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PLANNING COMMISSION MINUTES
FEBRUARY 18, 2021**

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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, llogston@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, llogston@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, llogston@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, llogston@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 Candelerio 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 piece 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, lrllogston@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.

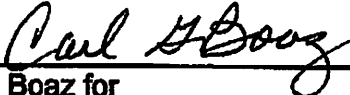
J. ADJOURNMENT

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