 requires designated and marked parking for residents located adjacent to the apartment complexes. Condition #8 is to construct the east/west sidewalks along the north and south sides of the building for a continuous sidewalk loop.

The development is located within the Santa Fe Place Mall development. In October 2019, the Planning Commission approved an amendment to the Santa Fe Place Mall Development Plan and Preliminary Subdivision Plan approval to create lots. In December 2019, the Commission approved the final subdivision plat approval for 8 lots. The lot line adjustment will affect lot 1-A and 1-A5 and is requested by the applicant for the development plan approval. The parking reduction or development plan approved in October 2019 reduced the parking spaces required by Code from 5 spaces for every 1000 sq. ft. (requires 2,969 parking spaces) to 4 spaces per 1000 sq. ft. (540 parking spaces).

The proposed development is on the southeast portion of the Mall. The applicant proposes 184 total parking spaces; 144 onsite and 40 off-site. The bus stop at the Mall will be relocated to the Valdez Industrial Park. The Transit Department is looking at two spots within the Santa Fe Place Mall. The condition of approval for the 40 off-site parking spaces is because the parking spaces are not designated. Red dots on the plan indicates a random shared parking configuration. Staff believes the distance between the spots, especially at night could be difficult. The Planning Commission has set required standard parking spaces for apartment complexes in the Railyard. It seems unreasonable someone at the mall after the mall closes, would have to walk all the way around the mall at night to get to a required parking location. Code also requires a designation of parking, however, an SC District requires that the parking space configuration be shared for

commercial use. The problem is the Escarpa development plan takes up quite a bit of the parking on the southeast side, displacing many of the commercial parking spaces. People will be parking anywhere they can, and the residents will be looking at parking anywhere they can find it.

Leah Yngve, with Santa Fe Metropolitan Planning Organization (MPO), explained the MPO is charged with transportation planning for the City's Metropolitan area. That includes all of the City, parts of the County, and the Pueblo of Tesuque. She provided a PowerPoint on the reason for the condition to provide additional sidewalks to go around the building. She noted the density of housing in the area which means people will have a variety of needs.

In addition, there are a lot of destinations such as restaurants, shopping, and the Arroyo Chamiso Trail connection. There are a number of different transportation options; a transit center going in across Cerrillos Road, bus stops, and the Arroyo Chamiso Trail and some people may not have a car. She presented the various routes someone might take to explain the need for additional sidewalks. There are limited options that are safe and only one route. There are 5 Ds of walkability; density, diversity of things to do, destination accessibility/accommodations and distance to transit. The MPO proposed that this design support walkability. The current design provides only one option. The MPO created a transportation plan with both a pedestrian and a bicycle master plan. The pedestrian master plan supports the things she has talked about, such as improved access and more pedestrian friendly and more entry points. The Pedestrian Plan suggests permeable pavement to balance the need for improved pedestrian experience and drainage.

The General Plan in the Transportation chapter also addresses improved walk ability by increasing access points and more transportation alternatives. The Sustainable Santa Fe 25 year plan also supports walk ability, bike ability and a goal of Santa Fe being carbon neutral by 2040. Transportation is the leading greenhouse gas emission in Santa Fe.

Finally, a Land Use Department planning effort re-envisioned how the malls in Santa Fe could better serve the community. In all scenarios it highlighted how pedestrian connectivity would be a part of that.

Ms. Yngve said there are many things about the development to be excited about, the utilization of vacant space and proximity to transit, trails, and destinations. This is an opportunity to make it better for pedestrians. Addressing pedestrian connectivity is critical.

APPLICANT PRESENTATION

Jennifer Jenkins, 130 Grant Avenue, Suite 101, was sworn. She introduced those with her: Mike Gomez and Eric Cornelius with Santa Fe Engineering and Alex Duzurek, the architect. She presented a screen presentation.

A zoning map was shown of the commercial site and the surrounding residential neighborhoods, industrial sites and business park and an aerial of the site and vicinity. The Santa Fe Place Subdivision & Development Amendment #5 (2019) and the property survey of 2019 were also shown.

The proposed four-story apartment building was shown, with the first story a parking structure. There are two points of access and Ring Road is the primary. The proposed site plan was reviewed. The concept is a sense of connection to the mall while recognizing the residential environment. Amenities include an outdoor balcony for every unit. A ground level outdoor courtyard will have seating, barbecues, fire pits and be densely landscaped. The courtyard will be accessible from the lobby and the parking structure and have access to the Arroyo Chamiso Trail. Part of the Torquesa project is to extend the trail to the west and there will be a raised pedestrian crosswalk and a new drive lane that also serves as a fire access.

The proposal is 141 residential units in a combination of studios and 1 and 2 bedrooms. There will be 135 parking spaces in the structure and nine new surface parking spaces adjacent to the front entry. The shared parking is the balance of the 40 spaces adjacent to the building. Every unit has one assigned, reserved, parking space. The building is 45 feet maximum height. Each floor will have residential lounge areas, landscaped courtyards, roof terraces, a fitness center, and access to the trail.

Architecturally the colors incorporate the colors of the mall to create continuity of views. The roof terraces, landscaped courtyards, fitness center and pedestrian crosswalk locations were indicated on screen. There will be water collection and irrigated landscaping where possible.

The trend to recreate malls into mixed-use centers and the studies conducted were mentioned. This project is part of the effort to redevelop the Santa Fe Place Mall Property. This has improved the GRT and provided connections to the existing Arroyo Chamiso Trail. The connections to the Rail Trail and going west to the Transit Center were shown.

Significant site constraints were reviewed. There is no open space requirement, but the property is developed to avoid adding pavement. The developer believes it is critical and important to landscape on the north side to soften. It is a big investment. The southside parking structure was shown. It was pointed out there is no room for sidewalks and there are easements that accommodate the existing utility improvements.

Ms. Jenkins explained why the developer does not agree with staff's conditions of approval #4 and #8. They are 100% compliant with Chapter 14. She asked that the Commission not approve Condition #4 as it was addressed as appropriate for the site and its surroundings.

A parking analysis was submitted with the subdivision application. It was approved by the Planning Commission in 2019 for an overall reduction of parking at the mall. That created the opportunity to create this type of development of outparcels. Filling in the sea of parking is important to create an aesthetic friendly environment. A key phase is the proposed mix-use scenario at the mall. The parking study approved by the Planning Commission says, *"The multifamily development is itself a prime candidate for reduced levels of parking due to its proximity to amenities, transit and employment."*

Ms. Jenkins said they are not proposing a reduced parking requirement for the apartments. She continued reading, *"Furthermore the co-location of housing with the shopping center offers potential shared parking benefits as the peak demand for shopping malls is the opposite of the peak parking demand for housing."* She continued to point out the study also states that the reason shopping malls can support reduced rates of parking relative to other retail sites, is due to the efficiency of shared parking. The benefits will also mitigate the demand for parking at the mall. The parking analysis that was submitted and approved in 2019 contemplated a shared parking environment with this multifamily development.

She noted Code provisions on shared parking provide an exception to the required parking if a shared parking plan is approved. The application for the project has a shared parking plan that was presented to the Planning Commission. It was also presented in 2019 as part of the Parking Demand Analysis. She noted that Mr. Esquibel stated, as a shopping center district, it is assumed and required that all parking be shared. She read section B, *"The parking is shared among all users in accordance with the operating agreements that govern the use of the mall"*. And in C, *"Within the joint parking areas the spaces required for each of the uses shall be marked on the parking plan and maintained as allocated, unless a shared parking plan is approved."* None of the provisions for parking apply if there is an approved, shared parking plan. The Commission has already approved a shared parking plan in 2019.

Ms. Jenkins said the applicant is asking to move forward with this. They are introducing a new use with the vast majority of designated spaces onsite for each residence. The balance of parking would be shared parking, consistent with how the mall has operated for the last 35 years.

Ms. Jenkins summarized they do not agree with Condition #4 to require the 40 spaces be reserved because that would not be a shared parking plan. Also, they do not agree with Condition #8 , to provide more sidewalks, because of site constraints.

Mr. Esquibel agreed that within the shared parameters, the shared parking works well because it operates with the mall operation, but this is residential. The idea is that the space you are sharing with would not be using that particular space. The Code says there is an offset, but the mall doesn't close sometimes until 9 or 10 pm. Parking spaces are full, especially on a holiday. Finding a space after the mall closes without a designated space, means having to walk all the way around the mall. There is no sharing there, you are operating at the same time as the mall. It would become a fight between the commercial and residential components.

He showed a video taken on the west side closest to Cerrillos Road show what it would look like with shared parking and how far someone would have to walk to reach a space. The distance was a long stretch, especially at night or in inclement weather or when carrying groceries, etc. Also, residents have varying schedules and work at different times of the day or night. He said imagine yourself as a visitor trying to find a space to park. That is the reason as a residential development, staff recommends reserved parking. Because this would not work.

Commissioner Clow asked Ms. Jenkins to show on the parking map the location of the parking spaces.

Ms. Jenkins showed 135 designated spaces in the building for 141 units. Part of the new driveway is to create nine new spaces, primarily designated for guests or employees. The goal is 141 reserved and designated spaces for each unit. She showed the parking and explained the loading dock has no access to stores on that side of the mall.

Commissioner Clow asked about designating more parking to the right.

Ms. Jenkins explained that JC Penny has its own parcel. The developer works with individual parcel owners even in a shared agreement. Certain tenants include in their lease agreement, like the theater, that certain areas of parking cannot be altered. The 40 spaces are allowed but cannot be set aside permanently because of lease agreements.

Commissioner Clow asked if moving the electrical line in front of the building was considered.

Ms. Jenkins noted depending on where the electrical line falls within the easement it may be possible in the final design that a piece may need to be relocated. They are not at that level of design. They cannot move to some areas because of site constraints.

Commissioner Clow asked for clarification on Ms. Jenkins point that the Planning Commission essentially had already approved shared parking.

Ms. Jenkins explained they submitted a Parking Demand Study and demonstrated how the mall was overparked at the time. They requested a reduction, and the Planning

Commission approved their request. A key element was the developer knew at the time they would be proposing a multifamily community as part of the mall. The parking study says the addition of a mixed use environment supports a reduction in parking because of the different demand times. Commercial is primarily daytime and residential is primarily at night. Her point was that the study and parking reduction approved, partly relied on the concept of shared parking when there is a residential use.

Commissioner Clow confirmed it wasn't necessarily that shared parking was approved, just the recognition of the shared parking concept.

Mr. Esquibel did not agree the Planning Commission approved the parking. The proposal was to reduce the parking. There are a lot of businesses located there and a lot more developments are planned for the mall such as a restaurant. There will be a lot more activity for the parking than what was presented today and a lot less parking when everyone moves in. The parking reduction given to the developer will get tight. Currently there is plenty of parking but when this is realized, that will not be the case. Without designated parking spaces it will be parking wherever you can find it. The distances are vast and should be considered if an approved parking plan is recognized.

Mr. Esquibel said staff was not presented with anything showing how tenants times will be offset. Some people will operate in the morning and some in the evening. You cannot compare tenant's hours to the mall's hours. Ms. Jenkins represented an average case of what is usually considered when looking at shared parking. That will not be the case here of businesses who operate at different times and can share one spot.

Mr. Esquibel felt the shared parking under Chapter 14 was not met and nothing was provided to show that it was in the applicant's report, or in 2019 when the reduction in parking and development plan was approved by the Commission.

Ms. Yngve said MPO has been looking at this to improve pedestrian connectivity. Ring Road is approximately 34 feet wide and could be reduced to 12 feet in each direction. That is acceptable for fire to get through and allows room for a sidewalk.

Commissioner Sategna asked to see a parking map within the building to see what the 135 spaces will look like. He wanted to understand the limitations.

Ms. Jenkins showed the podium structure and reviewed access points, the exit and entrance.

Commissioner Sategna confirmed it would be completely dedicated to parking. He asked about the store lease agreement when parking is not available.

Ms. Jenkins explained there are tenant lease agreements. Most are adjacent to this area on the south side of the mall and prohibit or limit certain parking areas.

Commissioner Sategna asked about not being able to count the shared parking to the right at JC Penney's.

Ms. Jenkins said they don't own the parking, but they own the real estate. Designated parking would be prohibited.

Commissioner Sategna asked how people could be prevented from parking there.

Ms. Jenkins replied this would be like any other parcel. The residents would be permitted to park anywhere they want, but the spaces cannot be designated or separated from the regular available parking. She noted an important point is that a vast majority of the parking is designated and reserved 24/7.

Chair Gutierrez said 135 will be in the structure, but where would the 9 new parking spaces be located.

Ms. Jenkins said the 9 are on the subject parcel.

Chair Gutierrez asked what would happen if someone from the mall parked in that space.

Ms. Jenkins explained the spaces will have signs stating they are designated for guests or visitors to the leasing office.

Chair Gutierrez confirmed that would be reserved parking. He asked if JCPenney could as the mall builds out, put up parking signs reserving spaces for their store.

Ms. Jenkins said no that would be counter to the operating agreement. There are no designated spaces for specific use.

Commissioner Garcia asked to see the location of the shared parking space designations.

Ms. Jenkins said she discussed that with Mr. Esquibel. The most feasible was identified to the west as there is no direct access to mall entry.

Commissioner Garcia asked in regard to Condition #4 the area would have to be designated as excess parking for the development.

Ms. Jenkins said it would be signed and unavailable in the middle of the day for mall customers.

Chair Gutierrez confirmed on the map the considered shared parking area.

PUBLIC HEARING

There were no speakers and Chair Gutierrez, therefore, closed the public hearing.

COMMISSION DISCUSSION

Commissioner Lawrence asked if Ring Road had been or could be looked at as a possibility to extend the sidewalk around the building as Ms. Yngve mentioned.

Ms. Jenkins said Ring Road is part of the operating agreement and a designated access easement for the mall. She would need to research that because modifications must be approved by all of the anchor tenants. There was nothing to prohibit the applicant from making all 184 parking spaces surface parking. The developer didn't feel that was the way to develop the project. They invested in secured, underground parking that is protected from the elements and designated for the residents. Building a podium parking structure is incredibly expensive and a huge investment. The Commission has heard that economics of multifamily communities can be extremely tight. We believe this is the right project in the right place at the right time. It is the right thing for the mall, and it is right for the community. They just have to be sure it is viable.

Commissioner Lawrence said she appreciated the difficulties of the parking and the finances. Her concern is from the pedestrian perspective. She asked if the team had considered how someone could come off the trail and go to a restaurant closer to Cerrillos Road without walking on Ring Road in traffic.

Ms. Jenkins said their obligation was to look at the existing pedestrian connectivity and not impede that. There is also the opportunity to enhance that. The applicant has done that by maintaining the connectivity from the Arroyo Chamiso Trail and the access to get to the mall and to the Trail. A new trail extension parallel with Ring Road will lead to Wagon Road and the sidewalk improvements. There is definitely a way pedestrians can access the trail in an inviting way and head west.

Commissioner Lawrence said she was thinking about the extension of the trail. They would have to either walk along the mall building or cut through the mall if going in that direction.

Ms. Jenkins noted sidewalk locations and pedestrian connectivity around the entire mall.

Commissioner Lawrence confirmed that someone could use the trail extension to an existing sidewalk.

Vice Chair Hogan said he was also confused about pedestrian circulation. He asked if there is a passthrough from the Trail to the mall, or if you have to go around.

Ms. Jenkins said there is for residents, but not for the general public. She showed the public sidewalk wrapping around the mall indicating a gate for residents to enter the courtyard and the building.

Commissioner Hogan felt the pedestrian connection along Ring Road is important. He was troubled that you could have a building so close to the road there was not enough room for a sidewalk. He loved the idea of a road diet for Ring Road, but a sidewalk on the inside is needed before they have his vote. He indicated that moving the electrical is not as constrained as it may seem. He also thought the area between the entrance into the mall needs more thought on landscaping or an amenity to the pedestrian.

Ms. Jenkins stated part of the site constraints on the south side, besides the tightness in proximity to the road itself, is the grade challenge. She offered a compromise to the condition of approval. They could incorporate a path through the landscaped area on the north as an alternative to a sidewalk on the south side. She wasn't sure there was a resolution on the south side because of the challenges. A pathway on the north side would be more inviting and pleasant than a sidewalk smashed up against Ring Road.

Commissioner Hogan said he felt that was in the wrong place. They need a sidewalk to continue on the side of Ring Road. It is a problem that there is no pedestrian connection on that side.

Chair Gutierrez agreed with having connectivity on the southside. Putting it in the front of the building will only benefit residents of the building. He also thought parking does fall on the Commission, somewhat.

Mr. Berke said if the applicant is concerned about adding more pavement, an option is pervious pavement. That allows stormwater to go through more slowly. He echoed Mr. Esquibel's concerns on the amount of allocated parking. That is why the condition is there. He understands the fundamental decisions that have to be made and the agreements with the tenants, but those should have been resolved when the property was subdivided. That is why staff asked if there had to be designated parking spaces that would be marked and adjacent to the complex.

Commissioner Piccarello asked if a sidewalk had been considered for the south side of Ring Road.

Ms. Jenkins said no, primarily because there is a trail and it feels redundant.

Commissioner Piccarello clarified it could be extended because the trail dead ends with no sidewalk.

Ms. Jenkins shared a view of the trail and indicated a proposed trail as part of the Torquesa project that will go all the way to Wagon Road.

Commissioner Piccarello asked if that would be different in grade.

Ms. Jenkins explained it was slightly lower grade from Ring Road but that made it more pleasant.

Commissioner Piccarello asked if steps would be needed to get from the extension of the trail to the west end of the property to cut through. She was told no.

Commissioner Sategna asked Mr. Esquibel if he had anything to offer to the comment by staff that the sidewalk could be narrowed.

Mr. Esquibel said the applicant could offer to do a crosswalk to make the path safer and since the mall owns the lot, they could do a lot line adjustment. He suggested deferring the question to Ms. Yngve who was better suited to answer.

Ms. Yngve said the road is wide and could be reduced. That not only provides space for a sidewalk, but also provides traffic calming given the increased traffic from the development. Her expertise is not the logistics or engineering.

Commissioner Sategna asked Ms. Jenkins if the applicant would consider narrowing the road for a sidewalk.

Ms. Jenkins replied they could look at that but then there would be an odd situation. Only a segment of Ring Road would have a sidewalk, and everything would have to be restriped and the road would have to taper because of a difference in width. Technically yes, it is doable, as long as they can get permission to make that modification.

Commissioner Sategna said he would be remiss if he didn't note that the applicant is electing to pay a fee in lieu of for affordable houses. Although it benefits affordable housing but doesn't put units on the ground. In a recent case she argued that height requirements make affordable housing available in Santa Fe. This would be a fantastic project for affordable housing given that many retail jobs are minimum-wage. Many of those people might be working at the mall. He asked why no units are proposed for this particular project while in previous projects she stated affordable housing makes the project more viable.

Ms. Jenkins explained that height does make affordable housing more viable and is a critical component. The economics of every project can be different, and every project should be assessed on its own merits. Based on the significant improvement of the podium parking structure and overall economics, she and the applicant assessed that the fee in lieu was workable but providing affordable housing was not.

Commissioner Sategna asked to look at the site plan showing parking. He said he agreed with staff on the designating parking and verification of the offset times. He said one thing is the theater. He has been to the theater during the day when parking was

almost gone. The applicant is requesting 40 shared spaces which accounts for about two rows, but there are tenant agreements. He asked how close the electrical easement comes to the building and if there is an elevation or plan showing that.

Ms. Jenkins said they encroach slightly into the electrical easement. Part of the process in the design phase is to see if they can replat the easement. They haven't gotten to that level of assessment but are aware it might be necessary to relocate a portion of that. She said if the easement is not pushed to the north they may be able to modify the easement.

Commissioner Sategna confirmed that they are not able to build within the easement. He asked if likely that they would have to move the easement.

Ms. Jenkins thought there was a good possibility part of the electrical easement would have to be moved.

Commissioner Garcia confirmed that parking designated as excess would be to the west. In his experience, people park in the most convenient space and will probably still park where they want. He wasn't sure designated parking will work when people can park wherever they want. He said he favors having a sidewalk on Ring Road. He asked if possible that area could be utilized for parking smaller compact vehicles.

Ms. Jenkins said that would be difficult because parking spaces in the podium will be assigned and that could be challenging to incorporate.

Commissioner Garcia said at some point they could designate 20 spaces for compact vehicles and offer it for less, or as a benefit.

Ms. Jenkins agreed that could be a strategy to incorporate compact vehicles.

Chair Gutierrez referred to the lot line adjustment and asked if they had to purchase property from the mall to do that.

Ms. Jenkins said no, it is all under common ownership.

Chair Gutierrez said if that is the case, possibly the mall could do a lot line adjustment for designated parking directly in front of the housing development.

Ms. Jenkins said that isn't necessary to ensure the 40 spaces are on the subject parcel.

Chair Gutierrez said he was referring to the security and ease of use for the tenants.

Ms. Jenkins said it would be possible.

Chair Gutierrez confirmed that the parking structure would have gates or some restriction for someone other than a resident. He asked if the north view will also have restricted access.

Ms. Jenkins replied hopefully only after hours. It will be accessible during the day as an access to the management and leasing office.

Chair Gutierrez asked for a staff person with knowledge to answer ADA questions.

Mr. Berke said Jason Kluck is the Assistant Land-Use Director and knowledgeable.

Chair Gutierrez asked if Mr. Kluck had looked at ADA and safety issues using the trail opposed to the sidewalk.

Mr. Kluck replied he and others reviewed the connection. The ADA connection is already provided for by the Rail Trail going north. He said he did not disagree that the walkway is a bad idea. He was curious if the Torquesa Trail, which is ADA compliant, could serve the same purpose and be safer. It is between the two multifamily developments. He would be reluctant from a safety aspect to put the sidewalk right up against the building as Ms. Yngve proposed.

Chair Gutierrez asked Ms. Yngve if the MPO had looked at the connectivity of the Torquesa Trail to the west and was satisfied.

Ms. Yngve replied they did look at that and discussed it at length. There is a grade difference between Ring Road and the Torquesa Trail. There is too much grade from the Trail to Ring Road and getting to the mall. She thought taking the trail to get to the mall would be out of the way. The more pedestrian options, the better. She believed it would create a condition where people take the shortest route and go down the road. They shouldn't assume everyone would go several minutes out of their way to take pedestrian connections.

Chair Gutierrez asked Mr. Esquibel if anything prohibited narrowing Ring Road.

Mr. Esquibel explained the road is private and the Fire Marshall would decide whether the fire equipment could get through. He suspected Ms. Yngve had already investigated that. He thought even with a reduction in width, that would add to traffic calming more than anything. Chapter 14 has nothing preventing a reduction.

Eric Aune from MPO said he counseled Ms. Yngve on the idea of a road diet. In his experience, a 34 foot width is extraordinary for any local road. There is plenty of room to enable emergency vehicles, buses, and 11 foot wide lanes are sufficient for Transit. That would leave a total of 12 feet for additional landscaping and pedestrian movement, which is not unreasonable. Costs would be minuscule relative to the greater cost of the

entire property. This would be a win-win, it would reduce speed and provide advanced levels of safety.

Mr. Esquibel said after listening to conversation, he wanted to add another condition to his recommendation. He asked to add that the applicant includes the 40 parking spaces proposed for shared parking to the lot line adjustment, and those spaces be designated.

Commissioner Sategna asked Ms. Jenkins if she had anything showing elevations. He thought an important point was that the adjacent property sits lower. He is also interested in the height compared to the existing parapet heights of the mall.

Ms. Jenkins said she didn't have cross-sections but could pull up topography. She noted on the parapet heights most adjacent, the range is from 25-30 feet and at peak, there are other architectural elements over 40 feet. She shared existing topography and noted it is relatively flat with a slope to the south. The proposed apartment building is lower in elevation than the mall. There is a drop off from Ring Road to the existing trail and connections to the mall. The start of the Torquesa Trail was indicated moving west. And grade changes were noted for the surrounding area.

Commissioner Sategna confirmed his assumption that the builder would flatten the property to accommodate new construction. He asked if she knew that elevation.

Ms. Jenkins offered to look that up.

Fire Marshall Geronimo Griego asked to comment on access to Ring Road. The Fire Department has to have a 26 foot fire lane and 15-30 feet proximity to the building. He said 12 foot lanes, a total of 24 feet, would not meet the Fire Code.

Ms. Jenkins said while she is getting information for Commissioner Sategna she wanted to address the Fire Marshall's statement. She agreed a building over 30 feet has to have a 26 foot fire lane with separation. The minimum they could reduce Ring Road next to the building would be 24 feet. That would leave about 6 feet.

Eric Cornelius with Santa Fe Engineering, 1599 S. St. Francis Drive, was sworn. He also wanted to add to the statement by the Fire Marshall regarding the 26 feet access. The requirement is from IFC (International Fire Code) D 105.3. It states that any building over 30 feet in height must have 26 foot wide minimum roadway width. However, the edge of that driving lane must be between 15 - 30 feet from the edge of the building. Even if they reduced Ring Road to 26 feet, the 15 foot minimum horizontal separation would not be met.

Ms. Jenkins said the finished floor according to the grading plan of the parking structure will be about 3 feet lower than the finished floor of the mall itself.

Commissioner Sategna clarified he was not interested in the mall, but in the adjacent property, Torquesa.

Ms. Jenkins indicated the finished floor of the most adjacent buildings would be about 24 feet below this project.

Commissioner Sategna asked to confirm that the lowest floor of the adjacent property would be looking up 24 feet to the base of the parking garage, and another 50 plus feet of the building.

Ms. Jenkins said no, the entire building is 45 feet; a four story building with the ground floor as the parking and three stories of residences above. After looking at the plans she indicated the buildings directly south of Escarpa are about 12 feet lower than this project's finished floor.

Commissioner Garcia said the sidewalk and walking lane on the southside of Ring Road will be close to the same level. He asked if there could be a crosswalk there.

Ms. Jenkins said yes, there will be an opportunity for an additional crosswalk across Ring Road. She showed the possible location and said the location supports a pedestrian crossing there.

Commissioner Garcia said that could satisfy people coming from Torquesa onto the mall property without having to have a sidewalk.

Chair Gutierrez asked if that could extend all the way to the trail.

Ms. Jenkins said it could be extended all the way to the trail without any easement issues and the grades would support that.

Vice Chair Hogan said he understands the applicant did not agree with the condition that requires a sidewalk. He asked if they were willing to study the condition and come back with an alternative. At some point they need to move on.

Ms. Yngve said they are open to further study and modification and coming to an agreement after a vote.

Mr. Esquibel offered language to modify the condition, which the Commission has done in the past. He suggested the condition say, "*The sidewalk along the Ring Road shall be reevaluated by the DRT prior to filing. If enough room is available the sidewalk shall be required, if determined there is not enough room, the condition is null.*" That would give the applicant and the appropriate DRT members time to look at whether the road could be shortened and if there is a remedy. If there is no remedy by the numbers, the condition would fall off.

Ms. Jenkins suggested if possible getting a decision on the project this evening. She offered a compromise similar to what Mr. Esquibel proposed. The primary priority is the southside of the building adjacent to Ring Road as the most desired location for a sidewalk connection. As a potential condition of approval, they could say, "*A sidewalk shall be provided either on the southside as the first option, and if determined that is not feasible, a sidewalk connection would be provided on the north side.*" That includes providing a crosswalk and connection to the new trail extension as described.

Chair Gutierrez asked Mr. Esquibel to restate his condition of approval before a motion.

Commissioner Garcia reiterated that this would be a final approval.

Director Isaacson said he had been listening to the idea of the crosswalk extending to the Torquesa Trail extension. The site plan doesn't show much west of that location that a pedestrian would try to access. There doesn't appear to be many entrances to the mall west of that location. He wondered if as proposed by Ms. Jenkins, providing a crosswalk and a pedestrian connection on the north side would satisfy many of the concerns on pedestrian connectivity and access into the mall from other areas southeast of the project.

Vice Chair Hogan clarified this is bad urban planning and with those on the team, isn't that hard to fix. He feels the Board should remain consistent and ask for a sidewalk. There are a number of things that can be done that are not that insurmountable. He was ready to make a motion but offered the applicant another chance to speak.

Ms. Jenkins replied that her primary concern is yes, anything can be engineered. But we are dealing with fairly significant constraints. There is an L shaped building, and we cannot go further north. Potentially they will be relocating the electrical line. They can accomplish what they set out to do and the applicant is willing to study the southside further to see what is feasible, and they will work with staff and engineering to do that. If it works they will do it, but they also want to think about the pedestrian environment they would be creating. There are limitations of a 26 foot road that has to be maintained and they cannot shift the building. If the applicant can make it work they will but having a plan B is good if that doesn't work, and the alternative on the north side.

Mr. Esquibel proposed the condition that the applicant shall include the 40 parking spaces proposed for the shared parking lot line adjustment and designate all parking for residential use.

MOTION: In Case #2020-2999, 4250 Cerrillos Road Santa Fe Place Mall Apartments Development Plan, Commissioner Hogan moved to deny the development plan. The motion was, seconded by Commissioner Sategna.

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

Ms. Paez indicated there was no concern approving the Findings of Fact as it is not a separate agenda item and not applicable. She and Mr. Esquibel will circulate a draft for new Findings reflecting the Commission's decision and submit them at the next meeting.

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, Case Manager). (POSTPONED FROM FEBRUARY 18, 2021)

STAFF REPORT

Mr. Logston presented the staff report and indicated he had a brief presentation. He noted that there were about 25 members of the public waiting patiently to comment.

He provided history that in 2019 the property was rezoned to R6 and in 2020 an Administrative Lot Split was done where Avenida de Las Acequias comes in. The owner wants to develop the property in two phases. Throughout 2019 and 2020 there have been discussions with neighbors in this and the Aqua Fina subdivisions. The agreement was that the neighbors would accept the increased density if assured the homes would be of high quality and stick built, site built homes. The applicant has committed to that on both projects. Both subdivisions have discussed the possibility of a wall or fence for the entire length of the subdivision.

The Commission most recently discussed the fence/wall on January 7 when considering the Agua Fina preliminary subdivision.

The two subdivisions and the land surrounding the area was shown. The existing roads and traffic flow was described.

Staff recommends approval by the Commission of the preliminary subdivision plats with the conditions of approval listed in the staff report. Three motions would be required to approve or deny the subdivision plats, approve or deny the request for the proposed innovative street design, and approve or deny the Findings of Fact.

APPLICANT PRESENTATION

Dolores Vigil, Po Box 1835, Santa Fe, was sworn. She said she represents the applicants and introduced the rest of the team who was present to answer questions. She shared the site plan of the proposed subdivision and the surrounding buildings on screen. She noted the PUD (Planned Unit Development) for apartments and a manufactured mobile home park and to the east is a subdivision and access from Rufina through the proposed subdivision to the north.

The project is a fifty unit affordable housing stick built subdivision with access from all directions. Access to Airport Road will only be for emergency through a gate per the fire department recommendation. When zoning was approved from R1 to R6 the applicant was asked to provide sidewalks and on-street parking. Their innovative street design provides that as well as landscaping.

There are two tracks, the south plat has 25 lots, and the north is 33 lots on a total of 10.3 acres for the subdivision. Affordable housing is proposed for 11 lots throughout the subdivision. The subdivision meets all minimum requirements. The applicant has worked closely with staff to ensure the project is conducive to its surroundings. It takes into account the traffic, lot layout, and innovative street design.

She explained the innovative street design is necessary because the lot is very narrow. The design, discussed with staff, meets the 5 foot sidewalk requirements on both sides and the 6 foot on-street parking. There is a planting strip on one side and the developer agreed to upgrade a section of road that is City right-of-way. They have met several times with the neighbors to get feedback. After much discussion, the applicant changed their application to allow only stick built homes. Also, they discussed fencing on the east side of the property. The applicant offered to replace the existing fence with a cedar fence of 2,103 linear feet from the south corner of the property to Agua Fina.

Ms. Vigil said the previous traffic engineer gave them the innovative street design. It does not cut through the property and will listen the traffic generated by the project. She said we believe the subdivision is a wonderful project that will assist the City with its lack of affordable housing. The homes will be stick built and have beautiful landscaping.

Ms. Vigil stood for questions.

PUBLIC HEARING

William Mee, 2073 Camino San Miguel Montoya, 87507 was sworn in. He said he is with the Agua Fria Village Association. They were not able to comment in the meeting January 7th on the 2915 Agua Fria case. He wanted enough time to discuss the Commissioner's proposals of a grid network in this section of town.

Chair Gutierrez asked to clarify that Mr. Mee was talking for the Agua Fria Village Association. Mr. Mee confirmed he was as the President of the Association.

Chair Gutierrez asked to confirm with Mr. Berke that Mr. Mee was referring to a different case the Commission had not yet seen.

Mr. Berke explained Mr. Mee was referring to a case hearing and a decision made, but it is not this case. It is the Agua Fina case which returns for final subdivision plat before Planning Commission in April.

Chair Gutierrez asked Mr. Mee to comment only on this case. He explained there will be opportunity in April to comment on the Agua Fina case.

Mr. Mee asked to reference his letter to the Mayor and Council of January 5, 2021 on the need for an overlay plan on Rufina Street for planning and maintenance. The road is at capacity. January 26, 2019 he wrote an Op-ed on the City's lack of long range planning and preparation. Areas in the southwest sector have never been given a full planning emphasis. This plan should have traffic counts where it comes into Las Acequias. Calle Atajo is an arterial used by everyone to get to Airport Road and is heavily trafficked. Adding more cars is not the solution. The Board discussed in the January meeting the grid network and that relates to the concept that all the roads are gridlocked from Agua Fria. He would hate to see all of these roads pushed through and add more traffic. He thought the plan was not well thought out and doesn't understand the road design.

Fabian Trujillo, President of Las Acequia Association, 1157 Vuelta de Las Acequias, was sworn in. He indicated he represents the Association and for the record Las Acequias is a neighborhood association on the southside of Santa Fe. They consist of about 4300 people and 653 homes of working-class citizens of Santa Fe, employed in state and local government as well as many essential workers. Las Acequias has been working with Casa de Todos since the inception of this plan. They met three times and believed they agreed in 2019 on a block wall in a public meeting. He received a call from Mr. Rodriguez, Jr. who has reneged on the wall agreement.

He said Las Acequias will not support the subdivision unless the 6 foot block wall is added to the conditions for approval. There are three reasons: 1) Las Acequias believes the wall is needed for safety and the mitigation of crime; 2) the cost of the wall is not expensive and was overemphasized; and 3) to prevent construction debris. Las Acequias experienced a crime two weeks ago from a shooting from a nearby park. They believe a cinderblock barrier would mitigate crime from other parts of the Las Acequias property line. They also believe a lot of the property crime experienced will be exacerbated when housing is added. A wall would also mitigate construction debris.

Mr. Trujillo said regarding the cost per square foot of the wall. He received a quote from Kokopelli Landscaping around $30 a square foot for a 6 foot block wall, or roughly

about $5,224 a home. That is significantly less than the $7,000 Mr. Sommer quoted in a private meeting. They believe the cost is reasonable for the reasons he previously mentioned and, therefore, Las Acequias Neighborhood Association asked that the subdivision only be approved with the condition that a 6 foot block wall is included.

Mr. Trujillo continued that Dolores Vigil had mentioned this is an affordable housing project with 58 units. He asked how many of those are affordable and how many of market rate. He asked if Casa de Todos will receive subsidies from the Affordable Housing Trust Fund for those units; what will the units be used for; and if the applicant would still do an AH project if the subsidy were not received.

Vicki VinHatton, 4360 Paseo de las Acequia, was sworn in. She agreed with everything Mr. Trujillo said. She and most of her 60 neighbors were also at the meeting on April 1, 2019. She said Mr. Rodriguez did agree on a 6 foot wall, which we assumed would be a block wall. The neighborhood has had issues with crime and another reason is privacy since housing is back to back. The neighborhood would not be happy that the applicant now wants to put up a fence rather than the block wall agreed upon.

Linda Wilder Flatt, 950 Vuelta del Sur, was sworn in. She said her main concern is this has been a long haul and there have been many meetings with Ms. Vigil and the community and a lot of input from the neighbors. The primary thing the neighborhood agreed on was the block wall for the reasons stated. She would hope that agreement is honored. A block wall will help with privacy as well as with the noise. She had a question regarding the entrance off of Avenida de las Acequias. That is the entrance and exit for all residents for Casas de Todos and she would like to know if that will be upgraded with walls protecting people on both sides. She said it was stated there will be affordable homes and some affordable housing units. She asked the average cost of a home. She also would like a traffic study from Rufina to Airport Road on Calle Atajo to get speed tables. The area currently has heavy traffic now and adding homes will make it even more busy and dangerous.

Patricia Collins, 1053 Calle Don Roberto, was sworn in. She noted she provided a document to Mr. Logston that is included as the last 4 or 5 pages of the Commission's packet. She took pictures of different developments, 4 subdivisions and an apartment complex, in the area. All have 6 foot block walls. She said three are on the other side of the manufactured homes subdivisions and the apartment complex is the westside of Mr. Rodriguez, Jr.'s property. In a meeting with Mr. Sommer on December 28 he told us he would discuss the block wall with Mr. Rodriguez and get back to us. He stated to us at the meeting he represented both Casas de Todos and Agua Fina. Mr. Sommer never got back to us and we were left hanging. Area residents want a block wall, and it should be built in terms of aesthetics and composition.

John Flax, 4751 Agua Fria St., was sworn in. He echoed what Mr. Mee said, he hoped traffic studies could be done. For a couple of hours in the day, Agua Fria is impassable and takes 3 to 4 cycles of the light at Meadow Lane to get through. He was

concerned traffic would be routed to Agua Fria and make it completely impassable. The City needs to look long-range at traffic patterns specific to development in the entire area.

Robert Benavidez, 1288 Chestnut, was sworn in. He lives directly behind the wall discussed and owns two houses on the street along the wall. He talked with Mr. Rodriguez several times about the wall, and he agreed to put up a wall. He later learned Mr. Rodriguez wants to put up a fence instead and that is not right. Mr. Rodriguez should keep his word. He added that the traffic is really bad.

Anita Trujillo, 1288 Chestnut and 1293 Chestnut, was sworn in. She said our concern is the wall and it should be built. She thanked Mr. Trujillo for saying everything she wanted to say. They need to push that the wall is built because that was what was agreed on. Mr. Rodriguez would not want them to turn around and say let's not go forward with the project at all. Breaking promises is not acceptable. She said we are a family oriented neighborhood, and we need to take care of us, our children and our grandchildren. We discussed that with Mr. Rodriguez when we originally met. In addition, she asked to please do something about the traffic coming out onto Calle Atajo, a roundabout a light etc. traffic is a nightmare. Safety!

The next speaker, Ms. Mills, had technical difficulties and couldn't be heard. She was given the phone number to call in.

Chair Gutierrez opened the floor to Commissioners comments while waiting for Ms. Mills.

Commissioner Sategna said he would reiterate that this is another example for the need to update our General Plan with narrow tracts of land. They have discussed their concerns with the narrow roads proposed and about on-street parking. His question is why they are not considering joining the roads to have connectivity. The street at the end of Lilac Lane is proposed as a dead end doesn't necessarily create a main road from Rufina to Airport. Different roads would require residents to drive around; the community to the north already has a main road that connects Rufina and Airport. Again, traffic would not be increased on the roads being connected. He was trying to understand why that hasn't been proposed.

Mr. Berke responded this is the same issue they ran into with Agua Fina. An agreement between the former director and former traffic engineer was a compromise with the neighborhood. The neighborhood did not want direct connections and it was decided so the applicant proceeded with the design agreed upon.

Commissioner Sategna asked if the Commission had to accept a previous agreement with staff and this be approved in that manner.

Mr. Berke agreed that the Commission doesn't have to agree with staff or with the application. The applicant was given direction from former City staff to proceed, and the

plans were designed around that. He cautioned the Commission in making their decision. The applicant proceeded because of information he received from the heads of two divisions. This was a compromise with neighborhood concerns. The public comments tonight were not necessarily against direct connections into their neighborhood. Concerns were more about traffic in general and the speed.

He said the Commission does not have to accept staff's recommendation or the plans presented.

Commissioner Sategna asked if the Commission could add a condition of approval to require a wall that was agreed on and if that would stand.

Mr. Berke said it is within the powers of the Commission to impose a condition that there must be a wall, versus a fence.

Ms. Paez elaborated it would be appropriate if the Commission found the condition a necessary improvement for the development or is needed to meet the land or subdivision criteria.

Commissioner Sategna asked if there is a precedent where the Commission has required walls, or is it usually agreed on between the developer and the area. He wanted to be sure of what action the Commission can take because this seems important to the surrounding communities.

Mr. Berke said Geo Lane comes to mind and that was behind a church with the subdivision abutting that. The neighbors wanted a dedicated wall and open space. He didn't think the commission required it, but was a happy medium agreed between the neighbors and developer.

Mr. Logston added that Geo Lane was ultimately written as a good faith measure as a condition of approval to the residents. The applicant agreed to that condition on his own, in addition to the offsite sidewalks he built. He also recalls the Marcana Apartments on Richards Avenue where the applicant was required to build an offsite sidewalk and retaining wall. But he couldn't remember if the condition came up at the hearing so it may not be apples to apples and the applicant was given impact fee credits.

Ms. Paez confirmed the improvements were for impact fee credits.

Commissioner Sategna said since he has been on the commission he could not recall enforcing something without there being good will. He asked Ms. Vigil if the applicant would be willing to consider the wall.

Ms. Vigil said when this was discussed at the preliminary plat application for Agua Fina, a condition was that the applicant work with the neighbors and come to an agreement. Or at least talk with them about what would work for both sides. She said

we did that. And Mr. Sommer could talk about the details of the discussion for a wall or a fence. Since then, the numbers received from a contractor for a block wall was $120 a linear foot. That doesn't include rebar or installation and amounts to $252k, adding cost to the project and raising the costs of the housing.

She mentioned the cost of housing was brought up and she doesn't know the cost to date, but everyone knows it is going up. Two and three-bedroom homes are over $300k and they are trying to keep it low. That was a reason they started with the manufactured housing but agreed to compromise and build stick-built homes and include that in the covenant. There were also other concessions made to provide pedestrian connectivity and pave the roads.

Chair Gutierrez indicated Ms. Mills did call and was now ready to speak. He confirmed the return to the public hearing at this time.

Lorene Mills, 4197 Agua Fria, was sworn in. She wanted to say as a resident of Agua Fria Village, the traffic issues and constant development is affecting their quality of life with the noise, pollution, and safety. She is unable to get out of her driveway at certain hours. There are hundreds of apartments being developed at South Meadows. She wished a visionary would look at the overall picture; do they need a four lane Rufina. We are creating more and more traffic. There are so many important issues, affordable housing, housing, etc., that comes with an element of transportation. How to move people from point A to point B and still have "traffic circulation". At some point, traffic has a stroke, and you cannot go anywhere or do anything. Ms. Mills asked the Commission to please keep in mind, among all the elements being considered, the bigger picture of traffic in the area. She asked the Commission to consider housing and all of the neighboring communities, particularly "us old folks" in the traditional historic Village of Agua Fria.

Carmen Melendez, 1476 Acequia Borrada was sworn in. She is the third house in from Airport Road of the area in question and a six foot brick wall, would be minimum. They can imagine what the change will mean to her and everyone whose backyards face the new development. Secondly, traffic on Calle Atajo is already at maximum capacity and has an accident almost daily at the intersection of Airport Road. The light is very short, and people take chances and get into an accident. She asked for a traffic study and has been talking with Mr. Logston for a while about one. If someone just parked there they would see the speed and weight of the traffic. Everyone in her neighborhood has four vehicles so this is not about one car per household, it is multiple cars. They have had a lot of meetings with the applicant and Ms. Vigil. A traffic study and a 6 foot wall are the minimum they have asked at every meeting.

Laura Tapane, 2472 A Alamo Lane, was sworn in. She lives off of Agua Fria and wanted to emphasize the line of sight from driveways on Aqua Fria are very short. There are many like that and it makes it dangerous when pulling out. She would appreciate consideration and thought adding more traffic to Agua Fria is a big mistake.

Chair Gutierrez asked that the next caller who had technical difficulties to call in. Before closing the hearing, he wanted to ask Fabian Trujillo if neighbors and the Association had explored cost sharing of the wall.

Mr. Trujillo replied there had been no discussion since the 28th of December. He added that their association is not an HOA. It has no budget and no way to do cost sharing so they couldn't agree to that.

Chair Gutierrez closed the public hearing with the exception of Allegra Askew who had technical difficulties if she was able to call in.

Commissioner Sategna said Ms. Vigil was explaining why a block wall is not agreeable and some residents said the early discussions did not specify a block wall. But it is clear homes are backed up to other homes, which is unique to the decisions he has seen the last couple of years. He thought creating barriers is an important consideration for the public good along with approving the project. He asked if the applicant as good will, would consider another type of barrier besides a block wall.

Karl Sommer, PO Box 2476, Santa Fe, was sworn in. He said the answer is yes, we would consider a barrier between the properties, as described. He referred to comments by Ms. Paez and Mr. Berke, and first they should question if Code requires a block wall. And the answer is no. The three issues Mr. Trujillo spoke of were safety, construction debris and that the cost was exaggerated. A wall is an amenity; keeping someone out of your yard requires a barrier. A 6-7 foot wall or a fence would provide the same safety if that were the issue. It doesn't have to be a wall to reduce crime. A wall or a fence serves the same purpose behind the argument made for safety. Construction debris is a temporary issue and both a wall and fence would provide the same protection.

He said we are really talking about the cost of an amenity and who should bear that cost. Code does not say the amenity is required as the law was accurately described by Ms. Paez. The Commission can impose reasonable conditions to provide the necessary protection for public safety or services of the development. They are talking about costing the applicant a quarter million dollars across all of these homes. That comes out to about $7000 per home. The people who would pay for that are the new residents because the developer will pass it on to the new owners. That isn't fair to the new owners.

Mr. Sommer said this developer and the developer of Agua Fina are willing to put up a fence. We will commit to the Commission to putting up a barrier and a fence. The type of barrier and fence is subject to negotiation. He noted that what was suggested by Mr. Trujillo are doable; a fence with some pilasters that has architectural and structural integrity. The owner and the neighbors should think about that. A solid block wall will cost too much and wouldn't be fair to the new owners.

He suggested leaving the decision open until the final and then decide on the type of barrier. He said we will not object to a barrier and believe a well-constructed and designed fence will serve all the functions discussed. Also, Commissioner Sategna pointed out something obvious, which is people need a barrier for privacy of their backyards. The applicant recognizes that. The question is how much of that should be paid for and by whom. Our clients are willing to foot the bill for a fence with architectural interest and structural integrity but imposing a 6-foot block wall at $120 per linear foot across the two developments is not fair.

Mr. Sommer confirmed with Ms. Vigil that the last preliminary approval on the Agua Fina project left this open. They will need to meet with Mr. Trujillo and the Association to try to work something out and will do that in good faith between now and the final for Agua Fina. It is the same issue.

Commissioner Sategna thanked Mr. Sommer for pointing out it would be a reasonable condition. He asked the applicant if he would reconsider connecting Casa de Todos and Lilac Lane. The main road from Casa de Todos as proposed, doesn't create a direct connection and dead ends between Rufina and Airport Road. He would like to know if the applicant would consider the connection even though staff recommended this come to the Commission.

Ms. Vigil said she would have to discuss the with the applicant because they came to the decision from the recommendations. The neighborhood was concerned the connection would bring more traffic into their subdivision. The compromise agreed to was to dead end Lilac Lane and make improvements between Lilac and Zepol Road. She didn't think the developer would be required to improve that part of the road. Their proposal was a result of many meetings and the compromises made. She said Mr. Berke may be able to address if the developer would be required to improve the area if there is a different access to the property. They prefer not to have to improve it.

Chair Gutierrez asked Commissioner Sategna if he wanted to hear from Mr. Berke.

Commissioner Sategna said he is interested in staff's position. He noted although staff makes recommendations, the Commission is an independent body who could also make recommendations.

Commissioner Sategna said now that the matter is before them it is important to address how these narrow plats of land are developed in the City. He was just asking as a Commissioner whether the applicant would consider that but is happy to hear Mr. Berke's response.

Mr. Berke said the Code requires two connections for every 10 acres of development and a through connection every thousand linear feet. The Code as written, probably would have a connection to Las Acequias. He noted they would be having a different conversation from different members of the public tonight. There would be a lot

of opposition to the connection. But that is not what is presented and what the public was told would be presented.

Mr. Berke confirmed yes, by Code a connection would be required, and it would filter a lot of traffic from Zepol and possibly creating a through connection to Las Acequias as well.

He indicated he viewed the properties of everyone asking for a block wall on Google Earth and they all have fences. He wasn't certain the condition of the fences. He would let the Commission decide if they wanted to see that.

Chair Gutierrez asked if there was interest in seeing the fences.

Commissioner Sategna wanted to see them and felt it important if barriers already exist.

Mr. Berke displayed the properties where the wall was requested.

Commissioner Sategna asked on properties that had a different structure, were they the mobile homes and did they have fences.

Mr. Berke replied it appears they do have fences. He wasn't sure those were the people who requested the wall.

Commissioner Sategna pointed out they were not just considering which neighbor is present and which one is not. The Commission is discussing the safety and public good of those who will live in the development. He could see there appeared to be fences.

Commissioner Garcia asked Mr. Sommer to confirm for the Commission on the Agua Fina development, left it with the neighborhood and developer to work together on the wall.

Mr. Sommer recalled the commission leaving the issue open to determination at the final plat.

Commissioner Garcia confirmed that case comes back for a final in April. He asked if the development currently constructed on Lopez Lane is doing a wall.

Mr. Berke recalled the only one approved in the area was the Jackson subdivision.

Commissioner Garcia explained if the Commission decided a wall was promised to the association, he wanted to be consistent with other developments. He prefers connectivity but could see how this case made sense to split that up and push traffic to other areas.

Commissioner Clow said there are two issues they have spent an amazing amount of time on between both projects. She thought it inappropriate to demand an expensive block wall be built when the neighborhood doesn't have that. The developer has already made concessions to build stick homes and agreed to do some kind of barrier. That should be adequate if they want affordable homes. She suggested they move on. She would ask the developer and neighborhood to work together but that the Commission not require an expensive block wall.

She thought in terms of connectivity there should be flexibility and exceptions. Especially dealing with infill, and the unique and long stretches of land. She thought the developer relied on the design by the City, which appears thoughtfully done. There are areas the Commission rigidly applied the law and the City Council easily undid that. The lesson from that is that the Code implies connectivity, but in some situations it is not practical. In fact, she thought the design looks good because it spreads the impact in the neighborhood out, opposed to funneling it. Clearly if this connected with Agua Fria there would be many people here tonight complaining.

Commissioner Clow suggested finishing the discussion on the two issues and move forward. She was ready to make a motion when appropriate.

Commissioner Sategna said it is easy to say that the Commission spent exorbitant time on issues and then come in at the end and make that statement. The conversations about these issues and especially these tracts of land in a public space, will be forwarded to the Governing Body for consideration. It is important to have those in this setting.

He said secondly, asking for connectivity at a preliminary setting is appropriate regardless of staff's recommendations, if felt to be important. Especially because this will come back to the Commission. He finds it frustrating this was being discussed as if this actually makes sense. He personally felt this is poor planning to have roads that bend around when these two roads could be connected with little impact. Especially given they are not connected to Rufina or Airport to create major concerns for traffic between two main streets. It is a reasonable request given the proposal.

Commissioner Sategna added he was also happy to make a motion.

Chair Gutierrez had a couple of quick points. First reviewing the Governing Body minutes on October 22nd, Mr. Sommer stated these will be stick built homes that stay stick built homes. He asked if anything has been submitted to the Planning Commission regarding that.

Mr. Sommer replied they made that commitment and intend to include that in a covenant to run with the land. There will be a reference included to the covenant on the final subdivision plat. The covenant is enforceable by the Las Acequias Association as well as the City of Santa Fe and that will also be referenced on the plat. That will all be

part of the final submittal to the Commission showing the language and where it is on stated on the plats.

Chair Gutierrez said he thought stick built homes a bigger issue than the wall. He asked to confirm with Ms. Vigil that 11 of the houses will be affordable and 47 will be at market rate. She confirmed that was correct.

He said someone asked about receiving a subsidy from the Affordable Housing Trust Fund.

Ms. Vigil replied she wasn't sure how that would be worked out.

Chair Gutierrez asked that she provide the answer for the final. He indicated a question was asked about a wall entrance at Las Acequias, and on a traffic study.

Ms. Vigil explained they plan to do a permanent wall sign at the entrance with tasteful landscaping. She showed the site on screen and the open space planned for landscaping with a connection for pedestrian access. A traffic study has been conducted and is in the packet. Someone was available to address any questions.

COMMISSION DISCUSSION

MOTION: In Case #2020-2369. 4323 and 4319 Airport Road Casa de Todos Preliminary Subdivision, Commissioner Clow moved to approve subject to conditions of approval and technical corrections recommended by staff. The motion requests that the developer continue to work with the neighbors on a wall, but a block wall is not required. The motion was seconded by Commissioner Hogan.

Mr. Logston clarified when he wrote the staff report and the condition of approval his understanding was the fence would be wooden. He said the Commission might want to strike that from the report.

Commissioner Clow said her motion was that the developer should continue to talk with neighbors to try to reach an agreement. However, the wall does not need to be stone or brick or require a block wall.

Director Isaacson suggested rather than block or brick say it does not require a masonry building material.

Commissioner Clow agreed.

Commissioner Hogan asked for clarification. The baseline is a 6 foot barrier to be negotiated between the developer and the neighborhood. Whether a fence or block wall, the Commission doesn't require one or the other.

Commissioner Clow clarified her motion is saying this body will not require a masonry wall. They can come to an agreement, but it does not have to be a masonry wall

Commissioner Sategna asked to clarify. He thought that sounded like a recommendation and is no longer a condition of approval.

Commissioner Clow said a masonry wall is not a condition of approval. It was suggested in the final plat approval a barrier will be provided. The developer and the neighborhood need to see if they can agree and if not, the Commission will address that on final plat approval.

Commissioner Sategna asked if that would be workable for the final subdivision approval, versus having it be a condition of approval.

Mr. Logston said Condition #16 in the staff report says, "*Shall build a wooden fence.*" The developer and neighborhood could discuss the material, but the question is if the Commission wants to compel the applicant to build some type of barrier or let the applicant and neighbors discuss if it should happen at all or what it would look like.

Commissioner Clow pointed out that the applicant had already agreed to build a fence. She offered to amend the motion to say the applicant will build a fence. But she would like to see neighborly interaction and if the applicant can work with the neighbors to agree on the type of fence. The motion is clear that the Commission is not requiring a masonry wall.

Mr. Berke asked for further clarification what if they don't come to an agreement.

Commissioner Clow said there is no agreement on the other parcel. They are working on an agreement and if there isn't one she thought the Commission would handle it. This would be similar. She is trying to take the masonry wall off the table so they can hopefully reach an agreement on the fence.

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

Commissioner Sategna explained his vote was based on the criteria for a preliminary subdivision plat. He could not vote against or find any reason to vote against this and believes it does meet the criteria.

MOTION : In Case #2020-2369. 4323 and 4319 Airport Road Casa de Todos Commissioner Clow moved approval for the request for the proposed innovative street design. Commissioner Hogan seconded the motion.

VOTE: The motion passed by majority roll call vote with Commissioners Clow, Hogan, Garcia, Lawrence, and Piccarello voting in favor and Commissioner Sategna voting against.

MOTION: In Case #2020-2369. 4323 and 4319 Airport Road Casa de Todos, Findings of Fact and Conclusions of Law, Commissioner Clow moved to approve per Exhibit A2. The motion was seconded by Commissioner Hogan.

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

H. STAFF COMMUNICATIONS

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

Director Isaacson said they are working with the Council to find two meetings dates close to one another for the Zia Station hearings. They will try to replicate what was done at the Planning Commission. The Governing Body's first hearing will be staff and applicant presentations and public comment. The second meeting will be deliberations, questions and motions.

They are considering April 1 and April 6th and if the first hearing is April 6, they will hold the regularly scheduled April 1st Planning Commission meeting. Otherwise, if they hear the case in Council on April 1, the April 1st Planning Commission meeting will be canceled, and the agenda pushed to the 15th of April.

Chair Gutierrez asked Ms. Paez if agendas for the April 1st or 15th are light enough for the Commission to give her their full attention for training.

Ms. Paez said she would not oppose motion to postpone her training.

MOTION: Commissioner Lawrence moved to postpone the Ethics and Open Government Training until the meeting of April 1st or April 15, 2021. Commissioner Clow seconded.

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

I. MATTERS FROM THE COMMISSION

Chair Gutierrez said it has been a year since the Commission met in person. He looks forward to seeing everyone in person.

J. ADJOURNMENT

Adjourned at 10:25 pm.

Submitted by:

Melissa D. Byers

Melissa D. Byers, Stenographer for
Byers Organizational Support Services

Approved by:

_____

Brian Gutierrez, Chair

SUMMARY INDEX
PLANNING COMMISSION MINUTES
MARCH 18, 2021

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A. Roll Call	Quorum Present	1
B. Pledge of Allegiance	Recited	1
C. Approval of Agenda	Approved as published	2
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MINUTES OF THE CITY OF SANTA FE PLANNING COMMISSION
Thursday, March 18. 2021 - 6:00 pm
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 (arrived at 6:18 pm)
Commissioner Jessica Lawrence
Commissioner Carly Piccarello
Commissioner Dominic Sategna

Members Absent

Others Present:
Mr. Elias Isaacson, Land Use Director
Mr. Noah Berke, Planning Manager
Mr. Michael Prinz, 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 Clow 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, Lawrence, Piccarello and Sategna voting in favor and none voting against.

D. APPROVAL OF MINUTES

None

E. APPROVAL OF FINDINGS/CONCLUSIONS

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

MOTION: Commissioner Clow moved to postpone, seconded by Commissioner Lawrence to approve the Findings of Fact and Conclusions of Law, as presented.

Commissioner Clow said she believed the vote should have been approved subject to all conditions, including staff's recommendations on the sidewalk and parking, instead of denying the application. She wanted to consider a motion to rescind the vote at the April 1 meeting.

Commissioner Faulkner said these are the Findings of Fact now. They would do a different Findings and Facts if the vote is different at the next meeting.

Commissioner Clow explained they are simply postponing the vote on the Findings. The agenda on April 1st will have a motion to rescind for consideration. If the Commission agrees to consider the motion to rescind that will open the case up again.

Commissioner Faulkner said she wasn't at the meeting. She wasn't sure she could vote.

Chair Gutierrez asked the attorney if Commissioner Faulkner and Commissioner Chavez who were both absent at the meeting could vote and should this be postponed to a date certain.

Mr. Berke responded that those who were not at the meeting could abstain from the vote.

Attorney Prinz said it was fine if the two Commissioners voted to postpone or not.

Commissioner Sategna understood the proposal but thought what was missing was for the Commissioners to state the criteria for voting the way they did. He asked Vice Chair Hogan if he wanted to speak to that before considering the motion to rescind and the consideration of the vote in favor of it.

Vice Chair Hogan agreed commissioners could have been more succinct on stating the reasons for denial, but the conversation was clear in stating their concerns. He wasn't sure postponing the findings was right. That might open up conversation to reconsider and generate a new set of Findings.

Commissioner Clow explained she consulted with Ms. Paez who told her to postpone the findings and ask to put it on the next agenda. Then they would address the issue of the motion to rescind and reconsider. Ms. Jenkins is aware of this and would be present at that meeting.

Vice Chair Hogan indicated he would be absent at the next meeting and wanted to be sure it is on the record.

Attorney Prinz explained either way is permissible. They could approve the Findings of Facts and later re-examine them. But it would probably be easier to rewrite the Findings if rescinded at the next meeting than rewrite them if approved tonight.

Vice Chair Hogan commented the Commission should establish the facts of why the project was denied and then establish the facts for the reasons those would be rescinded and reconsidered. That should be captured in the meeting minutes as well as the Findings.

Chair Gutierrez said he thought Ms. Paez believed the record would be cleaner if delayed until they see where the motion to rescind was lacking. There is a motion with a second on the floor. He called for the vote.

VOTE: The motion failed on a roll call vote with Commissioners Clow, Lawrence and Piccarello voting in favor; Commissioners Hogan and Sategna voting against; and Commissioners Chavez and Faulkner abstaining.

MOTION: Commissioner Hogan moved, seconded by Commissioner Sategna, to approve the Findings of Fact and Conclusions of Law as presented.

Commissioner Sategna reiterated that his vote to move this forward was because everyone voted in favor at the time the motion was presented. He pointed out although he personally voted yes, it is important to state whether the criteria are met or not when voting. But that should not trigger rescinding a vote to reconsider the decision.

Commissioner Lawrence noted this is just the approval of the Findings and Conclusions of the last meeting. Procedurally, postponing or approving the Findings was fine. If the Commission decides to rescind and make a different decision, they would rescind these findings at that time.

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

Commissioner Clow clarified this would be on the agenda and she would move to rescind on April 1, to reconsider the decision.

Commissioner Garcia joined the meeting at 6:18 pm

Commissioner Faulkner asked if she and Commissioner Chavez would vote if this were rescinded and the project is reviewed.

Chair Gutierrez asked that Mr. Burke to present that question to Ms. Paez.

Mr. Berke replied the case will be reheard again, but he will discuss with Ms. Paez and get an answer to the question.

F. OLD BUSINESS

None.

G. NEW BUSINESS

None.

H. STAFF COMMUNICATIONS

1. Informational Presentations, Eli Isaacson, Land Use Department Director:

- “Understanding Chapter 26, the City’s regulatory and financial framework for supporting affordable housing.” Alexandra Ladd, Director of Office of Affordable Housing

Ms. Ladd provided an on-screen presentation.

Ms. Ladd provided her background of over eight years with the City. She explained the Office of Affordable Housing enforces and implements the Santa Fe Homes program, Chapter 26, also containing a fair housing section. They work with local nonprofits to improve programming for services and funding for programming projects.

The Office of Affordable Housing does not manage any housing or provide direct services or finances. They rely on their nonprofit and community partners’ network. the partners use city provided funding to leverage other funds in a way the City could not.

She provided an overview of inclusionary zoning stating the goal is to encourage development and availability of housing that would be affordable to a broad range of incomes. The 1998 Housing Opportunity Program was passed by the City and was one of the first inclusionary zoning programs in the country. The more expensive the project, the more affordable units have to be provided. Developers building affordable models did not have to comply with the program.

In 2006 the Santa Fe Homes Program was implemented to simplify HUD because of the many variables and negotiation was case-by-case. A standard of 30% for affordable homeownership and 15% for rental houses was written into a new ordinance. In 2014 amendments were made because of the housing burst and requirements were lowered to the current 20% level for home ownership. That became permanent in 2016 along with a fee in lieu option for multi-family rental with a 4 year sunset was implemented. In 2019 they created four options to encourage developers and offset the market pressure to maximize value.

In addition to the requirements, they created incentives: a 15% density bonus if all elements of the code can be met and fee waivers and reductions for different development, permitting, utility expansion and charges. If the title is transferred, the City is paid back for that labor. The developer signs a Santa Fe Homes Program proposal which is in the Planning Commission packet, which is not legally binding. It just outlines the requirement. The actual agreement is not done until after final entitlements and is on the title of the property. If the project is approved but sold before development, the next owner is still obligated.

Fee waivers are applied at the building permit phase. The biggest misunderstanding is that the developer can opt to pay a fee in lieu. Paying a fee is the required form of compliance under limited and specific circumstances. The Governing Body made an allowance for small projects to pay a fee for multifamily rent or occupied, or combination projects. They try to work with the developer to make compliance happen.

The financial assistance made available through their partners is how they support the consumer's ability to afford the housing. They receive annual CBDG funding of about $600,000 for low and moderate income. The majority of funds used for housing is for down for payments to lower the amount of the loan. Public facilities such as emergency shelters, childcare centers, and social and public services are capped at 15 percent. The Affordable Housing Trust Fund revenues are based on fee in lieu of and pay off of liens and land sales in Tierra Contenta and average most years about $400,000. The process to receive the funds is in the Code and must comply with the New Mexico Affordable Housing Act. About 50% of the funds are used for homeownership, down payment assistance or home-improvement; 40% for rental assistance and construction and 10% homeless shelters or upgrades to permanent housing facilities. That may change in the next few months due to the pandemic.

All funding is leveraged and must meet requirements and is handled more as an investment. She provided statistics on affordability. They have looked at vacant land undeveloped and it will not meet their housing needs. Density is the only option for affordability to be passed on to the consumer. The Accessory Dwelling Unit (ADU) rules were made more flexible to create more options for housing incremental infill. The STR regulations required the collected revenue to be applied to affordable housing. Several sites have been chosen to dispose of City-owned land in support of affordable and all different types of housing.

Demographics show that single-family development will always be a needed product but less of an economic driver than in the past. People are seeking smaller homes closer to transit, services and amenities. HomeWise did outreach on their project on Aqua Fria and people told them they wanted small flexible spaces where they could run businesses from their homes, with one bedroom. That is what was designed; a single family subdivision with mixed use on the front of the property. That will become a significant part of the market going forward.

The City is looking at permanent housing options for people they provide for in homeless shelters. That can only be effective if supportive services are provided in alignment with the unit. That type of person needs all of the services to take care of the various needs including social needs.

Commissioner Sategna noted in administering, Chapter 26 says, *"The Office of Affordable Housing shall work with the Planning and Land Use Department to eliminate conflict and duplication in the permitting and the development approval process*". He asked Ms. Ladd how she works with the Land Use Department and what impediments she sees in the Land Use Code.

Ms. Ladd said she is on the development review team and constantly communicating with colleagues across the City and in the Land Use Department on each project. The key to housing being more affordable or less costly is to increase density,

but there isn't community buy-in on that. Also, density doesn't do a lot of good if it is on the edge of town. We want density close to town where people don't have to own a car to have their needs met. They can walk or bike or take a bus.

Commissioner Sategna asked what impediments she sees specific to the Land Use Code that would make the most difference.

Ms. Ladd explained there are complicated process issues and uncertainty and outdated requirements. The drainage requirements for example were developed before good technology for water catchment. You may not need as much drainage area if you do a better job of catching the water. That in turn, increases the building footprint and number of units that can be provided on-site. Some of the setbacks and step backs can be intimidating in terms of space and take away from building. Some of those requirements could be on a case-by-case basis. There is a lot of underdeveloped land along the corridors, currently as parking lots. Her dream is to densify the corridors with mixed-use housing because they already have transit and access to things people need.

Commissioner Sategna asked Ms. Ladd to address the discriminatory practices brought up that are baked into city zoning. He didn't understand what was being done to address that. He asked if she was working with Land Use on those types of conflicts.

Ms. Ladd replied the statistic she showed looks at zoning by acre. When only one out of every 5 acres is at a high enough density to support affordable development, they are talking about subsidizing development. Affordable Housing can subsidize development and pay for expensive development, and not pass that on to the consumer. But they also want to see affordability happening in the marketplace. That is not going to happen if only one out of every 5 acres can support affordable development.

Ms. Ladd believed zoning is a form of institutionalized exclusion and it has had disparate impact on people of color and low income. Research has shown that to be true. Other cities have taken drastic steps to remediate that by abolishing single-family zoning or redeveloping an area with a different mindset. That may not be appropriate for Santa Fe, but they took a step in the right direction developing the Link overlay for Saint Mike's. They should do that in other places and determine the barriers in the way of infill development and greater density.

Commissioner Lawrence asked if Ms. Ladd had researched and has data in Santa Fe of the impacts of inclusionary zoning and related housing programs. National studies show it increases housing prices or affects supply or potentially limits the diversity of the community.

Ms. Ladd said she did research when the 30% requirement was in place in 2012. Few communities had a requirement that high. When the requirement was lowered to 20%, developers told her they could make those numbers work. But it is different for home ownership than a rental. The developers work closely with nonprofits, HomeWise

or the Housing Trust and buyers are basically handed to them prequalified and with financing. The developers don't have a lot of marketing costs and can write losses on the units into their budget. There is not a lot of negative impact there.

Ms. Ladd said on the rental side, there was no rental development because of the inclusionary zoning. Developers have told her they wouldn't even consider Santa Fe because there is no way to make the numbers work. It is not the cost to build it is that they have to take a loss every month and that loss is compounded over the number of units. That is a loss out of pocket, unlike taking a loss on a home you sold for less than market rate. The proof is in the concept. When the City allowed a fee in lieu of, the market opened up and now there are a lot of new rental units. Most are market priced, but it will help the log jam.

She found inclusionary zoning research shows it clearly works in high-value, very high dense situations in cities like Chicago or San Francisco. The number of units allow the loss to be spread out over the market rate. It is almost unworkable in low-density on the rental side.

Commissioner Garcia said he gets a lot of questions, especially from those on the southside if anything can be done about rental prices. They are trying to live and work in Santa Fe. People have also asked him why the Commission approves so many developments. He has explained there isn't enough inventory. He asked how they get the word out about the assistance provided by the Affordable Housing Trust Fund to help reduce rent. People want to work and live in Santa Fe and we don't want them driving to Albuquerque every day.

Ms. Ladd replied she didn't have a good answer. The funds go through a service provider, most of which serve a specific constituency. The City does not assist with outreach. Adelante at Santa Fe Public Schools uses their funds to work with the homeless; YouthWorks assists disconnected youth. The system is not great to assist with help paying rent unless the person is approved for long-term like a Section 8 voucher. People have nowhere to go and are stuck paying more rent if they stay in Santa Fe. At some point she thought the market will soften and property owners will be financially motivated to keep their tenants because there will be more options for people.

Although most people feel they don't make enough money, they probably would not qualify for the programs, especially the federal programs. One study looked at the income of First Responders in Santa Fe which was a big issue. They couldn't afford to live in Santa Fe, but most of them earned too much money to qualify for assistance.

Commissioner Garcia said he would challenge someone to look at how their outreach can help these people and a way the City could provide a percentage of assistance.

Vice Chair Hogan said Ms. Ladd provided an update a couple of years ago and

demand was around 3500 units and during that time the Commission has approved many more units. He understands the demand has also expanded and the current building rate seems such a contrast of where they were. He asked if the rate of building was keeping pace with the rate of demand.

Ms. Ladd suggested Director Isaacson answer but added for low income renters such as those Commissioner Garcia mentioned, the marketplace would never produce enough units.

Director Isaacson said it seems like they have approved a lot of units and they have. There are about 2200 units currently under construction and another 1700-1800 have been approved and awaiting permits to begin construction with 700 that are yet to come before the Commission. The City is making strides, but the demand is growing as more units are provided. They haven't been able to close the gap.

Vice Chair Hogan replied, then we shouldn't worry that we are approving too much too fast.

Ms. Ladd agreed, especially coming out of the pandemic. The world has changed radically. Los Alamos National Labs is expanding and will bring in 2000 employees in the next year or so. There will be pressure to provide units across the market.

Vice Chair Hogan said particularly in the Midtown Link, they are trying to increase density with five-story units. He asked if there is any place like that, that is carefully placed that has an appetite for height.

Ms. Ladd deferred to Land Use.

Director Isaacson said the Presbyterian Hospital in Las Soleras; the site slopes and at the rear it measures 75 feet in height, six stories with roof appurtenances. There may be opportunities for more of that type of building. But currently the only places that allow height is for the affordability and relationship to the public realm in landscaping, etc.

Commissioner Faulkner said her son who turned 18 cannot find an apartment at either low-income or market rate. She hadn't realized the seriousness until he started looking. Santa Fe has a lot of retirement community but also a lot of youth, especially college-age, that want to stay here. They are unable to because of the lack of housing. She thought the City would not hit capacity anytime soon because of COVID.

She added many of her family work for Los Alamos National Labs and the Lab is buying up apartment complexes and office buildings. They want to keep as many of their administrative people. They are putting them in Santa Fe, Albuquerque and Pojoaque, wherever there is availability. LANL has housing issues and Santa Fe will have to contend with that as well.

Commissioner Faulkner said as a Commissioner the focus should be that things valued in the 70s and 80s no longer meet their needs. Zoning has to be addressed in a way that allows density and height not only because it is needed, but because sprawl is a bad idea. The Council and the Commission is in a unique position as the bridge of decision-makers between how to build and live in a town, versus the reality that we are a city now and have different needs and values.

Commissioner Faulkner asked for the record if Director Isaacson thought it true in order to get the infrastructure needed to sustain our population, density becomes an issue. There is a formula between density and infrastructure allowances and opportunities.

Director Isaacson said he agreed. He said speaking generally they have seen in other communities that is a hidden cost of sprawl. Sprawl low density does not generate the revenues needed to extend the infrastructure to the edge of the city. Low density development puts strain on the city's resources and its ability to provide services to its constituents.

Director Isaacson explained there is a sweet spot with density in which you can grow, and development subsidizes the density adequately to meet the needs of the future developments. He doesn't have a number specifically, but low density development does not allow long-term infrastructure improvements and constituents are left holding the bag.

Commissioner Faulkner said one concern she has is zoning doesn't allow infill in many places that would be best for density; that is walkable and accessible to employment, dining, etc. and builds community. The City zoning seems to prefer pushing things to the peripheral and eliminates many reasons that would encourage developers to build these types of units. The people who live there are isolated from resources and amenities that could benefit from density. The challenge is decision-makers who want to keep their neighborhoods like the quaint town they bought their home in and exactly how it has been for years. The City can no longer tolerate that, and it is not strategically sound and does not make for good development.

Commissioner Piccarello asked about the middle range, the people who don't qualify for assistance but have a hard time affording to live in Santa Fe. She asked how changes to the City's rental code would affect those demographics. She wondered how they could track the loss they have seen over the last year.

Ms. Ladd replied she didn't have a good answer. Allowing multifamily developers to pay for the in lieu of certainly loosened the inventory issue. But they don't know the long-term benefits or downsides for that. Once they have the census data they can look at changes in the demographics in terms of age and profession, etc. but it is difficult to know. There have also been some positives like people moving to Santa Fe for jobs, etc.

Commissioner Piccarello said the census data only gives a big picture. It would be helpful to understand what the housing crisis means. She thought Commissioner Faulkner's point that as a homeowner you may not even know it is happening. She has coworkers that have moved out of Santa Fe or those who have moved to Santa Fe but have had to switch rentals every six months because of rent increases. Things are changing quickly. She asked to follow up later on how they can track some of the questions and get data to collectively understand the issue.

- "Land Use and Housing Affordability." Daniel Werwath, Santa Fe Housing Action Coalition

Mr. Werwath gave a presentation. He indicated he was mostly speaking on behalf of the Housing Coalition. He cofounded the organization a few years ago, mostly to bring together large diverse groups of people, housing nonprofits, large employers, Chamber of Commerce, the Homebuilders Association, etc., to advocate for housing. People who move away or are forced out of town because of affordability usually do not complain to their City Councilors. He has worked in affordability in Santa Fe since 2003 and is following the work his father did in the 90s. His father was a consultant with the City and helped set up some of the initial affordable housing programs.

Mr. Werwath said he has worked in nonprofit housing programs, policies and housing development. Currently he is building the Siler Yard Project supported by the City by land donation and Housing Trust fund monies. He brings a unique perspective to his advocacy, housing development and policy work from his experience.

Some think the nature of the housing problem is a single affordability problem. However, two problems are happening simultaneously. The largest one is that the federal government does not treat housing as a right. Unlike food stamps or Medicare when you meet eligibility criteria, and those services are funded. About one fifth of people will never earn enough to afford basic housing, including the disabled, elderly and very low income. Local governments have to cover the gap. Santa Fe is unique that both the City and nonprofits support working on housing and the private sector does through inclusionary incentives.

The second problem is the supply and demand crisis and is where housing impacts professional jobs such as nurses in the rental market. The problem trickles down, ultimately affecting everyone, but most are lower income. Affordable housing becomes harder to do because of the need for subsidization increases. His focus is mostly supply and demand because the City controls the production of housing through zoning and quasi-judicial boards such as the Planning Commission.

He reviewed statistics; a zero percent rental vacancy rate since 2014; about 2500 units of very affordable housing is needed and currently only about 100 units are built a year. Market rates in apartments increased almost 50% in the 5 year period following the

drop in vacancy. The census data shows more than 10,000 households pay more than 30% of their income for housing before the pandemic. Also, there is an enormous outside pressure on the homeownership and rentals. The fourth quarter 2020 median sales price for a home was $606,000, which is unprecedented. Santa Fe is close to $500,000 and a nearly 30% year-on-year increase.

In addition, they have the challenge of construction costs that have never been higher. The demand for housing along with the 2009 economic downturn and climate driven natural disasters have driven material costs up. They see younger professionals with coastal incomes moving in. The lack of housing becomes a threat for gentrification and displacement of locals and local workers. A graph of housing production showed a divergence of housing units versus population that started around 2010. Now they are making up for eight or nine years of not developing enough housing to keep up with growth.

Santa Fe has a very developed codified process. The ENN (Early Neighborhood Notification) process, he believes is detrimental. It pitches an “us versus them” even though the intent is to create more collaborative process around development. Santa Fe has wild levels of exclusionary zoning policies. They have discussed inclusionary where new housing has to include affordability, but many places are exempt from affordable housing with low density zoning, historic overlays, etc. Santa Fe’s Land Use Code is very complex and layered much of which works cross purpose to each other. It hasn’t been aligned so you understand hierarchy and priorities. It lacks long-term growth planning that would normally identify growth areas and the hierarchy; that affordable housing is more important than views but not as important as parking, etc. They have not looked at the Code comprehensively in the last 25 years.

On the affordable housing side subsidies are shrinking and more people require housing. Local funding sources are highly variable and depend on things like fees in lieu. Which is never enough and not enough to allow multiyear planning. The costs on the Siler Yard Project went up almost 1 1/2 million dollars because of the pandemic. Significant costs are a big challenge all the way around.

He reviewed how housing affordability could be increased by increasing housing inventory, resetting prices to the highest capacity to pay, and density. Density sets the floor for how expensive housing can be particularly in Santa Fe with high land costs and high exactions built into the Land Use Code. We require a lot of drainage, off-site improvements, etc. The developer builds roads, sewers and all of that impacts housing and has unintended consequences.

He has worked the past two years to get $3 million a year dedicated to the City’s Affordable Housing Trust Fund. That would have changed the rental assistance they could have used early in the pandemic to help families. Subsidized housing benefits from more housing supply and the fewer people needing assistance, the less subsidy is needed. By lowering the cost of housing development and infrastructure requirements,

that benefits affordable housing, homeless shelters, market rate housing and helps everyone.

Housing density also benefits by making infill projects more financially feasible; creating economies of scale that make construction cost less. It is better for climate change because of the lower water and energy consumption and traffic and increases public transportation feasibility and non-vehicular transportation. Towns the size of Santa Fe that have adopted density policies tend to be better for the neighborhoods. It increases amenities and has more diversity in economic, racial and age. That avoids things like overcrowded schools on one side of town and empty schools on the other. Exclusionary housing policies have more corollary negatives.

Mr. Werwath said he created a math example after watching the hearing on the Zia Station development with the debate of two versus three stories. He added up all the costs involved on his current project totaling $3.2 million dollars. The project is 15.5 unit per acre density and about $50,000 costs per unit. If he dropped one third of the density it increased the per unit cost by $25,000. In addition, usually what is not considered is it increases the per unit fixed cost 50%. That means less revenue and smaller mortgage with higher costs and less money to pay for it. Also, people often don't consider the operational costs to run an apartment complex at almost $500 per unit, per month. Even with no mortgage there is the cost for water, sewage, trash, utilities, staffing, etc.

The density constraints were reviewed. Zoning; how many units or uses and setbacks, as well as infrastructure requirements like wide roadways, parking, open space, drainage, pondage, that takes up site area. One of the biggest problems the Commission could impact is the constraint of *downzoning.* The process by which in public hearing they whittle away the density that makes it so developers cannot achieve the full density they are entitled to under zoning. It is a product of unequal access to public processes and strong organized neighborhood opposition to growth and development. Density correlates closely with affordability, race, income and age.

Three photographs were shown of R5 and lower zoning categories and the affordable housing produced. A density analysis of density and race shows lower density areas correlate with neighborhoods of white, wealthy and older people.

Huge swaths of the City, mostly in the southwest sector, have been told they must bear the brunt of solving the housing crisis. Also, meeting economies of scale is an unintended consequence of inclusionary zoning. Providing financially feasible affordable housing has pushed growth and development to the edge of the City. That has overcrowded schools and segregated the City around race, age, and income. Those are things to look at when planning long-term growth, housing equity, equal distribution of affordable housing, and ensuring every part of the City contributes to solving the housing crisis.

Exclusionary zoning of R5 or lower is a vast majority of residential land use. Overlay districts like historic zoning and highway corridor zoning, suppress and is like a downzoning. The Special Use Permit for more densely zoned areas require a special use permit hearing to achieve full zoning density. This is a subjective process where neighborhoods can thwart underlying zoning and drives growth to certain areas of the City. A big complaint they hear is, "It doesn't feel right for our community." In reality, we don't allow other types of multifamily developments like triplexes in residential neighborhoods. So gentle density cannot happen and pushes development into commercial areas. Commercial areas are on very costly land requiring large economies of scale to make building feasible. Much of that is an unintended consequence of code environment.

Mr. Werwath reviewed a quick breakdown: About 14% of residential land is dense enough for affordable home ownership development. Around 5% is dense enough for affordable rental development, prior to the pandemic. The City is trying to solve a giant problem with very little land, and we are not given the tools to solve the problems in productive ways.

One of the big ways is to approach zoning differently. That should be a priority for the Land Use Department and growth planning. The City is five years past when they should have started working on affordability issues and we have a 10 year window to respond to climate change and get to net zero energy development. They should be updating the future land use map for denser infill, where the schools are not full and there are a lot of parks and open spaces and plenty of roads. There should be community consensus on where to do denser development. That hasn't been done and we can't answer these questions and the Planning Commission has been trying to solve these problems. And everyone is disappointed. They have to identify where denser infill can be done and done in a way that preserves character in town and addresses equity and climate issues.

They should consider gentle density and liberalizing the accessory dwelling units by loosening setback or height requirements. They should look at allowing triplexes in single-family zoned neighborhoods and neighborhood level rental units. Also, multifamily design guidelines should be looked at that push development into commercial areas. They should look at exclusionary zoning and the impediments to affordability building, not by eliminating historic overlays or low-density zoning, but discussing those impacts to schools, economics, segregation. And they should expand overlays like Midtown Link up to Cerrillos Road to Siler and supersede the HPC. They should consider more focused, innovative land-use in more areas of the city. That hopefully leads to more infill in parking lots that have less impact on existing neighborhoods but provides needed housing.

He also encouraged the Planning Commission to look at the inequities in the land use process. The public hearing processes were designed to benefit white male landowners and they should remember they are not seeing the big picture from those in the hearing room. The Commission's job is not to defend those who show up. It is to

determine whether something complies with our laws and code. Not to protect neighborhoods more than the code provides. The question by Commissioner Hogan of have we built enough housing and should we be improving it, is not a question for the Planning Commission. That is not their job to decide, it is to decide if a project meets land-use requirements.

The ENN process is an adversary process that makes it hard to come to collaborative decisions. Santa Fe is a free-time democracy. A lot of people who participate have the luxury of time to participate, but many working families with small children can't do that. They need to consider whether everyone has equal access. It is unequal and not fair that lower income people who need housing assistance have to show up in front of appointed bodies to be heard and understood as a valued stakeholder in the process. While 20-40 people might show up around a project with a negative motivation to be there, there are thousands who don't show up because they support the project.

Mandatory notification is required for neighbors of a project, but we don't ask people who are underhoused and paying high rents if they want to live in that neighborhood. Neighborhood associations tend to have a specific viewpoint and there is no democratic decision-making involved. They should be thinking about how to make neighborhood associations more a focus of democracy in conversations instead of no growth. We need to stop rewarding counter factual arguments on traffic and infrastructure and the sewer lines that lowers density and hurts affordability.

The Commission is quasi-judicial, and their Land Use Code is how they create equality among landowners. If they allow opinions about growth and development and protecting neighborhoods that are not baked into code they get differential benefits for from project to project. That is why more developments are on the southside and there is almost no affordable housing and infill in the urban core of the City.

There are ways to solve community involvement problems, facilitated planning processes are an example. Planners are assigned to work between developers and communities to create positive solutions. Proactive outreach on a contentious large scale project like Zia where they send people out to get objective data. The ENN process should be based on more community impact analysis model and be more facilitative.

The guidelines for neighborhood associations should be updated. Neighborhood associations have to be sent notices within 300 feet of a project. There is no requirement under City rules for making decisions democratically to support or not support. The requirement says, "reasonable noticing", which can include a flyer on a telephone pole. Requirements could be they have to hold a meeting and vote and show evidence of that. That would get the neighborhoods talking and lead to more complex conversations.

There are unintended consequences. The denial of the El Rio Project went from 128 units to over 300 units with no affordable units a few years later when finally

approved. Site requirements and off-site improvements need to be reviewed and the parking code is from the 80s. Parking is expensive to build and when asking for more, you replace housing. Water retention has to be feasible and open space is another that has huge costs impacts. Infrastructure liability is another huge issue, and the City owns the upkeep, maintenance, and the repaving costs.

Chair Gutierrez asked the Commissioners to hold their questions until after Mr. Gemora's presentation.

- "Affordable Housing – A Land Use Perspective." Carlos Gemora, Current Planning Planner Senior

Carlos Gemora shared a PowerPoint presentation.

He reported the cost per person for those commuting from Rio Rancho or Albuquerque to Santa Fe is $5000-$7000 per person. A HomeWise study in 2007 showed $306 million in lost revenue in the City's economy. One of the hardest things for business owners is finding employees who live and stay in Santa Fe. Environmental and social costs is huge with resource intense transportation practices and sprawling development. Families are disconnected and youth are moving out of Santa Fe because they cannot afford to stay, segregating the community based on race and income.

There are many different strategies and different spectrums in the Affordable Housing issue and a housing subsidy will always be needed. His focus is on middle and long term strategies. Housing shortage is an exclusion of families and the majority of the workforce. Higher income households can displace lower income households. Average housing cost in Santa Fe are about half a million dollars and are worse in the County.

The intent of the Land Use Code is to maximize community welfare of the residents, but it minimizes the negative effects of the new developments or residents. The unintended result is very expensive regulations on new development and a costly cumbersome approval process. The Code encourages developers to build expensive rather than affordable and results in a lack of affordable housing and an unhealthy system. Code regulations and different processes for development approvals and entitlements add costs. The result of some land-use practices is higher prices. Sprawl pushes development to the fringes of town, creates exclusive zones in areas expensive to develop or infill. Costs are passed on to the residents and all of the parks, roads, sewers etc., become liabilities for the City to maintain. The City has no way to pay for the cost to maintain them and it also results in higher resident transportation costs.

This comes down to values and the values are unclear. That results in debates on current regulations in the processes at the ENN, in the Planning Commission, and for City staff. Values can conflict and have different priorities and that requires trade-offs. The last comprehensive general planning to look at values of the community was over 25 years ago. At that time, a top priority was Affordable Housing and the cost of living. The

highest concerns were uncontrolled growth and development, the loss of older environment and open space, traffic congestion and parking. Those issues could be seen as an opposition to large, tall and dense projects.

The Santa Fe Downtown Vision Plan said housing is of value in the historic district and downtown. But we also want more community uses, more parking, more open space, less height and less massing. They identified that housing is valued but is not as important as the preservation of historic or architectural character. So, you can have more housing, as long as it is invisible.

Despite all of Santa Fe's strategies, the housing issue has become worse. To have more affordable housing we need more housing. That conflicts with the opposition of different projects and views. That requires reconciliation, balance and community discussions and facilitative leadership. Long-term questions need to be answered; how to prioritize the different values and strategies, and how those values affect and relate to one another. The answers have to come from the community. It requires ranking the current priorities, considering what discomforts we are willing to accept and how flexible we are to meet those priorities.

His focus with the Planning Commission working group is to consider how to include affordable units into market redevelopments and improve the housing eco-system. Strategies could be to allow more market rate redevelopment which allows efficient land-use and makes the middle market more affordable. On the lower end of the spectrum, they need to determine ways to provide incentives and subsidies. Nonprofits do not have resources to satisfy the demand for subsidized housing. The Land Use Code can be amended in strategic, targeted ways to create affordability and streamline approvals for small projects. They can look at flexible design guidelines for increased height and lot coverage, decreased parking and setbacks. They could also reduce development fees to make development feasible.

Chair Gutierrez thanked all of the presenters for great information. He opened the floor to Commissioners for questions.

Commissioner Faulkner asked if funding could be found to help offset the infrastructure costs of projects. Excavation, water, electricity among other things required to develop and build housing is expensive.

Mr. Werwath responded that he has worked with communities that have leveraged funds to pay for infrastructure. It is an incentive-based approach rather than regulatory. A good capital improvement fund is a good example, and the funds can only be spent on public infrastructure. If 10% of that is set aside for Affordable Housing, it could provide a couple million dollars a year that could be used for incentives. A bill that is moving through City Council would dedicate half of land sales to the Affordable Housing Trust Fund.

The Coalition released a report in January of ways to fund the Housing Trust Fund. We could give incentives if a builder accepts Section 8 vouchers after someone builds a guest house or to long term rented. We have to invest in things we want to see rather than hoping we get them from economic processes, which have unintended consequences.

Ms. Ladd said the City has done that, specifically Old Las Vegas Place and through CIP funded the infrastructure. Liens were put on each house to pay back the City once the house was sold.

Commissioner Faulkner said when she started on the Commission and visited other cities, she looked at how they resolved some of these issues. Santa Fe is putting density in places that have no infrastructure or amenities to handle the density being built. If density isn't in the right location it becomes dangerous for a city. The more dense areas, are lower income areas that have more social injustice. She sees in Santa Fe that the NIMBY (Not in My Back Yard) so strong that density is put in the worst possible places. Places where there is a food desert, transit is lacking, and impossible to walk anywhere.

Regarding the ENNs, there are less polarizing ways to engage the community. Currently the ENN sets a stage for conflict between the community and the developer. It would be helpful to have more proactive facilitation of ENNs and meetings with the purpose of bringing parties together.

Mr. Berke reminded the Commission of the federal program called Opportunity Zones. They are areas designated that have accounts that will fund infrastructure improvements when Affordable Housing and specific types of targeted development are built. The developer has the burden to supply infrastructure in an area with none and that adds to their costs. And because they continue to expand on the fringes, they try to infill areas where there is already infill.

Commissioner Faulkner said the City has some funds that have a lot of money in them, such as the Utility. She wanted to find how that could be used to build infrastructure. There are opportunities, they just need to think out of the box.

Commissioner Garcia thanked the presenters. He said a lot of this was discussed with Accessory Dwelling Units (ADU). Often the Planning Commission is asked to make an exception, as an example, Zia Station. He challenged them to look at the Code in Chapter 14 because it was developed in 1990s. Change is not an optional event; it happens and the better we can adapt the more successful we will be in the future. It will take more time on the zoning districts. They have discussed amending the Land Use Code for years.

He asked lastly, how people who need help get the information they need and what outreach is done. He agrees with Commissioner Faulkner about the housing availability.

Mr. Werwath addressed Commissioner Garcia and noted that the Santa Fe Housing Coalition website has a resource locator. Entering the type of housing assistance needed will bring up a list of providers in the community. It includes local organizations and the issues they are working on. And on the big issue of middle housing; people who earn too much to get subsidized housing but not enough for market rate. That is being addressed with the new inclusionary zoning rules around rental housing. A proposal like Zia Station has rental housing targeted toward the middle people. They are leaning on for profit developers for that and hopefully the Commission will see future projects before them.

Commissioner Sategna asked Mr. Gemora if he did the diagrams in his presentation. He said it was the best diagramming he has seen and communicated very well. He thanked Mr. Gemora for his presentation.

Mr. Gemora explained he worked with a graphic artist and modified some of it. He asked them to create the happy and sad faces.

Commissioner Sategna asked to confirm the comprehensive equity land use urban planning would target more inclusion of Affordable Housing, market rate developments, and improve the housing eco-systems targeted projects.

Mr. Gemora replied he personally focused on that for a specific project. He looked at incentives for affordable housing and land use efficiencies. This was more about how he has worked on the issue of Affordable Housing. Director Isaacson can address the long-range vision of the Land Use Department.

Commissioner Sategna thought it interesting how much time Mr. Gemora spent talking about the conflict of the values of the community versus the Code and what is needed. He thought everyone did a great job highlighting the serious problem but wasn't sure how well it is being addressed. To Mr. Werwath's point, we are close to or past the deadline to make an impact on the issue.

Commissioner Sategna said bringing targeted projects to the Commission rather than dealing with the big problem is an interesting point. He pointed out that the General Plan and some current land use speak to values that the Commission constantly has to make decisions on as a quasi-judicial body. If only targeted projects come before the Commission and the community stance is NIMBY and "no" against height and density, the Commission is held to the General Plan. Which many people argue is outdated. Yet Mr. Gemora made the point that a lot of the corridors that restrict density have values that the Planning Commission has to make decisions about. There is the law of the land that the Planning Commission is held to, and the values as pointed out, that we are pinned against.

Commissioner Sategna asked Mr. Gemora what he thought was the best path forward to match revisions with the need for affordable housing, in terms of gaps in policy.

Mr. Gemora agreed he is correct on a more general, systematic and strategic perspective. They have to get back into the General Plan and values and have a facilitative community-based plan in processes. In absence of that, they do that piecemeal and work on those projects as able. One strategy in the meantime is to work on a package that looks at ways to incentivize Affordable Housing in market redevelopments.

Commissioner Sategna said he appreciated what Mr. Gemora said on the radio about affordable housing. He asked if he thought that is sufficient to deal with the problem.

Mr. Gemora replied to make systematic changes to affordable housing, they have to make systematic changes to land use. He doesn't decide where there are community resources or where to invest resources. That is up to the community to decide the number of resources and how much this issue is a priority. From that, staff's capability is to make those changes.

Commissioner Sategna addressed Mr. Werwath and thanked him for his presentation. He thanked him for pointing out an amendment in Code preventing affordable housing and how to make it more affordable by incentivizing developers and taking some of those costs to find long-term solutions. He said Mr. Werwath focused on details of the Land Use Code but skirted over the General Plan. He asked what he sees in updates to the General Plan that would make a difference to affordable housing.

Mr. Werwath explained a big problem was that the General Plan is a 25-year-old document with layers of code that has happened over time. The Zia Station conversation is an example where there is an overlay district that was put in, in 1996. The commuter rail line didn't exist and is a huge change in condition. In lieu of not having an update, we have to go through complex processes referred to by the Commission as an "exception". They are mechanisms we created to legally deal with where situations have changed significantly since Code was adopted.

He said we can't have it all and the General Plan, growth planning conversations is how they prioritize what they are willing to give up, to have something else. The conflict the Commission sees in public hearings is really a lack of consensus around general planning concepts. He would like to see an incremental approach around General Plan and growth planning. It is not just funding the Affordable Housing Trust Fund; it is funding the Affordable Housing Department, the Land Use Department, in order to get in front of this. One challenge is Santa Fe's hyper regulated land-use environment. It is not possible to proactively stay on top of every aspect of the code because it is so big and complex. One way to get to more constructive conversations is to have community values conversations and shared language around the various meanings.

Mr. Werwath continued, the other large issue is the land availability and the lack of densely zoned land. That is why they see secondary consequences such as

overcrowded schools on the south side and the Commission sees rezonings. In many communities, the future land use map reflects the land's future uses. That signals the community's intention and lowers tension around things like rezoning. That is where growth planning is most urgent, because it is climate and affordability. They should start parallel processes like developing a Parks master plan and do pieces of the General Plan. When done incrementally, city departments could update chapters on a regular basis.

He said Santa Fe passes code without understanding context and they should be creating a living document that can be iterative and updated incrementally. We are adding a lot of apartments quickly at a scale people are not used to. And the commercial guidelines are horrible. They will end up on a pendulum swing of not building enough housing for 10 years and having a building spurt and a huge backlash and then clamping down. He wants to get to the point of adding incremental housing and steady housing all the time and how to add two and three duplexes, guest houses, and apartment complexes in appropriate areas. That is where growth planning and the General Plan really matters.

The City needs shared language as a community and shared understandings to communicate effectively. Especially where systematic growth and development are not a benefit to a certain group. They need to put that cultural piece in their basket. Also, we talk about preserving architectural types as a way of preserving culture, but dropped the ball that culture is people. If we don't also have affordable housing, we will lose culture and have a bunch of nice looking buildings with no people in them. They need to take the conversations out of the context of development plan hearings on specific developments. Nothing gets resolved and people go away disappointed. That is where growth planning is really important.

Commissioner Sategna said he answered his next question on the Planning Commission having to make these decisions. It is not a long-term solution. The larger conversations and engaging the community would best be done with updates to the General Plan. He encouraged the modification of the Land Use code.

Commissioner Clow asked Ms. Ladd about her comment that a big resource of the City is vacant land and plans are in the works for more of that.

Ms. Ladd explained the City intends a disposition of city-owned land fairly soon and sites have been picked out. The bulk of City-owned land is undeveloped for a reason and is either taken up with easements or undevelopable. The best land is on Siler Road where Mr. Werwath's project is, but the City hasn't determined the use yet. She agreed being able to buydown the cost of land should be done as much as possible.

Commissioner Hogan added that building affordable housing on City-owned land enabled them to receive a $10 million grant for a few hundred thousand dollars. He would like a redevelopment agency to look at all of the City's land, like Siler Road, the Northwest quadrant and parcels scattered throughout. He is concerned the City may need to acquire land for long-term housing and possibly acquire properties that are contentious

development sites. It is one of the City's best tools and it gives nonprofit developers like himself the chance to be competitive for state funding. He would like to see that in the form of a program.

He wanted to consider land-swaps with the schools. The cost of land is a big issue. The City can identify donations that will make areas affordable that would otherwise not be. They need to think of future generations and about land banking long-term and acquiring sites for future housing.

Commissioner Chavez said their presentations were wonderful and important. She works in education and is an advocate in the southside community. She sees the issue with affordable housing firsthand with the children in her community. She appreciated the conversation around the General Plan and the ideas presented.

She is concerned that the community have an equitable voice. Their decisions were built on a specific group who asked for what they want. In afterthought she is hearing about those who do not have a voice. She wondered if they could capitalize on the nonprofit partnerships to have those voices heard. The nonprofits could inform people about the intent of the City's plans and development. They could then voice what they want to see for Santa Fe's future. She has to seek them out, as a community advocate, they don't come to her. People trust the partners and they can get information and talk with them about the processes and that might make them more willing to be part of that process. Then the General Plan would truly represent all of Santa Fe, especially in the highly populated southside area who really need to be heard.

Vice Chair Hogan said the issues affecting growth in Santa Fe are the same ones that have been on the table for 30 years. Thankfully, they keep looking at different ways to approach the problems. Sometimes that requires them to say no to those who want to stop the progress. He appreciated the presentations and their opinions and candor.

Commissioner Piccarello agreed the rresentations were wonderful and well prepared. She appreciated the amount of work and ideas on incremental updates.

Commissioner Faulkner suggested if possible, that the presenters stay until Matters from the Commission because of the topic.

Commissioner Sategna asked to state his questions and give his final thoughts rather than ask questions, due to the time. He wanted more discussion or have on the record, more on the focus on density and density in corridors. All of the options to address that have been mentioned. Commissioner Sategna said his concern is the focus on corridors and density that density also brings gentrification. They put people in there and bring in more amenities and there is more demand, and with more demand, costs go up. He would like to hear how that is addressed in other cities.

Commissioner Sategna said he is also interested in when there could be a community survey for the Planning Commission to consider. That could be codified and would be really helpful, especially if there is an update to the General Plan prioritizing that.

He was also concerned about a comment that only 700 units are pending. He asked if any long-term analysis was done on whether those units coming will sufficiently deal with this crisis. He hasn't heard about any analysis or if solutions are proposed. As a Planning Commissioner, we make decisions on individual cases. Secondly, we are supposed to make policy recommendations to the Governing Body. He said he could spend all night asking questions on policy. Things that would make a difference that the Commission could contribute to, versus understanding this complex issue. He thanked everyone for their time and the presentations.

Chair Gutierrez asked if staff had anything.

Director Isaacson said they would share things during the Matters from the Commission.

Mr. Berke said he wanted to point out the presentations are informational. It is to inform the Commission about subjects that staff feels are relevant to decisions. There are policy ad hoc subcommittees formed and written into Code who make decisions for policy and who make suggestions to the Commission and Governing Body. He said he wanted the Commission to understand this is informational and for their education.

Chair Gutierrez said passion plays into this. It has been years since they have had a planning session. He thanked everyone.

Commissioner Sategna said he appreciated Mr. Berke's perspective but would point out there are a lot of people interested in making policy recommendations for the Commission. While familiar with the ad hoc committees, like the long-range planning committee, they have not been active. The committee requires additional positions and requires advocacy from the Land Use Department and that is not in a place to deal with these issues.

Commissioner Sategna said he hasn't heard anything publicly about steps taken by the Land-use Department to update the General Plan or to address these issues brought up tonight. Commissioner Sategna said he believed everyone is interested in making a huge difference, not just learning about it.

Chair Gutierrez asked Mr. Isaacson if possible to have an update for the Commissioners.

I. MATTERS FROM THE COMMISSION

- Discuss proposed creation of an Ad Hoc Planning Policy Study Group, consisting of a non-quorum of Planning Commissioners appointed by the Chair, pursuant to SFCC Section 14-2.3(G). (Chair Brian Gutierrez)

Director Isaacson said his recommendation is to have an ad hoc committee as identified in Chapter 14 requirements on membership composition. That involves approval by the Mayor of appointments by the Governing Body. Short of that, he recommended creating an ad hoc subcommittee of the Planning Commission. Chapter 14 allows that and permits up to four members of the Commission to sit on that. That is recommended for the interim and could transition over time to the more formal committee like the Long-Range Planning committee.

He said to Commissioner Sategna's point, he anticipates the budget including meaningful, comprehensive growth management. He will reinstate in the budget for land-use code updates. An RFP was in place for late March or April but was brought back. It is for a multiphase, multi-year effort to update the Land-Use Code.

He acknowledged the divergence from the General Plan and the Land Use Code and that the General Plan is stuck in 1999. Significant changes were made to the Land Use code in 2012 that did not keep pace with the long-range vision values and principles in the General Plan. A robust planning process is needed, and Mr. Werwath spoke about why that is so important. Then the General Plan can be used as a tool for making recommendations to make the Land Use Code current. And the Commission will have the right policies to make their decisions.

That project will involve the community and come to the Planning Commission for guidance before being adopted. He was aware of the frustration that progress wasn't made sooner but intends now to fund that again.

Chair Gutierrez indicated that part of the reason they haven't had sessions like these the last couple of years, is that the Director was busy. He brings in significant sources of GRT and has been keeping the City going during the pandemic. They can shift focus now to the committee.

He noted that four Commissioners can participate on the subcommittee. He asked anyone interested to send an email to Mr. Berke before next Wednesday.

Commissioner Faulkner suggested polling Commissioners to see how many are interested.

Chair Gutierrez asked those interested to send an email. If more than four people are interested, it will fall on the Chair to appoint committee members.

- Notice of intent to make a Motion to Rescind the Commission's March 4, 2021 decision to deny Case #2020-2999, 4250 Cerrillos Road; Santa Fe Place Mall Apartments Development Plan. (Commissioner Janet Clow)

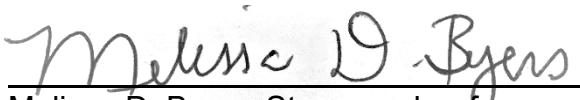
Commissioner Clow said the record is clear that the motion to rescind will be on the next agenda and should be noticed for the next meeting.

Commissioner Hogan asked to be excused from the next meeting as he will be out of town.

J. ADJOURNMENT

Adjourned at 9:20 pm.

Submitted by:



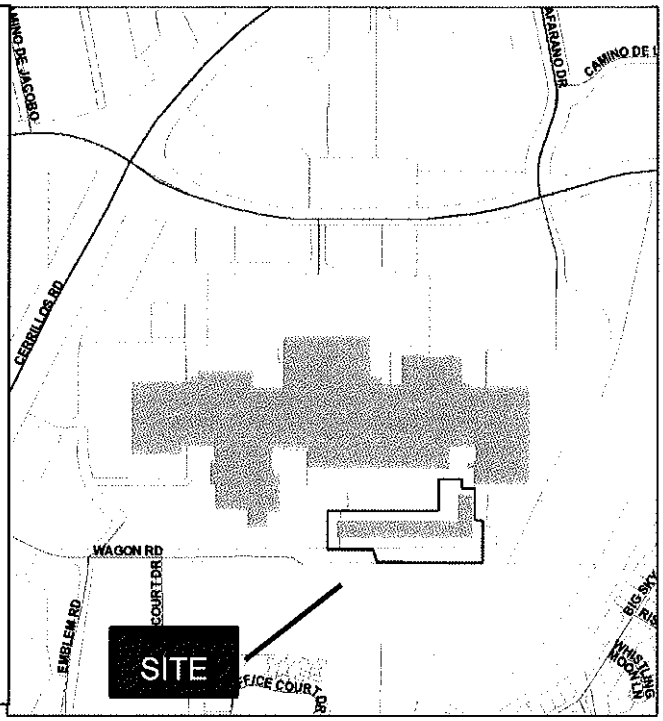
Melissa D. Byers, Stenographer for
Byers Organizational Support Services

Approved by:

Brian Gutierrez, Chair

Land Use Department
Planning Commission Update Report

Case No: 2020-2999
Hearing Date: April 1, 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 designated parking 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

The Planning Commission (Commission) heard and acted upon this case on March 4, 2021. The decision of the Commission was to deny Case #2020-2999 (Case). This Case is being presented for reconsideration. The Applicant has agreed with all conditions of approval and technical corrections, including the following (reference Exhibit D):

1) *Provision of sidewalks along the north and south sides of the proposed apartment building,*

as recommended by the Santa Fe MPO; and

2) *Designation of reserved and dedicated parking in close proximity to the proposed apartment building, to accommodate the balance of 40 spaces needed, after the provision of 135 spaces in the podium parking and 9 new surface spaces being created by the development (total of 184 spaces).*

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 March 4, 2021 Staff report and packet material is included in Exhibit C.

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. 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 April 1, 2024.

V. EXHIBITS:

EXHIBIT A: Technical Conditions

EXHIBIT B: Findings of Fact and Conclusions of Law

EXHIBIT C: March 4, 2021 Report and Packet Material

EXHIBIT D: Applicant's Additional Submittals
1) Applicant Correspondence

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

April 01, 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:

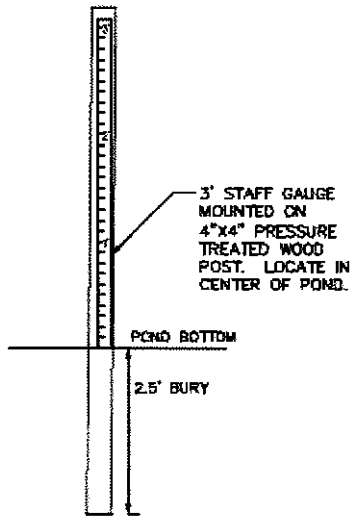
ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1-INCH OR GREATER. MAINTENANCE OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED AND DOCUMENTED BY THE ENGINEER AND THE OWNER. THE OWNER SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.

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.		

April 01, 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 April 1, 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 1th DAY OF APRIL 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

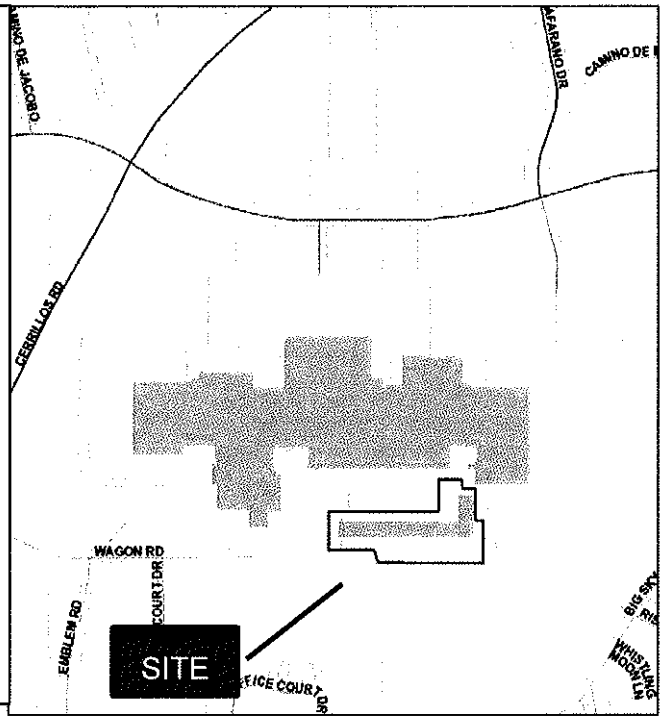
April 0, 2021
Planning Commission
Case #2020-2999
4250 Cerrillos Road Santa Fe Place Mall Apartments
Development Plan

EXHIBIT C

March 4, 2021 Report and Packet Material

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:

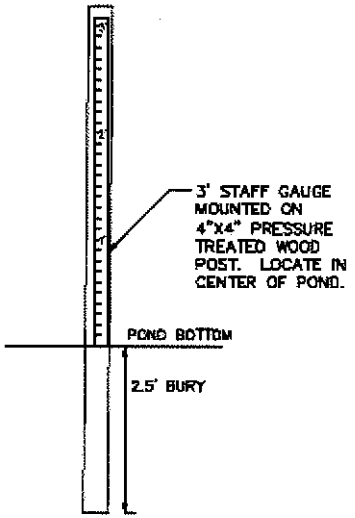
ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1-INCH OR GREATER. MAINTENANCE OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED AND DOCUMENTED BY THE ENGINEER AND THE OWNER. THE OWNER SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.

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 [illegible]l- 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 residen
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:

hp s://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 I0 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

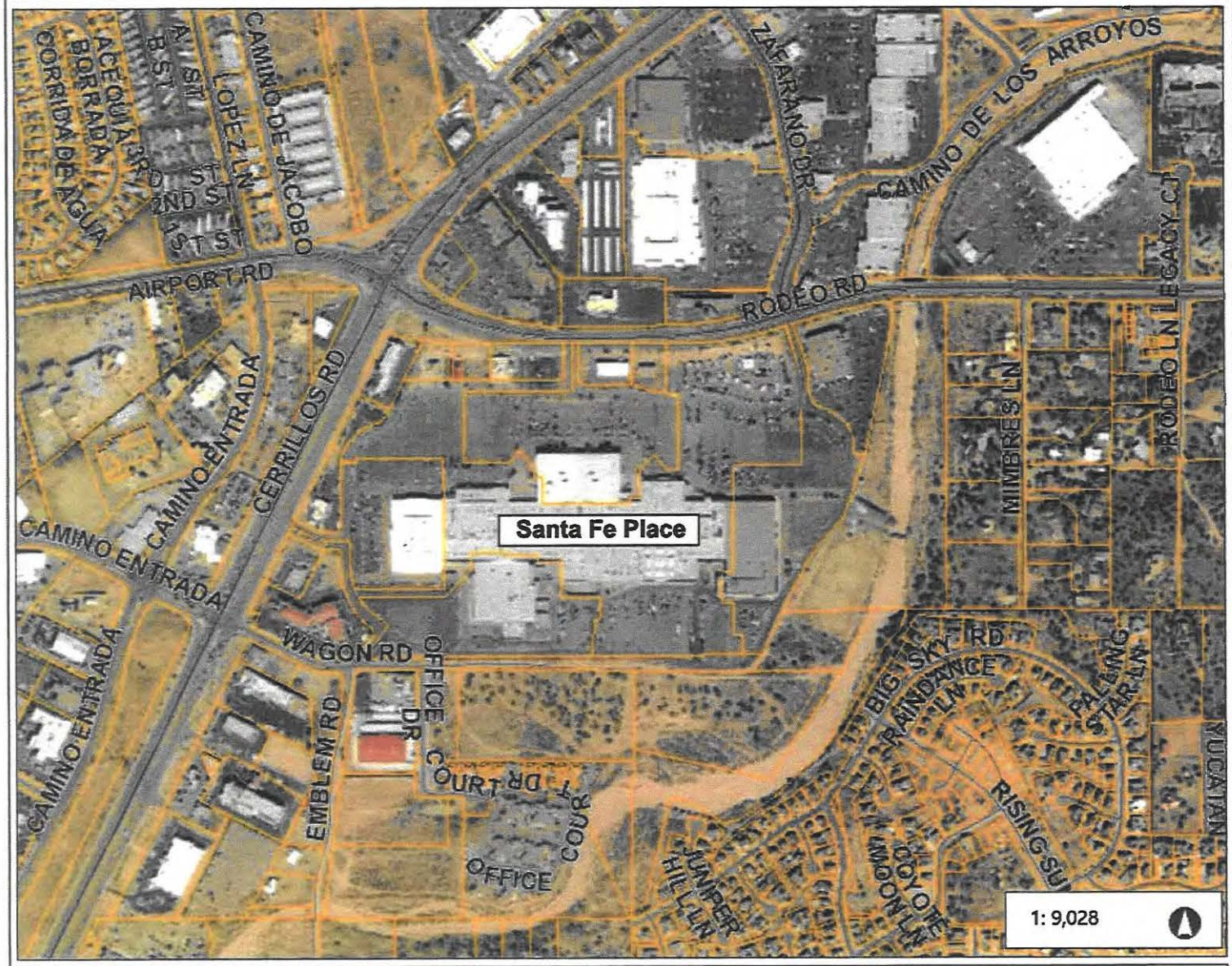
Early Neighborhood Notification is intended to provide for an exchange of information between prospective applicants for development projects and the project's neighbors before plans become too firm to respond meaningfully to community input. If you have any questions or comments, please contact Jennifer 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

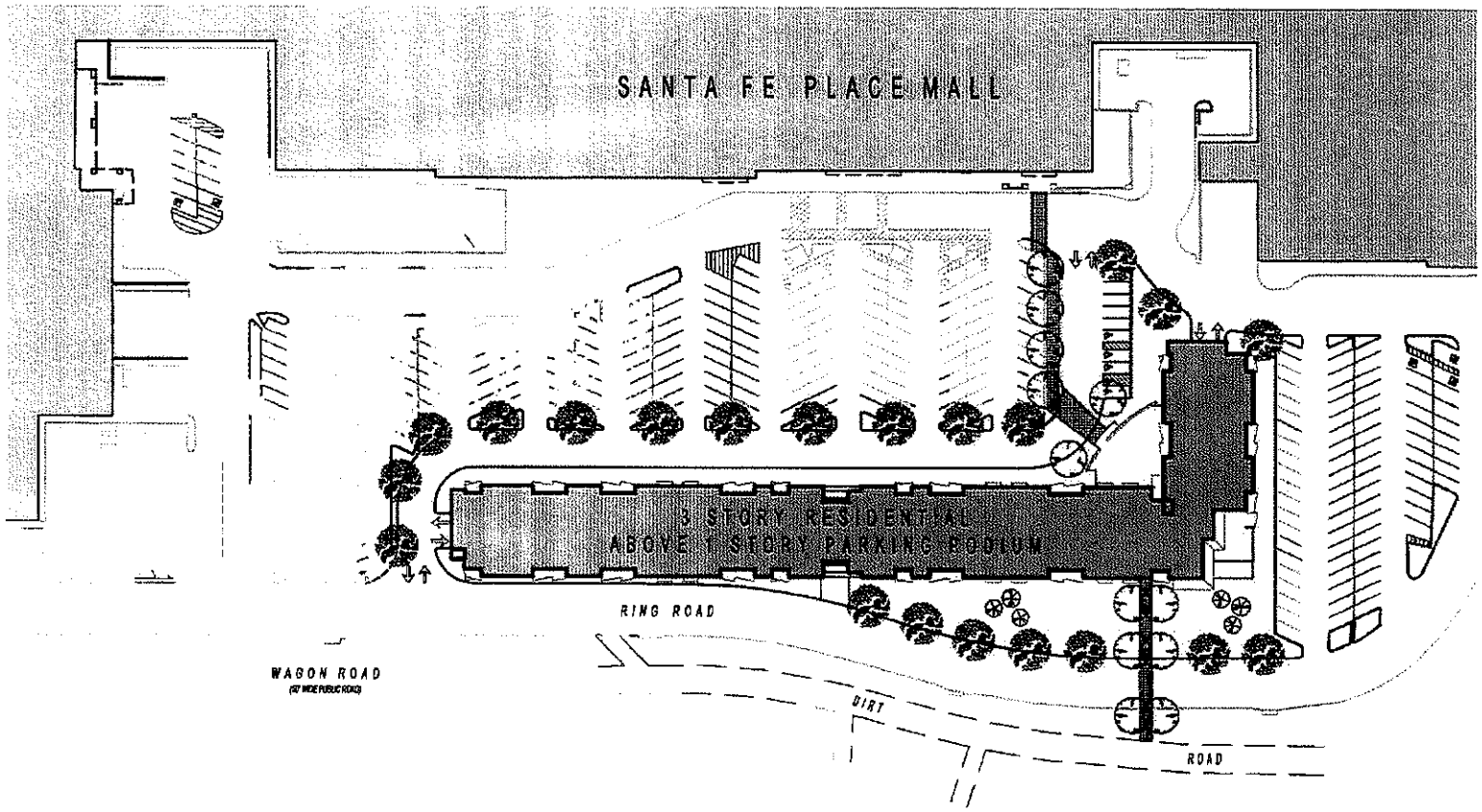
© Latitude Geographics Group Ltd.

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-Recorded 1751759 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-Recorded1751759 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-Recorded1751759 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.

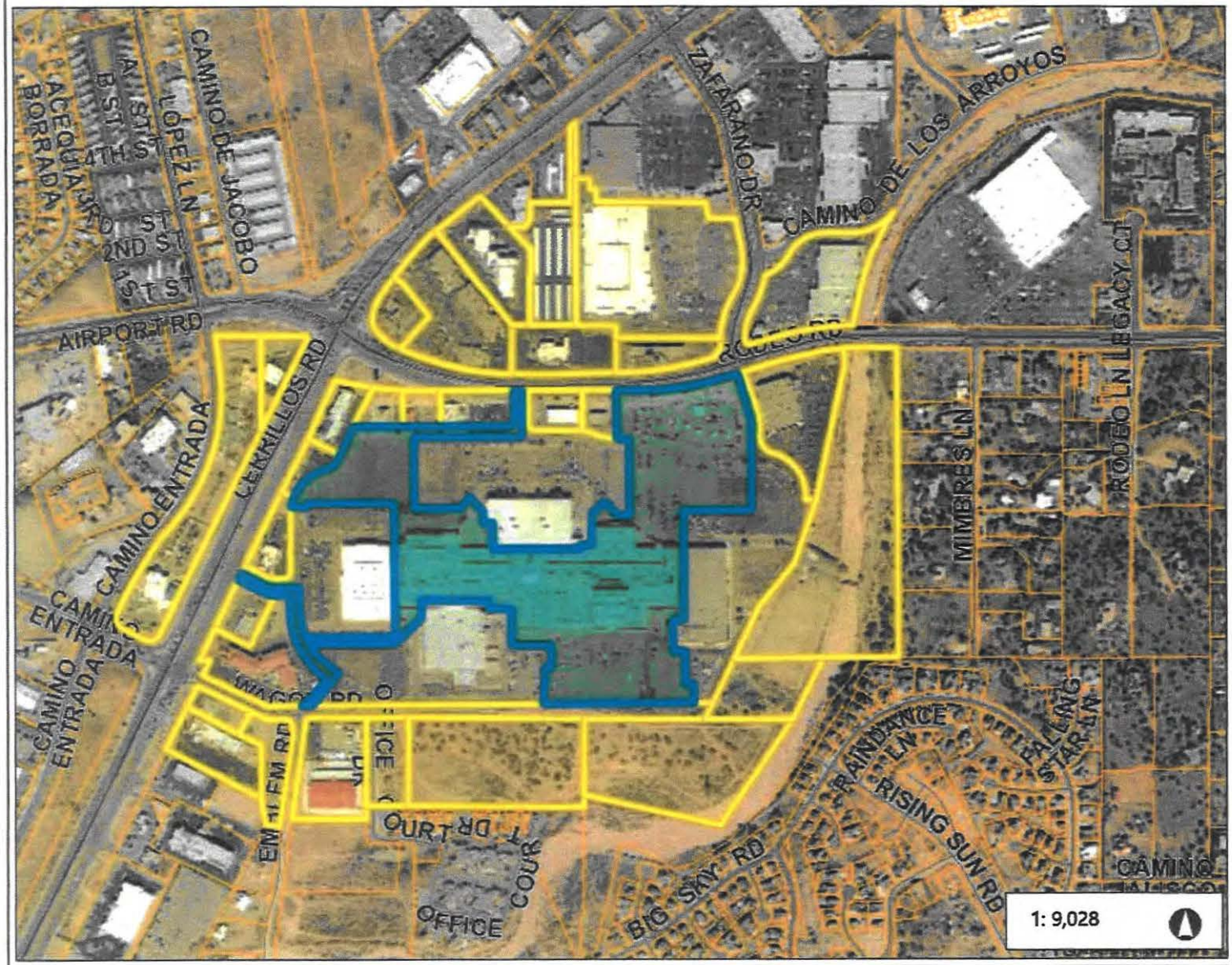
27. Notes, conditions, easements, utilities and all matters shown on plat recorded in Plat Book 430, Page 037-040, records of Santa Fe County, New Mexico.

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 157-360

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 80014

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
5ANTA 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 CERRILLO5 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 Plaza 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

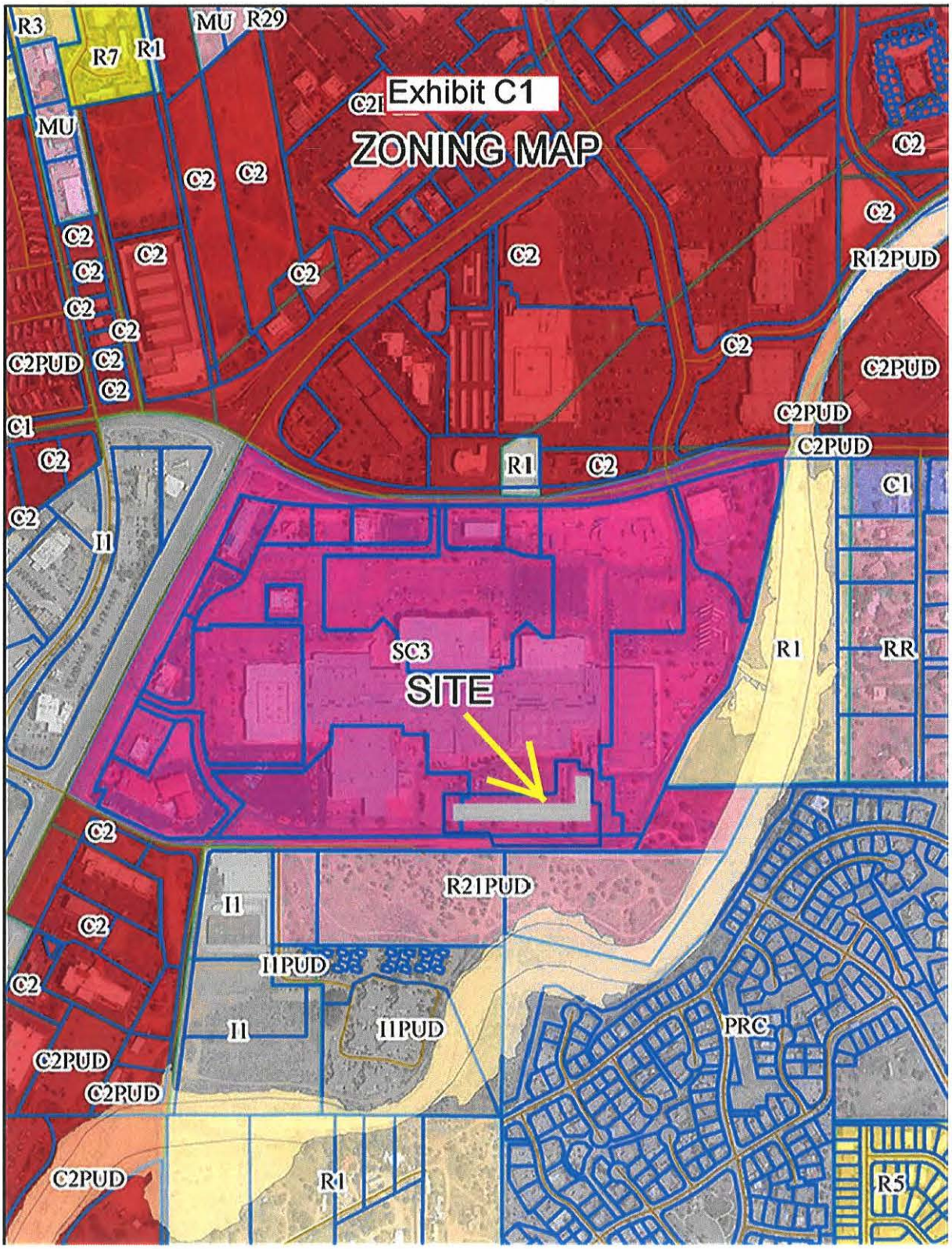
Educational Services Center
610 Alta Vista
Santa Fe, NM 87505
Telephone (505) 467-2000
www.sfps.info

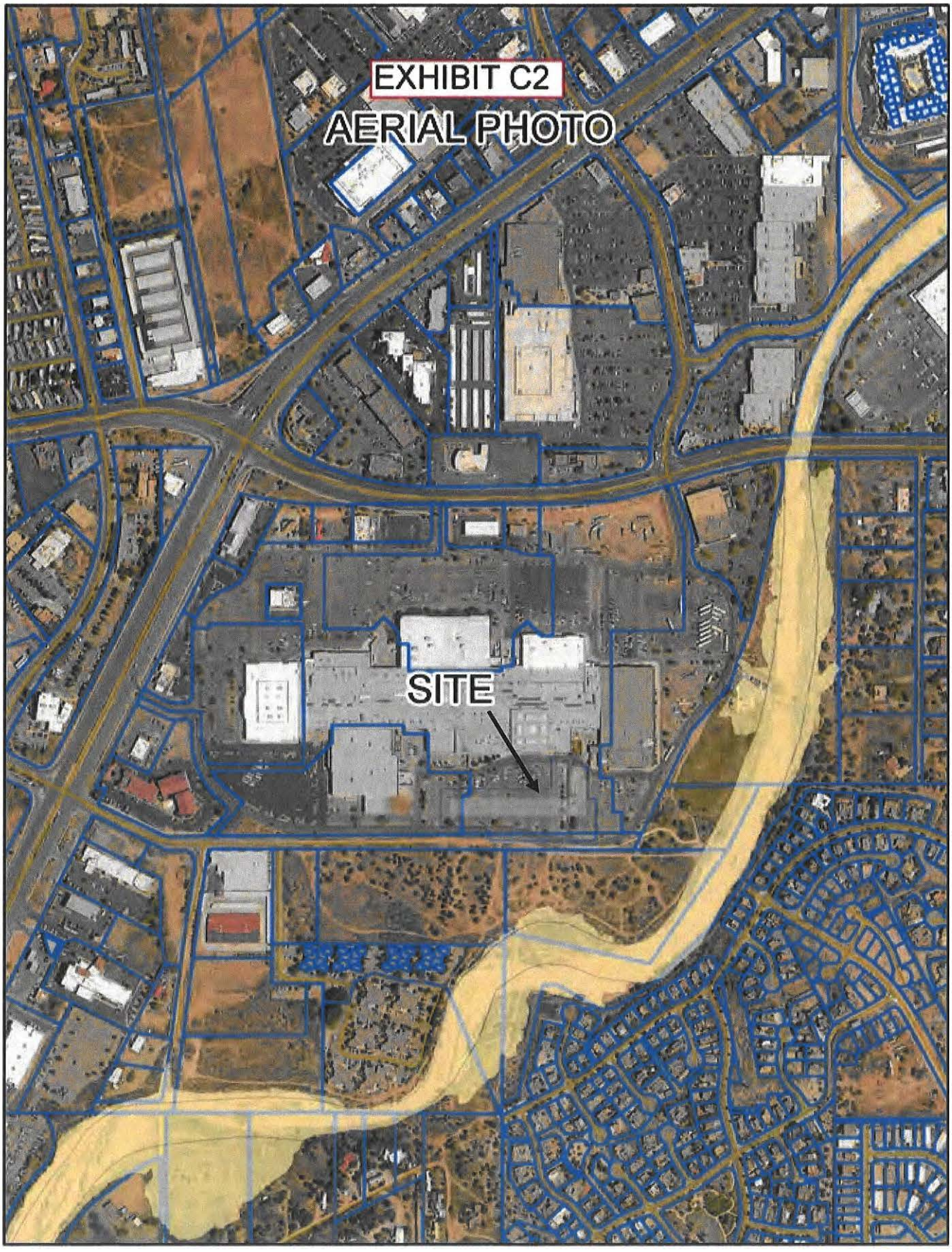
For questions & submittal, contact:
Santa Fe Public Schools, Property & Asset Management,
2195 Zia Road, Santa Fe NM 87505
505 467 3400

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

EXHIBIT E

Maps and Photos

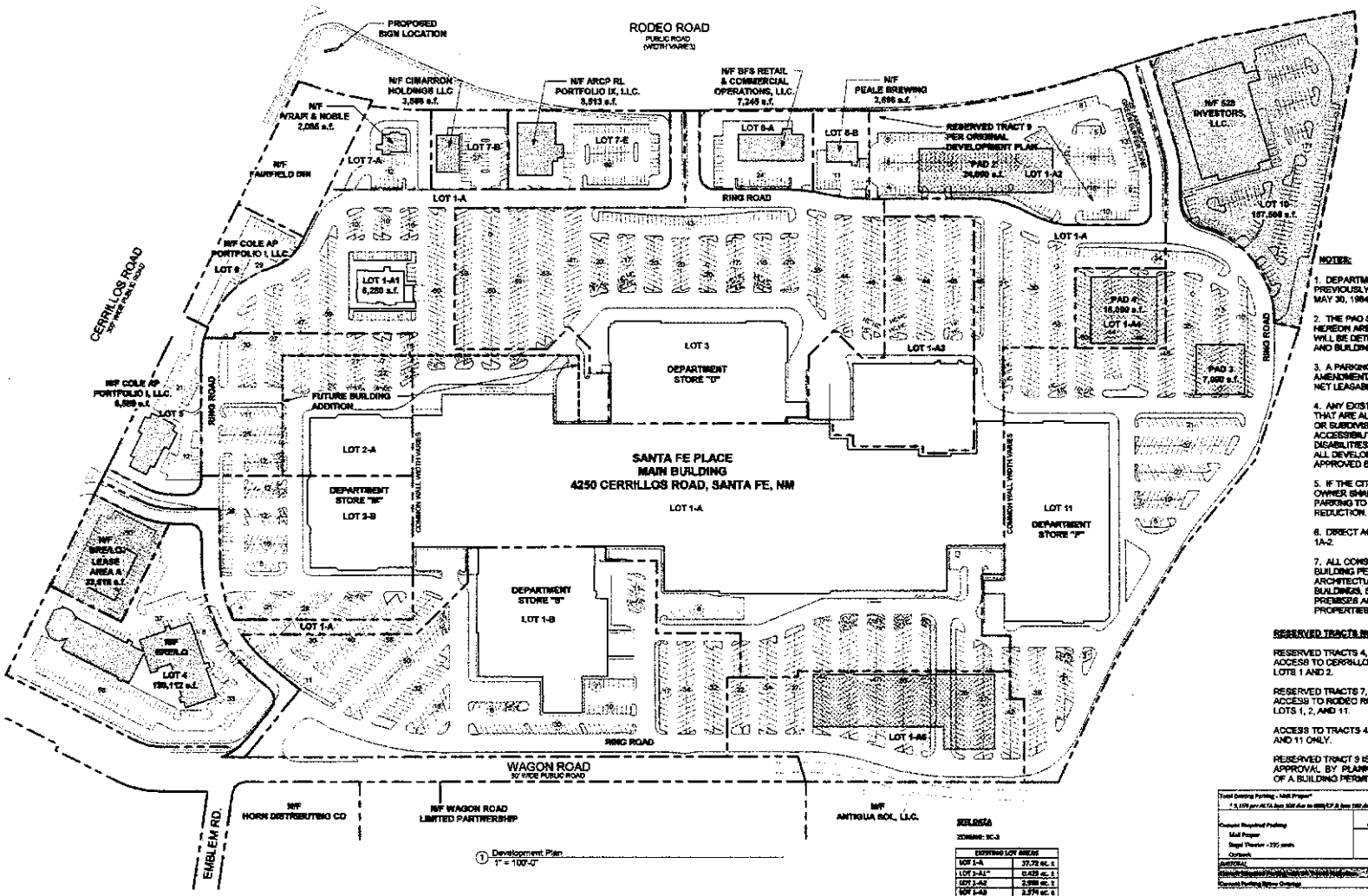

Exhibit C1
ZONING MAP
SITE
R3
R7
R1
MU
R29
C2I
C2
C2PUD
C1
I1
SC3
R1
RR
R21PUD
I1PUD
PRC
R5
R12PUD


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 6% 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.

REVISED

ZONING: SC-3

EXISTING LOT AREAS	
LOT 1-A	37.72 ac. ±
LOT 1-A1*	0.429 ac. ±
LOT 1-A2	2.998 ac. ±
LOT 1-A3	2.574 ac. ±
LOT 1-A4	0.689 ac. ±
LOT 1-A5	2.836 ac. ±
LOT 2-A	6.914 ac. ±
LOT 2-B	2.799 ac. ±
LOT 3-A	2.760 ac. ±
LOT 5*	1.460 ac. ±
LOT 6*	1.387 ac. ±
Lease Parcel A*	0.772 ac. ±
LOT 7*	0.9718 ac. ±
LOT 8*	0.5277 ac. ±
LOT 7-A*	0.6388 ac. ±
LOT 7-B*	0.5728 ac. ±
LOT 7-E*	1.2065 ac. ±
LOT 8-A*	0.6182 ac. ±
LOT 8-B*	0.2065 ac. ±
LOT 10*	3.829 ac. ±
LOT 11*	2.5919 ac. ±

*adjacent lots under separate ownership.

PROPOSED ROOFED AREA: 779,821 s.f.
PROPOSED LOT COVERAGE: 26.3%

Total Gaming Parking - Mall Proper*					3,936
* 5,109 per ALTA less 500 due to 2006 EP & less 280 due to Outback.					
Current Required Parking	GSA	GLA	Proposed Ratio	Required Parking	Proposed Parking
Mall Proper	548,095	519,276	250	2,076	
Regal Theater - 295 seats	59,197		1 per 4 seats	74	
Outback	6,280	5,652	250	23	
SUBTOTAL	613,492	524,928		2,173	
Shared Required Parking (Mall with Regal/Outback)				1,857	
Current Parking Spaces Onsite				3,936	
Proposed Parking Supply at 1/250 GLA with 6.0% Transit Reduction				3,699	
Remaining Parking				1,842	
Proposed Parking Spaces Onsite				73	

BUILDING	GSA	GLA	Proposed Parking Ratio (per GSA)	Required Parking	Proposed Parking (per GSA)	
Existing						
Mall Proper	548,095	519,276	250	2,077		
Regal Theater - 295 seats	59,197		1 per 4 seats	74		
Outback	6,280	5,652	250	23		
Subtotal Existing	613,492	524,928		2,173		
Proposed						
Lot 1A - Retail/Restaurant (per DPA #3)	3,000	2,700	250	12		-12
Lot 1A-3 - 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	120,000	N/A	1.125	266		-266
Unit Count	100					
Subtotal Proposed	163,000	38,700		422		-422
TOTAL	776,492	563,628	350	2,595		-422
Proposed Parking with Mall with Regal/Outback				1,857		
Proposed Parking				2,595		

** New construction of all proposed buildings

Santa Fe Place Final Subdivision & Development Plan Amendment #5
4250 Cerrillos Road, Santa Fe, N.M.

Revision Schedule

Num	Desc	Date

JENKINS GAVIN
LAND DEVELOPMENT MANAGEMENT

Development Plan Amendment #5

Scale 1" = 100'-0"

8

Z:\Active-Civil\Santa Fe Place Mall - Development Plan 2\Mall DP5.dwg

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

[signature] — 9/12/2016
CITY PLANNER — DATE

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

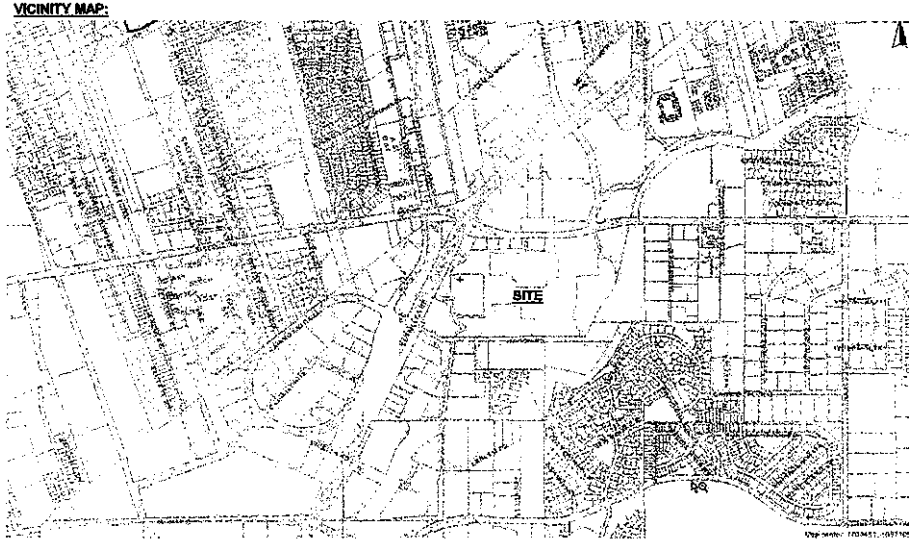
[signature] — 9.1.16
Chair — Date

[signature] — 9.1.16
Secretary — Date

OWNER'S CONSULNT:

[signature] — 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. 2016 at 1:43 o'clock P M., and was duly recorded in Book 821, Page 032108 of the records of Santa Fe County.

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

INST # 1804416

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

The foregoing instrument was acknowledged before me this 27 day of July, 2016 by Carmen Spinoso

[signature]
Notary Public

My commission expires: 11

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

07037

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

Revision Schedule

Num	Desc	Date

Date

Drawn by

Checked by

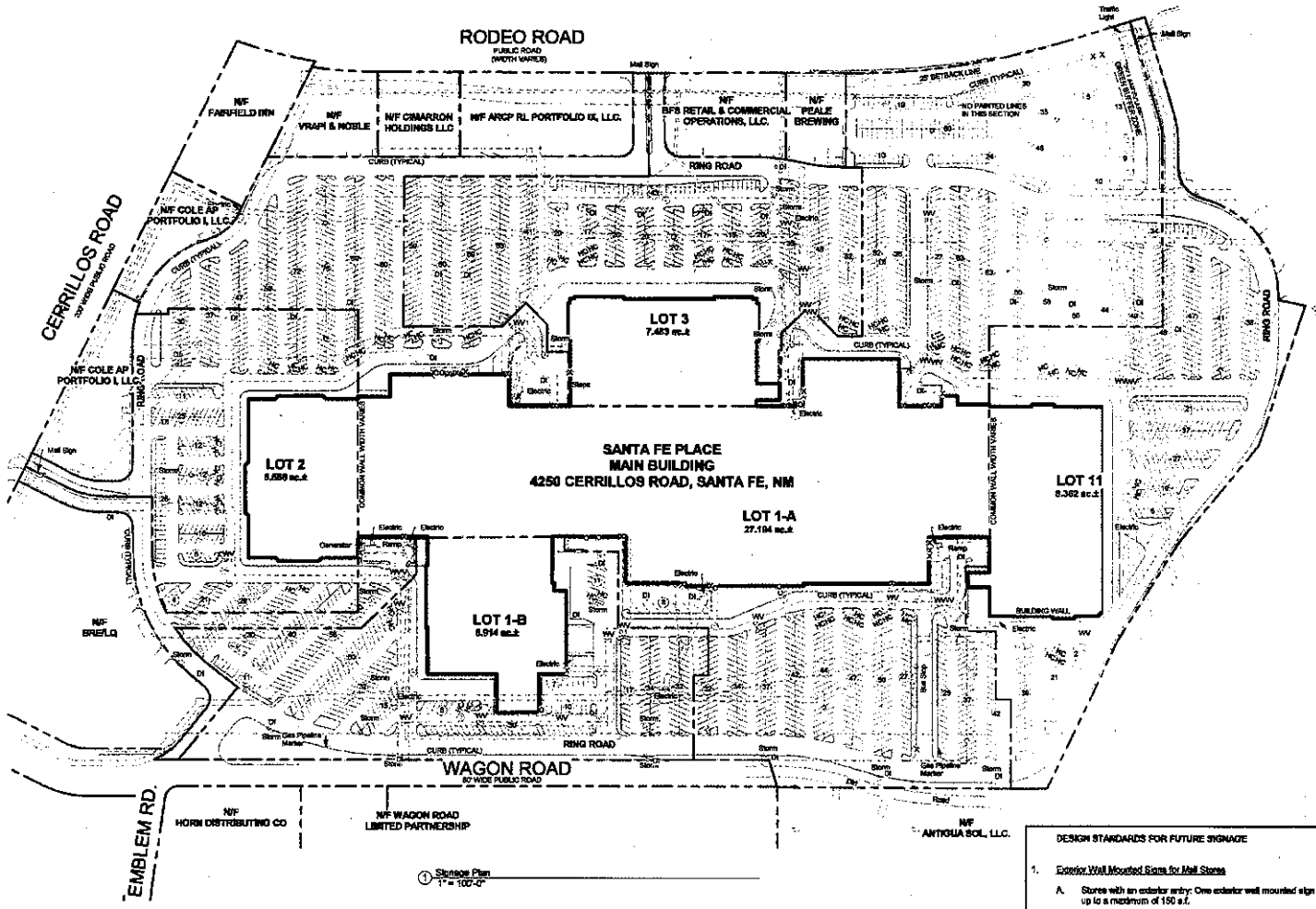
jenkinsgavin

130 Grant Avenue, Suite 101
Santa Fe, New Mexico 87501

Cover

Scale

1 of 2



① Signage Plan
1" = 100'-0"

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: 126.5 s.f.
Sign M-2: 128.8 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: 330.7 s.f.
D-2: 340.3 s.f.
D-3: 340.3 s.f.

JC Penney
J-1: 179.6 s.f.
J-2: 179.6 s.f.
J-3: 179.6 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 600 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 (C)(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.

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 façade 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 façade: 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 façade: 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).

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

3070138

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
130 Grant Avenue, Suite 101
Santa Fe, New Mexico 87501

Signage Plan

Scale 1" = 100'-0"

2 of 2

863 04

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 Mexico)SS
COUNTY OF Bernalillo)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY Lawrence D. Sanford, SANTA FE MALL PROPERTY OWNER LLC. THIS 6th 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 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 MODIFIED 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
COMPANY 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 BUT NOT SHOWN ON THIS PLAT.

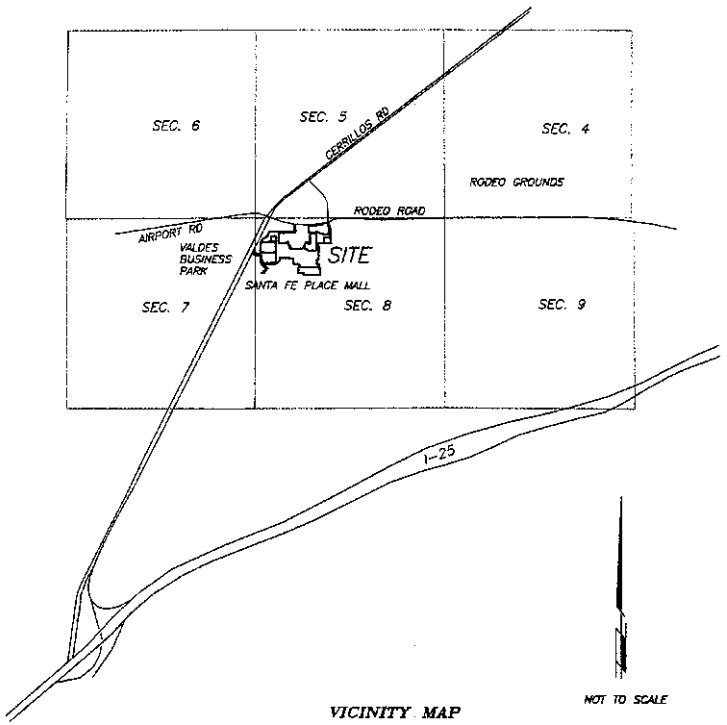
SAD DT 5/4/2020
PNM ELECTRIC SERVICE DATE

Frank A. Lyman 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

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 12/04/2019
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)

4/29/20
CITY ENGINEER FOR LAND USE DATE

Noah Berke 4/29/20
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.

4-21-2020
EDWARD M TRUJILLO, NMPS#12,352 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
2500 A CAMINO ENTRADA
SANTA FE, N.M., 87507
PLAT 10354-SUB DATE: 04\21\20

1984-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 18 NORTH, RANGE 9 EAST, NMPM, SANTA FE COUNTY, NEW MEXICO

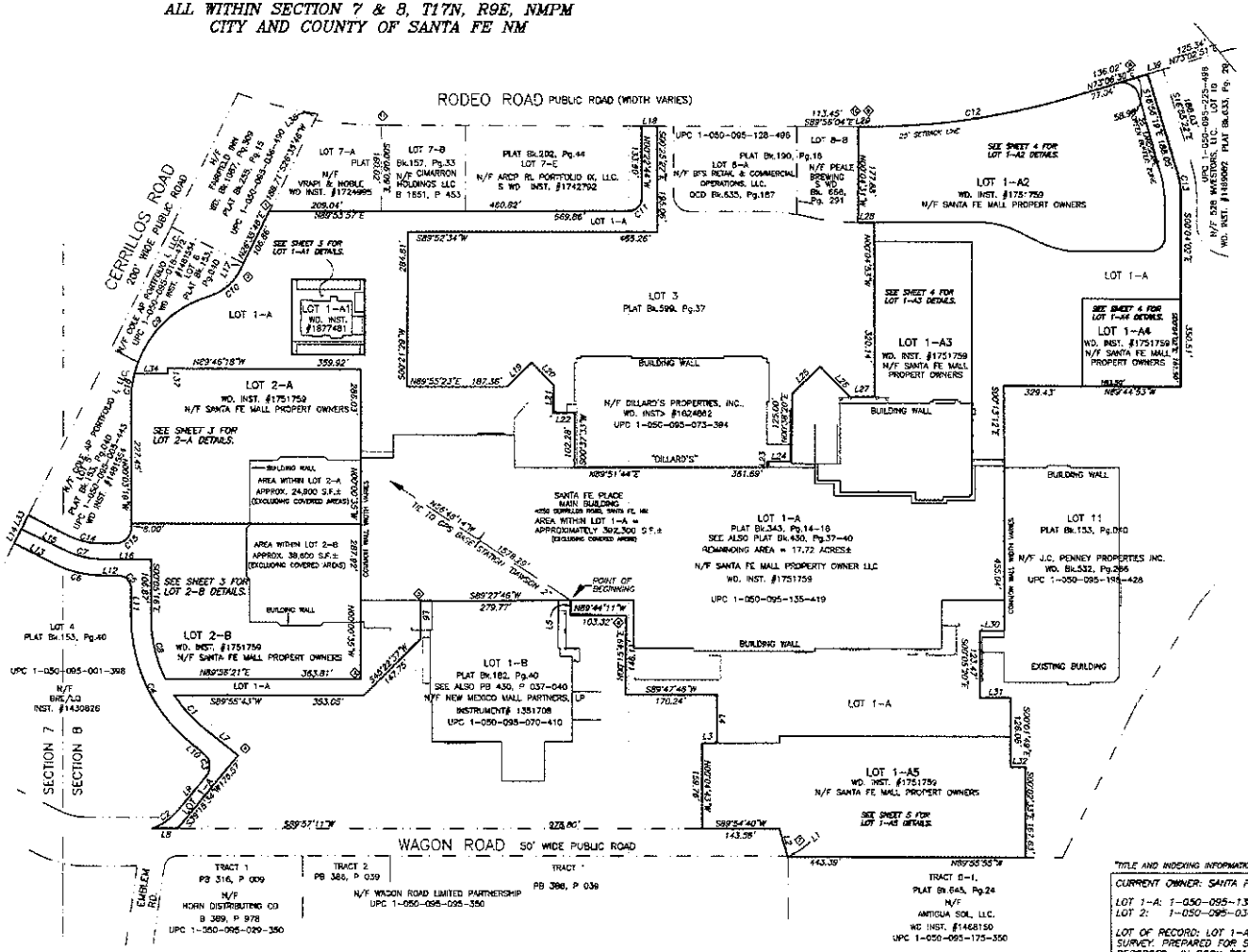
ALL THAT PORTION OF SECTIONS 7 & 8, TOWNSHIP 18 NORTH, RANGE 9 EAST, NMPM, SANTA FE COUNTY, NEW MEXICO, WHICH PORTION MAY BE MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE LIMIT OF SAID LOT 1-A, SAID POINT BEING S 58°46'14" E 1575.20 FEET FROM THE GPS BASE STATION "DAWSON 2";

THENCE S89°27'46"W, 279.77 FEET;
THENCE S00°18'08"E, 69.86 FEET;
THENCE S45°22'37"W, 147.75 FEET;
THENCE S89°58'43"W, 353.08 FEET;
THENCE COUNTERCLOCKWISE 87.15 FEET ON A CURVE HAVING A RADIUS OF 283.50 FEET AND A CHORD OF S81°57'29"E, 86.83 FEET;
THENCE S81°47'24"E, 81.93 FEET;
THENCE S38°14'34"W, 176.57 FEET;
THENCE S90°34'29"W, 45.00 FEET;
THENCE COUNTERCLOCKWISE 61.79 FEET ON A CURVE HAVING A RADIUS OF 123.85 FEET AND A CHORD OF N65°33'03"E, 61.06 FEET;
THENCE N28°18'08"E, 76.92 FEET;
THENCE COUNTERCLOCKWISE 48.49 FEET ON A CURVE HAVING A RADIUS OF 28.50 FEET AND A CHORD OF N23°11'16"W, 41.63 FEET;
THENCE N60°29'53"W, 31.22 FEET;
THENCE CLOCKWISE 267.16 FEET ON A CURVE HAVING A RADIUS OF 305.50 FEET AND A CHORD OF N25°37'46"W, 258.47 FEET;
THENCE N00°15'12"W, 32.82 FEET;
THENCE COUNTERCLOCKWISE 38.45 FEET ON A CURVE HAVING A RADIUS OF 24.50 FEET AND A CHORD OF N44°50'39"W, 34.63 FEET;
THENCE N89°53'53"W, 29.81 FEET;
THENCE CLOCKWISE 186.56 FEET ON A CURVE HAVING A RADIUS OF 151.50 FEET AND A CHORD OF N76°47'16"W, 87.77 FEET;
THENCE N63°07'41"W, 97.84 FEET;
THENCE N26°46'26"E, 29.86 FEET;
THENCE S63°51'09"E, 96.99 FEET;
THENCE COUNTERCLOCKWISE 74.98 FEET ON A CURVE HAVING A RADIUS OF 108.99 FEET AND A CHORD OF S78°06'20"E, 74.26 FEET;
THENCE S89°39'15"E, 91.04 FEET;
THENCE S02°20'16"E, 108.87 FEET;
THENCE COUNTERCLOCKWISE 118.50 FEET ON A CURVE HAVING A RADIUS OF 263.50 FEET AND A CHORD OF S13°53'39"E, 117.50 FEET;
THENCE N89°56'21"E, 363.61 FEET;
THENCE N89°30'39"E, 573.85 FEET;
THENCE N87°46'19"E, 359.82 FEET;
THENCE S00°02'42"E, 9.99 FEET;
THENCE N89°55'26"W, 91.36 FEET;
THENCE CLOCKWISE 206.79 FEET ON A CURVE HAVING A RADIUS OF 260.50 FEET AND A CHORD OF N44°07'22"E, 192.26 FEET;
THENCE COUNTERCLOCKWISE 91.25 FEET ON A CURVE HAVING A RADIUS OF 99.50 FEET AND A CHORD OF N49°31'09"E, 79.01 FEET;
THENCE N23°58'41"E, 10.92 FEET;
THENCE N26°25'46"E, 106.86 FEET;
THENCE N89°53'07"E, 206.04 FEET;
THENCE N89°53'53"E, 490.85 FEET;
THENCE COUNTERCLOCKWISE 37.61 FEET ON A CURVE HAVING A RADIUS OF 24.00 FEET AND A CHORD OF N45°04'26"E, 34.05 FEET;
THENCE N00°22'44"W, 133.80 FEET;
THENCE S89°39'56"E, 29.13 FEET;
THENCE S00°25'22"E, 199.04 FEET;
THENCE S89°52'34"W, 465.76 FEET;
THENCE S00°21'29"W, 284.81 FEET;
THENCE N89°58'33"E, 187.36 FEET;
THENCE S45°57'33"E, 63.51 FEET;
THENCE S44°21'13"E, 58.51 FEET;
THENCE S00°37'50"W, 50.05 FEET;
THENCE S89°23'50"E, 25.89 FEET;
THENCE S00°37'33"W, 102.28 FEET;
THENCE N89°59'44"E, 341.69 FEET;
THENCE N00°36'00"E, 11.99 FEET;
THENCE N89°35'21"E, 43.09 FEET;
THENCE N00°39'20"E, 125.09 FEET;
THENCE N49°37'41"E, 72.61 FEET;
THENCE S44°36'20"E, 78.22 FEET;
THENCE N89°47'23"E, 46.32 FEET;
THENCE N00°04'53"W, 320.14 FEET;
THENCE S89°49'56"W, 30.39 FEET;
THENCE N00°04'31"W, 177.66 FEET;
THENCE S89°58'04"E, 14.53 FEET;
THENCE COUNTERCLOCKWISE 450.44 FEET ON A CURVE HAVING A RADIUS OF 1,349.07 FEET AND A CHORD OF N81°14'47"E, 448.35 FEET;
THENCE N71°08'30"E, 136.02 FEET;
THENCE S18°51'30"E, 188.05 FEET;
THENCE CLOCKWISE 43.41 FEET ON A CURVE HAVING A RADIUS OF 167.00 FEET AND A CHORD OF S68°30'14"E, 43.29 FEET;
THENCE S00°04'09"E, 359.51 FEET;
THENCE N89°44'33"W, 328.43 FEET;
THENCE S00°13'12"E, 456.04 FEET;
THENCE N89°46'25"W, 49.88 FEET;
THENCE S60°05'20"E, 123.47 FEET;
THENCE N89°55'38"E, 57.01 FEET;
THENCE S00°01'49"E, 178.08 FEET;
THENCE N89°58'32"E, 28.05 FEET;
THENCE S00°02'33"E, 197.63 FEET;
THENCE N89°39'30"W, 443.39 FEET;
THENCE N10°56'37"W, 1.14 FEET;
THENCE N19°39'09"W, 52.19 FEET;
THENCE S89°54'40"W, 143.56 FEET;
THENCE N09°04'43"W, 150.76 FEET;
THENCE N89°44'25"E, 27.46 FEET;
THENCE N09°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°08'02"E, 26.04 FEET MORE OR LESS TO THE POINT OF COMMENCEMENT, LESS LOTS 1-A1, 1-A2, 1-A3, 1-A4 AND 1-A5, CONTAINING 17.720 ACRES, MORE OR LESS, ALL AS SHOWN HEREON.

MONUMENTATION NOTES:

1. FOUND REBAR N61°27'42"E, 2.22' FROM CORNER
2. FOUND "X" IN CONCRETE AT CORNER, FOUND REBAR S47°48'28"E 1.16' FROM CORNER
3. FOUND NAIL AND WASHER N84°08'35"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°46'00"E, 2.27' FROM CORNER
6. FOUND REBAR N61°33'34"E, 3.26' FROUND FROM CORNER
7. FOUND SPIKE AND WASHER N82°40'19"W, 0.31' FROM CORNER
8. FOUND "X" IN CONCRETE S85°18'18"E, 0.54' FROM CORNER
9. FOUND "X" IN CONCRETE N57°14'24"W, 6.53' FROM CORNER
10. FOUND "X" IN CONCRETE N14°14'44"E, 3.87' FROM CORNER
11. FOUND REBAR AT CORNER, FOUND REBAR S85°25'34"E, 3.95' FROM CORNER, FOUND REBAR S35°42'59"E, 3.62' 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

SHEET 2 OF 6

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2505 B CAMINO ENTRADA
SANTA FE, N.M., 87507
FILE: 10354-SUB DATE: 04\21\20

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

V-101

1164-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 430, PAGE 037-040, WITHIN SECTION 8, TOWNSHIP 18 NORTH, RANGE 9 EAST, NMPM, SANTA FE COUNTY, NEW MEXICO

ALL THAT PORTION OF SECTION 8, TOWNSHIP 18 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 2, SAID POINT BEING S 48°42'27" E 675.50 FEET FROM THE CPS BASE STATION "DAWSON 2";

THENCE S89°58'09"E, 61.56 FEET;
THENCE N00°02'43"W, 9.99 FEET;
THENCE S89°48'18"E, 359.92 FEET;
THENCE S00°00'35"E, 573.95 FEET;
THENCE S89°56'21"W, 363.81 FEET;
THENCE CLOCKWISE 178.50 FEET ON A CURVE HAVING A RADIUS OF 263.50 FEET AND A CHORD OF N31°03'39"W, 117.50 FEET;
THENCE N89°30'15"W, 91.04 FEET;
THENCE CLOCKWISE 74.98 FEET ON A CURVE HAVING A RADIUS OF 138.99 FEET AND A CHORD OF N76°08'20"W, 74.29 FEET;
THENCE N61°31'09"W, 86.89 FEET;
THENCE N28°03'53"E, 28.73 FEET;
THENCE S87°57'58"E, 88.85 FEET;
THENCE COUNTERCLOCKWISE 60.19 FEET ON A CURVE HAVING A RADIUS OF 131.50 FEET AND A CHORD OF S77°50'38"E, 59.68 FEET;
THENCE S89°56'56"E, 24.62 FEET;
THENCE COUNTERCLOCKWISE 46.26 FEET ON A CURVE HAVING A RADIUS OF 28.50 FEET AND A CHORD OF N44°54'54"E, 41.66 FEET;
THENCE N00°03'19"W, 235.46 FEET;
THENCE CLOCKWISE 59.43 FEET ON A CURVE HAVING A RADIUS OF 200.50 FEET AND A CHORD OF N07°06'55"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.

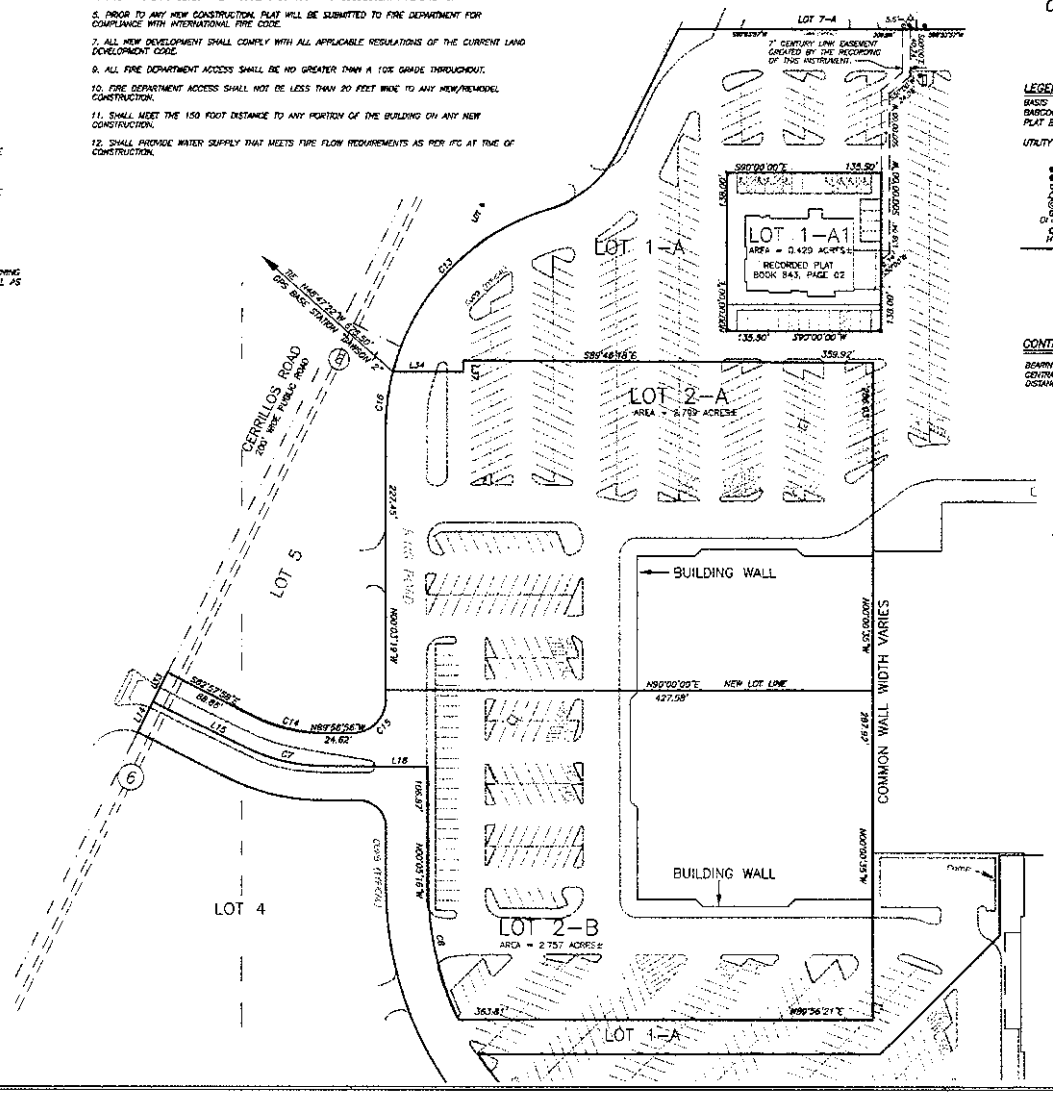
REFERENCE DOCUMENTS:

ALTA/ACSM LAND TITLE SURVEY, PREPARED FOR SANTA FE MALL PROPERTY OWNER LLC., 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 35049C0539D, DATED JUNE 17, 2008.



LEGEND:

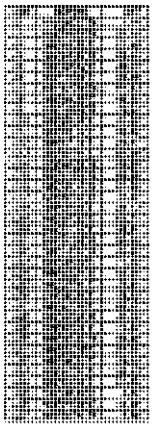
BASIS OF BEARINGS IS CLASS A ALTA/ACSM LAND TITLE SURVEY, PREPARED FOR: BABCOCK & BROWN REAL ESTATE INVESTMENT LLC, RECORDED AUG. 17, 2007 IN PLAT Bk.682, Pg.41 OFFICE OF THE SANTA FE COUNTY CLERK.

UTILITY SYMBOLS SHOWN LARGER THEN ACTUAL SIZE FOR VIEWING PURPOSES.

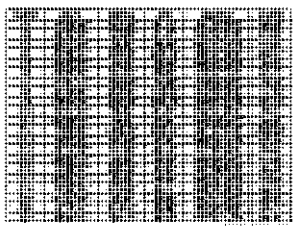
- ● DENOTES REBAR, OR AS SHOWN FOUND
- ● DENOTES REBAR, OR AS SHOWN SET
- ○ DENOTES CALCULATED POINT NOT SET
- DENOTES FIRE HYDRANT
- DENOTES SANITARY SEWER MANHOLE UNLESS OTHERWISE NOTED
- DENOTES CLEAN OUT
- DI DENOTES DROP INLET
- DENOTES LAMP STANDARD
- HC DENOTES HANDICAP PARKING
- DENOTES BOUNDARY 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 6899' AMSL. TO CONVERT TO GRID DISTANCES MULTIPLY BY A SCALE FACTOR OF 0.9996583863.



L39	S72°01'50"W	29.57'
L40	N90°00'00"E	53.41'
L41	N00°00'00"W	5.08'
L42	N89°59'00"E	30.94'
L43	S89°59'02"E	13.83'
L44	S00°00'00"E	21.60'
L45	N90°00'00"E	41.42'
L46	S00°00'00"W	31.00'



Edward M Trujillo 4-21-2020
EDWARD M TRUJILLO, NMPS 12,552 DATE

V-102 SHEET 3 OF 6

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2302 B CAMINO ENTRADA
SANTA FE, N.M., 87507
FILE: 10354-SUB DATE: 04\21\20

19846

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.

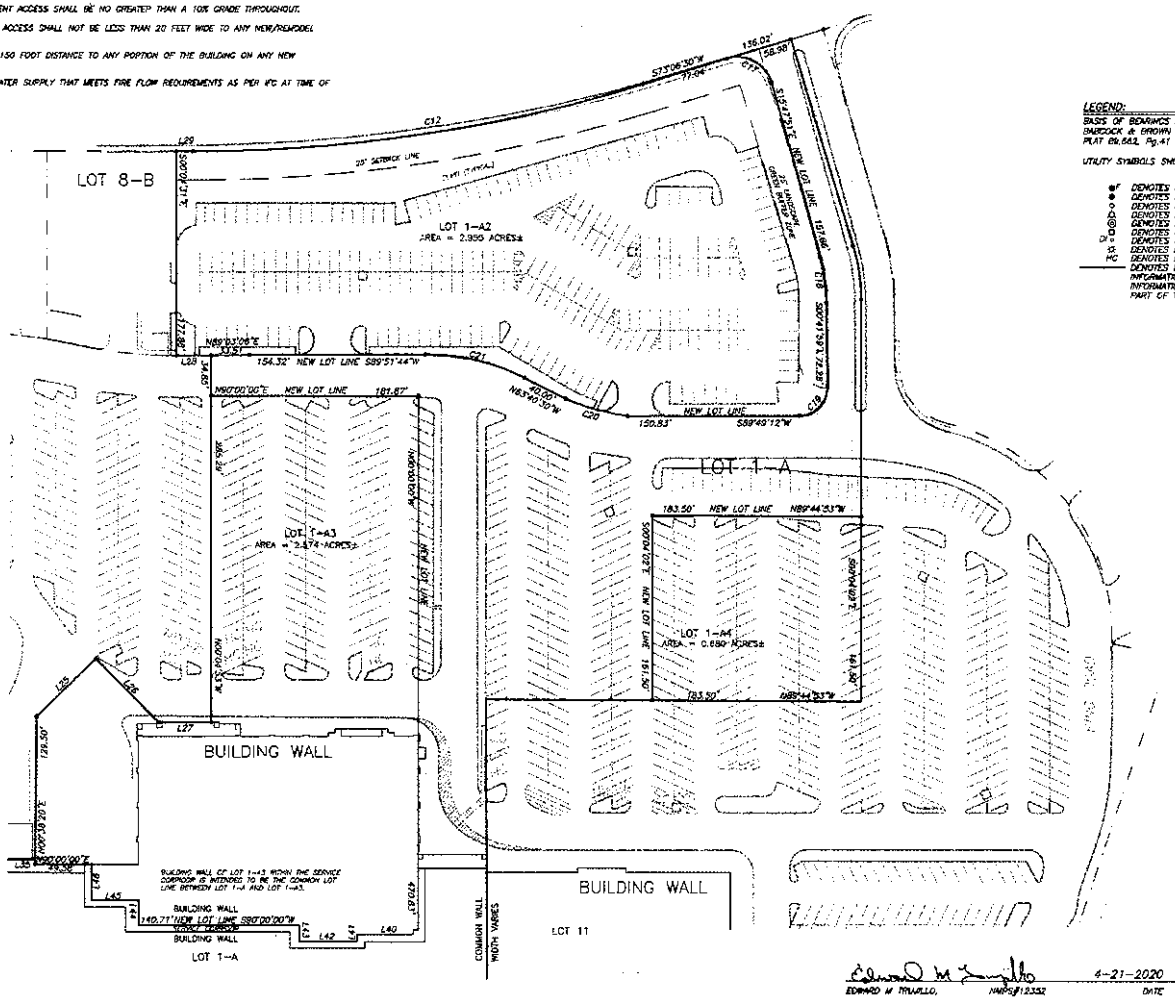
CONTROL REFERENCE:

BEARINGS ARE REFERRED TO THE NEW MEXICO STATE PLANE COORDINATE SYSTEM, NAD83 CENTRAL ZONE. DISTANCES SHOWN ARE REFERRED TO GROUND AMSL. TO CONVERT TO GRID DISTANCES MULTIPLY BY A SCALE FACTOR OF 0.99958383.

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.

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 8-B
LOT 1-A2
AREA = 2.955 ACRES±
LOT 1-A3
AREA = 2.474 ACRES±
LOT 1-A1
AREA = 0.650 ACRES±
LOT 1-A
BUILDING WALL
BUILDING WALL
BUILDING WALL
LOT 11
LOT 1-A
COMMON WALL WIDTH VARIES
BUILDING WALL CC LOT 1-A3 WITHIN THE SERVICE CORRIDOR IS INTENDED TO BE THE COMMON LOT LINE BETWEEN LOT 1-A AND LOT 1-A3.
25' SETBACK LINE
NEW LOT LINE
S57°06'30"W 79.04'
S38°23'52"E 156.02'
S89°51'44"W 154.32'
S89°49'12"W 150.83'
N89°44'53"W 183.50'
N89°44'53"E 183.50'
N89°03'06"E 17.57'
N83°40'38"W 70.00'
N00°00'00"E 181.87'
S00°00'00"E 129.50'
S00°00'00"E 44.00'
N89°44'53"W 140.71'
S89°00'00"W 140.71'
N00°00'00"E 181.87'
S00°00'00"E 181.87'
N00°00'00"E 181.87'
S00°00'00"E 181.87'
N00°00'00"E 181.87'
S00°00'00"E 181.87

563 08

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

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.

CONTROL REFERENCE:

BEARINGS ARE REFERRED TO THE NEW MEXICO STATE PLANE COORDINATE SYSTEM, NAD83 CENTRAL ZONE. DISTANCES SHOWN ARE REFERRED TO GROUND LEVEL. TO CONVERT TO GRID DISTANCES, MULTIPLY BY A SCALE FACTOR OF 0.99968360613.

FLOOD ZONE:

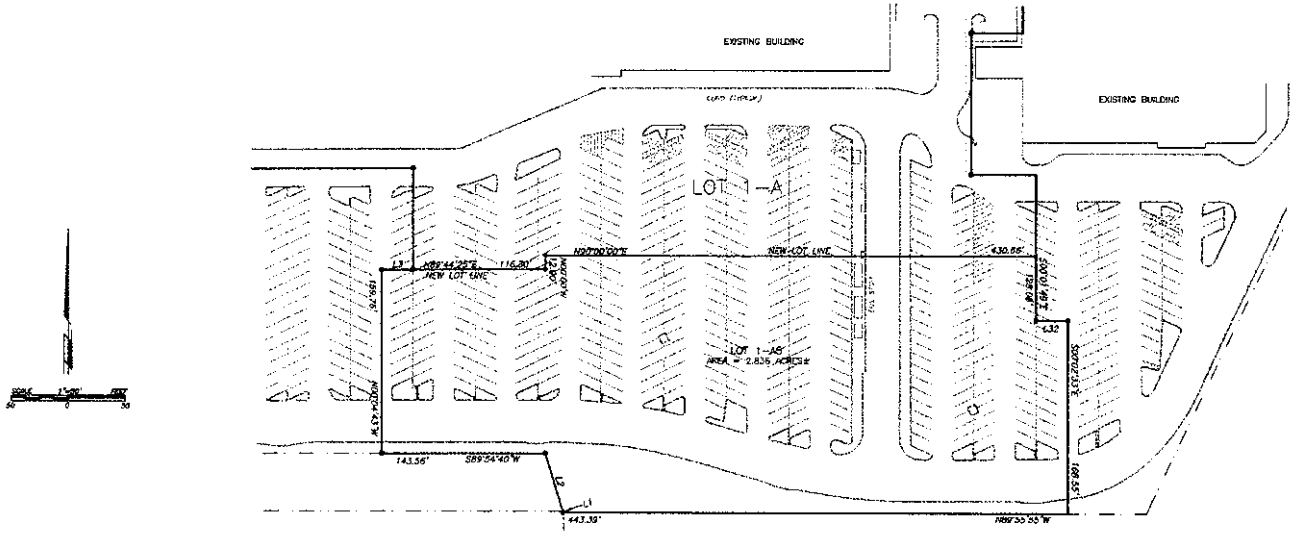
THIS PROPERTY LIES WITHIN ZONE "X, OTHER AREAS" DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON F.I.R.M. PANEL 35049C0339D, DATED JUNE 17, 2008.

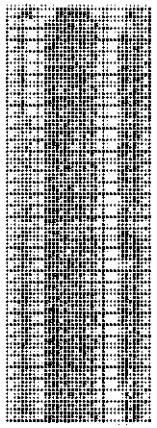
LEGEND:

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

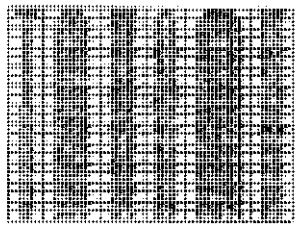
UTILITY SYMBOLS SHOWN LARGER THEN ACTUAL SIZE FOR VIEWING PURPOSES.

- ● 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
- 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.





L39	S73°37'00"W	29.37'
L40	N49°00'00"E	53.41'
L41	N00°00'00"W	5.98'
L42	N90°00'00"E	50.04'
L43	S00°00'00"E	13.93'
L44	S00°02'00"E	21.85'



Edward M Trujillo 4-21-2020

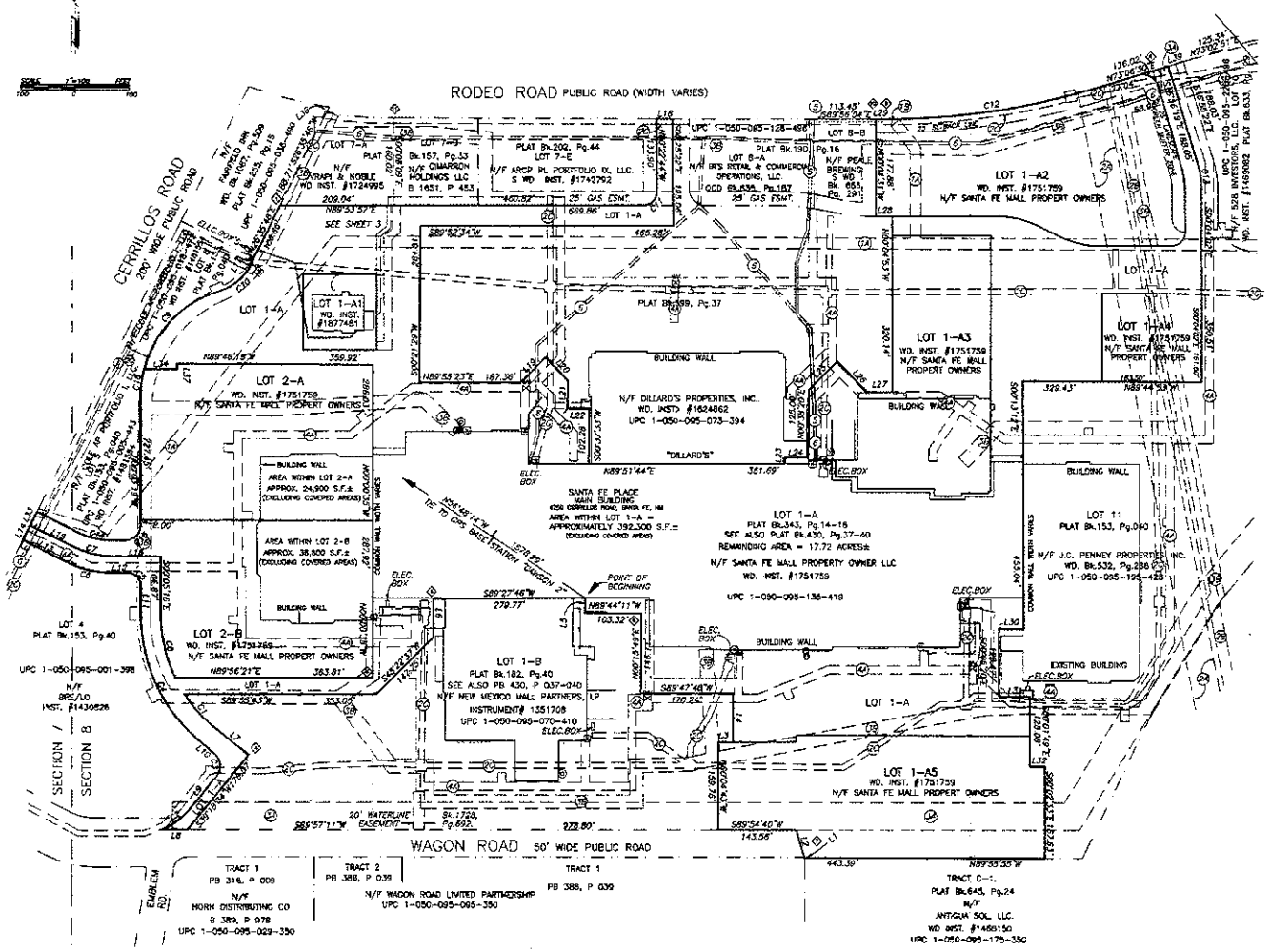
EDWARD M. TRUJILLO, NMPS#12352 DATE

V-104 SHEET 5 OF 6

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

MOLE

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
SECTION 7
SECTION 8
EMBLEM RD.
LOT 1-A
LOT 1-A1 WD. INST. #1677481
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-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 1-A PLAT Bk.343, Pg.14-16 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 11 PLAT Bk.153, Pg.040 N/F J.C. PENNEY PROPERTIES, INC. WD. Bk.532, Pg.286 UPC 1-050-095-125-423
LOT 4 PLAT Bk.153, Pg.40 UPC 1-050-095-001-398
N/F BPS/LO INST. #1430626
N/F DILLARD'S PROPERTIES, INC. WD. INST. #1624862 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 392,300 S.F.± (EXCLUDING COVERED AREAS)
AREA WITHIN LOT 2-A APPROX. 24,900 S.F.± (EXCLUDING COVERED AREAS)
AREA WITHIN LOT 2-B APPROX. 38,500 S.F.± (EXCLUDING COVERED AREAS)
EXISTING BUILDING
BUILDING WALL
ELEC. BOX
COMMON WALL WIDTH VARIES
ALTA/ACSM LAND TITLE SURVEY
PLAT Bk.389, Pg.37
PLAT Bk.202, Pg.44 LOT 7-E
PLAT Bk.157, Pg.53 LOT 7-A
PLAT Bk.190, Pg.16 LOT 8-A
LOT 8-B
N/F ARCP RL PORTFOLIO IX, LLC. S WD INST. #1742752
N/F CHAMARRON HOLDINGS LLC B 1451, P 453
N/F BARNES & NOBLE WD INST. #1724995
N/F IRS RETAIL & COMMERCIAL OPERATIONS, LLC QCD Bk.535, Pg.187
N/F PEARL BREWING S WD Bk. 656, Pg. 191
25' GAS ESMT.
20' WATERLINE EASEMENT Bk.1728, Pg.692
TRACT 1 PB 316, P 009 N/F HORN DISTRIBUTING CO B 389, P 978 UPC 1-050-095-029-350
TRACT 2 PB 388, P 039 N/F WAGON ROAD LIMITED PARTNERSHIP UPC 1-050-095-095-350
TRACT 1 PB 388, P 039
TRACT C-1, PLAT Bk.645, Pg.24 N/F ANTIGUA SOL, LLC. WD INST. #1466150 UPC 1-050-095-175-356
POINT OF BEGINNING
N89°44'11"W 103.32'
S89°27'46"W 279.77'
N89°51'44"E 361.69'
N89°44'58"W 329.43'
S89°54'40"W 143.56'
N89°55'55"W 443.39'
S89°57'11"W 228.80'
N89°56'21"E 383.81'
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S89°27'46"W 16.00'
N89°46'19"W 16.00'
N89°53'27"E 16.00'
S89°52'34"W 16.00'
N89°53'57"E 16.00'
S89°47'48"W 16.00'
N00°15'49"E 16.00'
S00°37'33"W 16.00'
N00°30'20"E 16.00'
S00°11'01"E 16.00'
N00°11'49"E 16.00'
S00°11'49"W 16.00'
N00°15'49"E 16.00'
N36°48'17"W 10' TO GPK BASE STATION "CANYON 2"
N73°02'51"E 1,261.68'
N73°02'51"E 1,261.68'
N73°02'51"E 1,261.68'

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

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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 avoilable 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**).

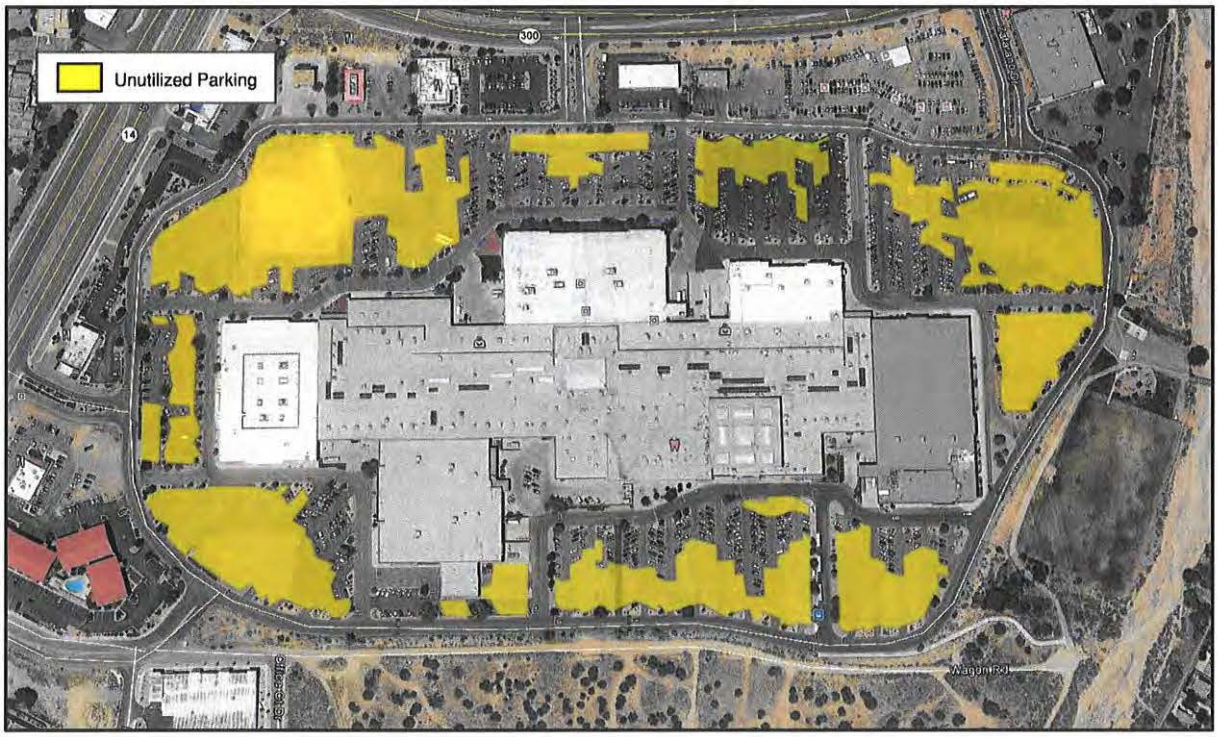


FIGURE 1: SANTA FE PLACE MALL PARKING UTILIZATION (SATURDAY, JUNE 10, 2017)

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

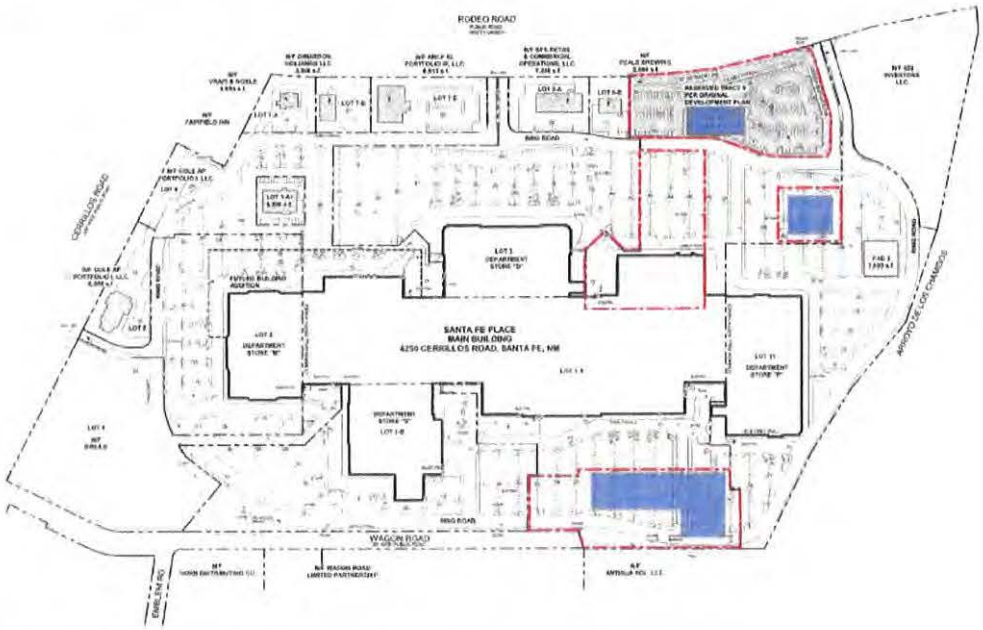


FIGURE 2: SANTA FE PLACE MALL PARKING UTILIZATION (SATURDAY, JUNE 10, 2017)

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 (5paces / 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 porking 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 – 599,000 SF, such as the Santa Fe Place Mall, should utilize a sliding scale of 4.0-4.5 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]

[8] Steve McLinden. December 6, 2018. *Inside Walmart's plans to convert porking 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.

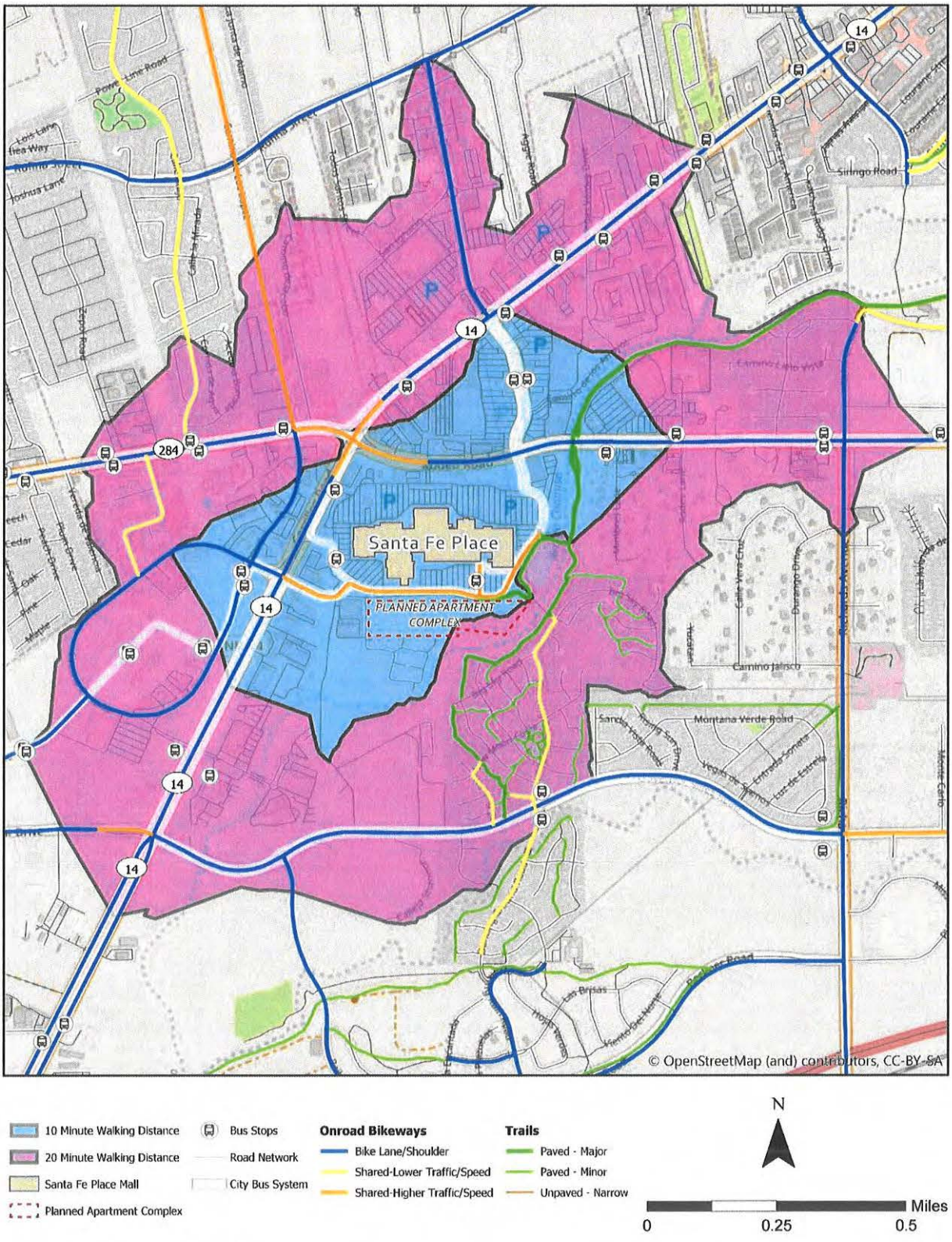


FIGURE 4: SANTA FE PLACE TRANSPORTATION AND TRANSIT SYSTEM

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.

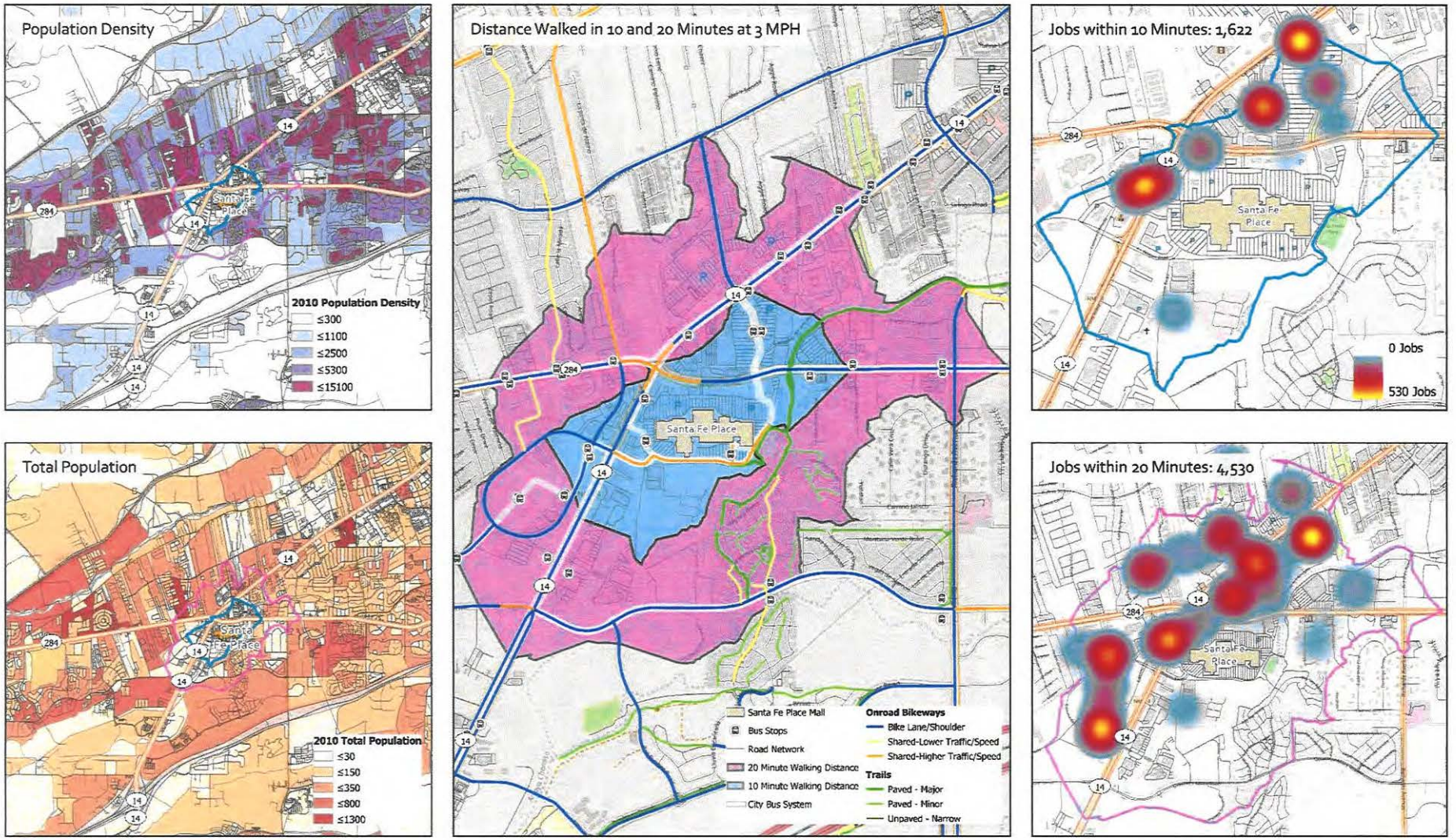


FIGURE 5: SANTA FE PLACE MALL POPULATION AND JOBS

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 one-third less for upfrant infrastructure.*
- *Smart growth development saves an overage of 38 percent on upfront costs for new construction of roods, sewers, woter lines and other infrastructure. Many studies have concluded that this number is os high os 50 percent.*
- *Smort 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 conventional 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 spread site development costs and enable projects that embrace the full range of new urbanist principles.*
>
> ***Transit accessibility.*** *Civic leaders and neighbars 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 concentrates 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 neighborhoads is often difficult, as neighbors resist projects and 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 many 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 urbanism 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 Porking 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 Plonning 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 Regionol Housing Affordobility*. 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.

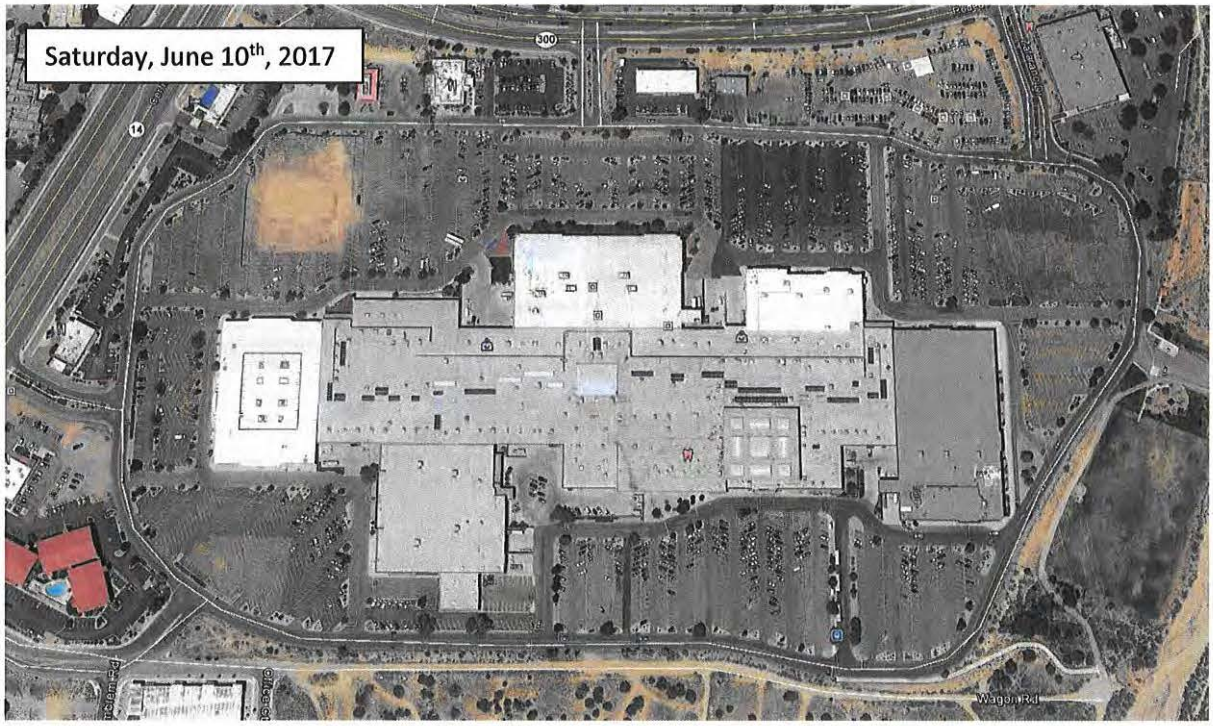
[26] Hampshire, et al. (May 31, 2017) "Measuring the Impact of an Unanticipated Disruption of Uber/Lyft in Austin, TX," University of Michigan Transportation Research Institute.

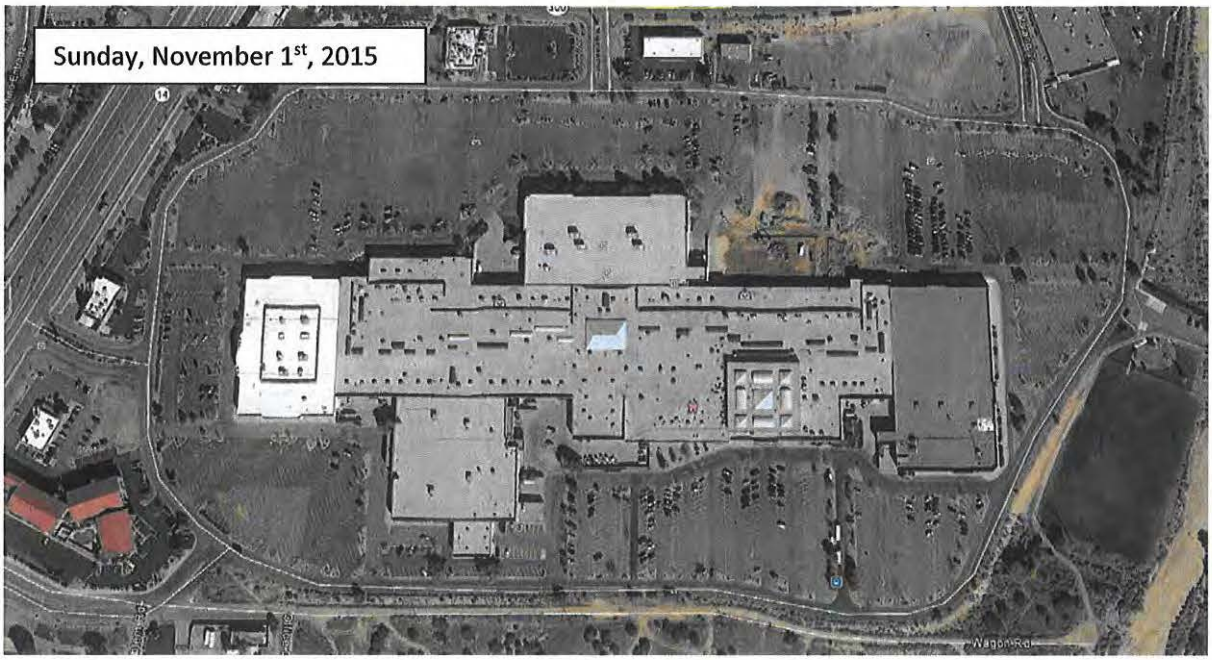
Site location benefits: The Santa Fe Place Mall features one of the city's main transit hubs, which provides service for eight of the city's transit lines, and is well connected by trails and bikeways. Whlie the presence of a transit center allows for a 5% parking reduction, per the City Code, the area 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.

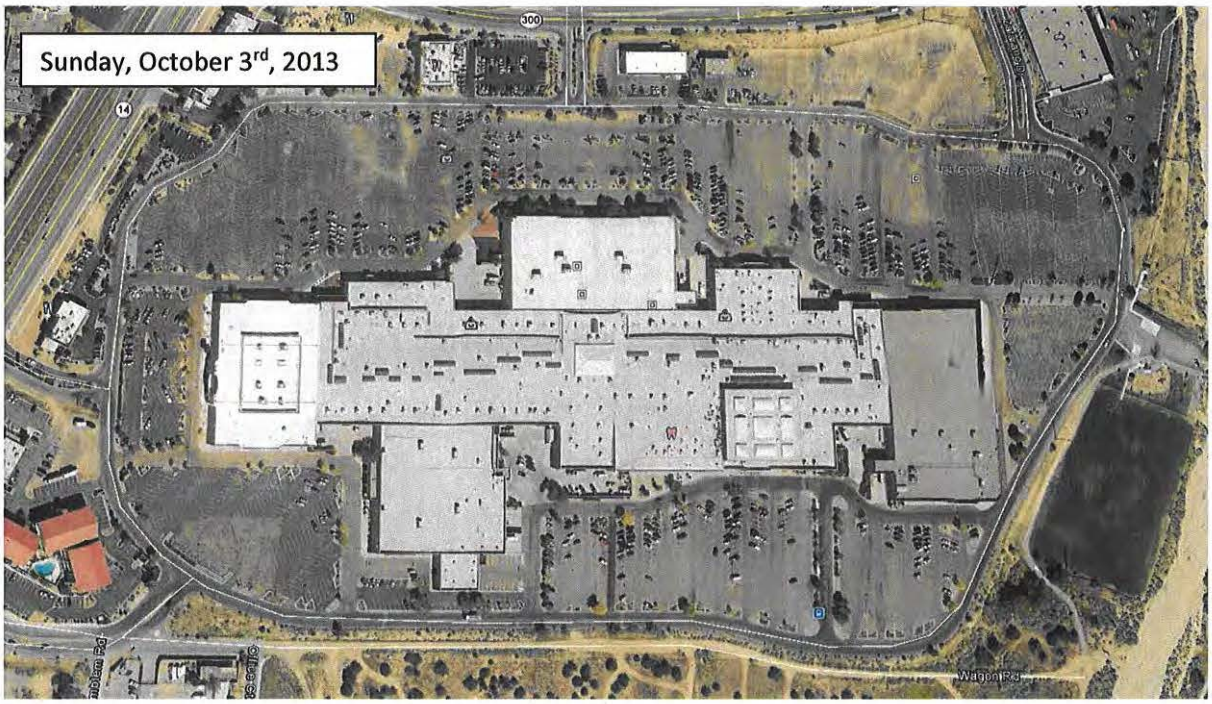
Co-benefits: The Santa Fe Place Mall redevelopment will provide a number of co-benefits beyond those directly supplied by the site. By promoting infill development on a greyfield site, the city is supporting "smart growth" within Santa Fe. Reducing the amount of pavement dedicated towards parking also 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.

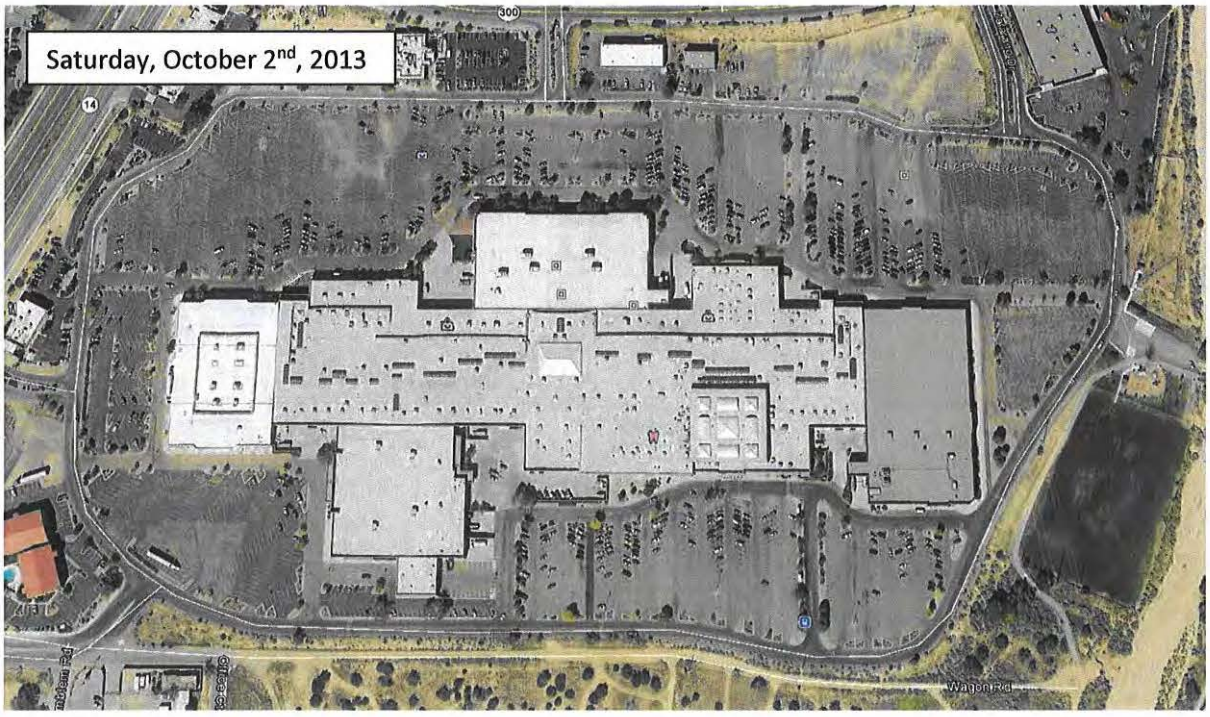
Finally, the difference between the supplied parking and the amount required by City Code may be considered against the real and urgent need for additional housing, as well as Santa Fe City policies that are not be reflected in the Code, including stated desire for infill development, increasing the 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

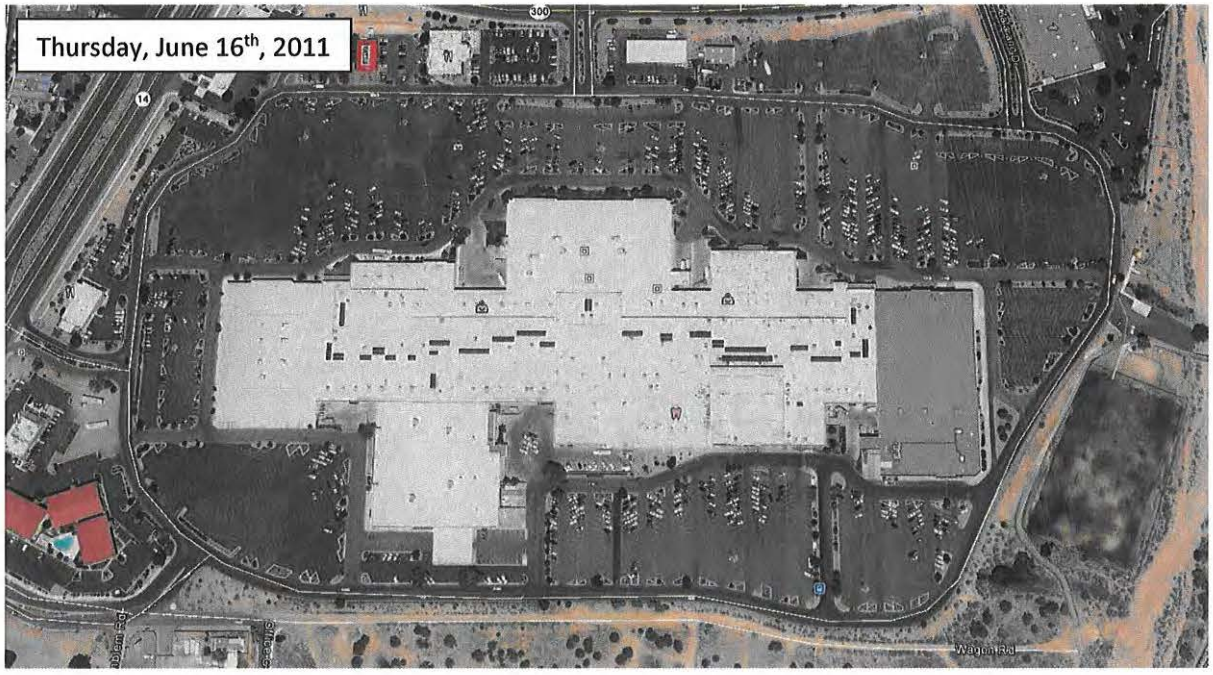


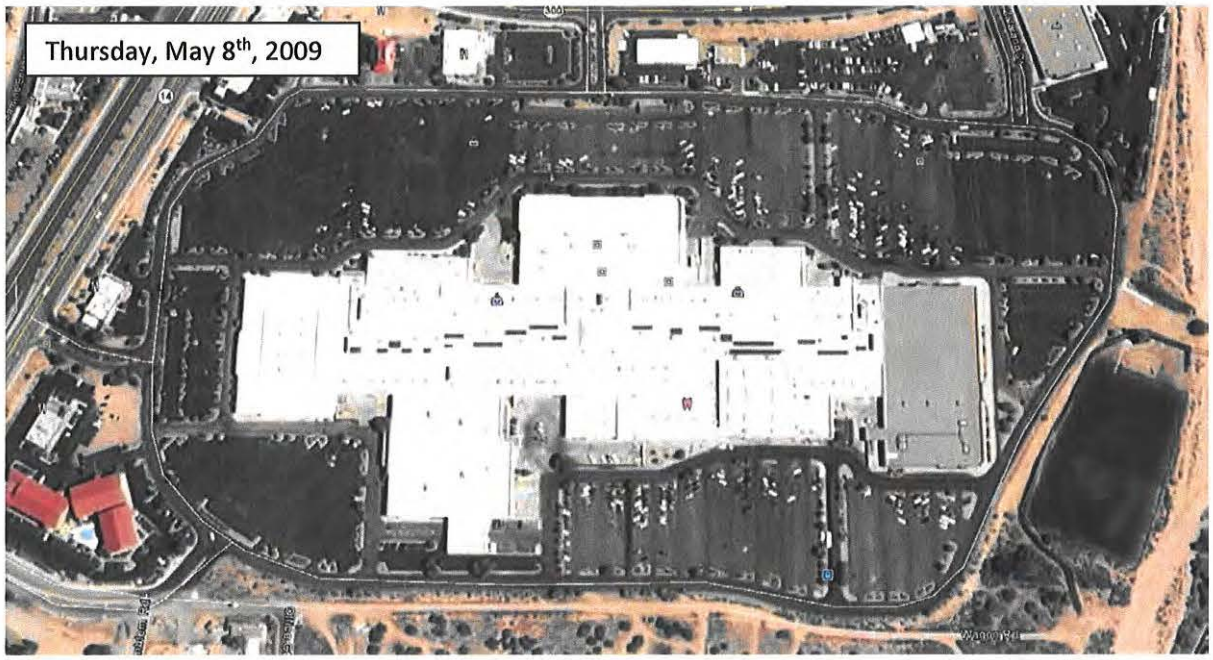



Sunday, October 3rd, 2013
300
14
Wagon Rd


Saturday, October 2nd, 2013
300
14
Wagon Rd


Sunday, July 24th, 2011
300
14
Wagon Rd


Thursday, June 16th, 2011
300
14
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

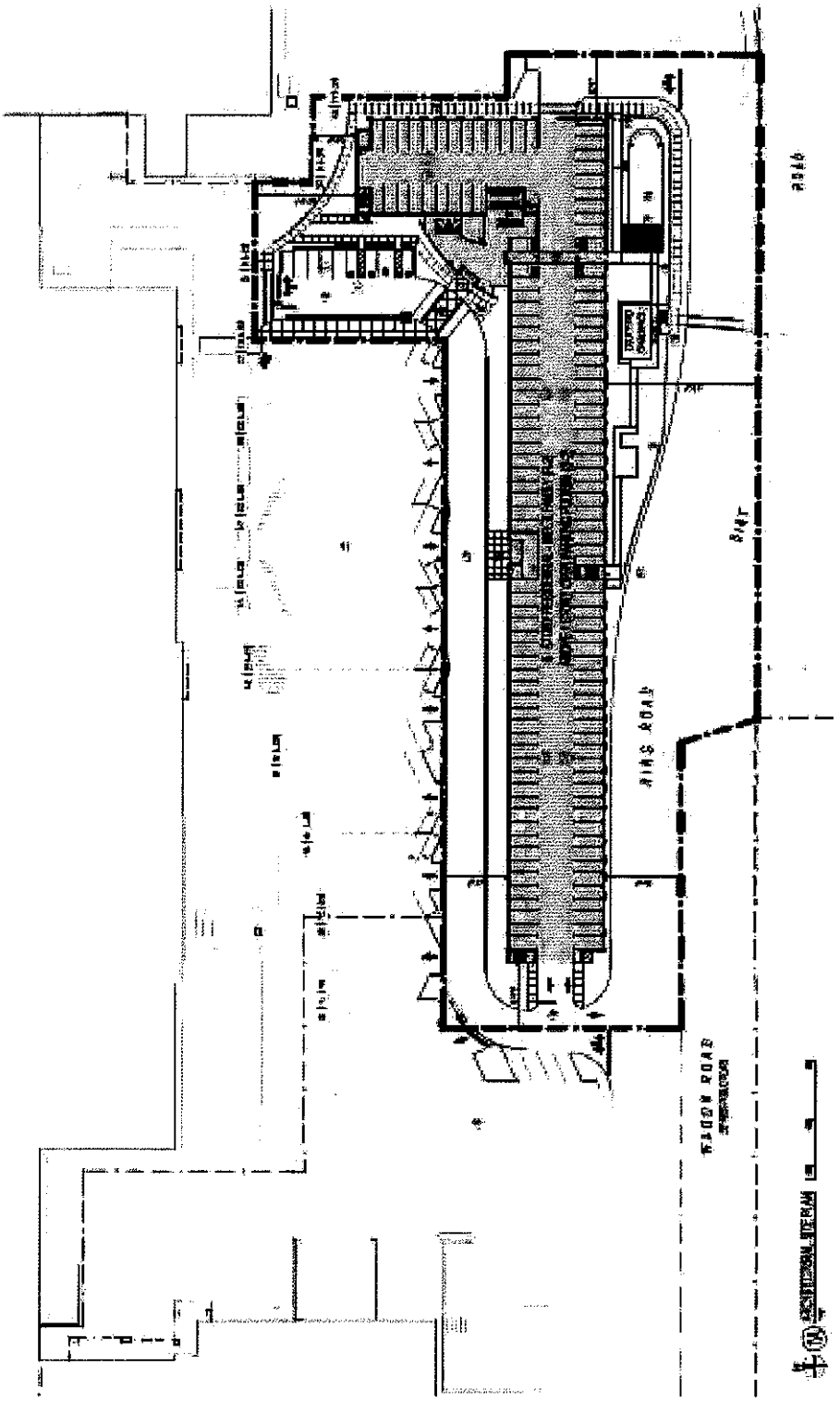


EXHIBIT 2

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
S F E C
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

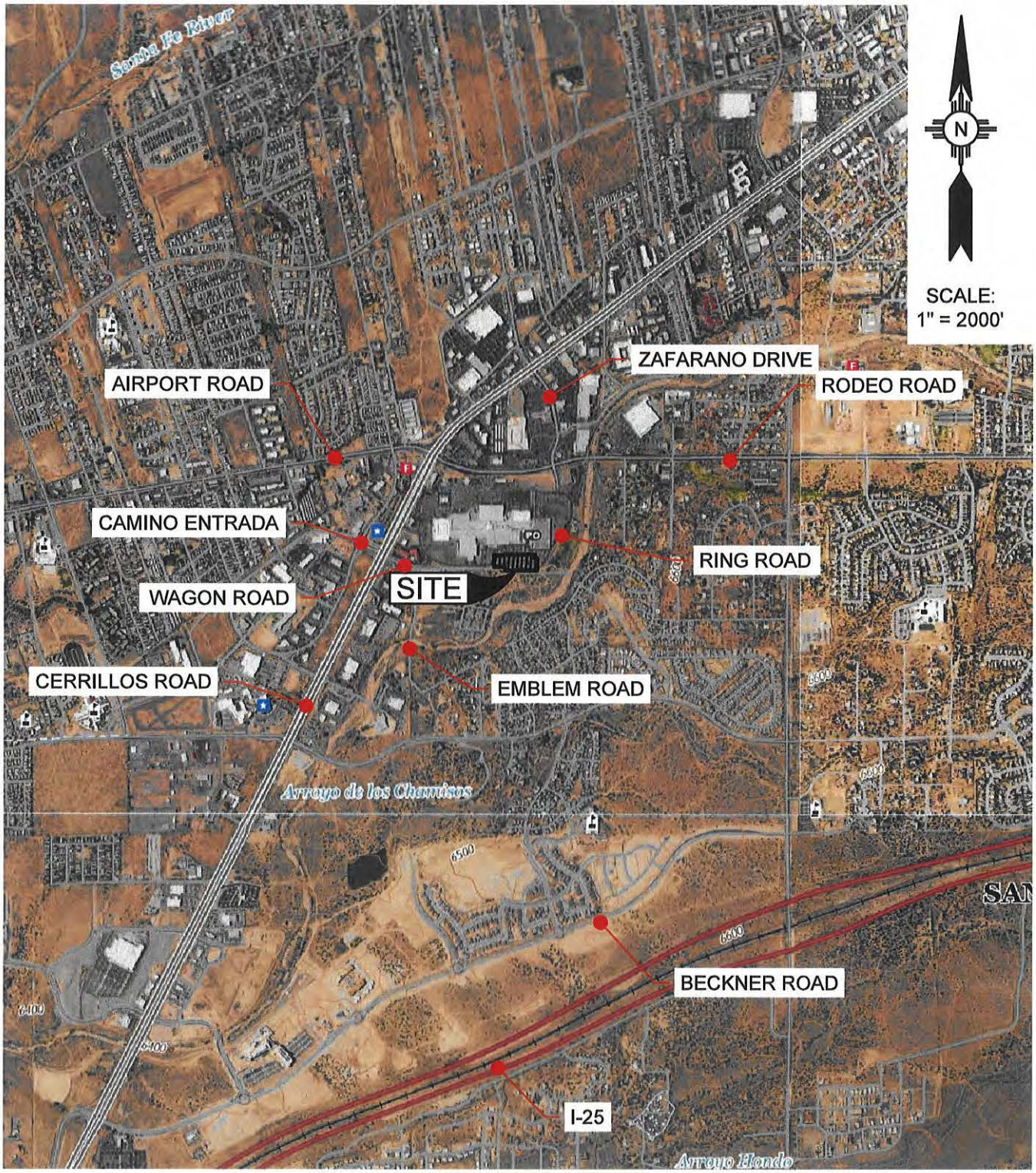
F. The project will be inspected on a regular basis and additional measures such as mulch socks, inlet protection, etc., will be utilized as required to meet field conditions and to control erosion.

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)	BALCONY AREA (SF)	PRIVATE OPEN SPACE: BALCONY QTY	PRIVATE OPEN SPACE: TOTAL PRIVATE OPEN SPACE
STUDIO	0BR/1BATH	504	39	19,152	32	38	1,216
1 BEDROOM	1BR/1BATH	672	75	50,400	89	75	6,675
2 BEDROOM	2BR/2BATH	648	28	26,944	80	28	2,240
APARTMENT TOTALS			141	96,096		141	9,456

APARTMENT BUILDING AREA

	BUILDING AREA (GSF)	CORRIDOR OPEN SPACE (BUILDING) ROOF TERRACE (SF)
LEVEL 1 (PODIUM)	37,972	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

ZONING DESIGNATION:	SC-3 (PLANNED SHOPPING CENTER DISTRICT (REGIONAL)) DWELLING, MULTIPLE FAMILY AS A PERMITTED USE
LOT AREA:	10.21 ACRES± (444,776 SF±)
LOT COVERAGE PERMITTED:	100%
TOTAL BLDG GROUND COVERAGE:	45,292 SF
MAXIMUM LOT COVERAGE:	n/a
OPEN SPACE REQUIREMENTS:	NONE
OPEN SPACE PROVIDED:	
COMMON OPEN SPACE:	BUILDING: 3,419 SF COURTYARD: 19,206 SF PAVERS: 3,456 SF
PRIVATE OPEN SPACE	BALCONIES: 9,456 SF
SETBACKS: FRONT (NORTH) SIDE (WEST) SIDE (EAST) REAR (SOUTH):	64' MINIMUM, 101'-11" (MAX) 65'-5" 42'-11" 124'-0" MIN, 161'-7" (MAX)
BUILDING HEIGHT PERMITTED:	45' MAXIMUM EXCLUDING CHIMNEYS, ANTENNAS, VENTILATORS, ELEVATOR HOUSING OR OTHER NON-HABITABLE ROOMS STRUCTURES NOT INTENDED FOR HUMAN OCCUPANCY

PARKING REQUIREMENTS

RESIDENTIAL PARKING: UNIT QTY	UNIT TYPE	GROSS UNIT AREA	PARKING RATIO	SPACES REQUIRED
39	STUDIO	504 SF±	1.25 / UNIT	47.50
75	1 BR	672 SF±	1.25 / UNIT	93.75
28	2 BR	648 SF±	1.25 / UNIT	45.00
			TOTAL SPACES REQUIRED	186
			TOTAL SPACES PROVIDED - PODIUM	186
			TOTAL SPACES PROVIDED - SURFACE	0
			SHARED PARKING	49
			TOTAL SPACES PROVIDED	186

ACCESSIBLE PARKING REQUIRED PER ADA PARKING SPACES+ ACCESSIBLE PARKING PROVIDED: 8 / 8 = 2.0 VAN

BICYCLE PARKING REQUIREMENTS PER SFCC 14-6.6(E): REQUIRED 10; PROVIDED (COMMERCIAL SPACES) 15; PROVIDED (MINIMUM FUTURE FOR RESIDENTIAL USE) 30

KEY NOTES

1. ASPHALT PAVED PATHWAY - PAINTED STRIPING FOR STOP
2. EXISTING ASPHALT PARKING TO REMAIN PER CIVIL
3. ASPHALT FIRE ACCESS LANE
4. PEDESTRIAN STYLE TABLE CROSSING
5. PEDESTRIAN CROSSING TO EXISTING OR FUTURE URBAN TRAIL SYSTEM
6. ADULT WASTE RECYCLING COMPACTOR ADCC 55
7. SHADE STRUCTURE
8. 6' - 8" BOULDERS ON CONCRETE FOOTING (NUMBER OF ADC SHOWN = 7)
9. 42" HIGH CABLE RAILING - WITH 3'L CLOSE PANEL WITH 2'L CLOSE PANEL WITH 4" 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 FRONT LOBBY TO COURTYARD

GENERAL NOTES

1. PROPERTY OWNER(S) IS REQUIRED TO COMPLY WITH THE PROVISIONS OF SWA APPLICABLE CITY OF SANTA FE ORDINANCES ADOPTED PRIOR TO ISSUANCE PLAN RECOMMENDATION OF CONDITIONS OF SUBMITTAL AND THE BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISION OF ORDINANCES CITED FOR IN CHAPTER 14 LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
2. EXISTING RIGHTS-OF-WAY AND EASEMENTS ARE SUBJECT TO CHANGE IF EXISTING EASEMENTS ARE NOT OWNED, THE DEVELOPMENT PLAN SHALL BE AMENDED ACCORDINGLY PER THE PROVISIONS OF 14-3.1 D.
3. ALL PROPOSED CHANGES TO THE APPROVED IMPROVEMENT PLANS SHALL REQUIRE PRIOR APPROVAL OF THE CITY OF SANTA FE'S PLANNING AND LAND USE DEPARTMENT BEFORE CONSTRUCTION.
4. PROPERTY DEVELOPMENT IS SUBJECT TO THE PROVISIONS OF SECTION 14-5.2(E), "FLAT ROOF BUILDING STANDARDS".
5. STYLE AND FINISH DESCRIPTIONS OF CITY SIDEWALKS, DRAINAGE, TRAILS, AND ACCESS EASEMENTS SHOWN ON APPROVED PLANS ARE INTENDED AS THE PLAN'S MINIMUM APPLICABLE REQUIREMENTS.
6. ALL BUILDING SIDES SHALL CONFORM TO THE INTENT OF THE DEVELOPMENT PLAN WITH RESPECT TO ACTUAL SIZE AND SHAPE OF EACH STRUCTURE CONFORMED TO WITH THE REVIEW DUTIES BASED ON CODES, INCLUDING WALLS AND FENCES, SUBJECT TO APPLICABLE BUILDING PERMIT REQUIREMENTS.
7. EXISTING SETBACKS SHALL APPLY TO ALL PERMANENT STRUCTURES, INCLUDING ACCESSORY STRUCTURES.
8. THE DEVELOPMENT SITE'S NOTICE SHALL BE POSTED AS PER THE PROVISIONS OF THE SANTA FE CITY CODE WITHIN THE PROPOSED PHASES AND DEVELOPER-OWNED DISTRICT.
9. ZONING SHALL NOT HAVE AN EFFECT UNLESS ANY OF THE NON-CONFORMING USES OR USE WITHIN THE PROPOSED PHASES AND DEVELOPER-OWNED DISTRICT.
10. PROPERTY DEVELOPMENT NOT COMPLY WITH SECTION 14-5.2 DEVELOPMENT STANDARDS (SFCC 1987).
11. THE DEVELOPMENT OF THE PROPERTY SHALL BE SUBJECT TO THE SANTA FE COUNTY ORDINANCE NO. 2003-6 AND RESOLUTION NO. 2003-154 IN THE EVENT OF WATER RESTRICTIONS.
12. THE DEVELOPER SHALL COMPLY WITH THE NEW CONSTRUCTION REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT AND FOR ALL INFRASTRUCTURE IMPROVEMENTS, AN ADA INSPECTION SHALL BE CONDUCTED PRIOR TO BEGINNING OF A CONSTRUCTION OF ROADWAY. THE CONTRACTOR SHALL CONTACT CITY OF SANTA FE TO SCHEDULE AN INSPECTION.
13. THIS SITE SHALL COMPLY WITH THE INTERNATIONAL FIRE CODE (IFC) 2018.
14. ALL ROOFING MUST MEET CLASS A FIRE CLASSIFICATION AND FULLY SPRINKLERED PER IFC.

LEGAL DESCRIPTION

LOT 1-A-1
AND, PART OF TRACT 1-A
WITHIN LOT 1-A AND LOT 2
AS SHOWN ON ALTA/ACSM LAND TITLE SURVEY
RECORDED IN BOOK 779 PAGE 14-17,
PREPARED FOR SANTA FE MALL PROPERTY OWNER LLC
ALL WITHIN SECTION 27 & 28, T.17N, R8E, NMPM
CITY AND COUNTY OF SANTA FE, NM

SITE LEGEND

BUILDING KEYNOTES

- CONCRETE RETAINING WALL (TYP.)
- CROSS WALKWAY TO REMAIN (TYP.)
- CONSTRUCTION STAGE PERIMETER (TYP.)
- PROPERTY LINE
- ELEVATOR ACCESSIBILITY PROVIDED (THE ACCESSIBLE UNIT ENTRY POINT)
- PERIMETER POINT NON-PENETRATION SYSTEM (TYP.)

STORMWATER AGREEMENT

PROPERTY OWNER(S) HEREBY AGREE THAT ALL STORMWATER ENCROACHMENTS 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 SUBMITTED BY THE PROPERTY OWNER, AND HEREBY GRANTS 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 UPON THEIR 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, BY [OWNER].

NOTARY PUBLIC — MY COMMISSION EXPIRES

SIGNATURE BLOCK

APPROVED BY THE SANTA FE PLANNING COMMISSION AT THEIR MEETING ON

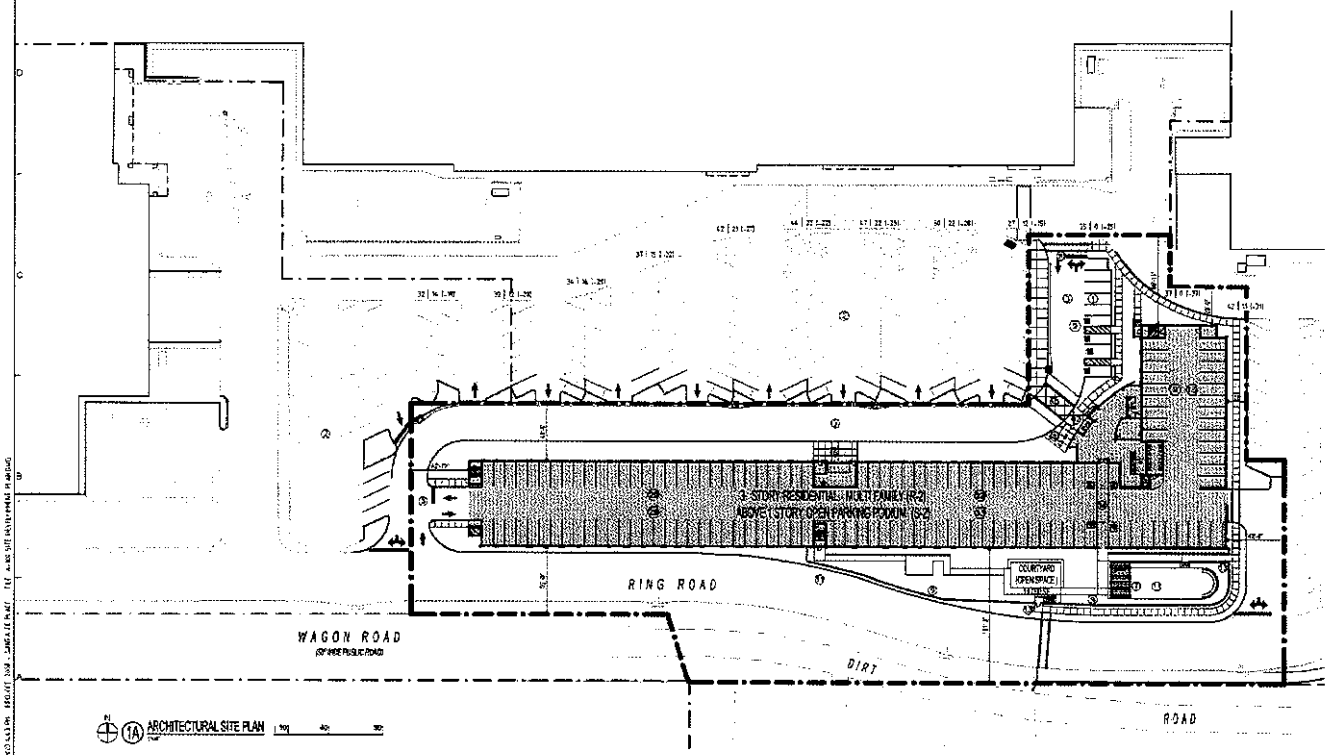
PLANNING COMMISSION CHAIRPERSON — DATE

PLANNING COMMISSION SECRETARY — DATE

REVIEWED BY THE SANTA FE LAND USE DEPARTMENT

CITY PLANNER — DATE

CITY ENGINEER (PW/LAND USE) — DATE



A1 1A ARCHITECTURAL SITE PLAN 1" = 40'-0"

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: 2038

Date: DECEMBER 2020

A-100

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 17 NORTH, RANGE 9 EAST, NMPM, SANTA FE COUNTY, NEW MEXICO

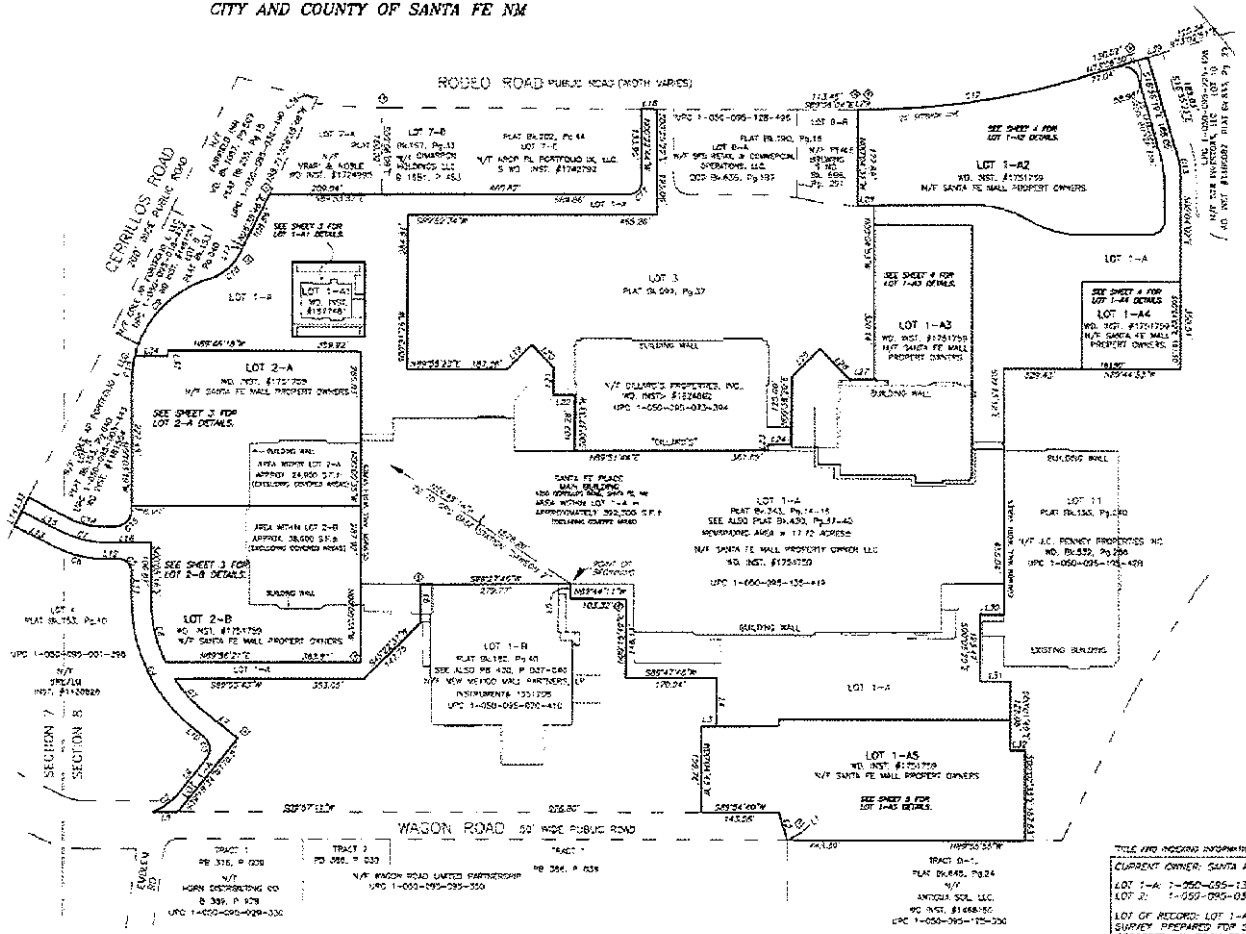
ALL THAT PORTION OF SECTIONS 7 & 8, TOWNSHIP 17 NORTH, RANGE 9 EAST, NMPM, SANTA FE COUNTY, NEW MEXICO, WHICH LIMITATION SET OF WORK THEREINAFTER DESCRIBED, AS FOLLOWS:

COMMENCING AT A POINT ON THE LINE OF SAID LOT 1-A, SAID POINT BEING S 7°48'45"E, 1578.26 FEET FROM THE NMSE STATION "DAWSON 2",

THENCE S89°52'46"W, 279.77 FEET;
THENCE S00°14'04"E, 65.96 FEET;
THENCE S48°52'37"W, 147.28 FEET;
THENCE S89°59'41"W, 350.69 FEET;
THENCE COUNTERCLOCKWISE 41.39 FEET ON A CURVE HAVING A RADIUS OF 212.00 FEET AND A CHORD OF S84°37'39"E, 90.68 FEET;
THENCE S00°14'04"E, 81.83 FEET;
THENCE S89°14'56"W, 178.57 FEET;
THENCE S89°14'28"W, 49.80 FEET;
THENCE COUNTERCLOCKWISE 61.89 FEET ON A CURVE HAVING A RADIUS OF 133.85 FEET AND A CHORD OF N48°59'41"E, 61.36 FEET;
THENCE N35°16'08"E, 28.82 FEET;
THENCE COUNTERCLOCKWISE 48.69 FEET ON A CURVE HAVING A RADIUS OF 28.50 FEET AND A CHORD OF N37°19'52"W, 41.93 FEET;
THENCE N00°29'48"W, 37.22 FEET;
THENCE CLOCKWISE 243.18 FEET ON A CURVE HAVING A RADIUS OF 328.00 FEET AND A CHORD OF N22°37'46"E, 238.43 FEET;
THENCE N01°05'17"W, 53.85 FEET;
THENCE COUNTERCLOCKWISE 39.45 FEET ON A CURVE HAVING A RADIUS OF 24.83 FEET AND A CHORD OF N43°56'39"W, 34.92 FEET;
THENCE N88°52'15"W, 29.61 FEET;
THENCE CLOCKWISE 69.96 FEET ON A CURVE HAVING A RADIUS OF 131.60 FEET AND A CHORD OF N73°47'47"W, 69.12 FEET;
THENCE N58°43'19"W, 37.84 FEET;
THENCE N31°49'29"E, 28.80 FEET;
THENCE N58°43'19"W, 84.59 FEET;
THENCE COUNTERCLOCKWISE 71.98 FEET ON A CURVE HAVING A RADIUS OF 174.00 FEET AND A CHORD OF S70°09'03"E, 71.48 FEET;
THENCE S58°05'15"E, 31.84 FEET;
THENCE S31°53'19"E, 106.87 FEET;
THENCE CLOCKWISE 116.66 FEET ON A CURVE HAVING A RADIUS OF 263.00 FEET AND A CHORD OF S19°03'01"E, 115.70 FEET;
THENCE N89°59'17"E, 38.81 FEET;
THENCE N00°00'15"W, 113.61 FEET;
THENCE N89°46'12"E, 229.62 FEET;
THENCE S89°02'42"E, 3.28 FEET;
THENCE N89°39'38"E, 67.66 FEET;
THENCE CLOCKWISE 209.79 FEET ON A CURVE HAVING A RADIUS OF 230.00 FEET AND A CHORD OF N64°50'03"E, 202.24 FEET;
THENCE COUNTERCLOCKWISE 81.35 FEET ON A CURVE HAVING A RADIUS OF 89.56 FEET AND A CHORD OF N66°21'09"E, 78.61 FEET;
THENCE N00°08'43"E, 15.92 FEET;
THENCE N89°35'46"E, 109.89 FEET;
THENCE N89°53'41"E, 209.06 FEET;
THENCE N89°53'41"E, 480.80 FEET;
THENCE COUNTERCLOCKWISE 37.33 FEET ON A CURVE HAVING A RADIUS OF 24.00 FEET AND A CHORD OF N43°06'19"E, 34.08 FEET;
THENCE N00°18'44"E, 133.66 FEET;
THENCE S89°39'55"E, 25.13 FEET;
THENCE S00°28'05"E, 138.06 FEET;
THENCE S89°52'24"E, 466.26 FEET;
THENCE S00°21'19"W, 284.81 FEET;
THENCE N89°59'24"E, 181.34 FEET;
THENCE S00°21'19"W, 63.21 FEET;
THENCE S44°21'19"W, 28.28 FEET;
THENCE S00°21'19"W, 60.05 FEET;
THENCE S89°38'41"E, 29.99 FEET;
THENCE S00°21'19"W, 102.26 FEET;
THENCE N89°38'41"W, 341.66 FEET;
THENCE N89°59'24"W, 11.43 FEET;
THENCE N89°59'24"W, 63.65 FEET;
THENCE N89°38'41"W, 129.09 FEET;
THENCE N45°21'19"E, 28.28 FEET;
THENCE N44°38'41"W, 70.22 FEET;
THENCE N89°42'21"E, 65.32 FEET;
THENCE N89°38'41"W, 120.14 FEET;
THENCE S89°59'24"W, 30.28 FEET;
THENCE N00°00'41"E, 177.98 FEET;
THENCE S89°59'24"E, 14.58 FEET;
THENCE COUNTERCLOCKWISE 401.44 FEET ON A CURVE HAVING A RADIUS OF 1248.00 FEET AND A CHORD OF N81°52'24"E, 399.69 FEET;
THENCE N72°40'36"E, 136.63 FEET;
THENCE S17°19'24"E, 198.65 FEET;
THENCE CLOCKWISE 47.41 FEET ON A CURVE HAVING A RADIUS OF 30.00 FEET AND A CHORD OF S27°27'14"E, 47.24 FEET;
THENCE S72°40'36"W, 359.51 FEET;
THENCE N89°44'53"W, 329.43 FEET;
THENCE S00°15'07"W, 485.04 FEET;
THENCE N89°44'53"W, 45.46 FEET;
THENCE S00°02'58"E, 123.40 FEET;
THENCE N89°55'02"E, 57.61 FEET;
THENCE S00°01'44"E, 124.69 FEET;
THENCE S89°55'02"W, 298.53 FEET;
THENCE N89°44'53"W, 167.61 FEET;
THENCE N89°55'02"E, 443.39 FEET;
THENCE S00°04'58"E, 1.78 FEET;
THENCE N89°55'02"E, 53.19 FEET;
THENCE S89°54'58"E, 142.56 FEET;
THENCE N00°05'02"E, 140.78 FEET;
THENCE N89°44'53"E, 27.46 FEET;
THENCE N00°05'02"E, 89.45 FEET;
THENCE S89°47'49"E, 110.24 FEET;
THENCE N00°12'49"E, 144.71 FEET;
THENCE N89°44'47"W, 102.00 FEET;
THENCE N00°00'00"E, 28.06 FEET MORE OR LESS TO THE POINT OF COMMENCEMENT, LYING WITHIN LOTS 1-A-1, 1-A-2, 1-A-3, 1-A-4 AND 1-A-5, CONTAINING 17.7350 ACRES, MORE OR LESS, ALL AS SHOWN HEREON

MONUMENTATION NOTES:

- FOUND REBAR WITH 2" ALTA, 3.33' FROM CORNER; FOUND REBAR W/ 2" ALTA, 2.34' FROM CORNER
- FOUND "X" IN CONCRETE AT CORNER; FOUND REBAR 0.42' NORTH, 1.16' FROM CORNER
- FOUND NAIL AND WASHER "NEW MEXICO", 0.09' FROM CORNER
- FOUND "X" IN CONCRETE AT CORNER; FOUND "X" IN CONCRETE WITH WASHER, 0.43' FROM CORNER
- FOUND NAIL WITH WASHER, 0.33' FROM CORNER
- FOUND REBAR WITH 2" ALTA, 0.31' FROM CORNER; FOUND REBAR WITH ALTA, 0.42' FROM CORNER
- FOUND "X" IN CONCRETE WITH WASHER, 0.52' FROM CORNER
- FOUND "X" IN CONCRETE WITH WASHER, 0.62' FROM CORNER
- FOUND REBAR AT CORNER; FOUND REBAR 0.60' NORTH, 0.44' FROM CORNER; FOUND REBAR 0.50' NORTH, 0.40' FROM CORNER



Edward M Trujillo 4-21-2020
EDWARD M. TRUJILLO, NMPS #15312 DATE

FIGURE 3

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: 1-050-095-054-430

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
2500 D CERRO SPINOSA
SANTA FE, N.M. 87507
(505) 983-5588 DATE: 04/20/2020

563 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 NOT OTHER WISE SHOWN HEREON AND CURRENT TITLE SEARCH MAY DISCLOSE. ONLY THE RECORD DOCUMENTS LISTED HEREON WERE PROVIDED TO OR DISCOVERED BY GARRISON SURVEYS INC. NO ABSTRACT, CURRENT TITLE COMMITMENT NOR OTHER RECORDED TITLE DOCUMENTATION WAS PROVIDED TO GARRISON SURVEYS INC.

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

4. HISTORIC DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH SET OF SAGA 12 ENDORSED, APPROVED 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 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 SEPTEMBER 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, NADB3 CENTRAL ZONE. DISTANCES SHOWN ARE REFERRED TO GROUND AND, TO CONVERT TO GRID DISTANCES MULTIPLY BY A SCALE FACTOR OF 0.999660853.

FLOOD ZONE:

THIS PROPERTY LIES WITHIN ZONE "X" OTHER AREAS" DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON FEMA PANEL 35049C0504D, DATED JUNE 17, 2008.

LEGEND:

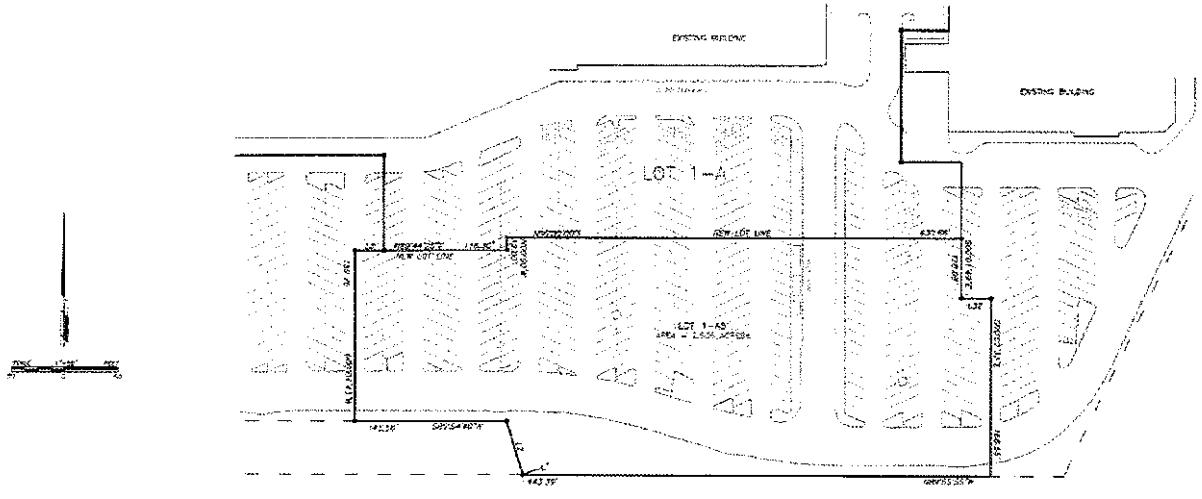
BASIS OF BEARINGS IS CLASS A ALTA/ACSM LAND TITLE SURVEY, PREPARED FOR SIMPSON & BROWN REAL ESTATE INVESTMENT LLC, RECORDED AUG. 12, 2002 IN PLAT BK 693, PG 41 OFFICE OF THE SANTA FE COUNTY CLERK

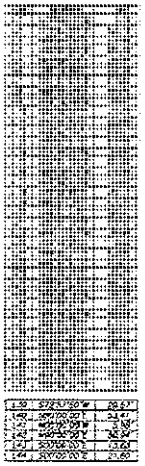
UTILITY SYMBOLS SHOWN LARGER THEN ACTUAL SIZE FOR VISUAL PURPOSES.

- ● 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 CLEAN OUT
- DENOTES DROP INLET
- 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.

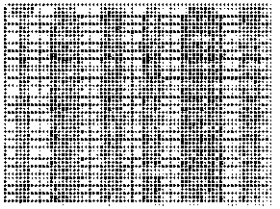
SUBDIVISION PLAT

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 & 6, T17N, R9E, NMPM
CITY AND COUNTY OF SANTA FE NM





L30	S73°37'00"W	29.67'
L40	S89°00'00"E	24.47'
L41	N89°00'00"W	24.47'
L42	S89°54'40"E	30.00'
L43	S00°05'20"W	13.64'
L44	S89°00'00"E	21.60'



Edward M Trujillo 4-21-2020
EDWARD M. TRUJILLO, NEW MEXICO 11333 DATE

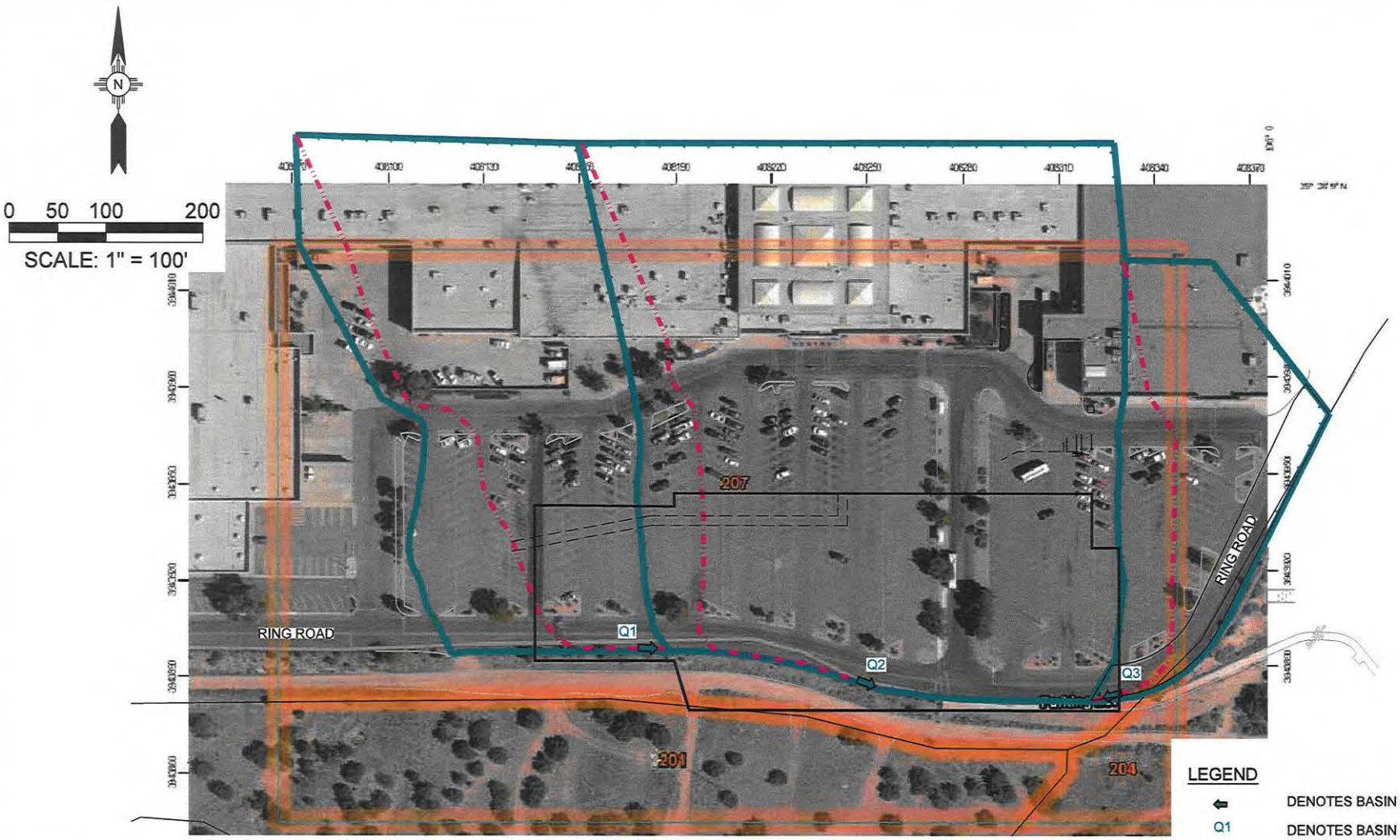
FIGURE 4

SHEET 5 OF 6

GARRISON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
3552 S CAMINO ENTRADA
SANTA FE, N.M., 87507
PHONE 505-471-1820 DATE: 04/21/2020



EXISTING CONDITIONS MAP
FIGURE 5



LEGEND		
SOIL ID #	SOIL NAME	HYDROLOGIC SOIL GROUP
207	URBAN LAND	

LEGEND

- ⬅ DENOTES BASIN OUTFALL
- Q1 DENOTES BASIN DESIGNATION
- DENOTES BASIN
- DENOTES BASIN FLOWLINE

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.

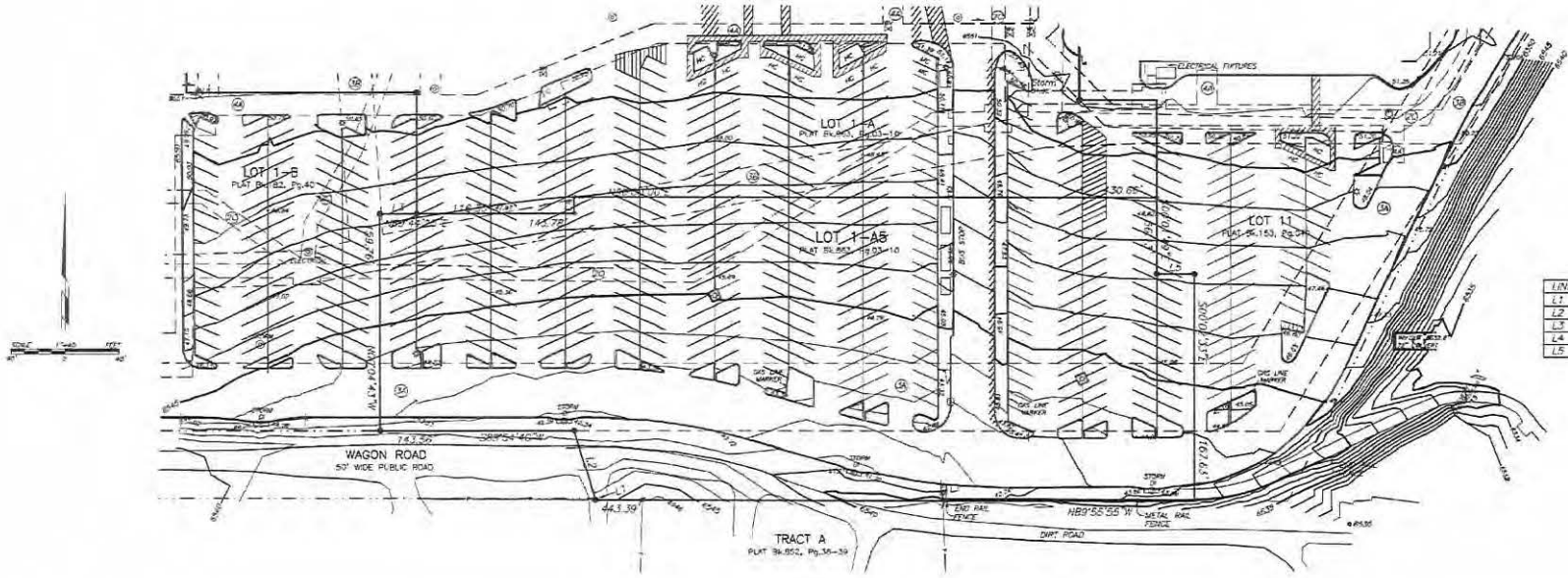
ELEVATIONS SHOWN AT PARKING ISLANDS ARE AT THE BACK OF CURB TYPICAL ISLAND CURB HEIGHT IS 0.5' ABOVE GUTTER.

- DENOTES CORNER MONUMENT
- DENOTES LIGHT POLE
- DENOTES MANHOLE
- DENOTES 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	N17°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.

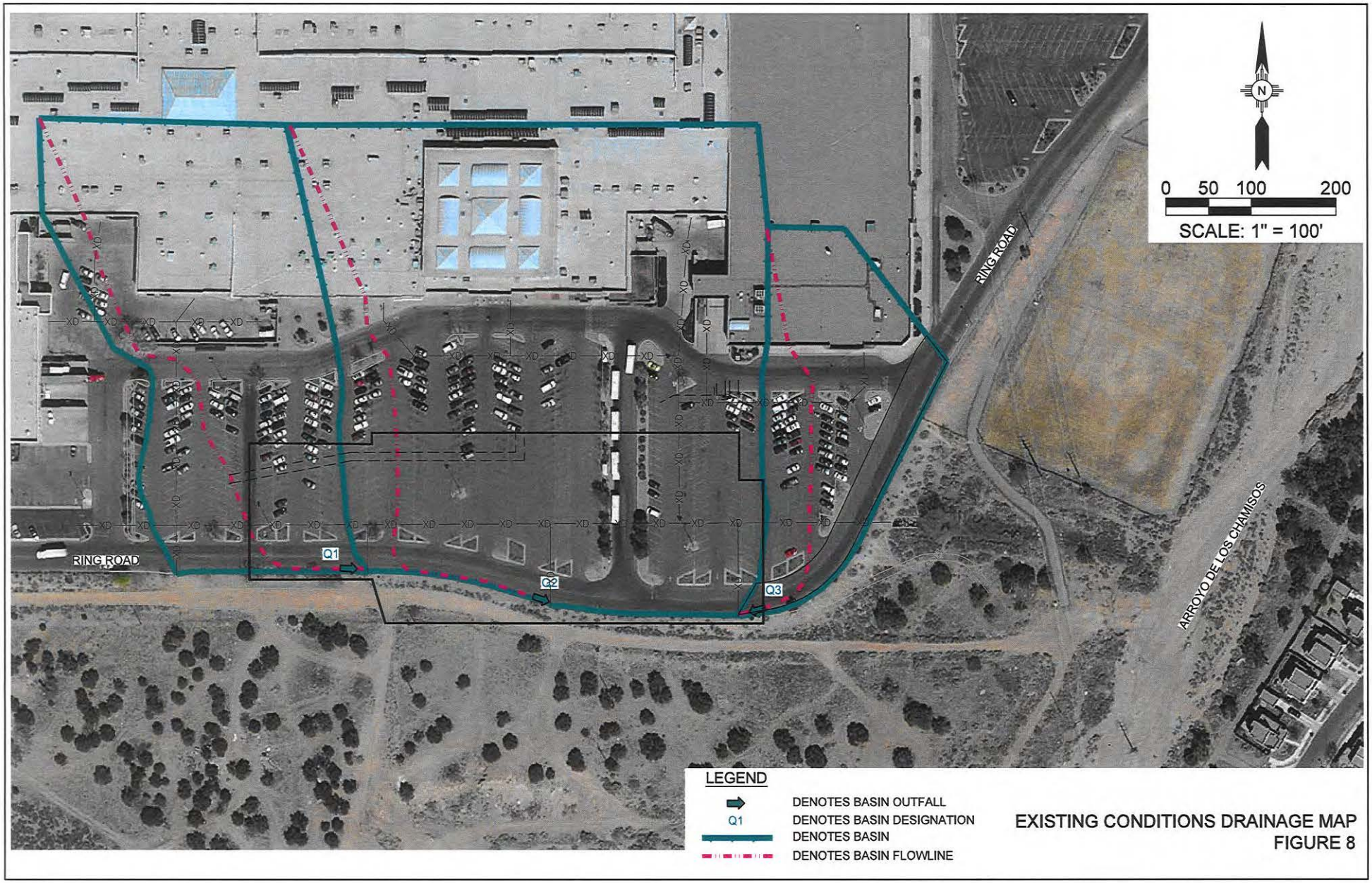
SURVEYORS CERTIFICATE:

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.

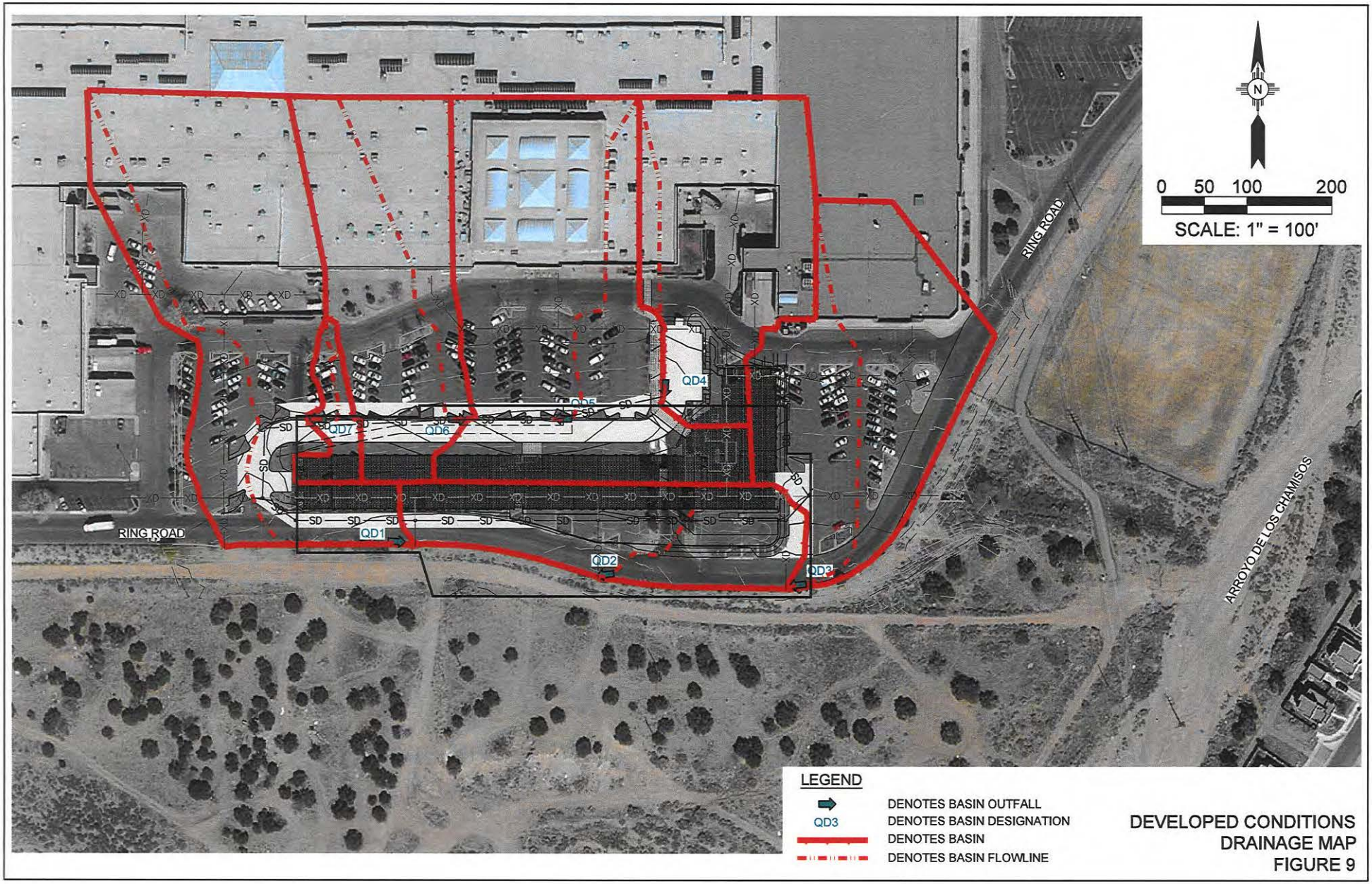
EDWARD M. TRUJILLO, N.M.P.L.S. #12352

FIGURE 7

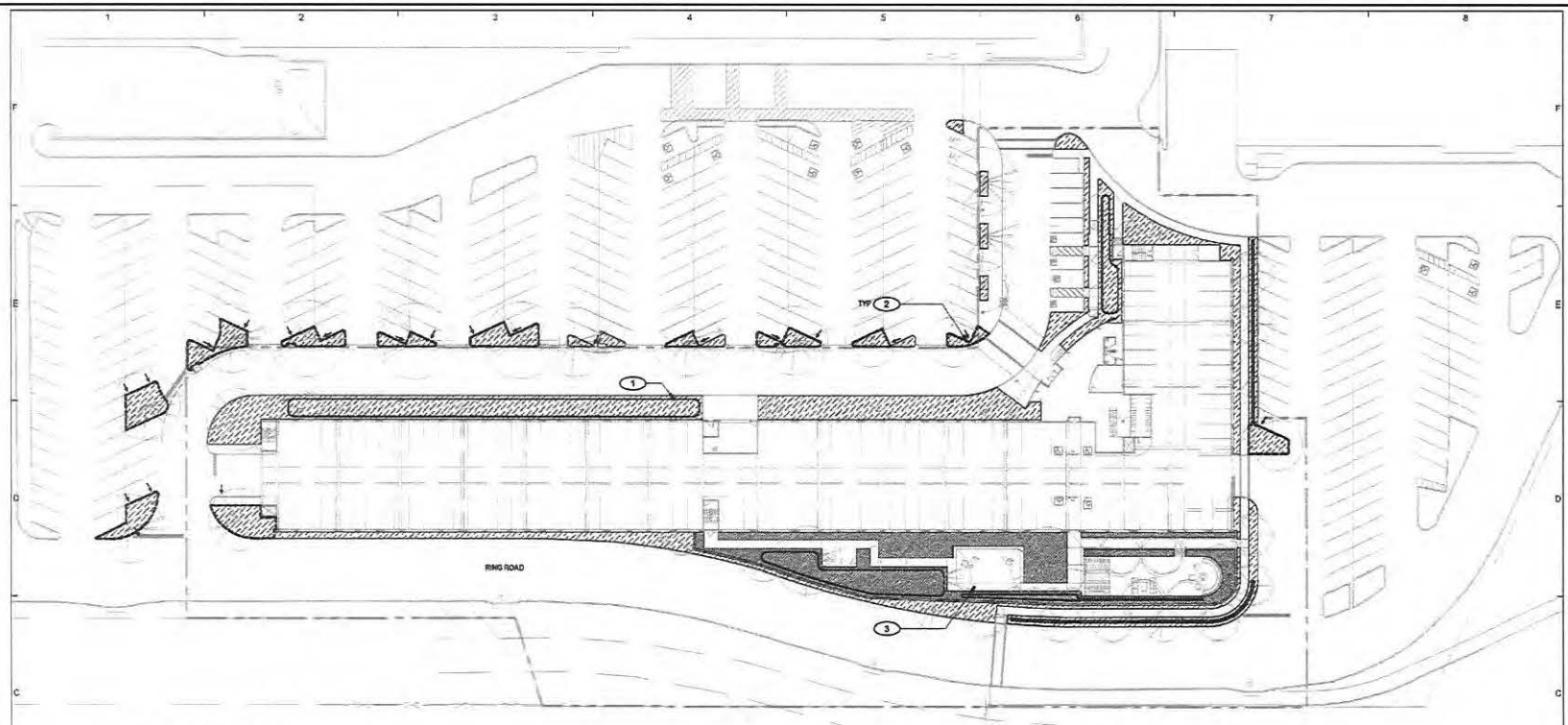
DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2505 B CAMINO ENTRADA
SANTA FE, N.M. 87507
FILE# 10354\S-10PO DATE: 09\24\2020



EXISTING CONDITIONS DRAINAGE MAP
FIGURE 8



DEVELOPED CONDITIONS
DRAINAGE MAP
FIGURE 9



WATER BUDGET (ESTIMATED)

YEAR 1 - Water Demand

Landscape Water Demand Calculations	Quantity	ETo*	Weekly Demand (gallons)	Reduction Factor	Weekly Demand (gallons)
Planting Area A (low density shrubs)	14,645	.667	138%	637	
Planting Area B (med density shrubs, grasses, perr	5,300	4,509	138%	4,998	
Trees (qty)	40	1,312	138%	1,312	

YEAR 2 - Water Demand

Landscape Water Demand Calculations	Quantity	ETo*	Weekly Demand (gallons)	Reduction Factor	Weekly Demand (gallons)
Planting Area A (low density shrubs)	14,650	.667	60%	516	
Planting Area B (med density shrubs, grasses, perr	5,300	4,509	60%	2,875	
Trees (qty)	40	1,312	138%	1,312	

YEAR 1 - Water Demand

	January	February	March	April	May	June	July	August	September	October	November	December	Total
	4%	5%	10%	18%	24%	100%	90%	85%	62%	35%	20%	12%	
	0.00	0.00	341	1,151	1,738	7,499	6,344	5,538	3,113	1,520	670	394	27,294
	0.00	0.00	0.00	1,645	2,648	10,633	17,644	16,282	11,154	5,247	2,324	0.00	66,777
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Monthly demand	0	0	4,775	16,564	17,826	37,834	65,968	23,675	17,268	9,748	3,871	0	141,775 gal/yr
Year 1 - Demand													8.44 ac-ft/yr

YEAR 2 - Water Demand

	January	February	March	April	May	June	July	August	September	October	November	December	Total
	4%	5%	10%	18%	24%	100%	90%	85%	62%	35%	20%	12%	
	0.00	0.00	332	1,623	3,419	7,218	6,986	6,850	4,376	2,135	941	554	34,634
	0.00	0.00	2,469	6,333	10,641	16,852	14,996	14,163	10,331	5,852	2,579	0.00	84,812
	0.00	0.00	3807	0.1443	2,6111	3,542	5,077	4,705	2,898	1,575	1,428	0.00	28,756
Monthly demand	0	0	5,679	9,398	15,894	24,572	32,470	29,044	19,264	9,563	4,804	0	124,810 gal/yr
Year 2 - Demand													8.33 ac-ft/yr

Planting Area A (low-density shrubs): 0.025 plants per sf (5 plants / 200sf)
Planting Area B (shrubs, perennials, grasses): 0.075 plants per sf (75 plants / 1000sf)

Planting Area Demand Assumptions / the 20 week irrigation period

Planting Area A	0.04 gallons per week per square foot (4 gallons per week per 100sf)
Planting Area B (shrubs, perennials, grasses)	0.75 gallons per week per square foot (quality condition)
Trees (new)	14.92 gallons per week (5 days / 1hr emitters per tree equ = 1 hour twice a week
Turf Grass	1.27 gallons per week per square foot .427/.52 week growing season / sf = 1.31" / week @ 5 - 7.0" sf / week to wat

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 landscape 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

FIGURE 10

design office
landscape planning urbanism
1100 Luisa 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 regard 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 New Mexico State Plane, Central zone. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or State Plane zones 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:

Spatial Reference System 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 photography dated 1997. BHI orthophotos were produced at a scale of 1:12,000 from photography 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 the map. Also, the road to floodplain relationships for unmapped 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 table containing National Flood Insurance Program 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.

BUREAU OF LAND MANAGEMENT
Santa Fe County Unincorporated Areas
350069

Santa Fe County Unincorporated Areas 350069

ZONE AE

SITE

JOHNS PANEL 0357

JOHNS PANEL 0353

EXPO PANEL 0353

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, A1-A30, 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 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 in which flood hazards are undetermined, but possible.

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", 32° 22' 30" — Geographic coordinates referenced to the North American 1983 Datum (NAD 83), decimal degrees

1000-meter Universal Transverse Mercator grid values, zone 13

5000-foot grid ticks: New Mexico State Plane coordinate system, Central zone (FIPSZONE 3002), Transverse Mercator projection

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
JUNE 17, 2008

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For communities not participating in the National Flood Insurance Program, 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
NATIONAL FLOOD INSURANCE PROGRAM

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 — 0394 — D
CITY OF SANTA FE — 350070 — 0394 — 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

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 11.94	11.24 11.93	12.52 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 11.94	22.71 11.94	25.31 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 11.93	5.35 11.93	5.98 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 11.94	8.38 11.94	9.36 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 11.95	3.34 11.95	3.77 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 11.93	5.41 11.93	6.05 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.

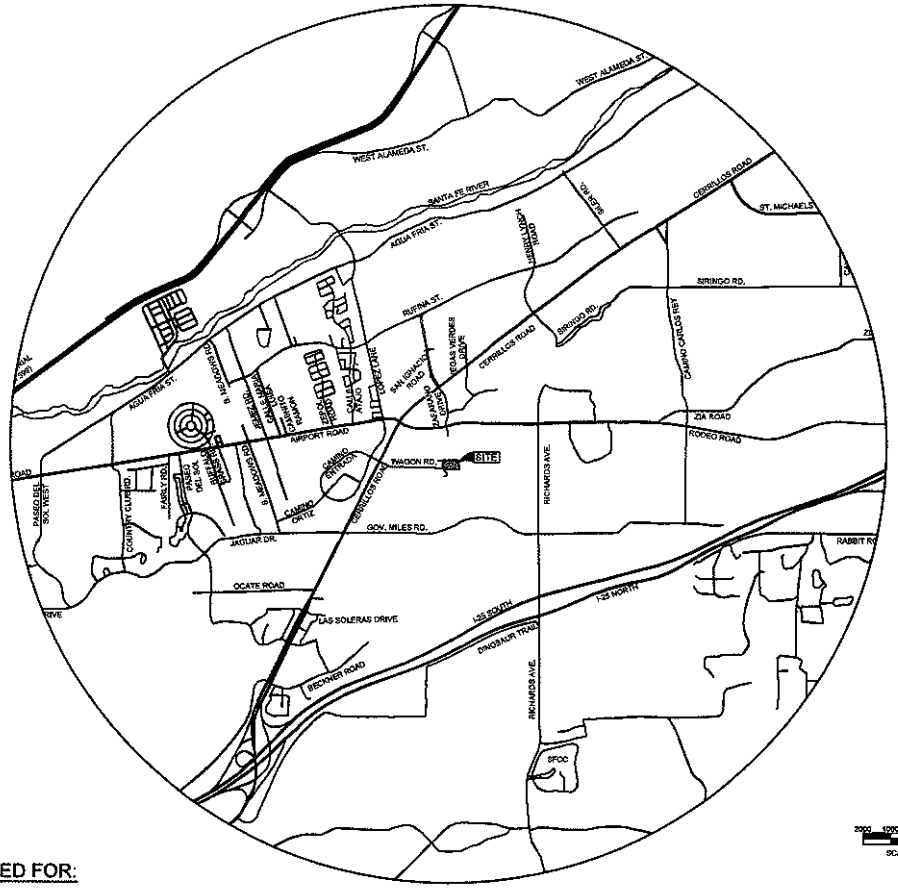
Crash data for the intersection of Cerrillos Road / Wagon Road / Camino Entrada was obtained from the NMDOT for the years 2015 through 2019. The data shows that in the five-year period from 2015 to 2019, there were a total of 63 crashes at the intersection of Cerrillos Road / Wagon Road / Camino Entrada. 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 #_____

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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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PROFESSIONAL LAND SURVEYORS
2512 CAMINO ENTRADA
SANTA FE, NEW MEXICO

SFEC Santa Fe Engineering Consultants, LLC
1599 St. Francis Drive, Suite B
Santa Fe, N. M. 87505
(505) 982-2845 Fax (505) 982-2941
http://www.SFENGR.com

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 _____.

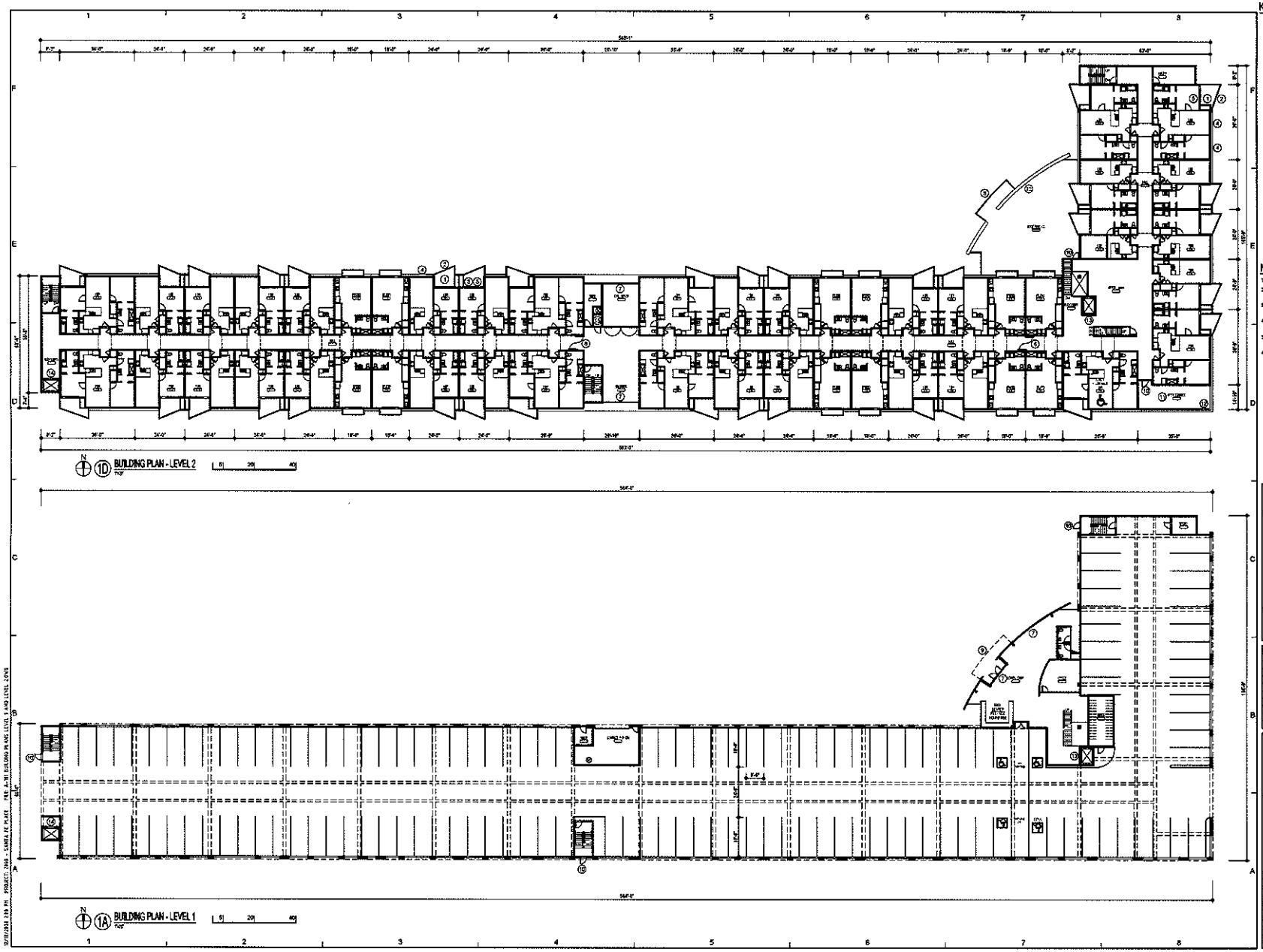
_____
PRINTED NAME, NMPE NO._____, DATE_____

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



KEY NOTES

1. BALCONY - PRIVATE OPEN SPACE (TYP)
2. CORTEN OXIDIZED 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 ORDINALE APARTMENT WINDOW ARRANGEMENTS
5. ALL ALUMINUM STOREFRONT FRAMING, ENTRANCES AND WINDOWS SHALL BE CLEAR ANODIZED
6. HOLLOW METAL SERVICE / EXIT DOORS SHALL BE PAINTED TO MATCH ADJACENT WALL MATERIAL

NOT FOR CONSTRUCTION

autotroph

No.	Description	Date

ESCARPA

Apartment Homes at Santa Fe Place

DEVELOPMENT PLAN

SANTA FE, NEW MEXICO

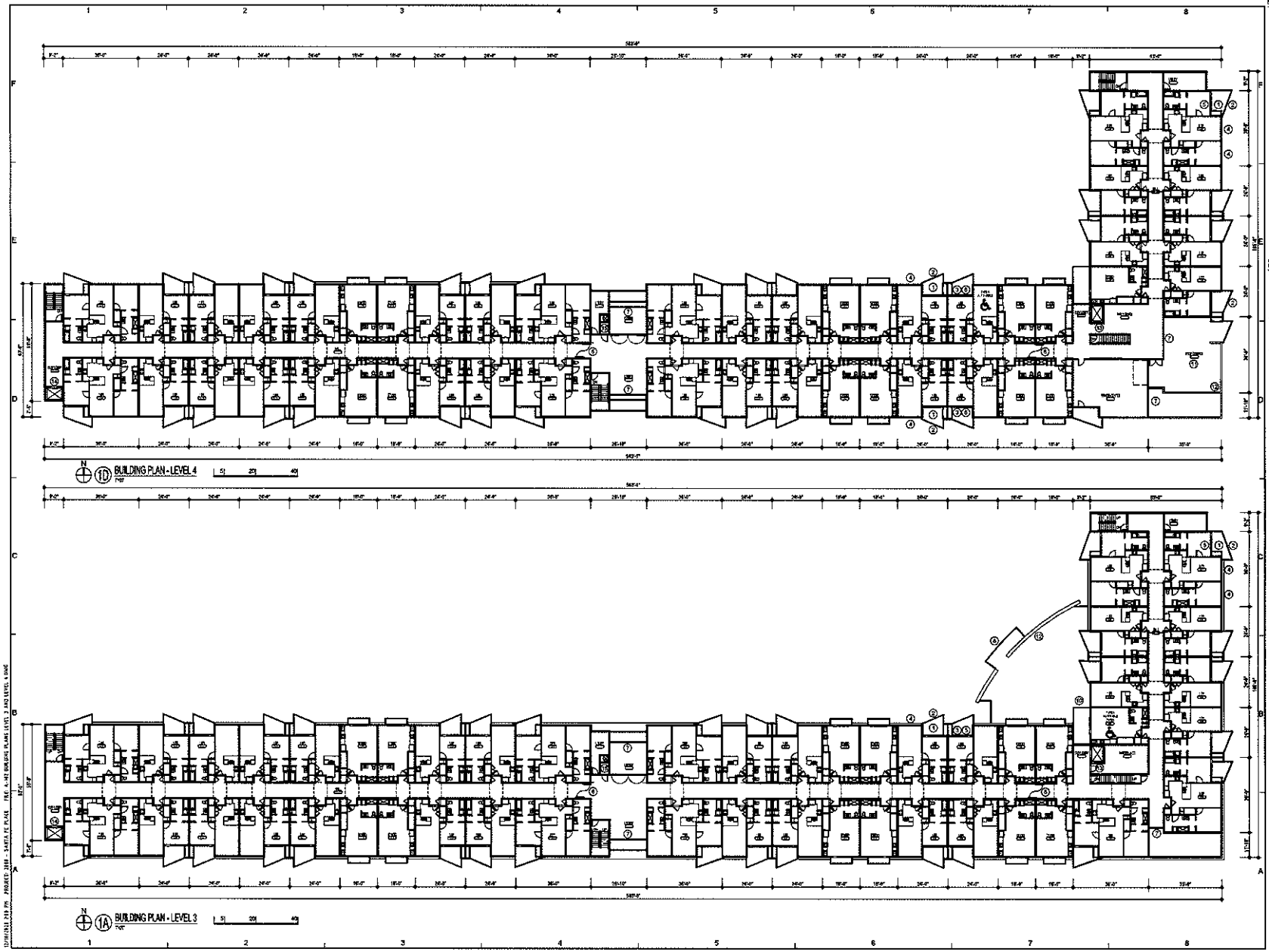
BUILDING PLANS
LEVEL 1 AND LEVEL 2

City of Santa Fe
Current Planning Division Case File No. _____

Project Number	2008
Date	DECEMBER 2020

A-101

10/19/2020 3:59 PM PROJECT: 2008 - SANTA FE PLACE FILE: A-101 BUILDING PLANS LEVEL 1 AND LEVEL 2.DWG



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
2. 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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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. _____

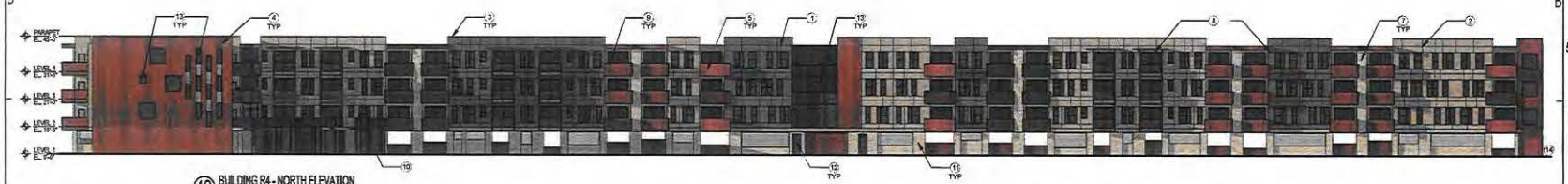
Project Number	2008
Date	DECEMBER 2020

A-102

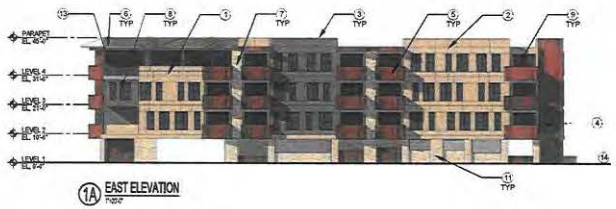
12/18/2020 2:53 PM PROJECT: 2008 - SANTA FE PLACE FILE: A-102 BUILDING PLANS LEVEL 3 AND LEVEL 4.DWG



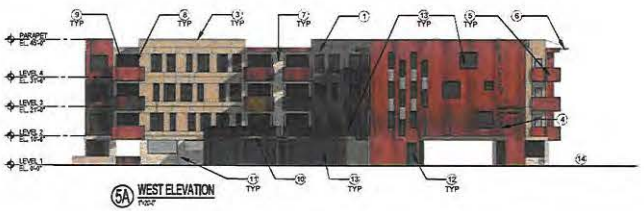
1E SOUTH ELEVATION



1C BUILDING R4 - NORTH ELEVATION



1A EAST ELEVATION



5A WEST ELEVATION

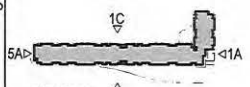
10' 20' 40'

KEY NOTES

1. STUCCO FINISH - EARTHTONE
2. STUCCO CONTROL JOINT
3. ALUMINIM 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

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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 P:\01 A-201 CONCEPTUAL BUILDING ELEVATIONS.DWG



1D NORTHWEST PERSPECTIVE



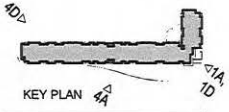
4D SOUTHEAST PERSPECTIVE



1A NORTHWEST AERIAL



4A NORTHEAST PERSPECTIVE



NOT FOR CONSTRUCTION

antotroph

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

12/18/2020 12:19 PM PROJECT: 2008 - SANTA FE PLACE FILE: A-301 ARCHITECTURAL RENDERINGS.DWG



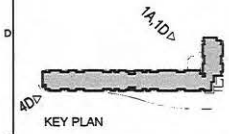
1D SOUTHEAST AERIAL



4D NORTHEAST PERSPECTIVE



1A SOUTHEAST PERSPECTIVE



KEY PLAN

NOT FOR CONSTRUCTION

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No.	Description	Date

ESCARPA

Apartment Homes at Santa Fe Place

DEVELOPMENT PLAN

SANTA FE, NEW MEXICO

ARCHITECTURAL RENDERINGS

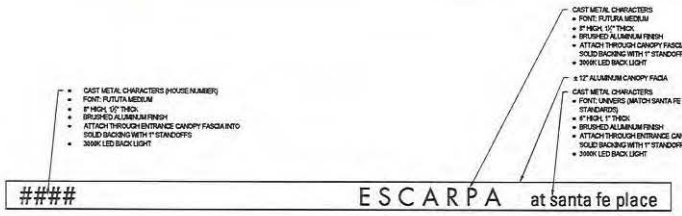
City of Santa Fe
Current Planning Division Case File No. _____

Project Number	2008
Date	DECEMBER 2020

A-302

12/10/2020 12:14 PM PROJECT: 2008 - SANTA FE PLACE FILE: A-302 ARCHITECTURAL RENDERINGS.DWG





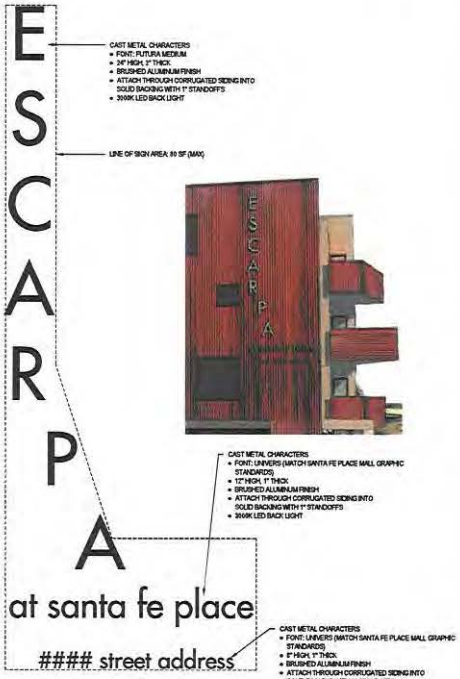
3C BUILDING MOUNTED WALL SIGNAGE - ENTRY CANOPY

14-8.10 (E) PERMANENT SIGNS.

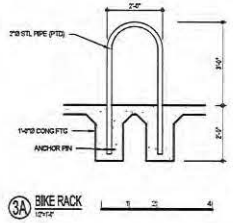
(6) WALL SIGNS

(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.

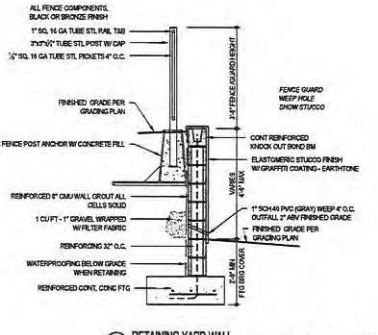
(B) SHALL IN NO CASE, EXCEED TWENTY PERCENT OF THE AREA OF THE WALL ON WHICH THEY ARE DISPLAYED OR EIGHTY (80) SQUARE FEET IN SIGN AREA, WHICHEVER IS LESS, EVEN IF THE DISTRICT PERMITS A LARGER TOTAL SIGN AREA.



6C BUILDING MOUNTED WALL SIGNAGE - WEST ELEVATION



3A BIKE RACK



6A RETAINING YARD WALL

NOT FOR CONSTRUCTION

shiftotroph

No.	Description	Date

ESCARPA

Apartment Homes at Santa Fe Place

DEVELOPMENT PLAN

SANTA FE, NEW MEXICO

SITE DETAILS

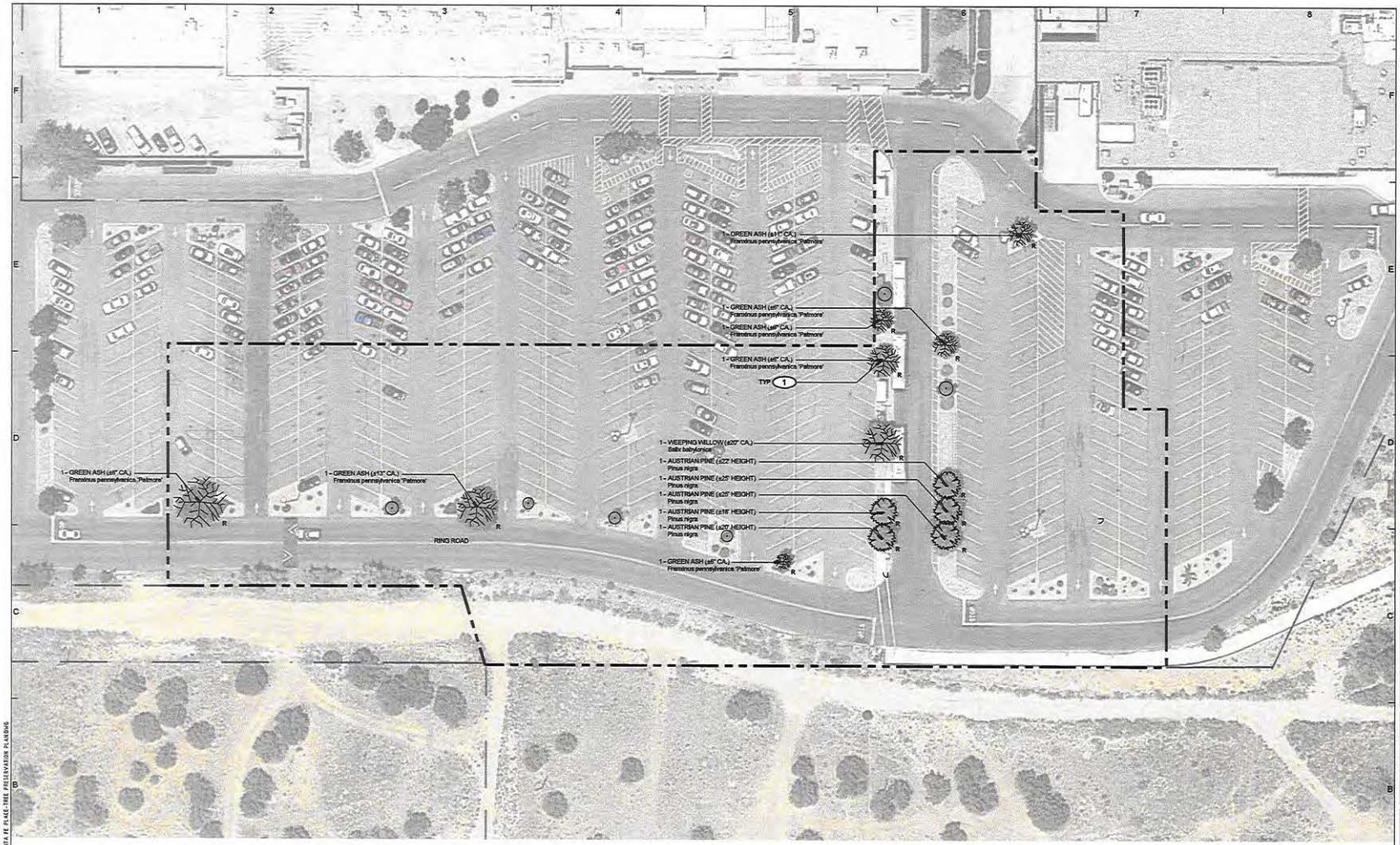
City of Santa Fe
Current Planning Division Case File No. _____

Project Number 2008

Date DECEMBER 2020

A-501

07/30/2020 9:13 PM PROJECT: 2008 - 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	-	0
NOXIOUS SPECIES (> 12" DIA.)	0	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'

design office
landscape planning urbanism
1300 Luisa street, Suite 24 Santa Fe, NM 87505
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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

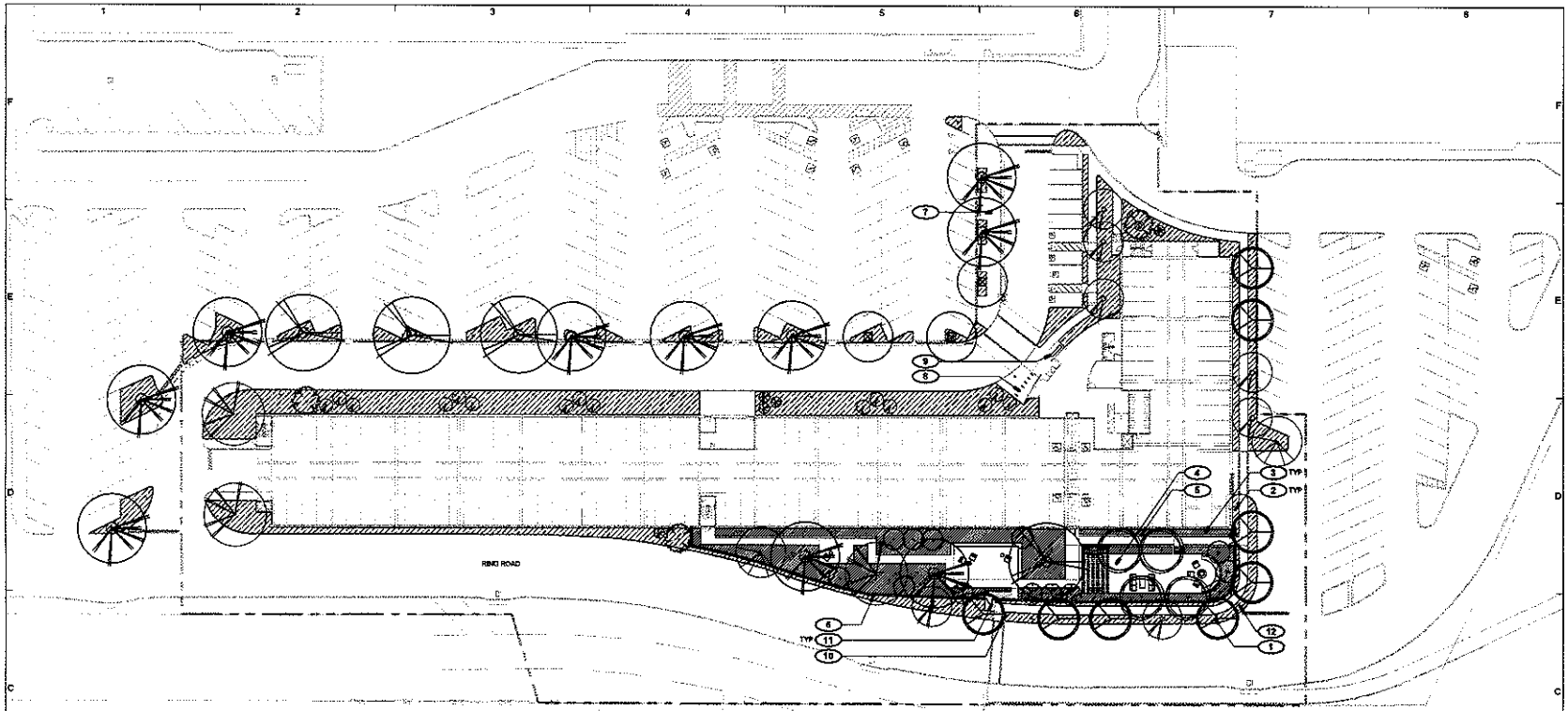
TREE PRESRVATION PLAN

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: 00-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
AS	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry	3	2" cal.	M	15'Wx25'H, multi-stem
FN	Forestiera neomexicana	New Mexican Privet	6	6' height	M	20'Wx20'H, multi-stem
MC	Malus 'variety'	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	50'Wx65'H, yellow fall
UP	Ulmus pumilla 'Allee'	'Allee' Elm	3	2.5"-3" cal.	M	40'Wx40'H, street tree
US	Ulmus pumilla 'JFS-Bieritz'	Emerald Flair Elm	2	2.5"-3" cal.	M	35'Wx40'H, overgrafted
US	Ulmus prophylla '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	6'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						
Af	Artemisia 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
Cc	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	6'Wx12'H, narrow leaves, evergreen
Ci	Cercocarpus intricatus	Little Leaf Mountain Mahogany	x	5 gal	L	5'Wx5'H, narrow leaves, evergreen
Ch	Chamaebatiaria millefolium	Fernbush	x	15 gal	L	7'Wx7'H, evergreen, white flowers
Cg	Coleus coppigola 'Royal Purple'	Smokebush	x	5 gal	M	12'Wx12'H
Cd	Cotoneaster dammeri	Coral Beauty Cotoneaster	x	5 gal	M	6'Wx1.5'H
Gb	Gutierrezia purpens 'Spanish Gold'	Spanish Gold Broom	x	5 gal	M	6'Wx4'H, evergreen, yellow flowers
Ev	Ephedra equisetina	Bluestem Joint Fir	x	5 gal	YOU	6'Wx6'H, evergreen
Fp	Fallugia paradoxa	Apache Plume	x	5 gal	L	6'Wx6'H
Je	Juniperus procumbens 'Nana'	Dwarf Japanese Juniper	x	5 gal	M	6'Wx1'H, evergreen, low growing
Kd	Kolkwitzia amabilis 'Pink Cloud'	Pink Cloud Beauty Bush	x	5 gal	M	10'Wx10'H
Nm	Nolina microcarpa	Bear Grass	x	5 gal	L	6'Wx3'H, evergreen
Pg	Picea pungens 'Glauca'	Dwarf Globe Blue Spruce	x	5 gal	M	6'Wx1'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'Wx3'H
Pp	Prunus pumila 'Pawnee Buttes'	Creeping Sand Cherry	x	5 gal	M	6'Wx 2'H
Rk	Rosa 'Knockout' Blushing Pink	Shrub Rose Knock Out	x	5 gal	M	4'Wx4'H, light pink, reblooming
Rg	Rhus aromatica 'Gro-Low'	Desert 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 Donkey Plant	x	5 gal	RW	3'Wx2'H
as	Dasylirion wheeleri	Sotol	x	5 gal	RW	4'Wx5'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: 645 LF	0 TREES	11 TREES

PARKING LOT	REQUIRED	PROPOSED
TREES (1 TREE / 30 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 + 1 TREE/SHRUBS / 1000 SF)
- PLANTING - LOW DENSITY (10 SHRUBS / 1000 SF)

SCALE: 1" = 30'-0"

0' 15' 30' 60' 90'

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No.	Description	Date

ESCARPA
Apartment Homes at Santa Fe Place

DEVELOPMENT PLAN
SANTA FE, NEW MEXICO

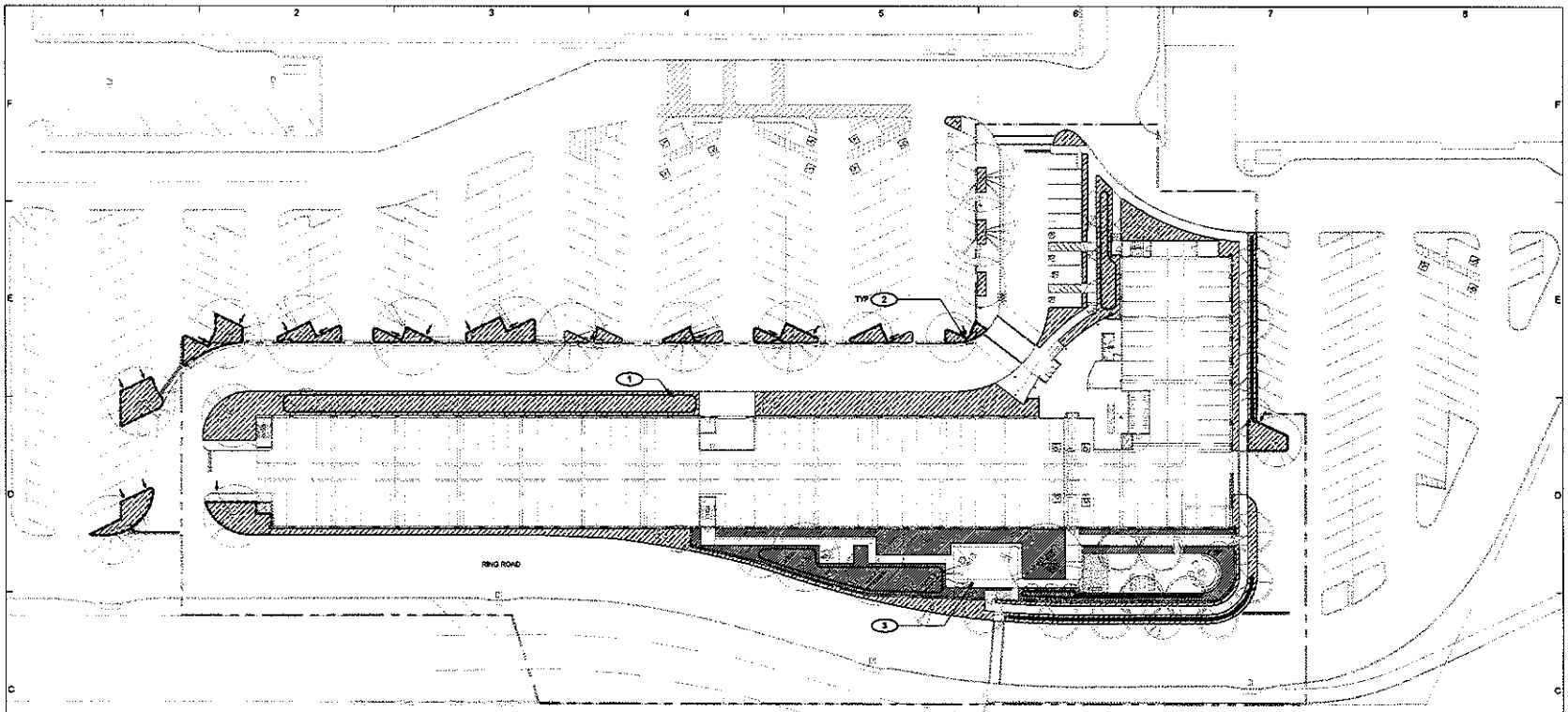
LANDSCAPE PLAN

City of Santa Fe
Current Planning Division Case File No. _____

Project Number 2005
Date December 16, 2020

L101

12/16/2020 10:43:45 AM PROJECT FILE - SANTA FE PLACE FILE: DD-SANTA FE PL-A01-LANDSCAPE.DWG



WATER BUDGET (ESTIMATED)

YEAR 1 - Water Demand

Landscape Water Conservation Requirements	Quantity	SF	Water Demand Allowance (Gallons)	Proposed Use (Gallons)	Water Demand Allowance (Gallons)
Planting Area A (low density planting)		19,405	697	100%	697
Planting Area B (med. density planting, grasses, mix)		5,800	4,969	100%	4,969
Trees (new)	42		1,512	100%	1,512

YEAR 1 - Water Demand

Landscape Water Conservation Requirements	Quantity	SF	Water Demand Allowance (Gallons)	Proposed Use (Gallons)	Water Demand Allowance (Gallons)
Planting Area A (low density planting)		19,205	697	22%	3%
Planting Area B (med. density planting, grasses, mix)		5,800	4,969	22%	22%
Trees (new)	42		1,512	100%	1,512

YEAR 1 - Water Demand

Month	Planting Area A	Planting Area B	Trees	Total
Jan	0%	0%	0%	0%
Feb	0%	0%	0%	0%
Mar	0%	0%	0%	0%
Apr	5.0%	5.0%	5.0%	5.0%
May	9.0%	9.0%	9.0%	9.0%
Jun	14.0%	14.0%	14.0%	14.0%
Jul	19.0%	19.0%	19.0%	19.0%
Aug	19.0%	19.0%	19.0%	19.0%
Sep	14.0%	14.0%	14.0%	14.0%
Oct	9.0%	9.0%	9.0%	9.0%
Nov	5.0%	5.0%	5.0%	5.0%
Dec	0%	0%	0%	0%
Planting Allowance	0	0.178	12,884	17,625	17,625	17,625	17,625	17,625	17,625	12,884	0.178	0

YEAR 2+ - Water Demand

Month	Planting Area A	Planting Area B	Trees	Total
Jan	0%	0%	0%	0%
Feb	0%	0%	0%	0%
Mar	0%	0%	0%	0%
Apr	5.0%	5.0%	5.0%	5.0%
May	9.0%	9.0%	9.0%	9.0%
Jun	14.0%	14.0%	14.0%	14.0%
Jul	19.0%	19.0%	19.0%	19.0%
Aug	19.0%	19.0%	19.0%	19.0%
Sep	14.0%	14.0%	14.0%	14.0%
Oct	9.0%	9.0%	9.0%	9.0%
Nov	5.0%	5.0%	5.0%	5.0%
Dec	0%	0%	0%	0%
Planting Allowance	0	0.178	12,884	17,625	17,625	17,625	17,625	17,625	17,625	12,884	0.178	0

Planting Area A (low density shrubs): 0.038 (plants per sf (5 plants / 1000sf))
Planting Area B (shrubs, perennials, grasses): 0.075 plants per sf (75 plants/1000sf)

Planting Area Seasonal Accumulations / Mo. (5) month irrigation period
Planting Area A: 0.34 gallons per week per square foot (5 gallons per week per shrub)
Planting Area B (shrubs, perennials, grasses): 0.75 gallons per week per square foot (turfy standard)
Trees (new): 5.00 gallons per week, 5 /typ/ / for emitters per tree over 1 hour twice a week
Turf Grass: 1.27 gallons per week per square foot: 427/ 32 week growing season / sf = 1.33 / inches @ 5 - 3.0"/ sf / week to ear

Reduction Factor: Reduction factor assumes a reduction in water use for drought tolerant plants across three hydro zone potentialities.

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

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 2006
Date December 16, 2020

L102

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12/16/2020 10:43 AM PROJECT: 2006 - SANTA FE PLACE FILE: DO-SANTA FE PLACE-IRRIGATION-WATER HARVESTING.DWG

863 04

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 59.75 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 MEXICO)SS
COUNTY OF SANDOVAL)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY _____ SANTA FE MALL PROPERTY OWNER LLC. THIS 6th 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:

PNM, INC. 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 EASEMENTS, CHANGE, IMPROVE, 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 LAND, OR 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, SWIM 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
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 SHOW NOR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT, OR OTHER DOCUMENT BUT NOT SHOWN ON THIS PLAT.

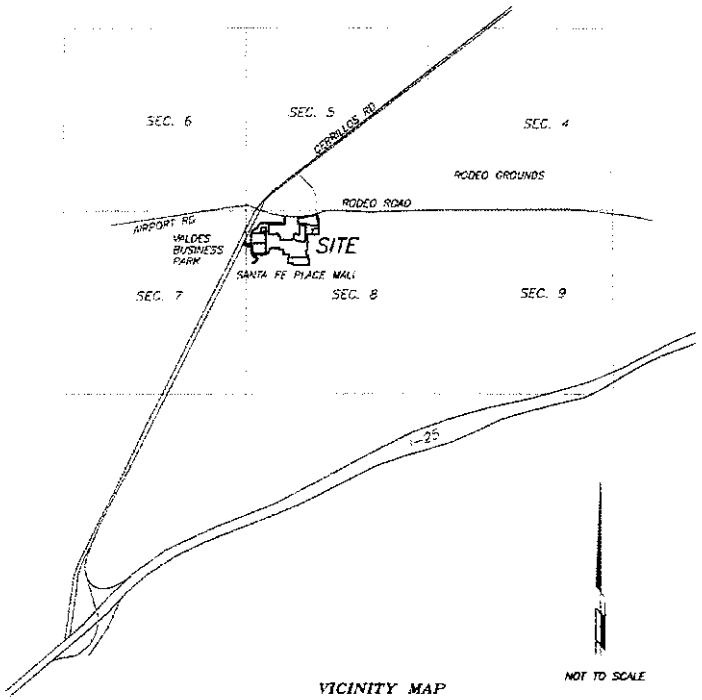
PNM CLOTHS SERVICE — DATE 5/4/2020

NM GAS COMPANY — DATE 5/4/2020

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
DATE



VICINITY MAP

NOT TO SCALE

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

PLANNING COMMISSION CHAIRPERSON — DATE 5-26-20

PLANNING SECRETARY — DATE

SANTA FE COUNTY TREASURER — DATE 5-15-20

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

CITY BROKER FOR LAND USE — DATE 5/29/20

CITY PLANNER — DATE 5-27-20

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 SUNRISE'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 OWNER 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, 2018 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 W TRUJILLO, NMPS#12302 — DATE 4-21-2020

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/NSPS LAND TITLE SURVEY PREPARED FOR SANTA FE MALL PROPERTY OWNER, RECORDED IN BOOK 787 PAGE 14-17.

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

CITY: SANTA FE
COUNTY: SANTA FE
STATE: NEW MEXICO

SHEET 1 OF 6

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2500 A SAWING EXTENSION
SANTA FE, N.M., 87507
PH # 1235-9310 DATE: 04\27\20

V-100

1984-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 17 NORTH, RANGE 9 EAST, NMPM, SANTA FE COUNTY NEW MEXICO

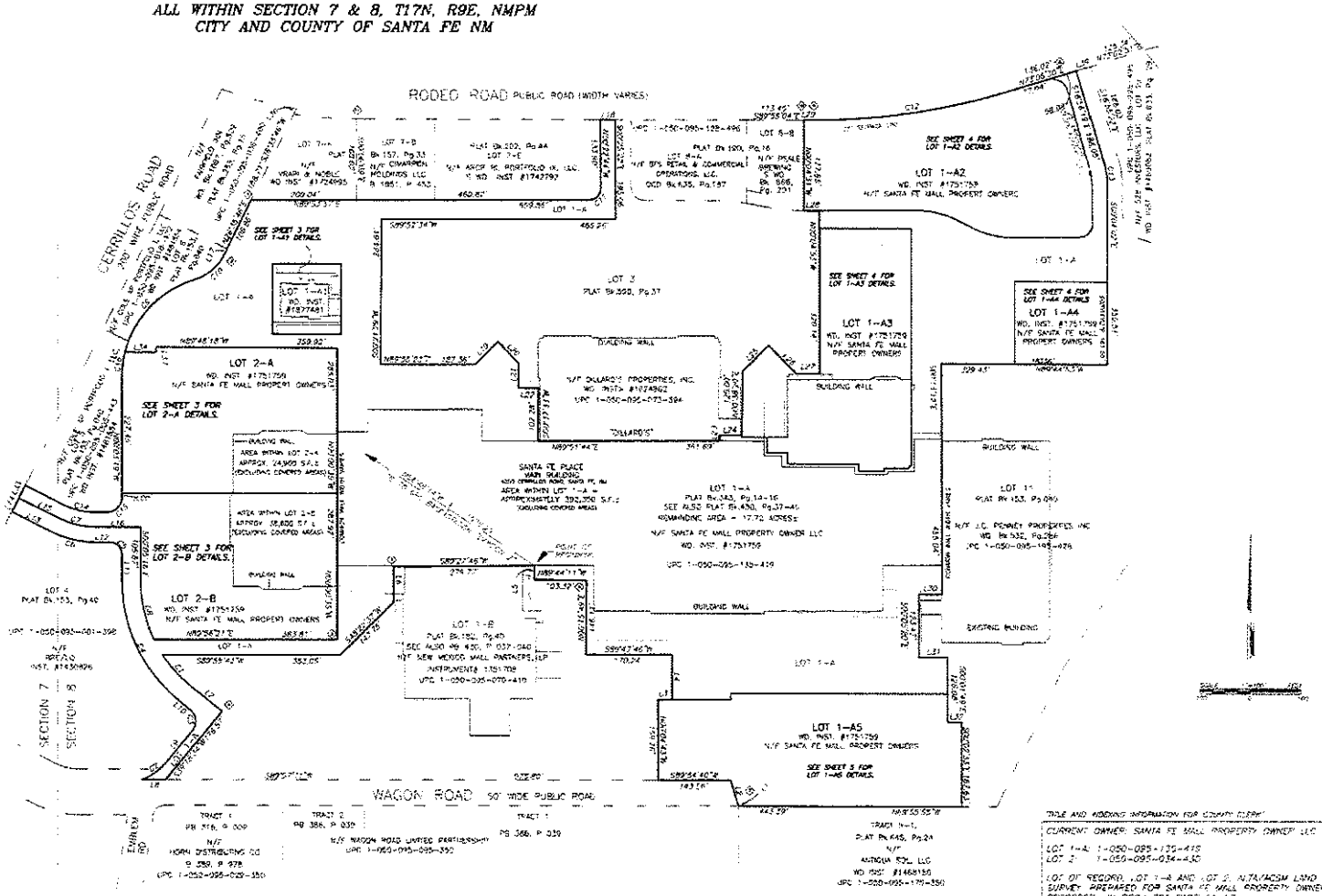
ALL THAT PORTION OF SECTIONS 7 & 8, TOWNSHIP 16 NORTH, RANGE 9 EAST, NMPM, SANTA FE COUNTY, NEW MEXICO, SPECIFICALLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE LAND OF SAID LOT 1-A, SAID POINT BEING S 59°48'47" E 1078.29 FEET FROM THE SAID EAST CITIES "DAWSON 2"

THENCE S89°57'46"W, 376.77 FEET;
THENCE S00°14'09"E, 99.96 FEET;
THENCE S41°42'37"W, 141.76 FEET;
THENCE S89°54'43"W, 453.09 FEET;
THENCE ALONG A COUNTERCLOCKWISE 87.15 FEET ON A CURVE HAVING A RADIUS OF 263.50 FEET AND A CHORD OF S48°57'28"E, 86.83 FEET;
THENCE S39°47'04"E, 91.82 FEET;
THENCE S38°49'34"W, 174.07 FEET;
THENCE S89°54'28"W, 46.69 FEET;
THENCE COUNTERCLOCKWISE 61.78 FEET ON A CURVE HAVING A RADIUS OF 63.00 FEET AND A CHORD OF N62°10'07"E, 61.06 FEET;
THENCE N33°18'05"E, 19.82 FEET;
THENCE COUNTERCLOCKWISE 49.43 FEET ON A CURVE HAVING A RADIUS OF 49.50 FEET AND A CHORD OF N01°11'16"W, 47.43 FEET;
THENCE N30°40'41"E, 31.39 FEET;
THENCE CLOCKWISE 267.15 FEET ON A CURVE HAVING A RADIUS OF 300.50 FEET AND A CHORD OF N25°21'46"W, 258.49 FEET;
THENCE N00°15'12"W, 53.83 FEET;
THENCE COUNTERCLOCKWISE 76.45 FEET ON A CURVE HAVING A RADIUS OF 34.50 FEET AND A CHORD OF N60°58'26"W, 64.63 FEET;
THENCE N89°41'39"W, 13.41 FEET;
THENCE CLOCKWISE 39.59 FEET ON A CURVE HAVING A RADIUS OF 100.50 FEET AND A CHORD OF N78°47'47"W, 39.33 FEET;
THENCE N67°54'11"W, 93.54 FEET;
THENCE N58°41'26"E, 29.80 FEET;
THENCE N67°53'12"E, 39.49 FEET;
THENCE COUNTERCLOCKWISE 74.08 FEET ON A CURVE HAVING A RADIUS OF 106.00 FEET AND A CHORD OF S77°58'02"E, 74.04 FEET;
THENCE S89°30'11"E, 91.04 FEET;
THENCE S00°15'16"E, 106.82 FEET;
THENCE CLOCKWISE 119.50 FEET ON A CURVE HAVING A RADIUS OF 263.50 FEET AND A CHORD OF S12°53'39"E, 117.50 FEET;
THENCE N89°54'21"E, 252.61 FEET;
THENCE N00°05'39"W, 272.95 FEET;
THENCE N89°54'21"E, 359.32 FEET;
THENCE S00°05'39"E, 5.94 FEET;
THENCE N89°53'55"E, 61.56 FEET;
THENCE CLOCKWISE 209.19 FEET ON A CURVE HAVING A RADIUS OF 209.50 FEET AND A CHORD OF N44°37'57"E, 201.31 FEET;
THENCE COUNTERCLOCKWISE 91.75 FEET ON A CURVE HAVING A RADIUS OF 99.50 FEET AND A CHORD OF N44°11'09"E, 88.61 FEET;
THENCE N70°38'43"E, 13.62 FEET;
THENCE N28°35'48"E, 196.86 FEET;
THENCE N89°53'37"E, 206.64 FEET;
THENCE N89°54'21"E, 460.82 FEET;
THENCE COUNTERCLOCKWISE 37.81 FEET ON A CURVE HAVING A RADIUS OF 24.00 FEET AND A CHORD OF N44°05'39"W, 34.05 FEET;
THENCE N89°54'21"E, 12.90 FEET;
THENCE S89°59'45"E, 29.13 FEET;
THENCE S00°03'32"E, 190.06 FEET;
THENCE S89°56'34"W, 465.35 FEET;
THENCE S00°21'29"E, 394.41 FEET;
THENCE N89°56'54"E, 147.38 FEET;
THENCE N89°17'47"E, 63.77 FEET;
THENCE S41°21'13"E, 58.84 FEET;
THENCE S00°21'29"E, 50.00 FEET;
THENCE N89°38'31"E, 15.99 FEET;
THENCE S00°21'29"E, 192.24 FEET;
THENCE N89°51'44"E, 187.40 FEET;
THENCE N89°38'20"E, 11.48 FEET;
THENCE N89°51'21"E, 42.55 FEET;
THENCE N89°38'39"E, 120.00 FEET;
THENCE N89°51'41"E, 12.61 FEET;
THENCE S44°36'20"E, 78.78 FEET;
THENCE N89°51'21"E, 46.32 FEET;
THENCE N00°08'43"W, 380.14 FEET;
THENCE S89°49'56"W, 30.39 FEET;
THENCE N00°10'21"W, 127.88 FEET;
THENCE S89°54'24"E, 14.82 FEET;
THENCE COUNTERCLOCKWISE 302.44 FEET ON A CURVE HAVING A RADIUS OF 1249.50 FEET AND A CHORD OF N82°33'44"E, 301.76 FEET;
THENCE N75°36'29"E, 136.62 FEET;
THENCE S13°56'13"E, 198.05 FEET;
THENCE CLOCKWISE 47.41 FEET ON A CURVE HAVING A RADIUS OF 167.00 FEET AND A CHORD OF S05°55'14"E, 47.24 FEET;
THENCE S02°14'32"E, 220.51 FEET;
THENCE N89°44'37"E, 329.43 FEET;
THENCE S00°13'23"E, 413.04 FEET;
THENCE N89°46'25"W, 45.69 FEET;
THENCE S00°05'20"E, 122.44 FEET;
THENCE N89°59'20"E, 57.05 FEET;
THENCE S00°01'49"E, 120.08 FEET;
THENCE N89°58'38"W, 1.14 FEET;
THENCE N00°16'55"E, 167.65 FEET;
THENCE N89°58'35"W, 443.79 FEET;
THENCE N00°04'43"E, 114.98 FEET;
THENCE N89°59'06"W, 52.19 FEET;
THENCE S83°14'40"W, 143.56 FEET;
THENCE N00°04'43"E, 155.96 FEET;
THENCE N89°44'28"E, 27.48 FEET;
THENCE N00°21'52"W, 80.45 FEET;
THENCE N89°54'58"W, 179.24 FEET;
THENCE N00°15'49"E, 44.11 FEET;
THENCE N89°44'17"W, 103.35 FEET;
THENCE NORTH 0.17 FEET, MORE OR LESS, TO THE POINT OF COMMENCEMENT, SAID LOTS 1-A1, 1-A2, 1-A3, 1-A4, AND 1-A5, CONTAINING 12.700 ACRES, MORE OR LESS, ALL AS SHOWN HEREON.

MONUMENTATION NOTES:

1. FOUND REBAR N61°37'42"E, 2.22' FROM CORNER; FOUND REBAR N51°33'54"E, 3.25' FROM CORNER
2. FOUND "X" IN CONCRETE AT CORNER; FOUND REBAR S47°48'51"E 1.10' FROM CORNER
3. FOUND NAIL AND WASHER N00°48'23"E, 0.79' FROM CORNER
4. FOUND "X" IN CONCRETE AT CORNER; FOUND "X" IN CONCRETE N00°54'40"E, 2.67' FROM CORNER
5. FOUND NAIL N14°44'00"E, 2.35' FROM CORNER
6. FOUND NAIL AND WASHER N14°15'09"E, 1.35' FROM CORNER
7. FOUND BENT REBAR N40°45'10"W, 0.51' FROM CORNER
8. FOUND "X" IN CONCRETE S00°15'49"E, 0.54' FROM CORNER
9. FOUND "X" IN CONCRETE N00°14'29"W, 4.53' FROM CORNER
10. FOUND "X" IN CONCRETE N00°14'44"E, 2.61' FROM CORNER
11. FOUND REBAR AT CORNER; FOUND REBAR S46°29'43"E, 0.45' FROM CORNER; FOUND REBAR S55°43'19"E, 3.40' FROM CORNER


RODEO ROAD PUBLIC ROAD (WIDTH VARIES)
CERRILLOS ROAD 200' WIDE PUBLIC ROAD
WAGON ROAD 50' WIDE PUBLIC ROAD
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 3 PLAT BK 390, PG 37
LOT 1-A PLAT BK 343, PG 14-16
SEE ALSO PLAT BK 490, PG 37-45
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 192, PG 40
SEE ALSO BK 490, P. 037-040
N/F NEW MEXICO MALL PARTNERS, LLP
INSTRUMENT # 1351709
UPC 1-050-095-070-419
LOT 1-A1 PLAT BK 153, PG 090
N/F J.C. PENNEY PROPERTIES, INC
WD. BK 532, PG 266
UPC 1-050-095-105-426
LOT 4 PLAT BK 153, PG 40
UPC 1-050-095-001-398
N/F BREAD INST. #1430426
LOT 1-A PLAT BK 343, PG 14-16
SEE ALSO PLAT BK 490, PG 37-45
REMAINING AREA = 17.72 ACRES±
N/F SANTA FE MALL PROPERTY OWNER LLC
WD. INST. #1751759
UPC 1-050-095-135-419

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 432, PAGE 043-046, 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 LINE OF SAID LOT 2, SAID POINT BEING S 48°47'20" E 675.30 FEET FROM THE GPS MAST STATION "DAWSON 2";

THENCE S89°55'51"E, 51.56 FEET;
THENCE N00°00'42"W, 9.95 FEET;
THENCE S89°45'18"E, 359.92 FEET;
THENCE S00°00'15"E, 573.95 FEET;
THENCE S89°45'51"W, 953.61 FEET;
THENCE CLOCKWISE, 138.56 FEET ON A CURVE, HAVING A RADIUS OF 261.50 FEET AND A CHORD OF N31°03'33"W, 137.00 FEET;
THENCE N15°51'11"W, 51.04 FEET;
THENCE CLOCKWISE, 14.39 FEET ON A CURVE, HAVING A RADIUS OF 159.99 FEET AND A CHORD OF N18°09'20"E, 14.39 FEET;
THENCE N75°51'33"A, 90.99 FEET;
THENCE N29°01'17"E, 28.73 FEET;
THENCE S83°47'58"E, 99.86 FEET;
THENCE COUNTERCLOCKWISE, 80.19 FEET ON A CURVE HAVING A RADIUS OF 131.50 FEET AND A CHORD OF S77°50'38"E, 79.68 FEET;
THENCE S89°56'55"E, 24.62 FEET;
THENCE COUNTERCLOCKWISE, 48.24 FEET ON A CURVE HAVING A RADIUS OF 29.50 FEET AND A CHORD OF N44°54'44"E, 41.68 FEET;
THENCE N00°03'33"W, 2.72 FEET;
THENCE CLOCKWISE, 50.61 FEET ON A CURVE, HAVING A RADIUS OF 202.50 FEET AND A CHORD OF N07°09'34"E, 50.49 FEET;

MORE OR LESS TO THE POINT OF COMMENCEMENT, CONTAINING A COMPUTED TOTAL OF 5.104 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 VESTS ANY PROVISION OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1997 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 UP GREATER THAN A 10% GRADE THROUGHOUT.
10. FIRE DEPARTMENT ACCESS SHALL NOT BE LESS THAN 26 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.

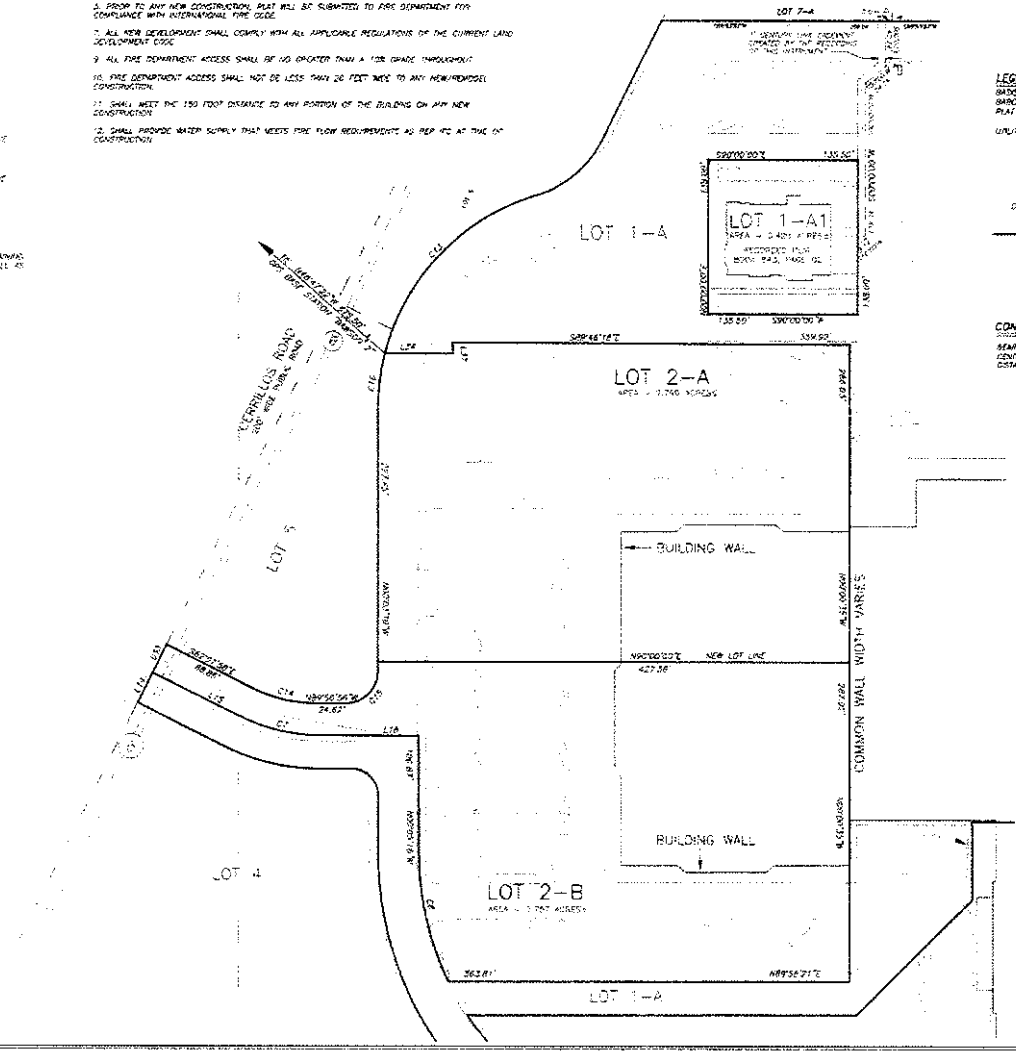
REFERENCE DOCUMENTS:

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.E.M.A. PANEL 35049C0578D, 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.

- 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
- DENOTES CROSS TICKET
- 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.

CONTROL REFERENCE:

BEARINGS ARE REFERRED TO THE NEW MEXICO STATE PLANE COORDINATE SYSTEM, NAD83 CENTRAL ZONE. DISTANCES SHOWN ARE REFERRED TO GRID AND, TO CONVERT TO GRID DISTANCES, MULTIPLY BY A SCALE FACTOR OF 0.99958861

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

L39	S75°51'33"E	28.57'
L40	N00°00'03"E	53.41'
L41	S89°00'00"E	5.99'
L42	S00°00'00"E	50.94'
L43	S00°00'00"E	13.80'
L44	S00°00'00"E	27.60'
L45	N00°00'00"E	41.40'
L46	S00°00'00"W	21.73'

V-102 SHEET 3 OF 6

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2500 A CAMINO ENTRADA
SANTA FE, N.M. 87507
FILE: 10304-SUB DATE: 04/27/20

1984E

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 CONFLICT VALID FACTS WHICH AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE. ONLY THE RECORDED 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.

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

7. 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 LLC., RECORDED NOVEMBER 25, 2014, IN BOOK 781, PAGE 14-17

ALL PLATS AND DOCUMENTS NOTED HEREON

CONTROL REFERENCE:

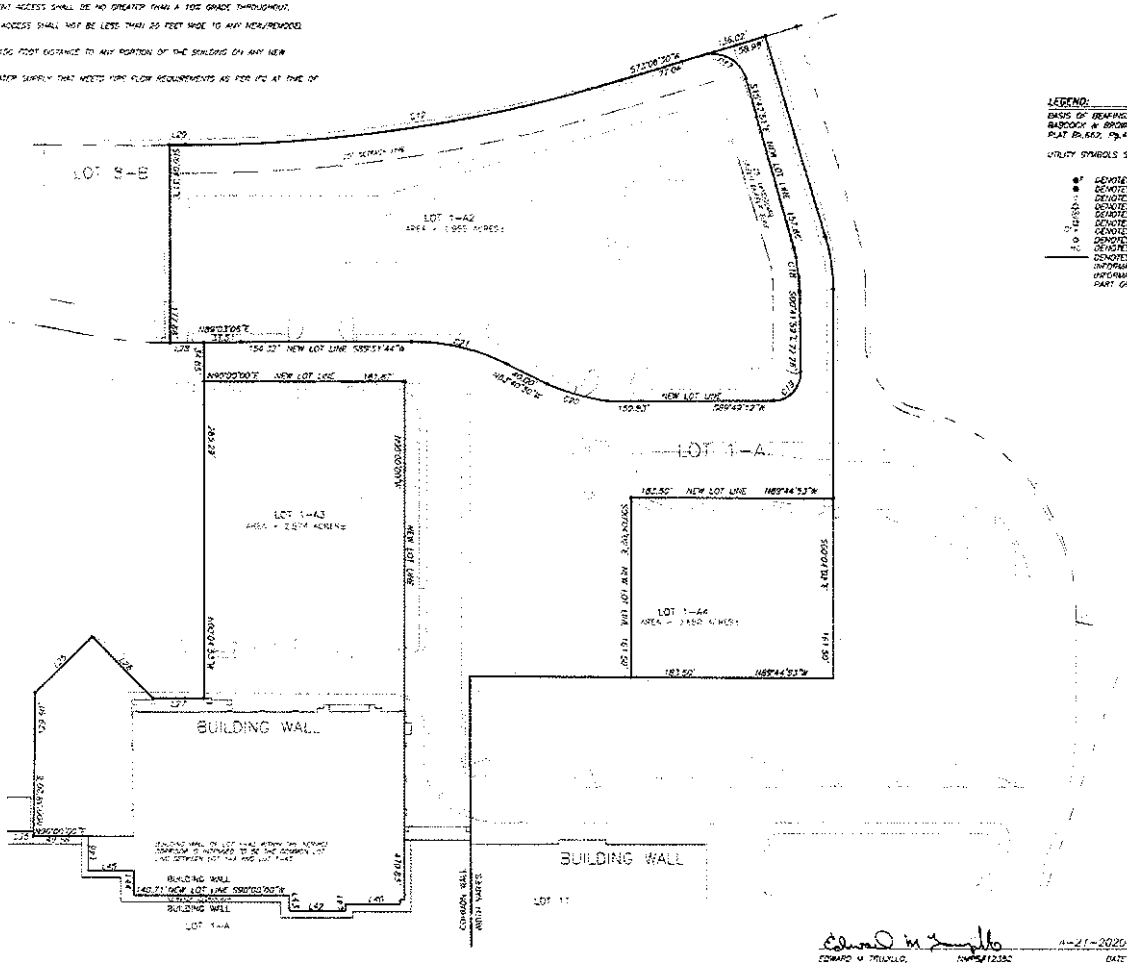
BEARINGS ARE REFERRED TO THE NEW MEXICO STATE PLANE COORDINATE SYSTEM, NAD83 CENTRAL ZONE. DISTANCES SHOWN ARE REFERRED TO GROUND AND, TO CONVERT TO GRID DISTANCES, MULTIPLY BY A SCALE FACTOR OF 0.999583803.

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 35049C0534D, DATED JUNE 17, 2008

563 07

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-B
LOT 1-A2
AREA = 1.995 ACRES±
LOT 1-A
LOT 1-A3
AREA = 2.537± ACRES
LOT 1-A4
AREA = 2.652± ACRES
BUILDING WALL
BUILDING WALL
BUILDING WALL
BUILDING WALL
LOT 1-A
LOT 17
CONCRETE WALL WITH HEDGE
S71°08'30"W
150.22' NEW LOT LINE S89°51'44"W
N89°27'05"E
N89°27'05"E 37.61'
N89°20'00"E NEW LOT LINE 183.47'
NEW LOT LINE
S89°49'12"W
150.63'
NEW LOT LINE N89°44'53"W
183.50'
S89°44'53"W
183.50'
N89°20'00"E
N89°20'00"E
S89°44'53"W
S89°44'53"W
S89°44'53"W
N89°20'00"E
N89°20'00"E
N89°20'00"E

563 08

SUBDIVISION PLAT
WITHIN LOT 1-A AND LOT 2
AS SHOWN ON ALTA/ACSM LAND TITLE SURVEY
RECORDED IN BOOK 761 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

NOTES:

1. THIS PLAT SUBJECT TO RESTRICTIONS AND EASEMENTS OF RECORD AS SHOWN ON PLAT RECORDED IN BOOK 761, 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. SAID TITLE RECORDS 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, PLAC WILL BE SUBMITTED TO FIRE DEPARTMENT FOR COMPLIANCE WITH INTERNATIONAL FIRE CODE
6. ALL NEW CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE REGULATIONS OF THE CURRENT LAND DEVELOPMENT CODE.
7. ALL FIRE DEPARTMENT ACCESS SHALL BE NO GREATER THAN A 10% GRADE THROUGHOUT.
8. FIRE DEPARTMENT ACCESS SHALL NOT BE LESS THAN 20 FEET WIDE TO ANY NEW/REMODEL CONSTRUCTION
9. SHALL MEET THE 150 FOOT DISTANCE TO ANY PORTION OF THE BUILDING ON ANY NEW CONSTRUCTION
10. 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 25, 2014, IN BOOK 761, 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 NAD83 AND TO CONVERT TO GRID DISTANCES MULTIPLY BY A SCALE FACTOR OF 0.9996538883

FLOOD ZONE:

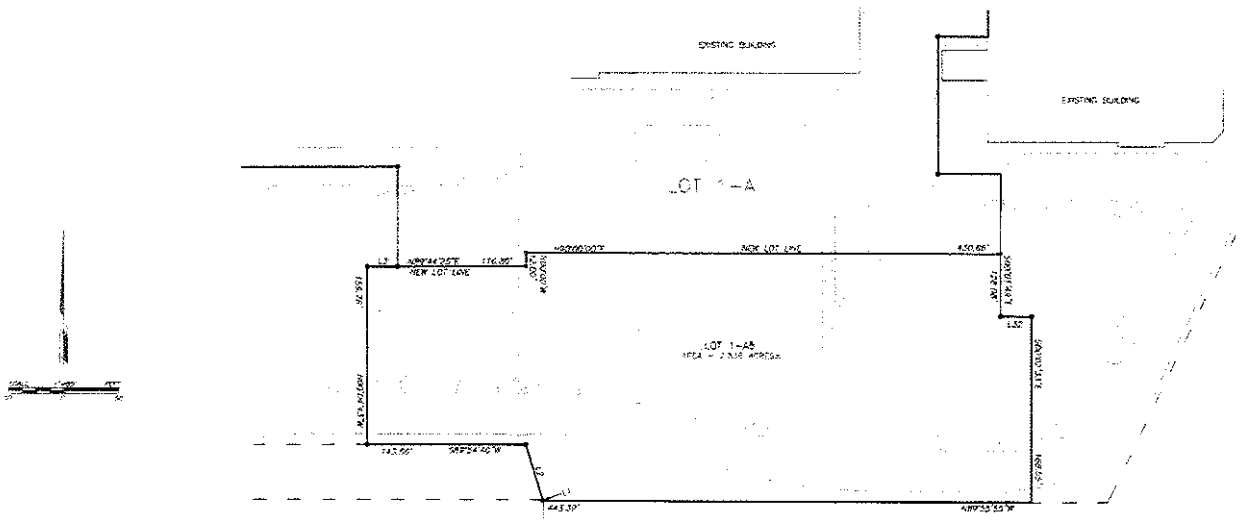
THIS PROPERTY LIES WITHIN ZONE "X OTHER AREAS" DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON F.I.R.M. PANEL 35049C0212D, DATED JUNE 17, 2008

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.692, Pg.41 OFFICE OF THE SANTA FE COUNTY CLERK.

UTILITY SYMBOLS SHOWN LARGER THEN ACTUAL SIZE FOR VIEWING PURPOSES.

- ◆ DENOTES REBAR, OR AS SHOWN FOUND
- ● DENOTES #12MM, OR AS SHOWN SET
- ○ DENOTES CALCULATED POINT NOT SET
- ⊙ DENOTES FIRE HYDRANT
- ⊙ DENOTES SANITARY SEWER MANHOLE UNLESS OTHERWISE NOTED
- DENOTES CLEAN OUT
- DENOTES DROP INLET
- 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



L39	S27°57'50"W	23.67'
L40	N89°05'00"E	53.41'
L41	N00°00'00"W	5.98'
L42	N89°05'00"E	50.64'
L43	S00°00'00"E	11.65'
L44	S00°00'00"E	21.60'

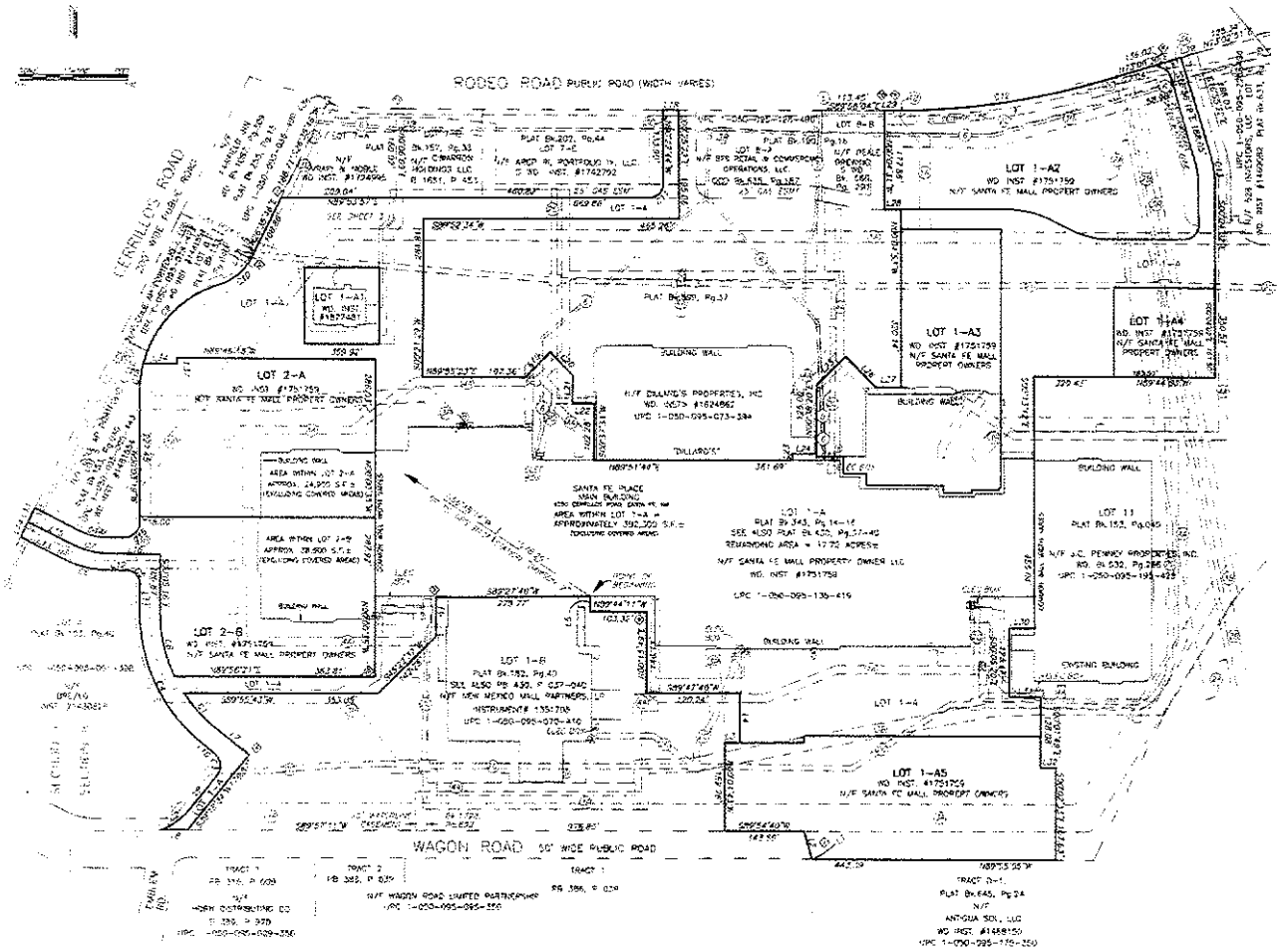
Edward M Trujillo 4-21-2020
EDWARD M. TRUJILLO, NMPS#12302 DATE

V-104 SHEET 5 OF 6

DAWSON SURVEYS, INC.
PROFESSIONAL LAND SURVEYORS
2000 S. PACHECO ENTRADA
SANTA FE, N.M., 87505
FILE: 10324-SUB DATE: (04.21.20)

1784-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



MONUMENTATION NOTES:

1. FOUND REBAR N87°37'43"E, 0.22' FROM CORNER
FOUND REBAR N41°37'54"E, 0.39' FROM CORNER
2. FOUND "X" IN CONCRETE AT CORNER
FOUND REBAR S47°W/CAP, 1.15' FROM CORNER
3. FOUND MAG AND WASHER N89°55'37"E, 0.19' FROM CORNER
4. FOUND "X" IN CONCRETE 43' CORNER
FOUND "X" IN CONCRETE N82°30'45"W, 2.87' FROM CORNER
5. FOUND MAG N14°47'00"E, 2.17' FROM CORNER
6. FOUND MAG AND WASHER N14°47'00"E, 1.39' FROM CORNER
7. FOUND REBAR 0.5' CORNER
FOUND REBAR S48°31'34"E, 0.39' FROM CORNER
8. FOUND "X" IN CONCRETE S39°14'19"E, 0.44' FROM CORNER
9. FOUND "X" IN CONCRETE N39°14'24"E, 0.43' FROM CORNER
10. FOUND "X" IN CONCRETE N39°14'24"E, 0.63' FROM CORNER
11. FOUND REBAR 45' CORNER
FOUND REBAR S48°31'34"E, 1.05' FROM CORNER
FOUND REBAR S39°14'25"W, 0.42' FROM CORNER

EASEMENT LEGEND:

1. 20' WIDE POWERLINE EASEMENT RECORDED IN BK.356, PG.713, DESIGNATOR 12(E)

2. 50' WIDE POWERLINE RECORDED IN BK.732, PG.76, SUNCOM DEED ASSIGNMENT RECORDED IN BK.524, PG.860 DESIGNATOR 7(H)

3. 15' WIDE SEWER EASEMENT BK.374, PG.780, DESIGNATOR 1(B).

4. 50' WIDE GASLINE EASEMENT RECORDED IN BK.501, PG.630 DESIGNATOR (3A).

5. 15' WIDE WATERLINE EASEMENT RECORDED IN BK.525, PG.193 DESIGNATOR 14(A).

6. 5' WIDE UNDERGROUND TELEPHONE EASEMENT RECORDED IN BK.525, PG.132 DESIGNATOR (6)

7. 25' WIDE GASLINE EASEMENT RECORDED IN BK.655, PG.137 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.560, PG.908, BK.568, PG.884 AND BK.574, PG.727 DESIGNATOR 7(C)

10. 5' WIDE CABLE TELEVISION LINE RECORDED IN BK.570, PG.156, DESIGNATOR (5)

11. ACCESS EASEMENT RECORDED IN BK.532, PG.788 DESIGNATOR (7).

EDWARD M. TRUJILLO, NMPS#12352 — 4-21-2021 DATE

SHEET 6 OF 6
DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2525 E. CAMINO ENTRADA
SANTA FE, N.M. 87507
FILE: 1734-SUB DATE: 04/21/21

V-105

1984-E

LEGEND:

SYMBOLS MAY BE SHOWN LARGER THEN ACTUAL SIZE FOR VIEWING PURPOSES.

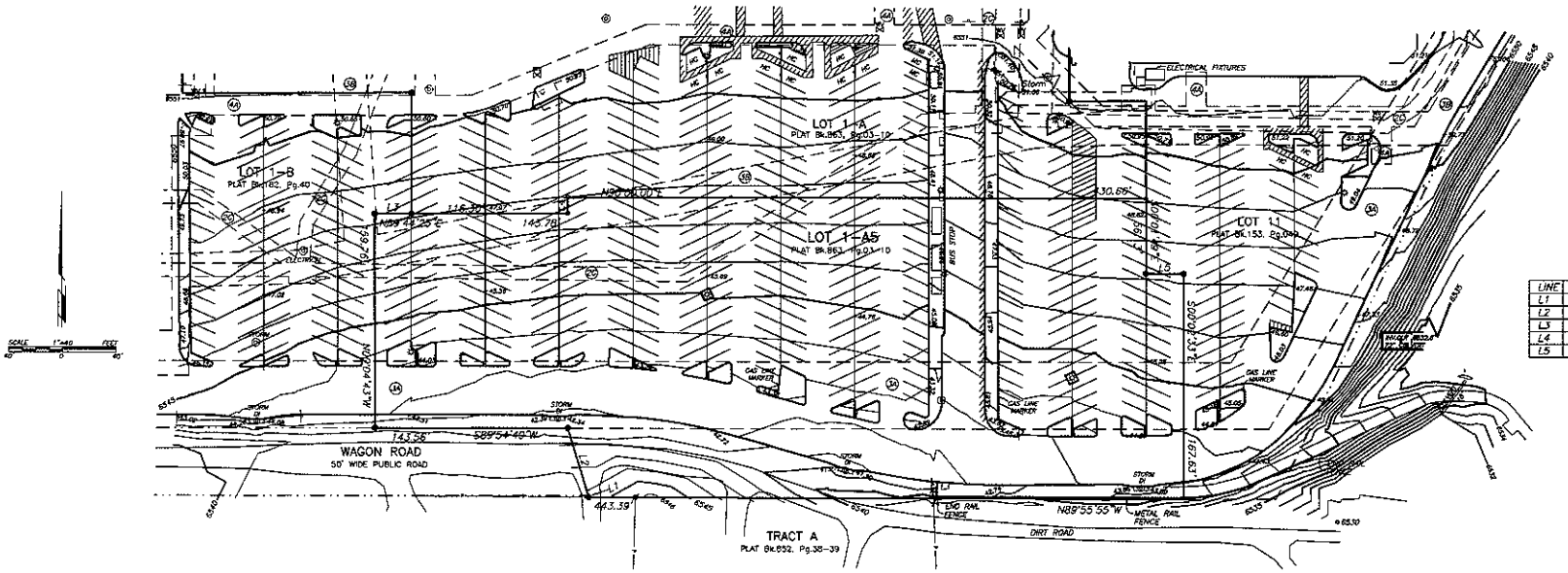
ELEVATIONS SHOWN AT PARKING ISLANDS ARE AT THE BACK OF CURB TYPICAL ISLAND CURB HEIGHT IS 0.5' ABOVE GUTTER.

- 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.526, 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 E 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 663 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 0.99963863.

NOT TO SCALE

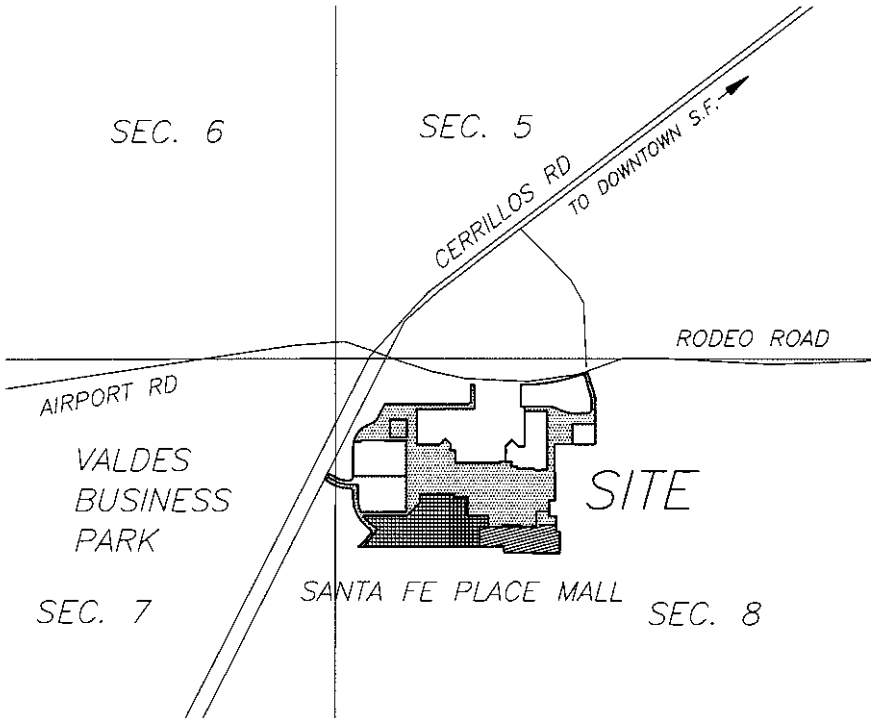
REFERENCE DOCUMENTS:

1. FINAL SUBDIVISION PLAT & DEVELOPMENT PLAN AMENDMENT #5, PREPARED FOR THE SPINOSO REAL ESTATE GROUP, RECORDED JUNE 3, 2020 IN BOOK 663, 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)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 _____
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 2007 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 NFC AT TIME OF CONSTRUCTION.

9. THE PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE CUMMISION'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:

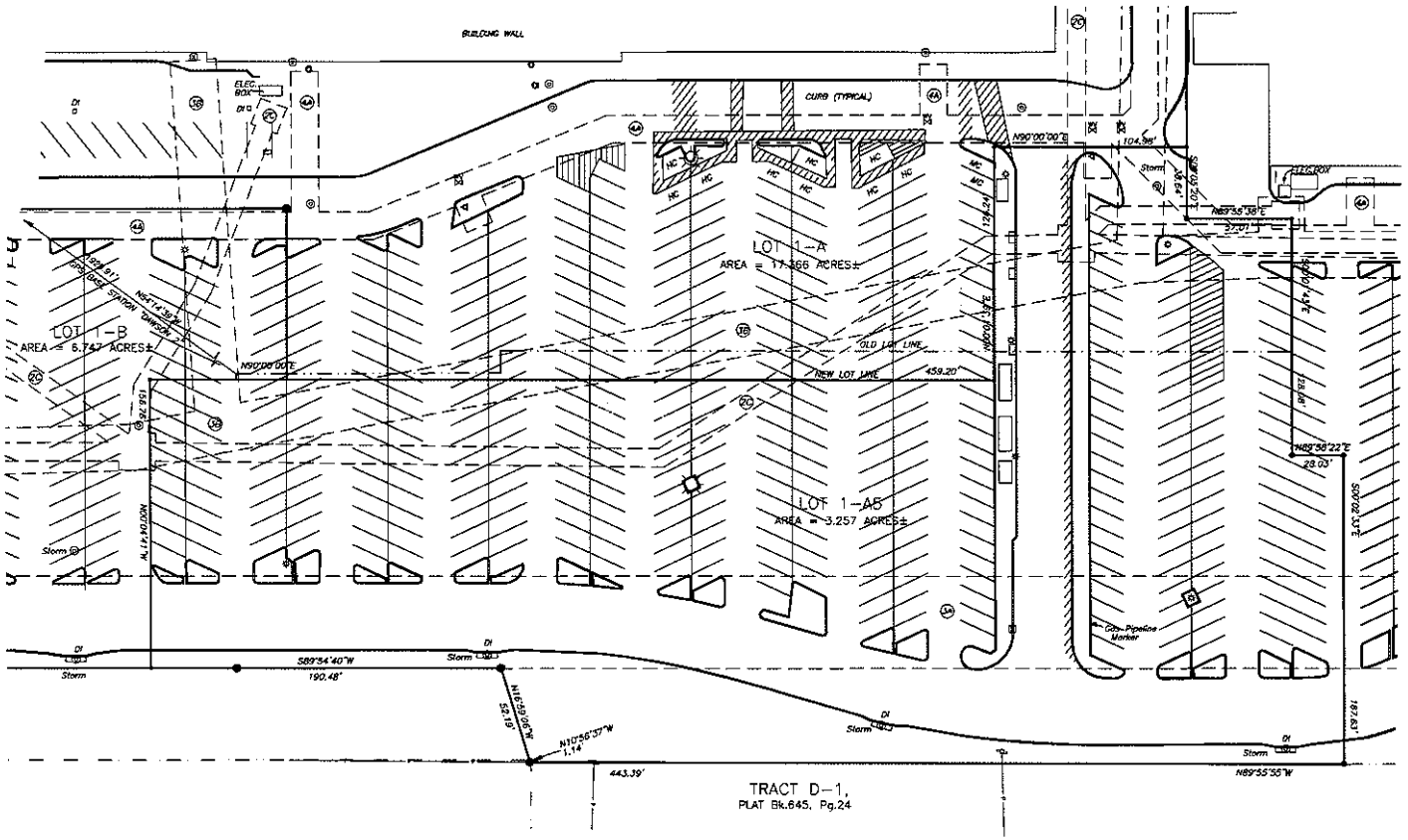
I HEREBY CERTIFY THAT THIS PLAT IS A TRUE REPRESENTATION OF A SURVEY COMPLETED UNDER MY PERSONAL SUPERVISION ON THE 8th DAY OF OCTOBER, 2020, TO THE BEST OF MY KNOWLEDGE, THE SURVEY AND PLAT ARE CORRECT, TRUE AND MEET THE MINIMUM STANDARDS FOR LAND SURVEYS IN NEW MEXICO.

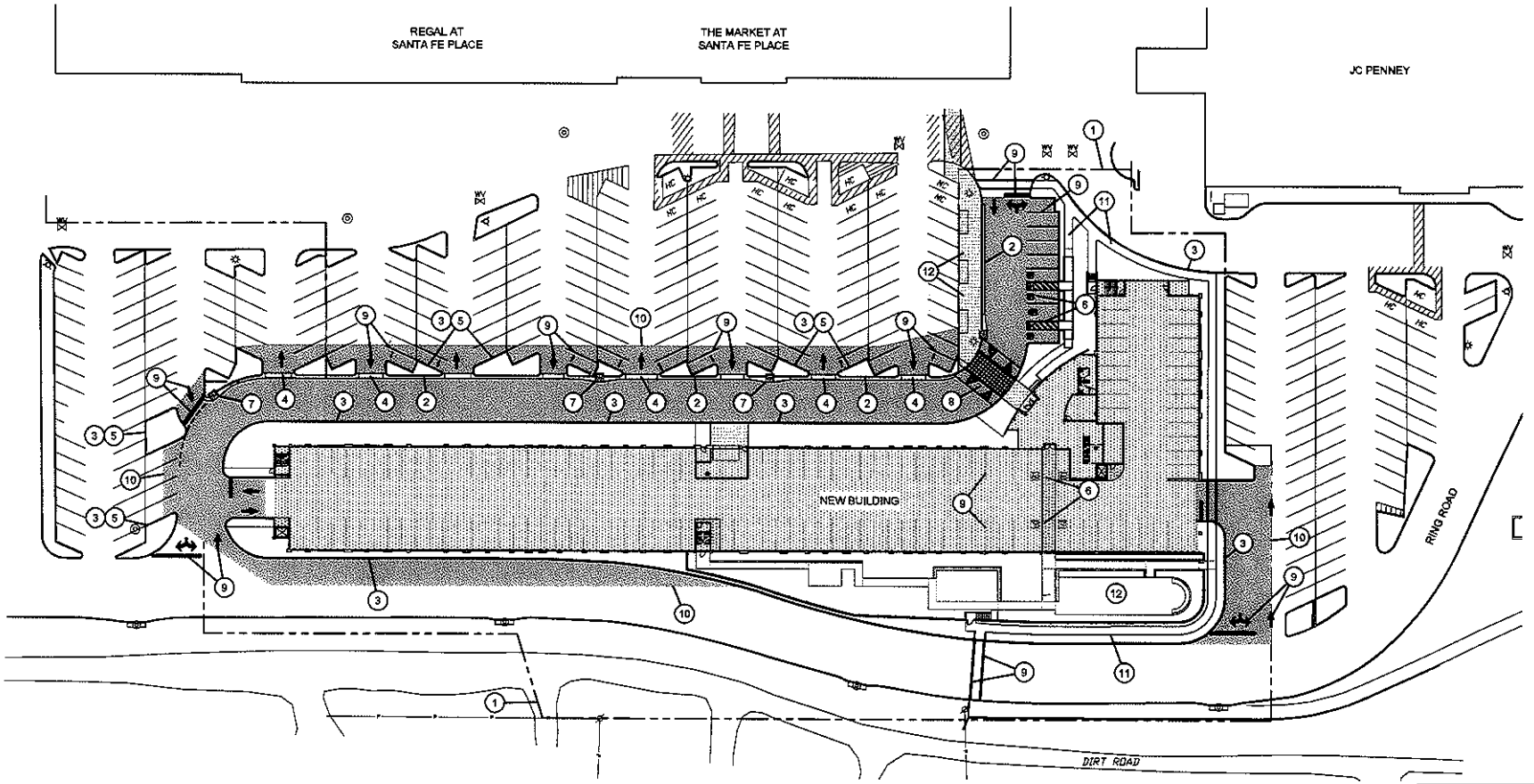
12-XX-2020
EDWARD M TRUJILLO, NMPS#12352 DATE

V-107

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
7505 MALLARD WAY SUITE A
SANTA FE, N.M. 505-471-6662
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


BUILDING WALL
CURB (TYPICAL)
ELEC. BOX
LOT 1-A
AREA = 17.366 ACRES±
LOT 1-B
AREA = 6.747 ACRES±
LOT 1-A5
AREA = 3.257 ACRES±
OLD LOT LINE
NEW LOT LINE
459.20'
N90°00'00"E
104.56'
S00°02'33"E
128.24'
N89°58'38"E
37.01'
N89°58'22"E
28.03'
S00°02'33"E
128.48'
N00°01'43"E
326.91'
N00°01'43"W
326.91'
N89°58'17"E
N89°58'17"E
N89°58'17"E



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) 982-2645 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

0 15 30 60
SCALE: 1" = 30'

SLOPE ANALYSIS MAP AND CALCULATIONS

SCALE: 1" = 30'

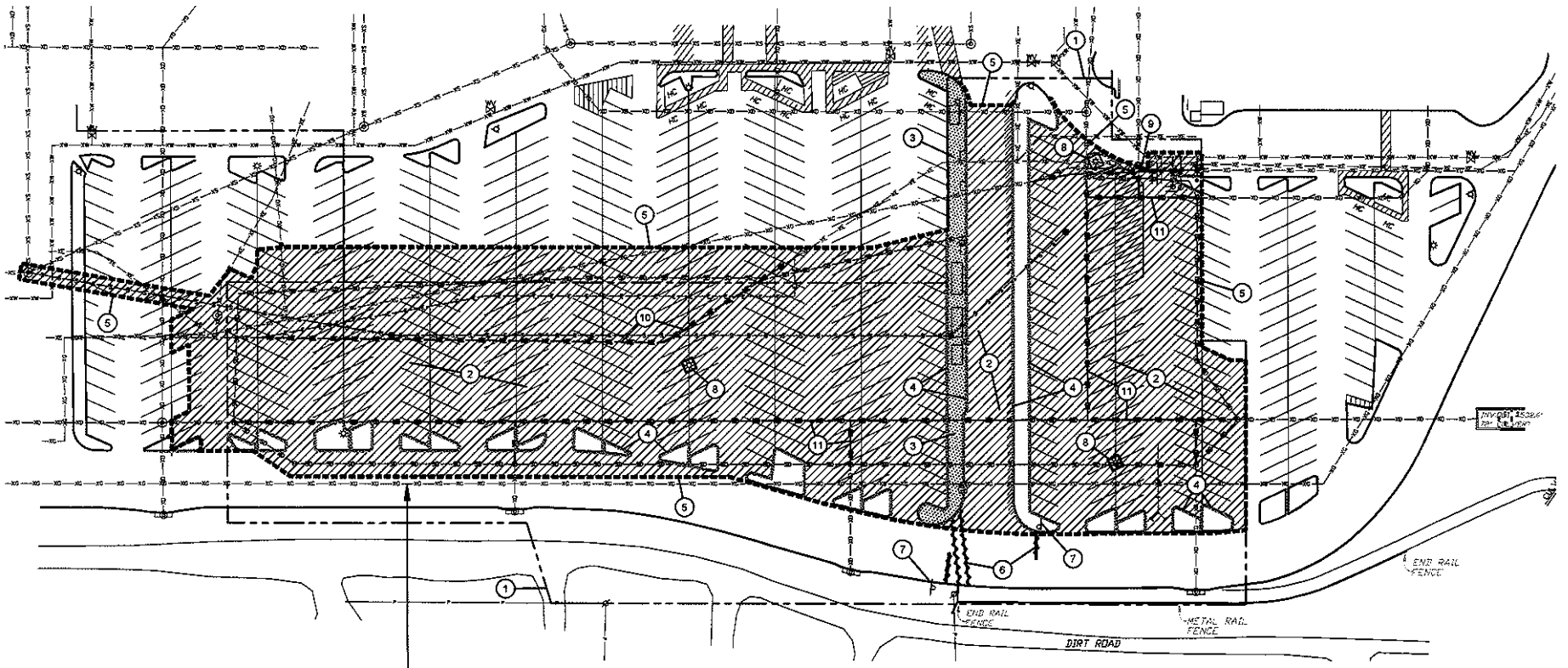
REVISIONS | DATE | ENGINEERS SEAL

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) 982-2541
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

DATE

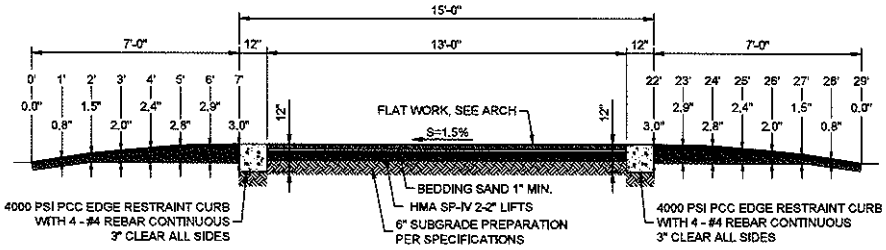
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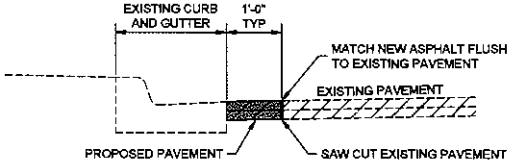
DEVELOPMENT PLAN
SUBMITTAL FOR
ESCARPA
APARTMENT HOMES AT SANTA FE PLACE

GENERAL NOTES

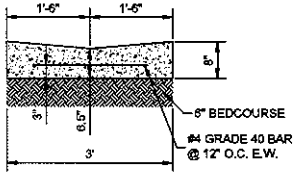
DATE:	SCALE:	SHEET:
DECEMBER 2020	N.T.S.	G-200



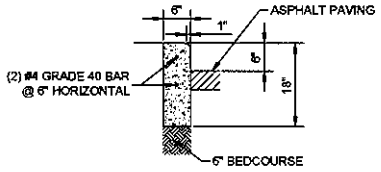
RAISED CROSSWALK SECTION



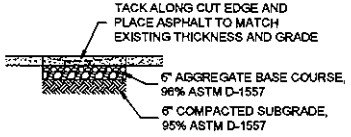
TYPICAL SAW CUT DETAIL



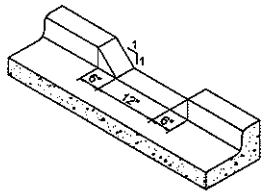
3' VALLEY GUTTER



6" STAND-UP CURB

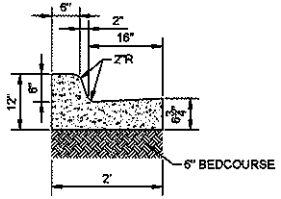


TYPICAL PAVEMENT PATCHING DETAIL

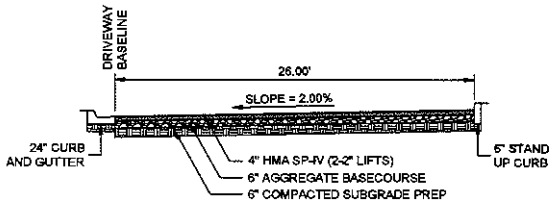


LOCATE CURB OPENING AS SHOWN ON PLANS.
SEE LANDSCAPE AND GRADING PLANS.

CURB OPENING DETAIL



STANDARD 2' CURB AND GUTTER



TYPICAL DRIVEWAY SECTION

ENGINEER'S SEAL

DATE

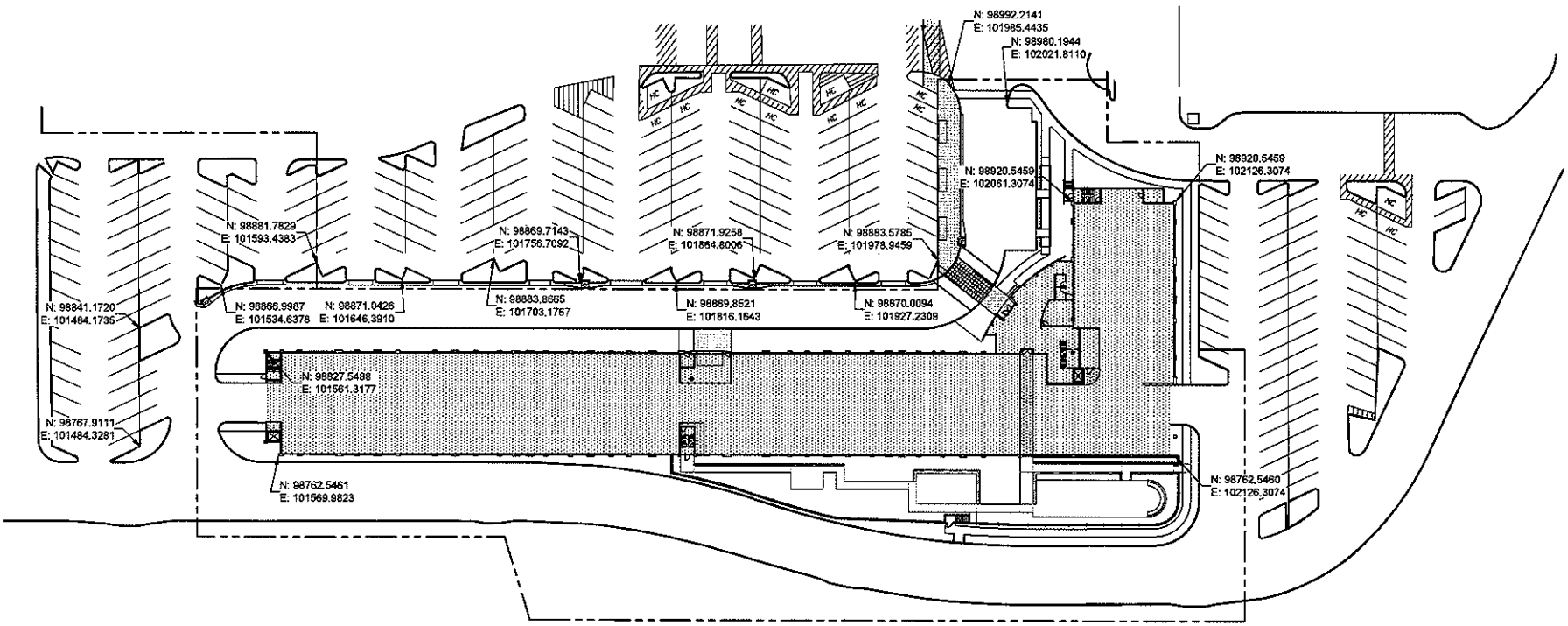
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DEVELOPMENT PLAN
SUBMITTAL FOR
ESCARPA
APARTMENT HOMES AT SANTA FE PLACE

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

0 15 30 60
SCALE: 1" = 30'

GEOMETRICS PLAN
SCALE: 1" = 30'

ENGINEERS SEAL | DATE | REVISIONS

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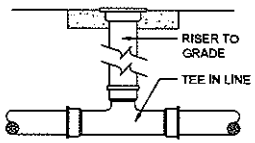
DEVELOPMENT PLAN
SUBMITTAL FOR
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APARTMENT HOMES AT SANTA FE PLACE

GEOMETRICS PLAN

DATE:	SCALE:	SHEET:
DECEMBER 2020	1" = 30'	C-300

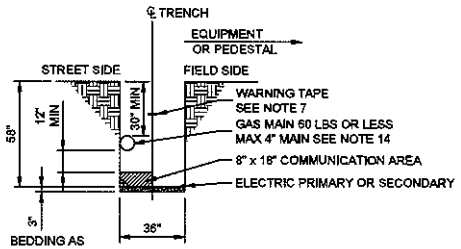
CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION GENERAL NOTES

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

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

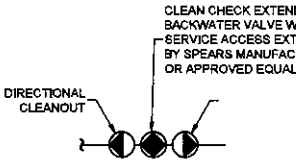
STREET LIGHTING NOTE:
PROPOSED LUMINAIRES SHALL BE METERED AND INCLUDE LED TYPE FIXTURES EQUIVALENT TO CONVENTIONAL 250 HIGH PRESSURE SODIUM. THE DESIGN AND FIXTURE TYPES SHALL BE REVIEWED AND APPROVED BY THE CITY OF SANTA FE TRAFFIC ENGINEERING DIVISION.

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.



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.

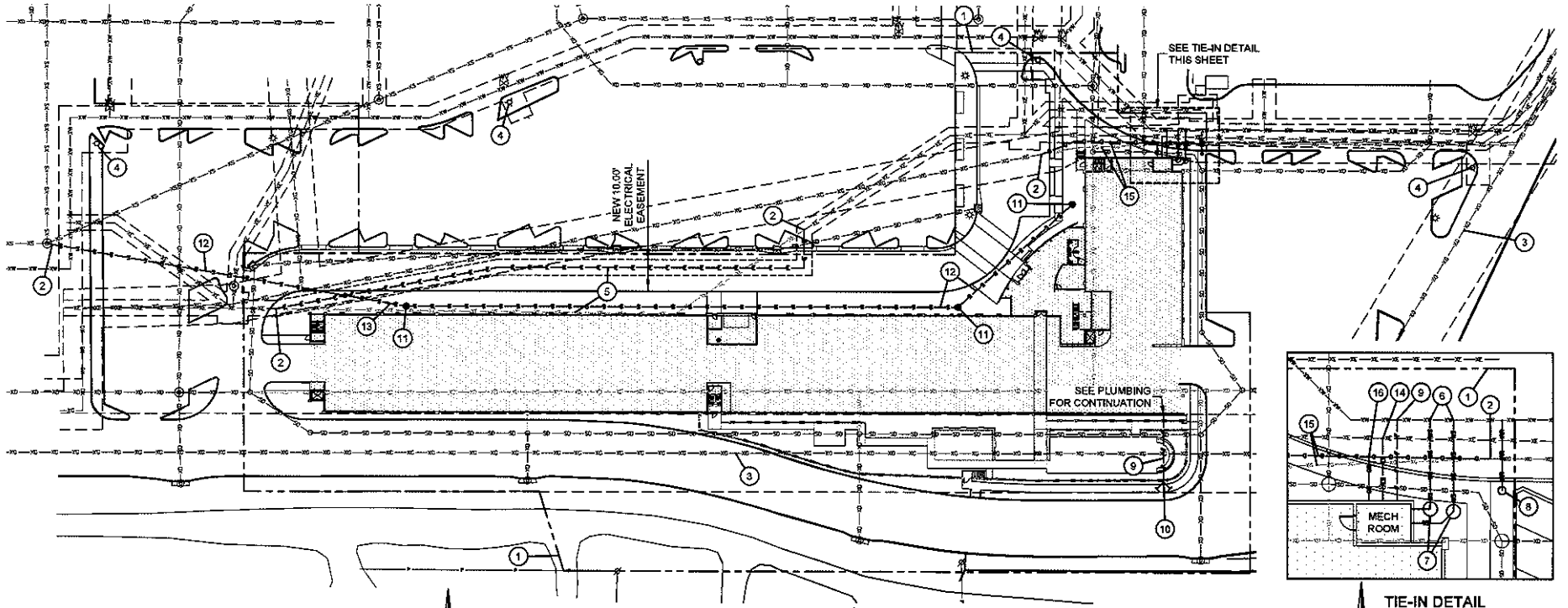
REVISIONS	DATE	ENGINEER'S SEAL

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DEVELOPMENT PLAN SUBMITTAL FOR
ESCARPA
APARTMENT HOMES AT SANTA FE PLACE

UTILITY NOTES AND DETAILS

DATE:	SCALE:	SHEET:
DECEMBER 2020	N.T.S.	C-400



MASTER UTILITY PLAN
SCALE: 1" = 30'

TIE-IN DETAIL
SCALE: 1" = 10'

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-600 FOR DETAILS
2. BOTH DOMESTIC WATER SERVICE SIZES ARE 2", IRRIGATION SERVICE IS ¾". 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, 6" DUCTILE IRON, OR APPROVED EQUAL. CONTRACTOR TO SUBMIT SHOP DRAWINGS TO ARCHITECT AND PLUMBING ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.

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

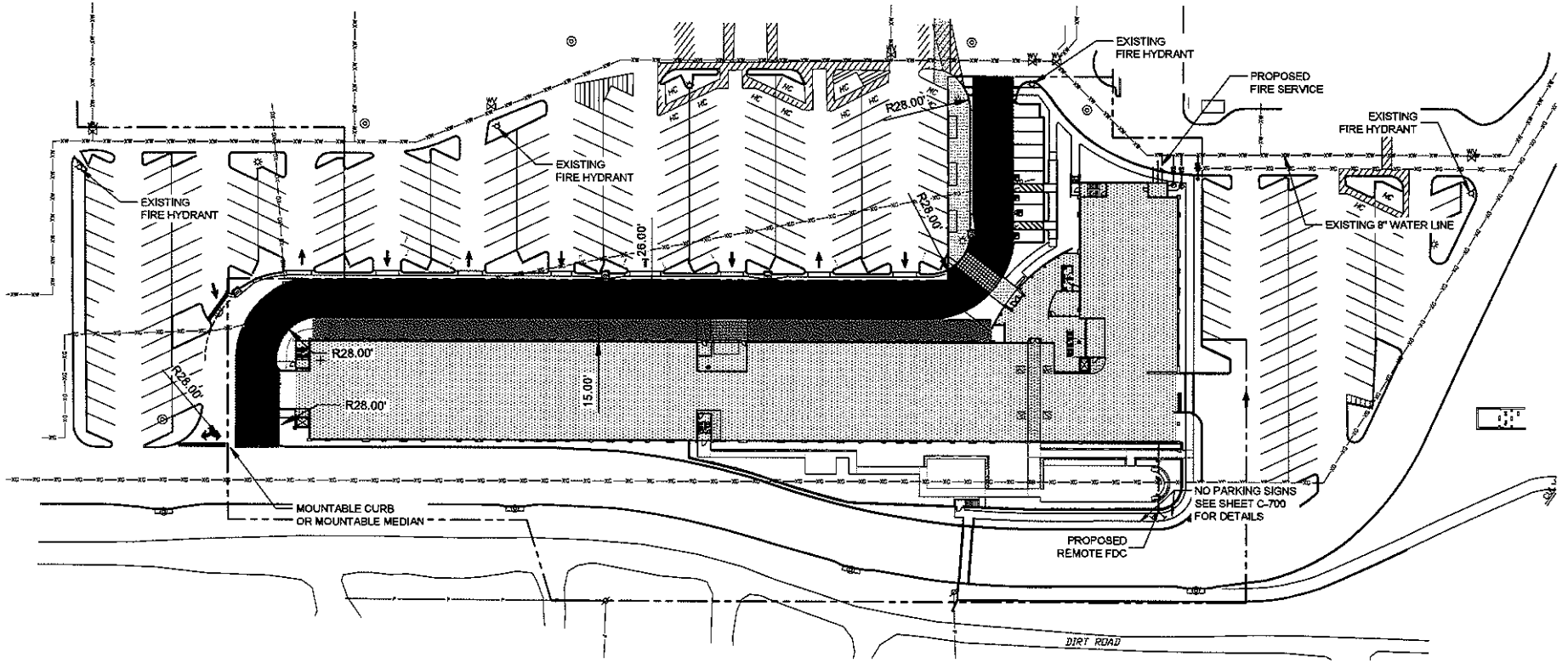
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DEVELOPMENT PLAN SUBMITTAL FOR
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UTILITY PLAN

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'

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DEVELOPMENT PLAN
SUBMITTAL FOR
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FIRE ACCESS PLAN

DATE:	SCALE:	SHEET:
DECEMBER 2020	1" = 30'	C-402

CITY OF SANTA FE DRAINAGE NOTES

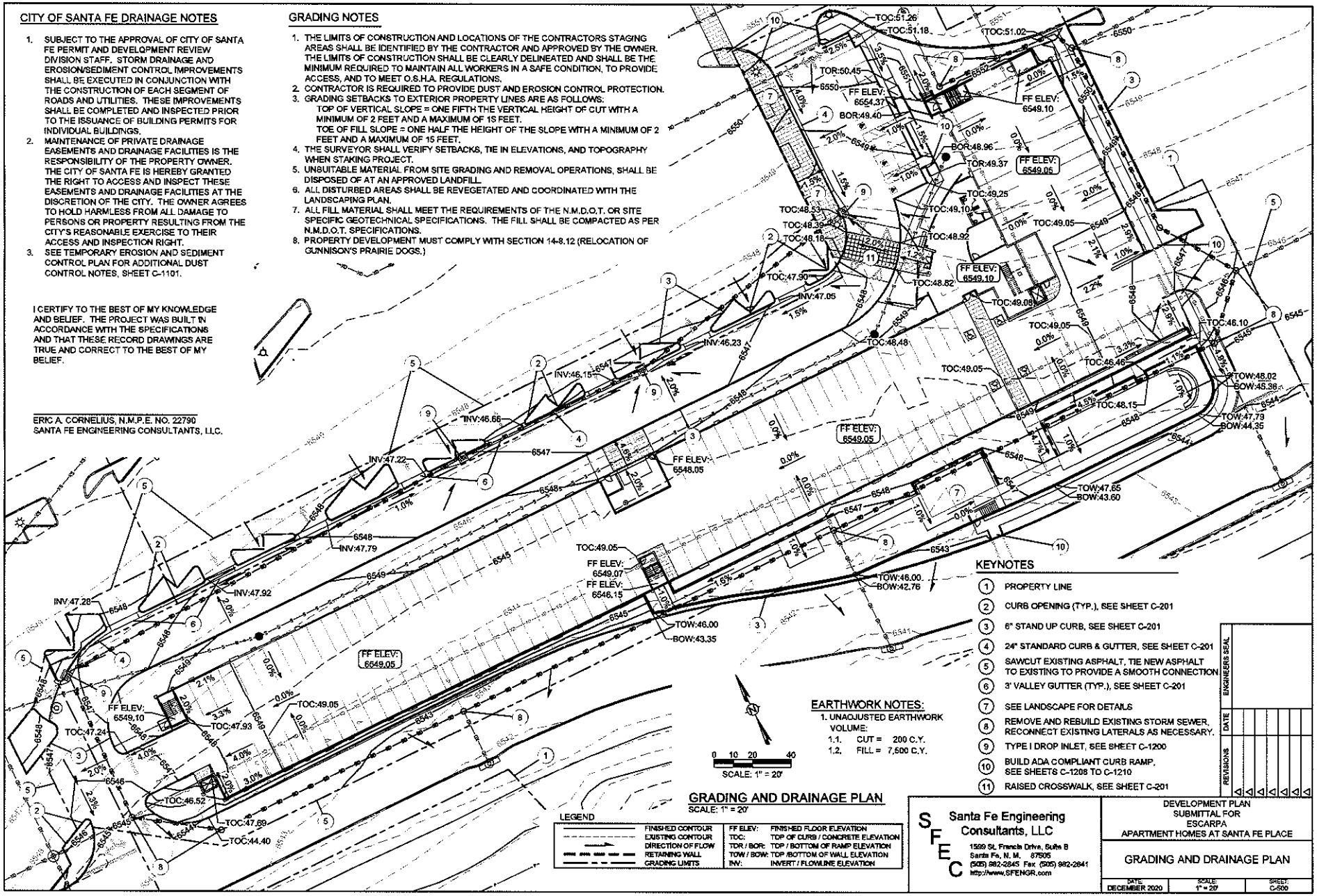
1. SUBJECT TO THE APPROVAL OF CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION STAFF. STORM DRAINAGE AND EROSION/SEDIMENT CONTROL IMPROVEMENTS SHALL BE EXECUTED IN CONJUNCTION WITH THE CONSTRUCTION OF EACH SEGMENT OF ROADS AND UTILITIES. THESE IMPROVEMENTS SHALL BE COMPLETED AND INSPECTED PRIOR 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.

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

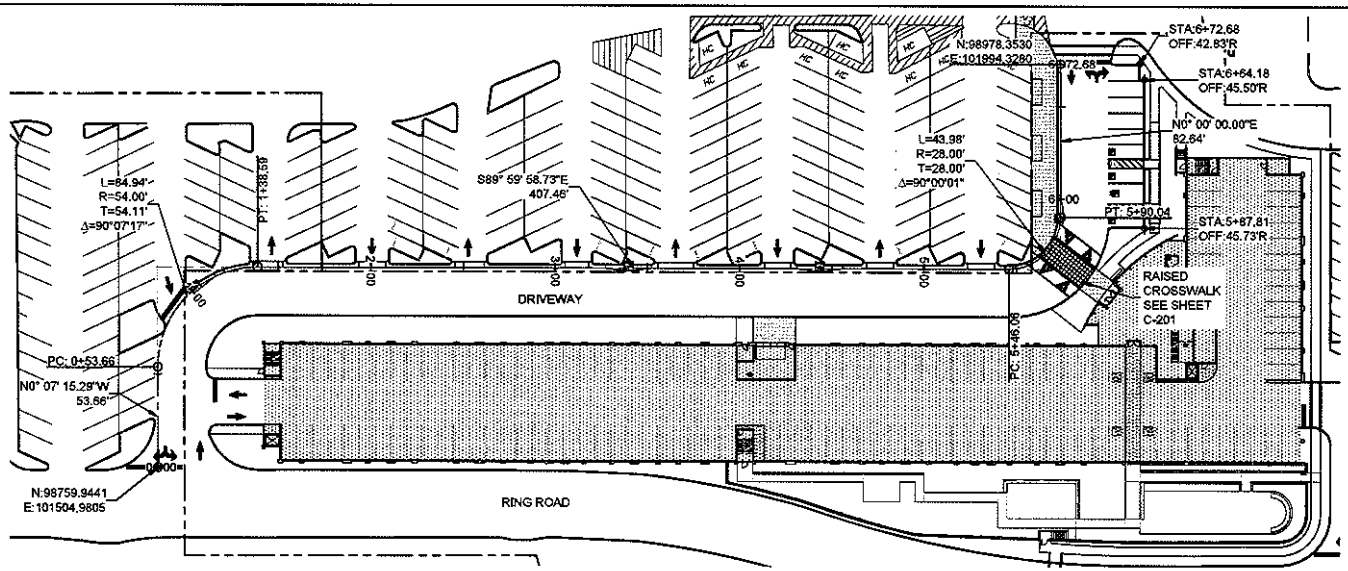
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DEVELOPMENT PLAN SUBMITTAL FOR
ESCARPA
APARTMENT HOMES AT SANTA FE PLACE

GRADING AND DRAINAGE PLAN

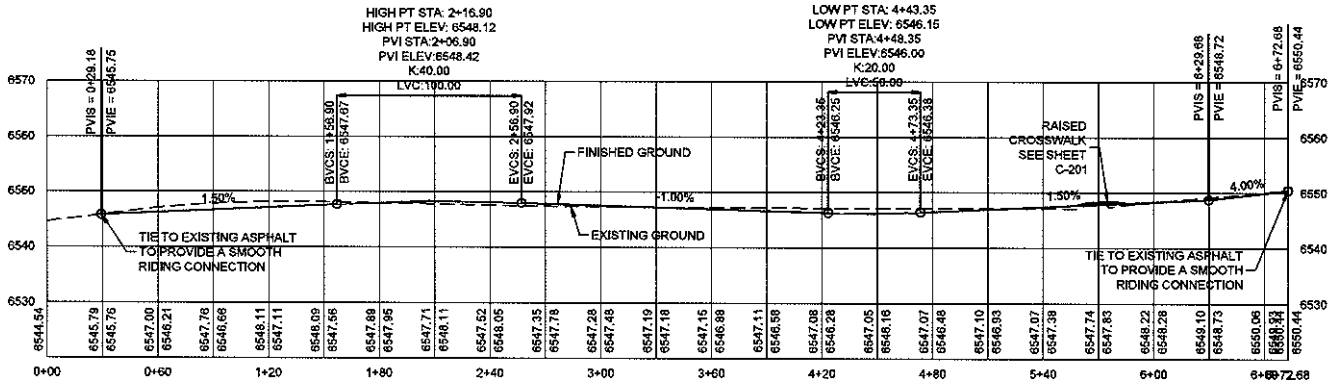
DATE	SCALE	SHEET
DECEMBER 2020	1" = 20'	C-500

ENGINEER'S SEAL | DATE | REVISIONS



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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DEVELOPMENT PLAN
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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:

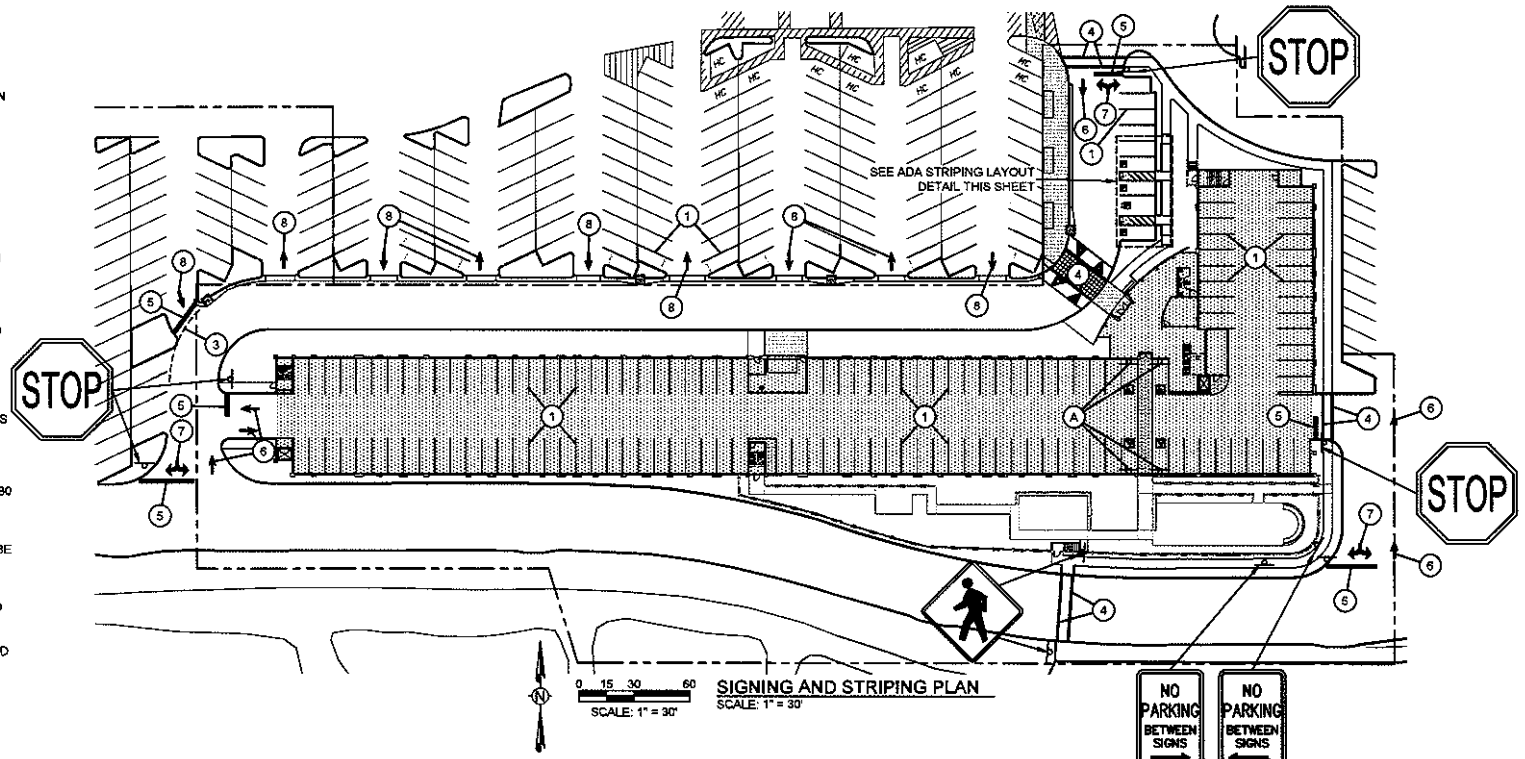
SIGN AND POST REQUIREMENTS

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. 364, 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 ⓧ	
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

RESERVED PARKING

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

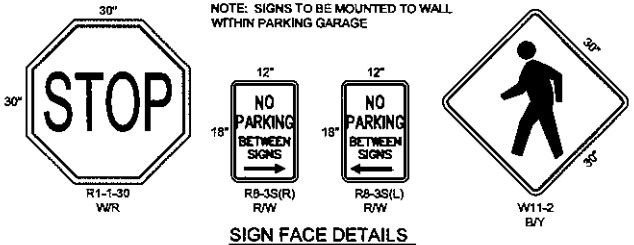
VAN ACCESSIBLE SPACES (VAN SPACES ONLY) BOTTOM OF THIS SIGN 84" MIN ABOVE GROUND ANSI 502.7

VAN ACCESSIBLE

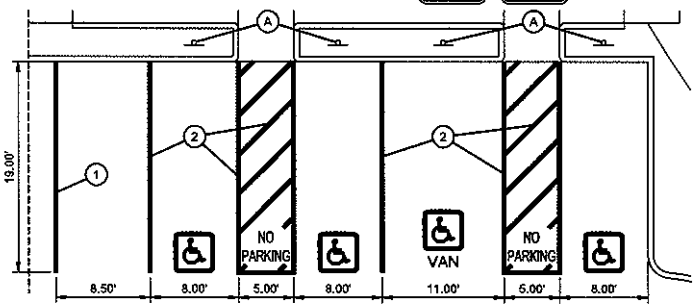
SIGN TYPE R7-8A (6"x12")
- SIGN FIELD IS WHITE
- SIGN LETTERING AND BORDER ARE GREEN

Ⓐ ACCESSIBLE SIGN DETAIL
SCALE: N.T.S.

NOTE: SIGNS TO BE MOUNTED TO WALL WITHIN PARKING GARAGE



SIGN FACE DETAILS
SCALE: N.T.S.



ADA STRIPING LAYOUT
SCALE: 1" = 5'

ENGINEER'S SEAL

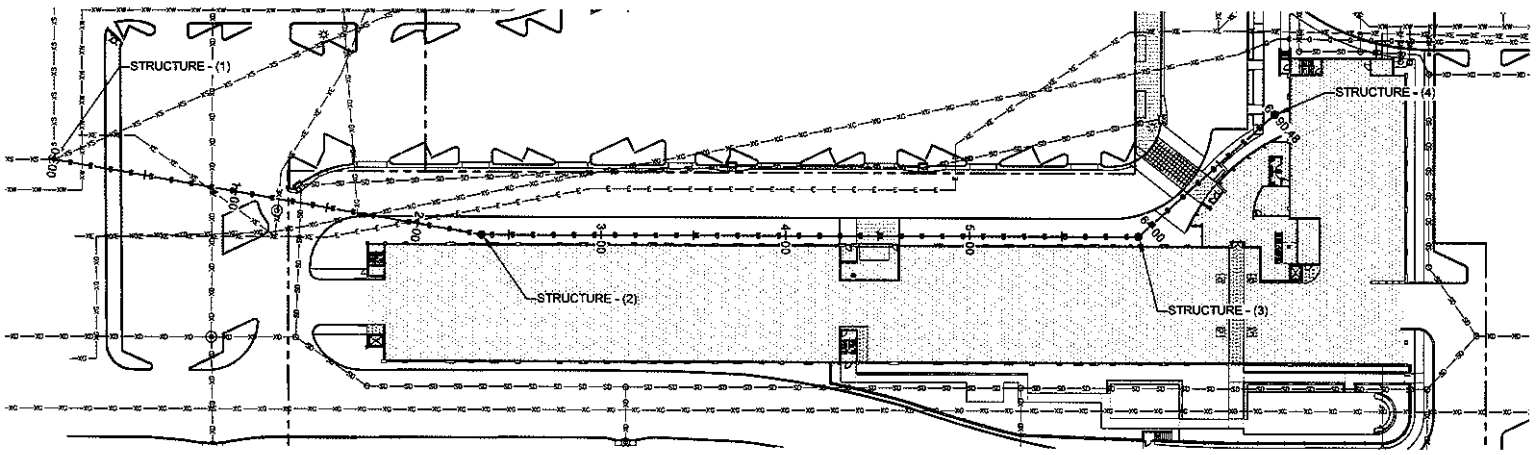
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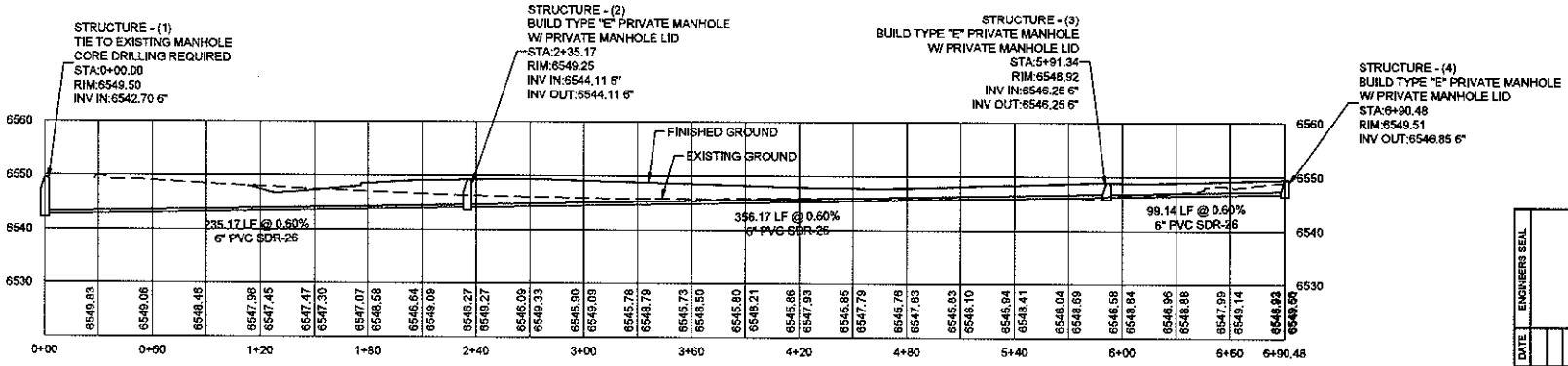
SIGNING AND STRIPING PLAN

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'

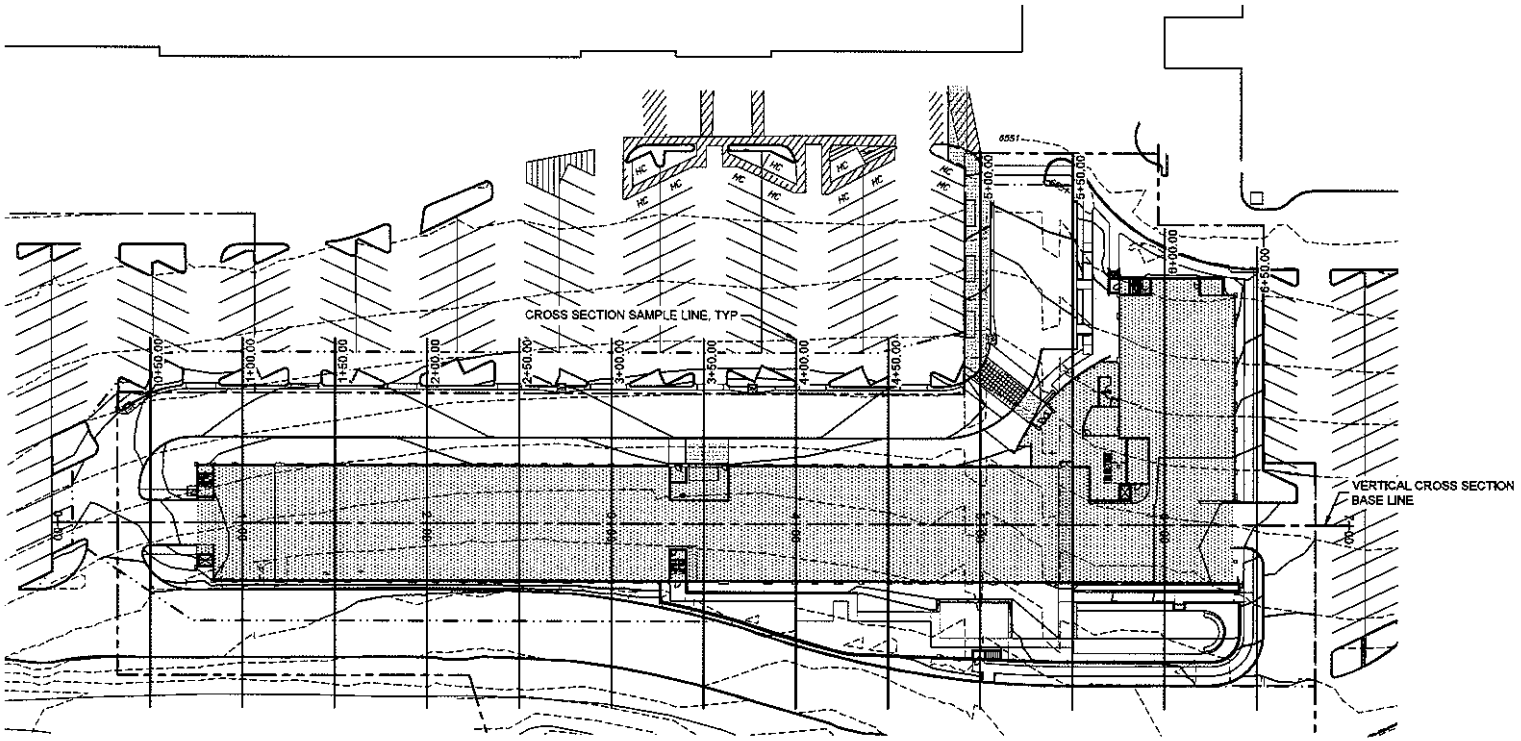
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SANITARY SEWER PLAN AND PROFILE

DATE:	SCALE:	SHEET:
DECEMBER 2020	1" = 30'	C-800

ENGINEERS SEAL
DATE
REVISIONS



0 15 30 60
SCALE: 1" = 30'

VERTICAL SITE CROSS SECTION LOCATION PLAN

SCALE: 1" = 30'

ENGINEERS SEAL

DATE

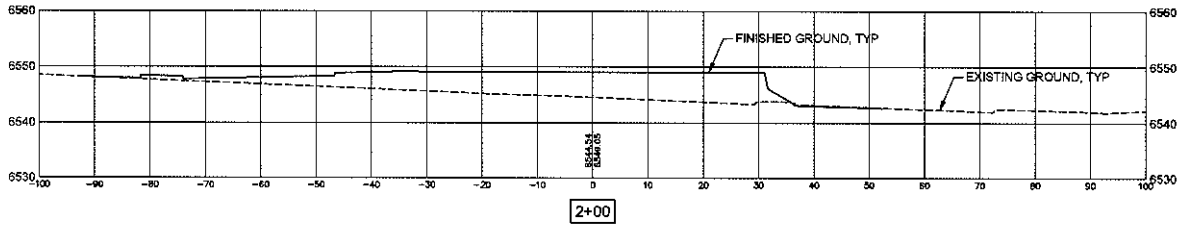
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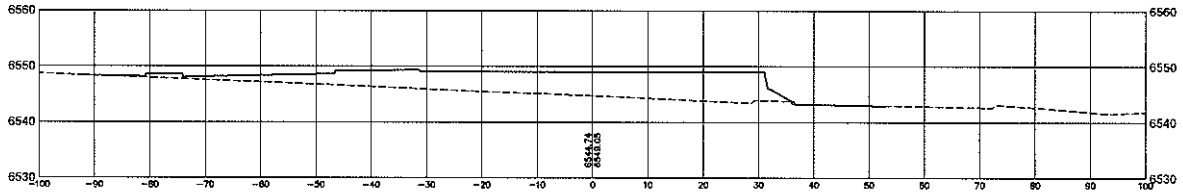
DEVELOPMENT PLAN
SUBMITTAL FOR
ESCARPA
APARTMENT HOMES AT SANTA FE PLACE

VERTICAL SITE CROSS SECTION LOCATION PLAN

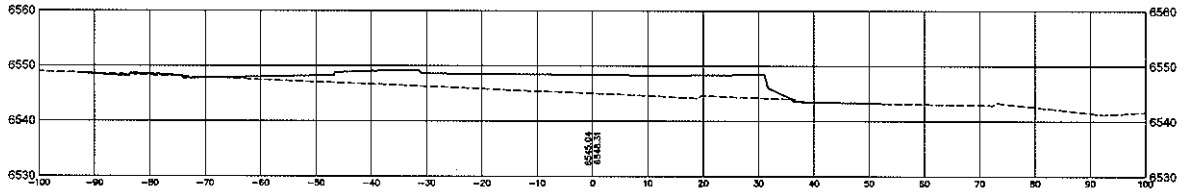
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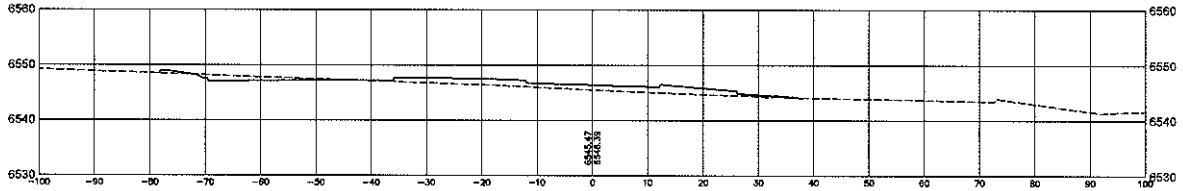
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1+50



1+00



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SCALE: 1" = 10'

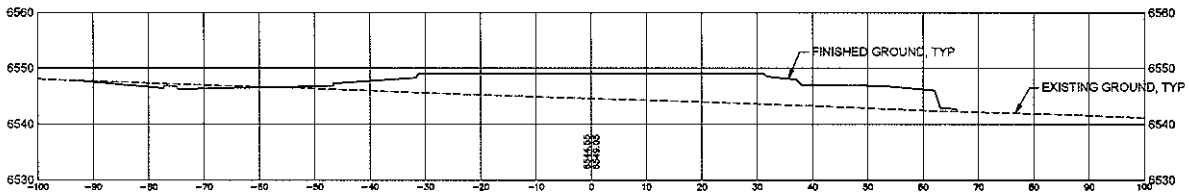
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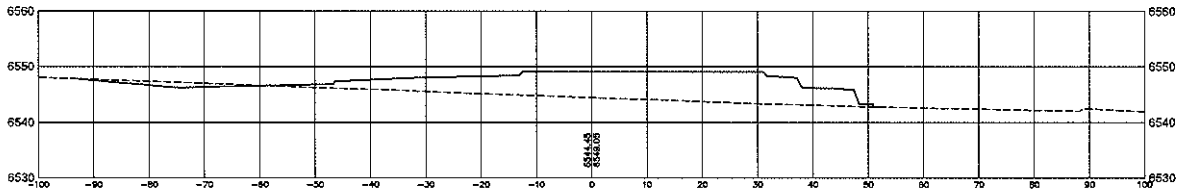
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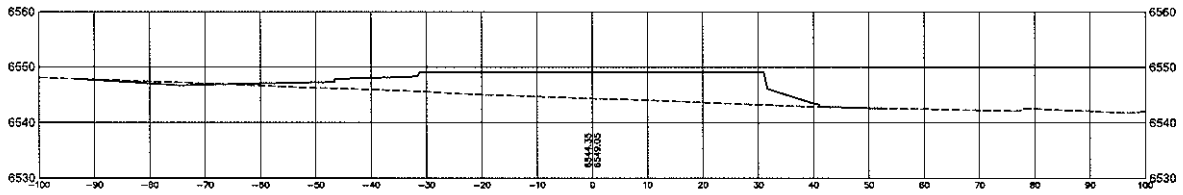
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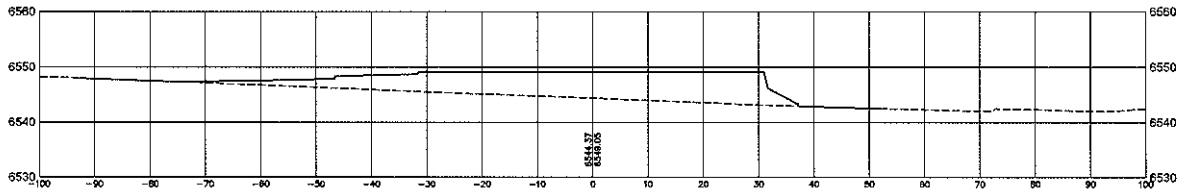
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SCALE: 1" = 10'

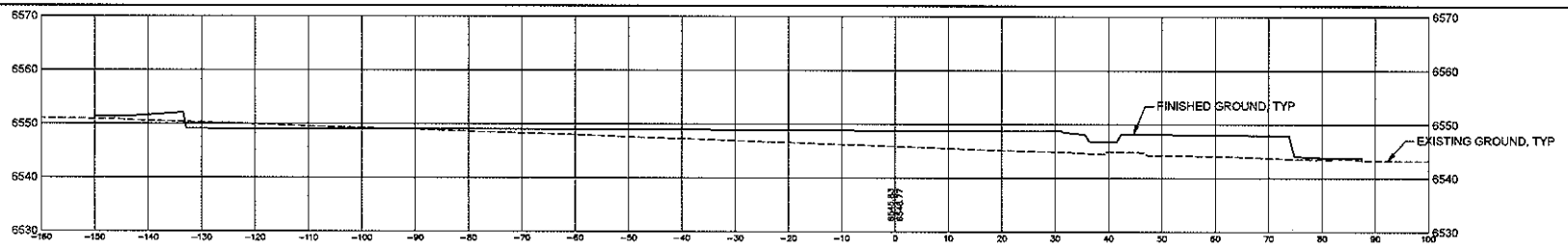
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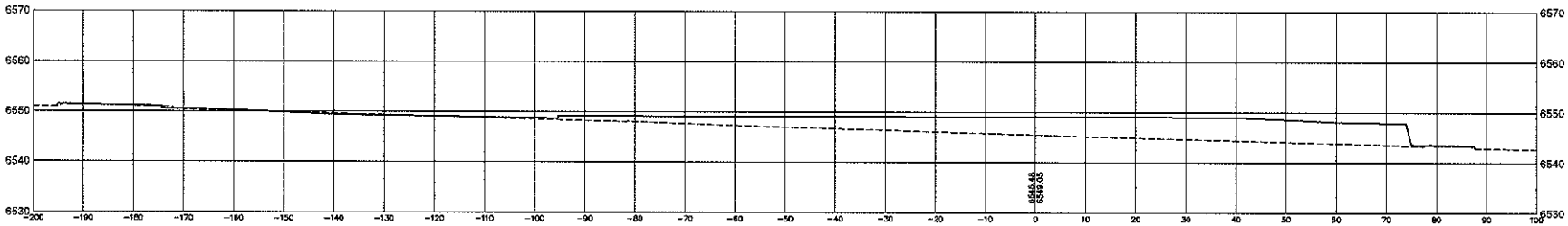
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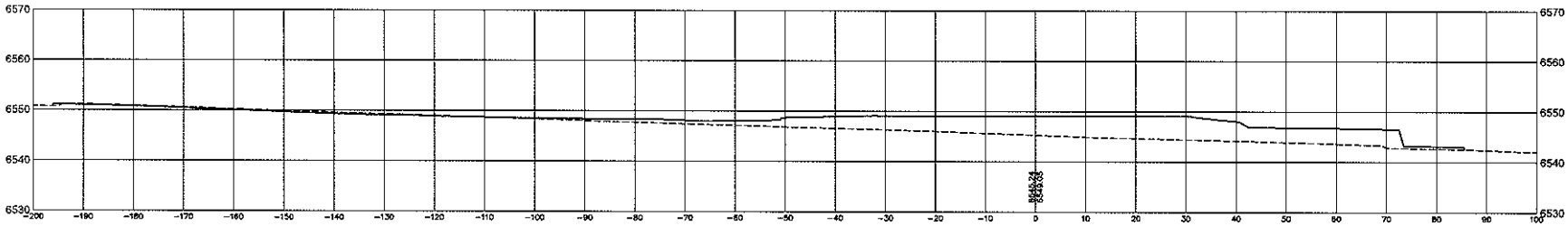
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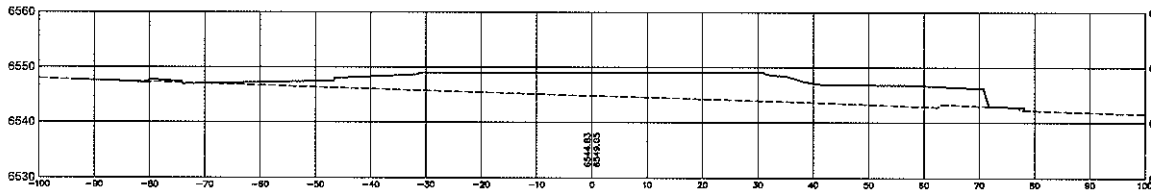
6+00



5+50



5+00



4+50

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SCALE: 1" = 10'

ENGINEER'S SEAL

DATE

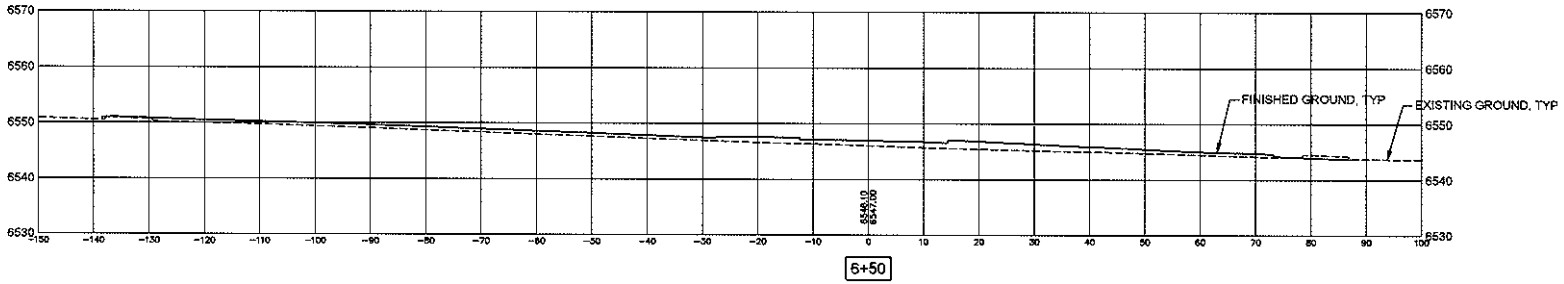
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DEVELOPMENT PLAN
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VERTICAL SITE CROSS SECTIONS

DATE:	SCALE:	SHEET:
DECEMBER 2020	1" = 10'	C-1003



SCALE: 1" = 10'

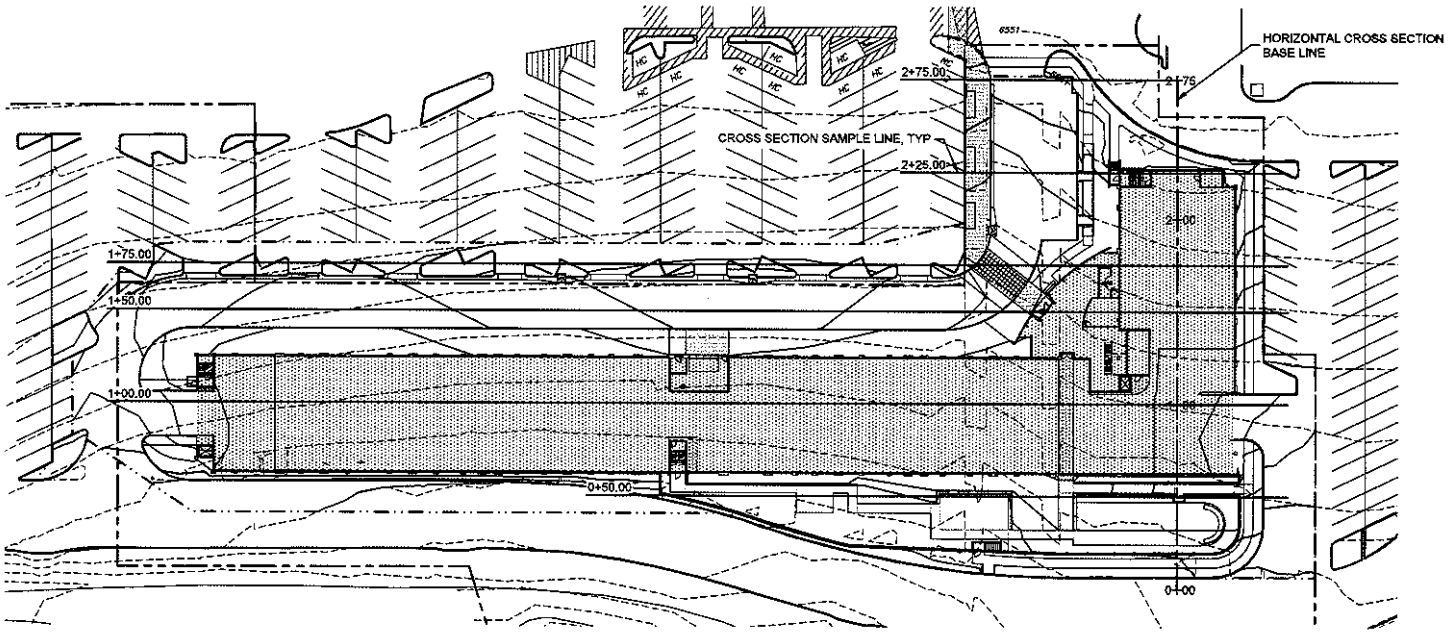
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DEVELOPMENT PLAN
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VERTICAL SITE CROSS SECTIONS

DATE:	SCALE:	SHEET:
DECEMBER 2020	1" = 10'	C-1004

REVISIONS | DATE | ENGINEERS SEAL



N

0 15 30 60
SCALE: 1" = 30'

HORIZONTAL SITE CROSS SECTION LOCATION PLAN
SCALE: 1" = 30'

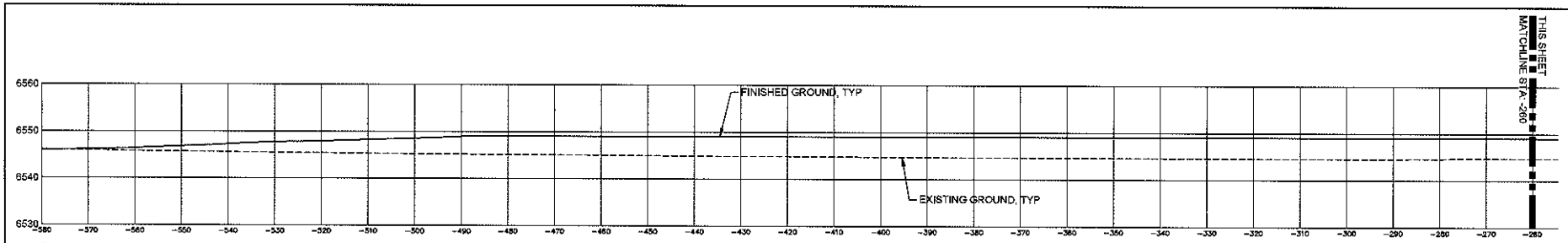
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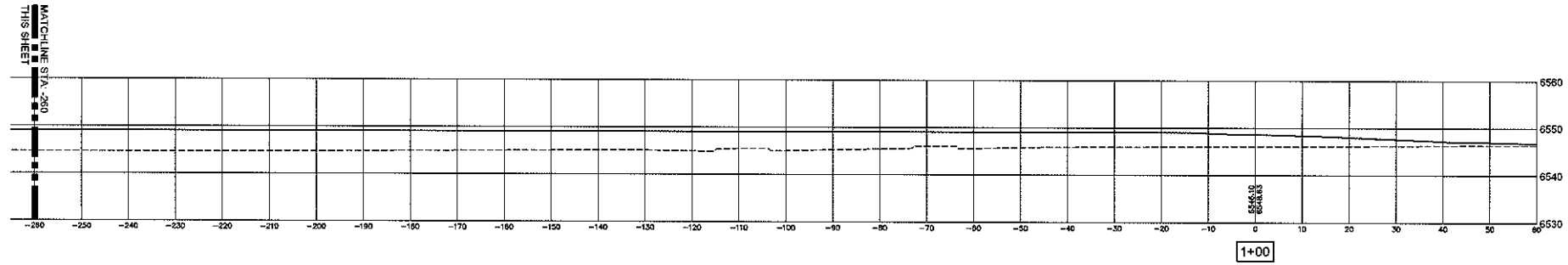
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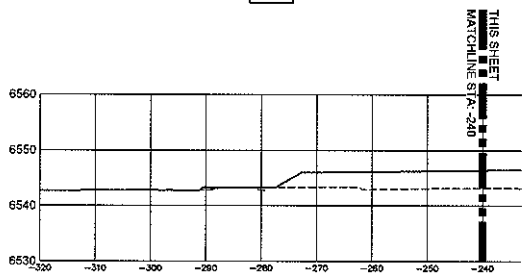
HORIZONTAL SITE CROSS SECTION LOCATION PLAN

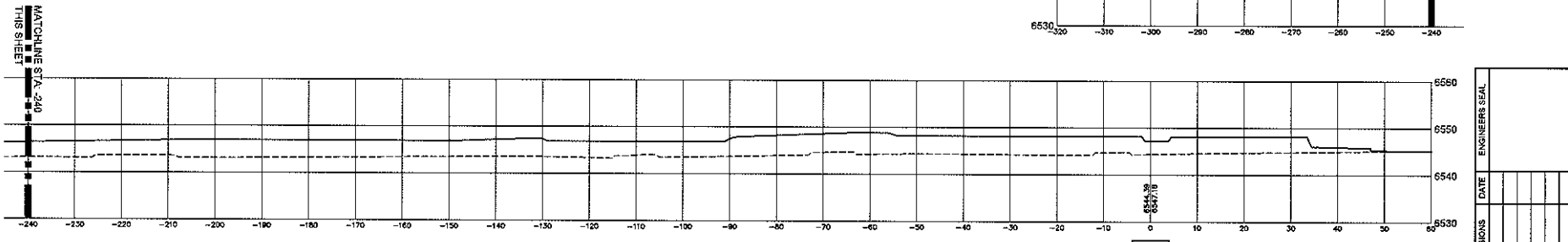
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DECEMBER 2020	1" = 30'	C-1005





1+00





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0 5 10 20
SCALE: 1" = 10'

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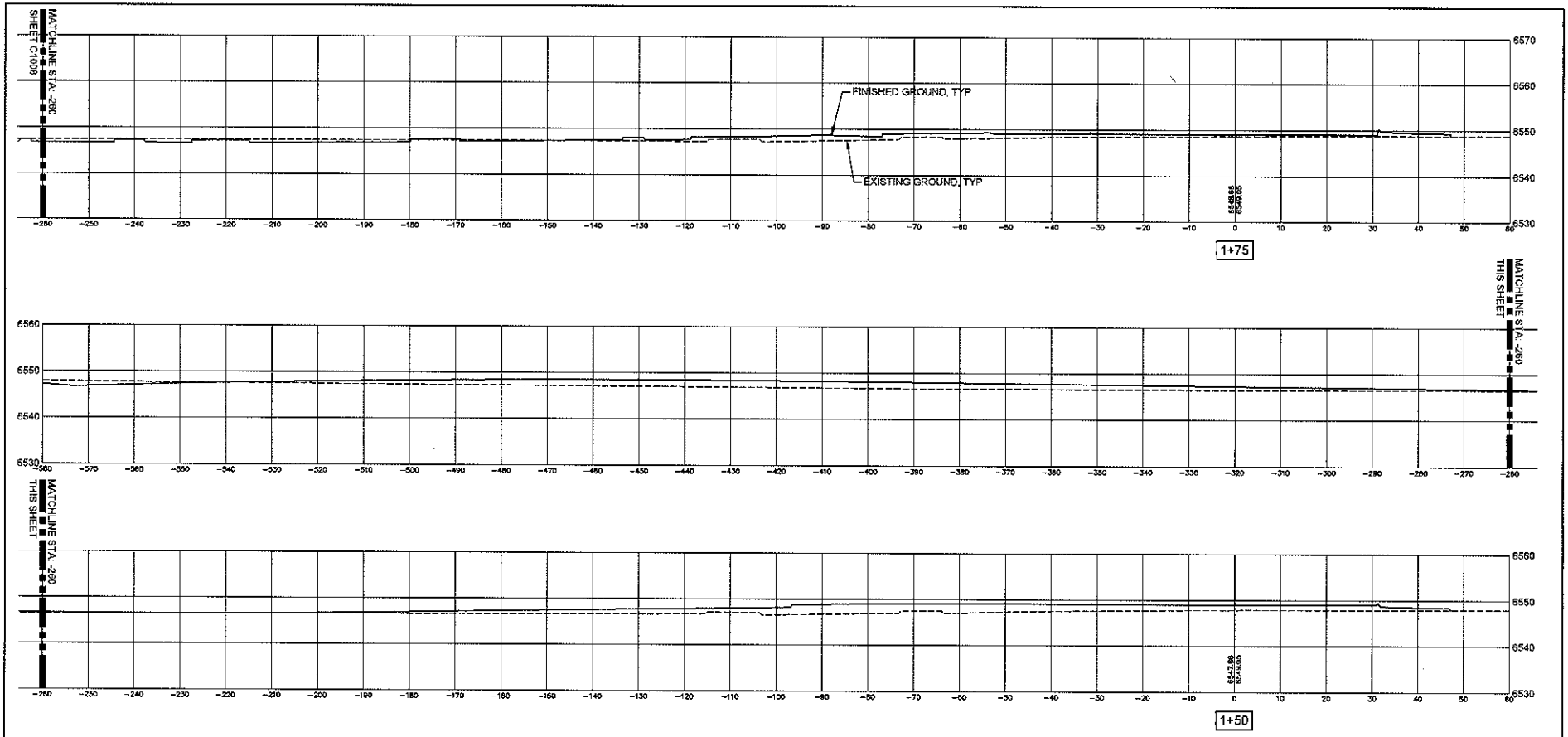
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HORIZONTAL SITE CROSS SECTIONS

DATE	SCALE	SHEET
DECEMBER 2020	1" = 10'	C-1005



SCALE: 1" = 10'

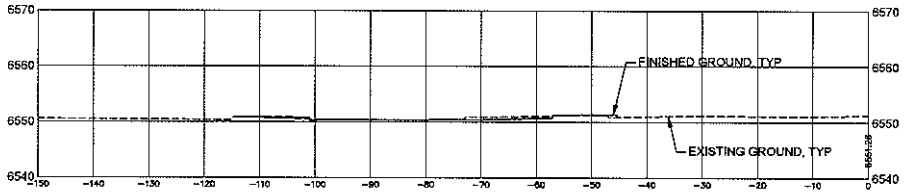
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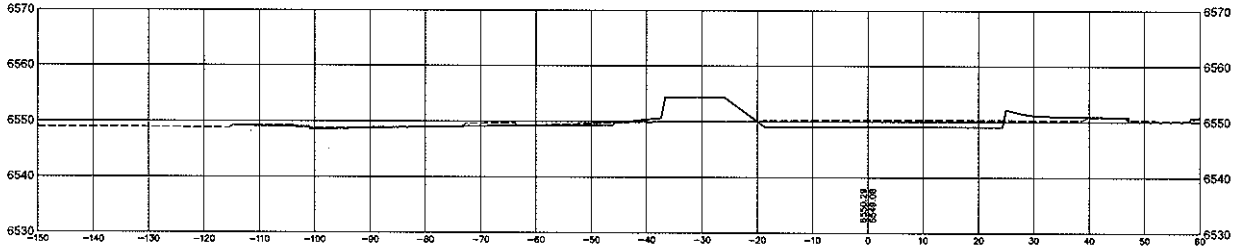
HORIZONTAL SITE CROSS SECTIONS

DATE:	SCALE:	SHEET:
DECEMBER 2020	1" = 10'	C-1007

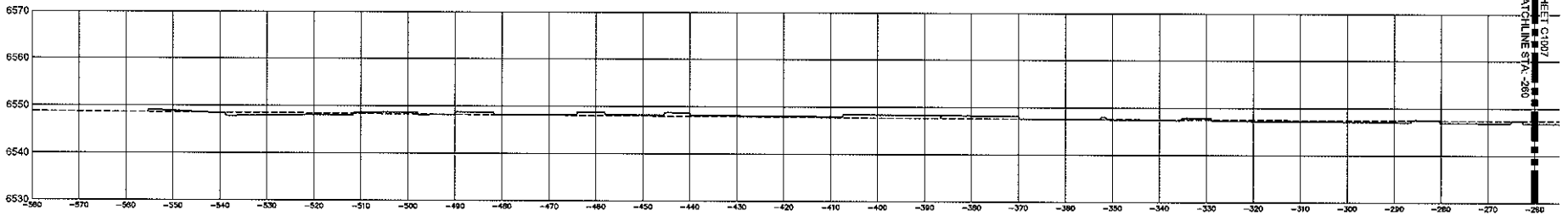
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DATE
REVISIONS



2+75



2+25



0 5 10 20
SCALE: 1" = 10'

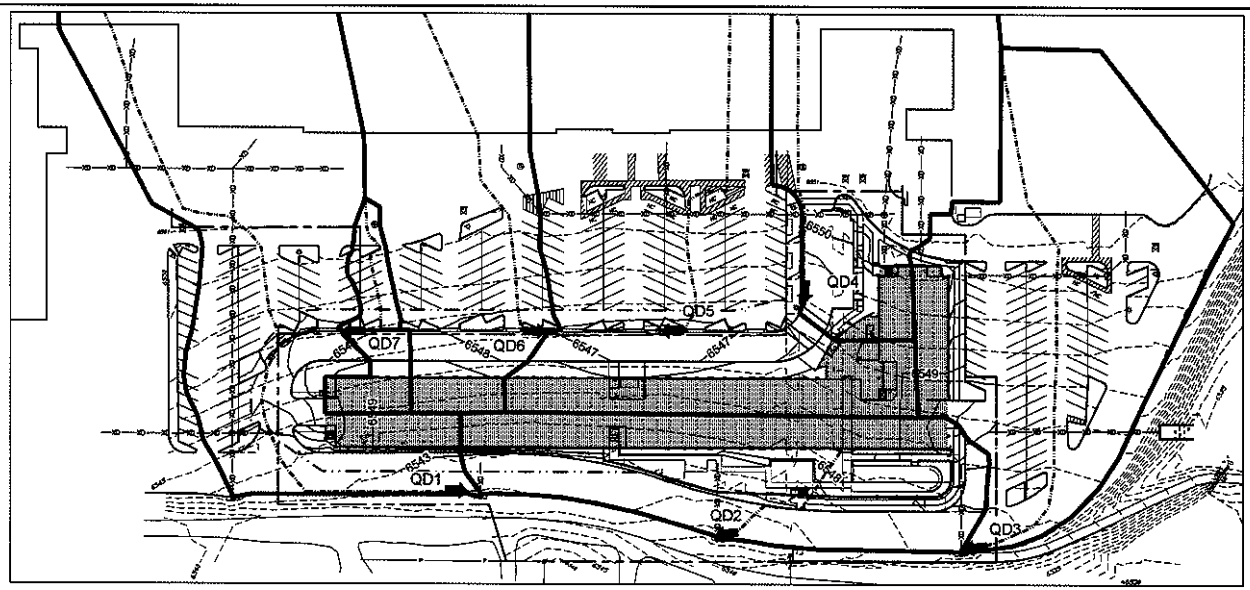
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DEVELOPMENT PLAN
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ESCARPA
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HORIZONTAL SITE CROSS SECTIONS

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 8 East, Sections 7 & 8 in Santa Fe, New Mexico.

The latitude and longitude are as follows:

Latitude: 35°36'56" N
Longitude: 106°0'48" 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:

2.65 ± 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. lined 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 attention 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 of 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 permittee.

2.7 Plan Amendment:

The 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.

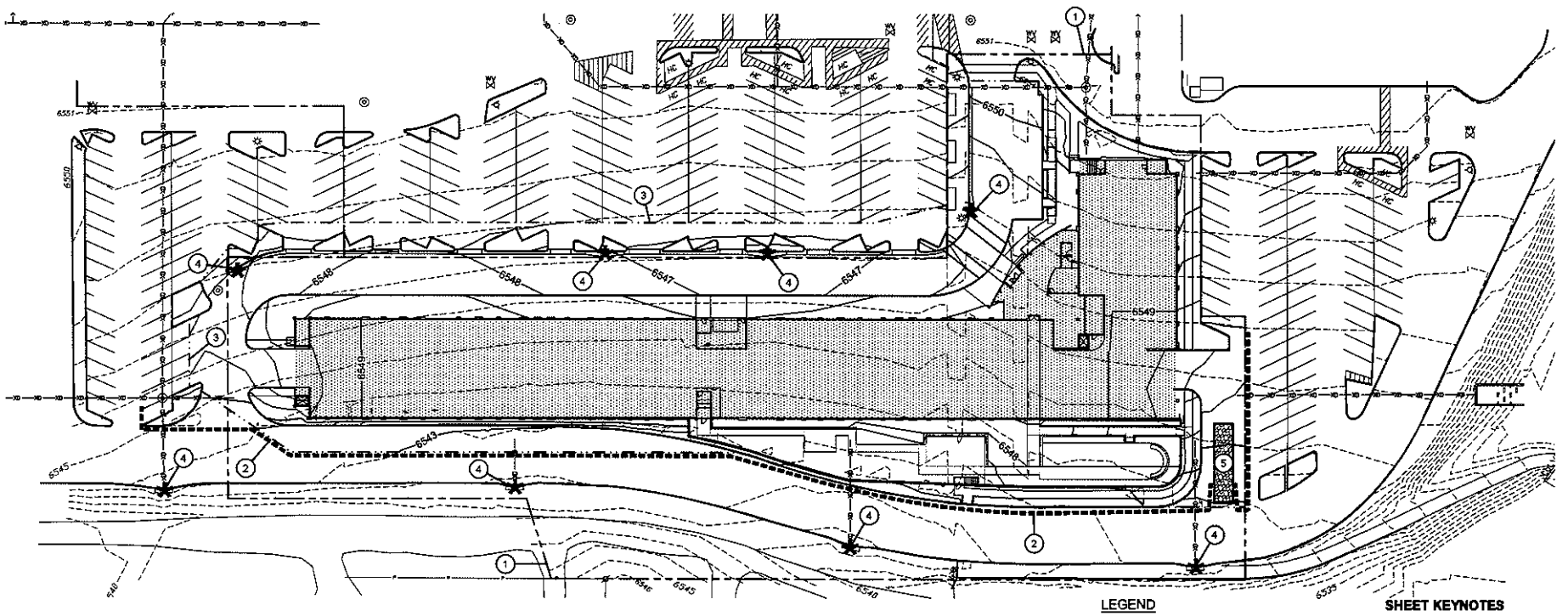
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DEVELOPMENT PLAN
SUBMITTAL FOR
ESCARPA
APARTMENT HOMES AT SANTA FE PLACE

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 resolution: 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 least 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'

ENGINEER'S SEAL

DATE

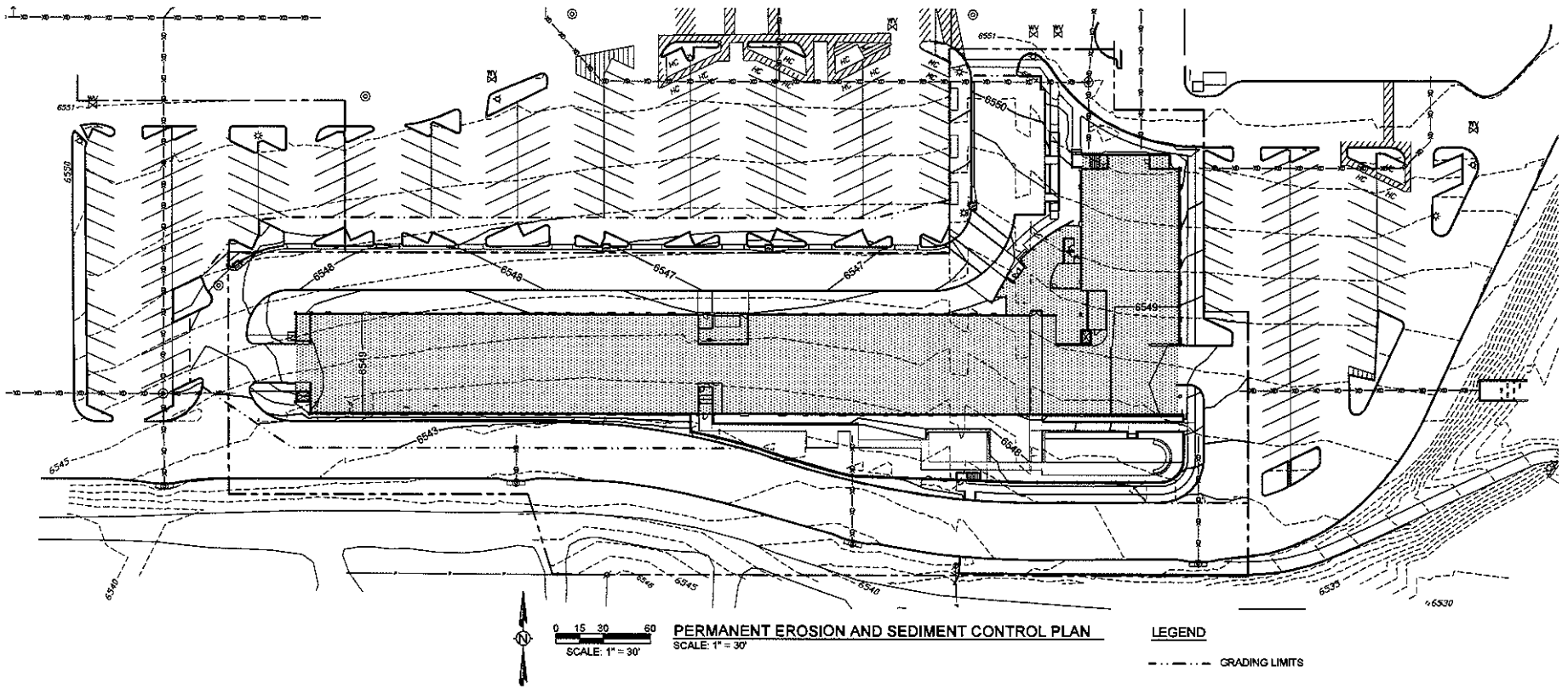
REVISIONS

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(505) 982-2645 Fax (505) 982-2641
http://www.SFENGR.com

DEVELOPMENT PLAN SUBMITTAL FOR ESCARPA APARTMENT HOMES AT SANTA FE PLACE

TEMPORARY EROSION AND SEDIMENT CONTROL PLAN

DATE:	SCALE:	SHEET:
DECEMBER 2020	1" = 30'	C-1101



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.

ENGINEERS SEAL | DATE | REVISIONS

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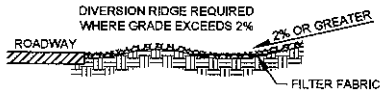
DEVELOPMENT PLAN
SUBMITTAL FOR
ESCARPA
APARTMENT HOMES AT SANTA FE PLACE

PERMANENT EROSION CONTROL PLAN

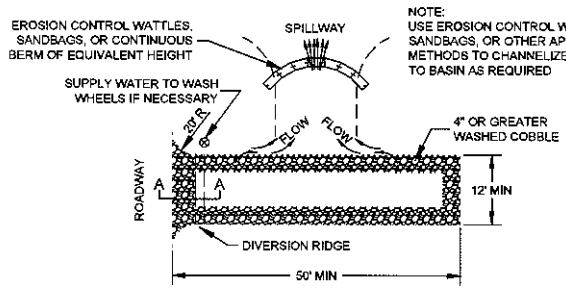
DATE	SCALE	SHEET
DECEMBER 2020	1" = 30'	C-1102

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.

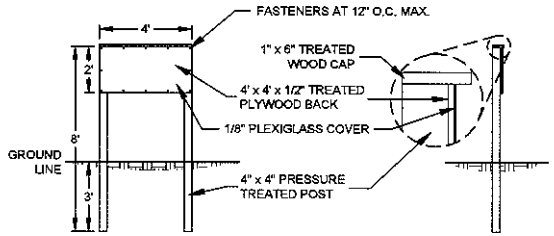


SECTION A-A



NOTE:
USE EROSION CONTROL WATTLES, SANDBAGS, OR OTHER APPROVED METHODS TO CHANNELIZE RUNOFF TO BASIN AS REQUIRED

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 [ ] NA

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)

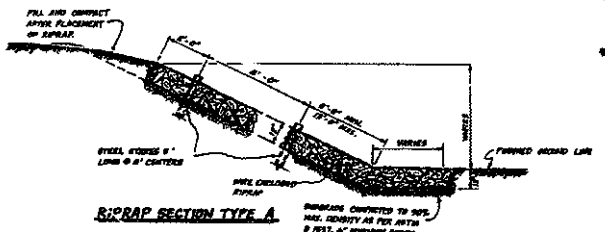
REVISIONS | DATE | ENGINEER'S SEAL

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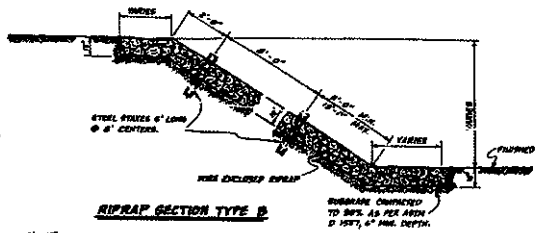
DEVELOPMENT PLAN
SUBMITTAL FOR
ESCARPA
APARTMENT HOMES AT SANTA FE PLACE

STORM WATER CONTROL DETAILS

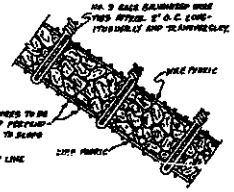
DATE	SCALE	SHEET
DECEMBER 2020	N.T.S.	C-1103



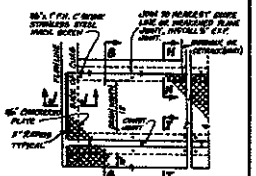
RIPRAP SECTION TYPE A



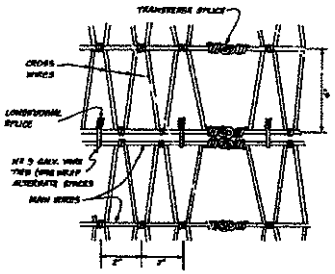
RIPRAP SECTION TYPE B



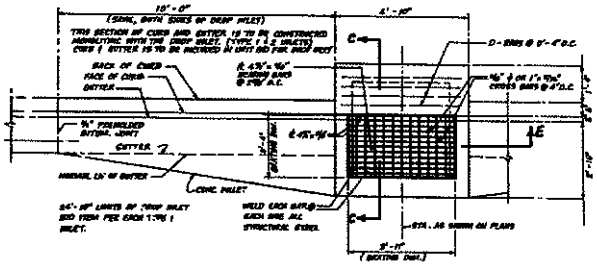
TYPICAL SECTION



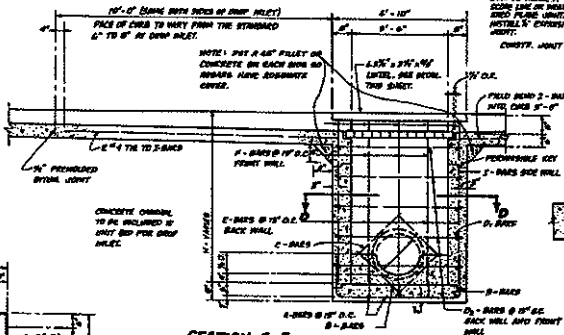
SINGLE AND DR MULTIPLE CULVERT PLAN



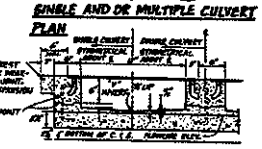
DETAIL OF WIRE FABRIC AND NORMAL SPLICE



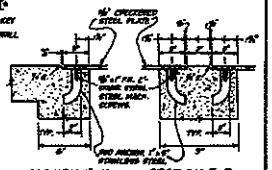
TYPE-I INLET PLAN



SECTION E-E

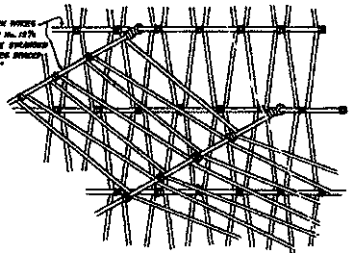


SECTION G-G

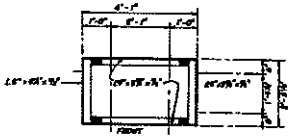


SECTION H-H

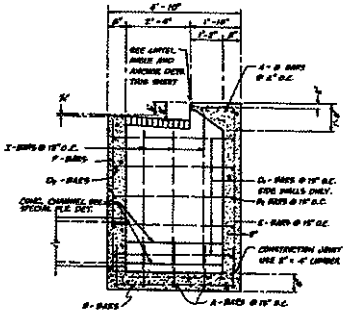
SECTION I-I



DETAIL OF SPLICE @ SKEWED INTERSECTION



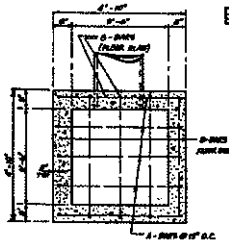
GRATING FRAME DETAIL



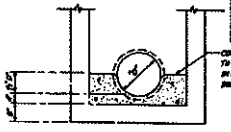
SECTION C-C

RE-BAR SCHEDULE

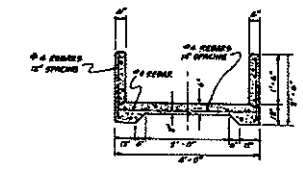
MARK	SIZE & SHAPE	SPACING	BAR TYPE & QUANTITY
A			
B			
C			
D_1			
D_2			
E			
F			
G			
H			



SECTION D-D

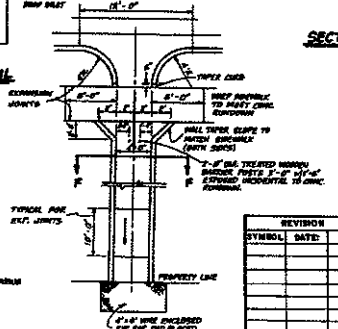


SPECIAL FLOW DETAIL



TYPICAL RUNDOWN DETAIL

SECTION F-F



CONCRETE DRAINAGE CHANNEL



SECTION J-J DOWEL DETAIL

SIDEWALK CULVERT DETAIL

RIP RAP - GENERAL NOTES:

1. WIRE FABRIC IS TO BE FABRICATED "X" MESH OF THE FOLLOWING CONSTRUCTION: MAIN WIRES: TWO 4th. GA. (.225 BARE STEEL) WIRES SPACED AT 4". CROSS WIRES: SINGLE No. 9 GA. WIRE SPACED AT 2" WITH EVERY FOURTH WIRE TWISTED TWO MAIN WIRES. APPROXIMATE WEIGHT: 64 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 6 x 6 x 3/8" 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. AT LENGTH OF SLOPES 15 TO FEET OR LESS ONLY ONE ROW OF STEEL STAKES, 2 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, MINIMUM TENSILE STRENGTH CRIMPED WIRES AS SET FORTH IN FEDERAL SPECIFICATION QQ-W-461. THE WIRES SHALL BE CONTINUOUS, HAVE A DIAMETER OF NOT LESS THAN 0.120 INCH AND SHALL BE TRIPLE TWISTED TO FORM A UNIFORM HEXAGONAL MESH PATTERN WITH A MINIMUM OPENING SIZE OF 3" x 4".
5. DETAIL FROM N.M.S.H.D. DETAIL, SPECIAL SHT.-001-05.

GENERAL NOTES:

1. RADIUS OF CURB TYPE EXIST. SIDEWALK, C.L.C. & DRAINAGE THAT TIES SIDEWALK, C.L.C. & DRAINAGE TO BE REMOVED & REPLACED AS DETAILED ABOVE.
2. BOTTOM SLAB OF CULVERT SHALL BE POURED MONOLITHICALLY WITH VERT. ENTRIES.
3. ALL EXPOSED CONC. SURFACES EDGES, WATER SEALED COCK, CHAMF AND ROUND OFF ANGLES CHEB AND SMOOTHED.
4. SAND SEAL PLACED OVER CONSTRUCTION TO BE TAMPED MONOLITHICALLY WITH CONCRETE WALLS.
5. FOR ALL CONCRETE, THE MINIMUM 28 DAY COMPRESSIVE STRENGTH AT 28 DAYS SHALL BE 4000 POUNDS PER SQUARE INCH, 3 - BAG MIX AND THAT THE MAXIMUM CONCRETE AGGREGATE SIZE SHALL NOT EXCEED 1 INCH. PERFORMANCE OF SUB - CONTRACTOR IN THE CONCRETE AT THIS PROJECT SITE SHALL BE IN THE CONCRETE AT THIS PROJECT SITE SHALL BE IN THE GRADES OF A TO F RANGE.
6. THE CITY WILL NOT ASSUME RESPONSIBILITY FOR MAINTENANCE OF ANY SIDEWALK CULVERT NOT INSTALLED BY OR FOR PRIVATE PROPERTY OWNERS.

REVISION		
SYMBOL	DATE:	BY:

CITY OF SANTA FE

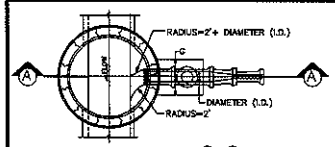
DRAINAGE DETAILS

DRAWN BY: Charlie Sue CHECKED BY: DATE: SHT

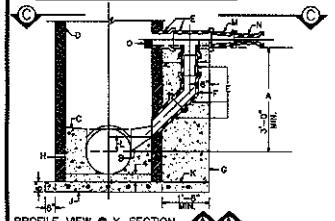
SHEET C-1200

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 15"(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



PLAN VIEW @ X-SECTION C C



PROFILE VIEW @ X-SECTION A A

NOT TO SCALE

CONSTRUCTION NOTES

A. 3' (3') MINIMUM DISTANCE OF VERTICAL DROP MANHOLE.

B. STUB PIPE INVERT BE SMOOTH. INVERT TO SPRINGLINE.

C. SHELF SLOPE, 1"(IN) PER FT.

D. MANHOLE TYPE FOR WATER MAINS TO BE APPROVED BY WATER QUALITY DIVISION OR CITY APPROVED REPRESENTATIVE.

E. USE ALL OF FITTINGS AND PIPE THROUGHOUT DROP. ALL PIPES IN DROP STRUCTURE FROM THE TEE TO UNDERSIDE THE PIPE SHALL BE FROM THE SAME LINE. (SCHEDULE 40 MINIMUM)

F. USE BELL AND SPIGOT AT LONG RADIUS BEND.

G. CONCRETE ENCASE WITH EQUAL PIPE O.D. FOR 6'(IN) MINIMUM EACH SIDE.

H. CONCRETE FILL.

I. CAST IN PLACE REINFORCED CONCRETE MANHOLE MONOLITH. CONCRETE NOT TO BE POURED IN PLACE UNTIL ROCK WALL IS AT LEAST O.C. EACH WAY FROM MANHOLE CENTER OF 12'(FT) OR GREATER. IRON RODS AT 12'(IN) O.C. EACH WAY FOR MANHOLE WALLS WITH LESS THAN 12'(FT) OF DEPTH.

J. FOR IRON DROP ON EXISTING MANHOLE CONSTRUCT BOX REINFORCED CONCRETE BASE BEFORE CONSTRUCTING DROP SUPPORT.

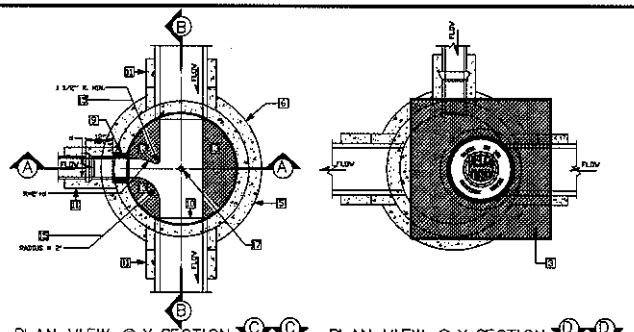
K. MINIMUM 3'(IN) ABOVE SPRINGLINE OF 45 DEGREE TEE OF PIPE.

L. SERVICE

M. SERVICE LINE

N. CUTOUT PIPE FITTING MINIMUM 6"(IN) SPRINGLINE INTO MANHOLE TYP. 1/4 PIPE REQUIRED.

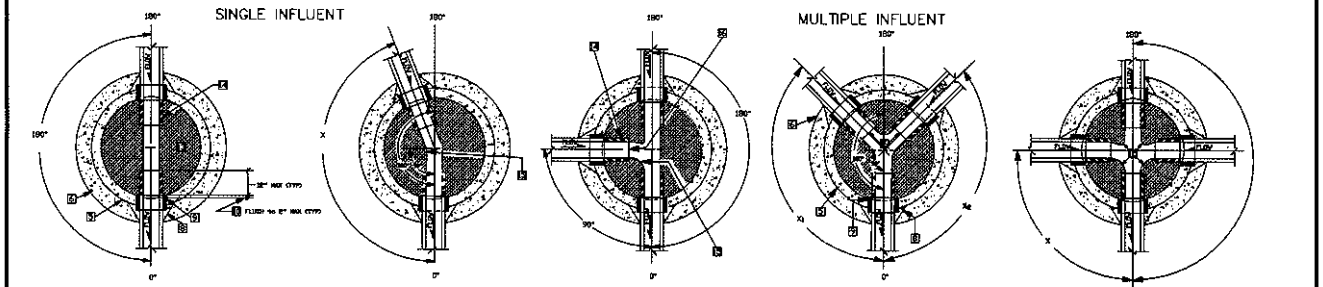
DROP MANHOLE DETAIL
DWG. #: SAS-1



NOTES: ELEVATION PER ENGINEERS DESIGN

NOT TO SCALE

MANHOLE TYPE "E" DETAIL/DWG # SAS-2 (See Dwg. # SAS-14 for Type "C" Flat Top)



180° or STRAIGHT THROUGH

DIRECTIONAL CHANGE
> > 90°
ANGLE X MEASURED FROM EFFLUENT CENTERLINE

TEE, 90° & 180°
ANGLE X MEASURED FROM EFFLUENT CENTERLINE

WYE
MINIMUM BEND 90°
MAXIMUM BEND 180°
ANGLE X MEASURED FROM EFFLUENT CENTERLINE

4-WAY TEE
ANGLE X MEASURED FROM EFFLUENT CENTERLINE
MINIMUM BEND 90°

PLAN VIEW OF MANHOLE BASE CONNECTION/DWG. # SAS-3

NOT TO SCALE

SCO11-4 - 6/1/00

GENERAL NOTES

CONSTRUCTION REQUIREMENTS

CR-1 MATERIALS AND WORK:
CURRENT NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (NMSSPWC) (refers to as SPWC) 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 WILL BE REJECTED.
A. CONNECTION TO LINES SHALL INDICATE THE CLASS OF CONNECTION TO BE USED. CHANGE OF DESIGN MAY REQUIRE A CHANGE IN PIPE CLASSIFICATION OR PIPE 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 THEN TO THE CITY WATER QUALITY DIVISION FOR APPROVAL. UNAUTHORIZED SUBMITTALS WILL BE REJECTED.

CR-5 MANUFACTURER'S CERTIFICATION:
WHERE EVIDENCE 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 600, RIM APWA. PIPE SHALL BE PLACED AND BEDDED IN A FIRM, STABLE TRENCH. GASKET SHALL BE FULLY SEATED AND NOT SLIPPED. PIPE SHALL BE LAID THROUGH MANHOLE LOCATIONS ON STRAIGHT LINE AND UP TO 22 1/2 DEGREE DEFLECTIONS.
A. TYPE I TRENCH INSTALLATION CONFIGURATION EXCEEDS THE LIMITS OF RIM 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 9'(FT.) OR LESS. TYPE II TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 9'(FT.) AND OVER, DEPENDING ON SOIL CONDITIONS. REFER TO RM APWA STANDARDS SECTION 700.

I-2 MANHOLE CONSTRUCTION:
A. BASE:
1. CAST IN PLACED ON UNDISTURBED FROST FREE NATIVE SOIL.
2. PRECAST UNIT: ON PEA GRAVEL WITH COMPLETE CAST BEDDING.
B. PRECAST BARRELS:
1. JOINTS FILL COMPLETELY WITH NON-SHRINK GROUT AND TROWEL.
2. MANHOLE ADAPTERS: INSTALL OVER PVC PIPE AND FILL IN PENETRATION WITH NON-SHRINK GROUT.
3. CAST IN PLACE BENCH SHALL ACHIEVE A MINIMUM OF 2500 PSI COMPRESSIVE STRENGTH BEFORE SETTING PRECAST BARREL SECTIONS.

I-3 EXCAVATION AND BACKFILL:
AS PER SECTION 700, RM APWA. SATURATION BY FLOODING OR JETTING METHODS IS NOT PERMITTED WITHOUT A SOILS ENGINEERING REPORT RECOMMENDING THESE METHODS. MECHANICAL OR VIBRATORY COMPACTIONS SHALL NOT BE USED ON THE BEDDING AND 12"(IN.) OF BEDDING BACKFILL. COMPACTION SHALL BE DETERMINED PER AASHTO T-180.

CONSTRUCTION MATERIALS

CM-1 SEWER PIPE: (CERTIFICATES REQUIRED)
A. VITRIFIED CLAY: REFER TO SECTION 123, RM APWA FOR EXTRA STRENGTH VCP.
B. PLASTIC PIPE: REFER TO SECTION 121, RM APWA. AS APPROVED BY THE CITY.
1. 4" THRU 15" (SDR35 DIAMETER, ASTM D-3034 OR ASTM F-679 PVC WALL SECTION WITH EQUAL STRENGTH. SDR-35 OR EQUAL.
2. LARGER THAN 15" (IN.) DIAMETER: ASTM F 679 WALL GEOM.
C. HDPE PIPE: PER ASTM D-1248 CLASS 3B WHEN APPROVED BY WATER QUALITY DIVISION ENGINEER.
D. FITTINGS: FOR PIPE REFERENCED ABOVE, SEE ASTM D 1869 OR SERIES 1880 FOR COUPLINGS PRODUCED BY SNAP-TITE COMPANY. LOCKING COUPLINGS WITH NYLON SPLINE, MARKETED AS "FELDMAN" AND PRODUCED BY CERTIFIED DISTRIBUTORS, 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. TO CLAY: FACTORY TEE FITTINGS; PVC TYPE 1, GRADE 1 PER APWA.
2. PVC TYPE: CAST IRON BOSSED TAPPING SADDLE WITH STAINLESS STEEL TENSION STRAP AND RUBBER GASKET "FORD", "ROMAC", "SMITH-BLAIR", OR APPROVED EQUAL.
H. PVC CLASSIFICATION: THE VARIOUS PVC CLASSIFICATION SYSTEM PER ASTM D 2487 TABLE 707.2.2 RM APWA.

CM-2 MANHOLES:
A. CONCRETE MANHOLES: PRECAST REINFORCED CONCRETE MANHOLE, HEADING COVER, AND ADJUSTMENT RINGS PER ASTM C-478 WITH 5"(IN.) WALLS. JOINTS MUST BE GROUTED PLACED CONCRETE OR PRECAST CONCRETE PER ASTM C 478 WITH RUBBER GASKETS (ELASTOMERIC). CRACKED OR "POORLY" DETECTIVE UNITS WILL BE REJECTED.
B. PIPE PENETRATIONS: PRECAST UNITS SHALL HAVE SUITABLE HOLES OPENINGS CAST INTO BARRELS AT FACTORY. ANGLES FOR PIPE AND MANHOLE ADAPTERS.
C. MANHOLE STEPS: REFER TO SECTION 530.4.7 RM APWA PRECAST/CAST IRON. ENCASED GRADE 60 STEEL #4 O.C. INC. OR APPROVED EQUAL 14"(IN.) WIDE, 16"(IN.) MAXIMUM STAGGER.
D. FRAMES AND COVERS:
1. CASTINGS SHALL CONFORM TO SECTION 1901, 101 & 1902, RM APWA CLASS 30B. (CONTRACTOR TO VERIFY WITH CITY WATER QUALITY DIVISION ENGINEER)
2. MANHOLE COVER WEIGHT: 180 POUNDS
3. MANHOLE COMBINED WEIGHT: 360 POUNDS +/- 2%
4. HEADING VERIFICATION: SHALL BE MATCHED FOR A TRUE NON ROCKING SEAT BETWEEN FRAME AND COVER. MINIMUM SEATING WIDTH 2"(IN.)
5. COASTING: NONE
6. COVER LETTERING: SANTA FE, RM. SANITARY SEWER
7. CASTINGS: CAST MANUFACTURER AND MODEL NUMBER ON FRAME AND COVER.
8. CASTINGS TOLERANCE: +/- 1/4"(IN) PER FOOT OF DIAMETER. DIFFERENCE OUT OF ROUND CASTINGS AND LONGER 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 SEWER 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 1'(FT.) ABOVE THE SEWER LINE.
5. THE BOWER ARE SHALL BE ENCASED IN CONCRETE 4"(IN.) THICK AT SIDES, AND EXTEND AT LEAST 16"(IN.) ON EACH SIDE OF THE WATER LINE.

FIELD QUALITY CONTROL

TQC-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.

TQC-2 LINE AND GRADE: ALLOWABLE TOLERANCE BETWEEN STRUCTURES FROM DESIGN:
A. LESS 0.20 FOOT
B. GROOVE 0.05 FOOT; PIPE SHALL NOT HOLD BACK ANY WATER.

TQC-3 LEAKAGE TEST:
AIR TEST REQUIRED REFER TO SECTION 909.7 RM APWA.

TQC-4 TELEVISION INSPECTION:
CONTRACTOR SHALL PROVIDE A CERTIFIED CCTV SURVEILLANCE INSPECTION AND RECORD TAPES OF LINE OWNS EXPIRING.

TQC-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

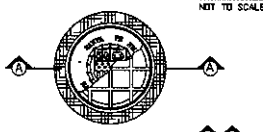
TITLE: SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

DATE: JULY 1995	REVISIONS	FILE # G:\AUTOCAD\SDS\S-4
DRAWN BY: C. DAVIS	1 8-3-00	
CHECKED BY: M. GARCIA	2 12-12-02	SHEET G-1201
APPROVED BY: C. BROWN	3 11-15-04	

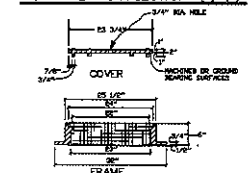
LEGEND

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	5"(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 15"(in) to bot. of first joint and shall cradle pipe half pipe
12	CONCRETE FILL, 3000 p.s.i., refer to general note CM-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

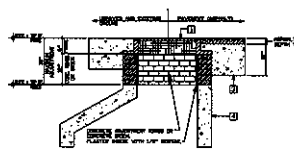


PLAN VIEW @ X-SECTION



PROFILE VIEW @ X-SECTION

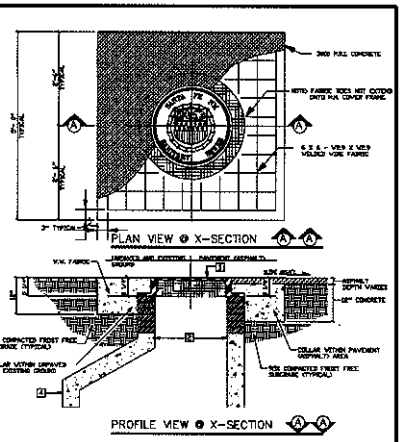
MANHOLE FRAME & COVER DETAIL/DWG # SAS-4



PROFILE VIEW

NOT TO SCALE

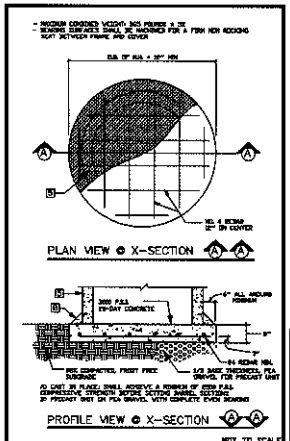
MANHOLE ADJUSTMENT DETAIL/DWG # SAS-5



PLAN VIEW @ X-SECTION

PROFILE VIEW @ X-SECTION

CONCRETE COLLAR DETAIL/DWG. # SAS-6 NOT TO SCALE



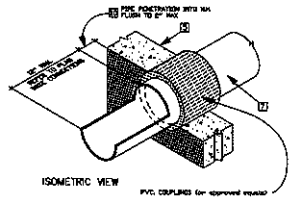
PLAN VIEW @ X-SECTION

PROFILE VIEW @ X-SECTION

NOT TO SCALE

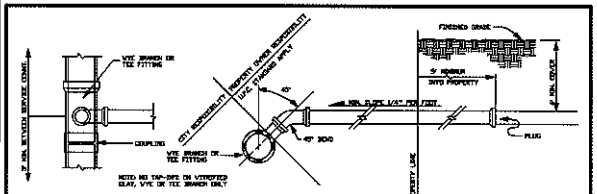
CONCRETE BASE DETAIL/DWG. # SAS-7

NOT TO SCALE

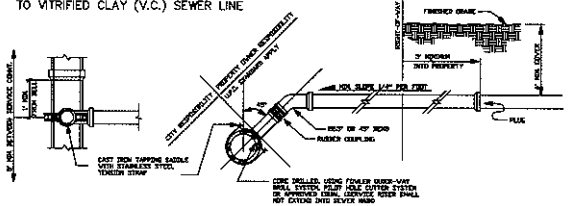


ISOMETRIC VIEW

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:
CONFORM WITH THE LATEST STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (reference to NM 1994 APWA) WITH MODIFICATIONS NOTED BY THE CITY OF SANTA FE.

CR-2 APPROVED PLANS:
USE PLANS BEARING THE OFFICIAL STAMP OF THE SCHEDA CHAMBER, 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 PERMITS:
OBTAIN PERMITS FOR THE PROJECT BEFORE COMMENCING ANY SEWER CONSTRUCTION. CONSTRUCTION PERFORMED WITHOUT OBTAINED 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 OF RECORD TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. WHERE APPROPRIATE, SUBMITTAL SHALL 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 SHALL SUBMIT THEM TO THE CITY WATER QUALITY DIVISION FOR APPROVAL. UNAUTHORIZED SUBSTITUTIONS WILL BE REJECTED.

CR-5 MANUFACTURER'S CERTIFICATES:
SUBMIT CERTIFICATES OF COMPLIANCE AND TEST REPORTS ARE NECESSARY. CERTIFICATES AND 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 FIRST FREE THROUGH GRADE SHALL BE FULLY RELIEVED AND NOT SUPPORTED. PIPE SHALL BE LAID THROUGH MANHOLE LOCATIONS ON STRAIGHT AND UP TO 22 1/2 DEGREE DEFLECTIONS.
A. IF PVC TRENCH INSTALLATION CONFIGURATION EXCEEDS THE LIMITS OF NM APWA STANDARDS, SECTION 700, OR AS DEEMED BY 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 9'(in) OR LESS. TYPE II TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 9'(in) 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 FOUNDATION.
2. PRECAST UNITS ON PEA GRAVEL WITH COMPLETE WITH BEDDING.
B. PRECAST SECTIONS:
1. SHALL BE FULL COMPLETELY WITH NON-SHRINK GROUT AND TROWEL.
2. MANHOLE ADAPTER INSTALL OVER PVC PIPE AND FILL IN PENETRATION WITH NON-SHRINK GROUT.
3. CAST IN PLACE FLOORS SHALL CONSIST A MINIMUM OF 3000 PSI COMPRESSIVE STRENGTH BEFORE SETTING PRECAST BARREL SECTIONS.

I-3 EXCAVATION AND BACKFILL:
AS PER SECTION 206, NM APWA. COMPACTION BY FLOODING OR JETTING METHODS IS NOT PERMITTED WITHOUT A SOILS ENGINEERING REPORT RECOMMENDING THESE METHODS. MECHANICAL OR VIBRATORY COMPACTING SHALL NOT BE USED ON THE BEDDING AND HAUNCHES OF METAL PIPE(TYP.). COMPACTION SHALL BE DETERMINED PER AASHTO T-180.

CONSTRUCTION MATERIALS

CM-1 SEWER PIPE: (CERTIFICATES REQUIRED)
A. VITRIFIED CLAY: REFER TO SECTION 135, NM APWA PIPE EXTRA STRENGTH VCP.
B. PLASTIC (PVC): REFER TO SECTION 121, NM APWA, AS MODIFIED BY NM CITY.
1. 4" THRU 12" (nom.) DIAMETER, ASTM D-3034 OR ASTM F-789 PIPE, MINIMUM PS-46 STRENGTH, SDR-35 OR EQUAL.
2. LARGER THAN 12" (in.) DIAMETER ASTM F 679 VOL. OR EQ.
C. ROPE PIPE PER ASTM D-1248 CLASS C WHEN APPROVED BY WATER QUALITY DIVISION ENGINEER.
D. PVC RESTRAINED JOINTS: SERIES 1300 OR SERIES 1350 FOR COUPLINGS PRODUCED BY CERTAIN-TEED CORPORATION, LOCKING COUPLING WITH NYLON SPLINE, MARKETED AS "YELLOWBAND" AND PRODUCED BY CERTAINTEED CORPORATION, OR APPROVED EQUAL.
E. MANHOLE ADAPTERS: ADHESIVE FENDER (AF) MANHOLE COMPLETE, OR AS/PVC ADAPTER COUPLINGS.
F. SERVICE SERVICE STUBS: CAST IRON STUB, PVC SDR-35 STUB.
G. SERVICE CONNECTIONS:
1. NEW PVC: FACTORY TEE FITTINGS, SECTION 135 NM APWA.
2. PVC PIPE: CAST IRON SADDLE TAPPING SADDLE WITH STAINLESS STEEL TENSION STRAP AND FITTINGS TOMLEE "SUNCREST" (SEWER), REDMAT "PENNCAP", 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 BASES, RISERS, CONES, AND FLAT TOP SHALL BE PER ASTM C 478 WAL 34.00. BASES MAY BE FIELD PLACED MONOLITHIC OR PRECAST CONCRETE PER ASTM C 478 VOL. 04.02 (CERTIFICATES REQUIRED). CRACKED OR SPALLED PROTECTIVE UNITS WILL BE REJECTED.
B. PIPE PENETRATIONS: PRECAST UNITS SHALL HAVE FLEXIBLE WATER TIGHT GASKETED CAST INTO BASES AT PROPER ANGLES FOR PIPE AND MANHOLE ADAPTERS.
C. PIPE SUPPORTS: SUPPORTS SHALL BE CAST OF NM APWA POLYPROPYLENE CHOSSED GRADE 60 STEEL BY ELL. WIC. OR APPROVED EQUAL 14"(DIA) WIDE, 14"(DIA) MAXIMUM SPACING.
D. FINISH AND COVERS:
1. CASTINGS SHALL CONFORM TO SECTION 140, 141 & 142, NM. APWA CLASS 30B, (CERTIFICATES AND SHOP DRAWINGS REQUIRED)
2. MINIMUM COVER WEIGHT: 150 POUNDS
3. MINIMUM COMBINED WEIGHT: 360 POUNDS +/- 5%
4. BEARING SURFACES SHALL BE MATCHED FOR A TRUE 360° ROCKING SEAT BETWEEN FRAME AND COVER. MINIMUM SEATING WIDTH: 7/8"(IN.)
5. COATING: NONE.
6. COVER LETTERMARK: SANTA FE, N.M. SANITARY SEWER.
7. CASTINGS, CAST MANUFACTURER AND MODEL NUMBER ON FRAME AND COVER.
8. CASTINGS TOLERANCE: +/- 1/16"(IN.) PER PART 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 WATER LINES CROSS 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. CERTIFICATIONS: 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 GRADE:
A. LESS 0.20 FOOT
B. GRADE: TO 0.01 FOOT: PIPE SHALL NOT HOLD BACK ANY WATER.

FQC-3 LEAKAGE TEST:
ARE TEST REQUIREMENTS REFER TO SECTION 907.7 NM APWA.

FQC-4 TELEVISION INSPECTION:
CONTRACTOR SHALL PROVIDE A CERTIFIED CCTV SYSTEM FOR INSPECTION AND RECORD TAPES AT HIS OWN EXPENSE.

FQC-5 ALL CONNECTIONS TO EXISTING MANHOLES REQUIRES REHABILITATING THE TIE IN MANHOLE TO MEET THOSE 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
DRAWN BY: D. CHAVEZ
CHECK REVISION BY: E. CHAVEZ
APPROVED BY: E. BROWN

REVISIONS

A	7-15-93	
A	12-15-93	
A	11-15-94	

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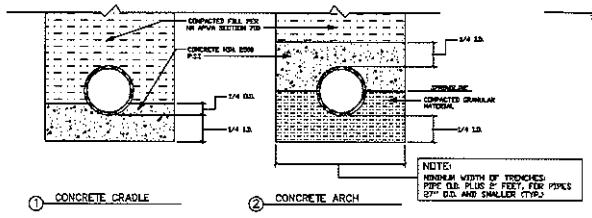
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25012-4 - 5/7/00

TRENCH BEDDING AND INSTALLATION DETAILS/DWG. # SAS-11

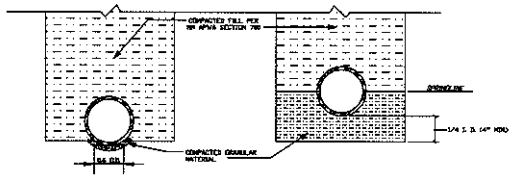
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CLASS "A"



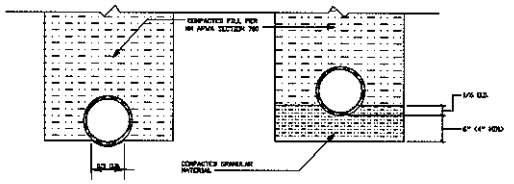
① CONCRETE CRADLE ② CONCRETE ARCH

CLASS "B"

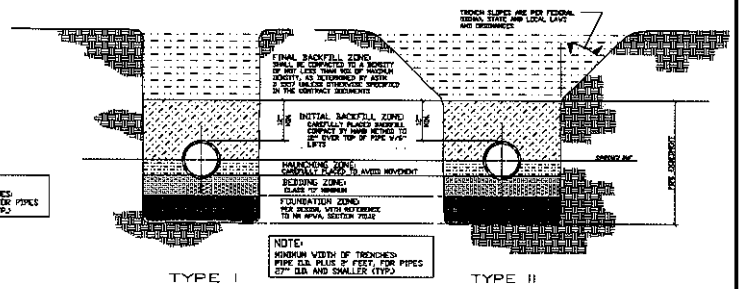


① SHAPED SUBGRADE WITH GRANULAR FOUNDATION ② GRANULAR FOUNDATION

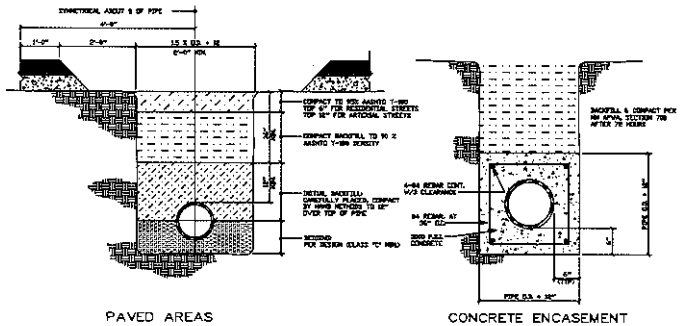
CLASS "C"



① SHAPED SUBGRADE ② GRANULAR FOUNDATION



TYPE I TYPE II



PAVED AREAS CONCRETE ENCASEMENT

GENERAL NOTES

CONSTRUCTION REQUIREMENTS

CR-1 MATERIALS AND WORK:
CURRENT NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (Latest ed. in NM APWA) WITH MODIFICATIONS NOTED BY THE CITY OF SANTA FE.

CR-2 APPROVED PLANS:
NO 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 CHANGES FOR SUBSTITUTIONS AND CHANGES AND SUBMIT THEM TO THE CITY WATER QUALITY DIVISION FOR APPROVAL. UNAUTHORIZED SUBMITTALS WILL BE REJECTED.

CR-5 MANUFACTURERS CERTIFICATES:
WHEN REQUIRED, CERTIFICATE OF COMPLIANCE AND TEST REPORTS FOR ALL CONSTRUCTION MATERIALS 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 1100, NM APWA. PIPE SHALL BE PLACED AND BEDDED IN A TRUE FREE TRENCH. BASKET SHALL BE FULLY SEATED AND NOT SUPPORT. PIPE SHALL BE LAID THROUGH MANHOLE LOCATIONS ON STRAIGHT AND BY TO 22 1/8 DEGREE DEFLECTIONS.
A. IF PIPE TRENCH INSTALLATION CONFIGURATION EXCEEDS THE LIMITS OF NM APWA STANDARDS, SECTION 708, 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 6'(1.) OR LESS. TYPE II TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 6'(+) AND OVER, DEPENDING ON SOIL CONDITIONS. REFER TO NM APWA STANDARDS SECTION 708.

I-2 MANHOLE CONSTRUCTION:
A. BASE:
1. CAST IN PLACE: ON UNDISTURBED FROST FREE SUBGRADE.
2. PRECAST (MH) ON PCA GRAVEL WITH COMPLETE OVER BEARING
B. PRECAST BARRELS:
1. JOINTS FILL COMPLETELY WITH NON-SHRINK GROUT AND TROWEL.
2. MANHOLE ADAPTION ROUND, OVER PVC PIPE AND FILL IN PENETRATION WITH NON-SHRINK GROUT.
3. CAST IN PLACE WHERE SHALL ACHIEVE A MINIMUM OF 3000 PSI COMPRESSIVE STRENGTH BEFORE SETTING PRECAST BARREL SECTIONS.

I-3 EXCAVATION AND BACKFILL:
AS PER SECTION 700, NM APWA. EXCAVATION BY FLOODING OR JETTING METHODS IS NOT PERMITTED WITHOUT A SOILS ENGINEERS REPORT RECOMMENDING THESE METHODS. MECHANICAL OR VIBRATORY COMPACTORS SHALL NOT BE USED ON THE EMBANK AND 18"(MIN.) OF INITIAL BACKFILL. COMPACTION SHALL BE DETERMINED PER AASHTO T-180.

CONSTRUCTION MATERIALS

CM-1 SEWER PIPE: (CERTIFICATES REQUIRED)
A. REINFORCED CLASS PIPE TO SECTION 1105, NM APWA FOR EXTRA STRENGTH VCP.
B. PLASTIC PIPE: AS SHOWN ON THE CONSTRUCTION PLANS, AS REQUIRED BY THE CITY.
1. 4" THRU 12" (DIA.) THERMOPLASTIC, ASTM D-3034 OR ASTM F-789 PIPE, NUMBER PS-46 STRENGTH, SDR-35 DIM AND DIAMETRIC.
2. LARGER THAN 12" (DIA.) DIAMETER: ASTM F 679 VOL. SDR-26.
C. HDPE PIPE PER ASTM D-3349 CLASS 35
D. PVC: RECOMMENDED CONFORMS TO SDR 21/200 OR SERIES 1250 FOR COMPLIANCE PRODUCED BY ON-PLANCE INSPECTION. CONFORMANCE TO ASTM D-3034 SHALL BE SUBMITTED AS "FOLLOWING" AND PRODUCED BY CERTIFIED CONFORMANCE.
E. MANHOLE ADAPTERS: ARMSTRON CEMENT (AP) MANHOLE ADAPTERS, OR AS/PVC ADAPTER COUPLINGS.
F. BRANCH SERVICE STUBS: CAST IRON DWV, PVC SCH. 40 DWV.
G. SEWER CONNECTIONS:
1. VCP PIPE: FACTORY WYE FITTINGS SECTION 1.20 NM APWA.
2. PVC PIPE: CAST IRON SADDLE TAPPING SADDLE WITH STAINLESS STEEL TENSION STRAP AND FASTNERS. FORLEX "SANDWAY" SERVICE, HENRY "PROWELD", OR APPROVED EQUAL.
H. SOIL CLASSIFICATION: THE UNIFIED SOIL CLASSIFICATION SYSTEM FOR ASTM D 2487 TABLE 701.2.8 NM APWA.

CM-2 MANHOLES:
A. CONCRETE MANHOLES: PRECAST REINFORCED CONCRETE RINGS, REDUCING CONES, AND ADJUSTMENT RINGS PER ASTM C-478 VOL. 04.04. BASES MAY BE FIELD PLACED CONCRETE OR PRECAST CONCRETE PER ASTM C-478 VOL. 04.04 (CERTIFICATES REQUIRED). CRACKED OR VISIBLY DEFECTIVE UNITS WILL BE REJECTED.
B. PIPE PENETRATIONS: PRECAST UNITS SHALL HAVE SUITABLE BOSS OPENINGS CAST INTO BARREL AT PROPER LEVELS FOR PIPE AND MANHOLE ADAPTERS.
C. MANHOLE STEPS: REFER TO SECTION 1105.4.7 NM APWA. POLYPROPYLENE ENCASED GRADE #6 STEEL BY M.A. INC. OR APPROVED EQUAL 14"(IN.) WIDE, 15"(IN.) MAXIMUM SPACING.
D. FRAMES AND COVERS:
1. CASTINGS SHALL CONFORM TO SECTION 1100, 101 & 102, NM. APWA CLASS 30B. CERTIFICATES AND SHOP DRAWINGS REQUIRED)
2. MINIMUM COVER WEIGHT: 150 POUNDS
3. MINIMUM COMBINED WEIGHT: 365 POUNDS +/- 2%
4. MEARING SURFACES SHALL BE MATCHED FOR A RING NON ROCKING SEAT BETWEEN FRAME AND COVER. MINIMUM BEARING WIDTH: 7/8"(IN.)
5. CONCEALED PICKS
6. NO LETTERING: SANTA FE, N.M. SANITARY SEWER
7. CASTINGS: CAST MANUFACTURER AND MODEL NUMBER ON TRADE AND STYLE
8. CASTINGS TOLERANCE: 1/16"-1/4"(IN.) PER FOOT OF CHORD. CRACKED, DISTORTED, OUT OF ROUND CASTINGS AND LOOSE FITTING UNITS WILL BE REJECTED IN THE FIELD.

CM-3 CONCRETE ENCASEMENT:
A. ENCASEMENT:
1. WHEN THE PIPE COVER IS 36" (IN.) OR LESS.
2. WHEN VITRIFIED CLAY CROSSES AN ARROYO.
3. WHEN A WATER LINE PASSES BELOW OF LESS THAN 18" (IN.) ABOVE THE EXISTING SEWER LINE.
4. WHEN A PARALLEL WATER LINE IS LESS THAN 10'(FT.) HORIZONTALLY AND LESS THAN 4'(FT.) ABOVE THE SEWER LINE.
5. THE SEWER LINE SHALL BE ENCASED IN CONCRETE, 4"(IN.) THICK ON SIDES 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 WAS BEEN COMPLETED IN ACCORDANCE TO PLANS & SPECIFICATIONS AND SHALL SUBMIT A CERTIFICATION OF COMPLIANCE CONSISTENT WITH NMP AND SUBMITTING.
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 FROM PIPE SHALL NOT HOLD BACK ANY WATER.

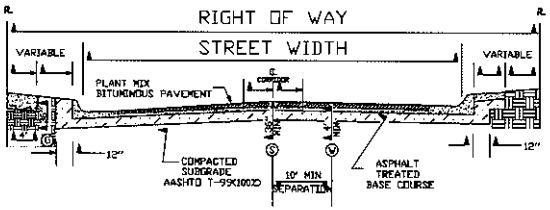
FQC-3 LEAKAGE TEST:
AIR TEST REQUIRED, REFER TO SECTION 801.7 NM APWA.

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 REMANUFACTURE THE RE IN ASSEMBLE TO MEET THESE STANDARD CONSTRUCTION DETAILS.

NOTE: REVISIONS TO THIS SHEET SHALL BE MADE UNDER THE AUTHORITY OF THE CITY OF SANTA FE ONLY.

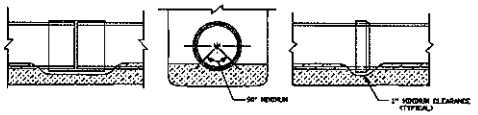
TYPICAL UTILITIES SEPARATION DETAIL/DWG. # SAS-12



LEGEND
S SEWER
G GAS
W WATER
P. PROPERTY LINE
℄ CENTER LINE

NOT TO SCALE

BELL OR COUPLING INSTALLATION DETAIL/DWG. # SAS-13



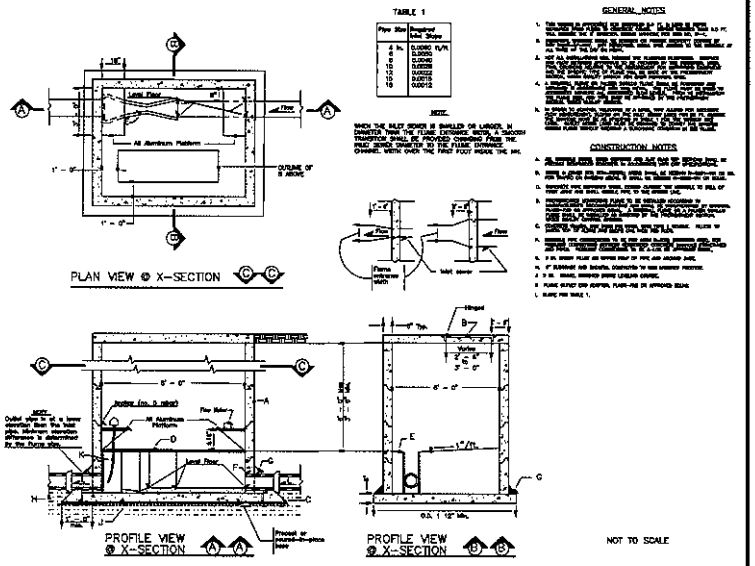
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CITY OF SANTA FE
WATER QUALITY DIVISION

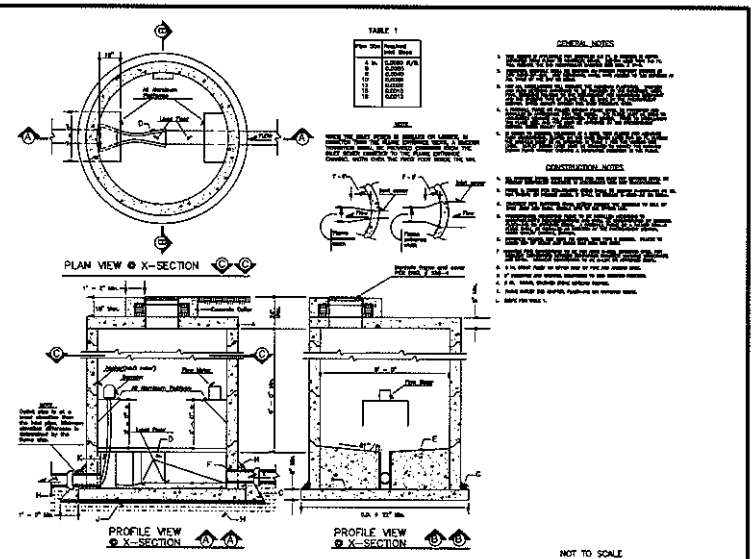
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DATE: JULY 1992	REVISIONS		FILE # S:\WTR\DWG\SDTS-1
DRAWN BY: G. CHAVEZ	A		
CADD SUPERVISOR: G. CHAVEZ	A		SHEET C-1203
APPROVED BY: E. BROWN	A		

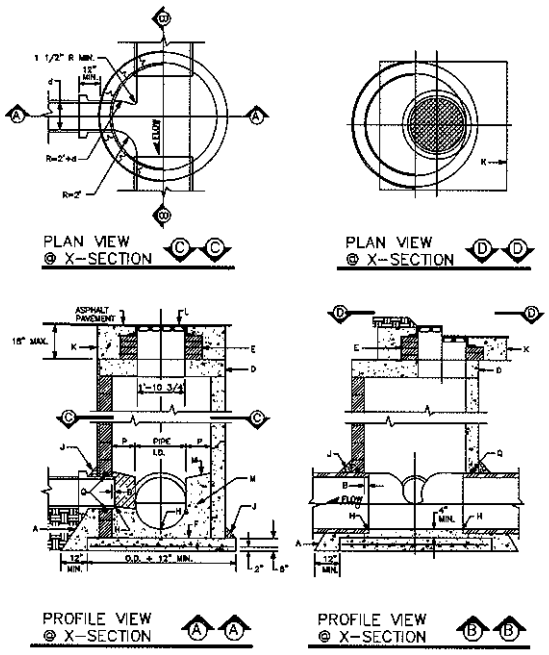
SDTS-1 - 6/7/00



SANITARY SEWER SAMPLING & METERING MANHOLE DETAIL (6x8 RECTANGULAR)/DWG # IP-2



SANITARY SEWER SAMPLING & METERING MANHOLE DETAIL (8 FT. DIA.)/DWG. # IP-1



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 8' OR MORE.
3. DESIGN APPLIES TO 4', 6' & 8' MANHOLES.
4. M.H. GREATER THAN 16' IN DEPTH SHALL ONLY BE CONSTRUCTED OF PRECAST CONCRETE SECTIONS.
5. USE NON-SHRINK GROUT FOR FILLETS AND PENETRATIONS.
6. POSITION M.H. OPENING OVER THE UPSTREAM SIDE OF MAIN LINE.

CONSTRUCTION NOTES

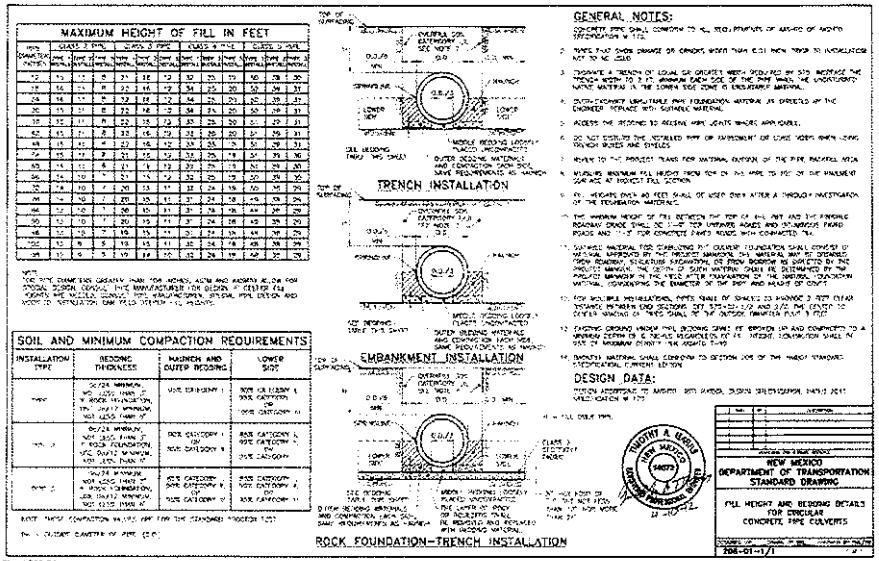
A. CONCRETE PIPE SUPPORT SHALL EXTEND OUTSIDE OF M.H. TO BELL OF FIRST JOINT & SHALL CRADLE PIPE TO SPRING LINE. NOT APPLICABLE FLEXIBLE PIPE.
B. PIPE PENETRATION INTO MANHOLE SHALL BE FLUSH TO 2" MAX., MEASURED AT SPRING LINE OF PIPE.
D. PRECAST CONCRETE COVER
E. USE MIN. 4 COURSES OF, MS BRICK ON UNPAVED 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" CROUT 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. SHALL BE 8" MIN. MIN.
Q. APPROVED WATERSTOP TO BE COMPATIBLE WITH TYPE OF PIPE.

MANHOLE TYPE "C" DETAIL/DWG. # SAS-14 NOT TO SCALE

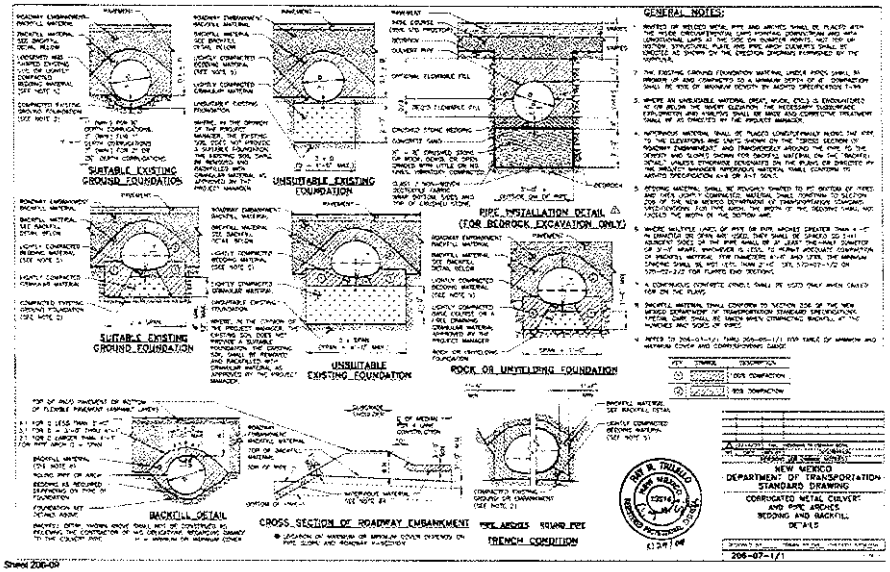
CITY OF SANTA FE
WATER QUALITY DIVISION

TITLE: SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

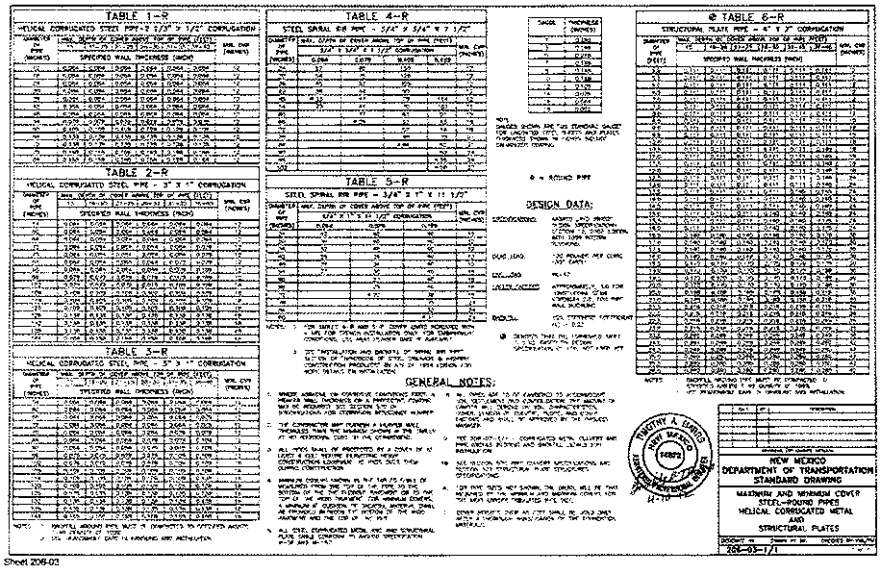
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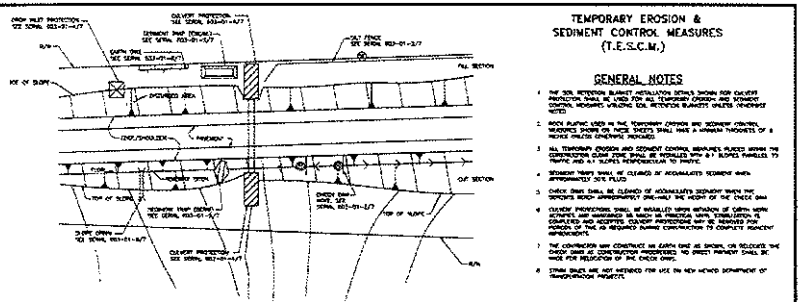
Sheet 206-01



Sheet 206-09



Sheet 206-03



TYPICAL USAGE OF SELECTED EROSION AND SEDIMENT CONTROL MEASURES

STANDARD SYMBOLS FOR EROSION AND SEDIMENT CONTROL MEASURES

SILT FENCE
STRAW BALE
EARTH DIKE
DIVERSION CHANNEL (SWALE)
PIPE SLOPE DRAIN
DROP INLET PROTECTION
CULVERT PROTECTION
CHECK DAM
SEDIMENT TRAP, BERM
SEDIMENT TRAP, EXCAVATED
SEDIMENT BASIN
TRIANGULAR SEDIMENT FILTER DIKE

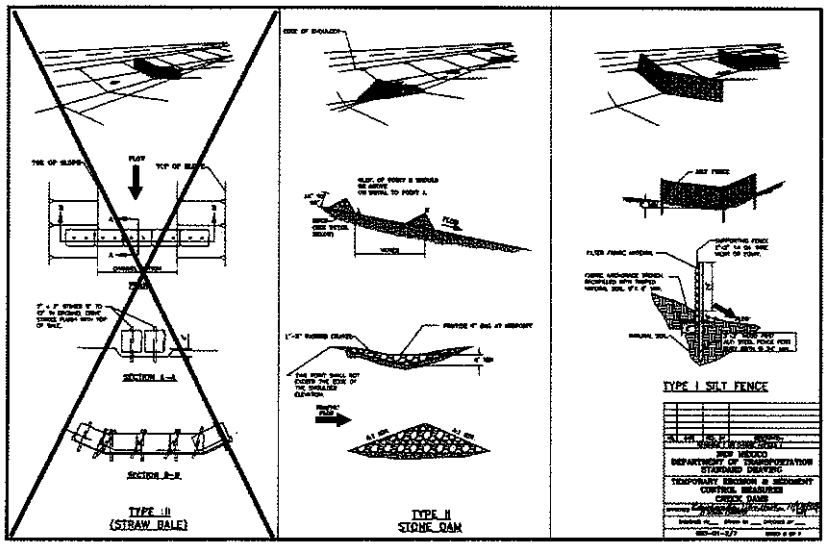
TEMPORARY EROSION & SEDIMENT CONTROL MEASURES (T.E.S.C.M.)

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 MULCH 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 DEVICES PLACED WITHIN THE CONSTRUCTION CLEAR ZONE SHALL BE INSTALLED WITH A 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 ACCOMPLISHED AND ACCEPTED. CULVERT PROTECTIONS MAY BE REMOVED FOR SHORT PERIODS AS REQUIRED DURING CONSTRUCTION TO COMPLETE ROADWAY IMPROVEMENTS.
7. THE CONTRACTOR MAY CONSTRUCT AN EARTH DIKE AS SHOWN, OR RELOCATE THE CHECK DAMS AS CONSTRUCTION PROGRESSES. 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.

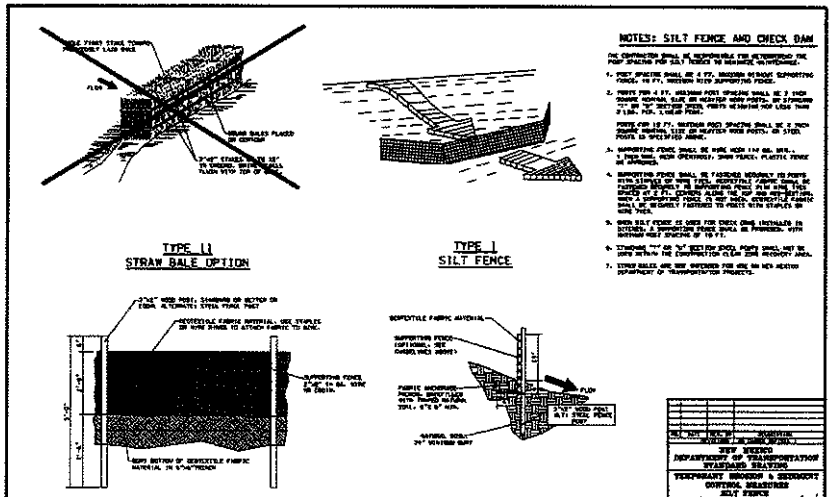
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES



NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES CHECK DAMS



NOTES: SILT FENCE AND CHECK DAM

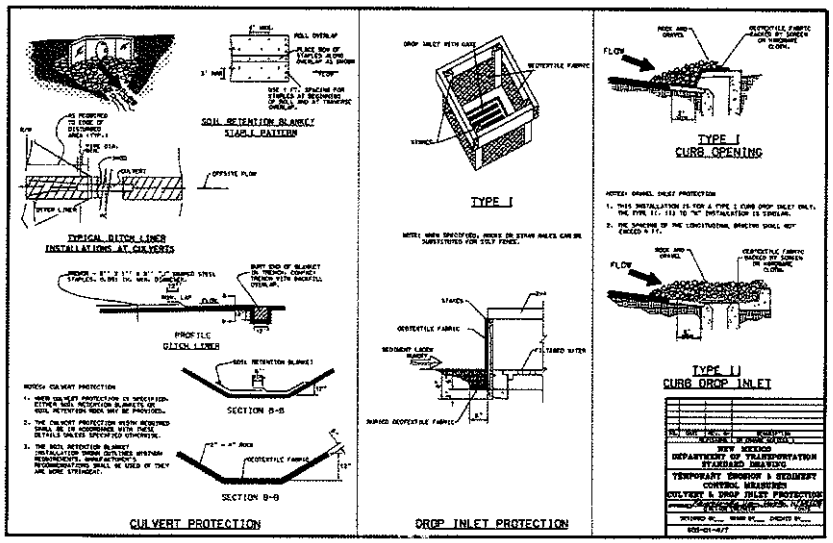
THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE POST SPACING AND SILT FABRIC TO MINIMIZE SILTATION/DAMAGE.

1. POST SPACING SHALL BE 4 FT. MAXIMUM WITHOUT SUPPORTING FENCE, 10 FT. MAXIMUM WITH SUPPORTING FENCE.
2. POSTS FOR A FT. MAXIMUM POST SPACING SHALL BE 2 INCH DIAMETER MINIMUM, SLICE OR NOMINAL WOOD POSTS, OR STANDARD T OR U SECTION METAL POSTS WEIGHING NOT LESS THAN 1.1 LBS. PER LINEAR FOOT.

   POSTS FOR 10 FT. MAXIMUM POST SPACING SHALL BE 2 INCH DIAMETER MINIMUM, SLICE OR NOMINAL WOOD POSTS, OR STANDARD T OR U SECTION METAL POSTS WEIGHING NOT LESS THAN 1.3 LBS. PER LINEAR FOOT.
3. SUPPORTING FENCE SHALL BE WIRE MESH (14 GA. MIN., 6 INCH MAX. MESH OPENINGS), SNOW FENCE, PLASTIC FENCE OR EQUAL.
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. (CORNER ALONE TO BE USED WHERE SILT FENCE IS A SUPPORTING FENCE, IT IS NOT NECESSARY). 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 METAL POSTS SHALL NOT BE USED WITHIN THE CONSTRUCTION CLEAR ZONE ON HIGHWAY JOBS.
7. STRAW BALES ARE NOT APPROVED FOR USE ON NEW MEXICO DEPARTMENT OF TRANSPORTATION PROJECTS.

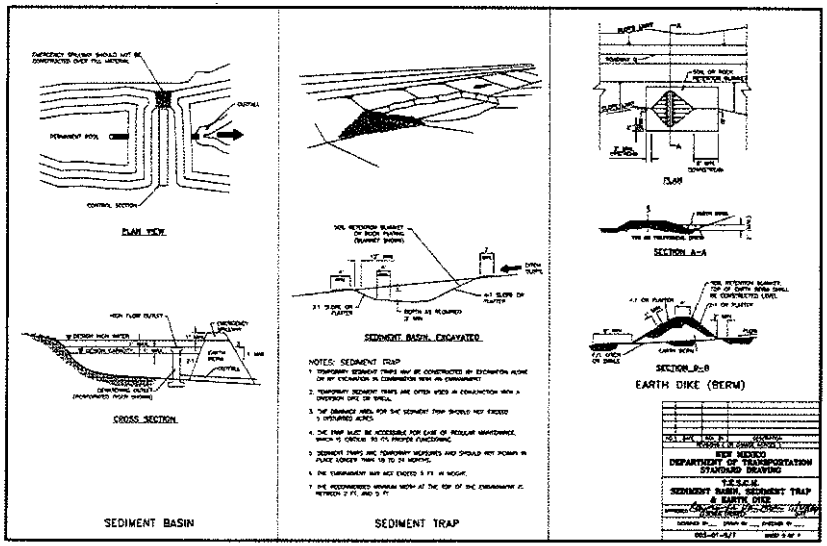
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

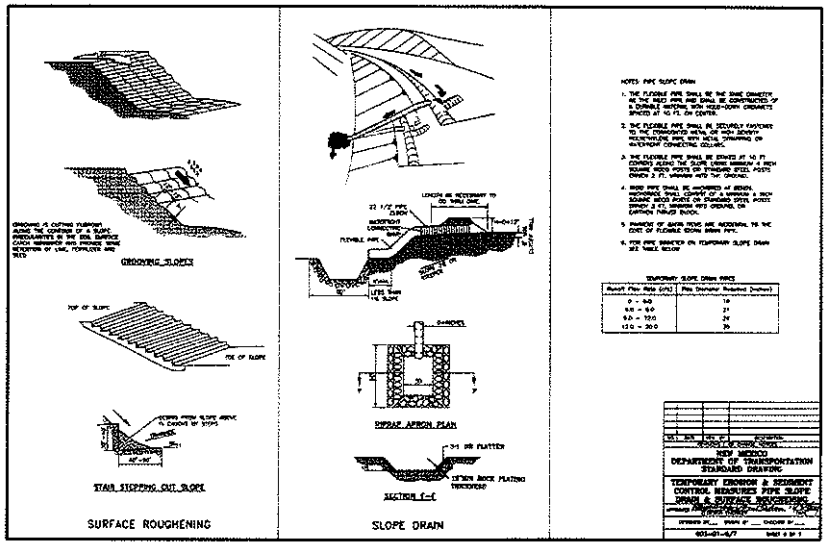
TEMPORARY EROSION & SEDIMENT CONTROL MEASURES SILT FENCE

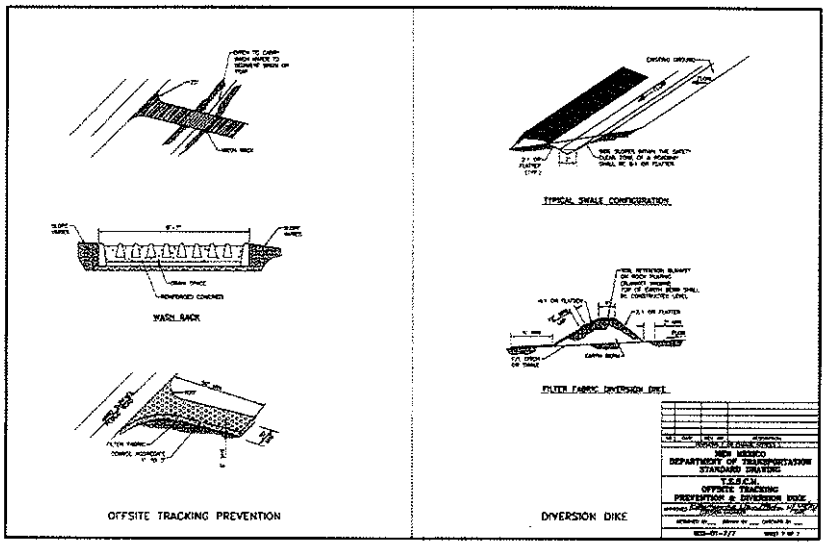


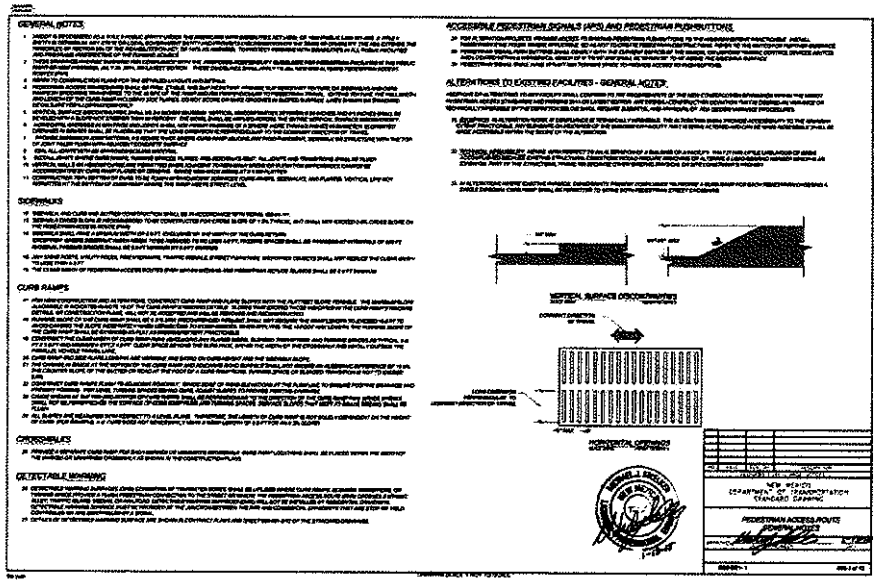
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TEMPORARY EROSION & SEDIMENT CONTROL MEASURES CULVERT & DROP INLET PROTECTION


PLAN VIEW
CONTROL SECTION
CROSS SECTION
SEDIMENT BASIN
SEDIMENT BASIN, EXCAVATED
SEDIMENT TRAP
PLAN
SECTION A-A
SECTION B-B
EARTH DIKE (BERM)
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING
T.E.S.C.M.
SEDIMENT BASIN, SEDIMENT TRAP
& EARTH DIKE


GROOVING SLOPES
TOP OF SLOPE
TOE OF SLOPE
STAIR STEPPING CUT SLOPE
SURFACE ROUGHENING
RIPRAP APRON PLAN
SECTION E-E
SLOPE DRAIN
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING
TEMPORARY EROSION & SEDIMENT
CONTROL MEASURES PIPE SLOPE
DRAIN & SURFACE ROUGHENING


WASH RACK
OFFSITE TRACKING PREVENTION
TYPICAL SWALE CONFIGURATION
FILTER FABRIC DIVERSION DIKE
DIVERSION DIKE
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING
T.E.S.C.M.
OFFSITE TRACKING
PREVENTION & DIVERSION DIKE



GENERAL NOTES

ACCESSIBLE PEDESTRIAN SIGNALS (APS) AND PEDESTRIAN PUSHBUTTONS

ALTERATIONS TO EXISTING FACILITIES - GENERAL NOTES

SIDEWALKS

CURB RAMPS

CROSSWALKS

DETECTABLE WARNING

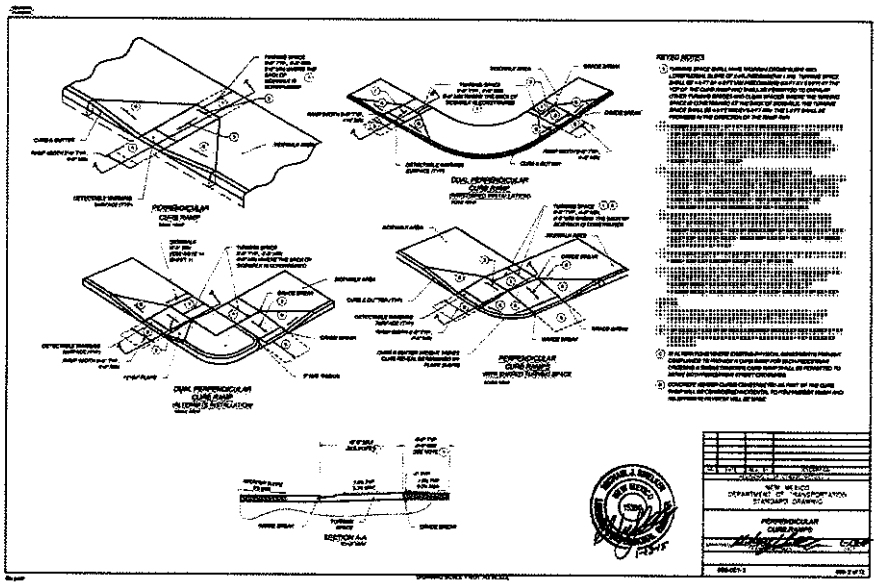
PEDESTRIAN ACCESS ROUTE
SIGNING NOTES

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN ACCESS ROUTE

998-ADA-1

998-1 of 12



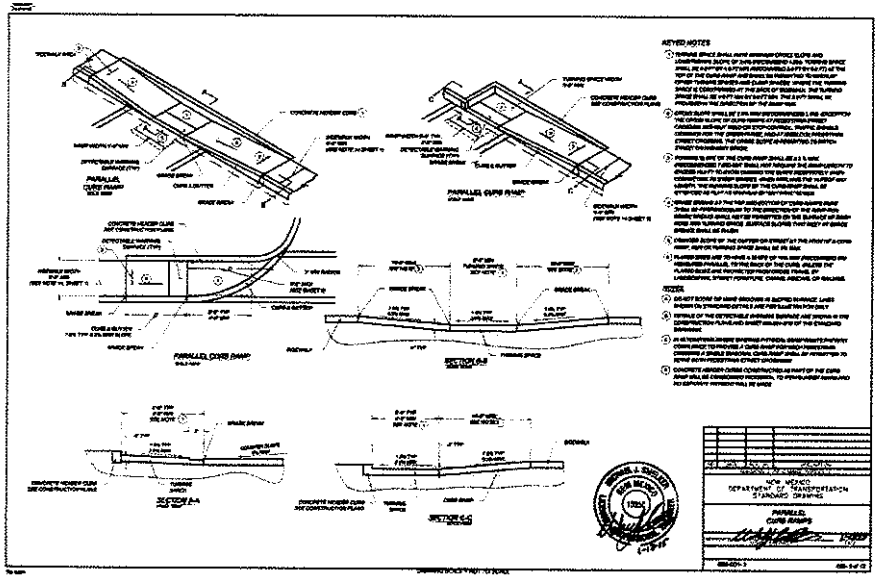
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NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PERPENDICULAR
CURB RAMP

998-CR1-1

998-2 of 12



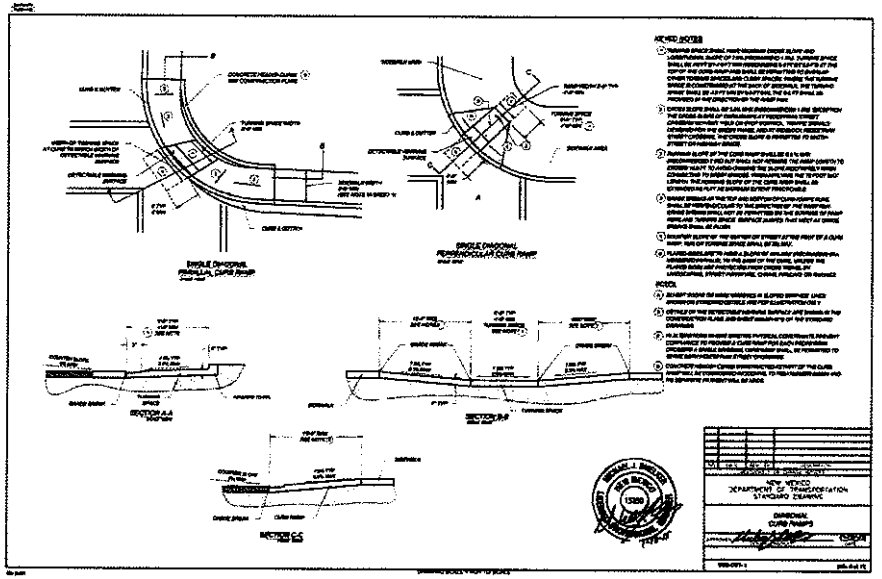
KEYED NOTES

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PARALLEL
CURB RAMPS

998-CR1-3

998-3 of 12



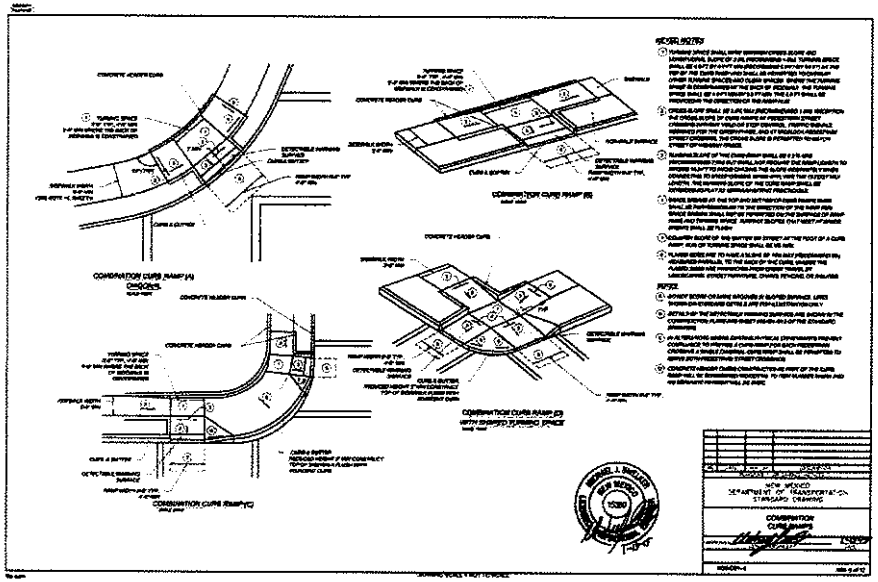
KEYED NOTES

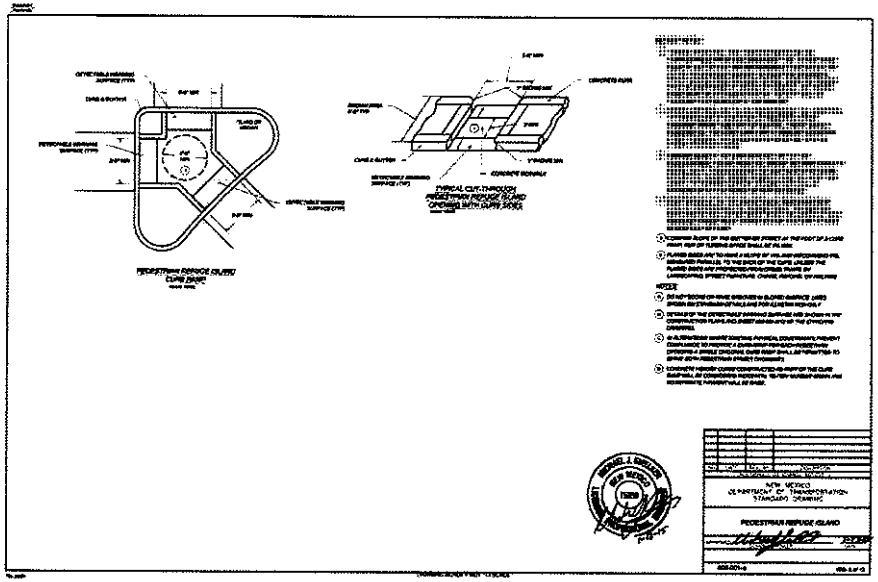
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

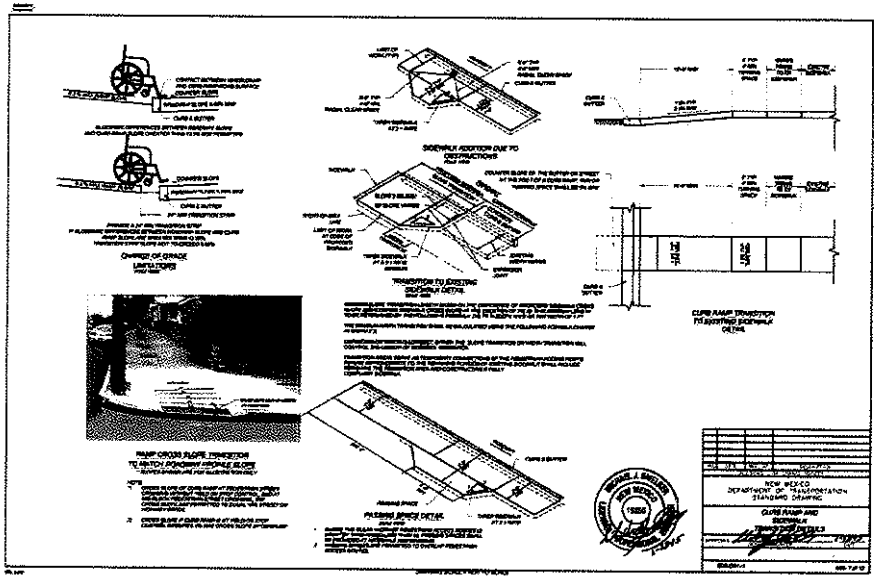
DIAGONAL
CURB RAMPS

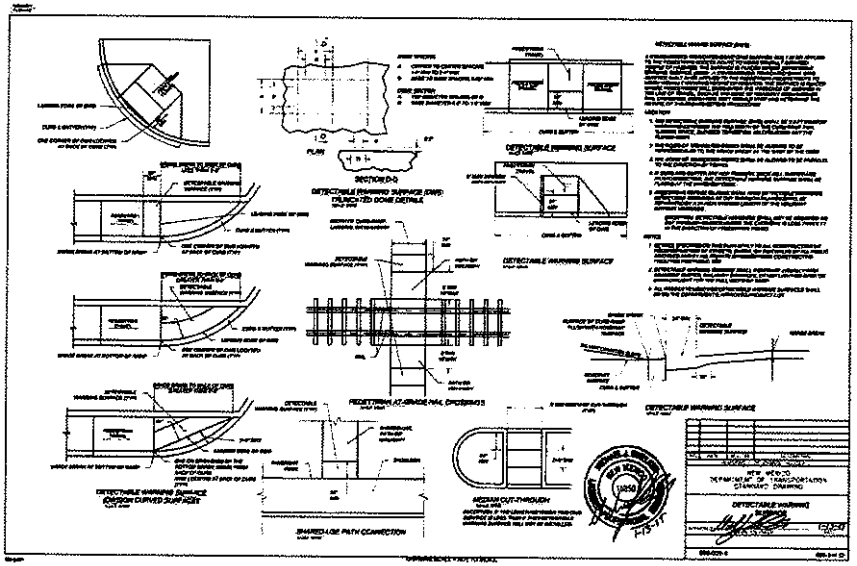
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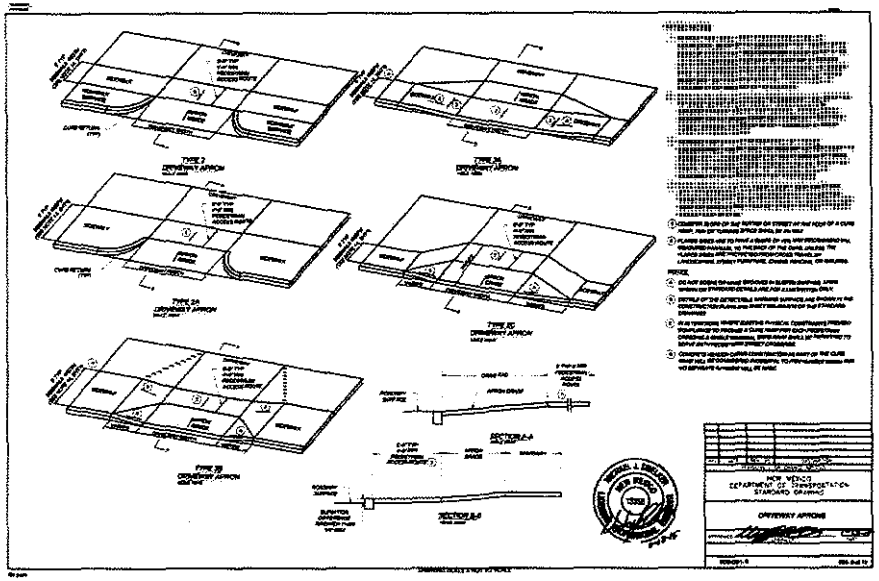
998-4 of 12

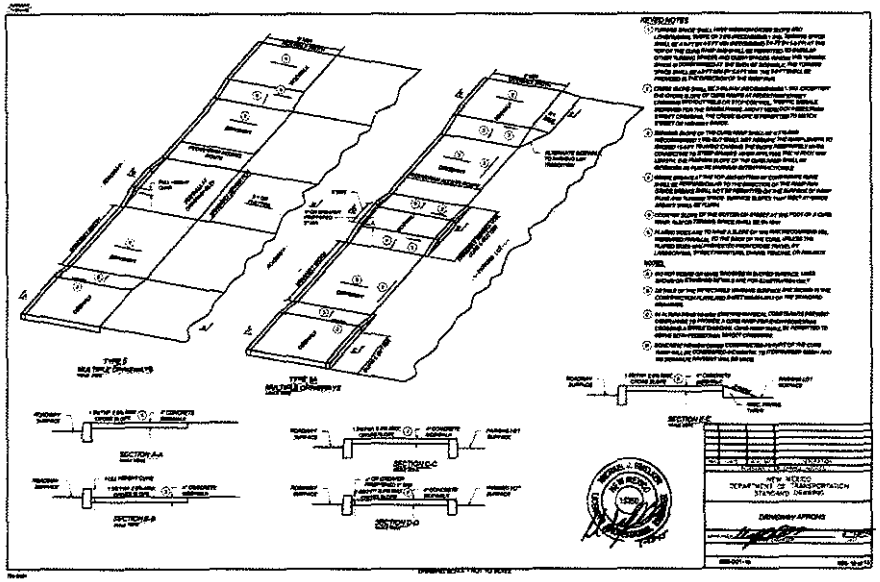


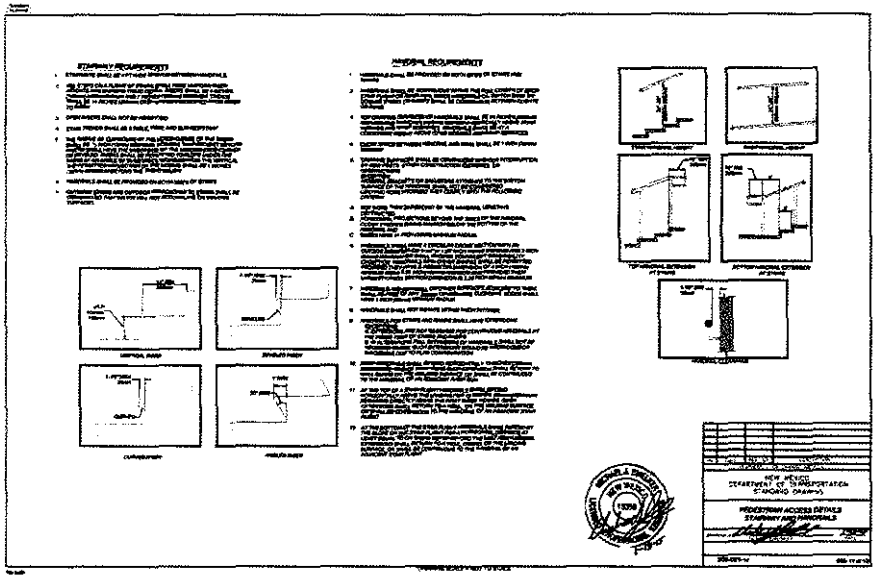


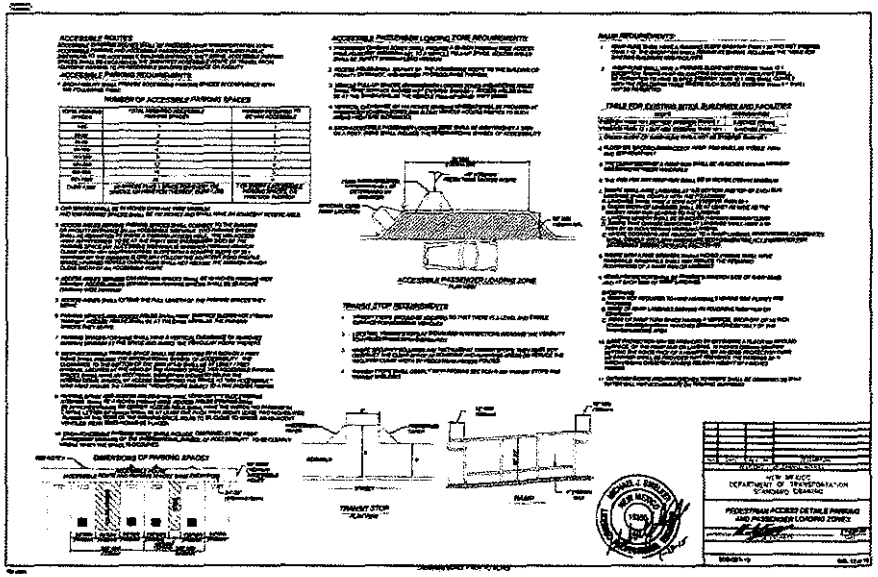


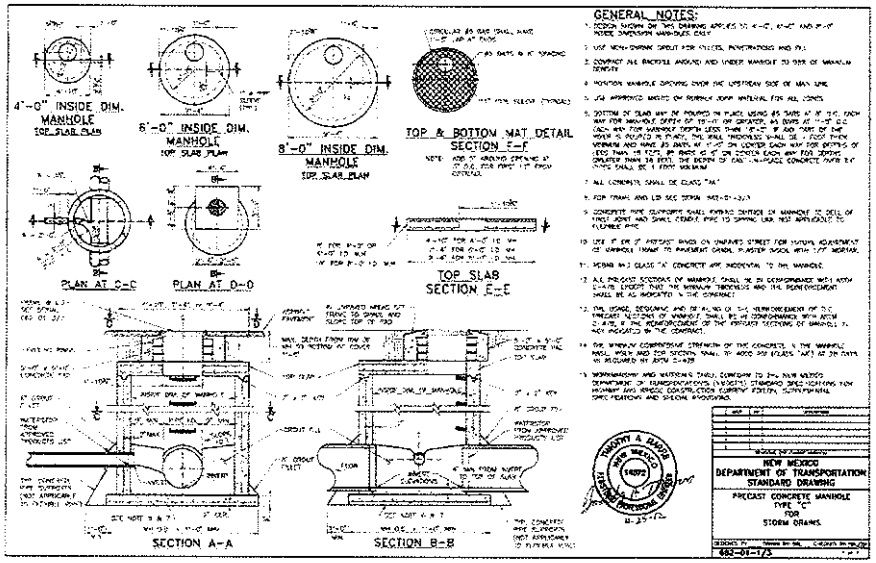




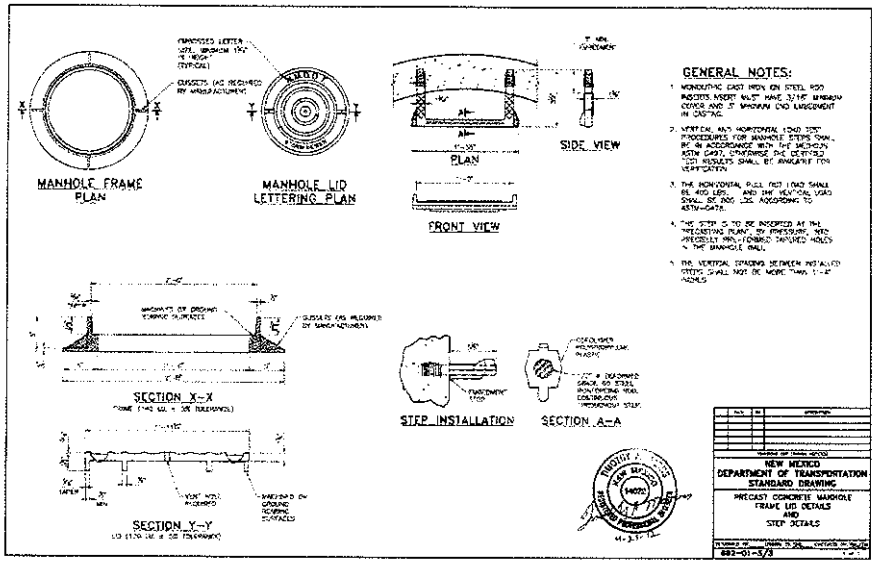




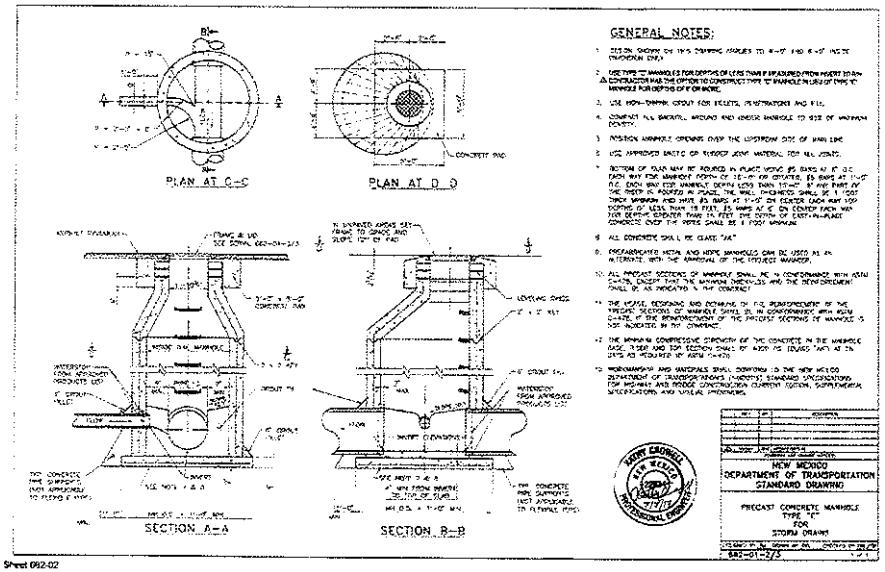




Sheet 682-01



Sheet 682-03



Sheet 682-02

April 01, 2021
Planning Commission
Case #2020-2999
4250 Cerrillos Road Santa Fe Place Mall Apartments
Development Plan

EXHIBIT G

Applicant Additional Submittals

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

March 22, 2021

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 (Case #2020-2999)
Development Plan and Lot Line Adjustment Application

Dear Dan:

This letter is respectfully submitted on behalf of Santa Fe Mall Property Owner LLC in reference to the application for Development Plan and Lot Line Adjustment for a 141-unit multi-family project (the "Project"), which the Planning Commission heard at their meeting of March 4, 2021. After further discussion and consideration, our clients are prepared to agree with conditions of approval, as recommended by staff. These include:

1) Provision of sidewalks along the north and south sides of the proposed apartment building, as recommended by the Santa Fe MPO; and

2) Designation of reserved parking in close proximity to the proposed apartment building, to accommodate the balance of 40 spaces needed, after the provision of 135 spaces in the podium parking and 9 new surface spaces being created by the development (total of 184 spaces).

Please contact us should you have any questions or require additional information.

Thank you for your consideration.

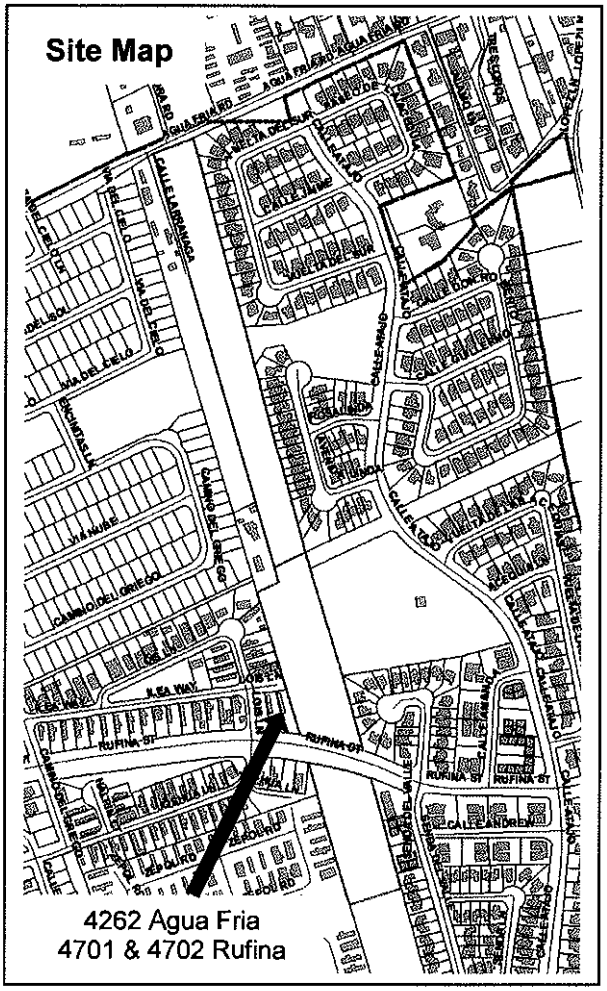
Sincerely,

JENKINSGAVIN, INC.

Jennifer Jenkins

Land Use Department
Planning Commission Staff Report

Case No:	2021-3177 & 2021-3183
Hearing Date:	April 1, 2021
Applicant:	Liaison Planning Services, Inc.
Request:	Final Subdivision
Location:	4262 Agua Fria, 4701 & 4702 Rufina Street
Case Mgr.:	Lee Logston
Zoning:	R-5 (Residential – five dwelling units per acre) and R-6 (Residential – six dwelling units per acre)
Overlay:	None
Pre-app Mtg:	January 10, 2019
ENN Mtg:	June 1, 2020
Proposal:	Final Subdivision for 61 residential lots on 11.47 acres.



Case #2021-3177. 4262 Agua Fria Street and 4701 Rufina Street Aguafina Final Subdivision. Liaison Planning Services, Inc., Agent, for Aguafina Development, LLC, Owner, requests final subdivision approval for 46 single-family residential lots located at 4262 Agua Fria Street and 4701 Rufina Street. The properties are zoned R-5 (Residential- five dwelling units per acre) and total approximately 9.05 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

Case #2021-3183. 4702 Rufina Street Aguafina Final Subdivision. Liaison Planning Services, Inc., Agent, for Aguafina Development, LLC, Owner, requests final subdivision approval for 15 single-family residential lots located at 4702 Rufina Street. The property is zoned R-6 (Residential- six dwelling units per acre) and is approximately 2.42 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

I. RECOMMENDATION:

The Planning Commission should **APPROVE** the final subdivision plat for Case #2021-3177, with the conditions of approval and technical corrections listed in this report.

The Planning Commission should **APPROVE** the final subdivision plat for Case #2021-3183, with the conditions of approval and technical corrections listed in this report.

Four motions will be required in this case:

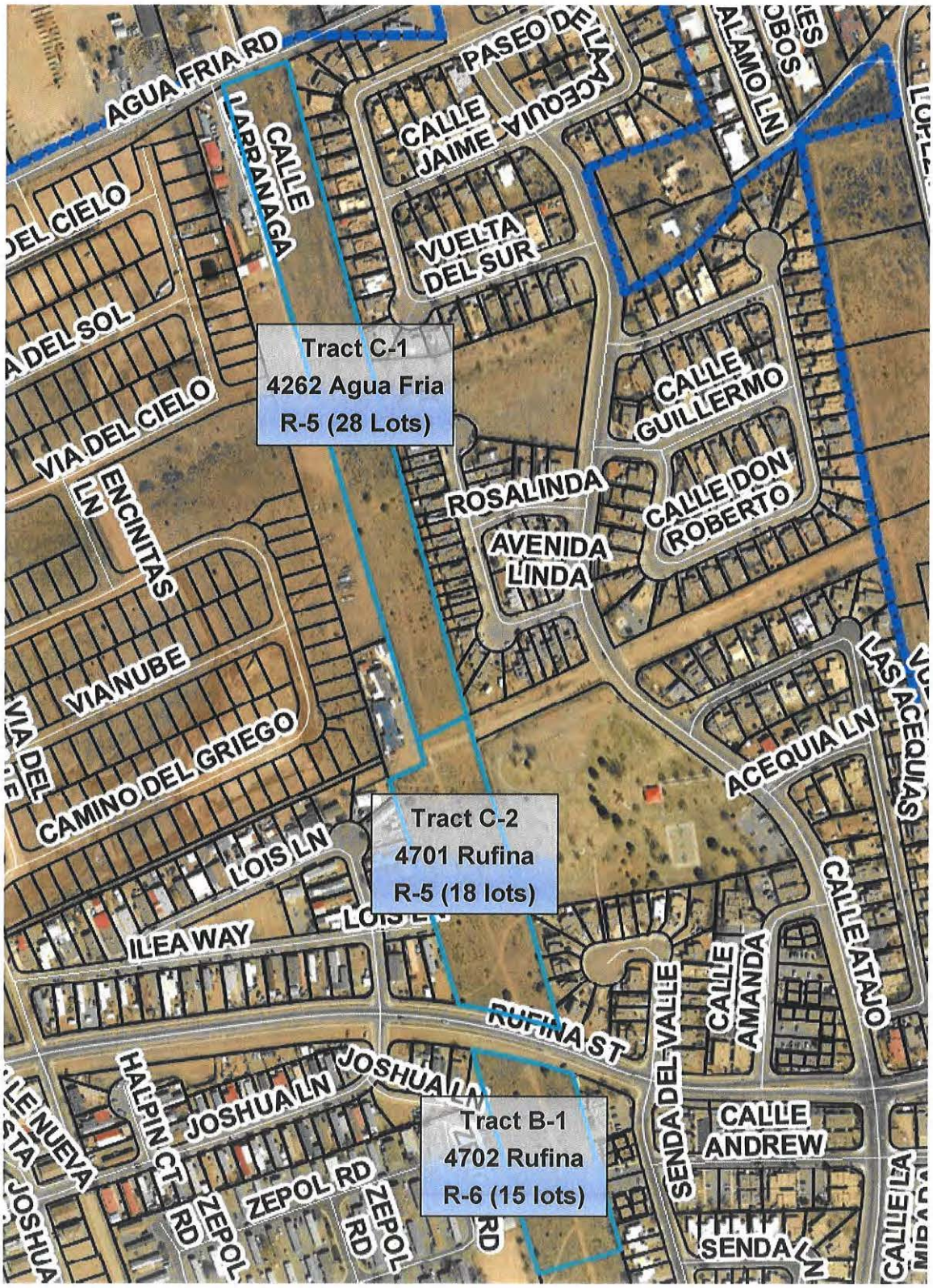
- *Approve or deny the Final Subdivision for Case #2021-3177, subject to the conditions of approval and technical corrections recommended by staff.*
- *Approve or deny the Final Subdivision for Case #2021-3183, subject to the conditions of approval and technical corrections recommended by staff.*
- *Approve or deny the Findings of Fact and Conclusions of Law for Case #2021-3177 (Exhibit A(2))*
- *Approve or deny the Findings of Fact and Conclusions of Law for Case #2021-3183 (Exhibit A(3))*

II. CONDITIONS OF APPROVAL

Staff recommends the following conditions of approval for Case #2021-3177 and Case #2021-3183:

#	Condition of Approval	Dept. or Division	To be completed by:
1	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
2	Homeowner Association Covenants shall reflect the condition of site-built homes.	Land Use/Current Planning	Prior to Final Subdivision Recordation
3	Homeowner Association Articles of Incorporation and Bylaws shall be provided for City review per 14-9.5(A)(2).	Land Use/Current Planning	Prior to Final Subdivision Recordation
4	The Applicant shall place Opticom gates that operate both directions for emergency access at the terminus of Aguafina Road and Aguafina Lane.	Fire Marshall	Prior to Final Subdivision Approval
6	Ensure compliance with all on-site general ADA requirements (See ADA Site DRT form).	Building Division/ADA Site	Prior to Final Subdivision Recordation
7	On sections of road that incorporate on-street parking and do not have planter strips, street trees shall be planted in individual lots. This shall be shown on plans before recordation.	Land Use/Current Planning	Prior to Final Subdivision Recordation

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).



III. EXECUTIVE SUMMARY:

The proposed final subdivision plat is for sixty-one (61) residential lots on three tracts of land (4262 Agua Fria Street, 4701 Rufina Street, and 4702 Rufina Street). The Application is being processed as one subdivision per Governing Body action on prior Case #2020-2273 (Explanation in Background Section). The three tracts total approximately 11.47 acres. Tract C-1 and C-2 are zoned R-5 (Residential- five dwelling units per acre), and Tract B-1 is zoned R-6 (Residential- five dwelling units per acre). The final subdivision plat is being processed as two separate cases due to the different zoning districts, and also because conditions of approval may differ for the two cases.

The proposed final 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 subject properties went through a series of public hearings between 2012 and 2014, with density and road connectivity being the primary concerns of area residents. The series of public hearings concluded with the Governing Body approving a rezoning for two the properties with specific conditions on how all three properties could be developed (Case #2012-104), as a 23-lot, three-base course lot access drive way subdivision. This subdivision was never recorded and the approval expired.

The current owner of the land submitted an identical Application in 2019, and through a series of discussions with Staff and adjacent property owners in the Las Acequias subdivision, residents expressed a desire for high quality, site-built ("stick-built") homes and better pedestrian connectivity. The Applicant then decided to redesign the site at greater density so that site-built homes and proper roads would be financially feasible.

The Applicant sought an amendment to the conditions attached to the original rezoning case (Case #2020-2273), a rezoning from R-3 to R-5 for 4701 Rufina Street (Case #2020-2274), and a rezoning from R-3 to R-6 for 4702 Rufina Street (Case #2020-2287). The Planning Commission gave a favorable recommendation for all three requests on August 20, 2020, and the Governing Body approved all three requests on October 22, 2020, adding a condition that the Applicant shall record with the Office of the County Clerk a restrictive covenant that requires the construction of site-built homes. Staff added this as a condition of approval for the preliminary subdivision plat, which the Planning Commission approved on January 7, 2021. The Applicant now requests that the Commission approve the final subdivision plat.

In the time since Aguafina Preliminary Subdivision was considered and approved by the Commission on January 7, the related Casa de Todos Subdivision was considered and approved by the Commission on March 4. Public testimony focused again on Las Acequias resident's feeling that they were promised a six-foot block wall along the entire east side of both subdivisions. Staff pointed out and the Commission acknowledged that there were already existing fences along the majority of the boundary with Las Acequias. Commissioner Clow stated that she thought it inappropriate to demand a wall. The Applicant stated that they were willing to put up some form of wooden fence or barrier, and that they would discuss what type with the neighbors before final subdivision. At the time of this staff report, the Applicant has suggested a Red Cedar Japanese fence.

William Mee of the Agua Fria Village Association (AFVA) spoke during public testimony. On March 2, 2021 the AFVA passed a resolution promoting cooperative long range planning between the County and the City to address impacts of subdivisions such as Aguafina and Casa de Todos might have on the Village. Specifically, the resolution points out the abandonment of the Regional Planning Authority, the City's alleged "refusal to honor Arterial Roads Task Force Planning", and insistence on a "grid network of streets that intrude into the Village and force traffic here". The AFVA calls on the County to bring the City back into the Regional Planning Authority. Previously, the AFVA sent a letter to the Mayor and City Council on January 5, 2020 calling for a comprehensive planning effort for the Rufina corridor from Richards to Lopez Lane similar to the work that resulted in the West Santa Fe River Corridor Plan, adopted by the Governing Body on December 13, 2017 (Resolution 2017-87). The AFVA resolution and 2020 letter are included as Exhibit D.

The Santa Fe Extraterritorial Zoning Authority Arterial Roads Task Force produced a report on May 3, 1999 detailing recommendations for future roads to be built with public funding in order to direct traffic to alternatives to Agua Fria Street, including the construction of Meadows Avenue, the construction of the Siler Road Bridge, Jaguar Drive, and Governor Miles Road. The recommendations of this report were never adopted by the City of Santa Fe. One of the recommendations of this report is that "*New roads should not bisect existing neighborhoods or traditional communities*". Mr. Mee has stated in past hearings and communications with staff that this recommendation should preclude approval of the Aguafina subdivision, and should be considered in approving Casa de Todos. The roads in Aguafina Subdivision and Casa de Todos neither connect to Agua Fria Road nor Rufina Street *within* the Traditional Village, nor do they *bisect* existing neighborhoods or traditional communities.

V. EXISTING CONDITIONS:

The three vacant parcels stretch from Agua Fria Street to south of Rufina Street, totaling approximately 11.47 acres. The Cielo Azul subdivision, Roadrunner West and Sierra Vista mobile home parks, and the Las Acequias subdivision surround the properties.

VI. PROJECT ANALYSIS

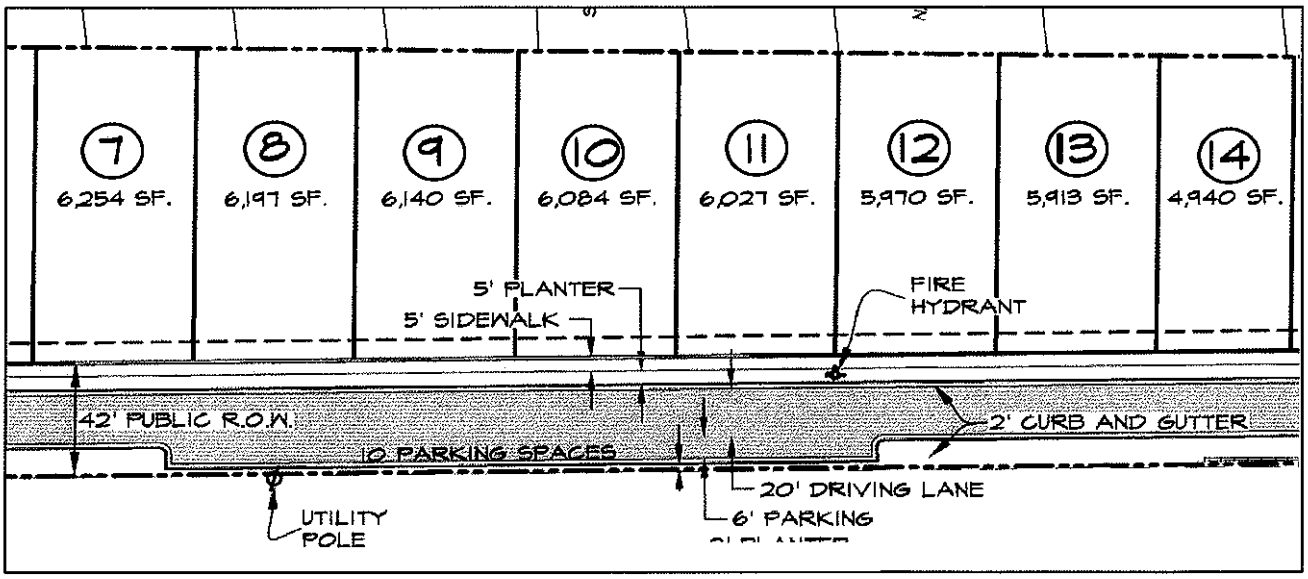
The two tracts north of Rufina Street will have a combined 46 lots (28 on Tract C-1 and 18 on Tract C-2), corresponding to their R-5 zoning. Tract B-1, south of Rufina Street, will have 15 lots, corresponding to its R-6 zoning.

Access and Road Configuration

All three 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 Planning Commission approved this innovative street design with the Preliminary Subdivision on January 7, 2021.

The northernmost tract of land, Tract C-1, is accessed from Agua Fria Street and will have 28 lots. This street, "Aguafina Road", is proposed as a 42' wide public right of way (ROW) using an innovative street design to provide on-street parking in two sections, and also to give lots slightly greater depth to enable greater buildable area and home design options. Aguafina Road will run approximately 1,600 feet south

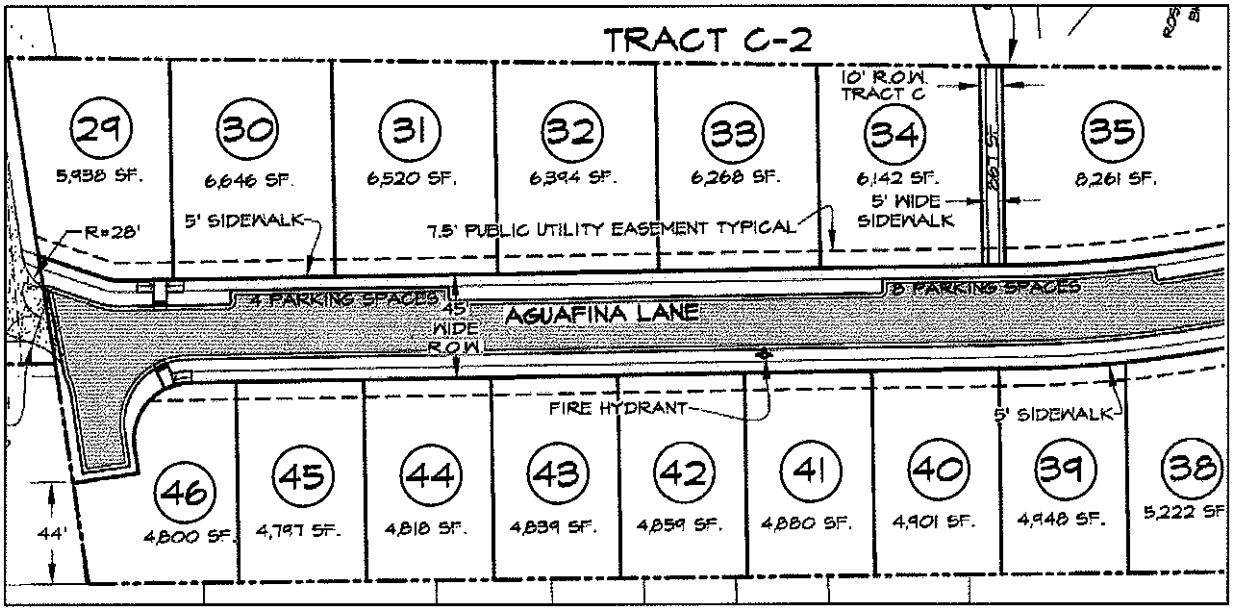
before dead-ending at an emergency access gate at the easement platted as "Powerline Road". A fire-approved turnaround is provided shortly before this dead-end.



Tract C-1 Aguafina Road proposal

The innovative design incorporates a continuous 5' sidewalk and 5' planter strip along the east side of the road, and provides two, ten-space parallel on-street parking areas on the west side for use of all residents. The west side of the street will have curb and gutter, but a sidewalk will not be built at this time. A sidewalk on the west would be provided by the adjacent property owner at some point in the future if they develop their property. The sidewalk will directly abut the curb in the two sections of off-street parking. This sidewalk plan was approved by former City Traffic Engineer John Romero in August of 2019.

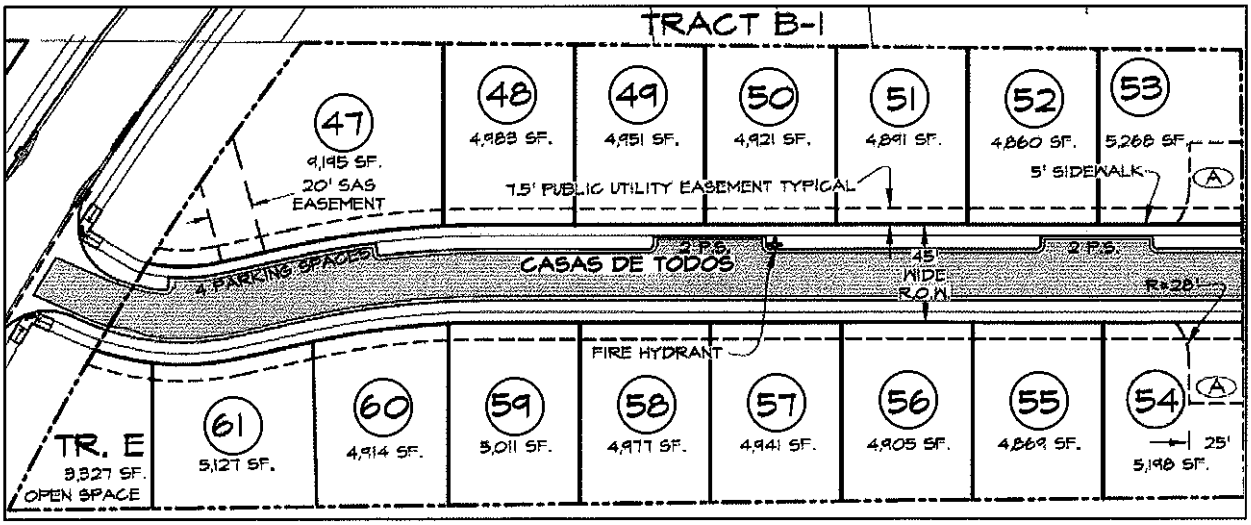
The center portion, Tract C-2, will access Rufina Street and will have 18 lots. This street, "Aguafina Lane", is proposed as a 45' ROW using innovative street design to provide 12 parallel on-street parking spaces and increase lot depth. Aguafina Lane will run north before dead-ending at an emergency access gate at the easement platted as "Powerline Road". A turnaround is provided at this dead-end.



Tract C-2 Aguafina Lane road proposal

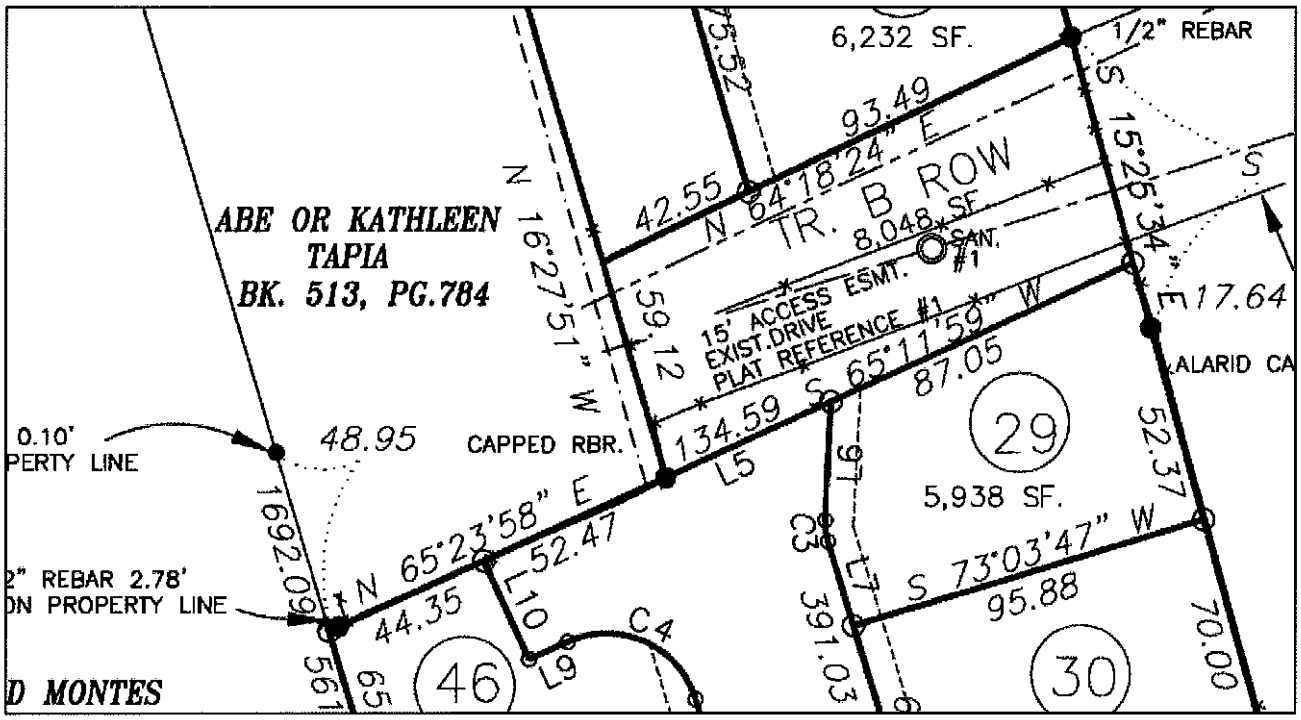
The innovative street design incorporates a continuous 5' sidewalk along the east and west sides of the road, and provides two parallel parking areas (combined 12 spaces) on the east side for use of all residents. The west side of the street will have curb and gutter, five foot planter strips, and a five foot sidewalk. On the east side, the sidewalk would directly abut the curb in the two sections of on street parking. This is an AASHTO approved design, allowing passengers using the parallel off street parking spaces to step directly onto the sidewalk. It is of note that this innovative street design meets the Arterial Roads Task Force Design Criteria A.06: *"Roads shall be designed to safely accommodate pedestrian ... and bicycle travel."*

The southern Tract B-1 will access Rufina Street and will have 15 lots. This street, "Casa de Todos Lane", is proposed as a 45' ROW using the same innovative street design proposed for Tract C-2, providing on street parking (8 spaces) and increasing lot depth for increased buildable area.



Tract B-1 Casas de Todos road proposal

This street is intended to connect as a through street to the future subdivision of Casa de Todos (Preliminary Subdivision approval given by Planning Commission on March 4, 2021), all the way south to Calle Atajo near Airport Road. Depending on the timing of the build-out of both subdivisions, a temporary emergency turnaround may be needed on Tract B-1. The proposed plat provides a temporary easement for this turnaround in lots 53 and 54, with a plat note that the easement will be extinguished when the road connects in the future.



Tract B will be dedicated to the City. 15' Tapia Easement shown

The home at 1152 Calle Atajo will have access along Powerline Road to Calle Atajo, as conditioned in the original R-3 rezoning of 4701 and 4702 Rufina Street. An emergency access easement will run north/south between Tracts C-1 and C-2, with Opticom controlled emergency access gates at either end.

While Chapter 14 requires complete road connectivity to serve the area better, Governing Body action on Ordinance #2013-12 specifically mandated that no through street would connect to Calle Atajo via Powerline Road, in accordance with the wishes of Las Acequias residents. Specifically, the Governing Body rejected the Planning Commission's August 20, 2020 recommendation that the portion of Applicant Undertaking #3 addressing this connection be struck. 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. Furthermore, the arrangement of all three roads satisfies the condition of approval for the original R-3 rezoning of 4701 and 4702 Rufina Street, upheld by the Governing Body in their decision on August 22, 2020.

Traffic

A Traffic Impact Analysis (TIA) was performed in November, 2019 and was updated in November, 2020. Traffic counts assumed a build out year of 2024 and included a 3% annual "background" increase in traffic to account for future residential growth in the surrounding areas. All traffic counts were performed

in January and October, 2019 (Pre-Covid). Level of Service (LOS) is ranked A-F, with "A" being the highest level of service with the least delays and "F" indicating a breakdown in intersection operation. The TIA compared current traffic counts with build-out traffic projections at Calle Atajo & Rufina Street, Joshua/Lois Lane & Rufina Street, Agua Fria Street & Martin Mora Road, Aguafina Road (proposed) & Agua Fria Road/Martin Mora, Aguafina Lane (proposed)/Casa de Todos (proposed) & Rufina Street. In no case did the level of service change, with all intersections except Joshua/Lois Lane and Rufina Street performing at LOS "C" or above. The intersection of Joshua/Lois Lane and Rufina Street already performs at LOS "D", and the proposed subdivision did not add to this dysfunction. The TIA summary and traffic counts and projections can be found in Exhibit E(3).

Future Trail Connection

The Applicant is dedicating Tract B, which corresponds to the ROW for Powerline Road, to the City with this subdivision. There is therefore no reason to create the 10' wide pedestrian trail easement mentioned at the preliminary subdivision stage, as the City will own the land. The City Metropolitan Planning Organization (MPO) would like to complete a trail from the Las Acequias subdivision west to connect to the easement below the Cielo Azul subdivision, a portion of which was shown in the 1983 Bikeways Master Plan, originally envisioned as a connection to the Acequia Trail to the east.

Such a trail would provide a pedestrian path all the way from Las Acequias to Camino del Griego, and would provide an alternative route for children trying to reach Ramirez Thomas Elementary School that would avoid Rufina Street. If the City prioritizes this trail, work will have to be done to make that connection across the Tapia Property. Gaining this connection and building the trail would need to be a City-initiated effort, and is beyond the scope of this Application.

The Applicant will also dedicate a 10' wide pedestrian easement between Lots 34 and 35 of Tract C-2, in order to create a path for pedestrians to access the southwest corner of Las Acequias Park from Aguafina Lane. This was an expressed desire of both LANA and MPO staff.

Grading and Drainage

Tract C-1 will have open space and a detention pond in the middle of the parcel where there is an existing drainage corridor. Drainage from Tract C-2 will collect in drainage swales on either side of the road and will be directed to two ponds near Rufina Street. Tract B-1 will drain through swales to detention ponds at Rufina Street.

Landscaping

Open space and ponding areas will be landscaped per Chapter 14 requirements. Street trees will be planted along roadways with consistent 5' planter strips and 5' sidewalks. Where the innovative street design provides parallel parking, street trees will be planted along all sections except where the parallel parking prevents it. Where parallel parking eliminates the planter strip, street trees will be planted in individual lots.

Fire, Water, Sewer, and Dry Utilities

City water, sewer and all private utilities are available at the site. A 7.5 foot utility easement is provided at the front of each lot. Water will connect to existing lines in Agua Fria Road and Rufina Street. Wastewater from Tract C-1 will connect to an existing line in Agua Fria Street and an existing line at the north end of Tract C-2. Tract C-2 and B-1 lots will connect to an existing line in Rufina Street.

Two new fire hydrants will be installed on Tract C-1, one on Tract C-2, and no new hydrants will be placed on Tracy B-1. The nearest existing fire hydrants near Rufina Street are at Senda Del Valle and Joshua Lane. The proposed extension of Casas de Todos Lane would provide additional fire hydrants.

Water Budget
The subdivision's water budget is as follows:

Affordable lots:	
0.15 acre feet x 12 lots =	-1.80 acre feet/year
Market lots:	
0.15 acre feet (less than 6,000 sf lot) x 35 lots =	5.25 acre feet/year
0.17 acre feet (more than 6,000 sf lot) x 26 lots =	4.42 acre feet/year
Landscaping =	0.45 acre feet/year
Total	8.32 acre feet/year
+ 9.8% Contingency =	0.82 acre feet/year
Total Water Budget =	9.13 acre feet/year

The water plan for the subdivision was approved on February 8, 2021.

Archaeology and Environmental Resources
The project is located within the River and Trails Archaeological Review District. Per Subsection 14-3.13(B)(3)(a), and archaeological clearance permit was issued on June 6, 2013. An historic acequia was identified on Tract C-1. Per the conditions of the permit, a 20' wide conservation easement has been added to the plat to protect the acequia. The site will be assessed for 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 Article 26-1.8(A). The Applicant will enter into a contract with The City of Santa Fe Housing Opportunity Program. Pursuant to the provisions of the SFHP, 12 lots (20%) will be affordable. The HOMES proposal is included as Exhibit D(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 before recordation. The Covenants contain a restriction in Article III, and expanded on in Article IV, that only site-built homes shall be built in the subdivision, as per condition of approval of the Preliminary Subdivision. A note is included on the plat as well.

VII. FINAL SUBDIVISION PLAT

SFCC Section 14-3.7 governs the authority, procedures and restrictions for the division of land. The criteria for approval of a Final 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) **YES**
Archaeological clearance for this project was obtained in 2013. There is minimal vegetation on the site, and there are no historical sites other than a dry acequia. A 20' wide Cultural Properties Easement between Lots 19 and 20 on Tract C-1 will preserve the historic dry acequia that runs across the site.	
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) **YES**
There are no water courses or FEMA designated flood plains on or near this property. The land is suitable for residential development of similar density to surrounding neighborhoods. A 20' wide Cultural Properties Easement between Lots 19 and 20 on Tract C-1 will preserve the historic dry acequia that runs across the site.	
Criterion 3: All *plats* shall comply with the standards of Chapter 14, Article 9 (Infrastructure Design, Improvements and Dedication Standards).	**Criterion Met:** (Yes/No) **YES**
The Development Review Team (DRT) has reviewed the Applicant's proposed subdivision design. The DRT includes the following City Divisions: Traffic, Terrain Management, Water, Sewer, 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 public health, safety or welfare. The engineering design for terrain management, roads and utilities complies with all requirements of Chapter 14.	
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) **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) **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

A final subdivision does not require an Early Neighborhood Notification meeting (ENN). The Aguafina subdivision proposal has gone through numerous delays and changes. Because of this, and its intended integration into the proposed Casas de Todos subdivision, multiple ENN meetings and unofficial meetings with the Las Acequias Neighborhood Association (LANA) were held prior to the official ENN for the preliminary subdivision, which was held via Zoom on June 1, 2020.

IX. EXPIRATION

Per SFCC Section 14-3.19(B)(3) "Approval of a final plat for a subdivision ... shall expire three years after final action approving it unless the plat is filed for record with the county clerk. If the final plat approval expires, then the approval of the corresponding preliminary plat expires simultaneously". Should the Commission approve the final subdivision plat and adopt the recommended Findings of Fact and Conclusions of Law at this hearing, the expiration date would be April 1, 2024.

X. ATTACHMENTS:

EXHIBIT A:

1. Draft Findings of Fact & Conclusions of Law Case #2021-3177
2. Draft Findings of Fact & Conclusions of Law Case #2021-3183

EXHIBIT B: Development Review Team Memoranda

1. ADA Site Review
2. Water Review
3. Landscape Review
4. Compiled Technical Corrections

EXHIBIT C: Maps and Photos

1. Future Land Use Map
2. Current Zoning Map
3. Aerial Photo
4. Google Views

EXHIBIT D: Agua Fria Village Association Resolution and Letter

EXHIBIT E: Applicant Materials

1. Application Letter
2. Santa Fe HOMES Proposal
3. Traffic Impact Analysis Summary
4. HOA Covenants
5. Proposed Subdivision

APPROVED BY:

Title	Name	Initials
Planning and Land Use Director	Elias Isaacson, AICP	*ESI*
Land Use Planner Manager	Noah Berke, AICP, CFM	*NLB*
Land Use Department Case Manager	Lee Logston, AICP	*LL*

City of Santa Fe, New Mexico

Exhibit A

1. Draft Findings of Fact & Conclusions of Law Case #2021-3177
2. Draft Findings of Fact & Conclusions of Law Case #2021-3183

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

Case #2021-3177
4262 Agua Fria Street and 4701 Rufina Street; Aguafina Final Subdivision Plat

Owner's/Applicant's Name- Aguafina Development, LLC
Agent's Name- Liaison Planning Services, Inc.

THIS MATTER came before the Planning Commission (Commission) for hearing on April 1, 2021 (Hearing) upon the application (Application) of Liaison Planning Services, Inc., as agent for Aguafina Development, LLC (Applicant).

The Application pertains to properties located at 4262 Agua Fria Street and 4701 Rufina Street totaling approximately 9.05 acres (Property). The Applicant requests approval of a final subdivision plat for 43 residential lots (Project). The Property is zoned R-5 (Residential-five dwelling units per acre).

In related Case #2021-3183, the Applicant requests approval of a final subdivision plat for 18 residential lots for a property located at 4702 Rufina Street, totaling approximately 2.42 acres. The property at 4702 Rufina Street is zoned R-6 (Residential-six dwelling units per acre). Although they have separate case numbers, the Applicant presented these related cases to the Planning Commission for review as a single subdivision pursuant to a condition placed on the property in a prior rezoning case, Case #2012-104, as reaffirmed in Case #2020-2273 (see background section below for more information).

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

FINDINGS OF FACT

Background

1. On March 13, 2013, the Governing Body approved a rezoning of 4701 and 4702 Rufina Street, totaling approximately 5.89 acres, from R-1 (Residential – one dwelling unit per acre) to R-3 (Residential – 3 dwelling units per acre), subject to the conditions of approval recommended by staff and additional conditions that the previous owner agreed to at the hearing, which were enumerated in the Findings of Fact and Conclusions of Law, filed by the City Clerk as Item #13-0191 (Case #2012-104). 4262 Agua Fria was already zoned R-5 and was not included within the rezoning application for Case #2012-104.
2. The additional conditions agreed to at the 2013 hearing, referred to as "the Applicant Undertakings," formalized the previous owner's offer to: (1) submit any request for subdivision and/or development plan approval for 4701 and 4702 Rufina Street and the adjacent parcel (4262 Agua Fria Street) as a single application; (2) develop 4262 Agua Fria Street consistent with R-3 zoning, notwithstanding that it is zoned R-5; (3) not request to use

Powerline Road as a primary or secondary access for new development at 4262 Agua Fria Street, 4701 Rufina Street, or 4702 Rufina Street, but to propose instead three base-course lot access driveways, serving eight lots each; and (4) grant an easement to Abe and Kathleen Tapia and their successors across 4262 Agua Fria Street to permit them to access Powerline Road.

3. The previous owner submitted an application for a subdivision that met the conditions described as "the Applicant Undertakings." That application went through a series of hearings and was ultimately approved; but the subdivision was never recorded, and the approval expired.
4. In 2019, after meeting with neighbors including the Las Acequias Neighborhood Association, the Applicant decided to revise the Project design to allow development at a density that would financially support paved streets, pedestrian amenities, and quality site-built homes.
5. On October 22, 2020, the Governing Body held a public hearing to consider three cases related to the Project: (1) Case #2020-2273, in which the Applicant asked the Governing Body to amend the "Applicant Undertakings" in Case #2012-104 to accommodate the revised Project design; (2) Case #2020-2274, in which the Applicant sought R-5 zoning for 4701 Rufina Street; and (3) Case #2020-2287, in which the Applicant sought R-6 zoning for 4702 Rufina Street.
6. In Case #2020-2273, the Applicant asked the Governing Body to remove the requirement in Applicant Undertaking #2 to develop 4262 Agua Fria Street "consistent with R-3 zoning, notwithstanding that it is zoned R-5," and to strike the portion of Applicant Undertaking #3 that required the Applicant "to propose . . . three base-course lot access driveways, each serving eight lots."
7. At the October 22, 2020 hearing, the Governing Body, Staff, and the Applicant discussed the Applicant's plan to build site-built housing on the Properties, as requested by neighbors, including the Las Acequias Neighborhood Association.
8. At the October 22, 2020 hearing, the Applicant's attorney proposed to 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, and the Applicant and the Applicant's Agent volunteered to do so.
9. At the October 22, 2020 hearing, the Governing Body, Staff, and the Applicant discussed the request by the Las Acequias Neighborhood Association for a continuous block wall running the length of the development, including whether the request was financially feasible and whether a wall might lead to property line disputes with the many homeowners bordering the property, and the Governing Body found that the wall construction issue should be further examined and resolved by the Planning Commission at the subdivision approval stage.
10. At the October 22, 2020 hearing, the Governing Body approved the request in Case #2020-2273 to remove Applicant Undertaking #2 and the portion of Applicant Undertaking #3 that required the Applicant "to propose . . . three base-course lot access driveways, each serving eight lots."
11. At the October 22, 2020 hearing, the Governing Body added a new Applicant Undertaking proposed by the Applicant as follows: "Prior to recordation of a final subdivision plat, 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 at 4262 Agua Fria Street and 4701 and 4702 Rufina Street."

12. At the October 22, 2020 hearing, the Governing Body approved the rezoning requests in Case #2020-2274 and Case #2020-2287.
13. On November 10, 2020, the Governing Body adopted Findings of Fact and Conclusions of Law, recorded as Items #20-0633, #20-0634, and #20-0635, to reflect its decisions.
14. On January 7, 2021, the Commission voted to approve the preliminary subdivision plat for the Property, subject to certain conditions of approval and technical corrections recommended by City staff (Case #2020-2897 and Case #2020-2915).
15. On January 7, 2021 the Commission adopted written Findings of Fact and Conclusions of Law reflecting its decisions, which were recorded as Items #21-0020 and #21-0013.
16. Pursuant to SFCC Sections 14-2.3(C)(1) and 14-3.7(B)(4)(e), the Commission has the authority to review and approve or disapprove final subdivision plats.

General

17. 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.
18. 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.l(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)-(l)].
19. A pre-application conference was held on January 10, 2019 in accordance with SFCC Section 14-3.l(E).
20. Pursuant to SFCC Section 14-3.1(H)(1), notice of the ENN meeting was properly given.
21. Pursuant to SFCC Section 14-3.1(F), a virtual ENN meeting was held via Zoom on June 1, 2020. The 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.
22. 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.
23. Staff recommended that the Commission should approve the final subdivision plat, subject to certain conditions (the Conditions) and technical corrections set out in the Staff Report and exhibits.

Final Subdivision Plat

24. SFCC Section 14-3.7(B) establishes certain procedures for final 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).
25. After a preliminary subdivision plat has been approved, SFCC Section 14-3.7(B)(4)(b) requires the Applicant to submit a final plat prepared by a professional land surveyor, together

with improvement plans and other specified supplementary material and in conformance with the standards of SFCC Section 14-9 (Submittal Requirements).

26. Pursuant to SFCC Section 14-3.7(B)(4)(a), the Commission finds that the final plat conforms substantially to the preliminary plat as approved.
27. 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 final subdivision plat.
28. 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, water courses, or historical sites. Archaeological clearance for this project was obtained in 2013. There is minimal vegetation on the site, and there are no historical sites other than a dry acequia. A 20' wide Cultural Properties Easement between Lots 19 and 20 on Tract C-1 will preserve the historic dry acequia that runs across the site.
29. 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. The land is suitable for residential development of similar density to surrounding neighborhoods. A 20' wide Cultural Properties Easement between Lots 19 and 20 on Tract C-1 will preserve the historic dry acequia that runs across the site.
30. 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.
31. 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.

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.

Final Subdivision

2. The Commission has the authority to review and approve the final subdivision plat subject to conditions.
3. The Applicant met the applicable Submittal Requirements.
4. The final 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 final subdivision plat approval have been met.

WHEREFORE, IT IS ORDERED ON THE 1st DAY OF APRIL 2021 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE:

Considering the foregoing findings and conclusions, the Commission approves the final subdivision plat for the Project, subject to the Conditions and the technical corrections set forth in the Staff Report and exhibits. The final subdivision plat shall expire three years after issuance of this final action unless the plat is filed for record with the county clerk or an extension is granted pursuant to SFCC Section 14-3.19(C).

Brian Gutierrez
Chair

Date

FILED:

Kristine Bustos-Mihelcic
City Clerk

Date

APPROVED AS TO FORM:

Sally A. Paez
Assistant City Attorney

April 1, 2021
Date

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

Case #2021-3183
4702 Rufina Street; Aguafina Final Subdivision Plat

Owner's/Applicant's Name- Aguafina Development, LLC
Agent's Name- Liaison Planning Services, Inc.

THIS MATTER came before the Planning Commission (Commission) for hearing on April 1, 2021 (Hearing) upon the application (Application) of Liaison Planning Services, Inc., as agent for Aguafina Development, LLC (Applicant).

The Application pertains to a property located at 4702 Rufina Street totaling approximately 2.42 acres (Property). The Applicant requests approval of a final subdivision plat for 18 residential lots (Project). The Property is zoned R-6 (Residential-six dwelling units per acre).

In related Case #2021-3177, the Applicant requests approval of a final subdivision plat for 43 residential lots at 4262 Agua Fria Street and 4701 Rufina Street, totaling approximately 9.05 acres. The Properties are zoned R-5 (Residential-five dwelling units per acre). Although they have separate case numbers, the Applicant presented these related cases to the Planning Commission for review as a single subdivision pursuant to a condition placed on the property in a prior rezoning case, Case #2012-104, as reaffirmed in Case #2020-2273 (see background section below for more information).

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

FINDINGS OF FACT

Background

1. On March 13, 2013, the Governing Body approved a rezoning of 4701 and 4702 Rufina Street, totaling approximately 5.89 acres, from R-1 (Residential – one dwelling unit per acre) to R-3 (Residential – 3 dwelling units per acre), subject to the conditions of approval recommended by staff and additional conditions that the previous owner agreed to at the hearing, which were enumerated in the Findings of Fact and Conclusions of Law, filed by the City Clerk as Item #13-0191 (Case #2012-104). 4262 Agua Fria was already zoned R-5 and was not included within the rezoning application for Case #2012-104.
2. The additional conditions agreed to at the 2013 hearing, referred to as "the Applicant Undertakings," formalized the previous owner's offer to: (1) submit any request for subdivision and/or development plan approval for 4701 and 4702 Rufina Street and the adjacent parcel (4262 Agua Fria Street) as a single application; (2) develop 4262 Agua Fria Street consistent with R-3 zoning, notwithstanding that it is zoned R-5; (3) not request to use Powerline Road as a primary or secondary access for new development at 4262 Agua Fria

Street, 4701 Rufina Street, or 4702 Rufina Street, but to propose instead three base-course lot access driveways, serving eight lots each; and (4) grant an easement to Abe and Kathleen Tapia and their successors across 4262 Agua Fria Street to permit them to access Powerline Road.

3. The previous owner submitted an application for a subdivision that met the conditions described as "the Applicant Undertakings." That application went through a series of hearings and was ultimately approved; but the subdivision was never recorded, and the approval expired.
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8. At the October 22, 2020 hearing, the Applicant's attorney proposed to 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, and the Applicant and the Applicant's Agent volunteered to do so.
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13. On November 10, 2020, the Governing Body adopted Findings of Fact and Conclusions of Law, recorded as Items #20-0633, #20-0634, and #20-0635, to reflect its decisions.
14. On January 7, 2021 the Commission voted to approve the preliminary subdivision plat for the Property, subject to certain conditions of approval and technical corrections recommended by City staff (Case #2020-2897 and Case #2020-2915).
15. On January 7, 2021, the Commission adopted written Findings of Fact and Conclusions of Law reflecting its decisions, which were recorded as Items #21-0020 and #21-0013.
16. Pursuant to SFCC Sections 14-2.3(C)(1) and 14-3.7(B)(4)(e), the Commission has the authority to review and approve or disapprove final subdivision plats.

General

17. 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.
18. 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.l(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)].
19. A pre-application conference was held on January 10, 2019 in accordance with SFCC Section 14-3.l(E).
20. Pursuant to SFCC Section 14-3.1(H)(1), notice of the ENN meetings was properly given.
21. Pursuant to SFCC Section 14-3.1(F), a virtual ENN meeting was held via Zoom on June 1, 2020. The 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.
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Final Subdivision Plat

24. SFCC Section 14-3.7(B) establishes certain procedures for final 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).
25. After a preliminary subdivision plat has been approved, SFCC Section 14-3.7(B)(4)(b) requires the Applicant to submit a final plat prepared by a professional land surveyor, together with improvement plans and other specified supplementary material and in conformance with the standards of SFCC Section 14-9 (Submittal Requirements).

26. Pursuant to SFCC Section 14-3.7(B)(4)(a), the Commission finds that the final plat conforms substantially to the preliminary plat as approved.
27. 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 final subdivision plat.
28. 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, water courses, or historical sites. Archaeological clearance for this project was obtained in 2013. There is minimal vegetation on the site, and there are no historical sites other than a dry acequia. A 20' wide Cultural Properties Easement between Lots 19 and 20 on Tract C-1 will preserve the historic dry acequia that runs across the site.
29. 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. The land is suitable for residential development of similar density to surrounding neighborhoods. A 20' wide Cultural Properties Easement between Lots 19 and 20 on Tract C-1 will preserve the historic dry acequia that runs across the site.
30. 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.
31. 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.

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.

Final Subdivision

2. The Commission has the authority to review and approve the final subdivision plat subject to conditions.
3. The Applicant met the applicable Submittal Requirements.
4. The final 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 final subdivision plat approval have been met.

WHEREFORE, IT IS ORDERED ON THE 1st DAY OF APRIL 2021 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE:

Considering the foregoing findings and conclusions, the Commission approves the final subdivision plat for the Project, subject to the Conditions and the technical corrections set forth in the Staff Report and exhibits. The final subdivision plat shall expire three years after issuance of

this final action unless the plat is filed for record with the county clerk or an extension is granted pursuant to SFCC Section 14-3.19(C).

Brian Gutierrez
Chairperson

Date

FILED:

Kristine Bustos-Mihelcic
City Clerk

Date

APPROVED AS TO FORM:

Sally A. Paez
Assistant City Attorney

April 1, 2021
Date

City of Santa Fe, New Mexico

Exhibit B

Development Review Team

1. ADA Site Review
2. Water Review
3. Landscape Review
4. Compiled Technical Corrections

DEVELOPMENT REVIEW TEAM

COMMENT FORM

Date: 02/19/2021

Staff person: Jason M. Kluck

Dept/Div: Land Use – ADA Site Review

Case: **Case #2021-3177 & 3183 Agua Fina – Final Subdivision Plat**

Tract B, C-1 & C-2 in Section 6, T16N R9E, Santa Fe, New Mexico

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:
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.	Prior to construction permit application

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 2015 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.	

ADA parking space and aisle striping shall comply with 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. 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.	

Technical Corrections*:	Must be completed by:
1. Dead end sidewalks within the subdivision shown with no provision for continuous accessible route. (Provide signage at closest intersection with accessible connection indicating "Accessible Route Ends Ahead" or "No Accessible Route" and provide detour at 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 (2) standard and (1) van accessible on-street parking spaces, aisle and signage grouped with other provided on-street parking spaces and dispersed throughout the subdivision. On-street guest parking is 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.	Prior to recording

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. 3. Provide final subdivision documents for review graphically demonstrating compliance with all applicable ADA regulations. 4. Provide Design Professional Seal and signature with date signed on all drawing sheets.	

*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: As noted above.

Explanation of Conditions or Corrections (if needed): N/A

City of Santa Fe
Land Use Department
Water Offset Assessment

Date	02/23/21
Name of Applicant	Aquafina Subdivision(Dolores Vigil)
Contact Phone #	505-920-6839
Project Address	4701- 4702 Rufina Street 4262, Agua Fria Street Santa Fe NM, 87507
Project Description	Residential Subdivision
Water Offset Requirement	8.32 building +0.45 landscaping +9.8% Contingency =9.13AFY @$153,744
Cost	$153,744.00
Assessed by:	Patricio Pacheco

*****Water Offset Requirements must be met before this building meter is issued***

Development Review Team

Comment Form

Date: 02/24/2021

Staff person: Lawrence Rivera

Dept. /Div.: Land Use/Terrain Management – Landscape/Irrigation Review

Case: **Case #2021-3177. 4262 Agua Fria Street and 4701 Rufina Street Aguafina Final Subdivision**

Case Mgr.: Lee Logston, AICP

Review by this division/department **of the 02/13/2021 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
All street tree varieties shall come from the City of Santa Fe Narrow and Upright Trees Recommended for Medians and Other Restricted Spaces tree list.	
Temporary Erosion Control Plan, Please remove all reference to 9 inch waddle sock or waddles from the plan, City staff prefer silt fencing.	
Base course shall be untreated natural aggregate.	

*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 #2021-3177 & 2021-3183
Aguafina Final Subdivision

TECHNICAL CORRECTIONS	Department	Staff
1. All street tree varieties shall come from the City of Santa Fe Narrow and Upright Trees Recommended for Medians and Other Restricted Spaces tree list. 2. Temporary Erosion Control Plan, Please remove all reference to 9 inch waddle sock or waddles from the plan, City staff prefer silt fencing. 3. Base course shall be untreated natural aggregate.	Land Use/Terrain Management/Landscape	Lawrence Rivera
1. Dead end sidewalks within the subdivision shown with no provision for continuous accessible route. (Provide signage at closest intersection with accessible connection indicating "Accessible Route Ends Ahead" or "No Accessible Route" and provide detour at temporary inaccessible routes.) 2. 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 (2) standard and (1) van accessible on-street parking spaces, aisle and signage grouped with other provided on-street parking spaces and dispersed throughout the subdivision. 4. Provide final subdivision documents for review graphically demonstrating compliance with all applicable ADA regulations. 5. Provide Design Professional Seal and signature with date signed on all drawing sheets. 6. See ADA DRT Memo for general On-Site and Off-Site Public ROW ADA Compliance Requirements.	Land Use/ADA Site	Jason Kluck

City of Santa Fe, New Mexico

Exhibit C

Maps and Photos

1. Future Land Use Map
2. Current Zoning Map
3. Aerial Photo
4. Google Views

Exhibit C1: Future Land Use Map

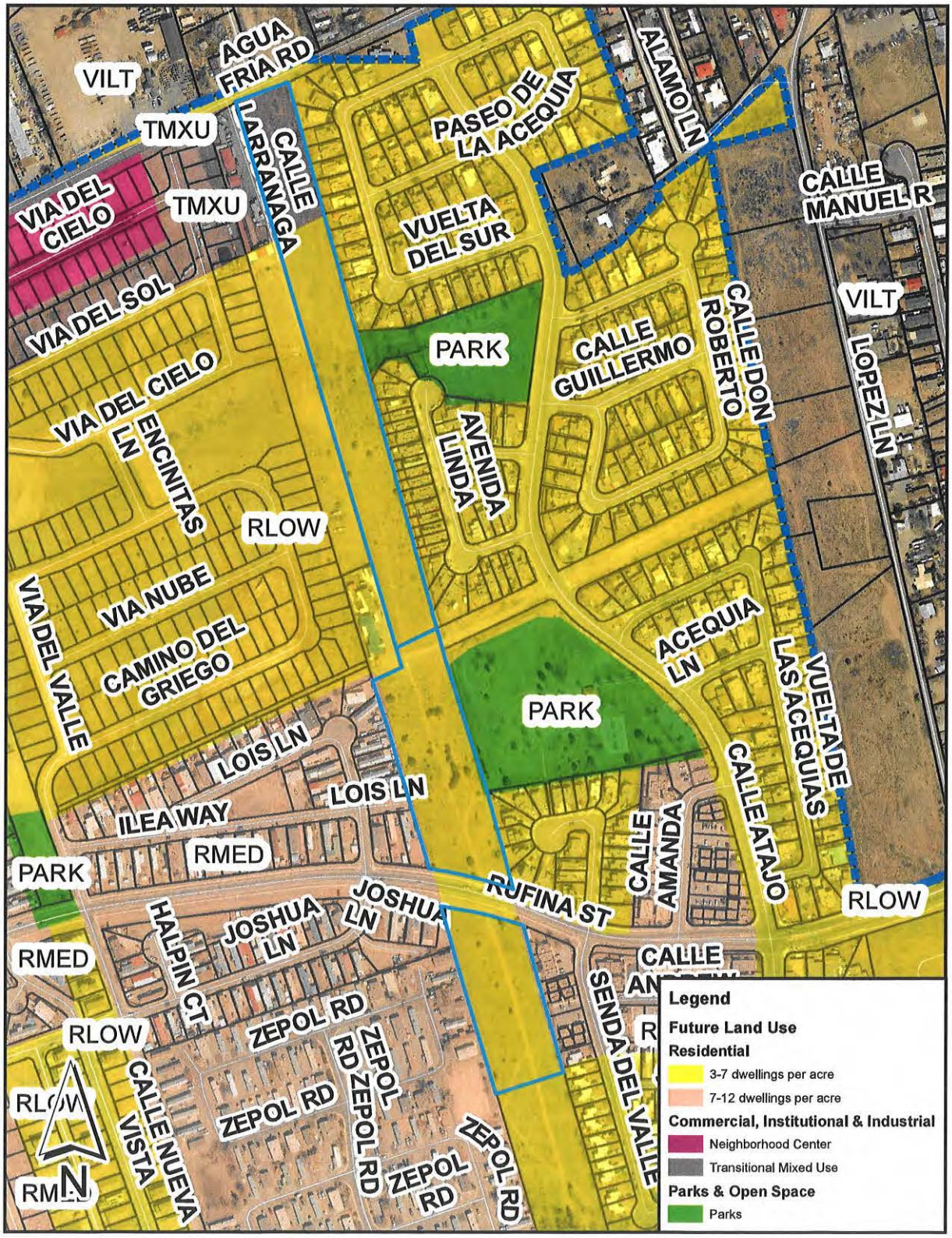


Exhibit C2: Current Zoning Map

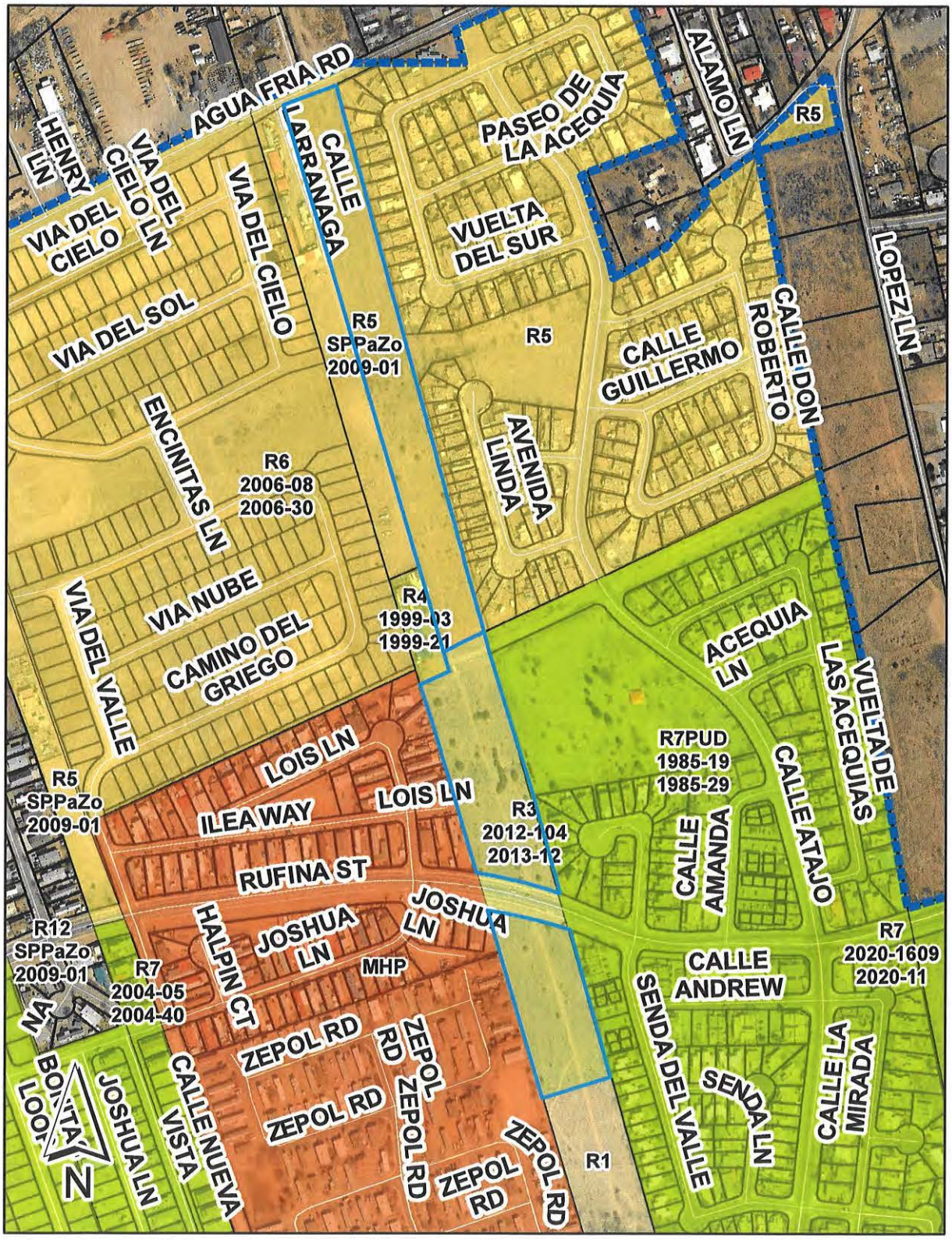


Exhibit C3: Aerial View

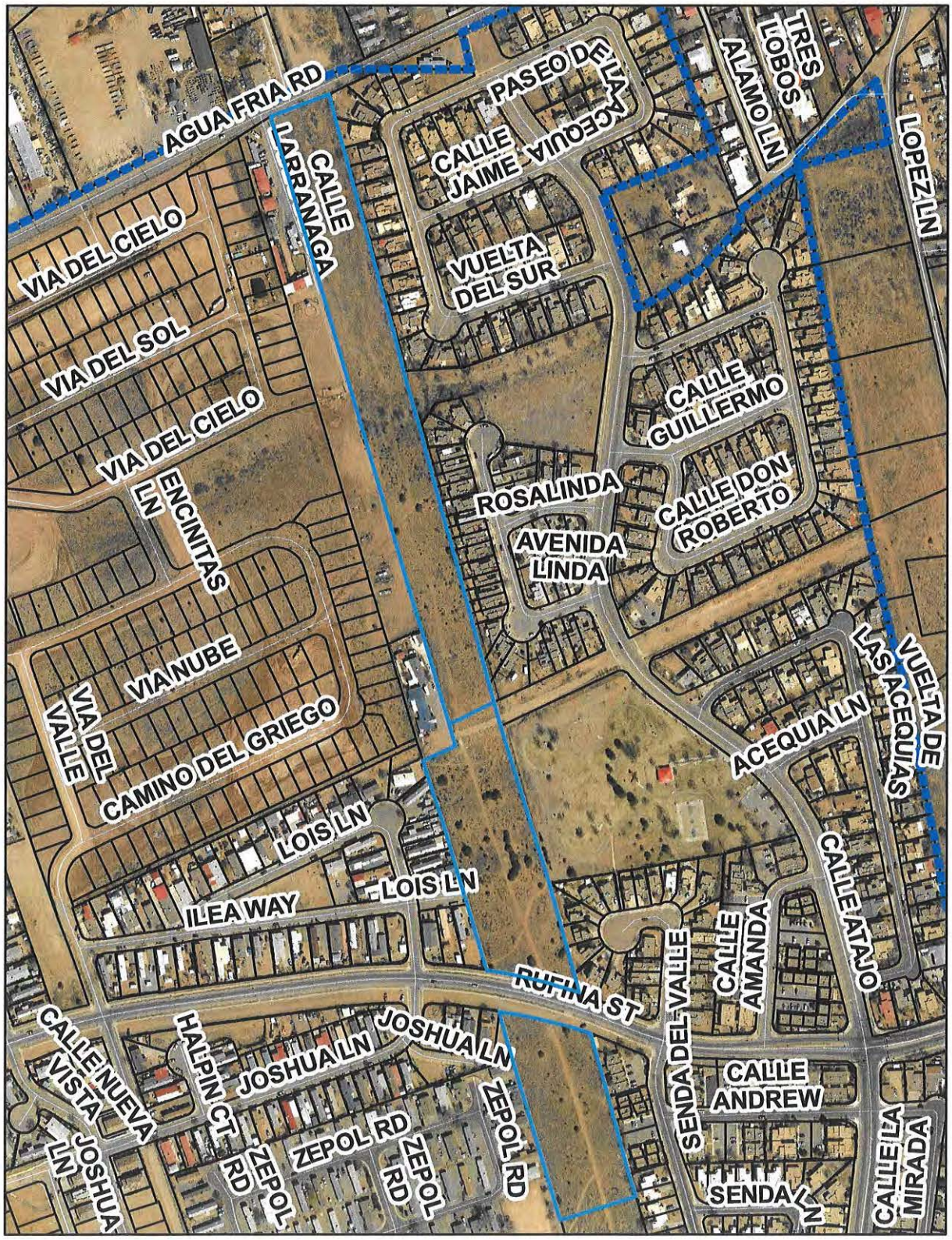


Exhibit B4: Google Aerial Views

Tract C-1



Looking west over Las Acequias Park



Tract B-1 (left) and Tract C-2 (right)



Tract B-1 (lower) and Tract C-2 (upper)



City of Santa Fe, New Mexico

Exhibit D

1. Agua Fria Village Letter
2. Agua Fria Village Association Resolution 2021-04
3. Pages from 1999 ATRF Report

Agua Fria Village Association

2073 Camino Samuel Montoya
Santa Fe, NM 87507

January 5, 2020

Honorable Mayor Alan Webber

Honorable Council Members
City Clerk Yolanda Y. Vigil, CMC
City of Santa Fe
P.O. Box 909
Santa Fe, N.M. 87504-0909

Dear Mayor and Councilors:

The Agua Fria Village Association (AFVA), on behalf of the Agua Fria Village Traditional Historic Community (THC), and the County-designated Community Organization, have long called for comprehensive planning along the Rufina Street corridor. It is time for the City of Santa Fe to bring this planning to reality.

City of Santa Fe Land Use Case #2019-1147 and 1148, 3420 Rufina Street General Plan Amendment and Rezoning were heard at the City Planning Commission meeting of December 5, 2019---and brought to light the piecemeal development of Rufina Street and the need for a cohesive plan for the area. Planning Commissioners admitted this fact and called on the City Council to address it. But stopped short of mandating this desire to the City Council.

Comments from Anna Hansen for the City Planning Commission meeting of December 5, 2019:

"The Rufina Corridor is the perfect opportunity for City and County to work together from Richards to Lopez Lane area, which is in the County. We need joint ideas that will be mutually beneficial for both City and County; and in fact help the landowners. Commissioner Hansen is looking forward to a formal dialogue like we did in the example West Santa Fe River Corridor Plan (WSFRCP) area (La Joya Road to Siler Road).

In the Commissioner's thinking she says she recognizes the Rufina Corridor needs this same level of attention and could be a model for other areas of the Southwest Sector that need government assistance in land use and planning." She had the BDD meeting tonight and could not attend.

In 1974, Bob Padilla from Lopez Lane served as the Chairperson of the City of Santa Fe's *Southwest Sector Plan*, and he was joined by another over twenty residents of Agua Fria on the planning committee. The premise of the Plan was that a new road would be built on top of the City of Santa Fe's 1960 Sewer Trunk Line that would later be called Rufina Street. The Plan was well distributed in the Agua Fria area to get landowner's buy-in. The lands south of the future street really hadn't had much water from the acequia since 1945, so that when the City promised that the unproductive farmlands south of a newly planned street called Rufina Street[i] would be zoned "commercial" and would be able to generate income for them. Agua Fria residents greatly supported this idea. The Plan

was also adopted as an amendment to the *1974 Santa Fe Urban Area General Plan*. The population of Agua Fria identified in the report was 680 people and included approximately 250 homes.

A 1978 Planning Update by the City reinforced the need for a four-lane Rufina Street with commercial zoning on the south side to alleviate the congestion on four-laned Cerrillos Road and raise revenue for city coffers.

In 1982, the Santa Fe City Council approved annexation of approximately 1,000 acres of the Southwest Sector in 1982 after a proposal by City Councilor Eluid Martinez. The annexation area was from Agua Fria Road to Airport Road and Cerrillos Road to the south, excluding the Agua Fria Traditional Community as identified in the County 1980 General Plan. The annexation area included a significant portion of the current Village of Agua Fria Traditional Historic Community. The City subsequently received approval from the Governor-appointed Municipal Boundary Commission (MBC) in 1983 to annex the area after a public hearing in front of the MBC. The City advertised the plans for the newly annexed area as: 66 feet for a four-laned Rufina Street, with set back lines of 15 feet on each side or a total width of 99 feet. Commercialization of the area south of Rufina was planned.

City General Plan of 1999 mentioned that Rufina Street still had not been built and yet the Right of Way had been purchased in 1985. Then in 2000, Alarid and Associates, L.L.C. Surveyors and engineers ("REPRESENTATIVE OF THE CITY OF SANTA FE"), sent letters dated March 27, 2000 to land owners. The last paragraph states: "*If your property Extends both north and south of the existing right-of-way, a driveway will be allowed at both locations.*" No indication of a median or other traffic control devices were inferred because no plans existed yet for it. So at the very beginning of the roadway there was no planning.

Agua Fria residents were invited by the City of Santa Fe to the *Southwest Sector Community Area Master Plan* planning process in 2003. Twelve of the 32 Steering Group members were from Agua Fria Village. Over 145 people participated or issued testimony to the steering group. The final report was issued on June 14, 2005. The official position of the Agua Fria Village Association was presented several times to the Steering Group but never quite articulated in the written plan.

The Regional Planning Authority (a body set out in state statute) was presented ideas about annexation and planning for the Rufina area, but nothing was official done, and the group stopped meeting in February 2009.

The City, pushed by Councilor Miguel Chavez, initiated annexation hearings for 19 (consolidated to 18) areas in 2008. These hearings continued until the annexation was completed in 2012. As a part of these hearings, residents of the potential annexed areas were given meetings with city staff under the leadership of planner Greg Smith. The idea was to let residents know how they might access city sewer and water services and what type of road requirements they might have given any development proposals they might bring forth. All parcels would enter the City as a R-1 zoning designation. Then any changes would be crafted as a development proposal and be sent to the City Planning Commission for a vote before it was accepted onto the General Plan map. When the City annexation occurred, it took County lands that were presumed to be vacant (and to remain that way for quite some time), right into a City Zoning system that promotes more urban densities but yet has no master plan for how these lands should be developed or regulated. It created a "No Man's Land" where anything was possible and the surrounding neighbors and neighborhoods where held in jeopardy of losing their quality of life. It established a system of "first come, first served" with the residents not coming forward with a increased zoning proposal holding the bag for future costs.

Over the course of time, developers have come forward with proposals like Purple Horizons (near Home Depot), Agua Fina and the Pacheco gas station at the corner of Lopez Lane and Rufina Street. Each one shot down as the traffic and utility concerns were unaddressed. There is even the need for the Agua Fria Community Water Association to pass a water line on the North side of Rufina street. Former City Public Works Director Isaac Pino and John Romero called for a "Gap Plan" to look how traffic should be addressed on one of the city's major unimpeded arterials. Who would foot the bill for required improvements? Turning bays and islands would greatly reduce the traffic handling capabilities of the street. They pointed to a lack a of planning.

We in Agua Fria Village had the promise of a Rural Residential Protection Zoning District from the City of Santa Fe (*Ordinance #2009-18*) coming out of the 2009 *Settlement Annexation Agreement* and the former Regional Planning Authority. Recognizing that Rebecca Wurtzberg and Frank Katz, and Virginia Vigil and Steve Ross have all left the scene; there still has to be some continuity of policy. Unless enforced by lawsuit. Further, there were to be "Transition Zones" and buffer zones around Agua Fria Village with the 2006 *Southwest Sector Plan* that we spend three years crafting. How does this No-Man's Land approach of the City adhere to all of these former formal legal and policy arrangements?

In 2015, the AFVA wrote Mayor Javier Gonzales about the Gap Plan and the general disrepair of the City-built fences on Rufina Street. Then in 2018-19, former City Planning Commissioner Justin Greene, called for an initiative to beautify the Rufina Street corridor since it is a gateway approach to the City of Santa Fe.

We respectfully request the City Council to request City staff to study the entire Rufina Street corridor and do a master plan for it. The continued practice of piecemeal approval of developments without having a long range plan will have the last few land owners holding the bag whenever there is no other big developers to shoulder the costs of the needed road, sewer and water improvements. John Romero called it a "Gap Plan" filling the gap where City, County and Land Owner could not pay for the improvements.

Given the above information it is in the best interests of City Government, Santa Fe County, and the Citizens of the entire City, the immediate neighbors to develop planning for the Rufina Street area.

Sincerely,

William H. Mee

William Henry Mee, President AFVA
(505) 473-3160
WilliamHenryMee@aol.com

Mayor Alan Webber: mayor@santafenm.gov

Dist 1: Councilor Sig Lindell < Silindell@santafenm.gov>
Dist 1: Councilor Renee Villarreal < rdvillarreal@santafenm.gov>
Dist 2: Councilor Michael J. Garcia < michael4santafe@gmail.com >
Dist 2: Councilor Carol Romero Wirth <cromero-wirth@santafenm.gov, >
Dist 3: Councilor Roman "Tiger" Abeyta <rrabeyta@santafenm.gov>

Dist 3: Councilor Christopher M. Rivera < cmrivera@ci.santa-fe.nm.us>
Dist 4: Councilor Jamie Cassutt-Sanchez <JamieCassuttSanchez@gmail.com>
Dist 4: Councilor Joanne Vigil Coppler < jvcoppler@santafenm.gov >

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cdGonzales <cdGonzales@comcast.net>; Catherine Baca <catbaca32@gmail.com>; Gilda Montano <gjmontano9@gmail.com>; Mel "Rubel" Gallegos <melrubel@gmail.com>; Lois Mee <loisbmee@aol.com>; Agua Fria Community Water Association, AFCWA@msn.com, Anna C. Hansen <ahansen@santafecountynm.gov,>; Lorene Mills <LCarpMills@aol.com,>; Katherine Miller, kmiller@santafecountynm.gov; Rick Martinez, morgmartinez@yahoo.com; Daniel Chacon, dchacon@sfnewmexican.com; Danielle Prokop, dprokop@sfnewmexican.com; Donna Wyant (City Planning Commission), djwynant@ci.santa-fe.nm.us; Fabian Trujillo, Las Acequias Neighborhood Association President, fabulousfabs13@yahoo.com; Sandra Pacheco (micstina@gmail.com); Justin Greene (contactjustin@yahoo.com); Joseph Annon (jaannon@msn.com); tamaralichtenstein@gmail.com; Paul Duran <paulduran777@gmail.com>;

[i] According to Rita Gurule, RN, the granddaughter of Jose Lino Montoya (1830-1916), a resident of Agua Fria Village, the road is named after Rufina Montoya his sister.

AGUA FRIA VILLAGE COMMUNITY ORGANIZATION
RESOLUTION #2021-04

A RESOLUTION PROMOTING LONG RANGE PLANNING AND PROTECTING VILLAGE SOVEREIGNTY FROM EXTERNAL INTERFERENCE AND MUNICIPAL INCURSIONS

WHEREAS, Agua Fria Village and the Traditional Historic Community (THC) area need protection of the property rights of landowners and the community-at-large, by long range planning; and

WHEREAS, the Agua Fria Village is a historic farming community dating back to circa 1640; it was considered the bread basket to the City of Santa Fe. The Village evolved slowly with houses built close to dirt roads (meant for travel by horse and wagon) and to each other, so as to maximize the land for use in farming; which, given this, makes planning more difficult; and

WHEREAS, the Agua Fria Village residents went to the New Mexico State Legislature to request protection of their historic Village, and laws were passed, that became compiled into the statutes as 3-2-3 and 3-7-1.1 NMSA 1978 (1995); and

WHEREAS, Agua Fria Village was named a Traditional Historic Community (THC) by the Santa Fe County Board of Commissioners through Ordinance #1995-08 on September 15, 1995, because of its history of being a place of settlement established by a few families; and

WHEREAS, the Agua Fria Village Community Plan was approved by the Santa Fe County Board of Commissioners on July 11, 2006 as Resolution #2006-116, and in this plan the concept of protecting the cultural landscape and the sense of place, the *Querencia*, was established; and

WHEREAS, the participants in the Community Plan, at that time in 2003-2006, discussed the issue of preserving the historical significance of the area, including the archaeological sites and the Santa Fe River, and established this as a key point of long range planning; and

WHEREAS, a separate component of the "protection" element in long range planning is that the Agua Fria roadway is the original alignment of *El Camino Real de Tierra Adentro* and was designated by the U.S. National Park Service as a "National Historic Trail" in 1996. Because of this designation, the paving of furthest west part of Agua Fria Street going into Airport Road, was prevented in the late 1990's. The roadway and the Village itself were nominated by the N.M. Historic Preservation Division as one of the ten most "Endangered Places" in New Mexico, in 1997. A County Proclamation was signed on September 25, 2012, recognizing that *El Camino Real de Tierra Adentro en Los Estados Unidos de Mexico* was

proclaimed by the United Nations Educational Scientific and Cultural Organization (UNESCO) as a "World Heritage Route" in recognition of its contribution to the cultural patrimony of the world as a route of trade, cultural exchange and interaction amongst peoples. In addition, the American portion of *El Camino Real de Tierra Adentro* was nominated by the U.S. National Park Service to UNESCO, so that cutting into the roadway requires an archaeological clearance; and

WHEREAS, the residents of Agua Fria Village are generally of limited income and do not want the expense of higher property taxes and increased traffic from City development and expansion; and

WHEREAS, the sovereignty of the Traditional Historic Community area is established by State statute and the purpose of the THC designation is to preserve Agua Fria Village; and

WHEREAS, the Agua Fria Village Association was named by the Santa Fe County Commission as a "Community Organization" by Resolution #2017-67 on June 27, 2017, giving it expanded planning powers; and

WHEREAS, the 2012 abandonment of the Regional Planning Authority required under State statute and the piecemeal annexation by the City of Santa Fe, has led to the lack of long range planning; and

WHEREAS, the City of Santa Fe's refusal to honor the Arterial Roads Task Force planning, the Southwest Sector Plan and City Resolutions to create a buffer zone around the THC area, all threaten the existence of Agua Fria Village; and

WHEREAS, the failure to update the City of Santa Fe General Plan of 1999 abdicate the precepts of orderly planning; and

WHEREAS, the City of Santa Fe's insistence of creating a "Grid Network" of streets that intrude into the THC by forcing traffic here, endangers the safety of Agua Fria Village residents and threatens the historic treasures in the Village; and

WHEREAS, the Agua Fria Village Association and the Traditional Historic Community area want to provide its residents with long range planning to protect them from external interference and municipal incursions.

NOW, THEREFORE, BE IT RESOLVED, that we, Elected Officers and Board of Directors of the Agua Fria Village Association (AFVA) of Santa Fe County, and its membership, do hereby recognize the need for long range planning and increased City-County cooperation and consistent implementation of plans, legal agreements, Resolutions and Ordinances already agreed upon. Further, the AFVA calls on Santa Fe County for assistance in bringing the City of Santa Fe back into the Regional Planning Authority, whereby, Agua Fria Village, the La Cienega Valley Association, Tesuque Pueblo and the Tesuque Village THC are included (the entities required by statute to be a part of a extraterritorial planning area).

Additionally, that Santa Fe County assist the AFVA in creating a Regional Water Authority that can settle the Adjudication (Anaya versus City of Santa Fe), water rights, and other water issues being addressed by the Santa Fe River Traditional Communities Collaborative. Also, that the Santa Fe County Transportation Advisory Committee investigate the removal of the "Primary Arterial" designation of Agua Fria Street and it's re-designation as a new category designation of "Historical Arterial", which would meet the traffic levels of an Arterial, but introduce the concept that a road's historical nature take precedence or be equally as important in transportation planning.

APPPROVED, ADOPTED AND PASSED THIS 2nd day of March, 2021.

APPROVED AS TO FORM AND PURPOSE FOR THE BOARD OF DIRECTORS:

ATTEST:

William H. Mee, President

Gilda Montaño, Secretary

SANTA FE EXTRATERRITORIAL ZONING AUTHORITY

Arterial Roads Task Force

Recommendations for Santa Fe's Urban and Extraterritorial Future Roads Plans

FINAL REPORT

PART II.

DETAILED RECOMMENDATIONS

May 3, 1999

FOREWORD

The arterial roads plan currently in effect for the Santa Fe Extraterritorial Zone ("EZ Plan92") was adopted in December 1992. At that time, the Extraterritorial Zoning Authority -- recognizing the eventual need for future revisions and responding to concerns regarding the impacts of planned roads on existing neighborhoods and communities -- commissioned an Arterial Roads Task Force (ARTF) to carry out a citizens' review of the region's road plans and to propose amendments to those plans when next revised.

The Task Force was directed to

- Reconcile the region's transportation needs with the need to protect existing neighborhoods and communities and

- Reconcile differences among the arterial roads component of EZ Plan92, the City's General Plan, and the region's emerging development patterns.

In May 1993, the Task Force convened the first of more than 30 public meetings to review the region's road plans and to formulate recommendations for future consideration by Santa Fe's governing bodies. In the course of its review, the ARTF considered not only future roads prescribed by EZ Plan92 and the City's General Plan, but also numerous alternative roads suggested by Task Force participants. The Task Force also reviewed roads proposed by the City and County land use planning staffs.

On February 25, 1999, the Task Force concluded its review by adopting the recommendations set forth in this report.

This report, Part II of ARTF's Final Report, provides a detailed list of all recommendations adopted by the Task Force. Part I, in a separate document, provides a summary of the recommendations and discusses their background and rationale.

FINAL REPORT OF THE ARTERIAL ROADS TASK FORCE

PART II. DETAILED RECOMMENDATIONS

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The Task Force recommends

- That the Santa Fe region's future roads plans and transportation policies incorporate the following general principles and design concepts and
- That the region's ordinances and policies be revised as necessary to implement these principles and concepts.

Objectives of Santa Fe's Future Roads Plans

A.01 Central objectives of the region's future roads plans should be

(a) To enhance the safety, welfare, and convenience of area residents by providing road connections that link the various areas of the community;

(b) To remedy current traffic congestion of the region's existing communities and roadways;

(c) To anticipate and accommodate traffic likely to be generated by future development in a manner that preserves the quality of life of current residents, minimizes disruption of the region's existing communities, and minimizes congestion of the region's existing road network;

(d) To distribute traffic as evenly as possible among the region's existing and future through-roads; and

(e) To effectively coordinate road planning and the implementation of road plans across jurisdictional boundaries within Santa Fe County.

Character of Santa Fe's Future Roads Network

A.02 Santa Fe's future roads program should avoid concentrating traffic on a small number of large arterials. Instead, the network should be designed to fulfill the principles of "many small roads, neighborhood-friendly roads, pedestrian-oriented roads."

A.03 To achieve this end, all new roads (with the exception of the Santa Fe Bypass) shall be built as two-lane roads, with third lanes added only as necessary to provide turning lanes at congested intersections.

A.04 To remedy congestion on existing roads, traffic-calming measures and the construction of additional small roads should be implemented before road-widening, or creation of four+ lane roads, is considered.

Other Network Design Criteria

A.05 New roads should not bisect existing neighborhoods or traditional communities.

A.06 Roads shall be designed to safely accommodate pedestrian, bicycle, and (in rural areas) equestrian travel.

A.07 Roads shall be designed to minimize the impact of vehicle lights, roadway lighting, and road noise on adjacent neighborhoods and existing homes.

A.08 The design of new roads in the vicinity of existing neighborhoods shall incorporate traffic-calming measures such as (but not limited to): incorporation of T-intersections, provision for on-street parking, vegetative screening between sidewalks and roadways, and the curving of roads. Straight-through road designs should be avoided.

City of Santa Fe, New Mexico

Exhibit E

Applicant Materials

1. Application Letter
2. Santa Fe HOMES Proposal
3. Traffic Impact Analysis Summary
4. HOA Covenants
5. Proposed Subdivision

LIAISON Planning Services Inc.

P.O. Box 1835 Santa Fe, NM 87504 (505) 920-6839 liaisonplanning@gmail.com

February 15, 2021

Lee Logston, Senior Land Use Planner
City of Santa Fe Planning Division
P.O. Box 909
Santa Fe, NM 87504-0909

LETTER OF INTENT

Re: Aguafina Subdivision Final Plat Application
4701 Rufina Street, 4702 Rufina Street, 4262 Agua Fria Street Santa Fe, NM

Dear Lee,

On behalf of Aguafina Development LLC, please accept this application as a formal request to review and approve a Final Subdivision Plat for a 61-lot residential subdivision located at the above referenced addresses on three parcels: Tract C-1, 5.61 Acres ± (4261 Agua Fria St.), Tract C-2, 3.44 Acres ± (4701 Rufina St.) and Tract B-1, 2.42 Acres ± (4702 Rufina St.). Tract C-1 and C-2 are zoned R-5 (5 dwelling units per acre), and Tract B-1 is zoned R-6 (6 dwelling units per acre).

Tract C-1 is located south of Agua Fria, west of Las Acequias Subdivision and east of Calle Larranaga. Tract C-2 is north of Rufina St., west of Las Acequias Subdivision and east of Lois LN. Tract B-1 is located south of Rufina St., west of Las Acequias Subdivision and east of Joshua LN.

Enclosed is the Final Subdivision Plat and all appropriate documentation for your review and approval.

Project Description:

Lots 1-28 are proposed on Tract C-1 (5.612 ± acres), lots 29-46 on Tract C-2 (3.44 ± acres) and lots 47-61 on Tract B-1 (2.42 acres ±) a total of 11.47 acres ±. The properties are vacant tracts zoned R-5 through R-6 as indicated on the enclosed site plan. Each lot ranges in size no less than the 4,000 square foot minimum. The proposed lots meet and exceed current zoning standards for minimum lot size.

Open space on Tract A (8,635 s.f.) will be used for landscaping and ponding purposes. Tract B (8,048 s.f.) will be utilized for emergency access through Powerline Road via gate with option controls and will provide access to 1152 Calle Atajo. Tract C will be designated as a 10' pedestrian R.O.W. which will allow neighborhood connectivity. Tracts D, E and F will be designated open space in the amount of 7,206 s.f., as shown on the site plan. The 45' R.O.W. on Tract B-1 is designed to seamlessly connect with the proposed subdivision to the south.

The applicant perceives this development as an affordable housing subdivision. The homes are required to meet City standards. Each home will be ***stick built*** and constructed to meet all required development standards regarding height, setbacks, lighting, landscaping and lot coverage.

Santa Fe Home Program

As required, the applicant will enter into a contract with The City of Santa Fe Housing Opportunity Program. Pursuant to the provisions of the Santa Fe Homes Program, twelve (12) lots (20%) are identified as affordable and are as follows:

Tract C-1
Lots 2, 6, 12, 15, 21, 24

Tract C-2
Lots 29 , 31, 41

Tract B-1
Lots 49, 55, 58

Access

The subdivision will be accessed via three roadways, as described below:

- The fifteen lots on Tract B-1 will be accessed by Rufina Street from the north, ending in a hammerhead emergency turnaround that will be extinguished if the road is continued in the future. An existing 50' access and utility easement will be relocated to accommodate the proposed 45' R.O.W., with a 26' paved road to be named "Casa de Todos Lane" and dedicated to the City of Santa Fe.
- Tract C-2 will be accessed by a 45' R.O.W and asphalt road to be named "Aguafina Lane". The lane includes 12 on street parking spaces and landscaping (please see site plan).
- The twenty-eight lots on Tract C-1 will be accessed from Agua Fria by a 42' R.O.W., with a 26' paved road to be named "Aguafina Road" and dedicated to the City of Santa Fe. A hammerhead is proposed between lots 26 and 27 and will be utilized by the solid waste department. A 5' sidewalk and 5' planter is proposed on the eastside of the roadway. A 6' parking lane and 2' planter are proposed on the west side.
- Vehicular traffic is prohibited between lots 28- 29 and on Powerline Road. It will be dedicated and utilized for emergency access and an easement for the lot west of Tract B (see site plan).

Terrain Management

Tract B-1 slopes gently down from the southeast corner in a general west/northwesterly direction. Storm water from the roadway and lots will be collected in drainage swales on either side of the driveway, which terminate in two small detention ponds adjacent to Rufina Street. Similarly, Tract C-2 slopes gently in a westerly direction. Storm water from the driveway and the affordable lots will be collected in drainage swales on either side of the driveway, which terminate in two small detention ponds adjacent to Rufina Street.

The low point on Tract C-1 is in the middle of the parcel in an existing drainage corridor. This area will be preserved as open space and will serve as a detention pond for the roadway. Please see the attached Grading and Drainage Plan and Drainage Calculations Summary for further information.

All lots will be required to provide requisite storm water detention on-site and a note to the effect has been placed on the plat.

Water and Sewer

Water service will be provided via new 8" waterlines connecting to existing mains on Agua Fria and Rufina Street.

Water Budget:

Total # of Lots 61

Total # of Lots under 6,000 sq ft 35 x .15 = 5.25
Total # of Lots over 6,000 sq ft under 10,850 26 x .17 = 4.42
Total 9.67 acft/yr

Irrigation 1-2 years .47 acft/yr
3 and Beyond .40 acft/ yr

Total Irrigation Average .45 acft/yr

Total # of Affordable Lots = 12
12 x .15 = 1.8

9.67 acft/ yr
(+) .45 acft/ yr (Irrigation)
Total 10.12

- 1.8 (HOP)

Total 8.32

(+) .81 (9.8% Contingency)

9.13 Acre Feet Per Year

Accordingly. Retrofit and/or conservation credits will be provided and/or purchased to offset the demand.

Wastewater from lots 1-28 will tap into an existing sewer line on Agua Fria and an existing line at the north end of Tract C-2. Lots 29-43 will access the existing line on Rufina Street as shown on the attached Sanitary Sewer Details sheet.

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.

Landscaping

The property is sparse with very little vegetation. In order to enhance the beauty of each tract the applicant is proposing planting strips along the roadways, landscape buffers and open space along Rufina Street. The applicant will provide landscaping in accordance with development standards as indicated on the attached landscape plan. The plan illustrates where trees and shrubs will be located and how they will be maintained.

Dry Utilities:

Each lot will be serviced by electric and gas. A 7.5' typical utility easement has been noted on the enclosed Final Subdivision Plat. 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.

Archaeology

An archaeological survey of the property was performed, and a clearance permit was issued on June 6, 2013 (see attached). An historic acequia was identified on Tract C-1. Per the conditions of the permit, a 20' wide conservation easement has been added to the plat to protect the acequia.

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 an 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 o community; trees will be planted and maintained along the roadways and within the open space. A 20' wide Cultural Properties Easement between lots 19 and 20 will preserve the historic acequia that runs across the property.

(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 runaff 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. 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
Liaison Planning Services Inc.

Attachments: Application/ Archeological Clearance Permit / Drainage Calculations Summary/ Traffic Impact Analysis / Final Subdivision Plat
Legal Lot of Record / Site Plan / Landscape Plan / Engineered Drawings

City of Santa Fe
SANTA FE HOMES PROGRAM
PROPOSAL
"Aguafina Subdivision"
***4262 Agua Fria, 4701 Rufina, 4702 Rufina,* Santa Fe, New Mexico**

This Santa Fe Homes Program Proposal ("SFHP Proposal") is made this __ day of _____, 2020 by Aguafina Development LLC ("SFHP Developer").

RECITALS

A. SFHP Developer is the developer of Aguafina Subdivision hereinafter referred to as the "Property".

B. SFHP Developer desires to subdivide and 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 **preliminary** and **final development plan** approval.

2. The Property is to be developed as **61** **for-purchase home lots**.

B. SFHP PLAN. The project has an area of approximately **11.472** acres, zoned R-R-5 and R-6, permitting **5 and 6** dwelling units per acres. SFHP Developer proposes to build **61** **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 **12 affordable homes** and a fractional fee paid for **0.2 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 **$15,500** 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.

F. 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}

_____
Rudy Rodriguez Sr., Managing Partner

STATE OF NEW MEXICO)
)ss.
COUNTY OF SANTA FE)

ACKNOWLEDGEMENT

The foregoing instrument was acknowledged before me this __ day of _____, 2020, by _____.the {title} _____ of {entity} _____.

_____
NOTARY PUBLIC

My Commission Expires:

_____

REVIEWED BY:

_____ _11.19.20_____
Alexandra Ladd DATE
OFFICE OF AFFORDABLE HOUSING

Attach: Exhibit 1 - Subdivision layout/location map (proposed)
Exhibit 2 – Pricing/Fee Schedule

EXHIBIT 1

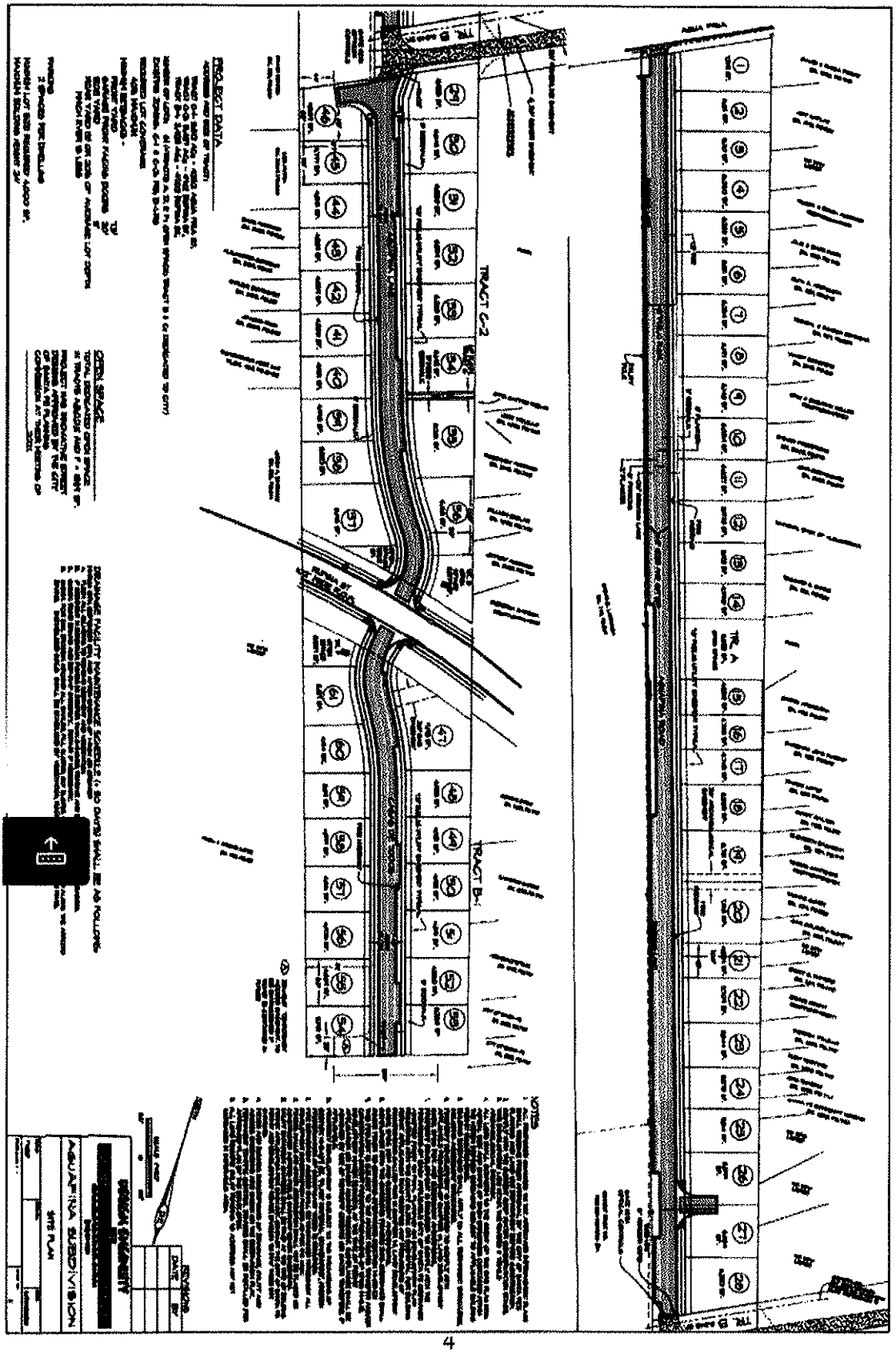

TRACT C-2
TRACT B-1
PROJECT DATA
OPEN SPACE
ASHJAFIRA SUBDIVISION
SITE PLAN

EXHIBIT 2

Santa Fe Homes Program (SFHP)
Pricing Schedule – 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)*	*Lot Price*
1 (<50% AMI)	*Rental Pricing Tier (not applicable)*			
2 (50-65%AMI)	Max. Price: $137,750 __0__ Units	Max. Price: $155,000 __3__ Units	Max. Price: $172,250 __0__ Units	$38,750
3 (65-80%AMI)	Max. Price: $179,000 __0__ Units	Max. Price: $201,500 __6__ Units	Max. Price: $223,750 __0__ Units	$50,375
4 (80-100%AMI)	Max. Price: $220,500 __0__ Units	Max. Price: $248,250 __3__ Units	Max. Price: $275,500 __0__ Units	$62,063

Prices reflect 2020 HUD median incomes.

AFFORDABILITY CALCULATION
Single Family Building Lots

The project has an area of approximately 11.472 acres, zoned at _R-5, R-6___, permitting 5 or 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 **61 total lots** for development as single family homes.

CALCULATION for the SFHP requirement:

= Total number of units multiplied by (0.2) = # of Units Required
= 61 total units x 0.2 = **12.2SFHP unit**(s) are required
= **12 lots/units** delivered and a fractional fee paid for **0.2** units

CALCULATION for the Fractional Fee:

= ½ price of 3 BR, Tier 2 Home X Unit Fraction
= $77,500 X 0.2
= **$15.500 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.

TRAFFIC IMPACT REPORT

For

Aguafina Development

Prepared for

Liaison Planning

Prepared by

MOREY WALKER AND ASSOCIATES ENGINEERING, INC.

November 19, 2020

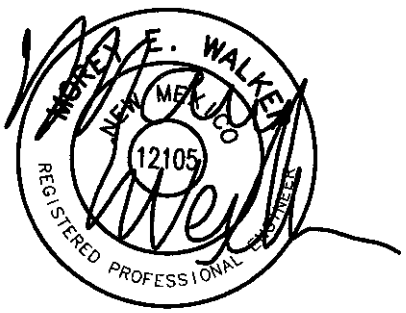


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I. INTRODUCTION

A. Project Location and Description

The Aguafina Subdivision will consist of 61 single family fee simple lots between Airport Road and Agua Fria and within the City of Santa Fe. The southern section of 33 lots will have access to Rufina Road of which 18 units are north of Rufina and 15 units are south of Rufina. The northern section of 28 lots will have access directly Agua Fria. 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 Aguafina Subdivision at the intersections of Rufina Street & Calle Atajo, Rufina Street and Jusha/Lois Lane, Aguafina Road & Rufina Street and Agua Fria & Aguafina/Martin Mora Road. Refer to location map for intersections studied.

II. ROAD CONDITIONS

A. Existing and Proposed Conditions

At the study area, 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. Agua Fria is a two-lane roadway with a speed limit of 35 mph. Current traffic lane configuration for the all four studied intersections is shown on Figure 3.

The intersection of Calle Atajo & Rufina Street is controlled by traffic signal lights with dedicated left turn lanes. The remaining studied intersections are unsignalized and controlled by stop signs on the minor north/south roads.

B. Existing Traffic Volumes

At the intersection of Calle Atajo and Rufina Street, AM and PM peak hour traffic counts were conducted on January 15, 2019 (Appendix A). At the intersection of Rufina Street and Joshua/Loris Lane, a peak hour traffic counts were conducted by Walker Engineering on October 9, 2019 for AM and PM peak hours (Appendix B). At the intersection of Agua Fria and Martin Mora Road, AM and PM peak hour traffic counts were conducted on October 8, 2019 (Appendix C). Refer to Figure 4 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 5 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 D. Table 1 summarizes the information found in Trip Generation..

Table 1
AM and PM Peak Hour Traffic Volumes

Location	Size	Section	AM Peak		PM Peak	
			Entering	Exiting	Entering	Existing
Northern Section	28 Units	NB to Agua Fria	5	16	18	28
Southern Section	18 Units	SB to Rufina	4	10	12	6
	15 Units	NB to Rufina	3	9	10	5

B. Site Traffic Movements

Based upon current traffic patterns and directional percentages and upon the average trip generation as shown on Table 1, the Aguafina Subdivision traffic was distributed at the studied intersections. This distribution is shown on Figure 6.

C. Design Traffic Movements

Using the 2024 background traffic from Figure 5 and the traffic distribution from Figure 6, the combined background and site traffic for the studied area is shown on Figure 7. Figures 5 (No Build) and 7 (Build) 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 8, 9 and 10 are the Synchro computer models for the 2024 AM & PM No Conditions and 2024 AM & PM Build Conditions for the four studied intersections.

B. Calle Atajo and Rufina Street Intersection

Derived from the Synchro Ver 10 computer runs, Table 2 is a summary of the level of service for the intersection of Calle Atajo and Rufina Street. Traffic volumes were taken from both Figures 5 and 7 for the design year 2024 traffic. The computer printouts can be found in Appendix E. Traffic Signal Timing was obtained from the City of Santa Fe and is attached in Appendix I.

Table 2
Level of Service Analysis
Calle Atajo and Rufina Street Intersection
2024 Developed Conditions

	Figure 5 No Build		Figure 7 w/ Aguafina Subdivision	
Movement	AM Delay/LOS	PM Delay/LOS	AM Delay/LOS	PM Delay/LOS
Calle Atajo SB	19.0/B	18.5/B	19.5/B	19.0/B
Calle Atajo NB	22.4/C	21.1/C	22.9/C	21.4/C
Rufina St WB	16.0/B	28.6/C	15.9/B	29.6/C
Rufina St EB	33.0/C	20.0/B	34.2/C	20.0/B
Intersection	25.7/C	24.8/C	26.5/C	25.3/C

C. Rufina Street and Joshua/Lois Lane Intersection

Derived from the Synchro Ver 10 computer runs, Table 3 is a summary of the level of service for the intersection of Rufina Street and Joshua/Lois Lane. Traffic volumes were taken from both Figures 5 and 7 for the design year 2024 traffic. The computer printouts can be found in Appendix F.

Table 3
Level of Service Analysis
Rufina Street and Joshua/Lois Lane Road Intersection
2024 Developed Conditions

	Figure 5 No Build		Figure 7 w/ Aguafina Subdivision	
Movement	AM Delay/LOS	PM Delay/LOS	AM Delay/LOS	PM Delay/LOS
Rufina Street EB	7.9/A	8.8/A	7.9/A	8.8/A
Rufina Street WB	8.6/A	8.2/A	8.6/A	8.2/A
Lois Lane SB	19.5/C	25.0/D	19.6/C	25.4/D
Joshua Lane NB	15.4/C	13.0/B	15.5/C	13.0/B

D. Aguafina/Case de Todos Road 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 Aguafina/Casa de Todos Road and Rufina Street. Since this is a new intersection, only 2024 build conditions were analyzed. Traffic volumes were taken from both Figure 7 for the design year 2024 traffic. The computer printouts can be found in Appendix G.

Table 4
Level of Service Analysis
Aguafina Road and Rufina Street Drive Intersection (new)
2024 Developed Conditions

	Figure 7 w/ Aguafina Subdivision	
Movement	AM Delay/LOS	PM Delay/LOS
Aguafina Rd SB	16.1/C	23.2/C
Casa de Todos Rd NB	14.1/B	13.7/B
Rufina St WB	8.7/A	8.2/A
Rufina St EB	7.9/A	8.9/A

E. Agua Fria and Agufina Street/Martin Mora Road Intersection

Derived from the Synchro Ver 10 computer runs, Table 5 is a summary of the level of service for the intersection of Agua Fria and Agufina Street/Martin Mora 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 I. As noted before, this is a stop controlled intersection.

Table 5
Level of Service Analysis
Agua Fria and Agufina Street/Martin Mora Road Intersection
2024 Developed Conditions

	Figure 5 No Build		Figure 7 w/ Aguafina Subdivision	
Movement	AM Delay/LOS	PM Delay/LOS	AM Delay/LOS	PM Delay/LOS
Martin Mora Rd SB	11.2/B	11.6/B	11.6/B	12.4/B
Agufina Rd NB			11.9/B	10.7/B
Agua Fria WB			8.2/A	7.8/A
Agua Fria EB	7.6/A	7.9/A	7.6/A	7.9/A

F. Conclusion

For the intersections of Rufina Street & Calle Atajo, Rufina Street and Jusha/Lois Lane, Aguafina Road & Rufina Street and Agua Fria & Aguafina/Martin Mora Road subdivision traffic, there was not a reduction of service for all directions.

V. SUMMARY AND RECOMMENDATIONS

The 61 single family lots for the Aguafina Subdivision will have minimal impact on the level of service for the intersections of Rufina Street & Calle Atajo, Rufina Street and Jusha/Lois Lane, Aguafina/Casa de Todos Road & Rufina Street and Agua Fria & Aguafina/Martin Mora Road. 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.

DECLARATION OF PROTECTIVE COVENANTS

FOR THE AGUAFINA DEVELOPMENT SUBDIVISION

THIS DECLARATION OF COVENANTS AND RESTRICTIONS (hereinafter "Declaration") is made in Santa Fe, New Mexico, this _____ day of _____, 2020, by **AGUAFINA DEVELOPMENT, LLC. [Note: Deed is in the names of AGUAFINA DEVELOPMENT, LLC., Rudy F. Rodriguez, managing partner, ("Declarant")].** THE DECLARANT, as the owner and sub-divider of certain property in the City of Santa Fe, Santa Fe County, New Mexico, which is defined below, declares that the Property shall be held, sold and conveyed subject to the following easements, restrictions, covenants and conditions, which are for the purpose of protecting the value and desirability of the Property. The effective date of the covenants shall be the date of recording of this Declaration with the Office

RECITALS

WHEREAS, the Declarant owns in fee simple real property situate in Santa Fe County, New Mexico, consisting of three tracts, Tract B-1, Tract C-1 and Tract C-2.

Property as described: Tract B (4701 Rufina Street) as shown and delineated on that certain plat entitled "Lot Line Adjustment for the Estate of Cecilia M. Bachicha (Deceased)..., Portion of S.H.C. 435 Tract 3, Within Sections 6 & 7, T16N, R9E, N.M.P.M., Santa Fe County, New Mexico", prepared by Morris A. Apodaca, NMPS No 5300, filed March 30, 2012 as Document No. 1664736 and recorded in Plat Book 743, pages 038-039, records of Santa Fe County, New Mexico. ("**Tract B-1**")

Tract C-1 (4262 Agua Fria) and Tract C-2 (4702 Rufina Street) as shown and delineated on that certain plat entitled "AGUAFINA LOT SPLIT (Case #2012-145)..., Portion of S.H.C. 435, Tract 3, Within Sections 6 & 7, T16N, R9E, N.M.P.M., Santa Fe County, New Mexico", prepared by Morris A. Apodaca, NMPS No. 5300, filed March 8, 2013 as Document No. 1698665 and recorded in Plat Book 755 page 039, records of Santa Fe County, New Mexico. ("**Tract C-1 and Tract C-2**").

WHEREAS, Declarant desires to impose the provisions of this Declaration on and subject the above-described real property to the covenants hereinafter stated, including easements, for the purpose of protecting the value and standards of real property, the terms of which shall run with the land and be binding upon and inure to the benefit of all parties having any right, title or interest in or to the above-described real property, or any part thereof, and their successors and assigns.

NOW, THEREFORE, Declarant hereby adopts the following restrictive covenants for the mutual protection and benefit of all Owners and the Lots.

ARTICLE I

DEFINITIONS

"Builder" shall mean a person or entity engaged by an Owner for the purpose of construction of any Improvement within the Property. The Builder and Owner may be the same person or entity.

"Building Site or Envelope" shall mean the areas either designated on the plat or designated by the City of Santa Fe Land Development Code limiting where construction or any modification to natural features on any Lot is planned to or may occur.

"Common Facilities" shall mean and refer to all existing and subsequently provided Improvements upon or within the areas of the Property designed for the common benefit of all Owners of Lots (the "Common Properties"), except those as may be expressly excluded herein. Also, in some instances, Common Facilities may consist of Improvements for the use and benefit of all Owners constructed on a portion of one or more Lots or on acreage which is not a part of the Common Properties. By way of illustration, Common Facilities may include, but are not necessarily limited to, the following: fences; walls; common driveways or access easements, pedestrian walkways/pathways; landscaping; drainage facilities, ponds, ponding areas; street lights; utility equipment; water pumps; water hydrants, drip systems, sprinkler systems and lines; and any portions of public roads not accepted for maintenance by the City of Santa Fe, and other similar and appurtenant Improvements. References herein to the "Common Facilities" (any Common Facility) in the Subdivision shall mean and refer to Common Facilities as defined respectively in this Declaration and all Supplemental Declarations.

"Declarant" shall mean and refer to **AGUAFINA DEVELOPMENT, LLC.** and their successors and assigns.

"Declaration" shall mean the covenants, conditions, and restrictions herein set forth in this entire document, as the same may be from time to time amended.

"Design Guidelines" shall mean those portions of the covenants, conditions and restrictions herein set forth that are pertaining to design, engineering and location of all structures and improvements within the Subdivision.

"Drainage Way" shall be any area designated on the Plat as such and in addition shall include any and all arroyos, sedimentation basins, drainage ponds, check dams or bar ditches located, designed or constructed on the Property.

"Easements" shall mean and refer to all real property designated on the Plat as roadways, streets, trails, conservation, drainage, and utility easements.

"Improvements" shall mean the residences, buildings, garages, carports, flagpoles, basketball hoops and backboards, streets, roads, Structures or landscaping Improvements of every kind and type affecting the natural condition of the Property or the drainage of surface waters on, across or from the Property.

"Lot" shall mean each parcel of land shown as a lot on the recorded Subdivision Plat of the Property and designated thereon by a separate lot number.

"Mortgagee(s)" shall mean and refer to the extent each holds a recorded interest in any Lot, (a) the mortgagee under any recorded mortgage, (b) the beneficiary of a recorded first deed of trust, or (c) the holder of an Owner's interest in a recorded real estate contract wherein the purchaser is entitled to possession of a Lot.

"Owner(s)" shall mean and refer to the record Owner, whether one or more persons, associations, or entities, of legal, equitable, or beneficial title of or to any Lot. Owner shall include purchaser of a Lot under an executory contract for sale of real property. The foregoing does not include persons or entities that hold an interest in any Lot or in the Property merely as security for the performance of an obligation. Any references herein to Owner(s) shall include Owner(s) as defined herein and as defined or included in any Supplemental Declaration.

"Property" shall mean and refer to the real property located in Santa Fe County, New Mexico, and more specifically described in Article II, Section 2 to this Declaration, including the aerial and subsurface rights appurtenant thereto, or any phase thereof.

"Single-Family Residential Use" shall mean the occupation or use of a Structure as a residence or dwelling unit by a single person or persons, a family or family-sized unit in conformity with this Declaration and the requirements imposed by applicable zoning laws or any other state, county or municipal laws, rules, regulations, codes or ordinances.

"Structure" shall mean anything erected, constructed, placed, laid or installed in, on, or over real property, the use of which requires a location on or in the ground but not including vegetation, trees, shrubs or plantings.

"Subdivision" shall mean the subdivision of Tract B-1, Tract C-1 and C-2 as specifically described the Plat of Survey of the **AGUAFINA DEVELOPMENT, LLC.** Subdivision filed for record in Book ___, page ___ on _____ in the Santa Fe County Clerk's Office, or any phase thereof, as set forth on the Subdivision Plat filed in the real property records of the Clerk of Santa Fe County, New Mexico or as it may thereafter be amended.

"Subdivision Plat" or "Plat" or "Final Plat" shall mean the recorded plat of the **AGUAFINA DEVELOPMENT, LLC.** as amended or replatted from time to time, covering any or all of the Property referred to in the Declaration.

ARTICLE II

PROPERTY SUBJECT TO RESTRICTION

Section 1. General Declaration. The Property within the Subdivision is and shall be held, conveyed, developed, leased, occupied, built upon, or otherwise used, improved or transferred in whole or in part, subject to this Declaration, as amended or modified from time to time. This Declaration is declared and agreed to be in furtherance of a master plan for the subdivision, improvement and sale of the Property and is established for the purpose of enhancing and perfecting the value, desirability and attractiveness of the Property and every part

thereof. All of this Declaration shall run with all of the Property for all purposes and shall be binding upon and inure to the benefit of Declarant, all Owners and their successors in interest.

ARTICLE III

LAND USE

Section 1. Single-Family Residential Use. All Property shall be used, improved, and devoted exclusively to Single-Family Residential Use. No business or commercial activity frequented by and open to the general public shall be permitted. **All residences shall be site built homes.**

Section 2. Time for Construction.

(a) Construction of any Structure or Improvement shall begin within thirty (30) days and be completed within one hundred-twenty days (120) of issuance of a building permit.

(b) Commencement of construction shall mean the first onsite work for construction, including, but not by way of limitation, clearing of trees, excavation or site preparation for the purpose of foundation.

(c) Material and equipment necessary for construction, and all debris resulting from clearing or construction, shall be confined to the Lot, and shall not be left on any other Lots, Common Areas or roadways.

ARTICLE IV

RESIDENTIAL STRUCTURES

Section 1. Requirements. All Single-Family Residential Structures are subject to the following requirements. All construction of Structures or Improvements shall conform to applicable ordinances and regulations of the City of Santa Fe Land Development Code.

Section 2. Single-Family Dwelling. No Structure shall be erected, altered, placed or permitted to remain on any Lot or building site subject to this Declaration other than one single-family dwelling for private use and a private garage, solar heating devices, evaporative cooler or coolers, and improvements incidental to residential use of the Lot.

Section 3. Appproved Structures. Tract C-1 and Tract C-2 may be General wood frame construction or HUD approved modular homes, prefabricated Structures and manufactured homes not older than may be placed on a building site on a permanent foundation in compliance with New Mexico Manufactured Housing Division requirement and must meet City of Santa Fe Land Development Code requirements. No temporary house, dwelling, garage, outbuilding, trailer or other Structure shall be placed or erected upon the Subdivision except as

permitted by this Declaration. Tract B-1 to conform with subdivision on north side must be General wood frame construction.

No improvements may be constructed or placed outside of the developable areas, as defined in the City of Santa Fe Land Development Code.

ARTICLE V

COMMON SCHEME RESTRICTIONS AND REQUIREMENTS

Section 1. Trees and Landscaping. Declarant shall cause a shade tree to be planted on each Lot and to establish landscaping including trees along Rufina Street ("Rufina Landscaping"). An Owner is responsible for the maintenance, including watering, and care of the tree on the Owner's Lot and those trees located immediately adjacent to an Owner's Lot along the Pedestrian Pathway. Should the shade tree on an Owner's Lot die, the Owner shall replace the shade tree. Owners shall hire Landscaping Co to maintain, including water and care of the trees along Rufina Street. So long as Declarant continues to own any Lot, Declarant reserves an easement to come onto any Lot or the Common Facilities to maintain the trees and landscaping.

Section 2. Driveways.

(a) No private driveway shall be constructed in excess of ten (10) feet in width, as shown on the Plat.

(b) All driveways for Lots shall be surfaced by Owners with gravel, asphalt, brick, concrete or compacted base course to prevent dust, and maintained so as to reduce erosion and eliminate unsightly conditions. Driveway culverts shall be large enough for proper drainage, shall be installed at the Lot Owner's sole expense, and installation must meet Santa Fe Land Development Code requirements.

Section 3. Parking Spaces. Each Lot shall contain parking space within the Lot for at least three automobiles. Parking in hammerheads or in the driveway easement is prohibited. A "No Parking" sign shall be installed on both the lot access driveway and hammerhead.

Section 4. Setbacks. Any Structure constructed on any Lot and any point thereof shall observe the minimum setbacks from the property boundaries of each Lot as shown on the Plat and as defined in the City of Santa Fe Land Development Code.

Section 5. Trash and Noise.

(a) No Lot shall be used for the storage or dumping of rubbish or debris of any kind, or for the storage of any property or thing that will cause such Lot to appear in an unclean or untidy condition, or that will be visually offensive or obnoxious, toxic, dangerous, or unhealthy, and no substance, thing or material may be kept upon any Lot that will emit foul or obnoxious odors, or that will cause any noise that will disturb the peace, quiet, comfort, or serenity of any occupants or Owners of Lots in the Subdivision.

(b) All Owners shall be responsible for keeping their Lots cleared of all weeds, trash and other debris.

(c) No animals or livestock of any kind shall be raised, bred or kept on any Lot. Dogs, cats or other household pets may be kept, provided they are not kept, bred or maintained for commercial purposes.

(d) No devices or animals emitting undesirable noise levels shall be permitted in the Subdivision in accordance with City of Santa Fe Land Development Code requirements.

(e) During or after construction of Improvements to any Lot, no construction debris or construction equipment and/or related pollutants shall be left on any Lot or within the Easements.

Section 6. Towers. No derrick or other Structure designed for use in boring for oil or natural gas, and no radio or television transmission towers shall be erected, placed or permitted; and the production or extraction of oil, natural gas, petroleum, asphalt or hydrocarbon products or substances shall not be permitted.

Section 7. Billboards and Signs. No billboards or advertising signs of any kind will be permitted on any Lot or on any building except one sign of not more than four square feet advertising the property for sale or rent, or signs used by a builder to advertise the property during construction and sales period.

Section 8. Drainage. Drainage as described on Aguafina Preliminary Subdivision Plat, sheets 8-A and 8-B.

Drainage Facilities shall be maintained by the Owners and inspections shall be conducted by a New Mexico registered profession engineer. Inspections shall be conducted on the drainage facilities on or about March 15, and 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 owners. The owners 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, drainage 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 dissipaters, and retaining walls, rock plating, erosion control mats or blankets, and repair or stabilize accordingly.

Section 9. Motor-Driven Vehicles. No unlicensed mini-bikes, motorcycles, off-road vehicles or any other unlicensed vehicles of any kind shall be driven or permitted off of dedicated streets except for ingress and egress to an Owner's residence. No motor-driven vehicle shall be driven or permitted in the Subdivision except on the streets or the driveways within the Subdivision. Motor-driven vehicles are strictly prohibited from all trail and open space systems established by easement or public dedication within the Subdivision.

Section 10. Surface or Ground Water. Surface or ground water shall not be impounded by any Owner in any way contrary to City of Santa Fe ordinance or New Mexico statute.

Section 11. Solar. Solar panels may be installed on any property or structure in accordance with the New Mexico Solar Rights Act Section 47-3-1 et. seq. NMSA 1978 and Section 3-18-32 NMSA 1978.

Section 12. Easements. Private access and utility easements across Tract B-1, C-1- and C-2 were created by the Plat (the "Easements"), including the main driveway within it named Aguafina Lane (the "Road"). The Easements include a 21-foot public ingress, egress and utility easement lot ("Easement Lot") and a 4 foot public ingress, egress and utility easement which adjoins the 21 foot Easement Lot. They are shown on the Plat as a combined 25-foot public ingress, egress and utility easement (this easement is also known as the "Road") and are granted to the City of Santa Fe. The 21 foot public ingress, egress and utility Easement Lot is subject to an irrevocable offer to dedicate it to the City of Santa Fe as public right-of-way. Unless or until that offer is accepted by the City of Santa Fe, title to the Easement Lot remains with the Declarant or the Owners.

Section 13. Private Road and Other Common Facilities Maintenance. The Common Facilities, including but not limited to, the Road, any other easements, the pathway, ponds, drainage facilities, landscaping, and ditches shall be maintained in a safe and usable condition by the Owners and the cost of maintenance shall be equally shared by the Owners unless the required maintenance or repair was solely caused by an individual Owner or his or her invitees or family members.

(a) The cost of maintaining the Road and Common Facilities shall be divided on a per lot basis among the Owners of the Lots. Each Owner shall pay his or her respective share (the "Assessment") within 30 days of the date of Owner's receipt of the estimate or of the actual billing. If the estimated cost of maintenance of any project exceeds $1,000, then the maintenance must be approved by a majority vote of the Owners. Such vote may be obtained by telephone or e-mail poll of the Owners or by a meeting held for such purpose.

(b) The maintenance of the Road shall be performed in a manner to cause the least amount of adverse consequences to the burdened to all lots as is reasonably practicable. Once started, any maintenance shall be pursued with due diligence.

(c) Easements are hereby confirmed and shall be a perpetual easement across Lots 1 through 16, appurtenant to the Lots and shall run with the Property and the Lots, for the benefit of the Lots and the Lot Owners, their mortgagees, licensees, guests, successors, and assigns unless accepted by the City pursuant to the dedication described in Section 13.

(d) Owners shall, by majority vote of the Owners elect an Owner or retain an independent contractor to manage the Road and Other Common Facilities and the related Assessments.

(e) Each Owner shall indemnify and hold the other Lot Owners harmless from the claims of any liens arising from nonpayment of labor, goods or materials supplied in connection with installing, repairing and maintaining the Road and Other Common Facilities.

Section 14. Assessments; Lien.

(a) Creation of Lien and Personal Obligation. Each Owner shall pay such Assessments and Special Assessments for the maintenance as provided in Sections 12 through 14 and this Section 15, all of which are to be established and collected as provided herein. The expenses, Assessments and charges, together with interest, costs and reasonable attorneys' fees, shall be a charge on and be a continuing lien upon each Lot against which such charges, expenses, and Assessments are made. Any charge, expense, Assessment or Special Assessment not paid within thirty (30) days of the date of Assessment shall bear interest at the rate of 18% per annum from the date due until the date of payment in full.

(b) Expenses, Assessments and Other Charges. Except in the case of an emergency, an Owner or the Manager shall discuss with the other Owners the need to incur maintenance, repair and upkeep costs. Each Owner or the Manager shall provide the other Owners an itemized estimate for any maintenance, repair and upkeep costs incurred. Each Owner shall be entitled to vote on the proposed work and estimate and agrees to pay his or her share within thirty (30) days of the date of the invoice. If approved by a majority of Owners, it becomes an Assessment.

(c) Special Assessments. An Owner or the Manager may determine that an actual emergency exists which requires immediate maintenance and repair and may do the emergency maintenance and repair. If an Owner who is not the Manager does emergency work and a majority of Owners subsequently concur that the emergency maintenance and repair was necessary, then each Owner shall pay his or her share of the proportionate cost of the emergency maintenance and repair ("Special Assessments") within thirty (30) days of the invoice. If an Owner's emergency work is not deemed necessary by a majority, the Owner who did the work must bear the cost.

(d) If any dispute shall arise out of this Article or other affirmative obligations of the Owners which is litigated or the subject of an alternative dispute resolution ("ADR") process, the prevailing party in such litigation or ADR process will be entitled to recover its reasonable attorneys' fees and costs.

ARTICLE VI

GENERAL PROVISIONS

Section 1. Enforcement. The Declarant and any Owner shall have the right to enforce, by any proceeding at law or in equity, all restrictions, conditions, covenants, reservations, liens and charges now or hereafter imposed by the provisions of this Declaration. Failure by an Owner or the Declarant to enforce any covenant or restriction herein contained shall in no event be deemed a waiver of the right to do so thereafter.

Section 2. Notices Any notices required or permitted to be delivered hereunder shall be deemed to be delivered when personally delivered to the respective addressee or upon deposit of the same in the United States mail, postage prepaid, certified or registered mail, return receipt requested, and addressed to the Owner(s) at their respective addresses as shown in records maintained by the Santa Fe County Assessor's Office.

Section 3. Severability. Invalidation of any provision of this Declaration by judgment or court order shall in no way affect any other provisions which shall remain in full force and effect.

Section 4. Amendment.

(a) The covenants and restrictions of this Declaration shall run with and bind the land in perpetuity.

(b) These Covenants may be amended from time to time by a majority vote of the Owners. It is each Owner's responsibility to obtain and review the most recent copy of the Covenants, including all amendments. For those considering constructing a residence on the Property, such amendments will be recorded in the records of the Clerk of Santa Fe County.

Section 5. Effect of Nonpayment of Assessment; Remedies. If any Assessments or Special Assessments are not paid when due, then the entire Assessment, together with interest at the rate of 18% per annum, plus costs of collection and reasonable attorneys' fees shall become a continuing lien on the Lot which shall bind such Owner, his heirs, devisees, personal representatives, successors and assigns. Each Owner shall have the right to pursue all remedies, legal and equitable, to enforce these Covenants and a lien for Assessments and Special Assessments and collect payment, including but not limited to the right to bring a foreclosure action.

Section 6. Subordination of Lien to Mortgages. The lien of the Assessments provided for herein shall be subordinate to the lien of any valid first mortgage now or hereafter placed upon a Lot, except that if a party has filed notice of its lien with the Santa Fe County Clerk prior to the filing of the mortgage, the Assessment lien (in the amount referred to in the filing, plus additional Assessments accruing thereafter, plus interest, collection costs and attorneys' fees) shall have priority over all subsequently filed mortgages. No foreclosure, sale or transfer shall relieve a subsequent Owner for any Assessments becoming due after the foreclosure sale.

Section 7. The Covenants shall run with the Property described above, and shall be binding on and inure to the heirs, assigns, personal representatives and successors in interest of the Owners of each respective Lot.

Section 8. Personal Debt of Owner. The amount of the Assessments and/or Special Assessments assessed against each Lot shall be the personal and individual debt of the Owner thereof at the time the Assessment is made. Suit to recover a money judgment for unpaid Assessments and/or Special Assessments, plus costs and reasonable attorney's fees, shall be maintainable without foreclosing or waiving the lien securing same.

Section 9. No Waiver of Assessments and/or Special Assessments. No Owner may waive or otherwise escape liability for the Assessments provided for herein by non-use of the Easements or his Lot, by abandonment of his Lot or by any other means whatsoever.

IN WITNESS WHEREOF, **AGUAFINA DEVELOPMENT, LLC.**, the Declarants, have executed this Declaration this ___ day of _____, 2020.

_____

AGUAFINA DEVELOPMENT, LLC.,
Rudy F. Rodriguez, Managing partner

ALL-PURPOSE ACKNOWLEDGEMENT

STATE OF NEW MEXICO)
: ss.
COUNTY OF SANTA FE)

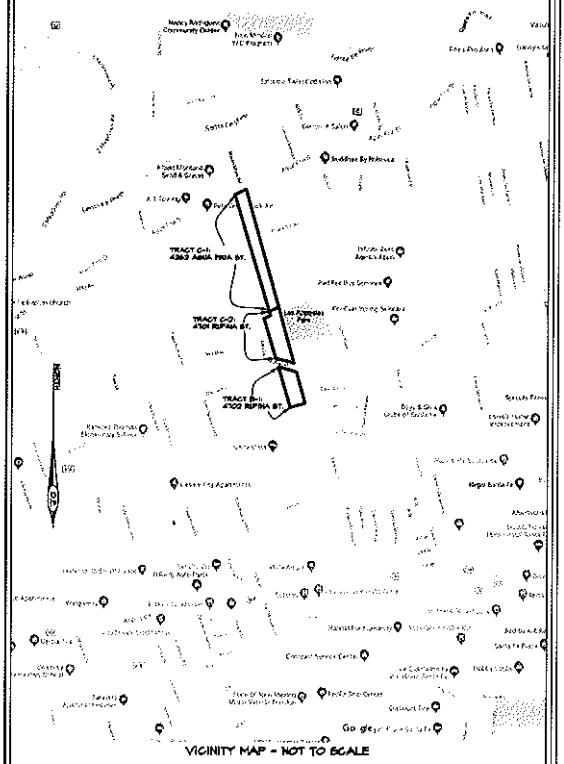
On this ___ day of _____, 2020, before me, _____, Notary Public, personally appeared Rudy F. Rodriguez, who proved to me on the basis of satisfactory evidence to be the persons whose names are subscribed to the foregoing document and acknowledged to me that they executed the same in their authorized capacity, and that by their signatures on the instrument the persons, or the entity on behalf of which the person acted, executed this instrument.

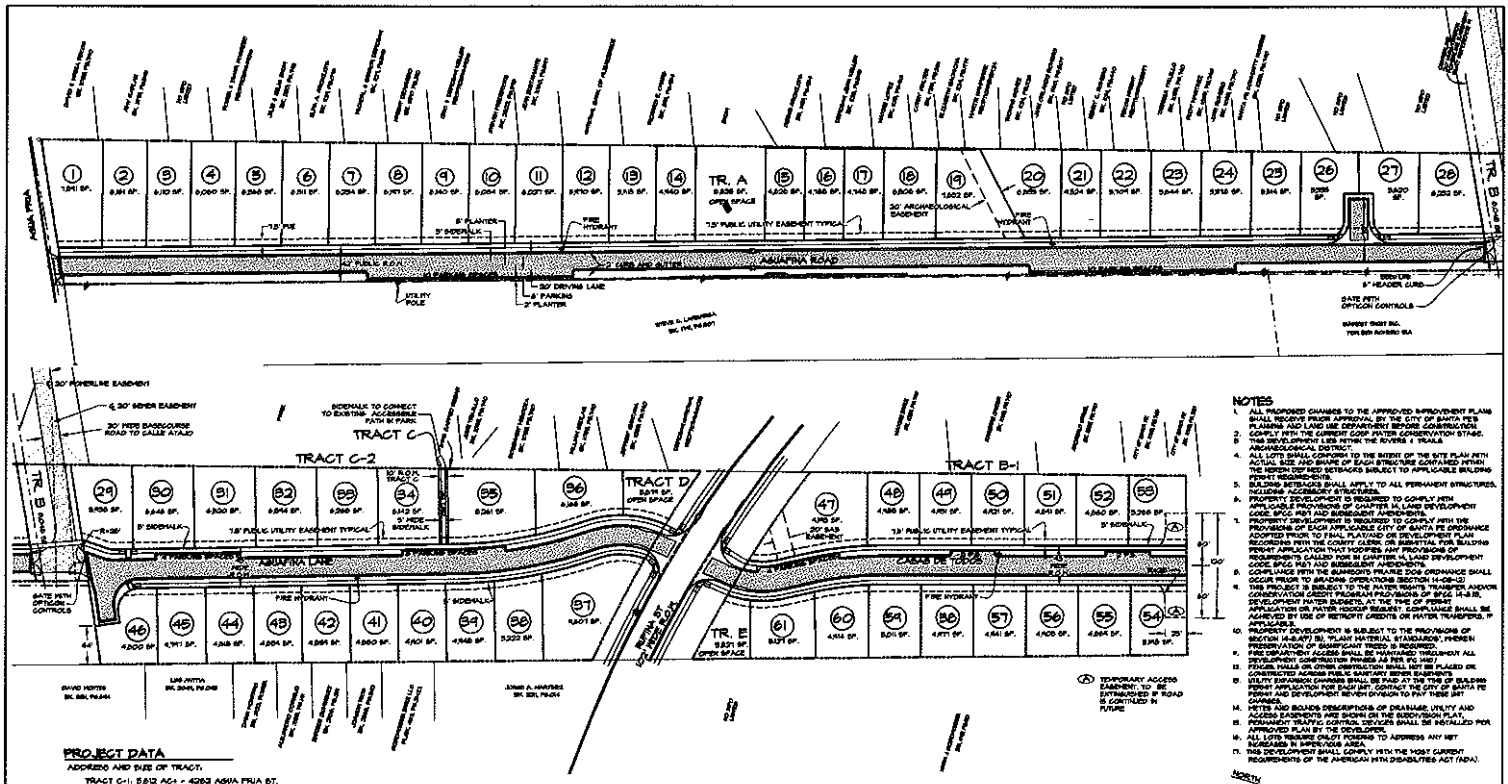
WITNESS my hand and official seal.

Signature _____
Notary Public

My commission expires: _____




TRACT C-1
4363 AGUA FRIA ST.
TRACT C-2
4101 RUFINA ST.
TRACT C-3
4100 RUFINA ST.
HICKOX
Nancy Rodriguez Community Center
Santa Fe Public Library
Santa Fe Indian School
Genaro A Salazar
Buddhist Bay Retreat
A Spirit Of Service Smith & Grove
A-1 Towing
Pacheco Park
Infinite Zero Aikido Assoc.
Pacific Rim Services
Pacific Rim Towing Services
Los Alamos Park
Rio Grande Trail
Ramon Vigil Middle School
Bicycle & Sports Unlimited Santa Fe
Donald Trump Volkswagen
Harvard St
Lensey Elementary School
Agua Fria St
Agua Fria Village Apartments
Alto St
Alto Park
Cerrillos Rd
Walgreens
Cubero St
Baca St
Rodeo Rd
Santa Fe Place
Harrison Rd
Concha Ortiz y Pino St
Concha Ortiz y Pino Community Center
Old Cerrillos Rd
Indian Center
Salvation Army
Agua Fria Village
State of New Mexico Motor Vehicle Division
Pacific Rim Center
Calle Nopal
Old Agua Fria
Go Green Recycling Center
Siler Rd
Siler Yard
Siler Rd
Siler Rd
Siler Rd



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 CODE WATER CONSERVATION STAGE.
3. THIS DEVELOPMENT LIES WITHIN THE RIVERA 1 TRAVEL 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 MINOR DISTRICT 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/UDC OR DEVELOPMENT PLAN RECORDING WITH THE COUNTY CLERK, OR SUBMITTAL FOR BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISIONS OF REQUIREMENTS CALLED FOR IN CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
8. COMPLIANCE WITH THE SUMMERS 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 §§ 22 14-9.2E, 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) (6), "PLANT MATERIAL STANDARDS", PERMEN PRESERVATION OF SIGNIFICANT TREES, REQUIRED.
11. FIRE DEPARTMENT ACCESS SHALL BE MAINTAINED THROUGHOUT ALL DEVELOPMENT CONSTRUCTION PHASES AS PER FC 1410.1
12. FENCES, WALLS OR OTHER OBSTRUCTIONS SHALL NOT BE PLACED OR CONSTRUCTED ACROSS PUBLIC WATER LINE EASEMENTS.
13. UTILITY EASEMENTS SHALL BE GRANTED TO THE APPROPRIATE SERVING AGENCY PRIOR TO ISSUANCE OF THE BUILDING PERMIT APPLICATION FOR EACH LOT. CONTACT THE CITY OF SANTA FE LAND USE DEVELOPMENT REVIEW DIVISION TO PAY THESE EXT CHARGES.
14. WATER AND SEWER 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 INCREASE IN IMPERVIOUS AREA.
17. THIS DEVELOPMENT SHALL COMPLY WITH THE MOST CURRENT REQUIREMENTS OF THE AMERICAN WITH DISABILITIES ACT (ADA).

PROJECT DATA

ADDRESS AND SIZE OF TRACT:

TRACT C-1: 5.612 AC± = 4283 AGUA FRIA ST.
TRACT C-2: 5.491 AC± = 4701 RUFINA ST.
TRACT B-1: 2.425 AC± = 4102 RUFINA ST.

NUMBER OF LOTS: 61 (+TRACTS A, D, E +; OPEN SPACE; TRACT B & C- DEDICATED TO CITY)
EXISTING ZONING: C-1 & C-2; RS; B-1/RA

REQUIRED LOT COVERAGE
40% MAXIMUM

MINIMUM SETBACKS -

FRONT YARD	15'
GARAGE FRONT FACING DOORS	20'
SIDE YARD	5'
REAR YARD (5' OR 20% OF AVERAGE LOT DEPTH WHICH EVER IS LESS	

PARKING
2 SPACES PER DWELLING
40 ON-STREET PARKING SPACES

MINIMUM LOT SIZE REQUIRED 4,000 SF.
MAXIMUM BUILDING HEIGHT 24'

OPEN SPACE

TOTAL DEDICATED OPEN SPACE
IN TRACTS A,B,&D,E AND F = 1.91± SF.

PROJECT HAS INNOVATIVE STREET DESIGNS APPROVED BY THE CITY OF SANTA FE PLANNING COMMISSION AT THEIR MEETING OF JANUARY 7, 2021.

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 OWNERS, OR QUALIFIED PERSON AND THE HOA REPRESENTATIVE. THE HOA SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.
WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE ENGINEERS RECOMMENDATIONS AND SHALL INCLUDE, BUT IS NOT LIMITED TO THE FOLLOWING:
A. FLUSH ALL GUTTERS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND VEGETATION THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURES.
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 6" TO 4 INCH COBBLE AS DIRECTED BY THE ENGINEER.
C. INSPECT FOR SEDIMENTATION IN ALL SWALES, DITCHES, DRAINAGE PONDS AND REMOVE AND STABILIZE AS NECESSARY.
D. INSPECT FOR SCA, EROSION AT ALL DRAINAGE PONDS, CUT AND FILL SLOPES, AND REPAIR OR STABILIZE ACCORDINGLY.
E. INSPECT THE STRUCTURAL INTEGRITY OF DRAINAGE PONDS, ALGREE, RIP-RAP, GABIONS, DRUP INLETS, CULVERTS, ENERGY DISSIPATORS, AND RETAINING WALLS, ROCK PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY.

NORTH

SCALE 1"=50'

REVISIONS

DATE	BY

DESIGN ENGINUITY

AGUAFINA SUBDIVISION

SITE PLAN

SCALE	JOB NO.	DATE
1"=50'		2/18/2021
PROFESSIONAL ENGR.		SHEET NO. 2

DEDICATION AND AFFIDAVIT

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S), HAVE CAUSED TO BE SUBDIVIDED THESE LANDS SHOWN HEREON. THIS SUBDIVISION IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE WISHES AND DESIRES OF SAID OWNER(S). UTILITY EASEMENTS ARE GRANTED EASEMENTS AS SHOWN AND FOR EXISTING UTILITIES. OTHER EASEMENTS ARE GRANTED AS SHOWN.

ALL DRIVE SURFACE IS DEDICATED FOR DRAINAGE.

SLOPE/CUT/FILL EASEMENTS ARE GRANTED WHERE NEEDED FOR INFRASTRUCTURE IMPROVEMENTS AND SLOPE STABILIZATION.

ALL P.U.D.E. AND TRACTS P & C ARE GRANTED TO THE CITY OF SANTA FE FOR OWNERSHIP, PUBLIC UTILITY EASEMENTS, COMPLY WITH THEIR THE RIGHT OF INGRESS AND EGRESS (OVER SURFACE AND SUBSURFACE) FOR CREWS AND MACHINERY AND THE RIGHT TO TRIM OR REMOVE BY SETUP/TRIMMING, VEGETATION OR OBSTRUCTIONS BY APPROVED RESPONSIBLE FOR SAID UTILITIES.

TRACTS A, E AND G ARE DEDICATED TO THE AGUAFINA HOA AS OPEN SPACE AND DRAINAGE EASEMENT.

THIS SUBDIVISION CONTAINS 11.47 AC +/- AND LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, NEW MEXICO.

AGUAFINA DEVELOPMENT, LLC

By:
RUDY RODRIGUEZ OF AGUAFINA DEVELOPMENT, LLC

STORMWATER AGREEMENT:
PROPERTY OWNER(S) HEREBY AGREE THAT ALL STORMWATER EASEMENTS AND ANY OTHER DRAINAGE IMPROVEMENTS ON PRIVATE PROPERTY WILL BE MAINTAINED AND KEPT FULLY FUNCTIONAL AS ORIGINALLY DESIGNED AND CONSTRUCTED WITHIN PRIVATE PROPERTY BOUNDARIES. THE CITY HAS THE RIGHT OF ACCESS FOR INSPECTION OF SAID IMPROVEMENTS. THE CITY HAS THE RIGHT, IN THE EVENT OF DRAINAGE FACILITY MAINTENANCE DEFICIENCY AND AFTER TEN (10) DAYS WRITTEN NOTICE TO THE RESPECTIVE PROPERTY OWNER, TO ENTER AND RESTORE FULL FUNCTIONAL CAPACITY OF THE DRAINAGE IMPROVEMENTS, AND 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.

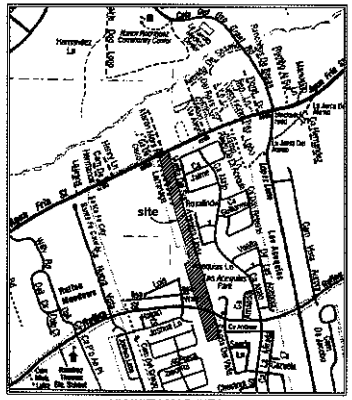
By:
RUDY RODRIGUEZ OF AGUAFINA DEVELOPMENT, LLC

STATE OF NEW MEXICO)
) SS
COUNTY OF SANTA FE)

THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY REYNALDO VARELA OF AGUAFINA DEVELOPMENT, LLC

THIS _____ DAY OF _____, 2021

MY COMMISSION EXPIRES _____ NOTARY PUBLIC



VICINITY MAP (NTS)

PUBLIC UTILITY EASEMENTS

PUBLIC UTILITY DISEMENTS shown on this plat are granted for the common and joint use of:

1. NEW MEXICO GAS COMPANY for installation, maintenance and service of natural gas lines, valves and other equipment and facilities reasonably necessary to provide natural gas.
2. PUBLIC SERVICE COMPANY OF NEW MEXICO for the installation, maintenance, and service of overhead and underground electrical lines, transformers, and other equipment, fixtures, structures and related facilities reasonably necessary to provide electrical service.
3. QWEST CORP. d/b/a CENTURYLINK QC for installation, maintenance and service of all buried and aerial communication lines and other related equipment and facilities reasonably necessary to provided communication services, including but not limited to above ground terminals and pedestals, This plat has been approved for easement purposes only. The signing of this plat does not in any way guarantee telephone services to be subdivision.
4. COMCAST for the installation, maintenance, and service of such lines, cable and other related equipment and facilities reasonably necessary to provide Cable TV services.

Included, is the right to build, rebuild, construct, reconstruct, locate, relocate, change, remove, modify, renew, operate and maintain facilities for the purposes described above, together with free access to, from, and over said right of way and 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, and to trim and remove trees, shrubs or bushes which interfere with the purpose set forth herein. No building, sign, pool (above ground or subterranean), hot tub, concrete or wood pool decking, or other structure shall be erected or constructed on said easements, nor shall any wall be shifted or operated thereon.

Restrictions

In approving this plat, 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 or release any easement or easement rights which may have been granted by prior plat, replat or other document and which are not shown on this plat.

UTILITIES APPROVAL

NEW MEXICO GAS COMPANY _____ DATE _____

PNM ELECTRIC SERVICES _____ DATE _____

QWEST CORP. d/b/a/ CENTURYLINK QC _____ DATE _____

COMCAST _____ DATE _____

SANTA FE CITY APPROVAL, NOTES AND CONDITIONS:

APPROVED BY THE SANTA FE PLANNING COMMISSION AT THEIR MEETING OF _____, 20___, AS CASE NO. _____

PLANNING COMMISSION CHAIRPERSON _____ DATE _____

PLANNING COMMISSION SECRETARY _____ DATE _____

APPROVED BY THE CITY OF SANTA FE CURRENT PLANNING DIVISION UNDER AUTHORITY OF THE LAND DEVELOPMENT CODE, ARTICLE 14-3.9(F).

CITY PLANNER _____ DATE _____

CITY ENGINEER _____ DATE _____

CITY OF SANTA FE CULTURAL PROPERTIES PRESERVATION EASEMENT

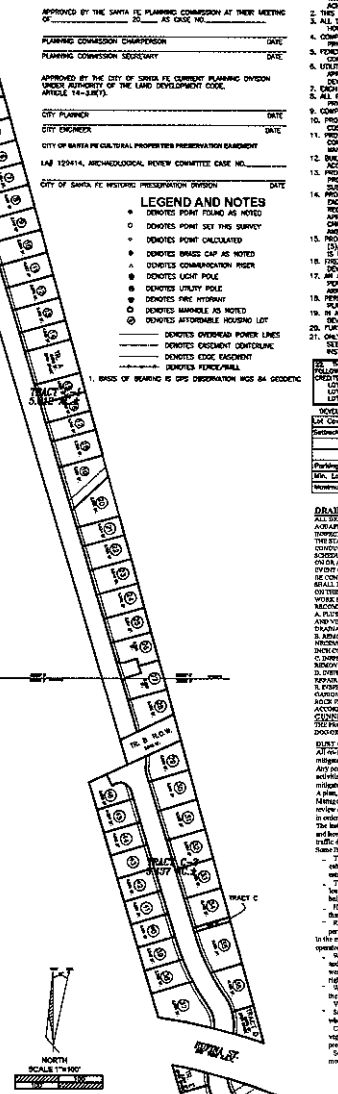
LAB 120414, ARCHAEOLOGICAL REVIEW COMMITTEE CASE NO. _____

CITY OF SANTA FE HISTORIC PRESERVATION DIVISION _____ DATE

LEGEND AND NOTES

- DENOTES POINT FOUND AS NOTED
- DENOTES POINT SET THIS SURVEY
- DENOTES POINT CALCULATED
- DENOTES BRASS CAP AS NOTED
- DENOTES COMMUNICATION RISER
- DENOTES LIGHT POLE
- DENOTES UTILITY POLE
- DENOTES FIRE HYDRANT
- DENOTES MANHOLE AS NOTED
- DENOTES AFFORDABLE HOUSING LOT
- DENOTES OVERHEAD POWER LINES
- DENOTES EASEMENT CENTERLINE
- DENOTES EDGE EASEMENT
- DENOTES FENCE/WALL

1. BASIS OF BEARING IS GPS OBSERVATION WGS 84 GEODETIC



SURVEYORS CERTIFICATE

I, RICHARD A. CHATROOP, A NEW MEXICO PROFESSIONAL SURVEYOR NO. 11011, DO HEREBY CERTIFY THAT THIS SURVEY PLAT AND THE ACTUAL FIELD SURVEY UPON WHICH IT IS BASED WERE PERFORMED BY ME OR UNDER MY DIRECTION ON NOV. 12TH, 2020; THAT I AM RESPONSIBLE FOR THIS SURVEY AND THAT IT MEETS THE MINIMUM STANDARDS FOR SURVEYING IN NEW MEXICO AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

RICHARD A. CHATROOP N.M.P.L.S. #11011

COUNTY OF SANTA FE
STATE OF NEW MEXICO
I hereby certify that this instrument was filed for record on the ____ day of _____, A.D., 20__, at ____ o'clock ____ M., and was duly recorded in book ____ page ____ of the records of Santa Fe County.
Witness my Hand and Seal of Office
Geraldine Salazar
County Clerk, Santa Fe County, NM.
By: _____ Deputy

NOTES AND CONDITIONS CONT'D:

1. PROPERTY WILL BE SUBJECT TO THE WATER ALLOCATION AND/OR WATER OFFSET REQUIRED PROVISIONS OF ORDINANCE NO. 2002-29 AND RESOLUTION 2000-56 AT THE TIME OF PERMIT APPLICATION OR WATER HOOKUP REQUEST. COMPLIANCE SHALL BE ACHIEVED BY USE OF RETROFIT CREDITS OR WATER TRANSFERS, IF APPLICABLE.
2. THIS PLAT IS SUBJECT TO THE AGUAFINA HOMEOWNERS ASSOCIATION COVENANTS.
3. ALL DRAINAGE FACILITIES, OPEN SPACE SHALL BE MAINTAINED BY THE AGUAFINA HOMEOWNERS ASSOCIATION.
4. COMPLIANCE WITH CLAYTON'S PRAIRIE DOG ORDINANCE SHALL BE COMPLETED PRIOR TO GRADING OPERATIONS.
5. FENCES, WALLS OR OTHER OBSTRUCTIONS SHALL NOT BE PLACED OR CONSTRUCTED ACROSS PUBLIC SANITARY SEWER EASEMENTS.
6. UTILITY EXPANSION CHARGES SHALL BE PAID AT THE TIME OF BUILDING PERMIT APPLICATION FOR EACH LOT. CONTACT THE CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION TO PAY THESE CHARGES.
7. EACH LOT SHALL BE SERVED THROUGH A SEPARATE SEWER AND WATER SERVICE.
8. ALL PROPOSED CHANGES TO THE APPROVED IMPROVEMENT PLANS SHALL RECEIVE PRIOR APPROVAL BY THE CITY OF SANTA FE.
9. COMPLY WITH THE CURRENT CDSF WATER CONSERVATION STAGE.
10. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF CDSF ORDINANCE NO. 2008-02 (NPDES FEES).
11. PROPERTY DEVELOPMENT, BOTH PUBLIC AND PRIVATE OWNERSHIP, SHALL COMPLY WITH THE CDSF ORDINANCE NO. 2002-10 (TERRAIN AND STORMWATER MANAGEMENT) AT THE TIME OF BUILDING PERMIT APPLICATION.
12. BUILDING SETBACKS SHALL APPLY TO ALL PERMANENT STRUCTURES, INCLUDING ACCESSORY STRUCTURES.
13. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
14. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH APPLICABLE CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO FINAL PLAT RECORDING WITH THE COUNTY CLERK OR SUBMITTAL WITH BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISIONS OF REQUIREMENTS CALLED FOR IN CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
15. PROPERTY DEVELOPMENT IS SUBJECT TO THE PROVISIONS OF SECTION 14-8.4(T) (5), "PLANT MATERIAL STANDARDS", WHEREIN PRESERVATION OF SIGNIFICANT TREES IS SECURED.
16. FIRE DEPARTMENT ACCESS SHALL BE MAINTAINED THROUGHOUT ALL DEVELOPMENT CONSTRUCTION PHASES AS PER IFC 1410.1
17. AN APPROVED WATER SUPPLY FOR FIRE PROTECTION, EITHER TEMPORARY OR PERMANENT SHALL BE MADE AVAILABLE AS SOON AS COMBUSTIBLE MATERIAL ARRIVES ON THE SITE AS PER IFC 1412.1
18. PERMANENT TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER APPROVED PLAN BY THE DEVELOPER.
19. IN ACCORDANCE WITH THE SANTA FE HOMES PROGRAM, LOTS WILL BE DEVELOPED WITH AFFORDABLE HOMES.
20. FURTHER SUBDIVISION OF LOTS IS PROHIBITED.
21. ONLY SITE BUILT HOMES ARE PERMITTED. MANUFACTURED HOMES ARE NOT PERMITTED. SEE AGUAFINA HOA COVENANTS RECORDED WITH THE SF COUNTY CLERK INSTRUMENT NUMBER _____.

23. THE COMMON DETENTION PONDS HAVE BEEN OVERSIZED AND EACH LOT HAS THE FOLLOWING DETENTION POND CREDIT: ANY IMPERVIOUS AREA IN EXCESS OF THESE CREDITS MUST BE HANDLED BY ON-LOT PONDING.
LOTS 1-29 = 400 SF EACH OF IMPERVIOUS AREA
LOTS 29-46 = 726 SF EACH OF IMPERVIOUS AREA
LOTS 47-61 = 1400 SF EACH OF IMPERVIOUS AREA

DEVELOPMENT STANDARDS:

Lot Coverage(%)		50% 9 private open space provided per §14-7.1(B)(1)(K)	
Setbacks:	Front	7.5'	20' for garage doors
	Side	5'	
	Rear	15' or 20% of average lot depth whichever is less	
Parking		2 spaces per dwelling	
Min. Lot Size		4,000 s.f.	
Maximum Height		24'	

DRAINAGE FACILITIES MAINTENANCE NOTE
ALL DRAINAGE FACILITIES IN THE OPEN SPACE SHALL BE MAINTAINED BY THE AGUAFINA HOA.
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, CY, OF 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, INLAND INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND VEGETATION THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER BY THE DRAINAGE STRUCTURES.
B. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6INCHES BY DEPTH, AND IF NECESSARY, REVEGETATE WITH NATIVE GRASSES AND INSTALL FILTER FABRIC AND 3 TO 6 INCH GRAVEL AS DIRECTED BY THE ENGINEER.
C. INSPECT FOR SEDIMENTATION IN ALL SWALES, DITCHES, DRAINAGE 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. AGGIE PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY.

CLAYTON'S PRAIRIE DOG NOTE
THE PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE CLAYTON'S PRAIRIE DOG ORDINANCE (ARTICLE 14-8.15).

DUST CONTROL NOTE
All on-site 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 their 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 owner or operator shall use at one or more of the following Dust Management Practices (DMPs):
- 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 ground or disturbed surfaces.
- 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 landfarm, erosion control blankets, gravel, vegetation (when appropriate), soil-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.

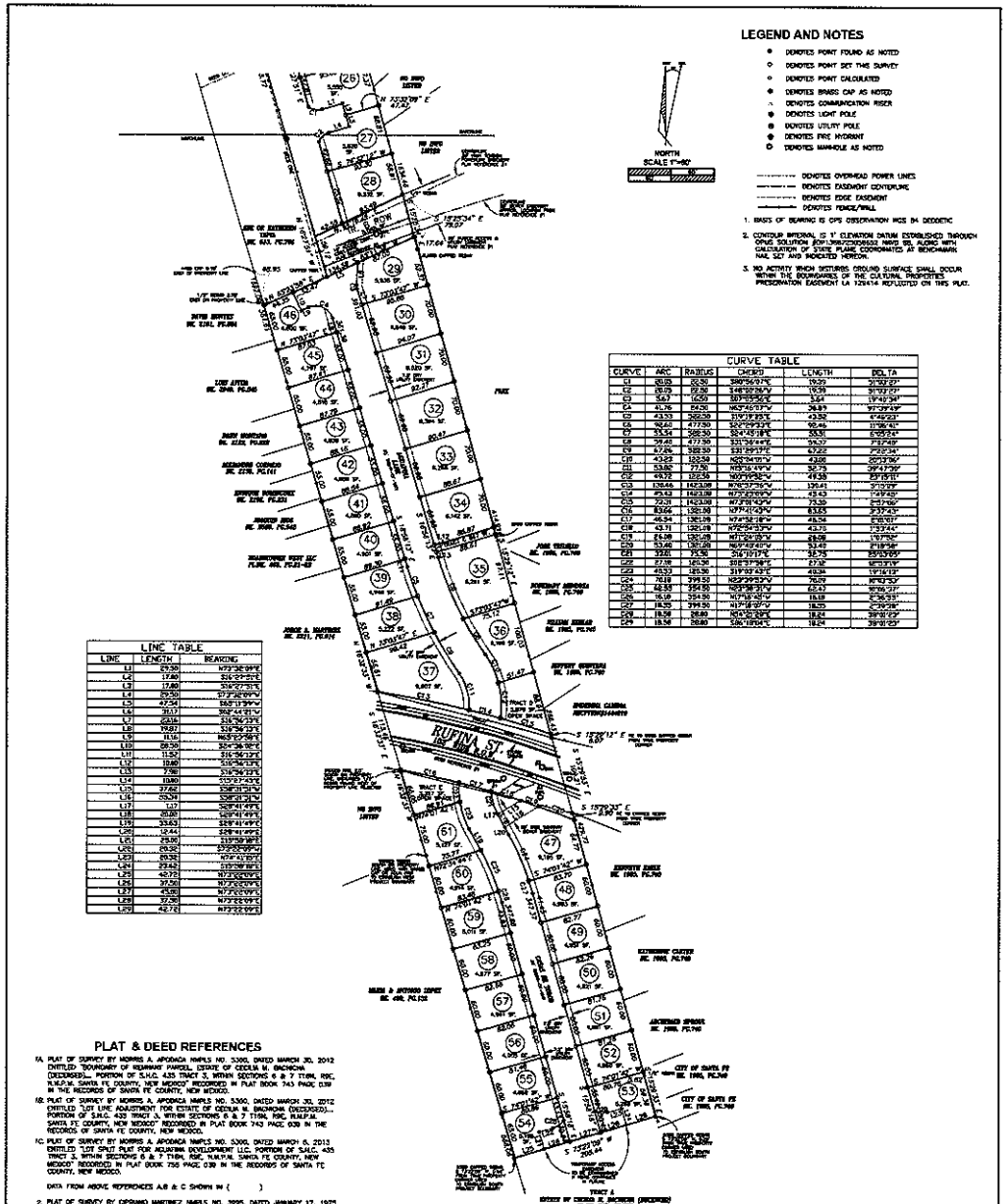
REPLAT OF 3 TRACTS FOR
AGUAFINA DEVELOPMENT, LLC
AND FINAL SUBDIVISION PLAT FOR
AGUAFINA

LYING WITHIN SECTION 8, T17N, R9E,
NMPM, CITY AND COUNTY OF SANTA FE, NM.

RICK CHATROOP
PROFESSIONAL LAND SURVEYOR
NEW MEXICO REGISTRATION NO. 11011
(505) 470-9957 119 RIDGE TRAIL RD. CERRILLOS, NM. 87010

ADDRESS INFORMATION FOR THE COUNTY CLERK

OWNER: AGUAFINA DEVELOPMENT LLC
LOTS: C-1 1-048-096-288-440, C-2 1-048-096-298-522, R 1-048-098-317-255
LOCATION: LYING WITHIN SECTION 8, T17N, R9E, NMPM, CITY AND COUNTY OF SANTA FE, NM.



LEGEND AND NOTES

- DENOTES POINT FOUND AS NOTED
- DENOTES POINT SET THIS SURVEY
- DENOTES POINT CALCULATED
- DENOTES BRASS CAP AS NOTED
- DENOTES COMMUNICATION RISER
- DENOTES LIGHT POLE
- DENOTES UTILITY POLE
- DENOTES FIRE HYDRANT
- DENOTES MANHOLE AS NOTED

- DENOTES OVERHEAD POWER LINES
- DENOTES EASEMENT CENTERLINE
- DENOTES EDGE EASEMENT
- DENOTES FENCE/WALL

1. BASIS OF BEARING IS GPS OBSERVATION NGS 84 GEODETIC
2. CONTOUR INTERVAL IS 1' ELEVATION DATUM ESTABLISHED THROUGH ONE SOLUTION 3D/LVBS/CONDRESS NAVD 88, ALONG WITH CALCULATION OF STATE PLANE COORDINATES AT BENCHMARK NAIL SET AND INDICATED HEREON.
3. NO ACTIVITY WHICH DISTURBS GROUND SURFACE SHALL OCCUR WITHIN THE BOUNDARIES OF THE CULTURAL PROPERTIES PRESERVATION EASEMENT LA 126414 REFLECTED ON THIS PLAT.

CURVE TABLE

CURVE	ARC	RADIUS	CHORD	LENGTH	DELTA
C1	20.05	22.50	S80°56'07"E	19.39	51°02'27"
C2	26.79	15.00	S48°32'26"W	19.36	51°07'07"
C3	3.67	15.00	S01°55'56"E	3.64	13°40'34"
C4	41.76	84.00	N63°55'17"E	39.85	97°29'49"
C5	43.53	385.50	S19°19'25"E	43.50	6°44'03"
C6	90.61	477.50	S23°19'23"E	90.46	10°86'41"
C7	53.54	385.50	S34°35'18"E	53.51	8°05'54"
C8	59.40	477.50	S31°36'44"E	59.37	7°07'48"
C9	67.84	385.50	S31°29'17"E	67.82	7°02'34"
C10	43.22	183.50	N52°34'01"W	43.08	20°03'36"
C11	53.80	77.50	N69°16'49"W	52.75	39°47'39"
C12	49.72	132.50	N07°59'52"W	49.43	21°19'01"
C13	136.46	1423.08	N76°57'36"W	136.41	5°29'39"
C14	49.43	1423.08	N72°23'09"W	49.43	1°59'20"
C15	72.28	1423.08	N72°38'19"W	72.26	2°54'46"
C16	83.66	1320.08	N71°41'29"W	83.65	3°37'43"
C17	46.54	1320.08	N74°58'18"W	46.54	2°01'01"
C18	43.71	1320.08	N76°54'43"W	43.70	1°53'44"
C19	84.98	1320.08	N77°24'28"W	83.98	1°50'50"
C20	51.46	1320.08	N80°42'47"W	51.45	2°14'04"
C21	32.61	75.50	S14°19'17"E	32.35	24°45'05"
C22	57.78	183.50	S08°37'38"E	57.52	18°03'19"
C23	49.52	183.50	S19°37'43"E	49.36	15°27'13"
C24	70.19	399.50	N52°29'53"W	70.09	10°04'03"
C25	46.58	354.50	N50°38'21"W	46.47	7°31'33"
C26	19.18	354.50	N57°58'40"W	19.18	2°46'39"
C27	18.55	399.50	N57°58'40"W	18.55	2°39'58"
C28	18.58	28.80	S50°42'39"E	18.24	39°01'57"
C29	18.58	28.80	S86°19'54"E	18.24	39°01'57"

LINE TABLE

LINE	LENGTH	BEARING
L1	29.39	N73°36'39"E
L2	17.80	S16°23'21"E
L3	17.80	S16°23'21"E
L4	89.50	S73°36'39"W
L5	47.34	S65°13'39"W
L6	38.13	S68°44'31"W
L7	60.16	S36°56'13"E
L8	19.87	S36°56'13"E
L9	11.16	N65°13'39"E
L10	69.58	S24°36'36"E
L11	11.52	S16°56'13"E
L12	19.80	S16°56'13"E
L13	7.78	S16°56'13"E
L14	19.80	S16°57'43"E
L15	37.62	S28°31'51"W
L16	59.24	S28°31'51"W
L17	1.17	S28°41'49"E
L18	20.00	S28°41'49"E
L19	33.63	S28°41'49"E
L20	12.44	S28°41'49"E
L21	29.00	S15°59'38"E
L22	29.00	S15°59'38"E
L23	59.38	S74°41'57"E
L24	23.42	S15°59'38"E
L25	43.72	N73°22'09"E
L26	37.26	N73°22'09"E
L27	45.00	N73°22'09"E
L28	37.26	N73°22'09"E
L29	42.76	N73°22'09"E

PLAT & DEED REFERENCES

1A. PLAT OF SURVEY BY MORRIS A. APODACA NMPLS NO. 5300, DATED MARCH 30, 2012 ENTITLED "BOUNDARY OF REMNANT PARCEL, ESTATE OF CECILIA M. BACHICHA (DECEASED)... PORTION OF S.H.C. 435 TRACT 3, WITHIN SECTIONS 6 & 7 T16N, R9E, N.M.P.M., SANTA FE COUNTY, NEW MEXICO" RECORDED IN PLAT BOOK 743 PAGE 039 IN THE RECORDS OF SANTA FE COUNTY, NEW MEXICO.

1B. PLAT OF SURVEY BY MORRIS A. APODACA NMPLS NO. 5300, DATED MARCH 30, 2012 ENTITLED "LOT LINE ADJUSTMENT FOR ESTATE OF CECILIA M. BACHICHA (DECEASED)... PORTION OF S.H.C. 435 TRACT 3, WITHIN SECTIONS 6 & 7 T16N, R9E, N.M.P.M., SANTA FE COUNTY, NEW MEXICO" RECORDED IN PLAT BOOK 743 PAGE 039 IN THE RECORDS OF SANTA FE COUNTY, NEW MEXICO.

1C. PLAT OF SURVEY BY MORRIS A. APODACA NMPLS NO. 5300, DATED MARCH 6, 2013 ENTITLED "LOT SPLIT PLAT FOR AGUAFINA DEVELOPMENT LLC. PORTION OF S.H.C. 435 TRACT 3, WITHIN SECTIONS 6 & 7 T16N, R9E, N.M.P.M., SANTA FE COUNTY, NEW MEXICO" RECORDED IN PLAT BOOK 750 PAGE 039 IN THE RECORDS OF SANTA FE COUNTY, NEW MEXICO.

DATA FROM ABOVE REFERENCES A,B & C SHOWN IN ( )

2. PLAT OF SURVEY BY CIRIACO MARTINEZ NMPLS NO. 3995, DATED JANUARY 17, 1975 ENTITLED "LANDS CLAIMED BY CECILIA BACHICHA PORTION OF S.H.C. 435, TRACT 3 & LOTS 5 & 19 OF SECTIONS 6 & 7 T16N, R9E, N.M.P.M." RECORDED IN PLAT BOOK 38 PAGE 024 IN THE RECORDS OF SANTA FE COUNTY, NEW MEXICO.

DATA FORM ABOVE REFERENCE SHOWN IN (( ))

7. WARRANTY DEED FROM CECILIA M. BACHICHA TO CITY OF SANTA FE, DATED NOVEMBER 28, 1994, RECORDED IN DEED BOOK 1133, PAGE 591, IN THE RECORDS OF THE SANTA FE COUNTY CLERKS OFFICE.

DATA FROM ABOVE DEED REFERENCE SHOWN IN (( ))

SURVEYORS CERTIFICATE

I RICHARD A. CHATROOP, A NEW MEXICO PROFESSIONAL SURVEYOR NO. 11011, DO HEREBY IDENTIFY THAT THIS SURVEY PLAT AND THE ACTUAL FIELD SURVEY UPON WHICH IT IS BASED WERE PERFORMED BY ME OR UNDER MY DIRECTION ON NOV. 12TH, 2021; THAT I AM RESPONSIBLE FOR THIS SURVEY AND THAT IT MEETS THE MINIMUM STANDARDS FOR SURVEYING IN NEW MEXICO, AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

RICHARD A. CHATROOP N.M.P.L.S. #11011

COUNTY OF SANTA FE)
STATE OF NEW MEXICO)
I hereby certify that this instrument was filed for record on the ____ day of _____, A.D., 20__, at ____ o'clock ____ M., and was duly recorded in book ____, page ____, of the records of Santa Fe County.
Witness my Hand and Seal of Office
Deputy
County Clerk, Santa Fe County, N.M.

REPLAT OF 3 TRACTS FOR

AGUAFINA DEVELOPMENT, LLC

AND FINAL SUBDIVISION PLAT FOR

AGUAFINA

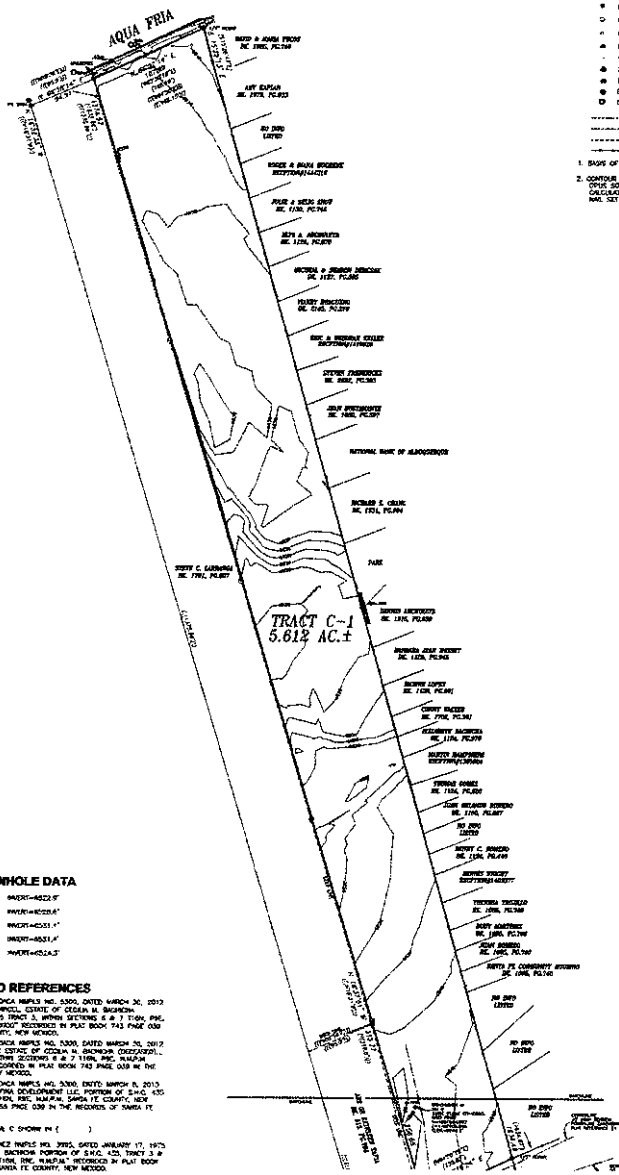
LYING WITHIN SECTION 6, T16N, R9E, NMPM, CITY AND COUNTY OF SANTA FE, NM.

RICK CHATROOP
PROFESSIONAL LAND SURVEYOR
NEW MEXICO REGISTRATION NO. 11011
(505) 670-0007 110 YUCCA TRAIL RD. CERRILLOS, NM. 87010

INDEXING INFORMATION FOR THE COUNTY CLERK

OWNER: AGUAFINA DEVELOPMENT LLC

LOCATION: LYING WITHIN SECTION 6, T16N, R9E, NMPM, CITY AND COUNTY OF SANTA FE, NM.



LEGEND AND NOTES

- DENOTES POINT FOUND AS NOTED
- DENOTES POINT SET THIS SURVEY
- DENOTES POINT CALCULATED
- DENOTES BRASS CAP AS NOTED
- DENOTES COMMUNICATION RISER
- DENOTES LIGHT POLE
- DENOTES UTILITY POLE
- DENOTES FIRE HYDRANT
- DENOTES MANHOLE AS NOTED
- DENOTES OVERHEAD POWER LINES
- DENOTES EASEMENT CENTERLINE
- DENOTES EDGE EASEMENT
- DENOTES FENCE/WALL

1. BASIS OF BEARING IS GPS OBSERVATION #101 64 GEODETIC
2. CONTOUR INTERVAL IS 1' ELEVATION DATUM ESTABLISHED THROUGH OPUS SOLUTION #CF136R7220055052 NAVD 88, ALONG WITH CALCULATION OF STATE PLANE COORDINATES AT BENCHMARK NAIL SET AND INDICATED HEREON.

NORTH
SCALE 1"=60'

DESIGNATED MANHOLE DATA

SANITARY #1 RIM=6541.7', INVERT=6522.5'
SANITARY #2 RIM=6534.4', INVERT=6520.6'
SANITARY #3 RIM=6539.0', INVERT=6533.1'
SANITARY #4 RIM=6541.3', INVERT=6521.4'
STORM #1 RIM=6534.1', INVERT=6524.3'

PLAT & DEED REFERENCES

14. PLAT OF SURVEY BY MORRIS A. APODACA NMPLS NO. 5300, DATED MARCH 30, 2012 ENTITLED "BOUNDARY OF ROSEMARY PARCEL, ESTATE OF CECILIA M. BACHICHA (DECEASED)... PORTION OF S.H.C. 435 TRACT 3, WITHIN SECTIONS 6 & 7 T16N, R9E, N.M.P.M. SANTA FE COUNTY, NEW MEXICO" RECORDED IN PLAT BOOK 743 PAGE 038 IN THE RECORDS OF SANTA FE COUNTY, NEW MEXICO.
15. PLAT OF SURVEY BY MORRIS A. APODACA NMPLS NO. 5300, DATED MARCH 30, 2012 ENTITLED "LOT LINE ADJUSTMENT FOR ESTATE OF CECILIA M. BACHICHA (DECEASED)... PORTION OF S.H.C. 435 TRACT 3, WITHIN SECTIONS 6 & 7 T16N, R9E, N.M.P.M. SANTA FE COUNTY, NEW MEXICO" RECORDED IN PLAT BOOK 743 PAGE 039 IN THE RECORDS OF SANTA FE COUNTY, NEW MEXICO.
16. PLAT OF SURVEY BY MORRIS A. APODACA NMPLS NO. 5300, DATED MARCH 8, 2013 ENTITLED "LOT SPLIT PLAT FOR AQUAFINA DEVELOPMENT LLC, PORTION OF S.H.C. 435 TRACT 3, WITHIN SECTIONS 6 & 7 T16N, R9E, N.M.P.M., SANTA FE COUNTY, NEW MEXICO" RECORDED IN PLAT BOOK 756 PAGE 039 IN THE RECORDS OF SANTA FE COUNTY, NEW MEXICO.

DATA FROM ABOVE REFERENCES AS A C SHOWN IN ( )

2. PLAT OF SURVEY BY CERNANO MARTINEZ NMPLS NO. 3985, DATED JANUARY 17, 1973 ENTITLED "LANDS CLAIMED BY CECILIA BACHICHA PORTION OF S.H.C. 435, TRACT 3 & LOTS 6, & 19 OF SECTIONS 6 & 7 T16N, R9E, N.M.P.M." RECORDED IN PLAT BOOK 15 PAGE 024 IN THE RECORDS OF SANTA FE COUNTY, NEW MEXICO.

DATA FORM ABOVE REFERENCE SHOWN IN (( ))

7. WARRANTY DEED FROM CECILIA M. BACHICHA TO CITY OF SANTA FE, DATED NOVEMBER 26, 1996 RECORDED IN DEED BOOK 1133, PAGE 391, IN THE RECORDS OF THE SANTA FE COUNTY CLERKS OFFICE.

DATA FROM ABOVE DEED REFERENCE SHOWN IN (( ))

SURVEYORS CERTIFICATE

I, RICHARD A. CHATROOP, A NEW MEXICO PROFESSIONAL SURVEYOR NO. 11011, DO HEREBY CERTIFY THAT THIS SURVEY PLAT AND THE ACTUAL FIELD SURVEY UPON WHICH IT IS BASED WERE PERFORMED BY ME OR UNDER MY DIRECTION ON MAY 2009, 2013; THAT I AM RESPONSIBLE FOR THIS SURVEY AND THAT IT MEETS THE MINIMUM STANDARDS FOR SURVEYING IN NEW MEXICO; AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

RICHARD A. CHATROOP N.M.P.L.S. #11011

COUNTY OF SANTA FE
STATE OF NEW MEXICO

Witness my Hand and Seal of Office
Geraldine Salazar
County Clerk, Santa Fe County, N.M.

Deputy

BOUNDARY SURVEY & TOPOGRAPHIC PLAN OF

TRACTS B, C-1 & C-2

FOR

AQUAFINA DEVELOPMENT LLC

LYING WITHIN SECTION 6, T16N, R9E,
NMPM, CITY AND COUNTY OF SANTA FE, NM.

RICK CHATROOP
PROFESSIONAL LAND SURVEYOR
NEW MEXICO REGISTRATION NO. 11011
(505) 470-0837 110 WAGON TRAIL RD. CERRILLOS, NM. 87010

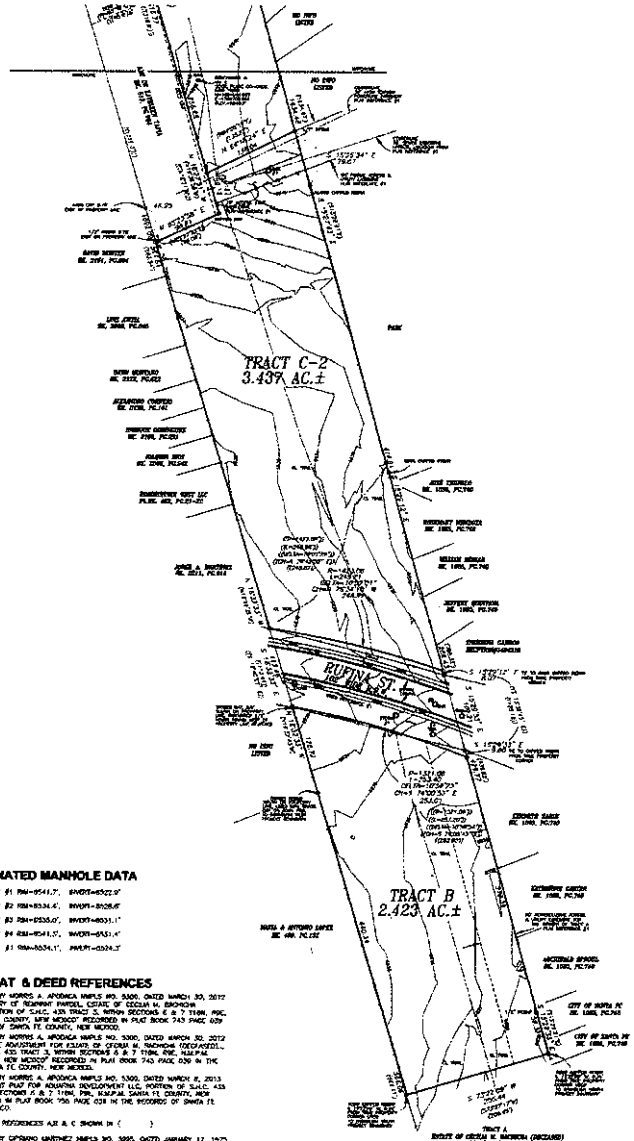
BOUNDARY INFORMATION FOR THIS SURVEY SHOWN

OWNER: AQUAFINA DEVELOPMENT LLC

LOCATION: LYING WITHIN SECTION 6, T16N, R9E,
NMPM, CITY AND COUNTY OF SANTA FE, NM.

SHEET 1

3467.94



LEGEND AND NOTES

- ● DENOTES POINT FOUND AS NOTED
- ○ DENOTES POINT SET THIS SURVEY
- + DENOTES POINT CALCULATED
- ⊕ DENOTES BRASS CAP AS NOTED
- DENOTES COMMUNICATION RISER
- ☼ DENOTES LIGHT POLE
- ✱ DENOTES UTILITY POLE
- DENOTES FIRE HYDRANT
- DENOTES MANHOLE AS NOTED
- DENOTES OVERHEAD POWER LINES
- DENOTES EASEMENT CENTERLINE
- DENOTES EDGE EASEMENT
- DENOTES FENCE/WALL

1. BASIS OF BEARING IS GPS OBSERVATION WGS 84 GEODETIC
2. CONTOUR INTERVAL IS 1' ELEVATION DATUM ESTABLISHED THROUGH OPUS SOLUTION (EPT:3667730056662 NAVD 88, ALONG WITH CALCULATION OF STATE PLANE COORDINATES AT BENCHMARK NAIL SET AND INDICATED HEREON.

NORTH
SCALE 1"=60'

DESIGNATED MANHOLE DATA

SANITARY #1 RIM=6541.7', INVERT=6522.9'
SANITARY #2 RIM=6534.4', INVERT=6508.6'
SANITARY #3 RIM=6535.0', INVERT=6531.1'
SANITARY #4 RIM=6541.5', INVERT=6531.4'
STORM #1 RIM=6534.1', INVERT=6524.3'

PLAT & DEED REFERENCES

1A. PLAT OF SURVEY BY MORRIS A. APODACA MAPS NO. 5300, DATED MARCH 30, 2012 ENTITLED "BOUNDARY OF RUFINA PARCEL LOCATE OF CECILIA M. RACHOCHI (DECEASED)... PORTION OF S.H.C. 435 TRACT 3, WITHIN SECTIONS 6 & 7 T10N, R9E, N.M.P.M. SANTA FE COUNTY, NEW MEXICO" RECORDED IN PLAT BOOK 743 PAGE 029 IN THE RECORDS OF SANTA FE COUNTY, NEW MEXICO.

1B. PLAT OF SURVEY BY MORRIS A. APODACA MAPS NO. 5300, DATED MARCH 30, 2012 ENTITLED "LOT LINE ADJUSTMENT FOR ESTATE OF CECILIA M. RACHOCHI (DECEASED)... PORTION OF S.H.C. 435 TRACT 3, WITHIN SECTIONS 6 & 7 T10N, R9E, N.M.P.M. SANTA FE COUNTY, NEW MEXICO" RECORDED IN PLAT BOOK 743 PAGE 029 IN THE RECORDS OF SANTA FE COUNTY, NEW MEXICO.

1C. PLAT OF SURVEY BY MORRIS A. APODACA MAPS NO. 5300, DATED MARCH 8, 2013 ENTITLED "LOT SPLIT PLAT FOR AQUAFINA DEVELOPMENT LLC, PORTION OF S.H.C. 435 TRACT 3, WITHIN SECTIONS 6 & 7 T10N, R9E, N.M.P.M. SANTA FE COUNTY, NEW MEXICO" RECORDED IN PLAT BOOK 750 PAGE 028 IN THE RECORDS OF SANTA FE COUNTY, NEW MEXICO.

DATA FROM ABOVE REFERENCES A,B & C SHOWN IN ( )

2. PLAT OF SURVEY BY CATARINO MARTINEZ MAPS NO. 3695, DATED JANUARY 17, 1975 ENTITLED "LANDS CLAIMED BY CECILIA RACHOCHI PORTION OF S.H.C. 435, TRACT 3 & LOTS 6 & 10 OF SECTIONS 6 & 7 T10N, R9E, N.M.P.M." RECORDED IN PLAT BOOK 25 PAGE 024 IN THE RECORDS OF SANTA FE COUNTY, NEW MEXICO.

DATA FORM ABOVE REFERENCE SHOWN IN (( ))

3. WARRANTY DEED FROM CECILIA M. RACHOCHI TO CITY OF SANTA FE, DATED NOVEMBER 28, 1994, RECORDED IN DEED BOOK 1151, PAGE 391, IN THE RECORDS OF THE SANTA FE COUNTY CLERKS OFFICE.

DATA FROM ABOVE DEED REFERENCE SHOWN IN (( ))

SURVEYORS CERTIFICATE

I, RICHARD A. CHATROOP, A NEW MEXICO PROFESSIONAL SURVEYOR NO. 11011, DO HEREBY CERTIFY THAT THIS SURVEY PLAT AND THE ACTUAL FIELD SURVEY UPON WHICH IT IS BASED WERE PERFORMED BY ME OR UNDER MY DIRECTION ON MAY 24TH, 2013; THAT I AM RESPONSIBLE FOR THIS SURVEY AND THAT IT MEETS THE MINIMUM STANDARDS FOR SURVEYING IN NEW MEXICO; AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

RICHARD A. CHATROOP N.M.P.L.S. #11011

COUNTY OF SANTA FE)ss
STATE OF NEW MEXICO

County Clerk, Santa Fe County, N.M.

Deputy

BOUNDARY SURVEY & TOPOGRAPHIC PLAN OF

TRACTS B, C-1 & C-2

FOR

AQUAFINA DEVELOPMENT LLC

LYING WITHIN SECTION 6, T10N, R9E,
NMPM, CITY AND COUNTY OF SANTA FE, NM.

RICK CHATROOP
PROFESSIONAL LAND SURVEYOR
NEW MEXICO REGISTRATION NO. 11011
(505) 470-8629 119 RAGON TRAIL RD. CERRILLOS, NM. 87010

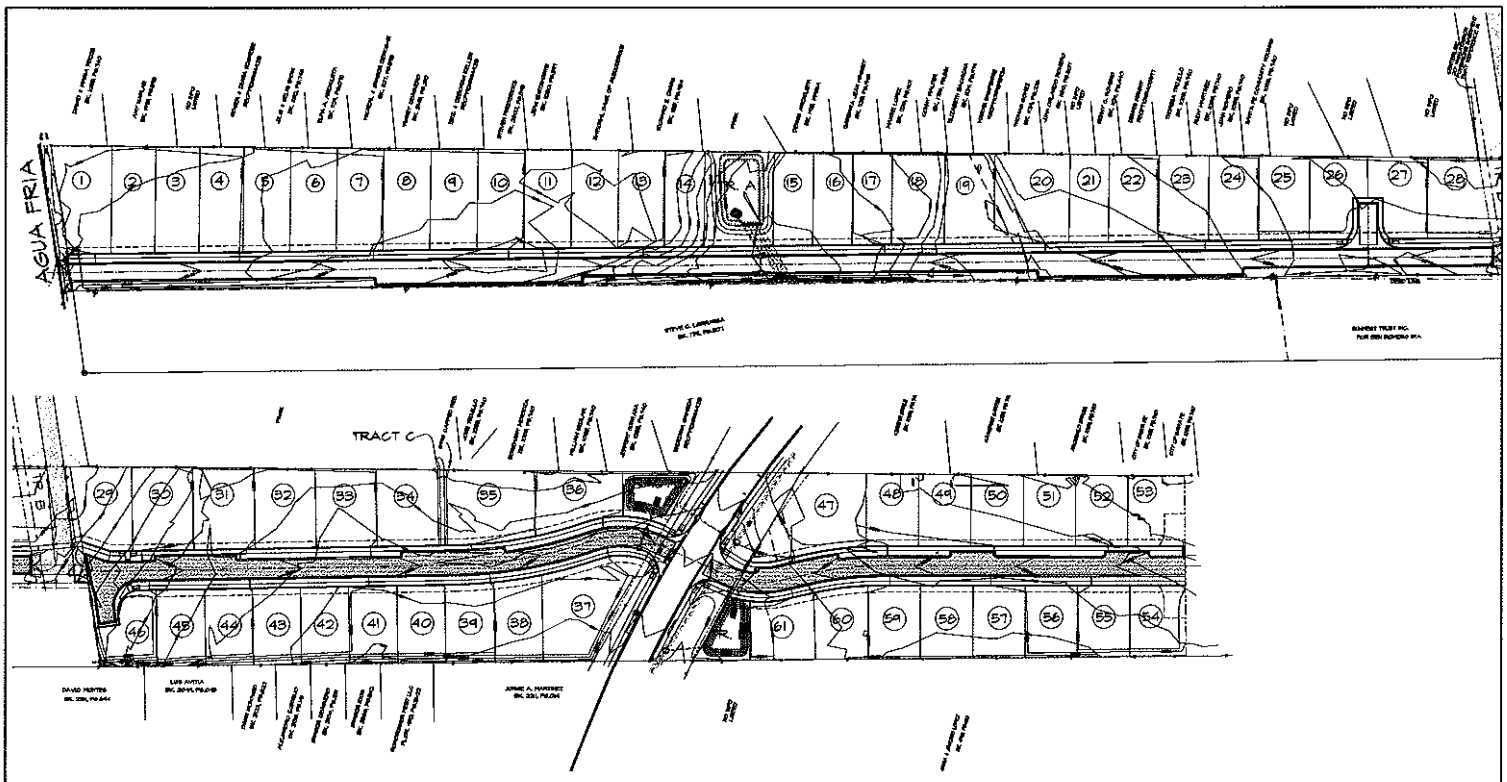
RETURNING INFORMATION FOR THE COUNTY CLERK:

GRANTOR: AQUAFINA DEVELOPMENT LLC.

LOCATION: LYING WITHIN SECTION 6, T10N, R9E, NMPM, CITY AND COUNTY OF SANTA FE, NM.

SHEET 1

SHEET 1 OF 1



SLOPE LEGEND

- 0-20% SLOPE USING 1' CONTOUR INTERVALS
- 20%-30% SLOPE USING 1' CONTOUR INTERVALS
- 30% AND GREATER SLOPE USING 5' CONTOUR INTERVALS

SEE SHEET 4 FOR SOURCE OF TOPOGRAPHY SHOWN HEREON

ALL SLOPES ARE LESS THAN 20%

NORTH

SCALE 1"=50'

50' 0 50'

REVISIONS

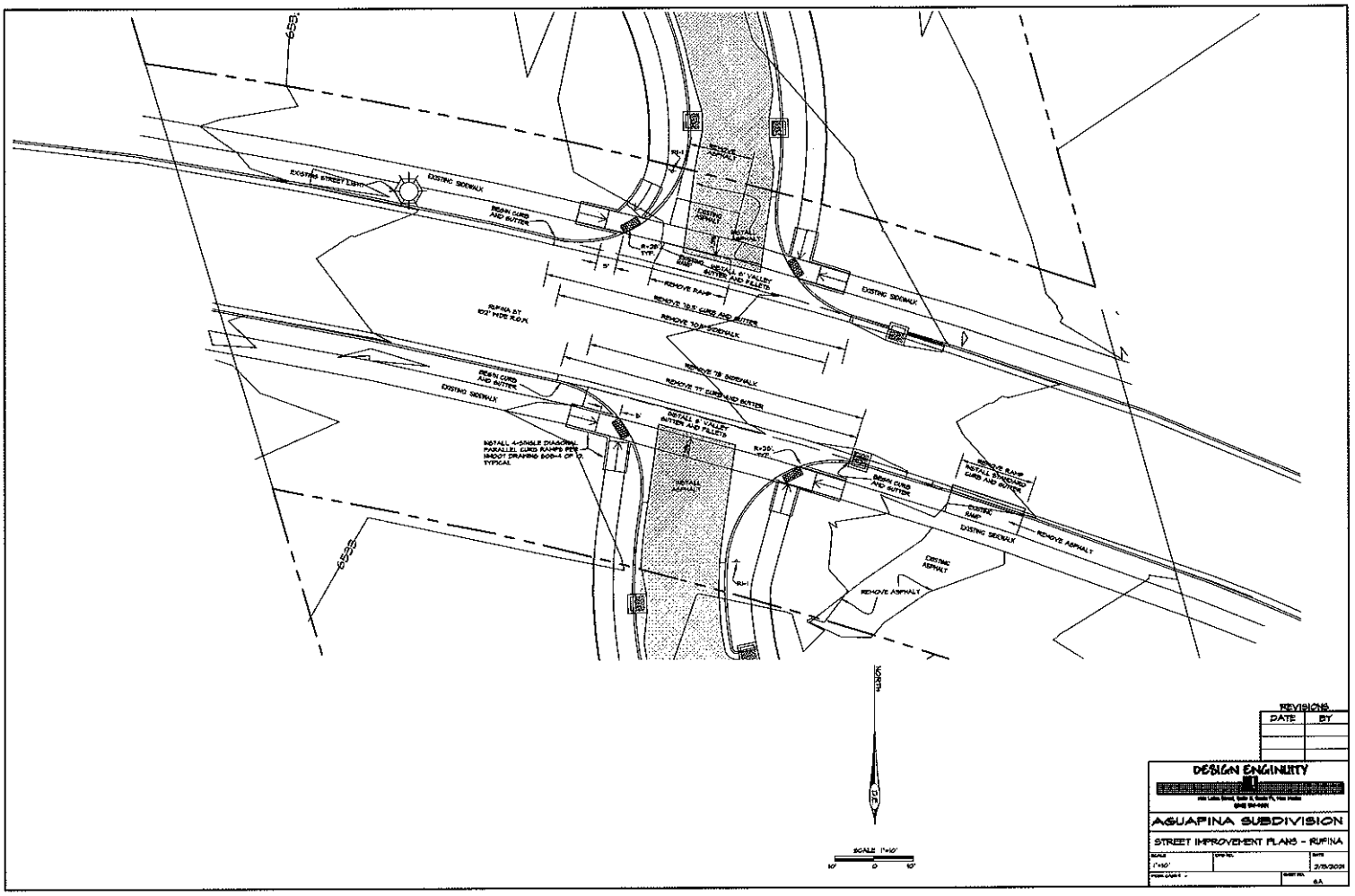
DATE	BY

DESIGN ENGINUITY

AGUAFINA SUBDIVISION

SLOPE ANALYSIS

SCALE	DRAWN	DATE
1"=50'		2/15/2021
FILM CASE # -		SHEET NO. 5



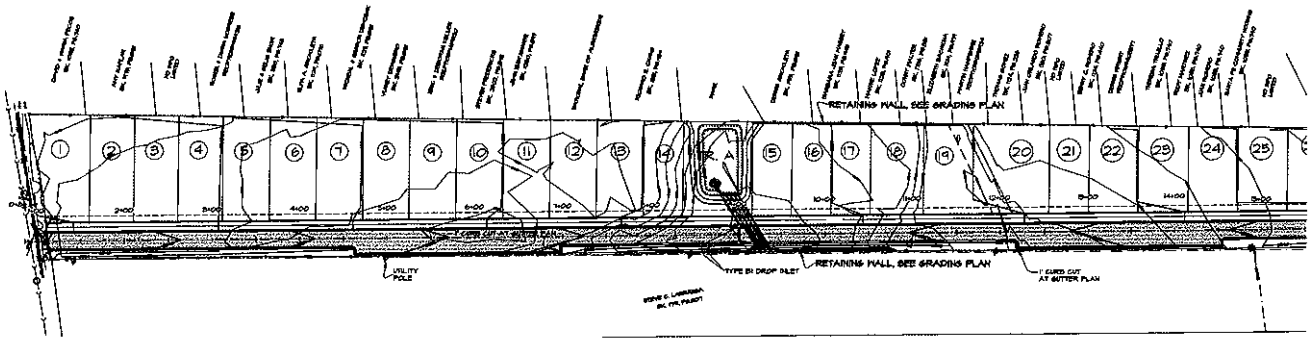
REVISIONS	
DATE	BY

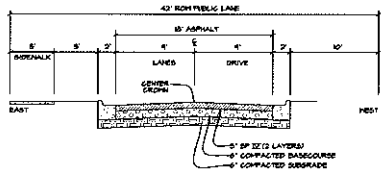
DESIGN ENGINUITY

AGUAFINA SUBDIVISION

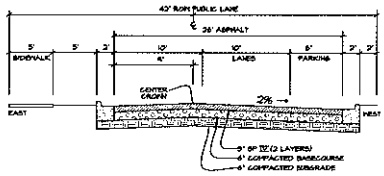
STREET IMPROVEMENT PLANS - RUFINA

SCALE 1"=10'	DRAWN	DATE 2/15/2021
		SHEET NO. 6A

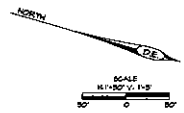


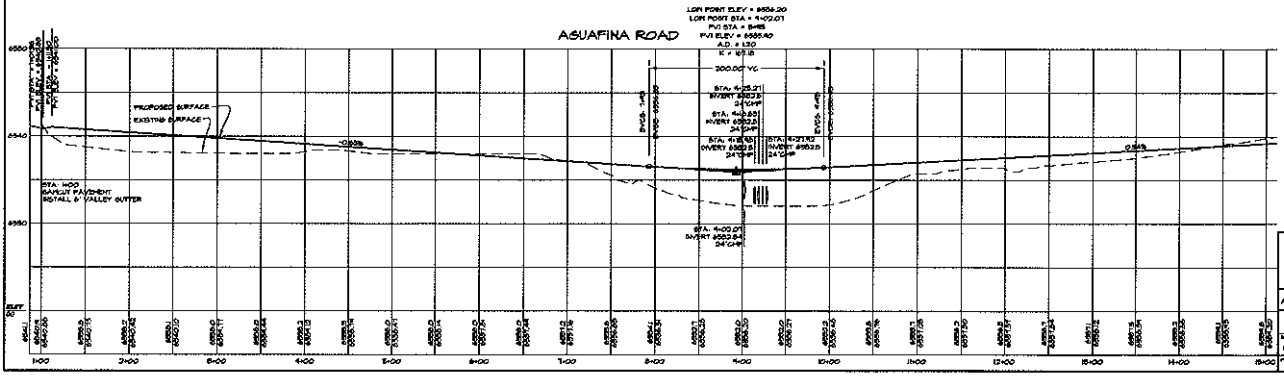


ASUAFINA ROAD RESIDENTIAL LANE WITHOUT PARKING
NTS.



ASUAFINA ROAD RESIDENTIAL LANE WITH PARKING
NTS.





REVISIONS

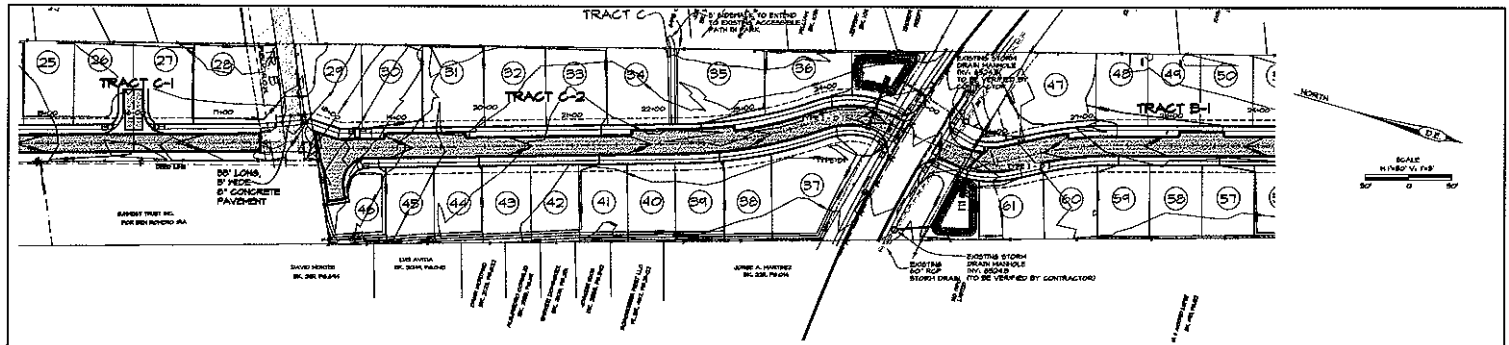
DATE	BY

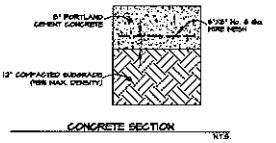
DESIGN ENGINUITY

ASUAFINA SUBDIVISION

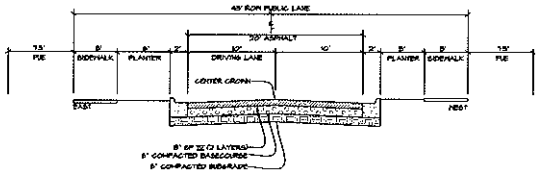
ROAD PLAN AND PROFILE
STA: 1+00 TO STA: 15+00

SCALE: 1"=50'
DATE: 2/15/2021
SHEET NO.: 05

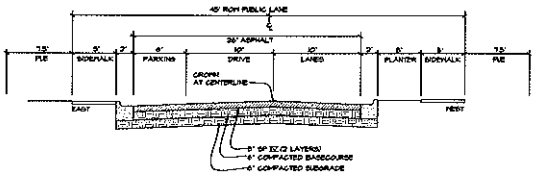




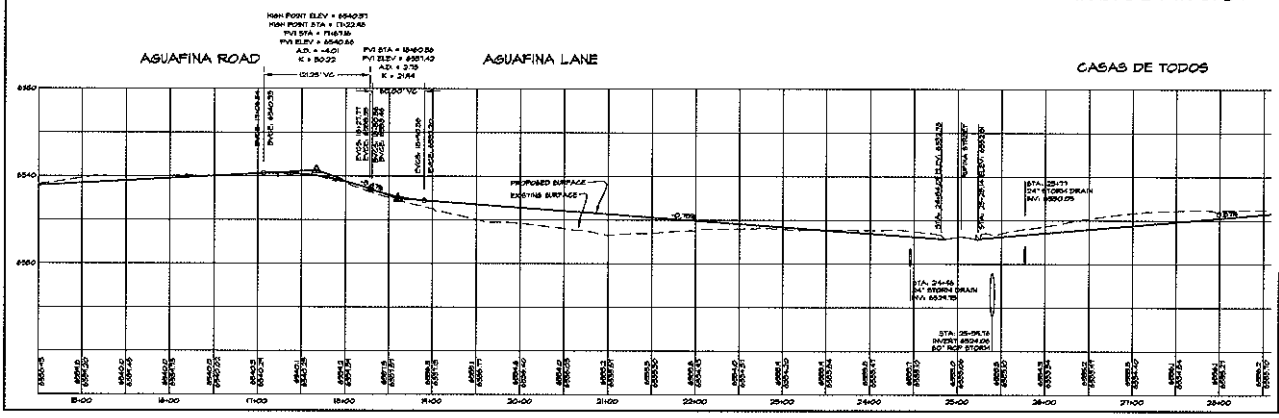
CONCRETE SECTION
N.T.S.



ASUAFINA RESIDENTIAL LANE WITHOUT PARKING
TRACT C-2 & TRACT B-1
N.T.S.



ASUAFINA RESIDENTIAL LANE WITH PARKING
TRACT C-2 & TRACT B-1
N.T.S.



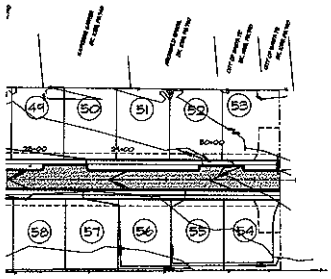
REVISIONS	
DATE	BY

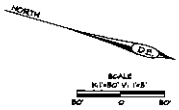
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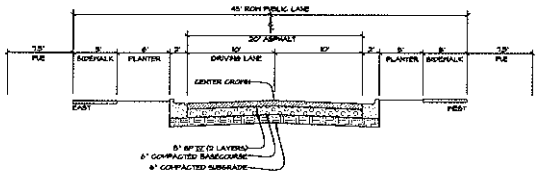
ASUAFINA SUBDIVISION

ROAD PLAN AND PROFILE
STA: 15+00 TO STA: 28+00

SCALE: 1"=50'
DWG NO.:
DATE: 2/18/2021
FROM STA: 0 +
SHEET NO.: 6C

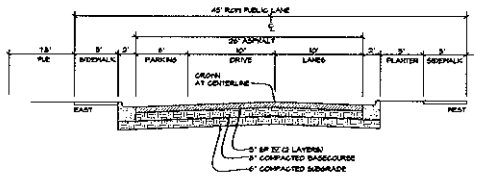






CASAS DE TODOS RESIDENTIAL LANE WITHOUT PARKING

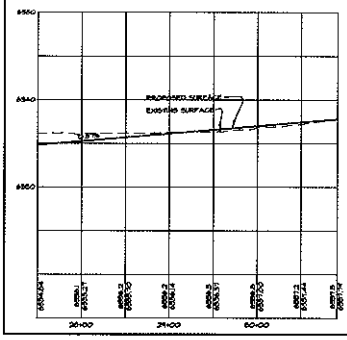
TRACT B-1



CASAS DE TODOS RESIDENTIAL LANE WITH PARKING

TRACT B-1

CASAS DE TODOS



REVISIONS

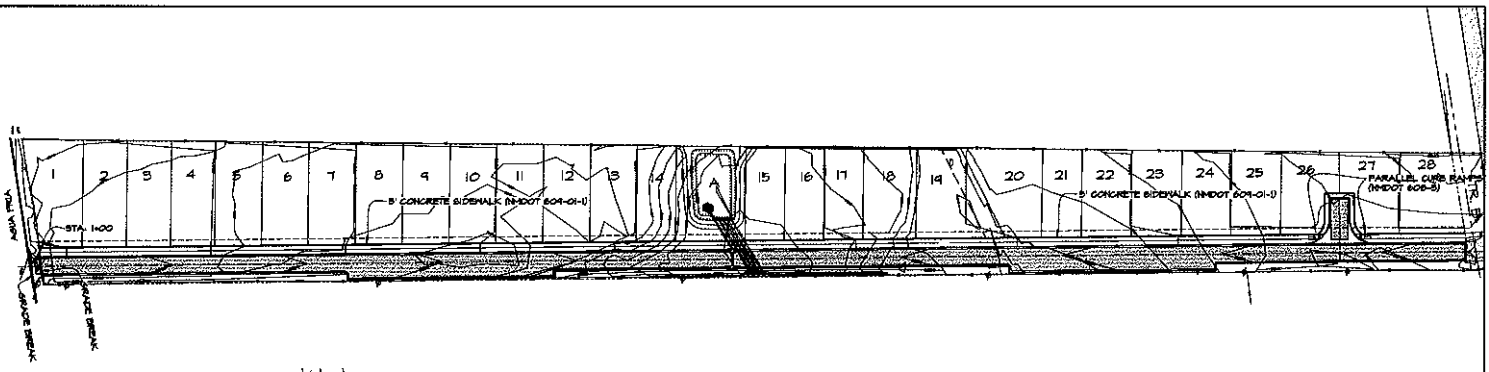
DATE	BY

DESIGN ENGINUITY

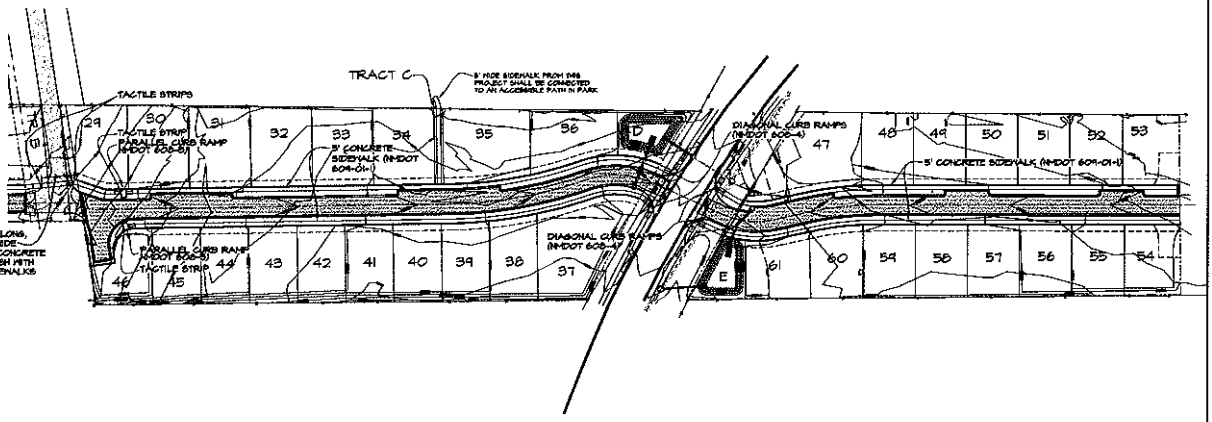
AGUAPINA SUBDIVISION

ROAD PLAN AND PROFILE
STA: 20+00 TO STA: 50+79

SCALE	JOB NO.	DATE
1"=50'		2/15/2021
PLAN CASE # -		SHEET NO. 5D



ADA COMPLIANCE REQUIREMENTS



ALL SIDEWALKS GRADES ARE LESS THAN 4%



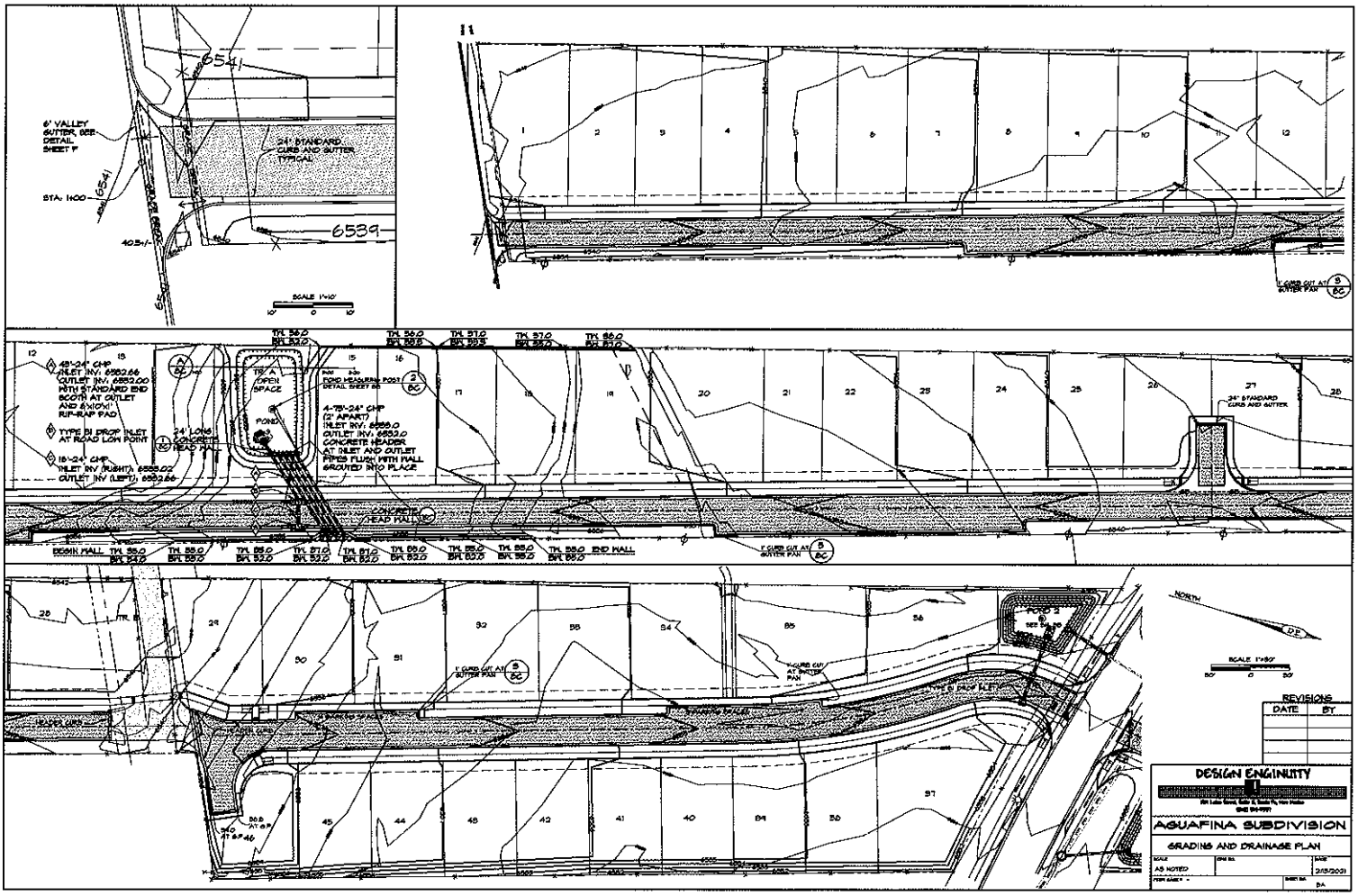
REVISIONS	
DATE	BY

DESIGN ENGINUITY

AGUAFINA SUBDIVISION

ADA PLANS

SCALE		DATE
1"=50'		2/19/2021



REVISIONS

DATE	BY

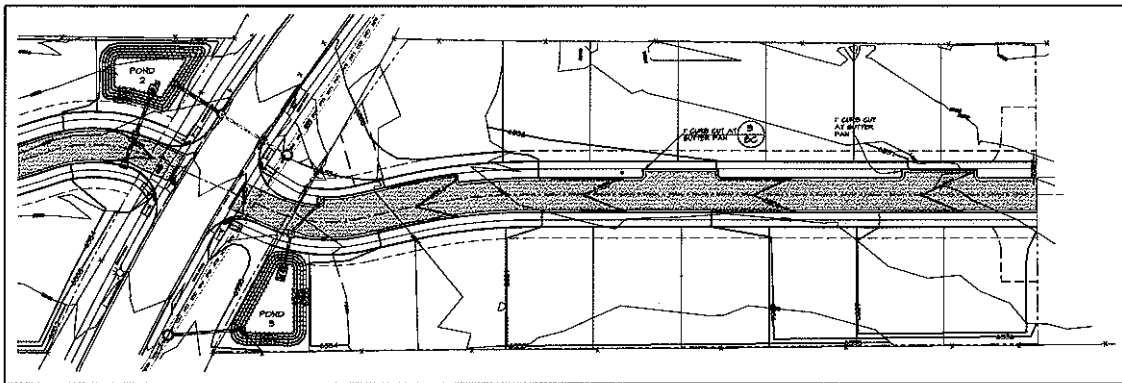
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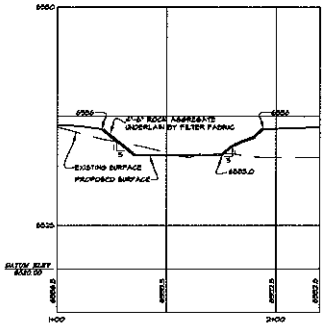
ASUAFINA SUBDIVISION

GRADING AND DRAINAGE PLAN

AS NOTED

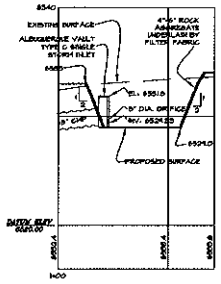
2/15/2021


POND 2
POND 3
6555
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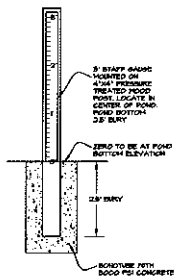
A BC POND 1 SECTION

SCALE: HORZ 20', VERT 4'



C BB POND 2 SECTION

SCALE: HORZ 20', VERT 4'



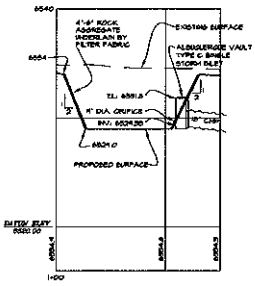
2 BC POST & STAFF GAUGE

NTS.

NOTES

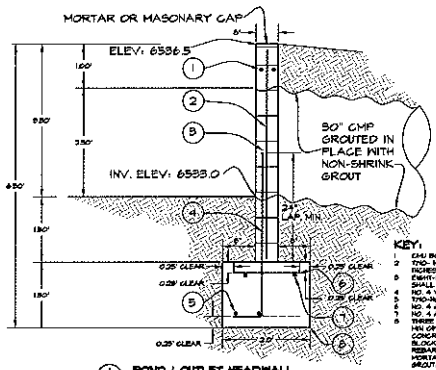
NOTE: 1. CONTRACTOR TO SURVEYOR TO DOCUMENT AS-BUILT POND VOLUMES. MEASURED DIMENSIONS SHALL BE FROM EDGE OF ROCK PLATFORM AND SHALL EXCLUDE VOLUME CONTAINING ROCK.

2. FOUR-SO-INCH CMP OUTLET HEADWALL TO BE DESIGNED BY A STRUCTURAL ENGINEER PRIOR TO CONSTRUCTION PERMITTING



B BC POND 2 SECTION

SCALE: HORZ 20', VERT 4'



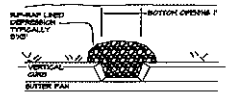
KEY:

1. EMU BOND BEAM REINFORCED WITH 2 - NO. 4
2. TYP. NO. 4 VERTICAL REBAR CENTERED BETWEEN DRAIN PIPES 16-INCHES APART
3. EIGHT-INCH BLOCK. ALL CELLS THAT CONTAIN REINFORCEMENT SHALL BE FULLY GROUTED. BLOCK MUST BE STAGGERED
4. NO. 4 VERTICAL DOWELS PER ALTERNATE BENDS
5. TYP-NO. 4 CONTINUOUS BOTTOM REINFORCEMENT
6. NO. 4 AT 16-INCHES ON CENTER
7. NO. 4 AT 12-INCHES ON CENTER TOP REINFORCEMENT
8. THREE FEET OF STRUCTRAL FILL BENEATH WALL FOUNDATION AT A MIN OF 98 PERCENT OF MAXIMUM DRY DENSITY PER ASTH D-1557

CONCRETE: MIN 3000 PSI
BLOCK: GRADE N ASTH C90-05, 8-INCH
REBAR: ASTH A615, GRADE 60
MORTAR: TYPE S
GROUT: MIN 3000 PSI

1 BC POND 1 OUTLET HEADWALL

SCALE: 1"=1'



3 BC CURB CUT DETAIL

NTS.

REVISIONS

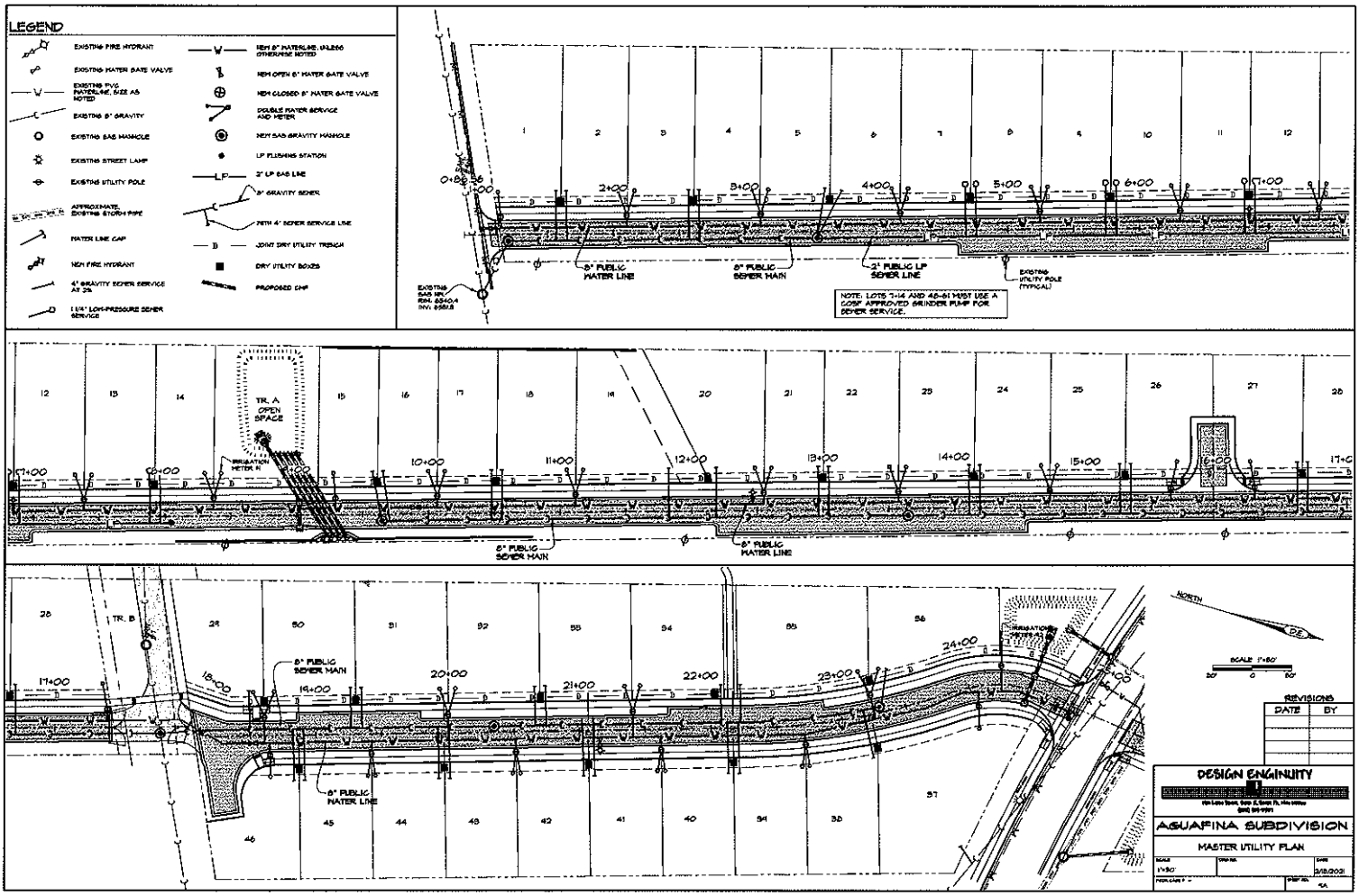
DATE	BY

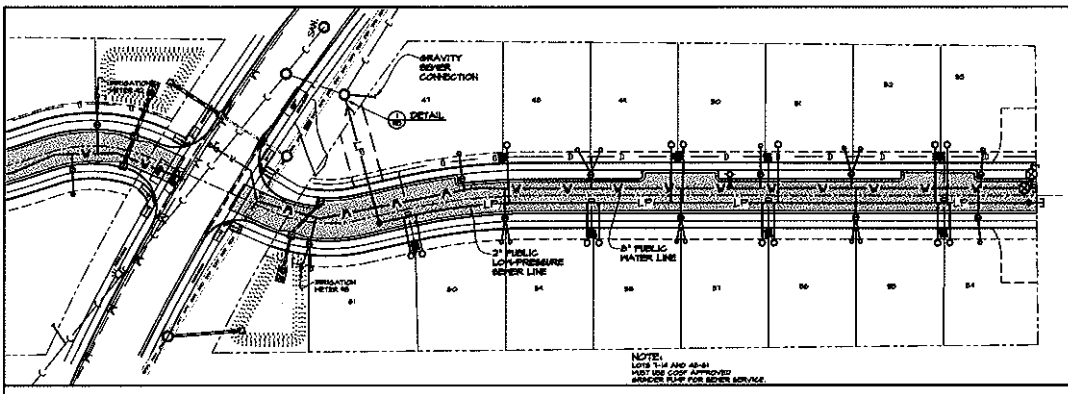
DESIGN ENGINUITY

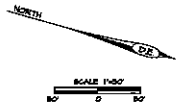
AGUAPINA SUBDIVISION

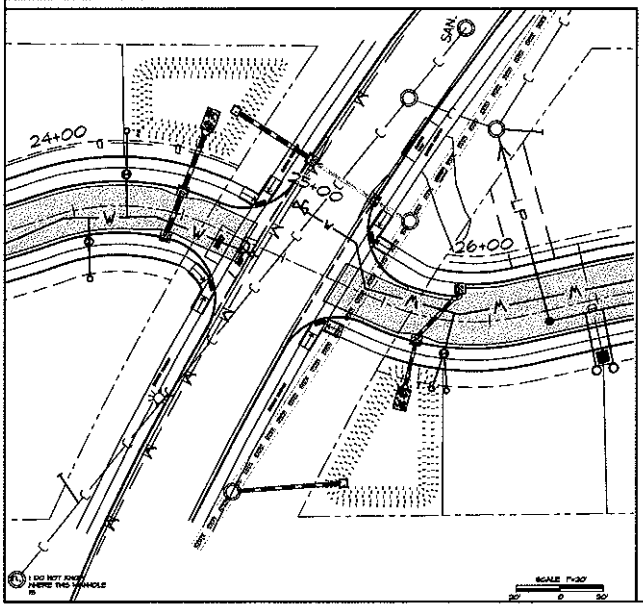
GRADING AND DRAINAGE DETAILS

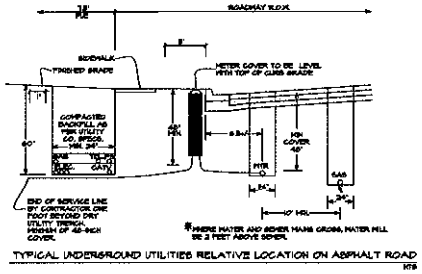
SCALE	JOB NO.	DATE
AS NOTED		3/5/2021
PREPARED BY		SHEET NO. BC


LEGEND
EXISTING FIRE HYDRANT
EXISTING WATER GATE VALVE
EXISTING PVC PIPELINE, SIZE AS NOTED
EXISTING 8" GRAVITY
EXISTING SAS MANHOLE
EXISTING STREET LAMP
EXISTING UTILITY POLE
APPROXIMATE EXISTING STORM PIPE
WATER LINE CAP
NEW FIRE HYDRANT
4" GRAVITY SEWER SERVICE AT 2%
1 1/4" LOW-PRESSURE SEWER SERVICE
NEW 8" WATERLINE, UNLESS OTHERWISE NOTED
NEW OPEN 8" WATER GATE VALVE
NEW CLOSED 8" WATER GATE VALVE
DOUBLE WATER SERVICE AND METER
NEW SAS GRAVITY MANHOLE
LP FLUSHING STATION
2" LP SAS LINE
8" GRAVITY SEWER
WITH 4" SEWER SERVICE LINE
JOINT DRY UTILITY TRENCH
DRY UTILITY BOXES
PROPOSED CMP
0+00
1+00
2+00
3+00
4+00
5+00
6+00
7+00
8" PUBLIC WATER LINE
8" PUBLIC SEWER MAIN
2" PUBLIC LP SEWER LINE
EXISTING UTILITY POLE (TYPICAL)
NOTE: LOTS 1-14 AND 48-61 MUST USE A CDSP APPROVED GRINDER PUMP FOR SEWER SERVICE.
TR. A OPEN SPACE
IRRIGATION METER #1
8" PUBLIC SEWER MAIN
8" PUBLIC WATER LINE
TR. B
16+00
17+00
18+00
19+00
20+00
21+00
22+00
23+00
24+00
NORTH
SCALE: 1"=50'
REVISIONS
DATE
BY
DESIGN ENGINUITY
AGUAFINA SUBDIVISION
MASTER UTILITY PLAN
1"=50'
3/18/2021









TYPICAL UNDERGROUND UTILITIES RELATIVE LOCATION ON ASPHALT ROAD

LEGEND

- EXISTING FIRE HYDRANT
- EXISTING WATER GATE VALVE
- EXISTING PVC WATERLINE, SIZE AS NOTED
- EXISTING 8" GRAVITY
- EXISTING SAS MANHOLE
- EXISTING STREET LAMP
- EXISTING UTILITY POLE
- APPROXIMATE EXISTING STORM PIPE
- WATER LINE CAP
- NEW FIRE HYDRANT
- 4" GRAVITY SEWER SERVICE AT 2%
- 1 1/4" LOW-PRESSURE SEWER SERVICE
- NEW 6" WATERLINE UNLESS OTHERWISE NOTED
- NEW OPEN 6" WATER GATE VALVE
- NEW CLOSED 6" WATER GATE VALVE
- DOUBLE WATER SERVICE AND METER
- NEW SAS GRAVITY MANHOLE
- LP PUMPING STATION
- 2" LP SAS LINE
- 8" GRAVITY SEWER
- PATH 4" SEWER SERVICE LINE
- JOINT DRY UTILITY TRENCH
- DRY UTILITY BOXES
- PROPOSED CAP

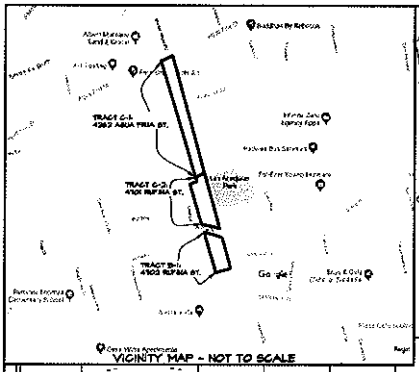
REVISIONS	
DATE	BY

DESIGN ENGINUITY

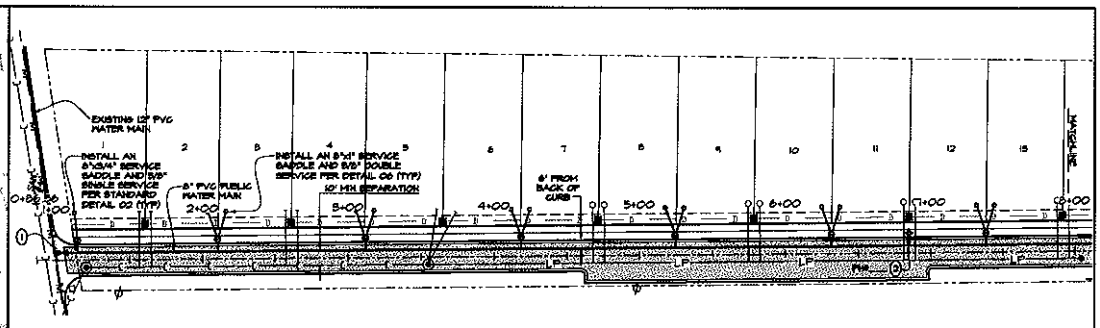
AGUAFINA SUBDIVISION

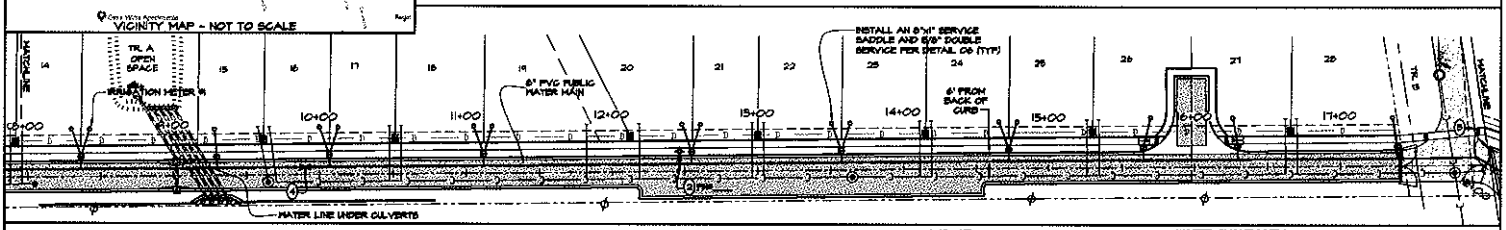
MASTER UTILITY PLAN

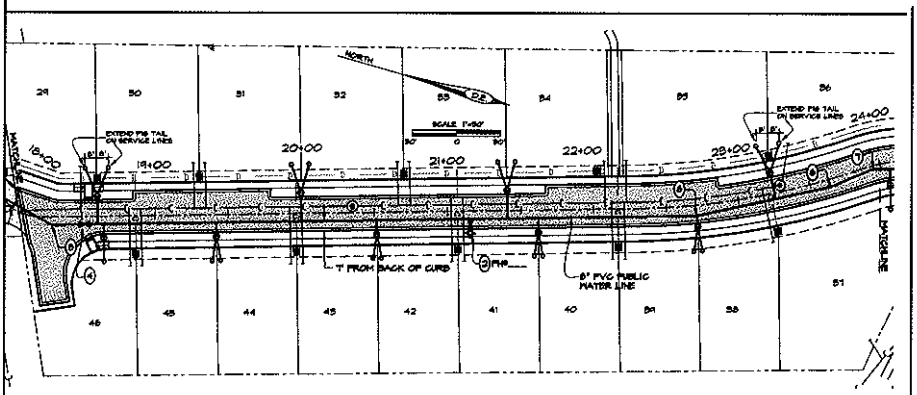
SCALE	DRAWN	DATE
1"=30'		2/18/2021
PROJECT # -		SHEET NO. 4/5



VICINITY MAP ~ NOT TO SCALE







LEGEND

- EXISTING FIRE HYDRANT
- EXISTING WATER GATE VALVE
- EXISTING PVC WATERLINE, SIZE AS NOTED
- NEW 8" WATERLINE, UNLESS OTHERWISE NOTED.
- NEW OPEN 6" WATER GATE VALVE
- DOUBLE WATER SERVICE AND METER
- SINGLE WATER SERVICE AND METER
- WATER LINE CAP
- NEW FIRE HYDRANT

WATER SYSTEM KEY

1. INSTALL A PRESSURIZED CONNECTION TO EXISTING 12" PVC MAIN, SAWCUT EXISTING ASPHALT & REMOVE. INSTALL 12"x8" TAPPING SLEEVE AND 8" TAPPING GATE VALVE & VALVE BOX. RESTRAIN PER COSP DETAILS. REPLACE ASPHALT PATCH MATCHING PAVEMENT SECTION.
2. INSTALL A FIRE HYDRANT. INSTALL 8"x6"x6" KUPLE TEE. 6" KUPLE GATE VALVE & VALVE BOX & 6" DUCTILE IRON PIPE AND 6-WAY FIRE HYDRANT ASSEMBLY. RESTRAIN PER COSP DETAILS.
3. INSTALL 45 MJ DEGREE ELBOW. RESTRAIN PER COSP DETAILS.
4. INSTALL 8" MJ GATE VALVE & VALVE BOX. RESTRAIN PER COSP DETAILS.
5. INSTALL 8" MJ CAP. RESTRAIN PER COSP DETAILS.
6. INSTALL 11 1/4 DEGREE ELBOW. RESTRAIN PER COSP DETAILS.
7. INSTALL 22 1/2 DEGREE ELBOW. RESTRAIN PER COSP DETAILS.

DESIGN ENGINUITY

[redacted]

AGUAFINA SUBDIVISION

WATER PLAN

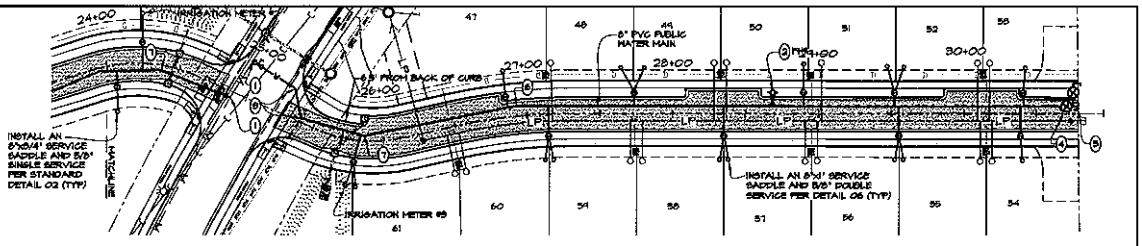
REVISIONS		
DATE	BY	

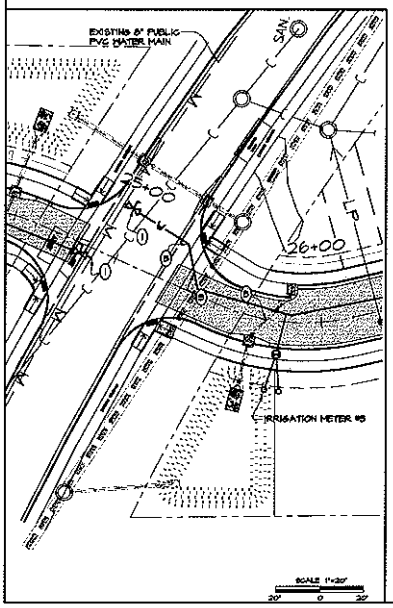
SCALE	1"=50'	DATE	2/25/2021
PLAN CASE #		SHEET NO.	10A

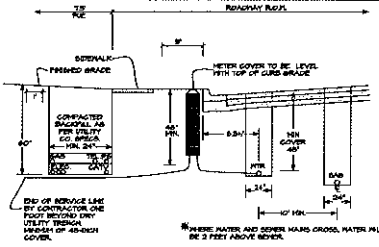
RECORDED MAPPING

	INITIALS	DATE
AS BUILT	____	__/__/____
VALVE MAPS	____	__/__/____
GIS MAPPING	____	__/__/____
INSPECTOR APPROVED	____	__/__/____

PLAT RECORDING INFORMATION	APPROVED		INSPECTOR
	CITY OF SANTA FE WATER DIVISION	DATE	DATE
BOOK			2019
PAGE	SANTA FE FIRE DEPARTMENT	DATE	43
FILE	DRAWN	TOPOGRAPHY SOURCE / SECTION	BENCH MARK NO.
DATE	N-12	6.06.14	(1 OF 5)







TYPICAL UNDERGROUND UTILITIES RELATIVE LOCATION ON ASPHALT ROAD
NTS

WATER SERVICE DESIGN TABLE ALL 5/8" WITH Q PEAK = 20 GPM

LOT	ADDRESS
1	AGUAFINA ROAD
2	AGUAFINA ROAD
3	AGUAFINA ROAD
4	AGUAFINA ROAD
5	AGUAFINA ROAD
6	AGUAFINA ROAD
7	AGUAFINA ROAD
8	AGUAFINA ROAD
9	AGUAFINA ROAD
10	AGUAFINA ROAD
11	AGUAFINA ROAD
12	AGUAFINA ROAD
13	AGUAFINA ROAD
14	AGUAFINA ROAD
15	AGUAFINA ROAD
16	AGUAFINA ROAD
17	AGUAFINA ROAD
18	AGUAFINA ROAD
19	AGUAFINA ROAD
20	AGUAFINA ROAD
21	AGUAFINA ROAD
22	AGUAFINA ROAD
23	AGUAFINA ROAD
24	AGUAFINA ROAD
25	AGUAFINA ROAD
26	AGUAFINA ROAD
27	AGUAFINA ROAD
28	AGUAFINA ROAD
29	AGUAFINA LANE
30	AGUAFINA LANE
IRR. METER #1	2820 AGUAFINA ROAD
IRR. METER #2	1300 AGUAFINA LANE

LOT	ADDRESS
31	AGUAFINA LANE
32	AGUAFINA LANE
33	AGUAFINA LANE
34	AGUAFINA LANE
35	AGUAFINA LANE
36	AGUAFINA LANE
37	AGUAFINA LANE
38	AGUAFINA LANE
39	AGUAFINA LANE
40	AGUAFINA LANE
41	AGUAFINA LANE
42	AGUAFINA LANE
43	AGUAFINA LANE
44	AGUAFINA ROAD
45	AGUAFINA ROAD
46	AGUAFINA ROAD
47	CASAS DE TODOS
48	CASAS DE TODOS
50	CASAS DE TODOS
51	CASAS DE TODOS
52	CASAS DE TODOS
53	CASAS DE TODOS
54	CASAS DE TODOS
55	CASAS DE TODOS
56	CASAS DE TODOS
57	CASAS DE TODOS
58	CASAS DE TODOS
59	CASAS DE TODOS
60	CASAS DE TODOS
61	CASAS DE TODOS
IRRIGATION METER #3	1094 CASAS DE TODOS

LEGEND

- EXISTING FIRE HYDRANT
- EXISTING WATER GATE VALVE
- EXISTING PVC WATERLINE, SIZE AS NOTED
- NEW 8" WATERLINE, UNLESS OTHERWISE NOTED.
- NEW OPEN 8" WATER GATE VALVE
- DOUBLE WATER SERVICE AND METER
- SINGLE WATER SERVICE AND METER
- WATER LINE CAP
- NEW FIRE HYDRANT

WATER SYSTEM KEY

1. INSTALL A PRESSURIZED CONNECTION TO EXISTING 12" PVC MAIN. SAWCUT EXISTING ASPHALT & REMOVE. INSTALL 12"X8" TAPPING SLEEVE AND 8" TAPPING GATE VALVE & VALVE BOX. RESTRAIN PER COSF DETAILS. REPLACE ASPHALT WITH MATCHING PAVEMENT SECTION.
2. INSTALL A FIRE HYDRANT INSTALL 8"X6"X6" MJ/MJ/S TEE. 6" MJ/FLG GATE VALVE & VALVE BOX & DUCTILE IRON PIPE AND 5-WAY FIRE HYDRANT ASSEMBLY & RESTRAIN PER COSF DETAILS.
3. INSTALL 45 MJ DEGREE ELBOW RESTRAIN PER COSF DETAILS.
4. INSTALL 8" MJ GATE VALVE & VALVE BOX. RESTRAIN PER COSF DETAILS.
5. INSTALL 8" MJ CAP. RESTRAIN PER COSF DETAILS.
6. INSTALL 11 1/4 DEGREE ELBOW. RESTRAIN PER COSF DETAILS.
7. INSTALL 22 1/2 DEGREE ELBOW. RESTRAIN PER COSF DETAILS.
8. INSTALL 2" FLUSHING HYDRANT WITH 2" GATE VALVE AND VALVE BOX DETAIL 10. RESTRAIN PER COSF DETAILS.

REVISIONS	
DATE	BY

RECORDED MAPPING

	INITIALS	DATE
AS BUILT		
VALVE MAPS		
GIS (MAPPING)		
INSPECTOR APPROVED		

DESIGN ENGINUITY

[redacted]

(505) 995-0997

AGUAFINA SUBDIVISION

WATER PLAN

SCALE	SHEET NO.	DATE
1"=30'		2/28/2021
Plot Date:	Sheet No.	Job

PLAT RECORDING INFORMATION

BOOK

PAGE

FILE

DATE

APPROVED

CITY OF SANTA FE WATER DIVISION DATE

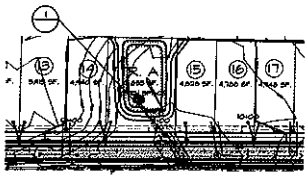
SANTA FE FIRE DEPARTMENT DATE

ANNUAL	NUMBERED MANUAL SECTION	WORK ORDER NO.
N-12	16.06.14	

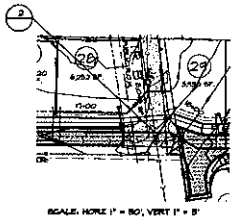
2019

43

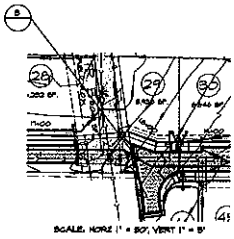
(2 OF 3)



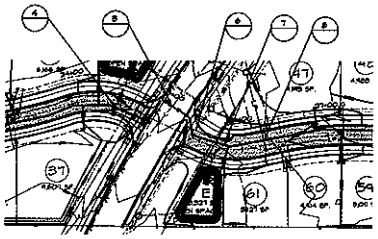
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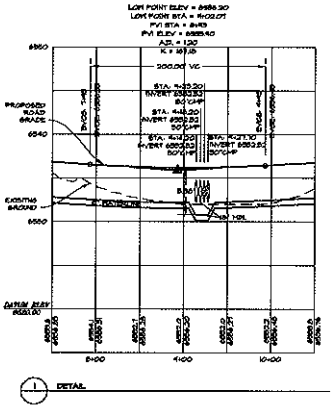
SCALE: HORZ 1" = 50', VERT 1" = 5'



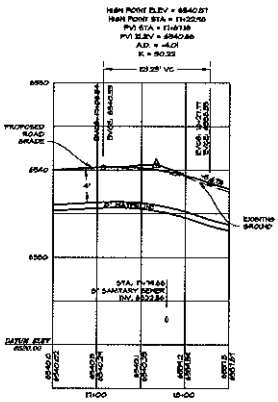
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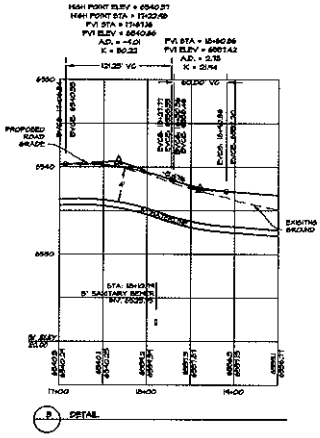
SCALE: HORZ 1" = 50', VERT 1" = 5'



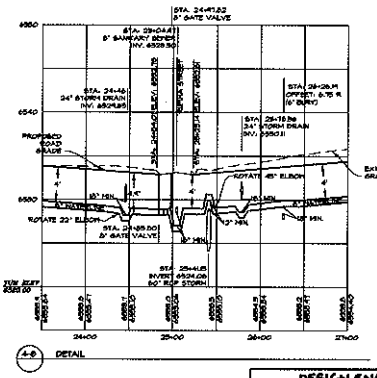
1 DETAIL



2 DETAIL



3 DETAIL



4-6 DETAIL

RECORDED MAPPING

	DETAILS	DATE
AS BUILT		
VALVE MAPS		
GIS (MAPPING)		
INSPECTOR APPROVED		

REVISIONS

DATE	BY

DESIGN ENGINUITY

[redacted]

ASUAPINA SUBDIVISION

WATER DETAILS

SCALE: AS SHOWN

DRAWN BY: [redacted]

DATE: 2/10/2021

SHEET NO. W6

PLAT RECORDING INFORMATION

BOOK

PAGE

FILE

DATE

APPROVED

CITY OF SANTA FE WATER DIVISION DATE

SANTA FE FIRE DEPARTMENT DATE

AREA	TOWNSHIP, RANGE, SECTION	CADD/GIS NO.
M-12	16.08.14	

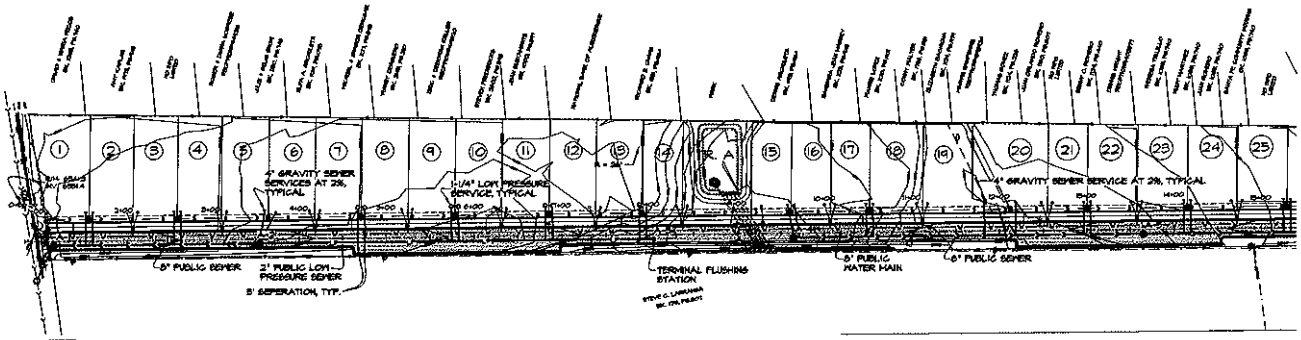
INSPECTOR

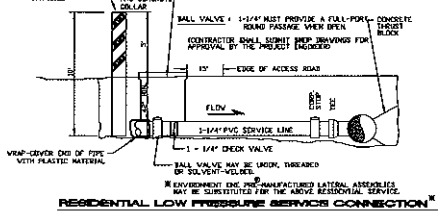
DATE

2019

43

(5 OF 5)



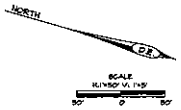


* ENVIRONMENT ONE MANUFACTURED LATERAL ASSEMBLIES MAY BE SUBSTITUTED FOR THE ABOVE RESIDENTIAL SERVICE.

RESIDENTIAL LOW PRESSURE SERVICE CONNECTION*

(NTS)

NOTE: LOTS 1-14 ARE REQUIRED TO USE AN E-1 OR CITY APPROVED EQUAL GRINDER PUMP.

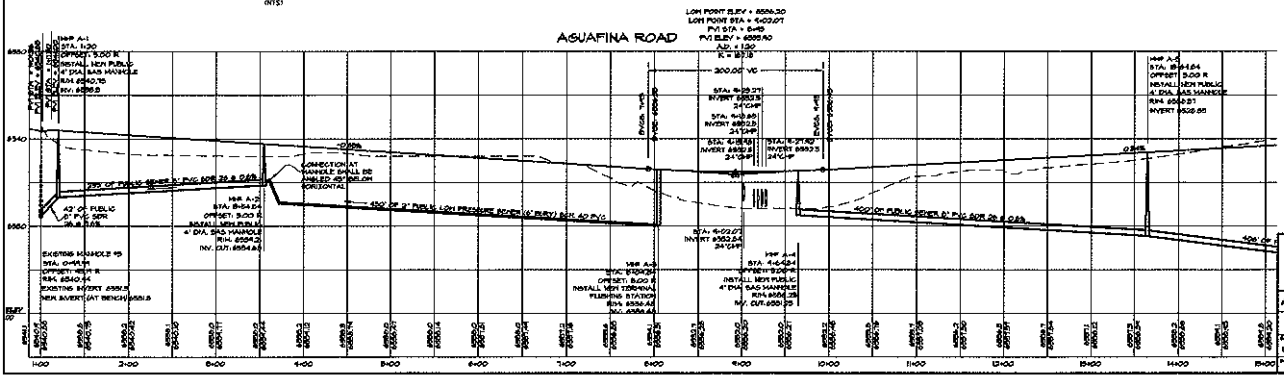


NOTES:

1. ALL 4" GRAVITY SEWER SERVICE LINES SHALL HAVE A 2% GRADE AND ALL SEWER SERVICES SHALL END 1-FOOT BEYOND THE DRY UTILITY EASEMENT.
2. PROJECT WILL HAVE PUBLIC SEWER LINES.
3. ALL WORK MUST CONFORM TO COSF STANDARD SANITARY SEWER DRAWING SEE SHEETS A-D.
4. SEE SHEET B FOR WASTEWATER MANAGEMENT DIVISION STANDARD GENERAL NOTES.
5. 5 FOOT SEPARATION REQUIRED BETWEEN SEWER SERVICE LINES. FOLLOW CURRENT CITY UPC FOR CONNECTION OFFSETS FROM JOINTS IN SEWER MAIN.
6. ALL WATERLINES, INCLUDING SERVICE LINES, SHALL BE BURIED AT A DEPTH OF 48".
7. MANHOLES SHALL BE TYPE II.
8. CORE DRILLING IS REQUIRED AT THE EXISTING SANITARY SEWER MANHOLE FOR CONNECTION OF THE 8" PUBLIC SANITARY SEWER. CONTACT DOUG FLORES AT 488-4613 FOR A MANHOLE INSPECTION.

LEGEND

- NEW 8MH GRAVITY MANHOLE
- LP FLUSHING STATION
- 2" LP SAS LINE
- 8" GRAVITY SEWER
- WITH 4" SEWER SERVICE LINE



REVISIONS	
DATE	BY

DESIGN ENGINUITY

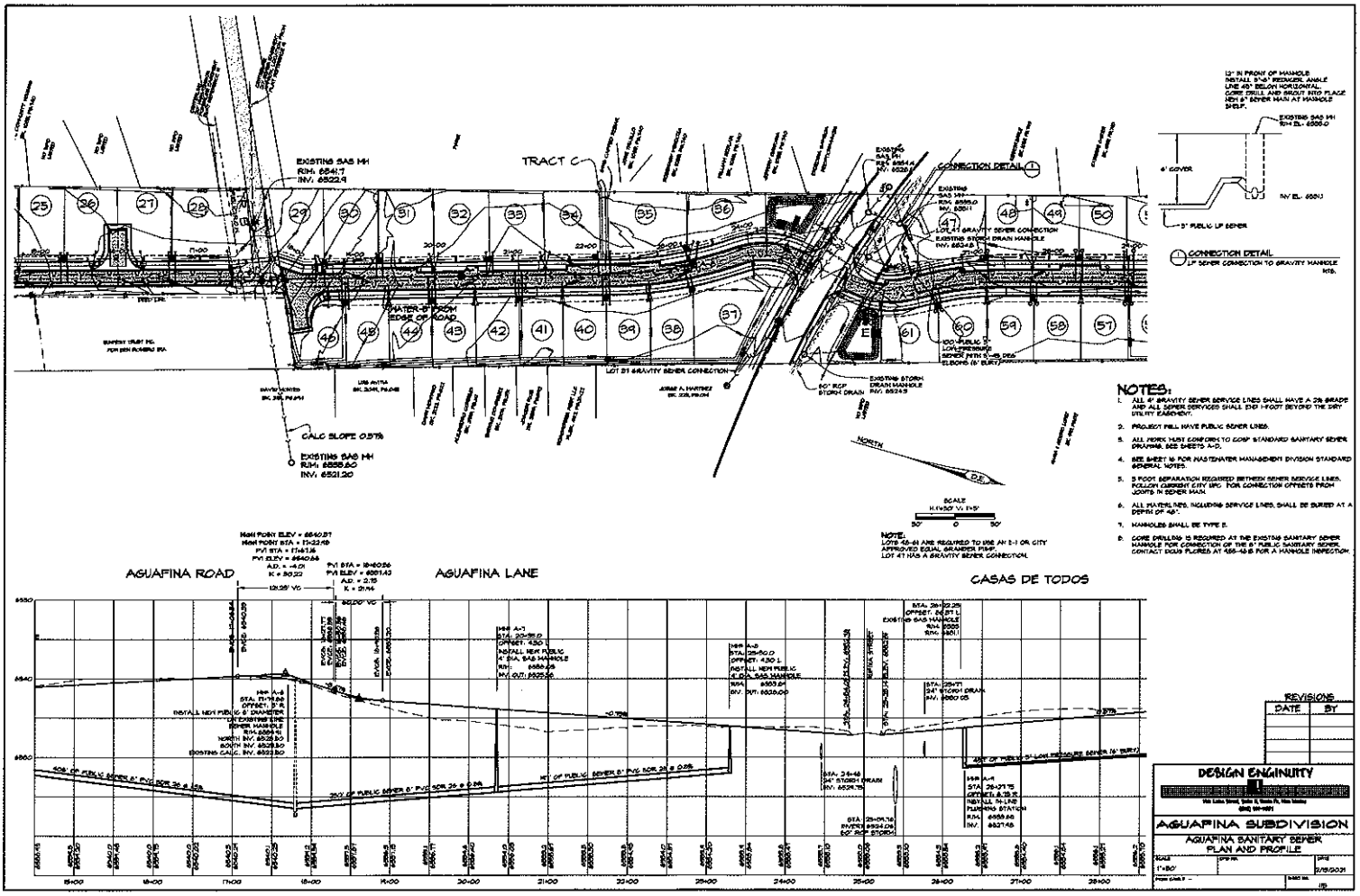
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ASUAFINA SUBDIVISION

ASUAFINA ROAD SANITARY SEWER PLAN AND PROFILE

SCALE	JOB No.	DATE
1"=30'		03/30/2021
PAPER SIZE D -		SHEET NO. 11A

D:\1-PROJECTS\DESIGN\ASUAFINA\0993-2021-09\11 ASUAFINA.dwg, 3/23/2021 9:09:53 AM, ARCH D



NOTES:

1. ALL 4" GRAVITY SEWER SERVICE LINES SHALL HAVE A 2% GRADE AND ALL SEWER SERVICES SHALL END 1'-FOOT BEYOND THE DRY UTILITY EASEMENT.
2. PROJECT WILL HAVE PUBLIC SEWER LINES.
3. ALL WORK MUST CONFORM TO EDAP STANDARD SANITARY SEWER DRAWING, SEE SHEETS A-D.
4. SEE SHEET 16 FOR WASTEWATER MANAGEMENT DIVISION STANDARD GENERAL NOTES.
5. 3 FOOT SEPARATION REQUIRED BETWEEN SEWER SERVICE LINES. FOLLOW CURRENT CITY UPC. FOR CONNECTION OFFSETS FROM JOINTS IN SEWER MAIN.
6. ALL WATER LINES, INCLUDING SERVICE LINES, SHALL BE BURIED AT A DEPTH OF 48".
7. MANHOLES SHALL BE TYPE II.
8. CORE DRILLING IS REQUIRED AT THE EXISTING SANITARY SEWER MANHOLE FOR CONNECTION OF THE 6" PUBLIC SANITARY SEWER. CONTACT DOUG FLORES AT 455-4018 FOR A MANHOLE INSPECTION.

REVISIONS	
DATE	BY

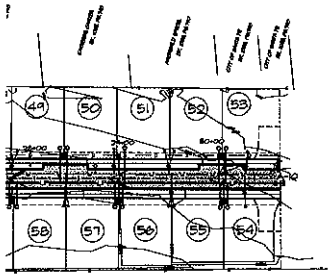
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AGUAFINA SUBDIVISION

AGUAFINA SANITARY SEWER PLAN AND PROFILE

SCALE	DATE
1" = 50'	2/23/2021

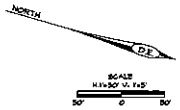
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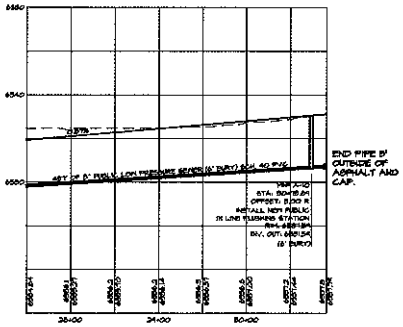
NOTE:
LOTS 48-61 ARE REQUIRED TO USE AN E-1 OR CITY APPROVED EQUAL GRUNDFOS PUMP.

NOTES:

1. ALL 4" GRAVITY SEWER SERVICE LINES SHALL HAVE A 2% GRADE AND ALL SEWER SERVICES SHALL END 1-FOOT BEYOND THE PRIVATE UTILITY EASEMENT.
2. PROJECT WILL HAVE PUBLIC SEWER LINES.
3. ALL WORK MUST CONFORM TO COSF STANDARD SANITARY SEWER DRAWING. SEE SHEETS A-2.
4. SEE SHEET W FOR WASTEWATER MANAGEMENT DIVISION STANDARD GENERAL NOTES.
5. 3 FOOT SEPARATION REQUIRED BETWEEN SEWER SERVICE LINES. FOLLOW CURRENT CITY UPC FOR CONNECTION OFFSETS FROM JOINTS IN SEWER MAIN.
6. ALL MATERIALS, INCLUDING SERVICE LINES, SHALL BE BURIED AT A DEPTH OF 48".
7. MANHOLES SHALL BE TYPE II.
8. CORE DRILLING IS REQUIRED AT THE EXISTING SANITARY SEWER MANHOLE FOR CONNECTION OF THE 8" PUBLIC SANITARY SEWER. CONTACT DOUG FLORES AT 539-4615 FOR A MANHOLE INSPECTION.



AGUAFINA LANE



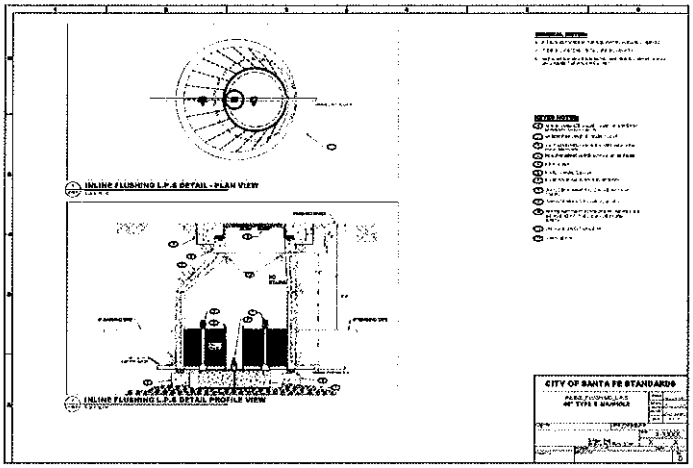
REVISIONS	
DATE	BY

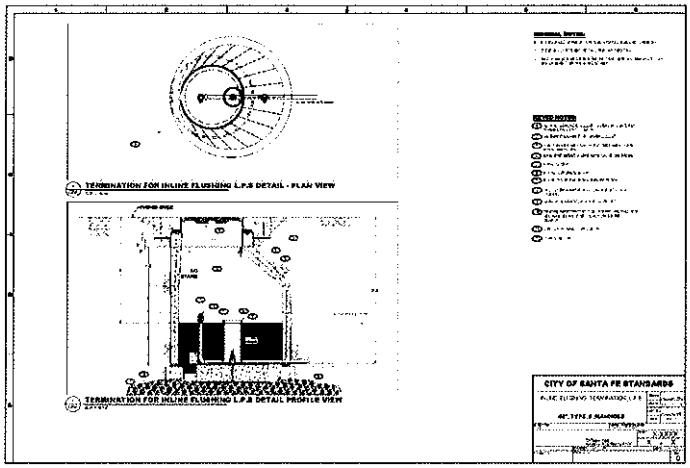
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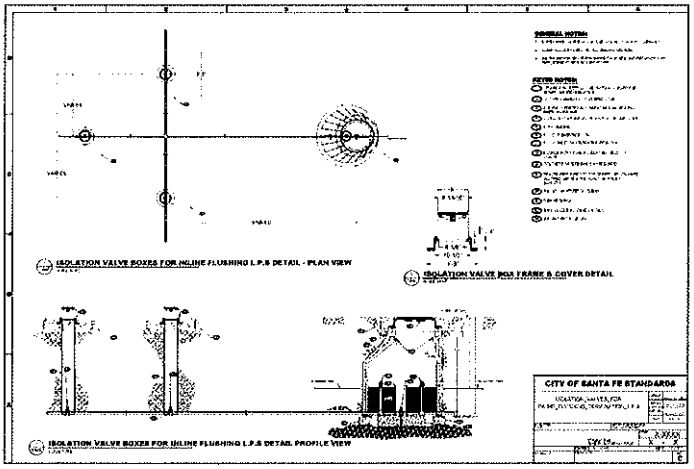
AGUAFINA SUBDIVISION

AGUAFINA SANITARY SEWER
PLAN AND PROFILE

SCALE	DATE	DATE
1"=50'		2/18/2021
PROJECT #		SHEET NO.
		10







REVISIONS	
DATE	BY

DESIGN ENGINUITY

AGUAFINA SUBDIVISION

CITY OF SANTA FE LOM
PRESSURE SEWER DETAILS

SCALE: AS SHOWN	DRG NO.	DATE: 02/18/2021

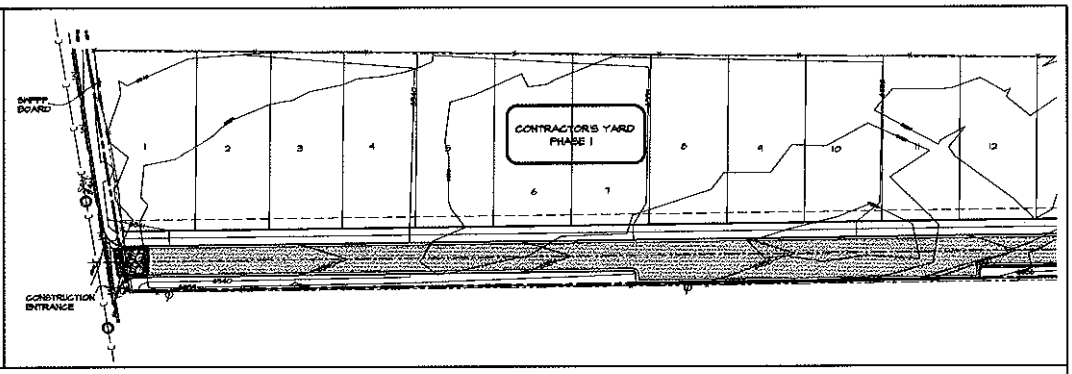
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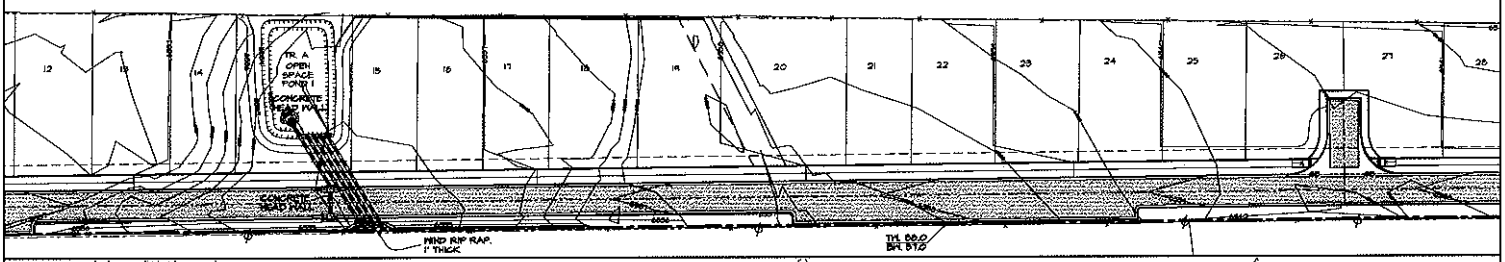
LEGEND

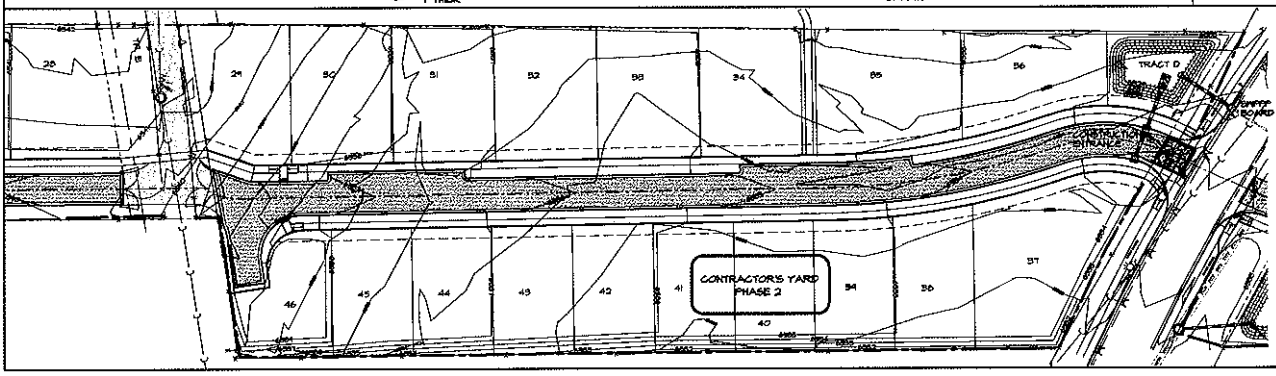
SILT FENCE OR 9" COMPOST SOCK WADDLE

NOTES:

1. SILT FENCING OR WADDLE SHALL BE INSTALLED PRIOR TO SITE ROUGH GRADING.
2. INSTALL ALL TEMPORARY EROSION CONTROL FACILITIES, AS SHOWN ON THIS SHEET, BEFORE ANY SITE DEMOLITION, GRADING OR CLEARING. THESE TEMPORARY EROSION CONTROL FACILITIES SHALL BE MAINTAINED AND USED UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED.
3. DISTURBED AREAS SHALL BE PROTECTED FROM EROSION DURING CONSTRUCTION TO RETAIN SOIL ON-SITE. BLOWING DUST SHALL BE CONTROLLED BY WATERING OF EXPOSED SOILS.
4. THIS PROJECT IS SUBJECT TO A NPDES PERMIT.
5. A STORMWATER NPDES PERMIT IS REQUIRED FOR THIS PROJECT. THE NOTICE OF INTENT BY OWNER AND CONTRACTOR SHALL BE FILED WITH THE EPA AT LEAST 10 DAYS PRIOR TO ANY SITE WORK. THE SWPPP PERMIT SHALL BE CLEARLY POSTED ON THE PROJECT SITE. CONTRACTOR IS RESPONSIBLE FOR INSTALLATION AND MAINTENANCE OF ALL BEST MANAGEMENT PRACTICES AND SWPPP REQUIRED PAPERWORK.







NORTH

SCALE: 1"=80'

REVISIONS

DATE	BY

DESIGN ENGINUITY

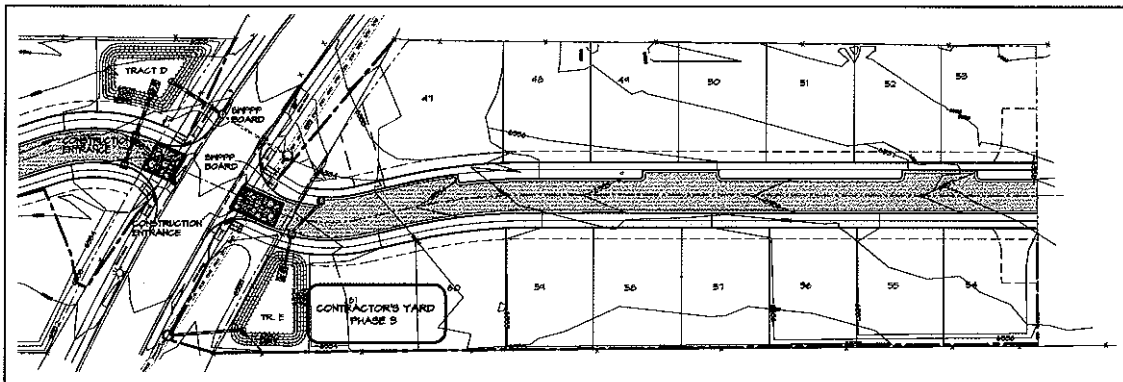
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AGUAFINA SUBDIVISION

TEMPORARY EROSION CONTROL PLAN

SCALE	JOB NO.	DATE
AS NOTED		2/18/2021

SHEET NO. 12A

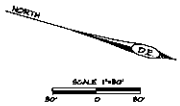


LEGEND

SILT FENCE OR 9" COMPOST SOCK WADDLE

NOTES:

1. SILT FENCING OR WADDLE SHALL BE INSTALLED PRIOR TO SITE ROUGH GRADING.
2. INSTALL ALL TEMPORARY EROSION CONTROL FACILITIES, AS SHOWN ON THIS SHEET, BEFORE ANY SITE DEMOLITION, GRADING OR CLEARING. THESE TEMPORARY EROSION CONTROL FACILITIES SHALL BE MAINTAINED AND USED UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED.
3. DISTURBED AREAS SHALL BE PROTECTED FROM EROSION DURING CONSTRUCTION TO RETAIN SOIL ON-SITE. BLOWING DUST SHALL BE CONTROLLED BY WATERING OF EXPOSED SOILS.
4. THIS PROJECT IS SUBJECT TO A NPDES PERMIT.
5. A STORMWATER NPDES PERMIT IS REQUIRED FOR THIS PROJECT. THE NOTICE OF INTENT BY OWNER AND CONTRACTOR SHALL BE FILED WITH THE EPA AT LEAST 10 DAYS PRIOR TO ANY SITE WORK. THE SWPPP PERMIT SHALL BE CLEARLY POSTED ON THE PROJECT SITE. CONTRACTOR IS RESPONSIBLE FOR INSTALLATION AND MAINTENANCE OF ALL BEST MANAGEMENT PRACTICES AND SWPPP REQUIRED PAPERWORK.



REVISIONS

DATE	BY

DESIGN ENGINUITY

[redacted]

AGUAFINA SUBDIVISION

TEMPORARY EROSION CONTROL PLAN

SCALE	REV NO.	DATE
AS NOTED		2/8/2021
PROJECT NO.		SHEET NO.
		1 OF 1

PERMANENT EROSION CONTROL PLAN NOTES

1. MAINTENANCE OF ALL PONDS, SWALES, DRAINAGE PIPES AND OTHER DRAINAGE FACILITIES IS THE RESPONSIBILITY OF AGUAPINA OWNER'S ASSOCIATION. THE CITY OF SANTA FE IS HEREBY GRANTED THE RIGHT TO ACCESS AND INSPECT THESE FACILITIES AT THE DISCRETION OF THE CITY. THE OWNERS AGREE TO INDEMNIFY AND PROPERTY RESULTING FROM THE CITY'S REASONABLE EXERCISE OF THERE ACCESS AND INSPECTION RIGHT.

2. THE CITY OR ITS AUTHORIZED AGENT MAY INSPECT THE DRAINAGE FACILITIES TO ENSURE THEY ARE OPERATING PROPERLY. IF MAINTENANCE DEFICIENCIES ARE FOUND, THE CITY WILL NOTIFY THE HOA AND GIVE A REASONABLE PERIOD OF TIME FOR NECESSARY WORK TO BE ACCOMPLISHED. IF THE HOA FAILS TO ACCOMPLISH THE WORK IN THE TIME SPECIFIED, THE CITY MAY UNDERTAKE THE WORK AND ASSESS THE HOA THE COSTS ASSOCIATED WITH THE WORK.

3. ALL PONDING AREAS WILL BE A MINIMUM OF 10 FEET FROM STRUCTURES.

4. SEE GEOTECHNICAL REPORT FOR GRADING RECOMMENDATIONS.

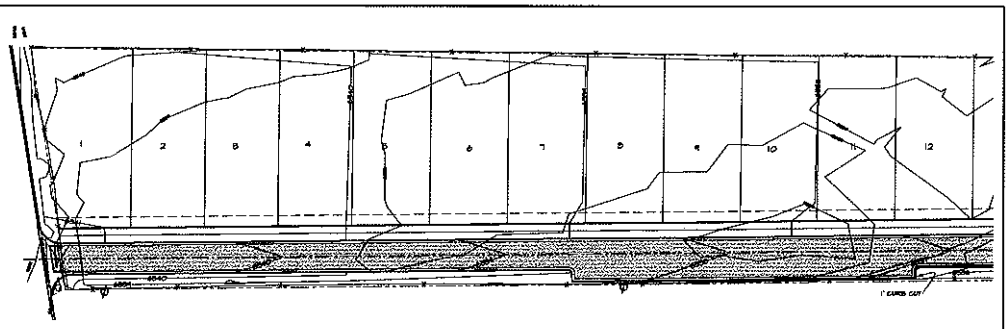
5. ALL DISTURBED AREAS SHALL BE REVEGETATED PER THE LANDSCAPING PLAN.

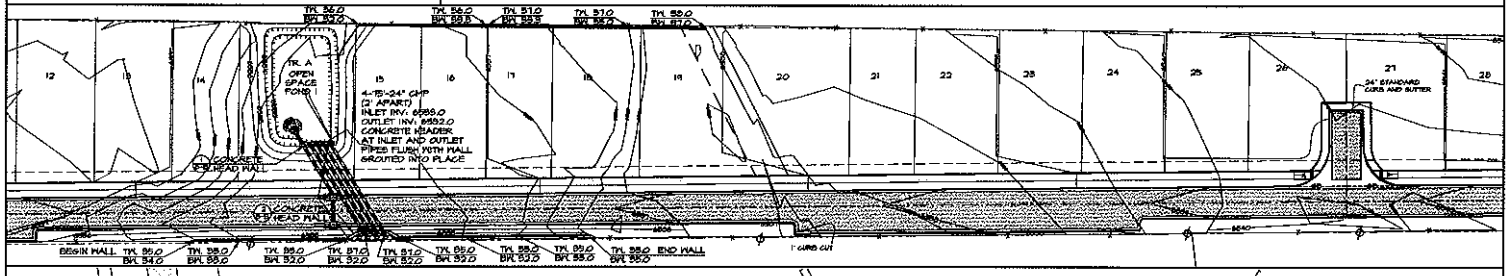
6. ALL FILL MATERIAL SHALL MEET NM DOT SPECIFICATIONS (DIVISION 200) AND COMPACTION PER NMDOT SPECIFICATIONS OR ARCHITECTURAL SPECIFICATIONS, WHICHEVER IS STRICTER.

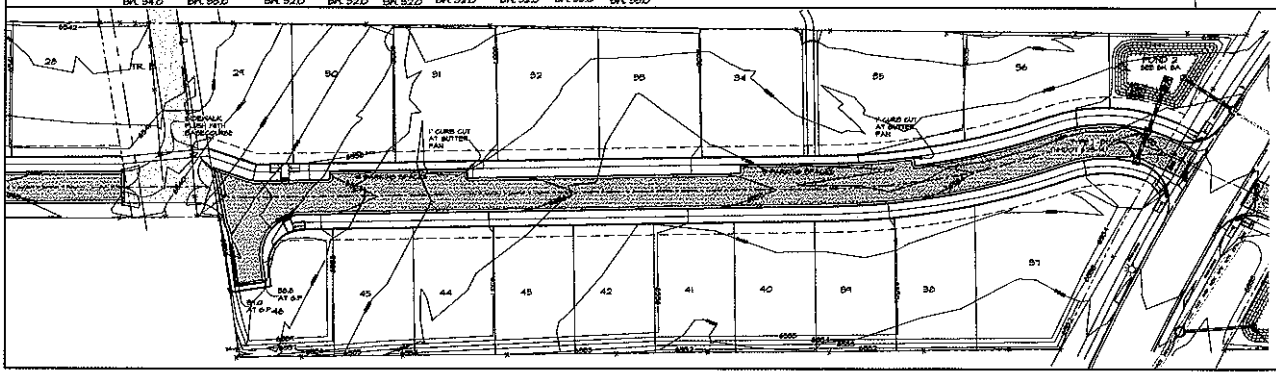
7. DRAINAGE FACILITY MAINTENANCE SCHEDULE SHALL BE AS FOLLOWS (+/- 30 DAYS): • MARCH 15TH, SEPTEMBER 15TH AND AFTER STORMS OF 1-INCH OR GREATER.

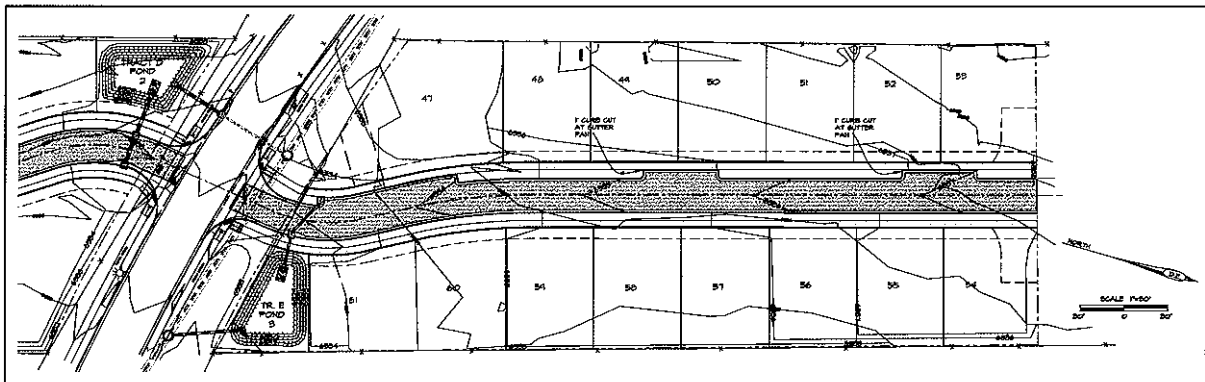
* FLUSH ALL CULVERTS TO REMOVE SEDIMENT AND VEGETATION.
* IF SEDIMENT IN THE PONDS IS DEEPER THAN 6-INCHES, REMOVE AND RESEED WITH NATIVE GRASSES.
* CHECK POND DRAINS AND RIP-RAP INTEGRITY. REPAIR IF NECESSARY.

* CHECK FOR SOIL EROSION ON ALL SWALES, FILL SLOPES, RETAINING WALLS AND CUT SLOPES. UNSTABILIZED SOILS SHALL BE STABILIZED BY VEGETATION, ROCK PLATING OR EROSION MATS.






TR.
SIDEWALK FLUSH WITH CURB/GUTTER
1' CURB CUT AT GUTTER PAN
CURB CUT AT GUTTER PAN
INLET INV. 6615.64 SW, SA
SIDEWALK FLUSH WITH CURB/GUTTER
SIDEWALK FLUSH WITH CURB/GUTTER
SIDEWALK FLUSH WITH CURB/GUTTER



PERMANENT EROSION CONTROL PLAN NOTES

1. MAINTENANCE OF ALL PONDS, SWALES, DRAINAGE PIPES AND OTHER DRAINAGE FACILITIES IS THE RESPONSIBILITY OF AGUAFINA OWNER'S ASSOCIATION. THE CITY OF SANTA FE IS HEREBY GRANTED THE RIGHT TO ACCESS AND INSPECT THESE FACILITIES AT THE DISCRETION OF THE CITY. THE OWNERS AGREE TO INDEMNIFY AND PROPERLY RESULTING FROM THE CITY'S REASONABLE EXERCISE OF THEIR ACCESS AND INSPECTION RIGHT.

2. THE CITY OR ITS AUTHORIZED AGENT MAY INSPECT THE DRAINAGE FACILITIES TO ENSURE THEY ARE OPERATING PROPERLY. IF MAINTENANCE DEFICIENCIES ARE FOUND, THE CITY WILL NOTICE THE HOA AND GIVE A REASONABLE PERIOD OF TIME FOR NECESSARY WORK TO BE ACCOMPLISHED. IF THE HOA FAILS TO ACCOMPLISH THE WORK IN THE TIME SPECIFIED, THE CITY MAY UNDERTAKE THE WORK AND ASSESS THE HOA THE COSTS ASSOCIATED WITH THE WORK.

3. ALL PONDING AREAS WILL BE A MINIMUM OF 10 FEET FROM STRUCTURES.

4. SEE GEOTECHNICAL REPORT FOR GRADING RECOMMENDATIONS.

5. ALL DISTURBED AREAS SHALL BE REVEGETATED PER THE LANDSCAPING PLAN.

6. ALL FILL MATERIAL SHALL MEET NM DOT SPECIFICATIONS, DIVISION 2000 AND COMPACTION PER NMDOT SPECIFICATIONS OR ARCHITECTURAL SPECIFICATIONS, WHICHEVER IS STRICTER.

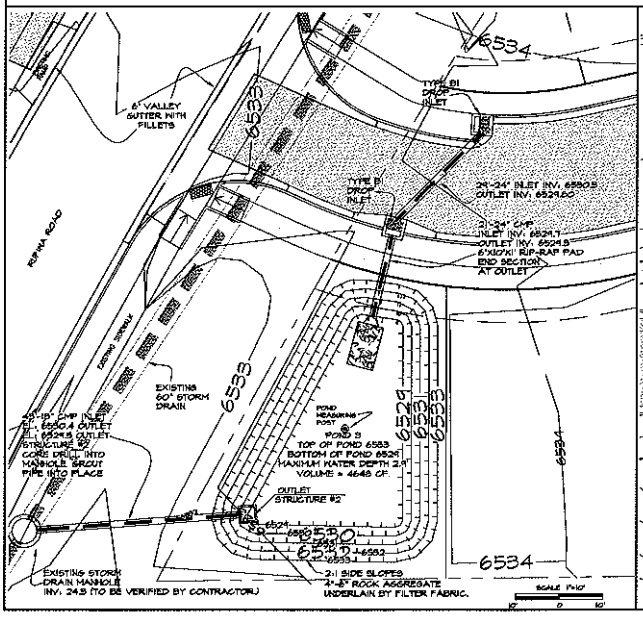
7. DRAINAGE FACILITY MAINTENANCE SCHEDULE SHALL BE AS FOLLOWS: (+/- 50 DAYS) - MARCH 31ST, SEPTEMBER 30TH AND AFTER STORMS OF 1 INCH OR GREATER.

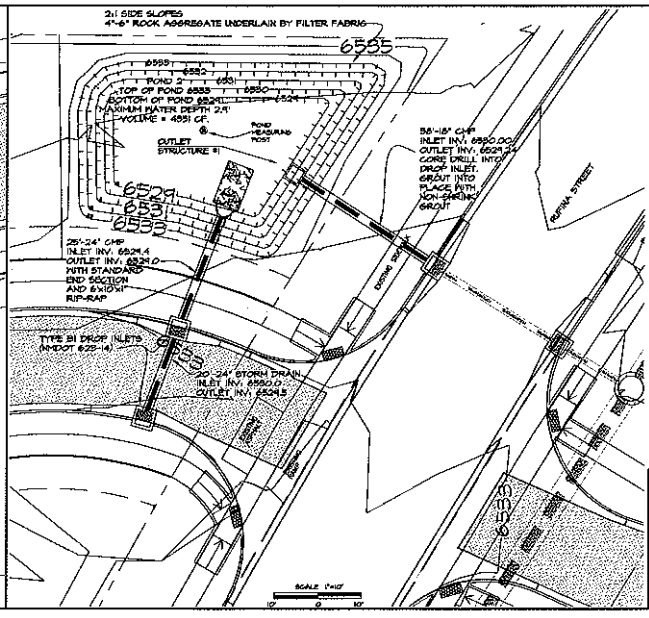
* FLUSH ALL CULVERTS TO REMOVE SEDIMENT AND VEGETATION.

* IF SEDIMENT IN THE PONDS IS DEEPER THAN 6-INCHES, REMOVE AND RESEED WITH NATIVE GRASSES.

* CHECK POND DRAINS AND RIP-RAP INTEGRITY. REPAIR IF NECESSARY.

* CHECK FOR SOIL EROSION ON ALL SWALES, FILL SLOPES, RETAINING WALLS AND CUT SLOPES. UNSTABILIZED SOILS SHALL BE STABILIZED BY VEGETATION, ROCK PLATING OR EROSION MATS





REVISIONS	
DATE	BY

DESIGN ENGINUITY

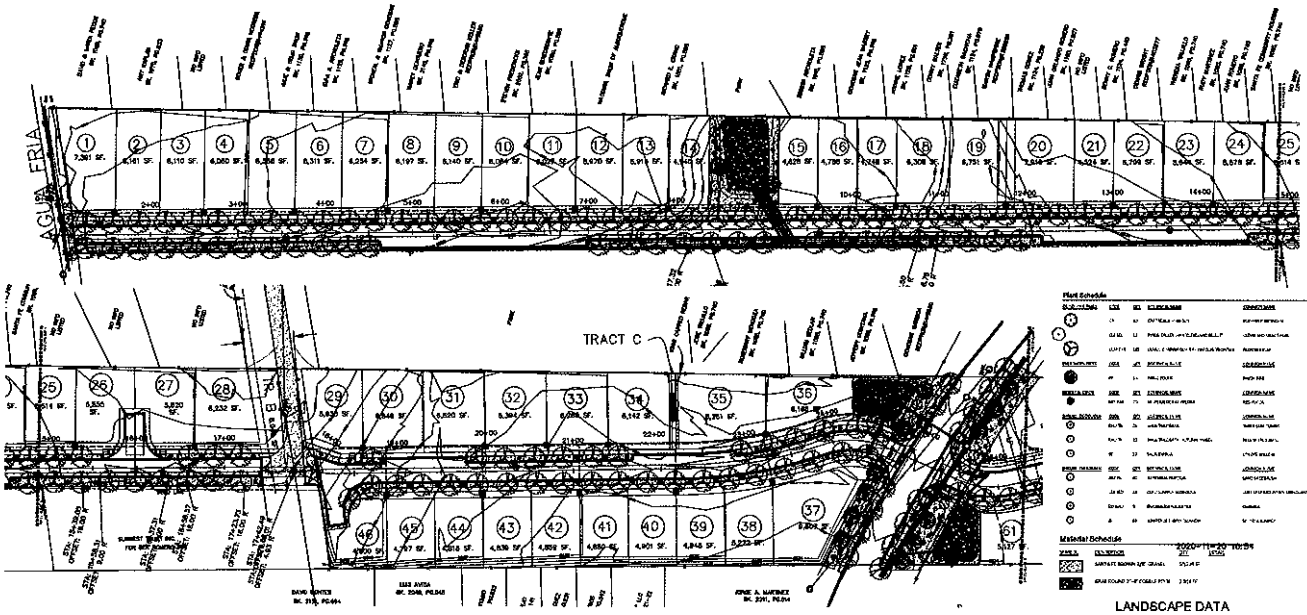
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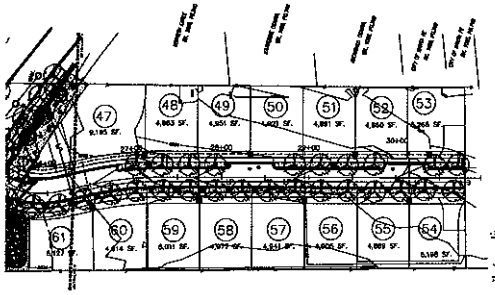
505-995-4927

AGUAFINA SUBDIVISION

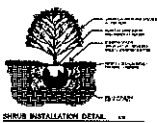
PERMANENT EROSION CONTROL PLAN

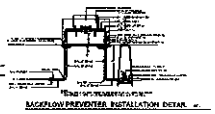
SCALE	DRAWN BY	DATE
AS NOTED		2/15/2024
PROJECT NO. -		SHEET NO. ERS

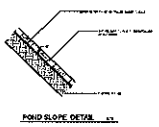












LANDSCAPE NOTES

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 DETAIL

EXISTING NATIVE LANDSCAPE AREAS NOT DISTURBED TO BE PROTECTED WITH TEMPORARY FENCING DURING CONSTRUCTION

PLANTS LOCATED IN BOTTOM THIRD OF POND AREA ARE ADAPTABLE TO PERIODS OF INMERSION.

NO OBJECTS, WALLS, FENCES, PARKED VEHICLES AND/OR VEGETATION SHALL BE PLACED WITHIN SIGHT TRIANGLES BETWEEN A HEIGHT OF 3' AND 6'.

STREET TREES PROVIDED AT 1 PER 30 LF OF STREET FRONTAGE

STREET TREES TO BE LOCATED AND SIZED TO BE A MINIMUM OF 10' FROM STREET LIGHT STANDARDS AND FIRE HYDRANTS PER ZONING SECTION 14-6.4 (K) (3) (h) (i)

STREET TREES WILL BE INSTALLED SO AS TO NOT BLOCK SIGNAGE ON STREETS.

THIS PLAN IS TO COMPLY WITH CITY OF SANTA FE ORDINANCE 14-8.4 LANDSCAPE AND SITE DESIGN.

THIS LANDSCAPE PLAN WILL INCORPORATE ANY PASSIVE WATER HARVESTING TECHNIQUES FOR LANDSCAPE IRRIGATION PURPOSES AS PROPOSED BY THE GRADING & DRAINAGE PLAN. WHEREVER POSSIBLE, DETENTION & RENTENTION PONDS WILL BE TREATED AS AN INTEGRATED LANDSCAPE FEATURE RATHER THAN A SINGLE PURPOSE FLOOD CONTROL POND.

LANDSCAPE DATA

REQUIRED TREE/SPONSORING AREA
ONE TREE PER 30A SF OF PONDING AREA
(5,814 SF/600 SF = 10)
PROPOSED TREES

REQUIRED SHRUB/SPONSORING AREA
THREE SHRUBS PER 500 SF OF PONDING AREA
(5,814 SF/500 SF = 10 X 3 = 54)
PROPOSED SHRUBS

REQUIRED SHRUBS/OPEN SPACE
TWO SHRUBS PER 500 SF OF OPEN SPACE
(56,289 SF/500 SF = 113 X 2= 202)
PROPOSED SHRUBS

STREET TREE REQUIREMENTS
ONE TREE MINIMUM 1 PER 30 L.F.
(5,553 LINEAR FEET/30 = 175)
REQUIRED/PROPOSED TREES

TOTAL REQUIRED SHRUBS/ GAL
TOTAL PROVIDED SHRUBS/ GAL
(300 evergreen and 100 deciduous)

TOTAL REQUIRED TREES/ CAL OR 6' HT
TOTAL PROVIDED TREES/ CAL OR 6' HT
(16 evergreens and 168 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
168 TREES/, 1H GALLONS PER RUN CYCLE
252 SHRUBS/.32 GALLONS PER RUN CYCLE
1,718 GALLONS PER RUN CYCLE X 80 RUN TIMES= 154,640 GPY/47 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
168 TREES/1.94 GALLONS PER RUN CYCLE
252 SHRUBS/.32 GALLONS PER RUN CYCLE
1,718 GALLONS PER RUN CYCLE X 77 RUN TIMES= 132,332 GPY/40 ACRE FT.

YELLOWSTONE
www.yellowstonelandscape.com
PO Box 10597
Albuquerque, NM 87184
505.898.8615
design@yellowstonelandscape.com

Date: 11/18/19
Revisions:
1. 3/18/20
2. 11/20/20
3.
4.
5.
6.

Drawn by: HA
Reviewed by: CM

AguaFina Subdivision

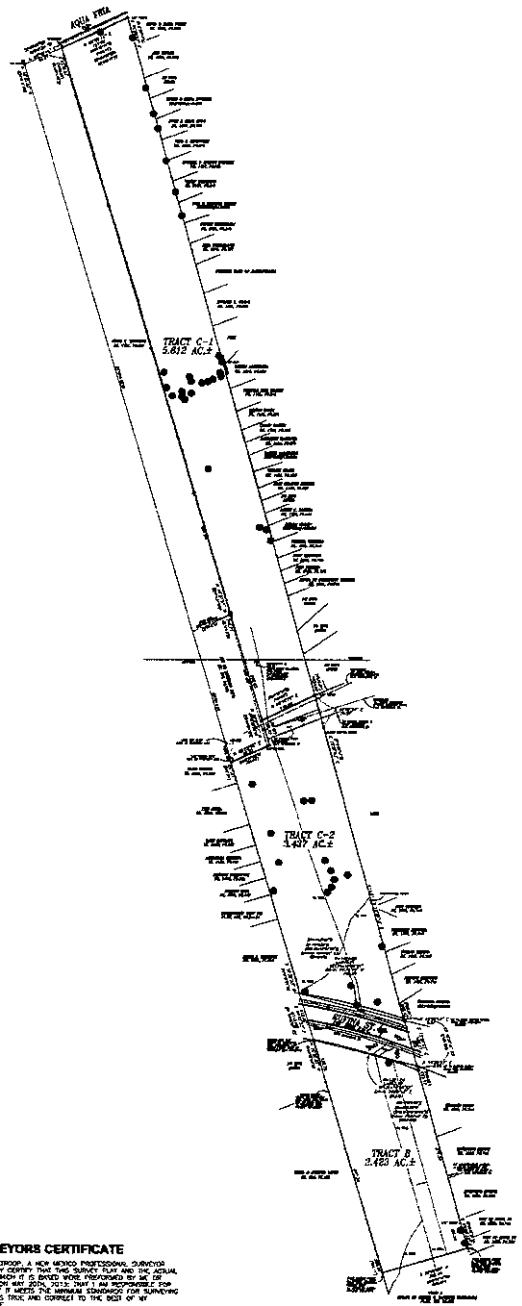
Santa Fe, New Mexico

NORTH

Scale: 1" = 50'

Sheet Title:
Landscape Plan

Sheet Number:
LP-01



LEGEND AND NOTES

- DENOTES POINT FOUND AS NOTED
- DENOTES POINT SET THIS SURVEY
- DENOTES POINT CALCULATED
- DENOTES BRASS CAP AS NOTED
- DENOTES COMMUNICATION RISER
- DENOTES LIGHT POLE
- DENOTES UTILITY POLE
- DENOTES FIRE HYDRANT
- DENOTES MANHOLE AS NOTED

DENOTES OVERHEAD POWER LINES
DENOTES EASEMENT CENTERLINE
DENOTES SIDE EASEMENT
DENOTES FENCE/WALL

1. BASIS OF BEARING IS GPS OBSERVATION NGS 84 GEODETIC

LEGEND FOR TREE SYMBOLS

DECIDUOUS
JUNIPER

NORTH
SCALE 1"=100'

COUNTY OF SANTA FE,)ss
STATE OF NEW MEXICO)
I hereby certify that this instrument was filed for record on the _____ day of _____, A.D. 1994, at _____ o'clock _____ M., and was duly recorded in book _____ of the records of Santa Fe County

Witness my Hand and Seal of Office
Corbin Harrison
County Clerk, Santa Fe County, N.M.

By _____ Deputy

SURVEYORS CERTIFICATE

I, RICHARD A. CHATROOP, A NEW MEXICO PROFESSIONAL SURVEYOR NO. 11011, DO HEREBY CERTIFY THAT THIS SURVEY PLAT AND THE ACTUAL FIELD SURVEY UPON WHICH IT IS BASED WERE PERFORMED BY ME OR UNDER MY DIRECTION ON MAY 20TH, 2013; THAT I AM RESPONSIBLE FOR THIS SURVEY AND THAT IT MEETS THE MINIMUM STANDARDS FOR SURVEYING IN NEW MEXICO AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

RICHARD A. CHATROOP N.M.P.L.S. #11011

SHEET 1 OF 1

SIGNIFICANT TREE LOCATION PLAN OF

TRACTS B, C-1 & C-2

FOR

AGUAFINA DEVELOPMENT LLC

LYING WITHIN SECTION 8, T19N, R9E,
NMPM, CITY AND COUNTY OF SANTA FE, NM.

RICK CHATROOP
PROFESSIONAL LAND SURVEYOR
NEW MEXICO REGISTRATION NO. 11011
(505) 470-0037 118 WAGON TRAIL RD. CERRILLOS, NM. 87010

BEARING INFORMATION FOR THIS SURVEY SHOWN

OWNER: AGUAFINA DEVELOPMENT LLC

LOCATION: LYING WITHIN SECTION 8, T19N, R9E
NMPM, CITY AND COUNTY OF SANTA FE, NM.

WASTEWATER MANAGEMENT DIVISION STANDARD 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 Non Metric 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 assertion, encasement of rock 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 TV 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 grading is completed.
13. All sewer manholes with sewer lines 12 inches in diameter and larger are required to have approved vented and locking manholes.
14. Locator 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. Controlled public sewer access will be provided for all public sewer lines and manholes. Paved roads are to be a minimum 12 feet wide with a driving surface of 9 inches of
compacted base course. No access road shall have a grade greater than 6%. 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 955-4001 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 the 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, the manhole to be 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.
18. The Owner/Developer will be responsible for maintaining, repairing and fixing 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 the Division regarding the location of service will be forwarded to the Owner/Developer.
22. The Contractor shall call the Wastewater Management Division (Rosalba Flores at telephone # 955-4633) for a final manhole inspection. This inspection will be scheduled for 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 laps 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 Environ-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 10 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 a 100 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 tested 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 backflow check valves shall be required on private sewer service laterals per the City of Santa Fe Plumbing Code.
30. Any 8 inch public sanitary sewer main line placed with a grade of less than 0.40% shall be removed and reconstructed at the Contractor's expense. All public sanitary sewer main lines with slopes of less than 1% require a minimum Class C bedding with select granular material foundation.
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 sanitary sewer 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. Sewer backflow check valves are required on private sewer service laterals per the City's Plumbing Code. Final determination shall be made by the City of Santa Fe Plumbing Inspection Division.

REVISIONS	
DATE	BY

DESIGN ENGINUITY

AGUAFINA SUBDIVISION

CITY STANDARD CONSTRUCTION NOTES

SCALE	JOB NO.	DATE
		2/19/2021
PLOT DATE =		SHEET NO. 16

GENERAL

1. ALL CONSTRUCTION, RE-CONSTRUCTION AND REPAIR WORK ON PRIVATE OR PUBLIC ROADWAYS AND DRAINAGE INFRASTRUCTURE SHALL COMPLY WITH THIS SET OF APPROVED CONSTRUCTION DRAWINGS (ACD) AND THE NMDOT STANDARD SPECIFICATIONS 2019.
2. ALL EXCAVATION/WORK UTILITY INSTALLATIONS, RECONSTRUCTION OR REPAIRS SHALL COMPLY WITH THESE ACD, THE CORP UTILITY DIVISION'S CONSTRUCTION STANDARDS AND SPECIFICATIONS THE AMERICAN WATER WORKS ASSOCIATION (AWWA), AND THE NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 2021 EDITION, INCLUDING ITS LATEST AMENDMENTS
3. IN THE EVENT OF CONFLICTING REQUIREMENTS ARISING AMONG THESE DOCUMENTS, THE ENGINEER OF RECORD SHALL DETERMINE THE

4. THE OWNER SHALL DESIGNATE AN ENGINEER OF RECORD (EOR), UNLESS OTHERWISE SPECIFIED BY THE OWNER, THE CITY SHALL ASSURE THAT THE EOR SHALL BE THE BASE AS THE ENGINEER WHO SEALED THE ACD.
5. THE OWNER SHALL ALSO DESIGNATE THE OWNER'S PROJECT REPRESENTATIVE (OPR). THE OPR SHALL BE THE CONTRACTOR'S POINT OF CONTACT (LIAISON) BETWEEN THE OWNER, THE ENGINEER OF RECORD (EOR) AND THE CONTRACTOR.
6. THE OWNER MAY DESIGNATE THE SAME PERSON TO BE THE EOR AND OPR FOR THE PROJECT, AND ALL PARTIES SHALL BE ADVISED

7. THE EOR SHALL TRANSMIT TO THE CONTRACTOR, THE OWNER'S NOTICE TO PROCEED (NTP) AND ARRANGE A PRE-CONSTRUCTION MEETING IF REQUIRED. NEITHER CONSTRUCTION ACTIVITIES, NOR EQUIPMENT MOBILIZATION SHALL BEGIN ON THE SITE UNTIL A CITY CONSTRUCTION PERMIT HAS BEEN PROVIDED TO THE CONTRACTOR.
8. THE CONTRACTOR SHALL PROVIDE, IN WRITING, THE NAMES, ROLE AND CONTACT INFORMATION, INCLUDING NORMAL AND EMERGENCY PHONE NUMBERS, FOR THE CONTRACTOR'S EMPLOYEE(S) RESPONSIBLE FOR THE CONSTRUCTION WORK, AT LEAST ONE EMERGENCY TELEPHONE NUMBER SHALL BE ACTIVE ON A 24 HOURS/DAY, 7 DAYS/WEEK BASIS. THIS INFORMATION SHALL BE AVAILABLE AT THE PRE-CONSTRUCTION MEETING, AND BE UPDATED BY THE CONTRACTOR AS NECESSARY THROUGHOUT THE PROJECT'S EXECUTION

9. CONTRACTOR REQUESTS FOR INFORMATION (RFI) SHALL BE SUBMITTED TO THE OPR TIMELY AND IN WRITING. CONTRACTOR SHALL ALLOW 24 HOURS FOR THE EOR'S (WRITTEN ACKNOWLEDGEMENT OF RECEIPT).
10. THE EOR SHALL MAKE EVERY EFFORT TO RESPOND TO THE CONTRACTOR'S RFI WITHIN THE INITIAL 24 HOURS, WHEN THE EOR ANTICIPATES LONGER THAN 24 HOURS NEEDED TO PREPARE THE RFI RESPONSE, THE EOR SHALL PROVIDE THE CONTRACTOR, AS SOON

[redacted]

15. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR EROSION CONTROL INCIDENTAL TO THE CONSTRUCTION ACTIVITIES. IF REQUIRED BY THE ACD, OR APPLICABLE REGULATIONS, THE CONTRACTOR SHALL SUBMIT TO THE OPR A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AND EVIDENCE THAT THE CONTRACTOR FILED THE NECESSARY NOI 10 DAYS PRIOR TO BEGINNING ANY CONSTRUCTION

17. SWPPP SHALL COMPLY WITH THE PROVISIONS OF NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT REQUIREMENTS FOR ALL CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL SWPPP BEST MANAGEMENT PRACTICES AND REQUIRED PAPERWORK. THE SWPPP AND ASSOCIATED PAPERWORK SHALL BE PROVIDED TO THE OPR

18. AT A MINIMUM, ALL AREAS DISTURBED BY CONSTRUCTION TRAFFIC SHALL BE SPRAYED WITH WATER ON A DAILY BASIS TO CONTROL DUST DEGRADATION. ADDITIONAL WATER SHALL BE APPLIED ON WINDY DAYS AS NEEDED.
19. CONTRACTOR SHALL BE RESPONSIBLE FOR THE RESTORATION OF ALL DISTURBED AREAS FOLLOWING RE-VEGETATION THROUGH THE FIRST GROWING SEASON AFTER COMPLETION OF THIS PROJECT. IN THE EVENT THAT THE REVEGETATION PLAN IMPLEMENTATION HAS NOT BEEN ACCEPTED WITHIN THE FIRST GROWING SEASON, THE CONTRACTOR SHALL CONTINUE TO MAINTAIN AND REPLANT EXPOSED AREAS UNTIL THIS DATE. THE CONTRACTOR SHALL INSTALL TEMPORARY PROTECTION SUCH AS A COVER CROP OR MULCH TO PREVENT SOIL EROSION, UNTIL PERMANENT COVER IS ESTABLISHED.
20. CONTRACTOR SHALL PROTECT AND MAINTAIN ALL EXISTING STRUCTURES, INCLUDING UNDERGROUND UTILITY CONDUITS LOCATED WITHIN AND WITHOUT THE PROJECT BOUNDARIES, FREE OF DUST AND/OR CONSTRUCTION DEBRIS AT ALL TIMES DURING THE EXECUTION OF THE PROJECT. CLEANING AND FULL RESTORATION OF SUCH STRUCTURES, TO THEIR ORIGINAL CONDITION OR BETTER, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR ALONE, AND ALL RELATED COSTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THIS

21. OWNERS AND THEIR AGENTS SHALL NOT BE HELD RESPONSIBLE FOR THE COSTS OF REPAIRING ANY DAMAGE OR ALTERATIONS CAUSED DURING EXECUTION OF THIS PROJECT, TO THE ORIGINAL CONDITION OF THIRD PARTY'S PROPERTY (E.G. STRUCTURES, EXISTING UTILITIES OR UTILITY EASEMENTS) LOCATED WITHIN OR BEYOND THE PROJECT BOUNDARIES.
22. EXISTING ROAD AND DRIVEWAY ACCESSES FOR ADJACENT PROPERTIES SHALL BE MAINTAINED TRAFFICABLE UNDER ALL

23. NO ALTERATION OR MODIFICATION SHALL BE PERMITTED ON ANY DRAINAGE WAY OR ARROYO, UNLESS IT IS SPECIFICALLY SHOWN

24. CONTRACTOR SHALL DESIGNATE AN AREA WITHIN THE PROJECT BOUNDARIES FOR THE TEMPORARY STORAGE OF CONSTRUCTION DEBRIS AND TRASH. SUCH DEBRIS MAY INCLUDE REMOVED TREES AND BRUSH, AND ANY MATERIALS THAT MAY BE UNEARNED, WHICH ARE DEEMED NOT SUITABLE FOR REUSE AS CONSTRUCTION MATERIAL ON THE PROJECT.
25. CONSTRUCTION DEBRIS AND WASTE SHALL BE PREVENTED FROM BEING SCATTERED BY WIND, SURFACE RUNOFF, OR ANIMALS (DOMESTIC OR WILD) AND BECOMING A NUISANCE TO ANYONE OUTSIDE THE PROJECT BOUNDARIES.
26. FROM TIME TO TIME, DEBRIS AND WASTE SHALL BE TRANSPORTED OUT OF THE SITE AND DISPOSED OF PROPERLY, AT A NM STATE APPROVED LANDFILL. CONTRACTOR SHALL SUBMIT CORresponding DISPOSAL RECEIPTS TO THE OPR TO ACCOUNT FOR PROPER WASTE DISPOSAL. THE COST OF CONSTRUCTION WASTE DISPOSAL SHALL BE INCIDENTAL TO THE COST OF PROJECT.
27. WASTE THAT REQUIRES SPECIAL HANDLING (DISCOVERED DURING CONSTRUCTION ACTIVITIES, AND NOT PREVIOUSLY IDENTIFIED), SHALL BE THE SUBJECT OF CONSIDERATION AS A CHANGE ORDER DUE TO UNKNOWN SUBSURFACE CONDITIONS.
28. CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING UP SPILLS ASSOCIATED WITH THE PROJECT'S CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL REPORT AND PROMPTLY RESPOND TO A 25 GALS. OR MORE SPILL OF HAZARDOUS MATERIALS SUCH AS GASOLINE, DIESEL, MOTOR OIL, SOLVENTS, TOXIC AND CORROSIVE SUBSTANCES, AND OTHER MATERIALS WHICH MAY REPRESENT A THREAT TO THE HEALTH AND WELFARE OF NO WORKERS, THE GENERAL PUBLIC, OR THE ENVIRONMENT.
29. CONTRACTOR SHALL REPORT IMMEDIATELY ANY EVIDENCE OF PAST CONTAMINATION OR SPILLS ENCOUNTERED DURING CONSTRUCTION. SUCH REPORTS SHALL BE MADE TO THE OPR AS WELL AS TO THE APPROPRIATE STATE AGENCY. CLEAN UP OF ANY UNREPORTED SPILLS THAT MAY HAVE OCCURRED DURING THE CONSTRUCTION OF THIS PROJECT, WHENEVER THEY MAY BECOME EVIDENT, SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
30. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE PROTECTION OF ALL SPECIFIED MATERIALS OR EQUIPMENT, WHETHER IN STORAGE OR INSTALLED, UNTIL FINAL WRITTEN APPROVAL OF THE PROJECT BY THE OPR.
31. BORROW MATERIAL, CONSTRUCTION WASTE, VEGETATIVE DEBRIS, ETC. SHALL NOT BE PLACED IN WETLAND AREAS, OR ANY AREAS WHERE THEY MAY AFFECT ENDANGERED SPECIES OR ARCHAEOLOGICAL RESOURCES IN ANY WAY.
32. ALL WORK PERFORMED IN THE VICINITY OF EXISTING STREAMS, WATER IMPOUNDMENTS, WETLANDS, DRAINAGE OR EROSION WATER SOURCES SHALL BE PERFORMED IN SUCH MANNER AS TO MINIMIZE VEGETATION DAMAGE OR REMOVAL AS WELL AS SOIL

33. CONSTRUCTION EQUIPMENT CROSSINGS OF EXISTING STREAMS, WHETHER THE STREAMS ARE EPHEMERAL OR PERENNIAL, SHALL BE MINIMIZED. REFUELING OPERATIONS AND CONCRETE DUMPING IN THE VICINITY OF ANY BODY OF WATER SHALL BE STRICTLY

34. ALL AREAS DISTURBED BY THE CONSTRUCTION ACTIVITIES OF THIS PROJECT, INCLUDING ANY TEMPORARY ACCESS ROADS, SHALL BE RESTORED AND STABILIZED IN ACCORDANCE WITH THE ACD.
35. CONTRACTOR SHALL PROVIDE THE INSTALLATION AND MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES IN COMPLIANCE WITH THESE ACD. TRAFFIC CONTROL DEVICES SHALL COMPLY WITH THE MOST CURRENT EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) BUT MAY BE REVISED UNDER WRITTEN DIRECTION FROM THE EOR.
36. INFORMATION SHOWN FOR EXISTING UTILITIES HAS BEEN INCLUDED ON THESE ACD FOR REFERENCE PURPOSES ONLY. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ASSURING THAT EACH UTILITY COMPANY SPOT LOCATES ITS EXISTING UNDERGROUND FACILITIES. CONTRACTOR SHALL CONTACT NEW MEXICO ONE CALL AT (800)321-2537 TO COORDINATE SUCH SPOT LOCATING NO LESS

1. THE CONTRACTOR SHALL RETAIN THE SERVICES OF A NEW MEXICO LICENSED PROFESSIONAL SURVEYOR (NMPS) FOR VERIFICATION OF ALL CRITICAL HORIZONTAL AND VERTICAL CONTROL DATA AND CERTIFICATION OF RECORD DRAWINGS.
2. PRIOR TO THE FINAL ACCEPTANCE OF THE PROJECT, CONTRACTOR SHALL SUBMIT ALL RECORD DRAWINGS AND NOTES TO THE OPR, INCLUDING ANY REVISED CRITICAL X, Y, AND Z DATA. RECORD DRAWINGS SHALL INCLUDE INFORMATION SPECIFICALLY STATED IN

TESTING

1. ALL MATERIAL QUALITY TESTS SHALL BE PERFORMED BY A RECOGNIZED LABORATORY. SUCH LABORATORY SHALL BE OPERATED UNDER THE SUPERVISION/DIRECTION OF AN NMPE. NAME AND CONTACT OF THE LABORATORY SHALL BE SUBMITTED BY THE CONTRACTOR TO THE OPR FOR BODY TO PRACTICAL AFTER THE CONTRACTOR'S RECEIPT OF THE NOTICE TO PROCEED.
2. CONTRACTOR SHALL SUBMIT TO THE OPR THE MATERIAL QUALITY TEST RESULTS, AND ASTM OR AASHTO CERTIFICATES OF MATERIALS' COMPLIANCE, NO LESS THAN 5 DAYS PRIOR TO INITIATING ANY WORK INVOLVING SUCH MATERIALS.
3. IF CONSTRUCTION DOCUMENTS INCLUDES A TESTING COST ALLOWANCE FOR TESTS INCLUDED IN THESE ACD, OR REQUIRED BY THE OPR, THE CONTRACTOR SHALL SUBMIT TESTING LABORATORY INVOICES TO THE OPR, PRIOR TO REIMBURSEMENT. COST OF RE-TESTING DUE TO SUB-STANDARD RESULTS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, AND NO PAYMENT SHALL BE MADE FOR SUCH.
4. IF THE CONSTRUCTION CONTRACT DOES NOT HAVE A TESTING COST ALLOWANCE, THE COST OF ALL REQUIRED TESTING AND RE-TESTING FOR EITHER MATERIALS OR INSTALLATION REQUIREMENT COMPLIANCE, SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PROJECT AND SHALL BE BORNE BY THE CONTRACTOR.
5. SUBGRADE, BASE MATERIAL, ASPHALT-TREATED BASE, AND ASPHALT SURFACE COURSE SHALL BE TESTED FOR COMPACTION EVERY 500 LINEAR FEET OF ROADWAY. IN ADDITION, ONE ASPHALT SAMPLE SHALL BE TAKEN FOR EVERY 800 TONS INSTALLED, OR ONCE A DAY, IF LESS THAN 800 TONS ARE INSTALLED. SAMPLES SHALL BE TESTED AND THE RESULTS SENT BY THE LAB DIRECTLY TO THE OPR.
6. CONTRACTOR SHALL OBTAIN ONE SET OF BACKFILL DENSITY TESTS FOR THE FOLLOWING: EVERY 100 FEET FOR EVERY LIFT OR, EVERY 12 FEET HIGH (EVER RESULTS IN THE GREATEST NUMBER OF TESTS WITHIN TWO (2) HORIZONTAL FEET OF ANY PIPE OR OTHER MATERIAL STRUCTURES (E.G., MANHOLES, FOUNDATIONS, THRUST BENDS) IN ALL MANHOLE BASES, CULVERTS OR CONCRETE FOUNDATIONS, FOR EVERY LIFT FOR EVERY 500 LINEAR FEET OF TRENCH BACKFILL; OR FOR EACH 500 CUBIC YARDS OF FILL OF SIMILAR MATERIAL APPLIED OR FOR EACH DAY OF COMPACTION WORK, WHICHEVER RESULTS IN THE GREATEST NUMBER OF TESTS. TEST RESULTS SHALL BE SUBMITTED BY THE LABORATORY DIRECTLY TO THE OPR. FIELD TEST REPORTS SHALL BE SUBMITTED TO THE OPR AT THE TIME OF FIELD TESTING.
7. FOR ALL PORTLAND CEMENT CONCRETE (PCC) ONE SAMPLE SET SHALL BE CONDUCTED FOR EACH 500 LINEAR FEET (S.F. CURB AND GUTTER), 50 CUBIC YARDS CAST, OR ONE SET PER DAY OF CASTING, WHICHEVER IS MOST RESTRICTIVE IN THE OPINION OF THE OPR. PCC CYLINDERS SHALL BE TESTED AT 7, 28 AND 56-DAY INTERVALS, THE LATTER INTERVAL MAY BE WAIVED IF SPECIFIED STRENGTH HAS BEEN REACHED AS DEMONSTRATED BY AN EARLIER TEST. ALL TEST RESULTS SHALL BE SUBMITTED BY THE TESTING LABORATORY DIRECTLY TO THE OPR.
8. CONTRACTOR SHALL SUBMIT TO THE OPR ASTM OR AASHTO CERTIFICATES OF MATERIALS' COMPLIANCE, NO LESS THAN 5 DAYS PRIOR TO INITIATING ANY WORK INVOLVING SUCH MATERIALS.
9. CONTRACTOR SHALL COORDINATE WITH THE OPR SO THAT THE OPR IS PRESENT FOR PRESSURE TESTING OF ALL PIPELINES AND LEAK TESTING OF UNDERGROUND VESSELS.
10. PRESSURE TESTING OF GRAVITY SAG SHALL BE PERFORMED BY PRESSURIZING THE LINES TO 6 PSI, AND THEN VERIFYING THAT NO PRESSURE LOSS OCCURS IN A PERIOD OF ONE HOUR.
11. LEAKING TESTING OF UNDERGROUND VESSELS SHALL BE PERFORMED BY FILLING WITH WATER AND MAINTAIN THE WATER LEVEL FOR A MINIMUM OF 48 HOURS.
12. PRESSURE TESTING OF WATER LINES SHALL BE PERFORMED IN COMPLIANCE WITH AWWA STANDARD C-600, TESTING SHALL OCCUR IN THE PRESENCE OF THE OPR. CONTACTOR SHALL NOTIFY OPR OF THEIR INTENTION TO TEST NOT LESS THAN 48 HOURS BEFORE TESTING BEGINS.
13. IN THE EVENT OF PRESSURE LOSSES DURING THE TEST PERIOD, THE CONTRACTOR SHALL BE RESPONSIBLE FOR FINDING THE CAUSE OF THE PRESSURE LOSS, AS WELL AS ANY REPAIR AND RE-TESTING WORK NECESSARY.
14. OPR SHALL VERIFY THAT ALL BUTTERFLY, CONCRETE SHALLER AND ASPHALT BERMS SHOWN POSITIVE WATER FLOW AND NO PONDING, PRIOR TO FINAL ACCEPTANCE. ANY AREAS THAT FAIL SUCH A TEST SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.

ROAD AND FILL MATERIAL SPECIFICATIONS

1. FILL MATERIAL SHALL MEET NMDOT 2019 STANDARD SPECIFICATIONS FOR DIVISION 200.
2. SUBGRADE SHALL MEET GRADATION REQUIREMENTS AND STANDARDS FOR TYPE I, NMDOT 2019 STANDARD SPECIFICATIONS.
3. RECYCLED SUBGRADE WITH CONCRETE MATERIALS SHALL NOT BE PERMITTED.
4. ASPHALT SHALL MEET GRADATION REQUIREMENTS AND STANDARDS FOR SP-IV, NMDOT 2019 STANDARD SPECIFICATIONS.
5. ASPHALT BERM SUBGRADE SHALL BE COMPACTED TO 95% DENSITY PER AASHTO, T-180, METHOD D.
6. BASE/SUBBASE SHALL BE COMPACTED TO MINIMUM 95% OF THE MAXIMUM DENSITY PER AASHTO, T-180, METHOD D.
7. PAVEMENT TARGET DENSITY IS 92.5% OF THEORETICAL MAXIMUM AS DETERMINED BY AASHTO T209. FOLLOW NMDOT 2019 STANDARD SPECIFICATIONS 423.3.3.

CONCRETE WORK

1. ALL PORTLAND CEMENT CONCRETE (PCC) SPECIFIED IN THESE ACD, EXCEPT FOR SEWER MANHOLES, SHALL HAVE MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI AT 7 DAYS, AND OF 3000 PSI AT 28 DAYS. IN ADDITION, CONCRETE SHALL HAVE 5.5 BAGS OF PORTLAND CEMENT PER CUBIC YARD OF CONCRETE (5.5BAG MIX) PLUS MAXIMUM 5/4-INCH AGGREGATE SIZE, WITH AIR ENTRAINMENT BETWEEN 5% AND 8% AT DELIVERY TIME. SEWER MANHOLES, BASES AND CONCRETE COLLARS REQUIRE A MINIMUM CONCRETE STRENGTH OF 4000 PSI AT 28 DAYS.
2. ACTUAL TOP OF SURFACE AT CURB AND GUTTER SHALL NOT DEVIATE FROM SPECIFIED ANY MORE THAN VS-INCH IN 10 FEET. INSIDE FACE OF CURB SHALL NOT DEVIATE MORE THAN 1-INCH IN 10 FEET FROM A STRAIGHT LINE.
3. OPR SHALL VERIFY THAT ALL CURB AND GUTTER SHOWS POSITIVE WATER FLOW, PRIOR TO FINAL ACCEPTANCE, OR DURING CITY INSPECTION, WHICHEVER OCCURS FIRST. ANY AREAS THAT FAIL SUCH A TEST SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.

BEDDING & UTILITY REQUIREMENTS

1. ALL UTILITY TRENCHES SHALL HAVE CLASS D BEDDING OR BETTER. ANY ROCKS LARGER THAN 1.5 INCHES ARE NOT PERMITTED IN BEDDING MATERIAL.
2. OVER-EXCAVATION OF TRENCHES SHALL NOT BE ACCEPTABLE UNLESS THE OPR PROVIDES WRITTEN AUTHORIZATION FOR THE CONTRACTOR TO DO SO, TO ADDRESS PREVIOUSLY UNKNOWN SUBSOIL CONDITIONS WHICH WOULD BE UNSUITABLE FOR FOUNDATION OR PIPE SUPPORT.
3. CONTRACTOR SHALL REVIEW AND REPAIR, AT THE CONTRACTOR'S EXPENSE, ANY ACCIDENTAL OVER-EXCAVATION PERFORMED BY UTILITY TRENCHING CREWS, BY INSTALLING AND COMPACTING CLASSIFIED FILL IN COMPLIANCE WITH CLASS-D BEDDING OR BETTER.

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SANITARY SEWER MATERIALS AND WORK

1. UNLESS OTHERWISE INDICATED IN THE ACD, SANITARY SEWER (SAS) LINES SHALL BE SCR 26 PVC, OR AS APPROVED EQUIVALENT BY THE EOR, INSTALLED ON CLASS D BEDDING OR BETTER, AND WITH MINIMUM 8-FOOT OF COMPACTED BACKFILL COVER (I.E., 8-FOOT ABOVE THE PIPE). PIPE CLASS ON SEWER MAINS WITH 10 OR MORE FEET OF COVER SHALL BE SCR 26 MINIMUM OR EQUIVALENT.
2. SANITARY SEWER MANHOLES AND FLUSHING STATIONS SHALL BE MADE OF FACTORY-PRE-CAST REINFORCED CONCRETE PIPE SEGMENTS, UNLESS OTHERWISE SPECIFIED IN THESE ACD. TYPICAL MANHOLE SECTIONS ARE 4 FEET AND 5 FEET IN DIAMETER, HOWEVER, LARGER SIZES MAY BE SPECIFIED IN THESE ACD. TOP AND BOTTOM SLABS MAY BE EITHER FACTORY-PRE-CAST OR CAST IN PLACE REINFORCED CONCRETE.
3. SANITARY SEWER CONNECTIONS SHALL BE MADE OF FIXTURES, SUCH AS PIPE WYES, WYES, OR OF MECHANICALLY-STRAPPED SADDLE-TYPE FITTINGS AS APPROVED BY CITY UTILITY DIVISION.
4. SEWER LINES SHALL BE PLACED ABOVE STORM SEWERS WITH THESE CROSS UNLESS OTHERWISE APPROVED BY THE OPR. A MINIMUM VERTICAL CLEARANCE OF 12 INCHES SHALL BE PROVIDED BETWEEN THE TOP OF A SAS LINE AND THE BOTTOM OF A STORM SEWER LINE UNLESS OTHERWISE APPROVED IN WRITING BY THE OPR.
5. LOCATE THESE SEWER LINES WITH APPROVED UNDERGROUND UTILITY MARKERS SHALL BE INSTALLED FOR ALL SEWER MAINS AND SERVICE LINES (SAS AND LATERAL) SO THAT THESE ARE VISIBLE ABOVE ALL MANHOLES AND FLUSHING STATIONS. COMPLIANCE WITH THIS REQUIREMENT SHALL BE VERIFIED BY THE OPR PRIOR TO INSTALLING PAVEMENT.
6. ALL GRAVITY SEWER LINE SEGMENTS BETWEEN MANHOLES, INCLUDING ANY SAS SERVICE LINES WITHIN THE SEWER UTILITY CORRIDOR, SHALL BE FLUSHED, TELEVISED AND PRESSURE-TESTED BY THE CONTRACTOR BEFORE THE OPR GRANTS THE INSTALLATION AS COMPLETE.
7. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PERFORMING OR COORDINATING PRESSURE TEST OF ALL GRAVITY-FLOW SEWER LINES IN THE PRESENCE OF THE OPR. CONTRACTOR SHALL ALSO PERFORM TELEVISED INSPECTION OF ALL SEN LINES, PRIOR TO INSTALLING PAVEMENT WITHIN THE SEWER LINE CORRIDOR. CONTRACTOR SHALL REVIEW THE TAPES IN DETAIL, TO IDENTIFY ANY DEFICIENCIES AND CORRECT THEM AS NECESSARY. ALL VIDEO TAPES SHALL BE PREPARED IN A RATIONAL SEQUENCE AND BE PROPERLY LABELED. LINES AND MANHOLES SHALL BE IDENTIFIED BY THE NAMES AND STATIONING GIVEN IN THE ACD. VIDEO TAPES SHALL BE SUBMITTED TO THE OPR FOR REVIEW PRIOR TO ACCEPTANCE OF THE SEWER.
8. PRESSURE TESTING OF GRAVITY SAG SHALL BE PERFORMED BY PRESSURIZING THE LINES TO 6 PSI, AND VERIFYING NO PRESSURE LOSS OCCURS UPON HOLDING THE PRESSURE FOR A PERIOD OF ONE HOUR.
9. CONTRACTOR SHALL COORDINATE WITH THE OPR SO THAT THE OPR IS PRESENT FOR PRESSURE TESTING OF ALL PIPELINES AND UNDERGROUND VESSELS.
10. UPON FINISHED APPLICATION OF THE FINISH GRADE MATERIAL, CONTRACTOR SHALL ADJUST, AS NECESSARY, THE FINAL ELEVATION OF ALL MANHOLE AND VALVE RIMS TO BE FLUSH WITH FINISH GRADE

DRAINAGE WORK

1. ALL DRAINAGE PIPELINES OR CULVERTS SPECIFIED IN THESE ACD AS CORRUGATED METAL PIPE OR "CMP" SHALL HAVE A MINIMUM 16-GAUGE AND MINIMUM (2-INCH BUTT. ALL DRAINAGE PIPE IDENTIFIED AS PVC SHALL BE SCHEDULE 40.
2. ALL CULVERT TRENCHES SHALL HAVE CLASS D BEDDING OR BETTER. ROCKS LARGER THAN 1.5 INCHES ARE NOT PERMITTED IN BEDDING MATERIAL.
3. ALL DRAINAGE PIPES SPECIFIED AS STORM DRAIN PIPES MUST MEET NMDOT SPECIFICATION 910.

DRY UTILITY WORK

1. ALL UTILITY LINES SHALL BE BORED UNDER ANY EXISTING PCC FEATURES, AND A MINIMUM OF 12 INCHES OF SEPARATION SHALL BE MAINTAINED BETWEEN SUCH LINES. ANY DAMAGE ON EXISTING PCC FEATURES (E.G. EXISTING CURB AND GUTTER, SIDEWALK), RESULTING FROM CONSTRUCTION ACTIVITIES ON THIS PROJECT, SHALL BE REPAIRED BY THE CONTRACTOR AT CONTRACTOR'S EXPENSE, BEFORE FINAL ACCEPTANCE.
2. SHARING AND BEDDING MATERIAL SHALL BE TYPE IV, CLASS 1 FOR DIRECT-BURY-CABLE AND TYPE IV, CLASS 2 FOR CABLE-IN-CONDUIT INSTALLATION. TYPE III MATERIAL SHALL BE CONSIDERED SUITABLE FOR EITHER TYPE OF INSTALLATION.
3. IF TRENCH-RUN MATERIAL MEETS BACKFILL MATERIAL REQUIREMENTS, 3-INCH BEDDING MAY BE OMITTED, PROVIDED THAT THE TRENCH BOTTOM IS SMOOTH, FLAT, AND WITHOUT SURFACE IRREGULARITIES.
4. SEPARATION BETWEEN JACKETED PRIMARY AND COMMUNICATION CABLES SHALL BE AT LEAST 12 INCHES.
5. WARNING TAPE SHALL BE PLACED A MINIMUM 12 INCHES ABOVE THE UPPER LEVEL OF UTILITIES AT THE CENTER OF THE TRENCH.
6. A COMPLETION LETTER, WRITTEN BY EACH UTILITY COMPANY FROM'S STRUCTURES/CONDUITS ARE AFFECTED DURING THE EXECUTION OF THE PROJECT, SHALL BE DELIVERED BY THE CONTRACTOR TO THE OPR BEFORE PAVING OR BEFORE THE SEWER'S VIDEO INSPECTION CAN OCCUR.

BURIED VESSELS

1. BURIED VESSELS, SUCH AS WATER STORAGE TANKS OF ANY KIND, SHALL BE INSTALLED IN STRICT COMPLIANCE WITH RECOMMENDATIONS PUBLISHED BY THE VESSEL MANUFACTURER FOR THE SPECIFIC APPLICATION. AT THE VERY MINIMUM, ALL VESSELS SHALL BE BEDDED ON 24 INCHES OF COMPACTED SAND MATERIAL FOR COLLOIDAL YARDS, EXTEND UP BRANCH, WELL REACH THE "2 O'CLOCK" AND "4 O'CLOCK" MARKS ON THE TANK. CLASSIFIED BACKFILL SHALL BE PLACED ABOVE THAT ELEVATION.
2. AT THE POINT OF CONNECTION BETWEEN BURIED VESSELS AND PIPES, FLEXIBLE COUPLINGS (VICTAULIC OR EQUAL) SHALL BE INSTALLED, UNLESS SPECIFICALLY REQUIRED OTHERWISE IN THESE ACD.

GRADING WORK

1. ALL CUT AND FILL SLOPE, INCLUDING RETAINAGE REQUIREMENTS, SHALL COMPLY WITH THESE ACD AND 2009 IBC SECTION 1804.5 FOR SITE GRADING.
2. AFTER CLEARING, THE SOIL SHALL BE MOISTURE CONDITIONED AND DENSIFIED AS NOTED BELOW PRIOR TO PLACEMENT OF BACKFILL OR EMBANKMENT.
3. EXPOSED NATIVE SOILS SHALL BE SCARIFIED TO A DEPTH OF AT LEAST 8-INCHES, MOISTURE CONDITIONED TO THE OPTIMUM MOISTURE CONTENT AND COMPACTED TO A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED IN ACCORDANCE WITH ASTM D-1557. THE MOISTURE CONTENT OF THE NATIVE SOILS SHOULD BE AT OR ABOVE THE OPTIMUM MOISTURE CONTENT.
4. ALL STRUCTURAL FILL OR BACKFILL SHALL BE PLACED IN LIFTS AND FREE OF VEGETATION AND DEBRIS AND ROCKS LARGER THAN 3 INCHES.
5. BACKFILL SHALL BE PLACED IN 8-INCH LOOSE LIFTS IF COMPACTED WITH APPROVED EQUIPMENT AND 4-INCH LOOSE LIFTS IF HAND HELD COMPACTION EQUIPMENT IS USED. EACH LIFT SHOULD BE FIRM AND NON-YIELDING. ALL FILL OR BACKFILL SHALL BE COMPACTED TO A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AND WITHIN 2% OF THE OPTIMUM MOISTURE CONTENT, AS DETERMINED IN ACCORDANCE WITH ASTM D-1557.
6. RUNNAGE BENEATH ASPHALT, CURBS AND GUTTERS, SIDEWALKS, PATHS AND DRAINAGE FACILITIES SHALL BE COMPACTED TO 95% PER AASHTO, T-180, METHOD D.
7. SLOPES SPECIFIED IN THESE ACD ARE EXPRESSED IN TERMS OF THE HORIZONTAL RUN VERSUS THE VERTICAL RISE OF THE GROUNDS SURFACE (H:V).

MISCELLANEOUS

1. CONCRETE PARKING BUMPERS WILL BE PRECAST STEEL REINFORCED CONCRETE WITH A COMPRESSIVE STRENGTH OF 3000 PSI AT 28 DAYS AND ARE ENTRAINED TO 5 TO 10. THEY TO BE 6-INCHES HIGH, 8-INCHES WIDE AND 6-FEET LONG AND OF UNIFORM SHAPE, SIZE AND FINISH WITH MANUFACTURER'S STANDARD CROSS SECTION WITH SLOPED VERTICAL FACES, SQUARE ENDS AND DRILLED OR CLEATED FOR TWO HOLES. PLASTIC SLEEVE FOR 3/4-INCH HOLE PER ACD WITH TWO 3/4-INCH UNFINISHED STEEL DOWELS 9-INCH DIAMETER, POINTED TIP CONFORMING TO ASTM A36. SEAL ANNULAR SPACE AROUND HOLE WITH GROUT OR SEALANT.
2. TRAFFIC SIGNAGE SHALL MEET NMDOT SECTION 101 STANDARDS AND BE MADE OF RETROREFLECTIVE ALUMINUM ALLOY SHEETING A MINIMUM OF 0.08-INCH THICK IN ACCORDANCE WITH ASTM B209 AND ASTM D4956.
3. SIGN POSTS SHALL HAVE A TYPE I BREAKAWAY BASE SYSTEM WITH A SLIP-TYPE CONNECTION PER NMDOT SECTION 101 STANDARDS. POSTS SHALL BE SPARROW BRAND 4LBWT U CHANNEL BLACK.
4. TRAFFIC PAVEMENT MARKINGS WITH BE WITH WHITE APPROVED TRAFFIC STANDARD ACRYLIC PAINT OR W-BEAD ACRYLIC PAINT WITH REFLECTORIZED GLASS BEADS PER NMDOT SECTION 104 STANDARDS. TRAFFIC STRIPING PRELIMINARY MARKINGS AND STRIPES SHALL BE APPROVED BY THE OPR PRIOR TO PLACEMENT OF FINAL MARKINGS.

[redacted]

REVISIONS	
DATE	BY

DESIGN ENGINUITY

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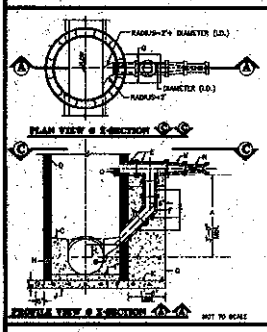
AGUAPINA SUBDIVISION

PROJECT CONSTRUCTION NOTES

SCALE	DRG NO.	DATE
		2/5/2021
FILE# CASE # -		SHEET NO. 17

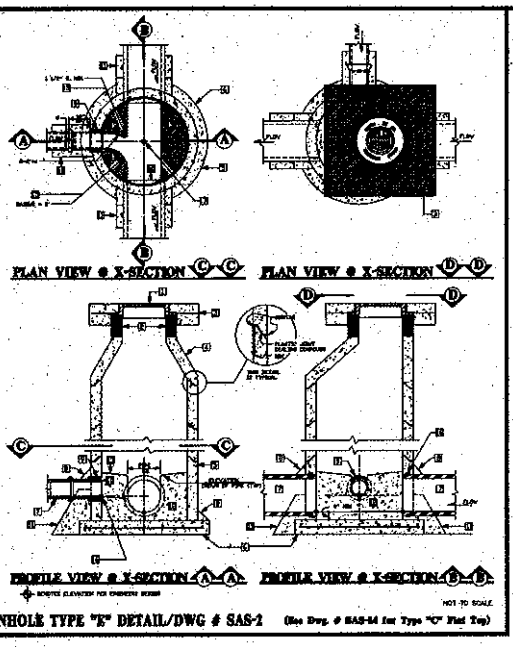
LEGEND

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-3
3	CONCRETE COLLAR, refer to concrete collar detail Dwg. No. SAS-3
4	PRECAST REINFORCED CONCRETE RISER, CONE or FLAT TOP with 8"(in) cast Manhole, refer to general note CM-3
5	PRECAST REINFORCED CONCRETE BASE RISER, with suitable sized openings, refer to general note CM-2A
6	CONCRETE BASE, refer to manhole base detail Dwg. No. SAS-7
7	SEWER PIPE, refer to general note CM-1
8	6"(in) CRUSH TRACT, on upper half of pipe and ground base
9	ADAPTER, MANHOLE, refer to manhole adapter detail Dwg. No. SAS-5
10	PIPE PENETRATION INTO MANHOLE, refer to manhole adapter detail Dwg. No. SAS-5
11	PIPE BEDDING CONCRETE, shall extend out each of manhole a minimum of 12"(in) in bed of first lift and shall cradle pipe half way
12	CONCRETE FILL, 3000 p.s.i. refer to general note CM-4
13	PUBLIC R-54 X"(in) reinforce steps with 1"(in) by 1'-0" steps, first steps at step
14	CUT lowest half of PIPE after manhole has been constructed and inspected by engineer
15	TEMP. FRAME& CHANNEL, 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



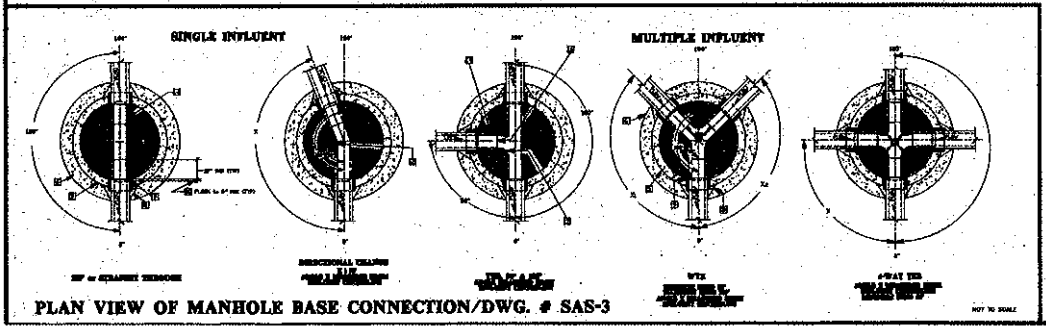
CONSTRUCTION NOTES

DROP MANHOLE DETAIL
DWG. #: SAS-1



MANHOLE TYPE "E" DETAIL/DWG # SAS-2 (See Dwg. # SAS-14 for Type "C" Flat Top)

GENERAL NOTES



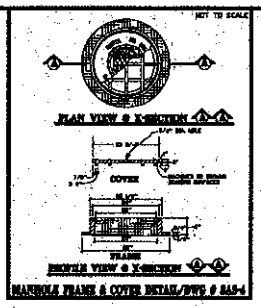
PLAN VIEW OF MANHOLE BASE CONNECTION/DWG. # SAS-3

CITY OF SANTA FE
WATER QUALITY DIVISION
SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

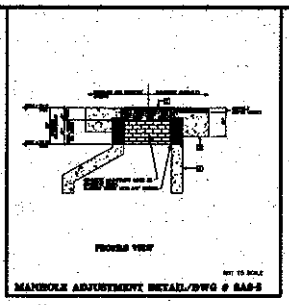
SHEET 4

LEGEND

ITEM	DESCRIPTION
1	MANHOLE FRAME & COVER, refer to standard frame and cover detail Dwg. No. SAS-1.
2	CONCRETE ADJUSTMENT RINGS or CO CRETE RINGS, refer to standards definitions / detail Dwg. No. SAS-5
3	CONCRETE COLLAR, refer to concrete collar detail Dwg. No. # SAS-6
4	PRECAST REINFORCED CONCRETE BASE, CONE or FLAT TOP, with 8"(in) wall thickness, refer to general std. SAS-3
5	PRECAST REINFORCED CONCRETE BASE RISER, with gasket & spigot connection, refer to general note SAS-3A
6	PRECAST TOPS, refer to concrete base detail Dwg. No. SAS-7
7	SEWER PIPE, refer to general note SAS-1
8	8"(in) BENCH FILLET, on upper half of pipe and stepped base
9	ADAPTER, MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
10	PIPE PENETRATION INTO MANHOLE, refer to manhole detailer detail Dwg. No. SAS-8
11	3/4" DIAMETER CHANNEL and select cut-ins of manhole a maximum of 12" to 1 bolt if 3rd bolt cut shall grade the bolt also
12	CONCRETE FILL MIX 3,000 p.s.i. refer to general note SAS-3
13	30" F.S. to be 8"(in) minimum width with 1"(in) per 1'-0" slope, from crown of pipe
14	CUT SEWER 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 for crown of the outgoing direction of the sewer main, where possible
17	SMALLS SLOPE OF PIPE, at center of manhole
18	APPROVED WATER STOP, to be with type of pipe

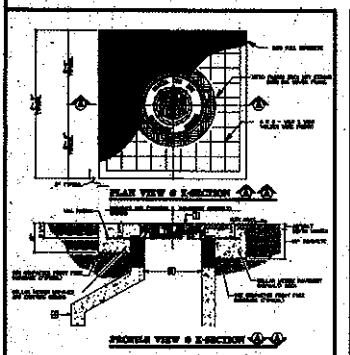


MANHOLE FRAME & COVER DETAIL/DWG # SAS-1

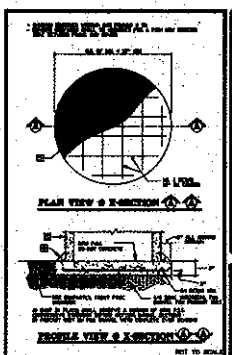


MANHOLE ADJUSTMENT DETAIL/DWG # SAS-5

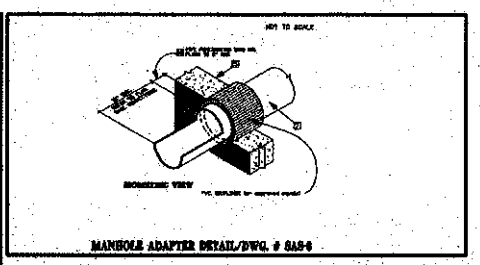
GENERAL NOTES



CONCRETE COLLAR DETAIL/DWG. # SAS-6 NOT TO SCALE



CONCRETE BASE DETAIL/DWG. # SAS-7

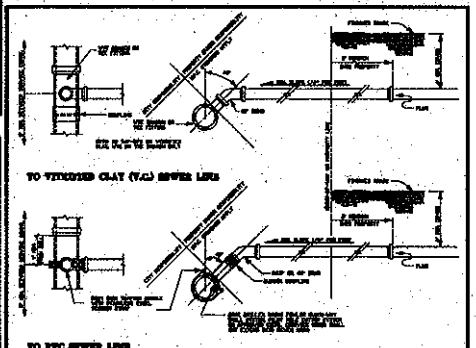


MANHOLE ADAPTER DETAIL/DWG. # SAS-8



NOTE AT RIVER AND ARROYO CROSSINGS

RESTRAINED JOINT DETAIL/DWG. # SAS-9 NOT TO SCALE



SERVICE CONNECTION DETAILS/DWG. # SAS-10 NOT TO SCALE

CITY OF SANTA FE
WATER QUALITY DIVISION

TITLE SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

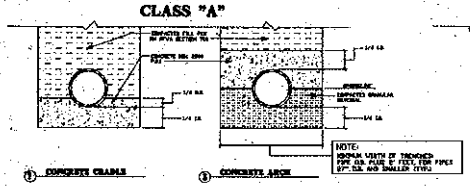
SHEET OF

SHEET 6

TRENCH BEDDING AND INSTALLATION DETAILS/DWG. # SAS-11

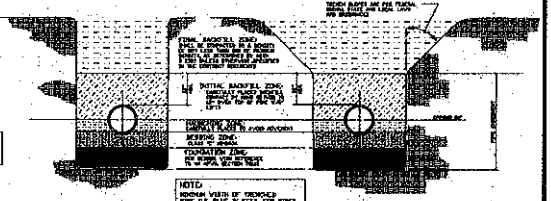
NOT TO SCALE

CLASS "A"



① CONCRETE CRADLE ② CONCRETE ARCH

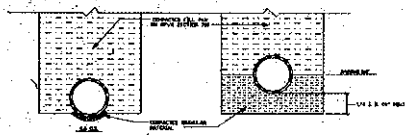
NOTE: MINIMUM WIDTH OF TRENCHED PIPE O.D. PLUS 2' FEET, FOR PIPES 27" O.D. AND SMALLER (TYP.)



TYPE I TYPE II

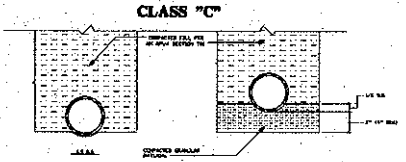
NOTE: MINIMUM WIDTH OF TRENCHED PIPE O.D. PLUS 2' FEET, FOR PIPES 27" O.D. AND SMALLER (TYP.)

CLASS "B"

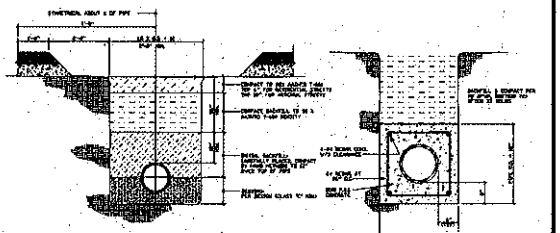


① SHAPED SUBGRADE WITH GRANULAR FOUNDATION ② GRANULAR FOUNDATION

CLASS "C"

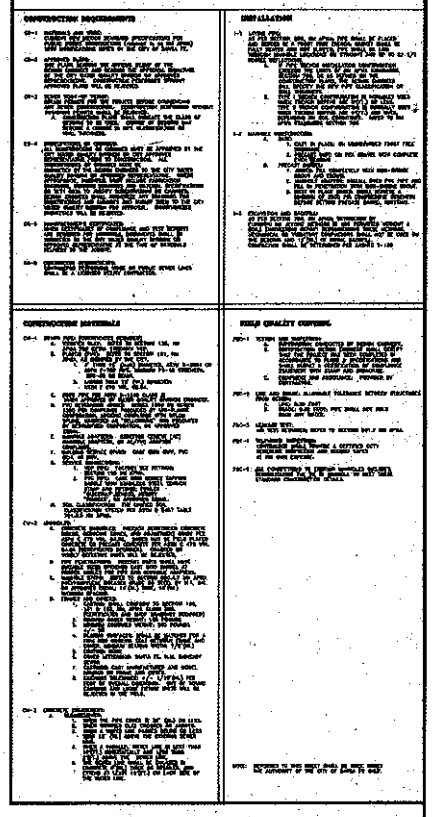


① SHAPED SUBGRADE ② GRANULAR FOUNDATION

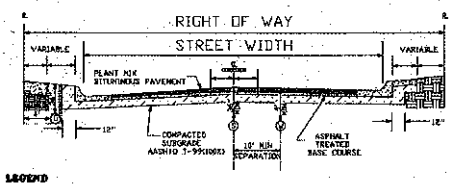


PAVED AREAS CONCRETE ENCASEMENT

GENERAL NOTES



TYPICAL UTILITIES SEPARATION DETAIL/DWG. # SAS-12

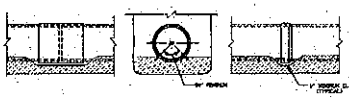


LEGEND

S SEWER G GAS W WATER P PROPERTY LINE C CENTER LINE

NOT TO SCALE

BELL OR COUPLING INSTALLATION DETAIL/DWG. # SAS-13



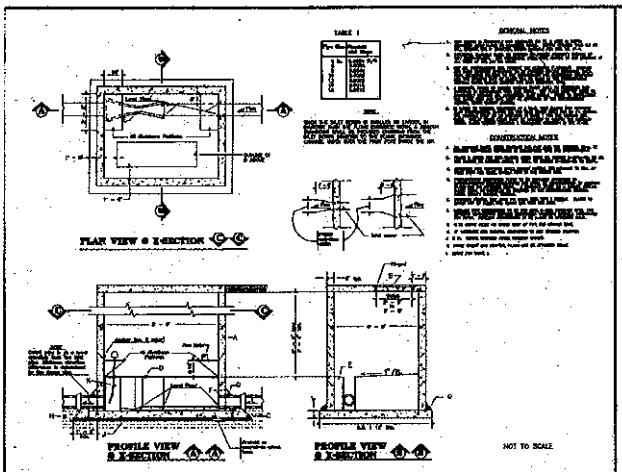
NOT TO SCALE

CITY OF SANTA FE
WATER QUALITY DIVISION

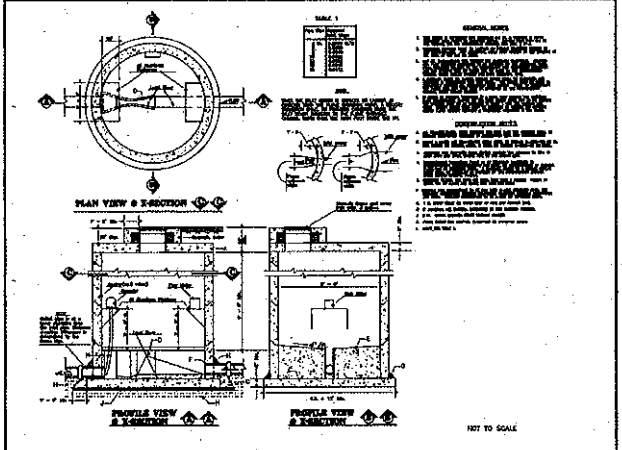
TITLE: SANITARY SEWER STANDARD CONSTRUCTION DETAILS

SHEET OF

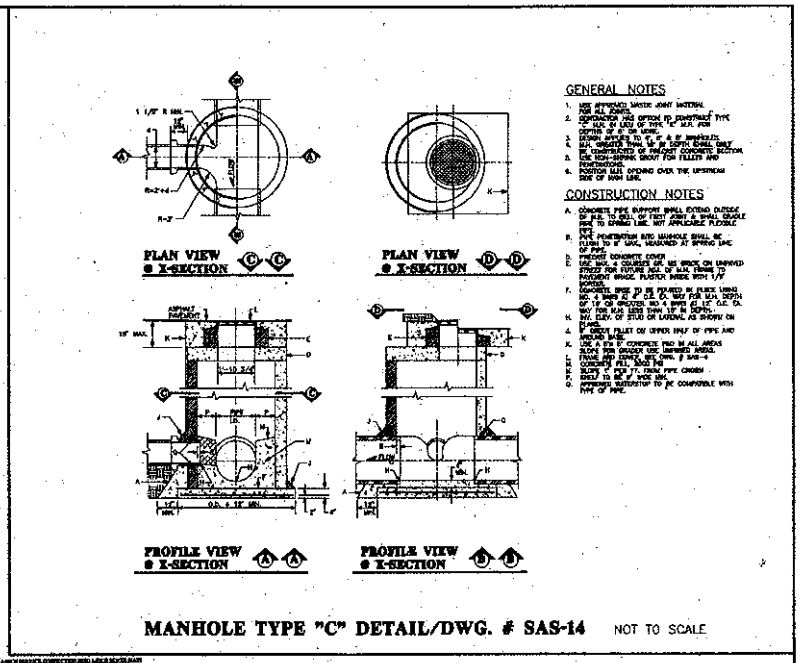
SHEET C



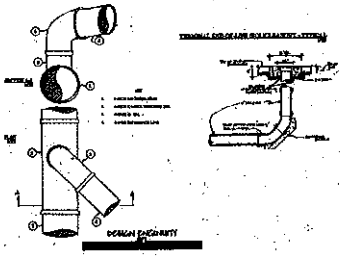
SANITARY SEWER SAMPLING & METERING MANHOLE DETAIL (6x8 RECTANGULAR)/DWG # IP-2



SANITARY SEWER SAMPLING & METERING MANHOLE DETAIL (8 FT. DIA.)/DWG. # IP-1



MANHOLE TYPE "C" DETAIL/DWG. # SAS-14 NOT TO SCALE

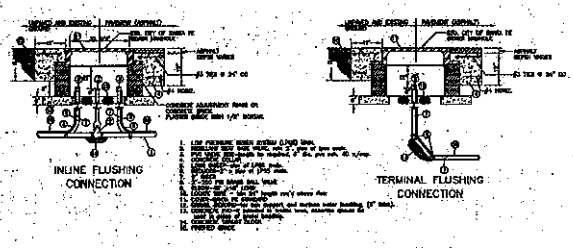


CITY OF SANTA FE
WATER QUALITY DIVISION

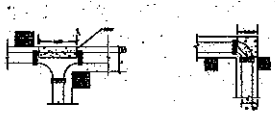
TITLE: SANITARY SEWER STANDARD CONSTRUCTION DETAILS

SHEET OF

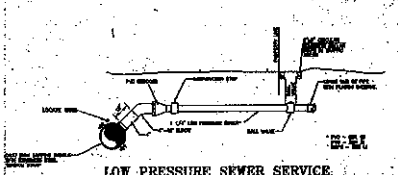
SHEET 0



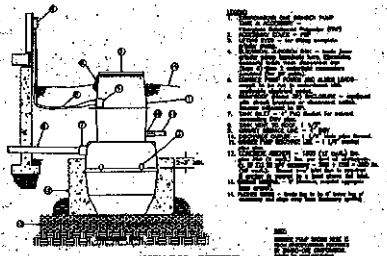
LOW PRESSURE SANITARY SEWER FLUSHING CONNECTIONS



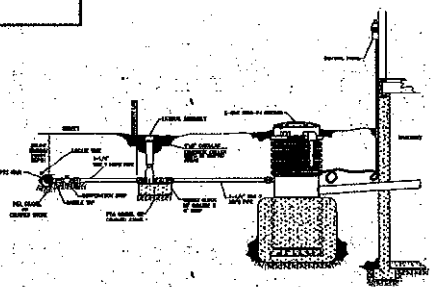
LOW PRESSURE SANITARY SEWER THRUST BLOCKING DETAIL



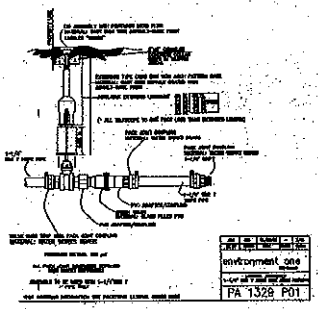
LOW PRESSURE SEWER SERVICE CONNECTION TO A GRAVITY MAIN



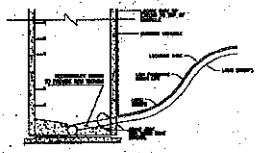
LOW PRESSURE SANITARY SEWER GRINDER PUMP DETAIL



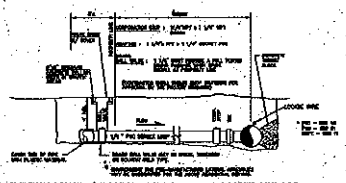
TYPICAL LATERAL INSTALLATION TO LOW PRESSURE MAIN



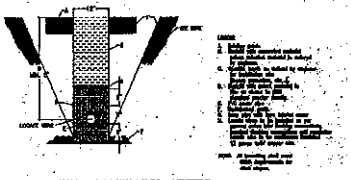
LATERAL ASSEMBLY 1-1/4" SDR 7 HDPE PIPE ARCH PATTERN



LOW PRESSURE SEWER MAIN CONNECTION TO GRAVITY SEWER MAIN MANHOLE



LOW PRESSURE SEWER SERVICE CONNECTION TO A LOW PRESSURE SEWER MAIN

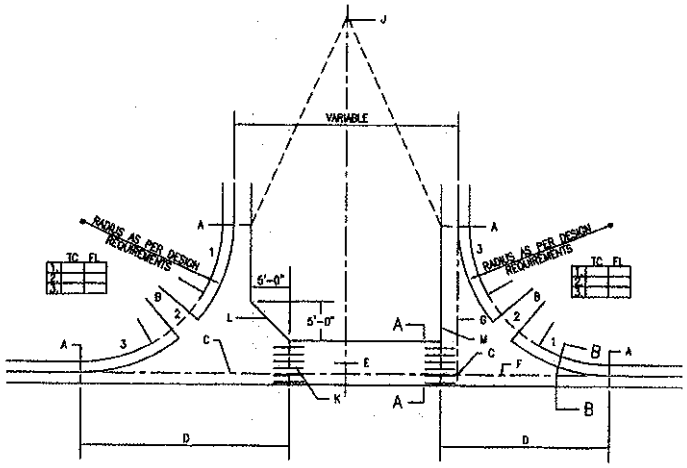


LOW PRESSURE SANITARY SEWER TRENCH DETAIL

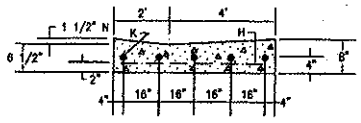
CITY OF SANTA FE
WATER QUALITY DIVISION

TITLE: SANITARY SEWER STANDARD CONSTRUCTION DETAILS FOR LOW PRESSURE SEWER

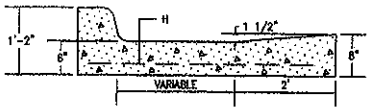
SHEET C5 of C8



PLAN



SECTION A–A



SECTION B–B

GENERAL NOTES:

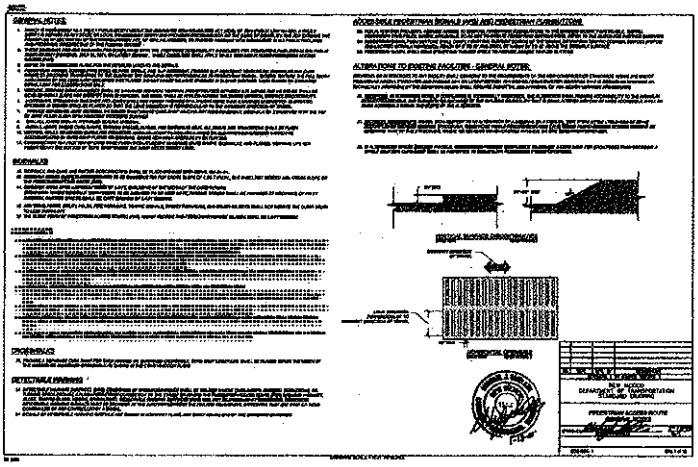
1. DESIGN ELEVATIONS TO BE GIVEN AT EACH END OF THE CURB RETURN (TOP OF CURB ELEV.) AND AT INTERSECTIONS OF PROJECTED FLOWLINES (FLOWLINE ELEV.).
2. ON UPSTREAM AND DOWNSTREAM ENDS OF THE INTERSECTION, VALLEY GUTTER CONSTRUCTION SHALL EXTEND TO THE END OF RETURNS.
3. THE VALLEY GUTTER TO BE REINFORCED WITH 6" X 6" X NO. 6 GA. WIRE MESH.
4. INVERT OF VALLEY GUTTER TO EXTEND FROM FLOWLINE OF UPSTREAM CURVE RETURN TO FLOWLINE OF DOWNSTREAM CURB RETURN.
5. CURB FLOWLINE AND TOP OF CURB ELEV. SHOWN IN THE BOX CORRESPOND TO QUARTERPOINTS INDICATED ON THE CURB RETURN IN THE CLOCKWISE DIRECTION.
6. – – – – – DENOTES 1/2" EXPANSION JOINT.
7. FOR NEW CONSTRUCTION, VALLEY GUTTER SHALL BE CONSTRUCTED PRIOR TO ADJACENT PAVEMENT. ASPHALT CONC. SHALL BE INSTALLED MONOLITHICALLY TO MEET NEW VALLEY GUTTER.
8. PRIOR TO CONSTRUCTION OF NEW VALLEY GUTTER ON EXISTING ACCEPTED STREETS, PAVEMENT SHALL BE REMOVED AS SHOWN ON PLANS.

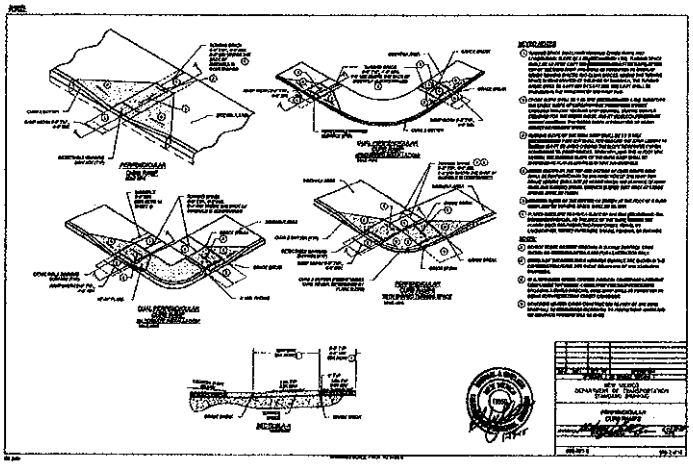
CONSTRUCTION NOTES:

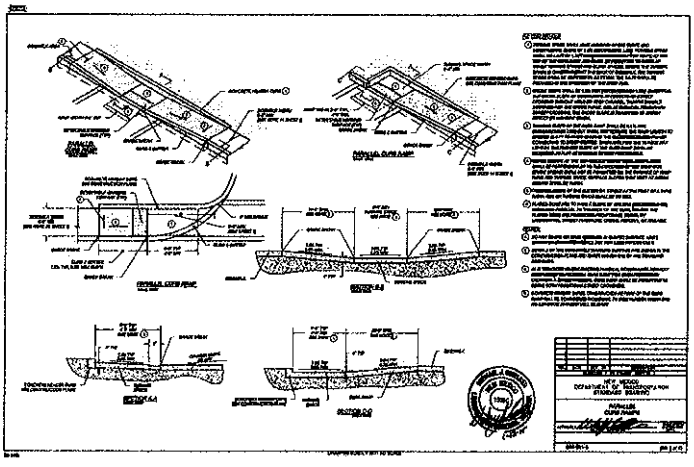
A. END OF CURB RETURN, SEE NOTE 1.
B. FOR RAMP DETAILS, SEE DWGS. 2418, 2440, 2441.
C. INTERSECTION OF FLOWLINES, SEE NOTE 1.
D. SURFACE AND CURB TO BE MONOLITHIC.
E. DIRECTION OF FLOW.
F. FLOWLINE.
G. PROJECTED FLOWLINE OF 1 1/2" INVERT, SEE NOTE 2.
H. 6" X 6" NO. 6 GA. WIRE MESH.
J. BEGIN CROWN WARP TO STRAIGHT SECTION WHERE SPECIFIED ON PLANS, OR INDICATED BY THE ENGR.
K. NO. 4 BARS 3'-0" LONG AT 16" O.C.
L. ALTERNATE A, WITH FILLET AS PER PLANS.
M. ALTERNATE B, NO FILLET AS PER PLANS.
N. THE 1 1/2" INVERT DEPTH MAY BE REDUCED TO IMPROVE RIDEABILITY WITH APPROVAL OF ENGINEER.

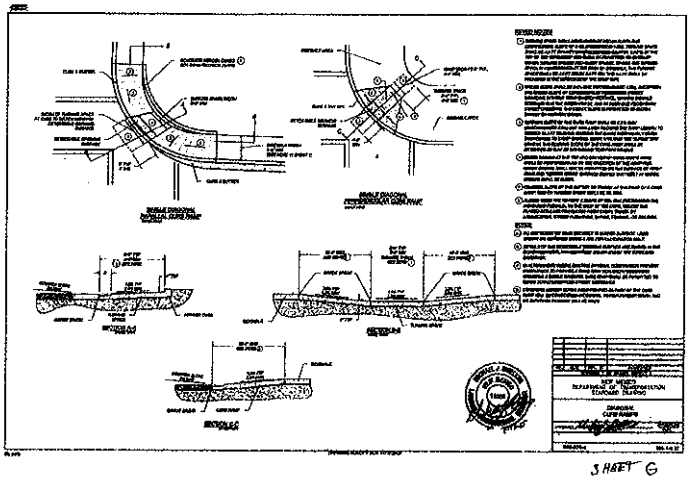
REVISIONS	NM APWA
	PAVING CONCRETE VALLEY GUTTER DWG. 2420 AUG. 1988

SHEET F

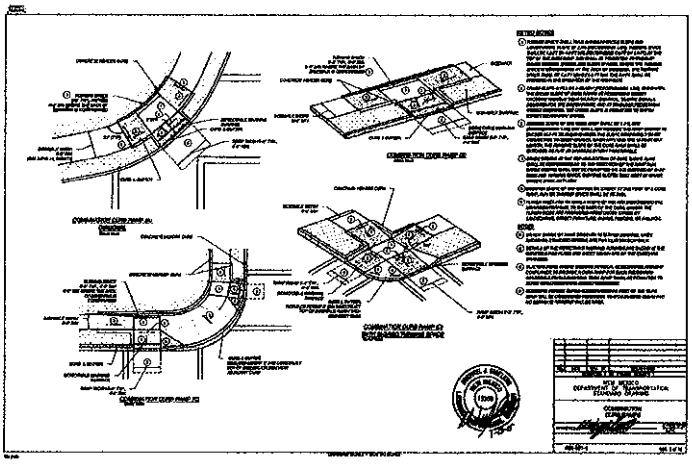


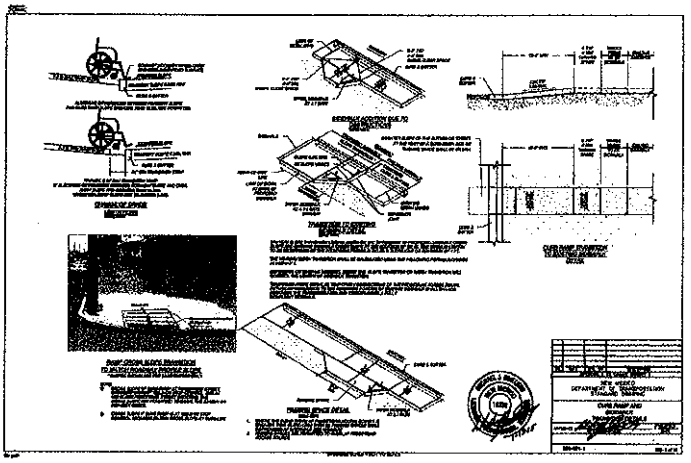


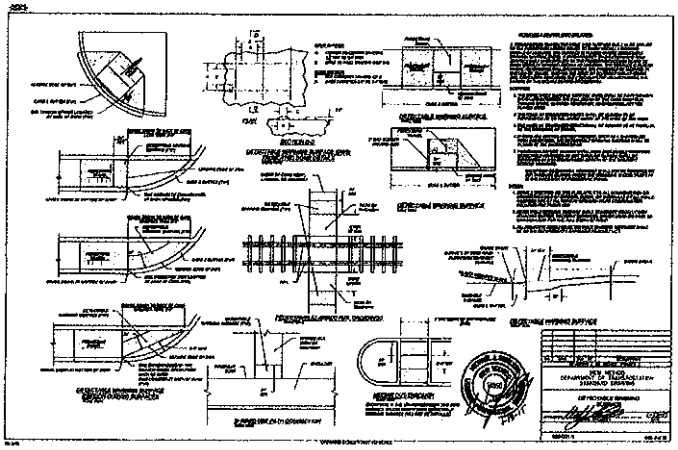


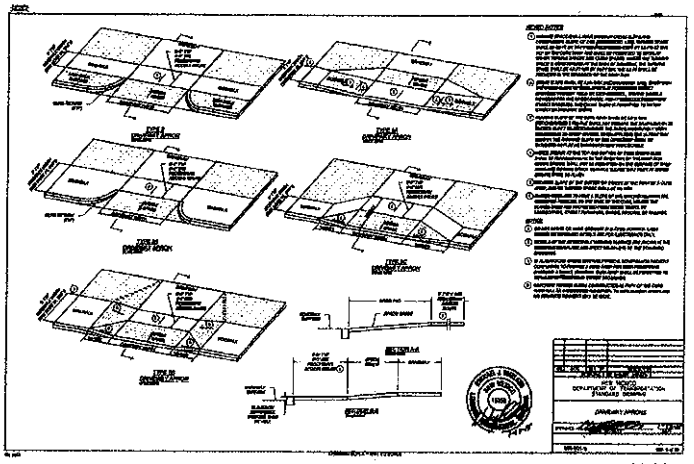


SHEET 6

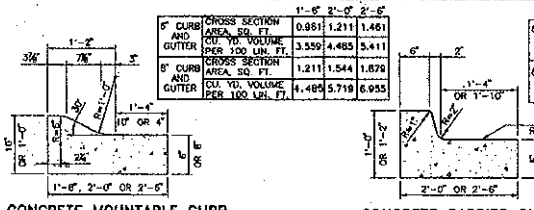






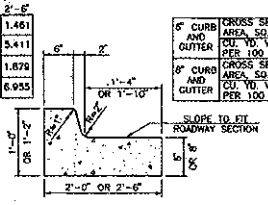


SHEET H



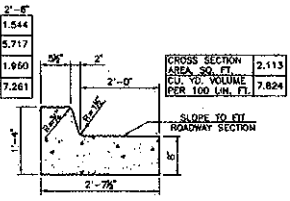
		1'-6"	2'-0"	2'-6"
6" CURB AND GUTTER	CROSS SECTION AREA, SQ. FT.	0.961	1.211	1.461
	CU. YD. VOLUME PER 100 LIN. FT.	3.559	4.485	5.411
8" CURB AND GUTTER	CROSS SECTION AREA, SQ. FT.	1.211	1.544	1.878
	CU. YD. VOLUME PER 100 LIN. FT.	4.485	5.719	6.955

CONCRETE MOUNTABLE CURB AND GUTTER TYPE "A"



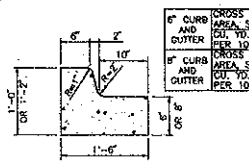
		2'-0"	2'-6"
6" CURB AND GUTTER	CROSS SECTION AREA, SQ. FT.	1.294	1.544
	CU. YD. VOLUME PER 100 LIN. FT.	4.791	5.717
8" CURB AND GUTTER	CROSS SECTION AREA, SQ. FT.	1.627	1.960
	CU. YD. VOLUME PER 100 LIN. FT.	6.026	7.261

CONCRETE BARRIER CURB AND GUTTER TYPE "B"



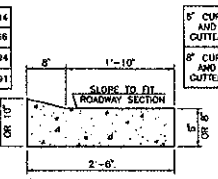
CROSS SECTION AREA, SQ. FT.	2.113
CU. YD. VOLUME PER 100 LIN. FT.	7.824

CONCRETE BARRIER CURB AND GUTTER TYPE "C"



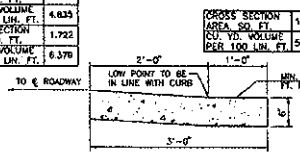
CROSS SECTION AREA, SQ. FT.	1.046
CU. YD. VOLUME PER 100 LIN. FT.	3.866
CROSS SECTION AREA, SQ. FT.	1.294
CU. YD. VOLUME PER 100 LIN. FT.	4.791

CONCRETE BARRIER CURB AND GUTTER TYPE "D"



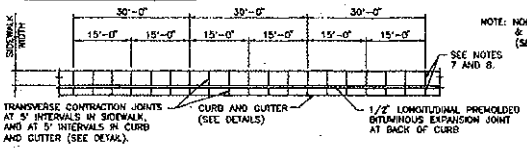
CROSS SECTION AREA, SQ. FT.	1.308
CU. YD. VOLUME PER 100 LIN. FT.	4.835
CROSS SECTION AREA, SQ. FT.	1.722
CU. YD. VOLUME PER 100 LIN. FT.	6.376

CONCRETE LAYDOWN CURB TYPE "E"

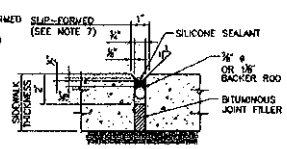


CROSS SECTION AREA, SQ. FT.	1.500
CU. YD. VOLUME PER 100 LIN. FT.	5.555

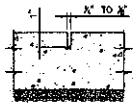
CONCRETE VALLEY GUTTER



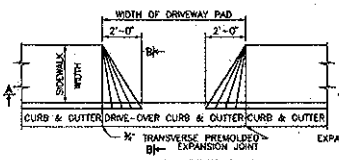
PLAN CURB AND GUTTER AND SIDEWALK



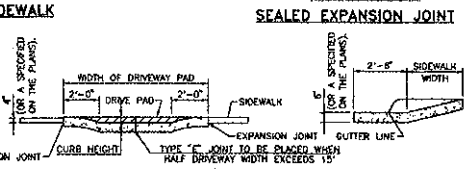
SEALED EXPANSION JOINT



TRANSVERSE CONTRACTION JOINT



PLAN DRIVE PAD



SECTION A-A

SECTION B-B

GENERAL NOTES

1. CONCRETE SHALL BE STRUCTURAL CONCRETE CLASS "A."
2. END OF DAYS POUR. 30 MINUTE INTERRUPTIONS, COLD JOINTS AND DROP INLETS SHALL DETERMINE THE LOCATION OF A CONSTRUCTION JOINT AND A 3/4" PREMOLDED BITUMINOUS JOINT IS REQUIRED.
3. PLACE TRANSVERSE CONTRACTION JOINTS AT 5'-0" INTERVALS AND AT THE END OF RADIUS POINTS OR ISLAND NOSES.
4. BED COURSE MATERIAL ON WHICH SIDEWALK IS TO BE PLACED SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO T 99, METHOD C.
5. EXCAVATION AND PREMOLDED BITUMINOUS EXPANSION JOINTS TO BE INCLUDED IN THE UNIT PRICE BID FOR SIDEWALKS.
6. THE SILICONE SEALED JOINTS SHALL BE SEALED IN ACCORDANCE WITH SECTION 452 OF THE STANDARD SPECIFICATIONS.
7. FOR SLIP-FORMED CURB AND GUTTER, FURNISH 1" SEALED EXPANSION JOINTS AT 90' INTERVALS, AND TRANSVERSE CONSTRUCTION JOINTS AT 5' INTERVALS.
8. FOR SIDEWALKS AND NON-SLIP FORMED CURB AND GUTTER, FURNISH 3/4" SEALED EXPANSION JOINTS AT 30' INTERVALS, AND TRANSVERSE CONTRACTION JOINTS AT 5' INTERVALS.

NO.	DATE	BY	DESCRIPTION
1	9/9/09	JML	ADDED DETAILS

REVISIONS (OR CHANGE NOTICE)

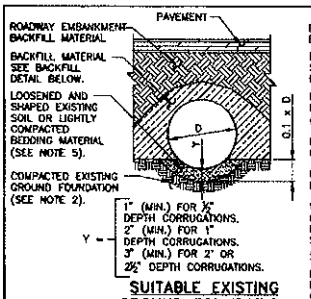
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

SIDEWALK CURB AND GUTTER

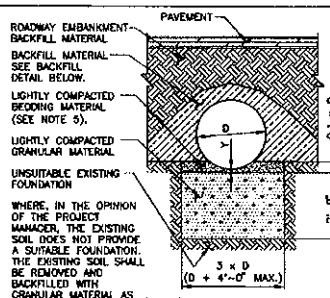
DESIGNED BY ____ DRAWN BY BEL CHECKED BY JML

609-01-1/1 1 of 1

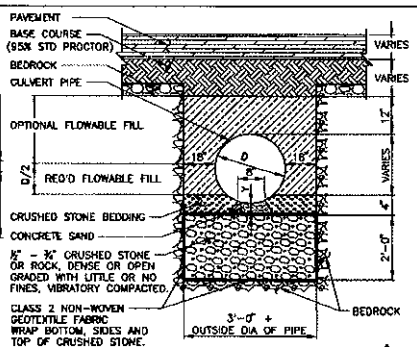
SHEET 1



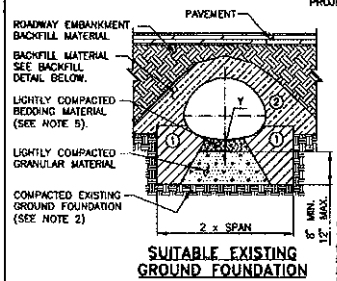
SUITABLE EXISTING GROUND FOUNDATION



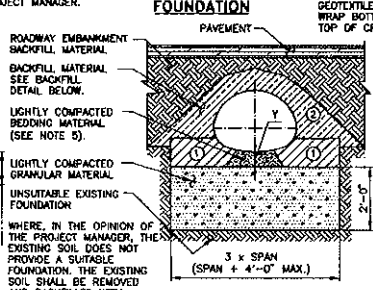
UNSUITABLE EXISTING FOUNDATION



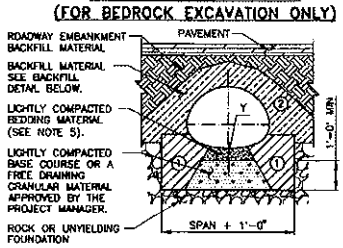
PIPE INSTALLATION DETAIL ⚠
(FOR BEDROCK EXCAVATION ONLY)



SUITABLE EXISTING GROUND FOUNDATION



UNSUITABLE EXISTING FOUNDATION

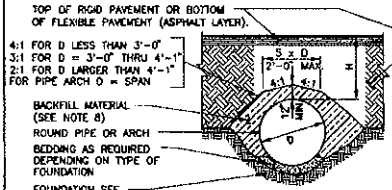


ROCK OR UNYIELDING FOUNDATION

GENERAL NOTES:

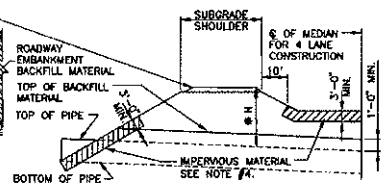
1. RIVETED OR WELDED METAL PIPE AND ARCHES SHALL BE PLACED WITH THE INSIDE CIRCUMFERENTIAL LAPS POINTING DOWNSTREAM AND WITH LONGITUDINAL LAPS AT THE SIDE ON QUARTER POINTS, NOT TOP OR BOTTOM. STRUCTURAL PLATE AND PIPE ARCH CULVERTS SHALL BE ERECTED AS SHOWN ON THE ERECTION DIAGRAMS FURNISHED BY THE 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 UNSUITABLE MATERIAL (PEAT, MUCK, ETC.) IS ENCOUNTERED AT OR BELOW THE INVERT ELEVATION, THE NECESSARY SUBSURFACE EXPLORATION AND ANALYSIS SHALL BE MADE AND CORRECTIVE TREATMENT SHALL BE AS DIRECTED BY THE PROJECT MANAGER.
4. IMPERVIOUS MATERIAL SHALL BE PLACED LONGITUDINALLY 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 IMPERVIOUS 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 206 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, THE 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 206 OF THE NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS. SPECIAL CARE SHALL BE TAKEN WHEN COMPACTING BACKFILL AT THE HUNCHES AND SIDES OF PIPES.
9. REFER TO 206-03-1/1 THRU 206-06-1/1 FOR TABLE OF MINIMUM AND MAXIMUM COVER AND CORRESPONDING GAUGE.

KEY	SYMBOL	DESCRIPTION
①		100% COMPACTION
②		90% COMPACTION



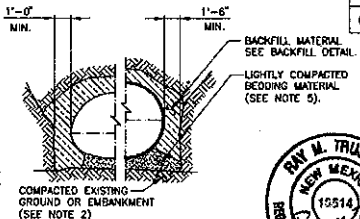
BACKFILL DETAIL

BACKFILL DETAIL SHOWN ABOVE SHALL NOT BE CONSTRUED AS RELIEVING THE CONTRACTOR OF HIS OBLIGATIONS REGARDING DAMAGE TO THE CULVERT PIPE. H = MINIMUM OR MAXIMUM COVER.



CROSS SECTION OF ROADWAY EMBANKMENT

* LOCATION OF MAXIMUM OR MINIMUM COVER DEPENDS ON PIPE SLOPE AND ROADWAY X-SECTION.



PIPE ARCHES ROUND PIPE

TRENCH CONDITION

RAY M. TRUJILLO
NEW MEXICO
15514
REGISTERED PROFESSIONAL ENGINEER
8/29/08

NO.	DATE	REV.BY	DESCRIPTION
⚠	2/16/07	TML	REVISIONS TO BEDROCK DETAIL
			REVISIONS (OR CHANGE NOTICES)

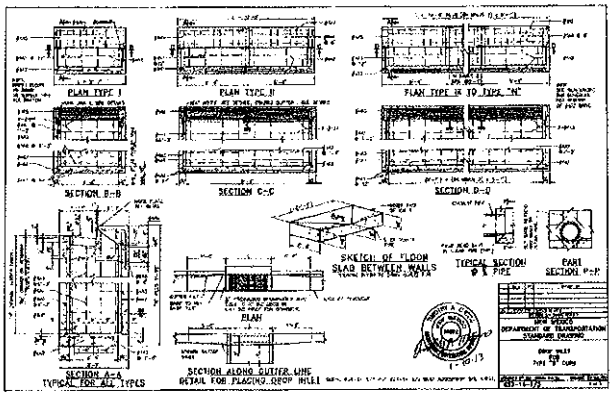
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

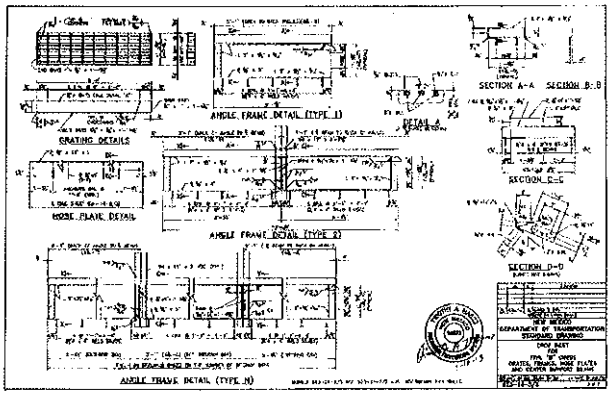
CORRUGATED METAL CULVERT AND PIPE ARCHES BEDDING AND BACKFILL DETAILS

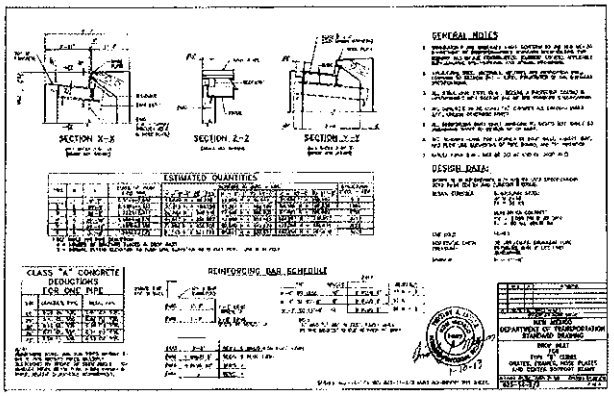
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206-07-1/1 1 OF 1

SHEET 3





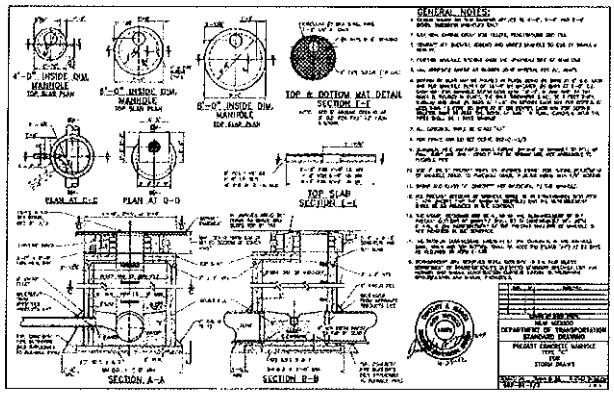


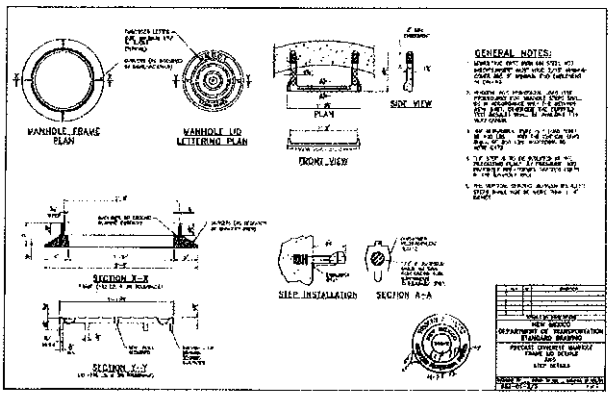
DESIGN ENGINUITY

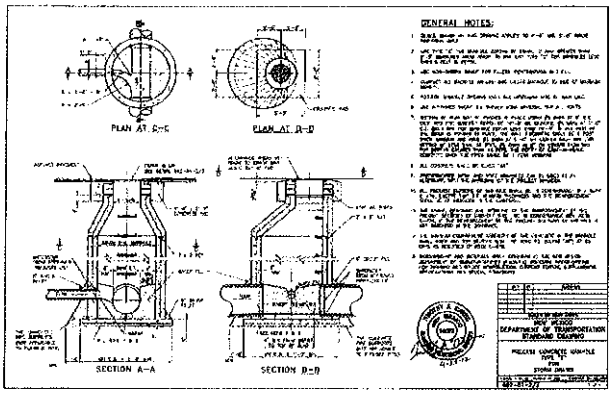
AGUAFINA

NMDOT CURB DROP INLET TYPE B - I DETAIL

SCALE	DATE
N/A	10/8/2024







DESIGN ENGINUITY

AGUAFINA

STORM DRAIN MANHOLE DETAILS

N/A

1/4/2024