City of Santa Fe

AGENDA

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

AMENDED

SPECIAL PROCEDURES FOR VIRTUAL ATTENDANCE AND PUBLIC COMMENT:

In response to the State's declaration of a Public Health Emergency, the Mayor's Proclamation of Emergency, the ban on public gatherings of more than five (5) people, and the need to incorporate technology and practices to re-institute in-person meeting consistent with the limitations established by the Order, the Planning Commission meeting will be conducted virtually using Zoom.

Viewing: Members of the public may stream the meeting live on the City of Santa Fe's YouTube channel at https://www.youtube.com/channel/UCuW5Fb7iWuKpTdsWYNDurgA. The YouTube live stream can be accessed at this address from most smartphones, tablets, or computers.

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

Attending Zoom by Phone: Members of the public can attend the Zoom meeting by phone by dialing:
US: +1 346 248 7799 or +1 669 900 6833 or +1 253 215 8782 or +1 312 626 6799 or +1 929 205 6099 or +1 301 715 8592
Webinar ID: 826 9878 5348

Public Comment:

• By video: A person attending the Zoom meeting by video conference (using a computer, mobile device, or smart phone) may provide public comment during the

meeting. Attendees should use the "Raise Hand" function to be recognized by the chair to speak at the appropriate time.

• By phone: A person attending the Zoom meeting by phone may provide public comment during the meeting. Phone attendees should press *9 to use the "Raise Hand" function to be recognized at the appropriate time.

• In writing: A person may submit written public comments by 5pm the Monday prior to the meeting via the virtual comment "button" at https://santafe.primegov.com/public/portal.

A. ROLL CALL

B. PLEDGE OF ALLEGIANCE

C. APPROVAL OF AGENDA

D. APPROVAL OF MINUTES:

1. October 21, 2021

E. APPROVAL OF FINDINGS/CONCLUSIONS

F. OLD BUSINESS

G. NEW BUSINESS

1. **Case #2021-4240. Tierra Contenta Tract 50A Arroyo Oeste Phase 2 Preliminary Subdivision**. Oralynn Guerrerortiz of Design Enginuity, LLC, Agent, representing The Housing Trust, Owner, requests approval of a Preliminary Subdivision Plat for 20 single-family lots. The applicant also requests an innovative road design to allow the removal of the planting strip between defined parking spots and the back of curb. The property is zoned PRC (Planned Residential Community), is Tract 50A within Tierra Contenta Phase 2C, and is approximately 3.21 acres. (Donna Wynant, Case Manager, djwynant@santafenm.gov, 955-6325).

2. **Case #2021-4241. Tierra Contenta Tract 50A Arroyo Oeste Phase 2 Lot Line Adjustment.** Oralynn Guerrerortiz of Design Enginuity, LLC, Agent, representing The Housing Trust, Owner, requests approval of a lot line

adjustment to modify tract boundaries to the Arroyo Oeste Phase 2 Preliminary Subdivision Plat to incorporate some steep slopes into the open space tract, and to create deeper lots to accommodate planned house designs. The property is zoned PRC (Planned Residential Community), is Tract 50A within Tierra Contenta Phase 2C, and is approximately 3.21 acres. (Donna Wynant, Case Manager, djwynant@santafenm.gov, 955-6325).

3. **Case #2021-3976. 123 and 135 Grant Avenue Development Plan.** Lorn Tryk Architects, Agent, for 123-135 Grant LLC (on behalf of the Georgia O'Keeffe Museum), Owner, request development plan approval to construct a 54,100 square foot structure for use as a museum. The properties are located at 123 Grant Avenue (consisting of approximately 1.2174 acres) and 135 Grant Avenue (consisting of approximately 0.7670 acres). The project site is zoned BCDMAR (Business Capitol District - Marcy Subdistrict) and within the Historic Downtown Archeological District and Downtown and East Side Historic District. (Dan Esquibel, Case Manager, daesquibel@santafenm.gov 505-955-6587). **(POSTPONED TO SEPTEMBER 2, 2021)**

4. **Case #2021-3977. 123 and 135 Grant Avenue Variance to Subsection 14-8.6(C)(2)(b).** Lorn Tryk Architects, Agent, for 123-135 Grant LLC (on behalf of the Georgia O'Keeffe Museum), Owner, request variance to Subsection 14-8.6(C)(2)(b) to allow off site parking greater than 600 feet from the closest property line. The properties are located at 123 Grant Avenue (consisting of approximately 1.2174 acres) and 135 Grant Avenue (consisting of approximately 0.7670 acres). The project site is zoned BCDMAR (Business Capitol District - Marcy Subdistrict) and within the Historic Downtown Archeological District and Downtown and East Side Historic District. (Dan Esquibel, Case Manager, daesquibel@santafenm.gov,505-955-6587).**(POSTPONED FROM SEPTEMBER 2, 2021)**

5. **Case #2021-3978. 123 and 135 Grant Avenue Variance to Exhibit A - Table 14-8.6-1.** Lorn Tryk Architects, Agent, for 123-135 Grant LLC (on behalf of the Georgia O'Keeffe Museum), Owner, request variance to Table 14-8.6-1 “Parking and Loading Requirements” to allow 93 parking spaces where 119 parking spaces are required. The properties are located at 123

Grant Avenue (consisting of approximately 1.2174 acres) and 135 Grant Avenue (consisting of approximately 0.7670 acres). The project site is zoned BCDMAR (Business Capitol District - Marcy Subdistrict) and within the Historic Downtown Archeological District and Downtown and East Side Historic District. (Dan Esquibel, Case Manager, daesquibel@santafenm.gov 505-955-6587). **(POSTPONED FROM SEPTEMBER 2, 2021) (TO BE WITHDRAWN)**

6. **Case #2021-4242. 220 Otero Street Final Development Plan.** Architectural Alliance, Inc., Agent, for Otero Partners, LLC, Owner, requests approval of a final development plan for an addition and remodel for a proposed hotel at 220 Otero Street comprising 38,567 square feet. The property is zoned BCDMAR (Business-Capitol District, Marcy Sub-District) and BCD EAS (Business-Capitol District, East Marcy/East Palace Sub-District), is within the Downtown and Eastside Historic District, and is approximately 1.11 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

7. **Case #2021-4243. 220 Otero Street Open Space Variance.** Architectural Alliance, Inc., Agent, for Otero Partners, LLC, Owner, requests approval of a variance to the Business-Capitol District, East Marcy/East Palace Sub-District front yard open space requirement in Table 14-7.4. The property is zoned BCDMAR (Business-Capitol District, Marcy Sub-District) and BCD EAS (Business-Capitol District, East Marcy/East Palace Sub-District), is within the Downtown and Eastside Historic District, and is approximately 1.11 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

8. **Case #2021-4244. 2190 West Alameda Street Los Canales Rezoning.** JenkinsGavin, Inc., Agent, for Homewise, Owner, requests approval of a rezoning from R-5 (Residential – five dwelling units per acre) to R-7 (Residential – seven dwelling units per acre) for a property located at 2190 West Alameda Street. The property is located within the West Santa Fe River Corridor Overlay District, and is approximately 2.01 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

9. **Case #2021-4245. 2190 West Alameda Street Los Canales Final Development Plan.** JenkinsGavin, Inc., Agent, for Homewise, Owner,

requests approval of a final development plan for fourteen residential units for a property located at 2190 West Alameda Street. The property is located within the West Santa Fe River Corridor Overlay District, and is approximately 2.01 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

10. **Case #2021-4246. Plaza del Monte Preliminary Development Plan.** JenkinsGavin, Inc., Agent, for Plaza del Monte, LLC, Owner, requests approval of a preliminary development plan to establish development standards for 30 residential lots located at Camino Santiago and Bishop's Lodge Road. The property is zoned R-29 (Residential – twenty-nine dwelling units per acre), is within the Downtown and Eastside Historic District, and is approximately 6.62 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

11. **Case #2021-4247. Plaza del Monte Preliminary Subdivision.** JenkinsGavin, Inc., Agent, for Plaza del Monte, LLC, Owner, requests approval of a preliminary subdivision plat for 30 residential lots located at Camino Santiago and Bishop's Lodge Road. The property is zoned R-29 (Residential – twenty-nine dwelling units per acre), is within the Downtown and Eastside Historic District, and is approximately 6.62 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

H. STAFF COMMUNICATIONS

I. MATTERS FROM THE COMMISSION

J. ADJOURNMENT

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

SUMMARY INDEX
PLANNING COMMISSION MINUTES
OCTOBER 21, 2021

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C. Approval of Agenda	Approved as published	1-2
D. Approval of Minutes September 2, 2021	Approved as presented	2
E. Findings & Conclusions	Approved	2-3
F. Old Business	None	3
G. New Business 1. Case #2021-4219. Monte Sereno M. Plan Amendment 2. Case #2021-3800. Monte Sereno Development Plan. 3. Case #2021-3801. Monte Sereno Preliminary Subdiv., Phase 4 4. Case #2021-3837. Monte Sereno Variance to Subsections 14-8.2(D)(1) and (D)(2)(b).	Approved	3-9
H. Staff Communications	Comments	9-10
I. Matters from the Commission	None	10
J. Adjournment	Adjourned at 7:07 pm	10

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

CALL TO ORDER

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

A. ROLL CALL

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

Members Present
Commissioner Brian Patrick Gutierrez, Chair
Commissioner Mark Hogan, Vice Chair
Commissioner Janet Clow, Secretary
Commissioner Jessica Lawrence
Commissioner Dominic Sategna

Members Absent
Commissioner Pilar Faulkner (excused)
Commissioner Lee Garcia (excused)
Two vacancies

Others Present:
Mr. Jason Kluck, Interim Land Use Director
Mr. Noah Berke, Planning Manager
Ms. Patricia Feghali, Assistant City Attorney
Ms. Melissa D. Byers, Stenographer

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

B. PLEDGE OF ALLEGIANCE

Commissioner Lawrence led the Pledge of Allegiance.

C. APPROVAL OF AGENDA

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

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

D. APPROVAL OF MINUTES

1. September 2, 2021

MOTION: Commissioner Hogan moved, seconded by Commissioner Lawrence, to approve the minutes of September 2, 2021, as presented.

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

E. APPROVAL OF FINDINGS/CONCLUSIONS

1. **Case #2021-3811.** Villas de Las Soleras Unit 3 Master Plan Amendment.

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

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

2. **Case #2021-3814**. Villas de Las Soleras Unit 3 General Plan Amendment.

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

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

3. **Case #2021-3815.** Villas de Las Soleras Unit 3 Rezoning.

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

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

4. **Case #2021-3816.** Villas de Las Soleras Unit 3 Preliminary Development Plan.

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

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

5. **Case #2021-3817.** Villas de Las Soleras Unit 3 Preliminary Subdivision.

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

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

6. **Case #2021-3818**. Tierra Contenta Master Plan Amendment #1 for Phase 3A.

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

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

F. OLD BUSINESS

None.

G. NEW BUSINESS

1. **Case #2021-4219. Monte Sereno Master Plan Amendment.** Al Lilly, Agent, for 21 Club Holdings LLC, Owner, requests Master Plan Amendment to include infrastructure and design elements for the Hotel Use. The Property is approximately 34.96 acres and zoned PRRC (Planned Residential Resort Community), located West of Highway 285, North of Tano Road at 4000 Monte Sereno Drive, and is within the Monte Sereno Development. (Dan Esquibel, Case Manager

2. **Case #2021-3800. Monte Sereno Development Plan.** Al Lilly, Agent, for 21 Club Holdings LLC, Owner, requests development plan approval to construct 170,000 square feet of new construction for hotel use. The Property is approximately 34.96 acres and zoned PRRC, located West of Highway 285, North of Tano Road at 4000 Monte Sereno Drive, and is within the Monte Sereno Development. (Dan Esquibel, Case Manager)

3. **Case #2021-3801. Monte Sereno Preliminary Subdivision for Phase 4.** Al Lilly, Agent, for 21 Club Holdings LLC, Owner, request preliminary subdivision approval to create a 70-lot/Tract subdivision on Tract M containing approximately 168.27 acres. The subdivision would create 60 hotel unit lots Containing a gross total of approximately 19.6 acres, 1 hotel amenities lot (Tract A-1) containing approximately 3.68 acres, 8 open space Tracts (A-2, A-3, A-5 thru A-7, A-9 thru A-11) containing approximately 11.68 acres and the balance of Tract M containing 133.32 acres. The Property is zoned PRRC, located West of Highway 285, North of Tano Road at 4000 Monte Sereno Drive, and is within the Monte Sereno Development. (Dan Esquibel, Case Manager)

4. **Case #2021-3837. Monte Sereno Variance to Subsections 14-8.2(D) (1) and (D)(2)(b).** Al Lilly, Agent, for 21 Club Holdings LLC, Owner, requests a variance to Subsections 14-8.2(D)(1) and (D)(2)(b), Terrain and Stormwater Management, for road construction within the project for the resort casitas. The Property is zoned PRRC, located West of Highway 285, North of Tano Road at 4000 Monte Sereno Drive, and is within the Monte Sereno Development. (Dan Esquibel, Case Manager)

EXECUTIVE SUMMARY

There is one project divided into four cases which will require independent votes. The 21 Club Holdings LLC (Applicant) requests approval of a Master Plan Amendment to allow for improved infrastructure and design elements to accommodate a Development Plan and Subdivision for the hotel use within Monte Sereno on approximately 36.5 acres (Project).

Monte Sereno is zoned as a Planned Residential Resort Community (PRRC) within the City of Santa Fe.

Monte Sereno was annexed into the City in 1985. The revised Master Plan, Preliminary plat and Preliminary Development Plan were approved by the City on October 21, 1992. The approved plans included up to a 322-lot single family subdivision and a 250-room hotel to be located on the Property.

The Monte Sereno Annexation and Development Agreement (Development Agreement) states:

- *2.20 Hotel: A resort hotel consisting of up to; but not more than, 250 units (which units may be located in a single structure or multiple structures), accessory buildings and improvements, and related resort amenities permitted under the PRRC zoning district which, if constructed, shall be located on the Hotel Site.*

- *2.21 Hotel Site: A tract of approximately 35 acres located within the Project as shown on the Approved Plans, and the future site identified for the Project's and related resort amenities.*

- *"Hotel Site and Cluster Site Plans: Notwithstanding the approval of a Preliminary Development Plan for the Hotel Site and Cluster Sites as part of the Approved Plans, Developer shall have the right to make substantial changes to the Hotel and Cluster Site footprints and further revise the Preliminary Development Plan for the Hotel Site and Cluster Sites to take account of changes in the market or the needs and desires of a particular hotel developer or operator...The Hotel Site may be under single or multiple ownership so long as it is under common management."*

The Applicant is requesting a master plan amendment, with development plan and preliminary plat approval to amend the previously approved hotel design. The new design is a change from the traditional vertical hotel to a resort casita village. The resort includes a club house, bar and grill, fitness facility, sales and administration offices, and outdoor recreation facilities. The previously planned hotel rooms are proposed as casitas with two units each spread out over 60 resort lots. The new design reduces the total number of hotel rooms from 250 to 120 rooms (a reduction of 48% or 130 units). The subdivision separates the casitas, clubhouse, open space, and balance of the Monte Sereno future development areas for a total of 70 lots. The development plan identifies a gross square footage of 167,000 square feet for the construction of the resort casitas, recreation areas, storage areas, and village.

The Planning Commissions review of the master plan requires a recommendation of approval or denial to the Governing Body. The subdivision and development plan require the Planning Commission’s approval or denial of the Applications.

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

Staff's analysis finds that the Applicant has addressed the necessary findings per Subsection 14-3.9(D) "*Approval Criteria and Conditions*" (Master Plans), 14-3.8(D) "*Approval Criteria and Conditions*" (Development Plans) and 14-3.7 (C) “*Approval Criteria*” (Subdivisions).

STAFF RECOMMENDATION

Staff recommended ***APPROVAL*** subject to conditions identified in Section II *"Conditions of Approval"* of the staff report. The applicant has agreed to all the conditions, including those listed in Exhibit A of the staff report.

APPLICANT'S PRESENTATION

Nancy Long, 2200 Brothers Road, was sworn. She said she has represented Monte Sereno Development for legal matters over several decades. She introduced the team of Al Lily, Director of Operations, Don Beauregard, Director of Development and Amrit Aristimuno, Architect. Also present to respond to questions was the engineering company, landscape designer, surveyor and the owner.

These four cases comprise the last phase of the Monte Sereno Resort project. A residential component is to the south and this project is to the north. This is the only property in the City designated PRRC, Planned Resort Residential Community. The development was approved in 1992. There were two ENN meetings and additional outreach to residents of the Monte Sereno subdivision, the Santa Fe Opera, and any others with questions. She said Mr. Lily will provide the details of the project.

Al Lily, 532 Old Santa Fe Trail, was sworn. He explained the presentation would provide a description of the resort development program and how it is different than what has currently been approved for the 250 unit resort hotel. They have moved away from the plans for a large-scale resort hotel to a lower profile, smaller, independent structure that works with the topography. People's preferences for privacy were impacted during the pandemic as they travel and vacation. That impacted their master plan as well. The applicant feels the resort casitas will serve the lodging needs of their patrons.

He asked that Amrit Aristimuno share his screen for the presentation.

Mr. Aristimuno, 171 Sangre de Cristo, was sworn in. He shared a PowerPoint presentation.

Mr. Lilly described the location of the development, the site plan and the access from the north entry. Two intersections at the north entry have been approved and construction is planned immediately after approval of the resort. The architectural elevations were shown and location of the 60 casitas which include two guest units, for a total of 120 units. The amenities will also serve the Monte Sereno homeowners who are interested in membership. The objective is a low-key environment and setting in earth tones. A curvilinear private road system is designed to work with the existing terrain. A slide of the amended Master Plan and Development Plan was shown noting the middle parking lot. The parking lot was redesigned to continue on as a new road known as Upper Village Drive as an internal road to connect the middle parking lot. In response to concerns voiced at the ENN, they propose either an exit only, or emergency access only

at the entry onto Monte Serrano Drive. The upper parking will be used primarily for employee and valet parking.

Slides of the resort casitas shown reflect a soft contemporary Santa Fe style with low profile buildings in keeping with the neighborhood. The architecture includes overhangs and windows for shade and exceeds the energy code. Smart energy efficient mechanical systems, air filtration, water conservative plumbing fixtures will be used. The materials will be stone, wood, and stucco in earth tone colors. One third of the units will be walk-out units to minimize excavation and wall construction. Stucco exteriors will soften the appearance and native plants will blend the construction with the existing landscape. Designated storage will be screened by native vegetation and accommodates miscellaneous general storage, added parking, and possibly recreational activities like crafts, exercise stations, etc. Part of the landscape plan is the open space and trail system. In response to terrain and drainage, and the desire for an extensive trail system, they have provided 12 acres of additional open space. Some people in the ENN meetings expressed the desire to keep the trails separate. The applicant is open to further discussion, but is happy to keep them exclusively for the resort. The landscape design complies with the City of Santa Fe regulations. Landscaping was reviewed for the resort and the private road.

Mr. Lily pointed out the advantages of the new proposal versus what was previously approved: 1) The physical environment will have less visual impact because of the smaller structures and will cause less disturbance of the natural landscape, and preserves 12 acres of open space; 2) Water use is approximately 40% less than with the 250 units, saving 6.5 million gallons per year and is less impact to the City sewage system; 3) This will be less visually, and the Santa Fe style is compatible with the built surroundings; 4) A membership club concept will result in less vehicle and delivery traffic; 5) The smaller scale requires less common area lighting, having less impact on night sky; 6) The resort project is anticipated to have a significant positive impact on the economy and local businesses in design/construction/building/ landscaping, etc., and generates fees to the City as well as significant gross receipts and property taxes; and 7) The resort is expected to provide employment opportunities.

Mr. Lily said this is of the highest quality resort designs and will benefit the Monte Serrano community and Santa Fe. He thanked Mr. Esquibel for working with them. He thought the result is they have a better plan.

PUBLIC HEARING

Michael Nemec, 3312 Monte Sereno Drive, was sworn. He said he is a member of the Monte Sereno Homeowners Association Board (HOA). He prepared a statement in support of the project. He indicated he has been a resident of Monte Sereno for 12 years and served 11 of those, on the HOA Board. He said he serves with a dedicated group that co-manage the HOA thru five volunteer committees. Their two passions are environmentally appropriate stewardship of the land and architectural excellence. They have an Architect Control Committee and design guidelines that govern that. He said he

has observed over the last five years four of 21 Club, LLC's major projects; the compound of 8 homes; a 9 acre community parcel; the completion of the north loop paved road, infrastructure and landscaping which the proposed project will be located along; the initial road construction building pad preparation, and retaining walls for the enclave, a compound complex of homes along the north loop. The product produced in all of the initiatives were of high quality as reflected in the lot sales, record new home construction, and increased market values. Mr. Nemec said he believes this project will reflect the same level of quality and complement the community and the City.

There being no further public comments, Chair Gutierrez closed the public hearing.

COMMISSION DISCUSSION

Commissioner Lawrence asked to clarify that the trails designed for approval are internal to the hotel project and not connected to the neighborhood, based on feedback at the ENN.

Mr. Lily said she was correct.

Commissioner Sategna acknowledged the applicant for a great project. He said he appreciates the open space and the applicant's willingness to design compatibly with the topography. He asked in regard to the night sky, what the lighting will look like from the highway.

Mr. Lily explained the only visible part of the site from the highway is north around Tesuque. You cannot look into the site from the Santa Fe Opera location or from the highway. The lighting is minimal because there are smaller parking areas and the streetlights will be low profile, 12-15 feet high rather than 30 feet.

Vice Chair Hogan complimented the applicant on the disbursement of the development instead of concentration into a single building. He also appreciated the preservation of the land. He said he understood that the applicant is open to connecting to the public trail, but that has not been negotiated; or was it that the trail will not connect unless the neighborhood thinks it mutually advantageous.

Mr. Lily confirmed they will not connect without approval of the neighborhood. There is open space to the east which surrounds part of the future development, and a trail was built several years ago that connects to the community parcel. There is not a reason they could not have a trail connection with that part and the applicant is open to discussion. Whatever works best for both parties, but only with the approval of the Monte Serrano community.

Commissioner Clow thought this a good project.

Chair Gutierrez agreed. He liked the savings on water and that the project meets all of the recommendations. He said he would prefer the trails connect to the trail system.

MOTION: In Case #2021-4219, Monte Sereno Master Plan Amendment, Commissioner Sategna moved to recommend approval to the Governing Body. Commissioner Hogan seconded the motion.

MOTION: In Case #2021-3800, Monte Sereno Development Plan, Commissioner Sategna moved to approve, subject to conditions of approval and technical corrections as recommended by staff. Commissioner Hogan seconded the motion.

MOTION: In Case #2021-3801, Monte Sereno Preliminary Subdivision for Phase 4, Commissioner Sategna moved to approve, subject to the conditions of approval and technical corrections as recommended by staff. Commissioner Hogan seconded the motion.

MOTION: In Case #2021-3837, Monte Sereno Variance to Subsections 14-8.2(D) (1) and (D)(2)(b), Commissioner Sategna moved to approve, subject to the conditions of approval and technical corrections recommended by staff. Commissioner Hogan seconded the motion.

VOTE: The motions for all four cases passed by unanimous roll call vote with Commissioners Clow, Hogan, Lawrence, Sategna and Chair Gutierrez voting in favor and none voting against.

MOTION: Commissioner Sategna moved to approve the findings of fact and conclusions of law In Case #2021-4219, Case #2021-3837, Case #2021-3800 and Case #2021-3801. Commissioner Hogan seconded the motion.

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

H. STAFF COMMUNICATIONS

Mr. Berke reported that the Mayor will recommend to the Governing Body for approval another member for the Planning Commission. The proposal will be heard on October 27, 2021. The new Commissioner will be Dan Pava, a former Planning Commissioner, a former planner for LANL and the City of Albuquerque who is a Fellow Certified Planner. Commissioner Clow will move into the District 2 spot and serve that term and Mr. Pava, who lives in District 1, will fill the At-Large position. District 4 will still have a vacant seat.

He said a new senior planner, Daniel Alvarado from Austin Texas, was hired and is in training. John Nunebel will retire December 3, 2021, from his full-time position and will no longer present to the Commission, but will continue part time. They hope to

advertise and fill the full time position by December.

Mr. Berke reported the Governing Body will hear Alexander Estates, Tierra Contenta Phase 3, and an appeal on November 10th for Villa Sendero.

He said there will be a meeting on November 4th of the Commission and asked he be notified if a member could not attend. He reviewed the agenda noting the Georgia O'Keefe Museum and a couple of subdivisions would be heard.

The process is starting to clean up Code in Chapter 14 and will be a three phased approach.

Director Kluck thanked Mr. Berke for his thorough update. He thanked everyone for continuing to work hard on the Commission. He said they are making progress with staffing but are busier than ever.

Chair Gutierrez also thanked staff for their hard work.

Commissioner Lawrence asked what the second meeting in November looked like in cases they needed to consider postponing, since the first meeting has five cases.

Mr. Berke said there are five cases for the first meeting in November. He has reviewed the agenda with Chair Gutierrez. The first case is Tierra Contenta, Phase 2 lot line that is noncontroversial. Also there has not been public controversy on the Grant Avenue Development Plan - the Georgia O'Keeffe Museum or the Otero Street Final Development Plan. There is the W. Alameda rezoning and the final development plan, for Homewise. The development plan might be dropped. And there is the Plaza del Monte Final Preliminary Plan and Subdivision. He said there were a lot of captions, but he thought the Commission was equipped to handle them, and there is room to reschedule. There is no second meeting scheduled for November so if needed, cases can be postponed.

Chair Gutierrez stated that Daniel Pava was on the Commission when he started. He said he will be an asset to the Commission.

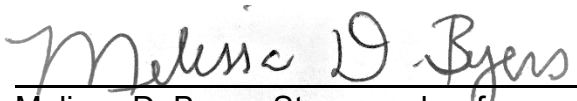
I. MATTERS FROM THE COMMISSION

None.

J. ADJOURNMENT

Chair Gutierrez adjourned the meeting at 7:07 pm.

Submitted by:



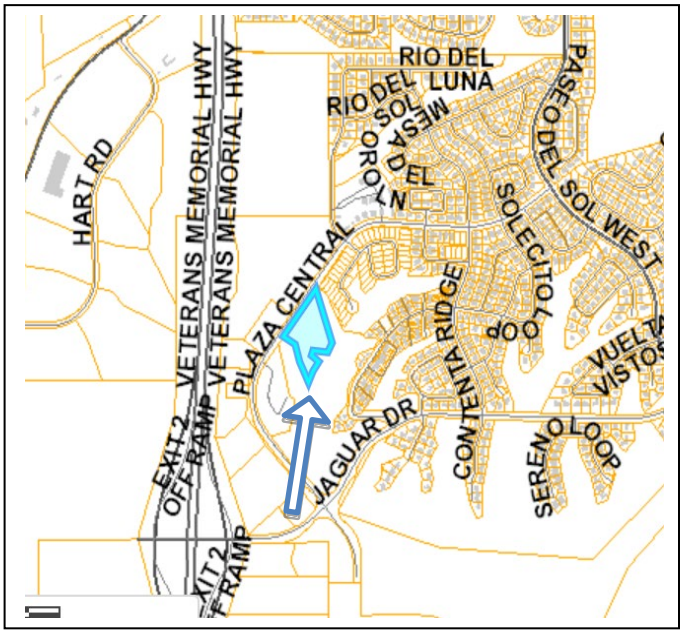
Melissa D. Byers, Stenographer for
Byers Organizational Support Services

Approved by:

Brian Gutierrez, Chair

Land Use Department
Planning Commission Staff Report

Case No:	2021-4240 and 4241
Hearing Date:	November 4, 2021
Applicant:	Design Enginuity
Request:	Preliminary Subdivision and Lot Line Adjustment
Location:	Tierra Contenta Tract 50A
Case Mgr.:	Donna Wynant, AICP
Zoning:	PRC (Planned Residential Community)
Overlay:	None
Pre-app Mtg:	July 29, 2021
ENN Mtg:	September 1, 2021
Proposal:	Preliminary subdivision plat approval for 20 lots on approximately 3.21 acres



Case #2021-4240. Tierra Contenta Tract 50A Arroyo Oeste Phase 2 Preliminary Subdivision. Oralynn Guerrerortiz of Design Enginuity, LLC, Agent, representing The Housing Trust, Owner, requests approval of a Preliminary Subdivision Plat for 20 single-family lots. The Applicant also requests an innovative road design to allow the removal of the planting strip between defined parking spots and the back of curb. The property is zoned PRC (Planned Residential Community), is Tract 50A within Tierra Contenta Phase 2C, and is approximately 3.21 acres. (Donna Wynant, Case Manager, djwynant@santafenm.gov, 955-6325).

Case #2021-4241. Tierra Contenta Tract 50A Arroyo Oeste Phase 2 Lot Line Adjustment. Oralynn Guerrerortiz of Design Enginuity, LLC, Agent, representing The Housing Trust, Owner, requests approval of a lot line adjustment to modify tract boundaries to the Arroyo Oeste Phase 2 Preliminary Subdivision Plat to incorporate some steep slopes into the open space tract, and to create deeper lots to accommodate planned house designs. The property is zoned PRC (Planned Residential Community), is Tract 50A within Tierra Contenta Phase 2C, and is approximately 3.21 acres. (Donna Wynant, Case Manager, djwynant@santafenm.gov, 955-6325).

I. RECOMMENDATION:

The Commission should **APPROVE** the preliminary subdivision plat, with the conditions of approval listed in this report.

Three motions will be required in this case:

- *Approve or deny the preliminary subdivision plat for Case 2021-4240, subject to the conditions of approval and technical corrections recommended by staff.*

- *Approve or deny an Innovative Street Design for Case 2021-4240 as included in the plans.*
- *Approve or deny the Findings of Fact and Conclusions of Law for Case 2021-4240 (Exhibit A-2).*

II. CONDITIONS OF APPROVAL

Staff recommends the following conditions of approval:

#	Condition of Approval	Dept. or Division	To be completed by:
1	Pond must be protected from public entry with a minimum of 5' tall fencing. Show fence location, material and how the fence will allow for water entry and exit while not allowing public entry to the pond. The fence must be designed so there is minimal accumulation of debris blocking the flow of water to the pond. Entry gate for required maintenance equipment must also be included in the fence design.	Dee Beingessner, Land Us/Terrain Management	Prior to final subdivision plat
2	Provide erosion protection for entire length of the path of water from the street to the pond area.	Dee Beingessner Land Us/Terrain Management	Prior to Recording the final subdivision plat
3	Include post and staff measurement gage in pond if not already installed in Phase 1.	Dee Beingessner, Land Us/Terrain Management	Prior to Recording plat
4	Provide Design Professional Seal and signature with date signed on all drawing sheets.	Dee Beingessner, Land Us/Terrain Management	Prior to Recording plat
5	An approved Water Plan from the Water Division will be required. Water Plan comments will be submitted to the design engineer.	Robert Jorgenson, Water Division	Prior to final subdivision submittal

#	Condition of Approval	Dept. or Division	To be completed by:
6	The Applicant shall submit a revised Grading and Drainage plan to address the Tierra Contenta Architectural Review Committee request for: • A wall along Plaza Central adjacent to lots 17 and 18 as a continuation of the Arroyo Oeste Phase 1 design; and • Additional ponds on-site to reduce the large pond site as currently designed in order to avoid the City's requirement for a fence around the detention pond.	Land Use/Current Planning	Prior to the final subdivision

Following standard practice, redline comments will be provided to the surveyor who shall make any necessary changes to comply with technical corrections, and submit the corrected plat in Mylar. The "technical corrections" that must be made to the plat prior to recordation are listed in Exhibit A.

Should the Commission approve the preliminary subdivision plat application, a final subdivision plat application will be submitted for future approval by the Commission prior to recording of the plat and issuance of construction permits.

III. EXECUTIVE SUMMARY:

Arroyo Oeste is proposed for Tract 50A in Phase 2C of Tierra Contenta, near the western border of Tierra Contenta and near the intersection of Jaguar Drive and SR 599 and just north of Arroyo Oeste Phase 1, which was approved in 2019, and currently under construction. The project is located on 3.21+ acres and will include 20 residential lots developed in a single phase. Tract 50A is designated as a residential tract on the Tierra Contenta Master Plan under Phase 2C, with an allowable density of 6-9 units per acre. The current request is for a density of 6.23 units per acre. The Application includes a lot line adjustment and an innovative street design request.

The proposed preliminary subdivision is in compliance with the Tierra Contenta Master Plan and Phase 2C Design Guidelines, and meets all development standards and approval criteria and does not create or increase any non-conformities with Chapter 14; therefore staff recommends approval.

IV. EXISTING CONDITIONS:

The Arroyo Oeste tract was partially used for fill material to build Plaza Central roadway and was cleared of vegetation and leveled several years ago, leaving a small, bare "mesa" of sorts, The Arroyo Chamisa Sewer Interceptor traverses the Arroyo Oeste Phase 1 site to the west. The project has dedicated common community open space on three sides. The Homewise Los Palomas project is to the east across the arroyo. A commercial and business office park development is planned for the east side of Plaza Contenta.

	Property Address	Zoning
North	7215 Plaza Central, Tierra Contenta Tract 50A, Open Space	C-1 (Office and Related Commercial)
West	7601-7609 Arroyo Oeste Lane in the Arroyo Oeste Phase 2 Subdivision (under construction)	PRC (Planned Residential Community) C-2 (General Commercial) across Plaza Central
South	Open Space subdivision	PRC (Planned Residential Community)
East	Open Space and the Vista Serena	PRC (Planned Residential Community)

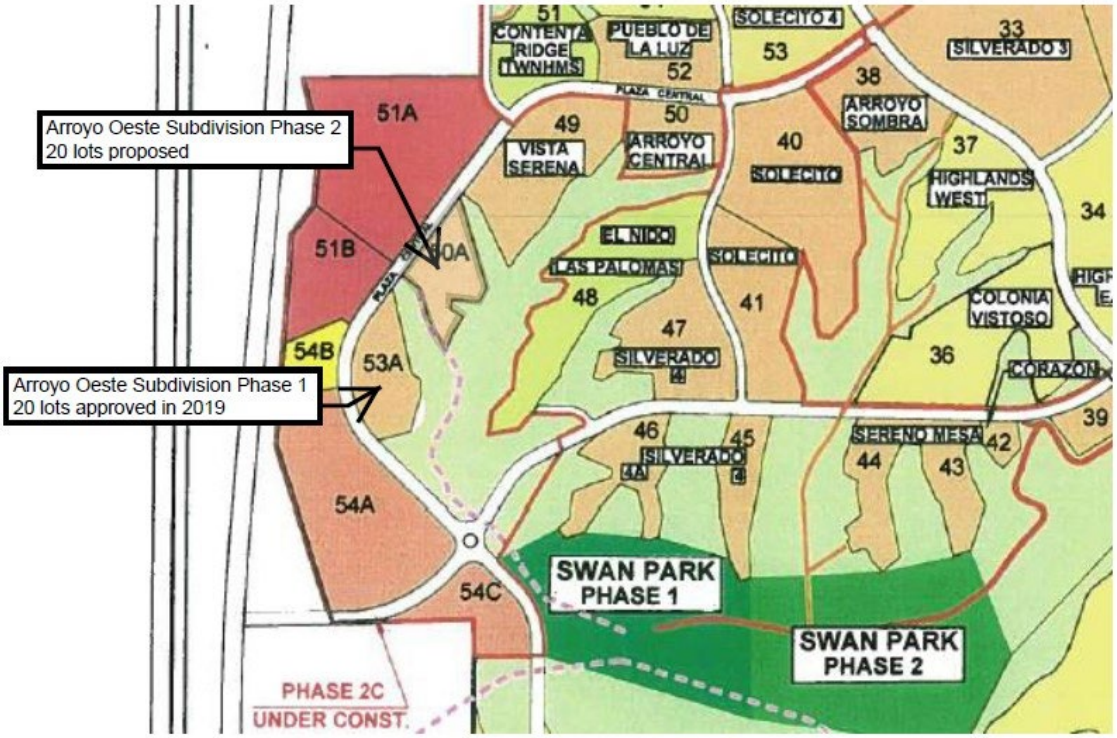
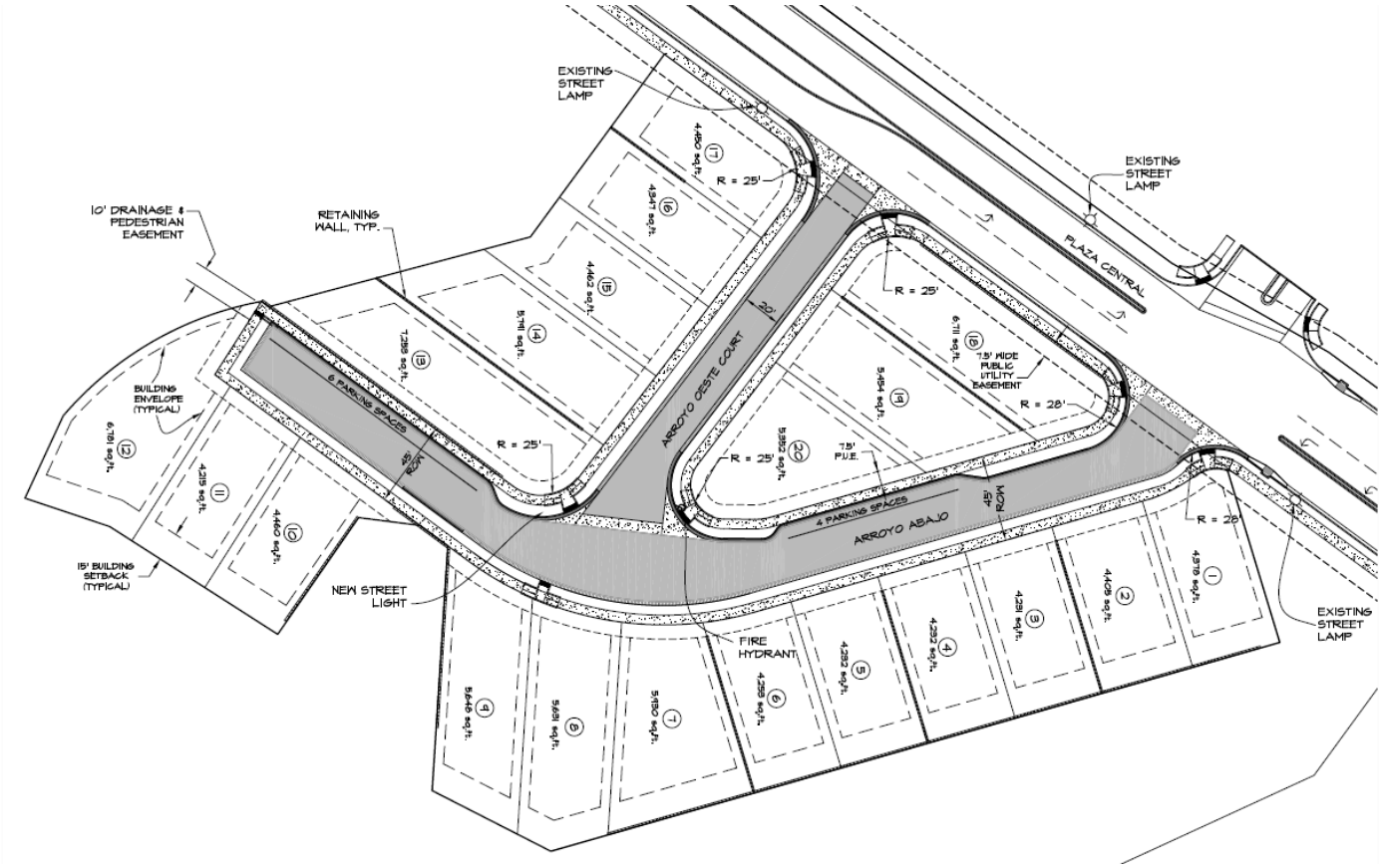


Figure 1: Tract 50A and surrounding tracts - on the west side of the TC Master Plan

V. PROJECT ANALYSIS

Access and Roads

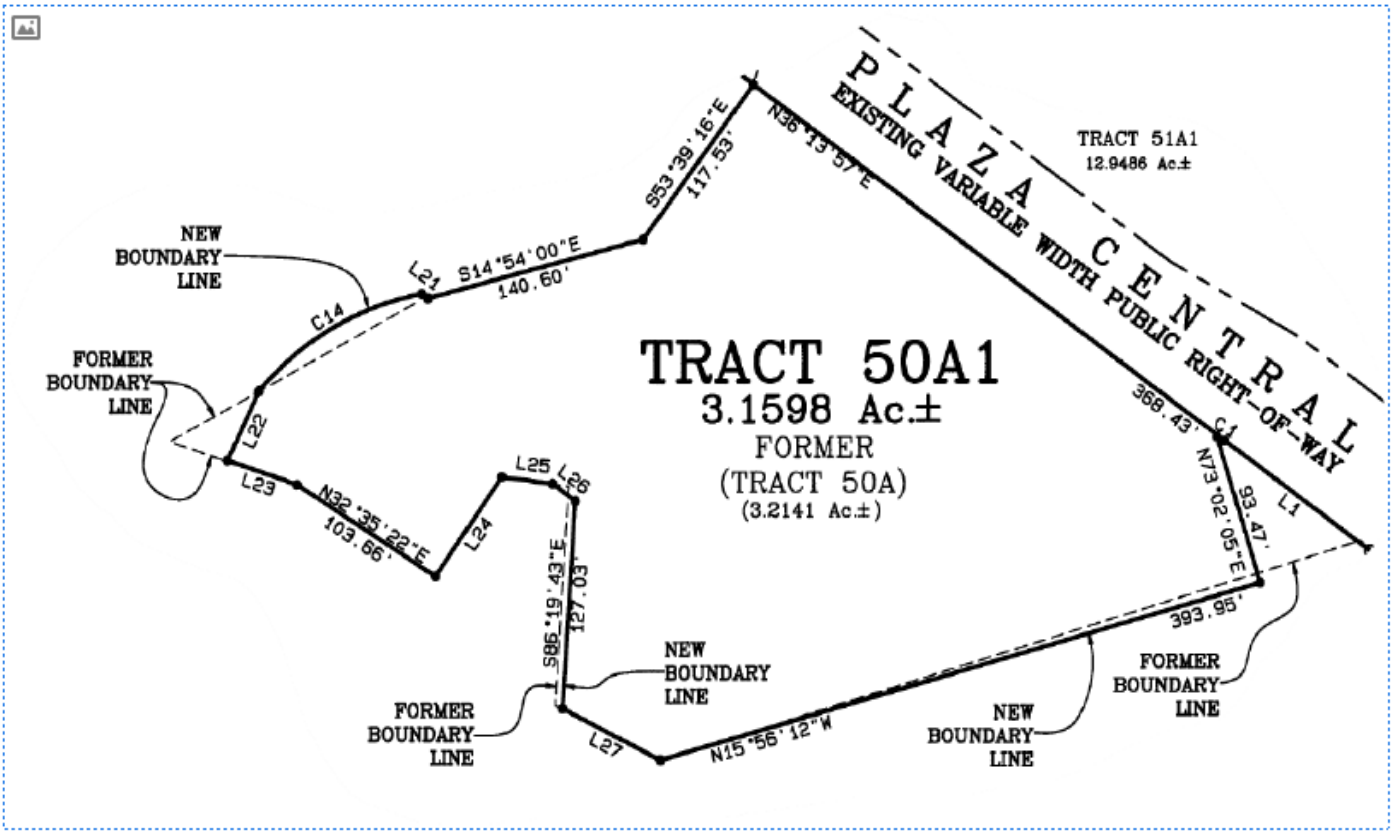
The project will have two points of access via the split roadway Plaza Central. The northern entrance will be a full entrance and there is an existing left turn bay on Plaza Central that will serve the project. The southern entrance will be a right-in, right-out only. The two internal roads, Arroyo Oeste Court and Arroyo Abajo, are paved roads built in 45'-wide ROWs with curb and gutter and ADA compliant sidewalks on both sides of the road. The Applicant requests innovative street design to create ten on-street parking spaces on Arroyo Abajo that extend into the planter area between curb and sidewalk which was approved for the Arroyo Oeste Subdivision Phase 1 and several other subdivisions in Tierra Contenta.



Subdivision

Lots within the subdivision will be at least 4000 square feet, typically 40 feet wide and 80 to 100 feet deep. The Applicant proposes the lots to have 7.5 foot front yard setbacks, 5 foot side yard setbacks and 15 foot rear setbacks. Garages facing the street will be at least setback 20 feet and will be at least 5 feet behind the front of the homes. The subdivision will be developed by The Housing Trust as one and two story single-family homes at a maximum height of 24 feet, typically 1,100 to 1,800 square feet in size, with one and two car garages and 2 spaces in the driveway. The second level of the two story homes are required to have a minimum stepback of 10 feet from the side property lines.

The Applicant requests a Lot Line Adjustment to modify the tract boundaries to incorporate some steep slopes into the open space tract, and to create deeper lots to accommodate planned house designs. The result will be a net increase in the total open space of 2183 square feet. Staff is in support of this very minor lot line adjustment request, which will allow for a better layout for a few of the homes and will actually result in an increase to the open space beyond the subdivision.



Proposed lot line adjustment between Tract B (Open Space) and Tract 50A

Grading and Drainage

The proposed development has been designed to limit cuts and fills on the project site and minimizes soil erosion and sediment transport during storms. The area to be developed into lots will be mass graded. Retaining walls will be installed in many locations to accommodate the variable terrain. The entire site drains towards arroyos. There is an existing detention pond located between Arroyo Oeste Phase 1 and Phase 2, the dam of which will be raised to increase the pond's capacity from 11,300 cubic foot to 19,983 cu. feet. The applicant proposed to fence the detention pond as required by the City. However, the TC Architectural Review Committee requests it not be fence, and instead increase the ponding within the subdivision to reduce drainage to avoid the requirement to fence the large off-site detention pond. This matter is listed as a condition of approval to be resolved prior to final subdivision plat.

Water and Sewer

City sewer, water and dry utility lines are all present in the adjacent Plaza Central right of way to serve the subdivision. The City of Santa Fe has set standards of anticipated water use based on lot size. Lots less than 6,000 SF typically use 0.15 acre-feet per year, therefore the entire Arroyo Oeste project should use approximately 3.02 Acre-Feet per year. As this amount does not exceed the threshold which would require a transfer of water rights, the developer will be able to meet their water offset demand by purchasing water credits from the City's Water Bank. Three homes in the project will require grinder pumps; the remaining 17 lots will be served by gravity sewer. There will not be a homeowner's association.

Landscaping, Lighting and Signage
Street trees will be placed 40 feet apart along the subdivision roadways and 25 feet apart along Plaza Central. No project signage is proposed. No project signage is proposed.

One street light will be installed within the project where the two local streets, Arroyo Oeste Court and Arroyo Abajo, meet. There are existing lights at the planned project entrances. A split block wall of varying height will be developed along Plaza Central behind the sidewalk, serving as a retaining wall in sections. A split rail fence will be built at the top of retaining sections, and will continue along the project border to the open space tract. The TC ARC requests a wall along Plaza Central adjacent to lots 17 and 18 as a continuation of the Arroyo Oeste Phase 1 design. Staff will work with the Applicant to approve a design that honors the wishes of the TC ARC while meeting the City's landscaping requirements.

Archaeological, Historical, and Environmental Resources
The project is located within the Suburban Archaeological Review District. An archaeological clearance was granted for all of Tierra Contenta in 2001, including Phase 2C. The site will be assessed for Gunnison's prairie dogs and any colonies will be relocated prior to issuance of construction permits.

Affordable Housing
Because the project is located within Tierra Contenta, it is not subject to Santa Fe Homes Program ("SFHP") regulations, but will instead comply with Tierra Contenta affordable housing requirements. Forty percent of the homes (8 homes) will be sold per the Tierra Contenta affordable housing program requirements. The affordable units will be dispersed throughout the development. The Applicant will need to obtain Affordable Housing Fee Waiver letters from the City of Santa Fe Office of Affordable Housing prior to submitting for building permits for the four affordable units.

VI. PRELIMINARY SUBDIVISION PLAT

SFCC Section 14-3.7 governs the authority, procedures and restrictions for the division of land. The criteria for approval of a preliminary subdivision plat are detailed below:

Criterion 1: In all subdivisions, due regard shall be shown for all natural features such as vegetation, water courses, historical sites and *structures*, and similar community assets that, if preserved, will add attractiveness and value to the area or to Santa Fe.	**Criterion Met:** (Yes/No/conditional/N/A) **YES**
The Arroyo Oeste Phase 2 Subdivision has been designed to protect much of the site's natural beauty by protecting many of the slopes, arroyo terrain and natural vegetation. Split block retaining walls with split rail fencing will provide attractive slope stabilization.	

Criterion 2: The planning commission shall give due regard to the opinions of public agencies and shall not approve the *plat* if it determines that in the best interest of the public health, safety or welfare the land is not suitable for *platting* and *development* purposes of the kind proposed. Land subject to *flooding* and land deemed to be topographically unsuited for building, or for other reasons uninhabitable, shall not be *platted* for *residential* occupancy, nor for other uses that may increase danger to health, safety or welfare or aggravate *erosion* or *flood* hazard. Such land shall be set aside within the *plat* for uses that will not be endangered by periodic or occasional inundation or produce unsatisfactory living conditions. See also Section 14-5.9 (Ecological Resource Protection Overlay District) and Section 14-8.3 (Flood Regulations).	**Criterion Met:** (Yes/No/conditional/N/A) **YES**
The project plans are in compliance with the Tierra Contenta Master Plan and the Phase 2C Design Standards. The land is relatively flat with some steeper slopes around the edges of the project. The streets and sidewalks will all have grades of 3 percent or less.	
Criterion 3: All *plats* shall comply with the standards of Chapter 14, Article 9 (Infrastructure Design, Improvements and Dedication Standards).	**Criterion Met:** (Yes/No/conditional/N/A) **YES**
The Development Review Team (DRT) has reviewed the Applicant's proposed subdivision design. The DRT includes the following City Divisions: Traffic, Technical Review, Water, Sewer, Environmental, and Land Use. Review comments and conditions from the DRT provide necessary changes to the proposal to conform to the City Code in order to meet standards for health, safety or welfare. The subdivision plat complies with the standards of Chapter 14, Article 9.	
Criterion 4: A *plat* shall not be approved that creates nonconformity or increases the extent or degree of an existing nonconformity with the provisions of Chapter 14 unless a variance is approved concurrently with the *plat*.	**Criterion Met:** (Yes/No/conditional/N/A) **YES**
The Applicant is not requesting any exceptions with this proposal. The proposed plat does not create a non-conformity.	
Criterion 5: A *plat* shall not be approved that creates a nonconformity or increases the extent or degree of an existing nonconformity with applicable provisions of other chapters of the Santa Fe City Code unless an exception is approved pursuant to the procedures provided in that chapter prior to approval of the *plat*.	**Criterion Met:** (Yes/No/conditional/N/A) **YES**
The proposed preliminary subdivision plat does not create or intensify any nonconformities	

VIII. EARLY NEIGHBORHOOD NOTIFICATION

An Early Neighborhood Notification (ENN) was held September 1, 2021 with no members of the public in attendance.

IX. EXPIRATION

According to SFCC Section 14-3.19(B)(2) "Approval of a preliminary subdivision plat … shall expire three years after final action approving it unless the final plat or development plan is approved." Therefore if a final plat is not approved, the approved preliminary subdivision plat will expire on November 4, 2024. Per SFCC §14-3.19(B)(5).

X. ATTACHMENTS:

EXHIBIT A:

1. Technical Corrections
2. Draft Findings of Fact/Conclusions of Law

EXHIBIT B: Development Review Team Memoranda

1. Fire: Geronimo Griego
2. Water Division: Robert Jorgensen
3. Land Use/Terrain Management & ADA Compliance: Dee Beingessner
4. Wastewater: Stan Holland
5. Landscape: Lawrence Rivera
6. MPO: Leah Yngve

EXHIBIT C: Maps and Photos

1. Tierra Contenta Master Plan
2. Tract 50A and Surrounding Tracts
3. Current Zoning
4. Aerial Photos

EXHIBIT D: Early Neighborhood Notification

1. ENN - Application
2. Guidelines
3. Meeting Notes

EXHIBIT E: Applicant Materials

1. Project Report
2. Preliminary Subdivision Plat

APPROVED BY:

Title	Name	Initials
Land Use Interim Department Director	Jason Kluck	jmk
Land Use Planner Manager	Noah L. Berke	NLB
Land Use Senior Planner	Donna Wynant	*DJW*

Technical Corrections

Arroyo Oeste Subdivision Phase 2
Preliminary Subdivision Plat

1	ADA Comments: At time of construction, the Contractor shall ensure ADA compliance for construction of ADA accessible features and appurtenances, as detailed in, and in addition to, the approved construction permit documents as required. (See Exhibit A-1 for additional comments regarding ADA requirements.)	Dee Beingessner, Technical Review Div.	Prior to recordation or permitting
2	1. The LPS service line from lot 12 to the public LPS sewer line shall connect directly the LPS sewer main line, not at the terminal flushing connection. 2. The LPS sewer line has a terminal flushing connection, not an in line connection 3. Will need to add a terminal flushing connection to the detail sheets 4. No manholes in the parking areas. The LPS terminal manhole appears to be in a parking spot	Stan Holland, Wastewater	Prior to Sign Off for Final Subdivision Plan.
3	1. Fire apparatus access shall have an unobstructed width of not less than 20 feet exclusive of shoulders and an unobstructed vertical clearance of not less than 13 feet 6 inches (IFC 2015 Section 503.2.1) 2. Shall meet the 150 feet driveway requirements must be met as per IFC, or an emergency turn-around that meets the IFC requirements shall be provided. (Appendix D Table D103.4) 3. Shall comply with table D103.4 Requirements for Dead-End Fire Apparatus Access Roads. 4. Fire Department shall have 150 feet distance to any portion of the building on any new construction. (IFC 2015 section 503.1.1) 5. 507.5 Fire hydrant systems. Fire hydrant systems shall comply with Sections 507.5.1 through 507.5.6.507.5.1 Where required. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building. 6. Shall have water supply that meets fire flow requirements as per IFC (Appendix B) 7. Shall comply with Section D102.1 Access and Loading (75,000 lbs). 8. Shall meet the 150 feet driveway requirements must be met as per IFC, or an emergency turn-around	Geronimo Griego, Fire	At the time of any new construction or remodel.

	that meets the IFC requirements shall be provided. (Appendix D Table D103.4) 9. Shall comply with IFC 2015 Section D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade. 10. Shall comply with IFC 2015 Section D103.5 Fire apparatus access road gates. 11. Shall comply with Section D106 Multiple-Family Residential Developments. 12. Shall meet the IFC code requirements 2015 edition or the most current edition the governing body has adopted at the time of permitting.		
4	1. Provide a professional landscape and irrigation design. Prior to permit review 2. Provide a complete set of installation details, notes and specifications for the irrigation system. Show on the detail drawings the installation of all assemblies without any questions for size or type of materials to use for said irrigation system. Prior to permit review 3. Backflow preventer enclosure on a 4" concrete pad with GFI receptacle at proper height with heat tape per COSF Irrigation Standards. Provide detail on plan. Prior to permit review 4. No stop & waste valves or King Drains permitted per COSF Irrigation Design Standards. Manual drain to be sch. 80 Ball Valve in a six inch round valve box. Prior to permit review 5. City staff respectfully request the use of a gravel mulch that is washed and screened. Prior to permit review 6. Caliper measurements for clump form and multi-stem trees shall follow The American Standard for Nursery Stock: “The number of required trunks, caliper specified is one-half (1/2) of the caliper of up to the three largest required trunks.” Prior to permit review 7. Please show light standards and fire hydrants on the landscape plan. Street trees shall be located at least fifteen (15) feet from fire hydrants and light standards Prior to permit review 8. City staff respectfully requests the evergreen trees be a mix of Afghan and Austrian Pine. Due to extreme drought conditions and proliferation of bark beetle- piñon ips, Ips confusus. Prior to permit review	Lawrence Rivera, Landscape Review	Prior to Permit Review

	9. Due to the Emerald Ash Beetle, please replace the Ash trees with another approved tree variety from the City of Santa Fe plant list. Prior to permit review 10. City staff respectfully requests the landscape and irrigation plans scale to be no larger than 20 scale, 1 inch equals 20 feet. Prior to permit review 11. Provide a water budget: Irrigation system operation information including recommended monthly and seasonal irrigation schedules and water budgets based on gallons used for landscape plantings for year one and year three shall be included on the irrigation plan. Per 3.18. Design Regulations of Landscape Irrigation Design Standards City of Santa Fe, New Mexico. Prior to permit review 12. Provide an outdoor lighting plan with photometric data per 14-8.9(C) COSF code. Prior to permit review 13. Staff reserves the right to require additional submittals upon receiving revisions. Please note on plans: “Prior to on-site landscape, cistern, and irrigation construction a 48 Hour notification is required. Please call or text (505)316-8812.” Prior to permit review		

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

Case #2021-4240 – Tierra Contenta Tract 50A Arroyo Oeste Phase 2 Preliminary Subdivision Plat
Owner's/Applicant's Name – The Housing Trust
Agent's Name – Oralynn Guerrerortiz, Design Enginuity, LLC

THIS MATTER came before the Planning Commission (Commission) for hearing on November 24, 2021 upon the application (Application) of Oralynn Guerrerortiz, Design Enginuity, LLC, Agent, for The Housing Trust, Owner. The Applicant requests approval of a preliminary subdivision plat for 20 single-family residential lots on approximately 3.21 acres (Property). The property is zoned PRC (Planned Residential Community) and is Tract 50A within Tierra Contenta Phase 2C (Property).

In related Case #2021-4241, the Applicant requests approval of a lot line adjustment to adjust the tract lines between Tract 50A and the open space tract of the Tierra Phase 2C plat, recorded in 1994.

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

FINDINGS OF FACT

General

1. At the hearing, the Commission received reports from staff, testimony and evidence from the Applicant, and testimony offered by any interested members of the public.
2. Santa Fe City Code (SFCC) 1987 Section 14-3.1 sets out certain procedures to be followed on the Application, including, without limitation, (a) a pre-application conference [SFCC 1987 Section 14-3.l(E)]; (b) an Early Neighborhood Notification (ENN) meeting [SFCC 1987 Section 14-3.1(F)(2)(a)(v)]; and (c) compliance with notice and public hearing requirements [SFCC 1987 Section 14-3.1(H)-(I)].
3. A pre-application conference was held on July 29, 2021.
4. The Applicant conducted a virtual ENN meeting on September 1, 2021, using Zoom.
5. Pursuant to SFCC 1987 Section 14-3.1(H), notice of the ENN meeting was properly given.
6. The ENN meeting was attended by representatives of the Applicant and City staff. No members of the public attended.
7. City staff reviewed the Application and related materials and information submitted by the Applicant for conformity with applicable SFCC requirements and provided the Commission with a written report of its findings (Staff Report), which evaluates the factors relevant to the Application.
8. Staff recommended that the Commission should approve the preliminary subdivision plat, subject to certain conditions (the Conditions) and technical corrections set out in the Staff Report and exhibits.

9. Pursuant to SFCC 1987 Sections 14-2.3(C)(1) and 14-3.7(B)(3)(d), the Commission has the authority to review and approve or disapprove preliminary subdivision plats.
10. At the Hearing, the Commission considered the Application in this case concurrently with the applications in Case No. 2021-4241; and the Commission received reports from staff, testimony and evidence from the Applicant, and testimony offered by any interested members of the public prior to making a decision.
11. SFCC 1987 Section 14-3.7(B) establishes certain procedures for preliminary subdivision plat approval including, without limitation, a public hearing by the Commission, review of the preliminary plat, and a decision based on the criteria set out in SFCC 1987 Section 14-3.7(C).
12. SFCC 1987 Section 14-3.7(B)(3)(b) requires the Applicant to submit a preliminary plat prepared by a professional land surveyor, together with improvement plans and other specified supplementary material that demonstrates conformance with the standards of SFCC 1987 Section 14-9 (Submittal Requirements).
13. The information contained in the Staff Report and exhibits is sufficient to establish that the Submittal Requirements have been met.
14. SFCC 1987 Section 14-3.7(C) sets out approval criteria and requires the Commission to make complete findings of fact sufficient to show that these criteria have been met before approving a preliminary subdivision.
15. Pursuant to SFCC 1987 Section 14-3.7(C)(1), the Commission finds that due regard has been shown for all natural features such as vegetation, water courses, historical sites and structures, and similar community assets. The site is a vacant mesa with small arroyos on 3 sides with a scattering of juniper trees mostly on its flanks, and there are no historical or significant natural features or drainages on the site. The entire site drains towards arroyos.
16. Pursuant to SFCC 1987 Section 14-3.7(C)(2), the Commission finds that the land is suitable for platting and development purposes of the kind proposed. The subject parcel does not lie within a flood zone. The land is relatively flat with steeper slopes around the edges of the project.
17. Pursuant to SFCC 1987 Section 14-3.7(C)(3), the Commission finds that the plat complies with the infrastructure design, improvement, and dedication standards set forth in SFCC 1987 Section 14-9.
18. Pursuant to SFCC 1987 Section 14-3.7(C)(4)-(5), the Commission finds that the plat does not create any nonconformities or increase any existing nonconformities, and no variances or exceptions are requested or needed.
19. The Applicant is willing and able to comply with the Conditions and technical corrections set forth in the staff report and exhibits.

CONCLUSIONS OF LAW

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

1. Pursuant to SFCC 1987 Section 14-3.1, all procedures regarding the pre-application conference, ENN meeting, notice, and public hearing requirements have been followed.
2. The Commission has the authority to review and approve the preliminary subdivision plat subject to conditions.
3. The Applicant met the applicable Submittal Requirements.

4. The preliminary subdivision plat should be approved, subject to the Conditions and technical corrections set forth in the Staff Report and exhibits because all applicable code requirements and criteria for preliminary subdivision plat approval have been met.

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

Considering the foregoing findings and conclusions, the Commission approves the preliminary subdivision plat for the Project, subject to the Conditions and the technical corrections set forth in the Staff Report and exhibits. The preliminary subdivision plat shall expire three years after issuance of this final action unless an extension is granted or a final subdivision plat is approved pursuant to SFCC 1987 Section 14-3.19(C).

_____ _____
Brian Gutierrez Date:
Chairperson

FILED:

_____ _____
Kristine Bustos-Mihelcic Date:
City Clerk

APPROVED AS TO FORM:

_____ _____
Patricia Feghali Date:
Assistant City Attorney

Development Review Team

Comment Form

Date: 10/18/2021

Staff person: Geronimo Griego

Dept/Div: Fire Prevention

Case: 2021-4240 Tierra Contenta Tract 50A Arroyo Oeste Phase 2 Preliminary Subdivision

Case Mgr: Donna Wynant

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

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

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

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

*Must made prior to recording and/or permit issuance

Development Review Team
Comment Form

Date: 10/13/21

Staff person: Dee Beingessner

Dept/Div: Land Use/Terrain Management

Case: **Case #2021-4240 thru 4241 Tierra Contenta Tract 50A Arroyo Oeste Phase 2**

Case Mgr: Donna Wynant

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

Conditions of Approval:	Must be completed by:
1 Pond must be protected from public entry with a minimum of 5' tall fencing. Show fence location, material and how the fence will allow for water entry and exit while not allowing public entry to the pond. The fence must be designed so there is minimal accumulation of debris blocking the flow of water to the pond. Entry gate for required maintenance equipment must also be included in the fence design.	Prior to recording plat
2 Provide erosion protection for entire length of the path of water from the street to the pond area.	
3 Include post and staff measurement gage in pond if not already installed in Phase 1.	
4 Provide Design Professional Seal and signature with date signed on all drawing sheets.	
5	
6	

Technical Corrections*:	Must be completed by:
1 ADA Comments At time of construction, the Contractor shall ensure ADA compliance for construction of ADA accessible features and appurtenances, as detailed in, and in addition to, the approved construction permit documents as required. Improvements shall comply with ICC ANSI A117.1-2009 Chapters 1-5 and Chapter 7, 2015 New Mexico Accessible Parking Checklist, MUTCD, NMDOT Pedestrian Access	Prior to recordation or permitting

Standards and PROWAG, NM State Statute and Administrative Code and DOJ regulations as applicable. Accessibility feature design within the Public Right-of-Way shall comply with NMDOT Pedestrian Access Route Details (Serial 608). Sidewalks within the subdivision shall provide for a continuous accessible path of travel route(s). (Provide signage at closest intersection with accessible connection indicating “Accessible Route Ends Ahead” or “No Accessible Route” and provide detour at any temporary or permanent inaccessible routes.) Walking surfaces along the accessible path of travel route(s) shall be firm, stable and slip resistant and shall comply with Section 302, floor surface, 303.4 Ramps, 401 Accessible routes, 403 Walking surfaces, 405 ramps. Walking surfaces along the accessible path of travel shall not exceed 1:20 (5%) running slopes without handrail(s) in accordance with current ANSI 117.1 standards 505 & 2015 IBC 1014. Cross slopes shall not exceed 2% staff recommends 1% to 1.5% as a target cross slope. Walkways shall provide 5’ diameter turning space every 200 linear feet of run. It is preferred to have marked crossings where the accessible route crosses vehicular traffic lanes. Accessible street crossing locations provided shall be compliant with NMDOT Pedestrian Access Route Details (Serial 608) and shall be approved by the City’s Traffic Engineering Division prior to permit application. Please include documentation of this approval with the building permit submittal. Driveway and intersection crossings shall not exceed 2% cross slope, shall have a level maneuvering space, shall have 1/4” max. vertical deflections, and 10% max. flare slope. Curb ramps shall have the required 5’ clear length landing and turning space. Changes in direction shall comply with 304.3. Curb Ramps within the site shall have a target running slope of 7% or less typical and 1:12 (8.33%) maximum. Curb Ramp landing target slope is 1.5% and shall not exceed 2% running and cross slope maximum in any direction.	

At curb ramp landings and other transitions leading directly into the vehicular way along the accessible path of travel route(s), provide detectable warning surfaces immediately prior to entry into the vehicular way, road/drive crossings and cross walks. Edge protection/guard rails/handrails shall be provided at steps, sidewalks and walkways with greater than 30" vertical change in grade adjacent to the path of travel. IBC 1015.2 - Where Required, Guards shall be located along open-sided walking surfaces, including mezzanines, equipment platforms, aisles, stairs, ramps and landings that are located more than 30 inches (762 mm) measured vertically to the floor or grade below at any point within 36 inches (914 mm) horizontally to the edge of the open side. Guards shall be adequate in strength and attachment in accordance with Section 1607.8. Vertical clearance: Provide and maintain 80" of vertical clearance for the full width of all sidewalks/pedestrian routes. Rails or other barriers shall be provided where the vertical clearance is less than 80". The leading edge of such rails or barrier shall be located 27" max. above the floor. (307.4) Provide and maintain 98" vertical clearance at van parking spaces and access aisles, and accessible routes. (502.6) At Passenger Loading Zones, provide and maintain 114" min. vertical clearance at the exterior vehicular route and access aisles serving the vehicle pull-up space. (503.5) Off-Street parking a striped or metered on-street parking shall comply with: 2015 NM Accessible Parking Checklist 2010 ADA Standards - 208.2.3 Residential Facilities. Parking spaces provided to serve residential facilities shall comply with 208.2.3. 208.2.3.3 Parking for Guests, Employees, and Other Non-Residents. Where parking spaces are provided for persons other than residents, parking shall be provided in accordance with Table 208.2.	

Provision for ADA parking, signage and sidewalk access at striped and/or metered on-street parking spaces is recommended and may be required for public infrastructure. See State Proposed PROWAG On-Street parking scoping requirements for details.	
4 Other comments will be provided on these plans at the time of the building permit and changes may be required during permitting process	Prior to permitting
5	Prior to permitting

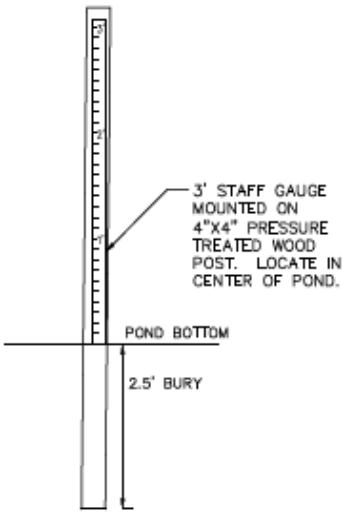
*Must made prior to recording and/or permit issuance

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

1. [list any additional items]

Explanation of Conditions or Corrections (if needed): (see following pages for notes required)

Example for pond measurement post



POST & STAFF GAUGE
NTS

Development Review Team

Comment Form

Date: 10/18/2021

Staff person: Robert Jorgensen

Dept/Div: Public Utilities/Water

Case: **Case #2021-4240 & 4241 Arroyo Oeste Ph. 2 (TC Tract 50A) Prelim Sub & LLA**

Case Mgr: Donna Wynant

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

Conditions of Approval:	Must be completed by:
1 An approved Water Plan from the Water Division will be required. Water Plan comments will be submitted to the design engineer.	Prior to final plat / rezoning approval.
3	
4	

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

*Must made prior to recording and/or permit issuance

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

YX

YNGVE, LEAH X.
Tue 10/12/2021 3:33 PM

To: WYNANT, DONNA J.

Hi Donna,

I just wanted to let you know the MPO reviewed the TC Arroyo Oeste plans and we don't have any comments.

Thanks!

Leah

Leah Yngve, MSPH
MPO Transportation Planner
505-955-6614
www.santafempo.org
500 Market St, Suite 200
Santa Fe, NM 87501

Reply | **Forward**

Development Review Team

Comment Form

Date: 10/18/2021

Staff person: Lawrence Rivera

Dept. /Div.: Land Use/Terrain Management- Landscape/Irrigation Review

Case: Case #2021-4240. Tierra Contenta Tract 50A Arroyo Oeste Phase 2

Case Mgr.: Donna Wynant

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

Conditions of Approval:	Must be completed by:

Technical Corrections*:	Must be completed by:
1. Provide a professional landscape and irrigation design.	Prior to permit review
2. Provide a complete set of installation details, notes and specifications for the irrigation system. Show on the detail drawings the installation of all assemblies without any questions for size or type of materials to use for said irrigation system.	Prior to permit review
3. Backflow preventer enclosure on a 4" concrete pad with GFI receptacle at proper height with heat tape per COSF Irrigation Standards. Provide detail on plan.	Prior to permit review
4. No stop & waste valves or King Drains permitted per COSF Irrigation Design Standards. Manual drain to be sch. 80 Ball Valve in a six inch round valve box.	Prior to permit review
5. City staff respectfully request the use of a gravel mulch that is washed and screened.	Prior to permit review
6. Caliper measurements for clump form and multi-stem trees shall follow The American Standard for Nursery Stock: “The number of required trunks, caliper specified is one-half (1/2) of the caliper of up to the three largest required trunks.”	Prior to permit review
7. Please show light standards and fire hydrants on the landscape plan. Street trees shall be located at least fifteen (15) feet from fire hydrants and light standards	Prior to permit review
8. City staff respectfully requests the evergreen trees be a mix of Afghan and Austrian Pine. Due to extreme drought conditions and proliferation of bark beetle- piñon ips, Ips confusus.	Prior to permit review
9. Due to the Emerald Ash Beetle, please replace the Ash trees with another approved tree variety from the City of Santa Fe plant list.	Prior to permit review

10. City staff respectfully requests The landscape and irrigation plans scale to be no larger than 20 scale, 1 inch equals 20 feet.	Prior to permit review
11. Provide a water budget: Irrigation system operation information including recommended monthly and seasonal irrigation schedules and water budgets based on gallons used for landscape plantings for year one and year three shall be included on the irrigation plan. Per 3.18. Design Regulations of Landscape Irrigation Design Standards City of Santa Fe, New Mexico.	Prior to permit review
12. Provide an outdoor lighting plan with photometric data per 14-8.9(C) COSF code.	Prior to permit review
13. Staff reserves the right to require additional submittals upon receiving revisions. Please note on plans: "Prior to on-site landscape, cistern, and irrigation construction a 48 Hour notification is required. Please call or text (505)316-8812."	Prior to permit review
	Prior to permit review

*Must made prior to recording and/or permit issuance

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

1. [list any additional items]

Explanation of Conditions or Corrections (if needed):

Development Review Team

Comment Form

Date: October 18, 2021

Staff person: Stan Holland, Engineer

Dept/Div: Public Utilities/Wastewater

Case: **Case #2021-4240-4241 Tierra Contenta Oeste Phase 2 Preliminary Subdivision and Lot Split**

Case Mgr: Donna Wynant, Case Manager

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

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

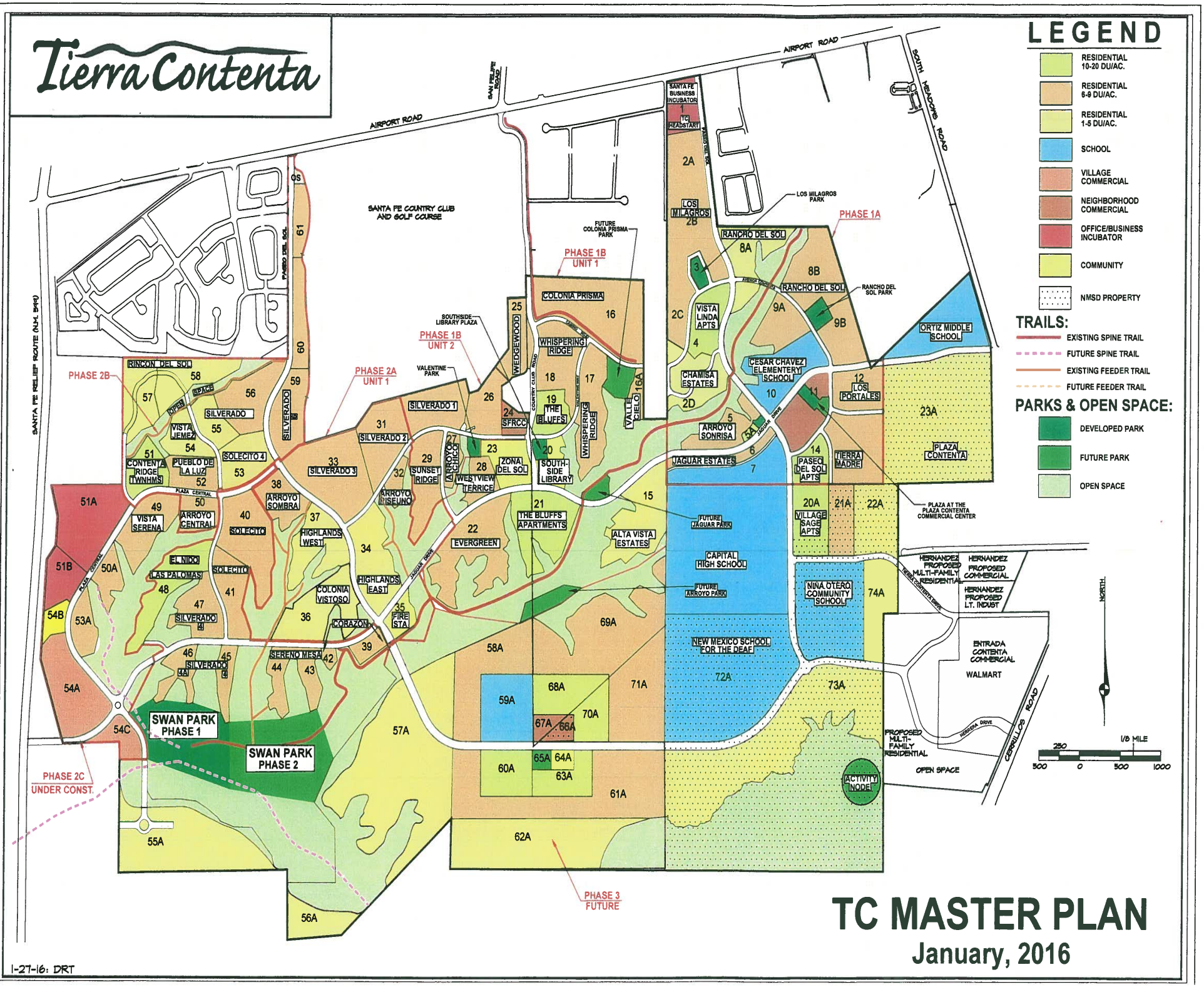
Conditions of Approval:	Must be completed by:
1. None at this time	Prior to Sign Off for Final Subdivision Plat.

Technical Corrections*:	Must be completed by:
1. The LPS service line from lot 12 to the public LPS sewer line shall connect directly the LPS sewer main line, not at the terminal flushing connection. 2. The LPS sewer line has a terminal flushing connection, not an in line connection 3. Will need to add a terminal flushing connection to the detail sheets 4. No manholes in the parking areas. The LPS terminal manhole appears to be in a parking spot	Prior to Sign Off for Final Subdivision Plan.

*Must made prior to recording and/or permit issuance

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

1. [None]


Tierra Contenta
LEGEND
RESIDENTIAL 10-20 DU/AC.
RESIDENTIAL 6-9 DU/AC.
RESIDENTIAL 1-5 DU/AC.
SCHOOL
VILLAGE COMMERCIAL
NEIGHBORHOOD COMMERCIAL
OFFICE/BUSINESS INCUBATOR
COMMUNITY
NMSD PROPERTY
TRAILS:
EXISTING SPINE TRAIL
FUTURE SPINE TRAIL
EXISTING FEEDER TRAIL
FUTURE FEEDER TRAIL
PARKS & OPEN SPACE:
DEVELOPED PARK
FUTURE PARK
OPEN SPACE
AIRPORT ROAD
SOUTH MEADOWS ROAD
SANTA FE RELIEF ROUTE (N.M. 599)
SANTA FE COUNTRY CLUB AND GOLF COURSE
FUTURE COLONIA PRISMA PARK
LOS MILAGROS PARK
RANCHO DEL SOL PARK
VALENTINE PARK
SOUTHSIDE LIBRARY PLAZA
SANTA FE BUSINESS INCUBATOR
TC HEADSTART
LOS MILAGROS
RANCHO DEL SOL
VISTA LINDA APTS
CHAMISA ESTATES
ARROYO SONRISA
JAGUAR ESTATES
CESAR CHAVEZ ELEMENTERY SCHOOL
ORTIZ MIDDLE SCHOOL
LOS PORTALES
PLAZA CONTENTA
TIERRA MADRE
PASEO DEL SOL APTS
PLAZA AT THE PLAZA CONTENTA COMMERCIAL CENTER
COLONIA PRISMA
WHISPERING RIDGE
THE BLUFFS
SFRCC
ZONA DEL SOL
SOUTH-SIDE LIBRARY
WEST VIEW TERRICE
SUNSET RIDGE
ARROYO CHICO
ARROYO TRES LUNA
THE BLUFFS APARTMENTS
EVERGREEN
ALTA VISTA ESTATES
VILLAGE SAGE APTS
FUTURE JAGUAR PARK
CAPITAL HIGH SCHOOL
FUTURE ARROYO PARK
NINA OTERO COMMUNITY SCHOOL
NEW MEXICO SCHOOL FOR THE DEAF
ACTIVITY NODE
HERNANDEZ PROPOSED MULTI-FAMILY RESIDENTIAL
HERNANDEZ PROPOSED COMMERCIAL
HERNANDEZ PROPOSED LT. INDUST
ENTRADA CONTENTA COMMERCIAL
WALMART
PROPOSED MULTI-FAMILY RESIDENTIAL
OPEN SPACE
CERRILLOS ROAD
RINCON DEL SOL
CONTENTA RIDGE TWNHMS
VISTA JEMEZ
PUEBLO DE LA LUZ
SOLECITO 4
SILVERADO
SILVERADO 1
SILVERADO 2
SILVERADO 3
SILVERADO 4
SILVERADO 4A
SILVERADO 5
SILVERADO 6
VISTA SERENA
ARROYO CENTRAL
ARROYO SOMBRA
SOLECITO
EL NIDO
LAS PALOMAS
HIGHLANDS WEST
HIGHLANDS EAST
COLONIA VISTOSO
CORAZON
FIRE STA.
SERENO MESA
SWAN PARK PHASE 1
SWAN PARK PHASE 2
PHASE 1A
PHASE 1B UNIT 1
PHASE 1B UNIT 2
PHASE 2A UNIT 1
PHASE 2B
PHASE 2C UNDER CONST.
PHASE 3 FUTURE
NORTH
1/8 MILE
250
500
0
500
1000
1-27-16: DRT
TC MASTER PLAN
January, 2016

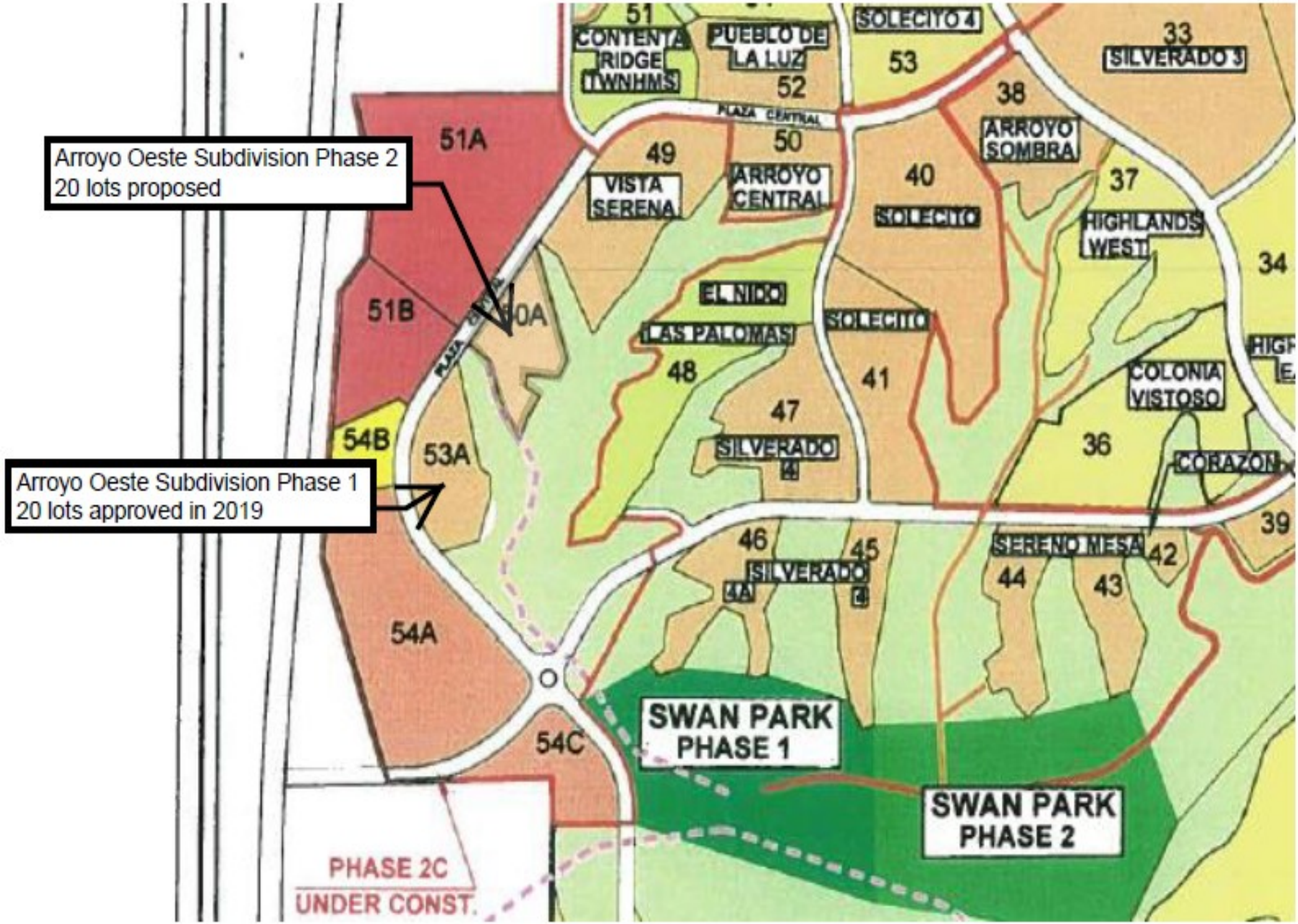
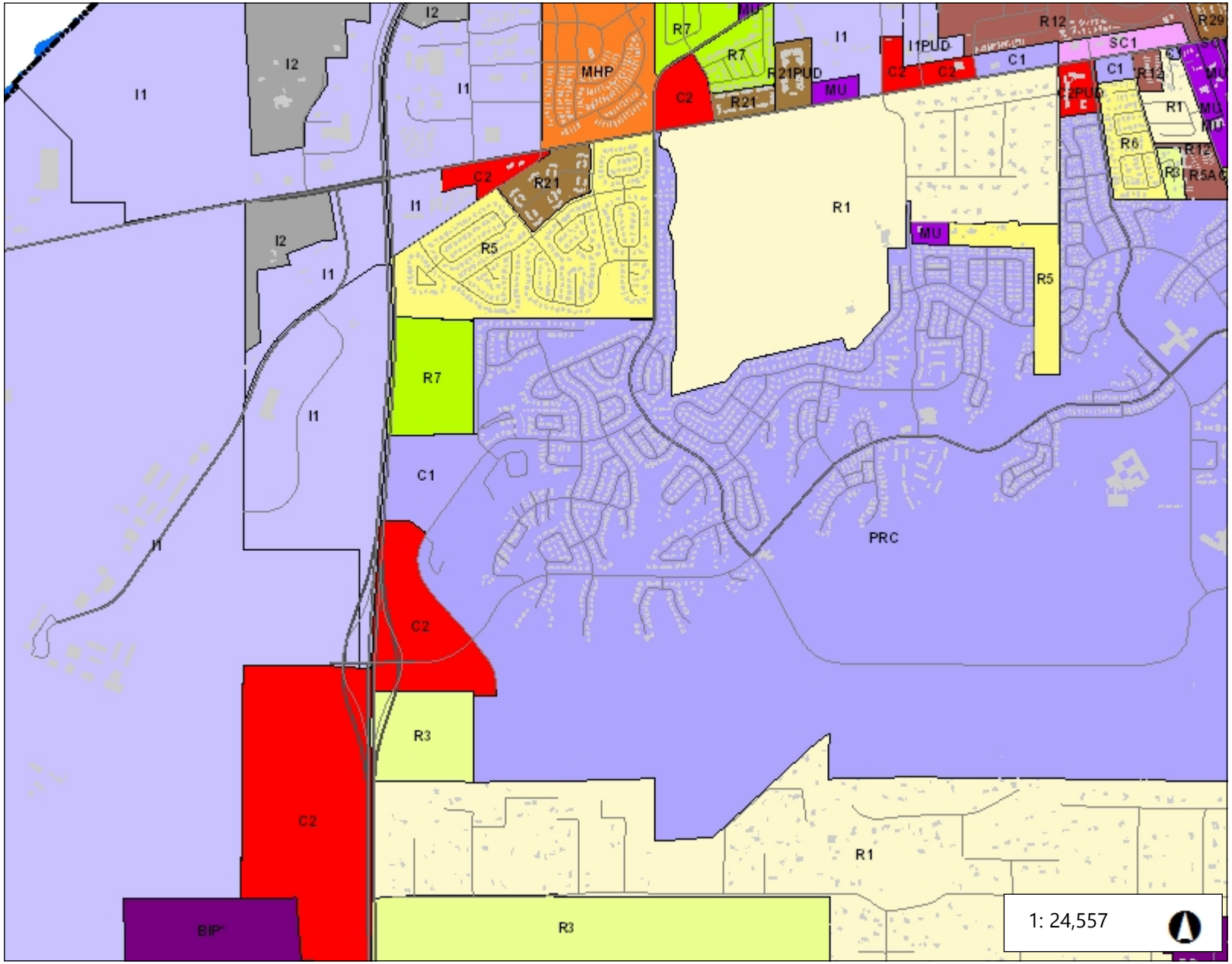
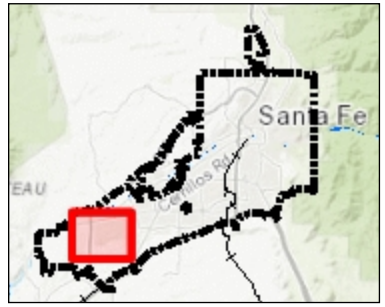


Figure 1: Tract 50A and surrounding tracts - on the west side of the TC Master Plan

Santa Fe
Mapping the City Different

Arroyo Oeste Subdivision Phase 2- Zoning Map





Legend

- City Limits
- Address Points
- Building Footprint
- Roads
- Major Roads
- Zoning
  - RR Rural Residential
  - R1, (PUD) Single- Family 1du/ac.
  - R2, (DT), (PUD),(AC) Single - Fami
  - R3, (PUD) Single - Family 3du/ac
  - R4 Single - Family 4du/ac
  - R5, (DT), (PUD), (AC), R6, (PUD) S
  - R7, (I), (PUD), R8 Single - Family 7
  - RC5, RC5AC Compound 5du/ac
  - RC8, RC8AC Compound 8du/ac
  - R10, (PUD) Multiple - Family 10du/
  - R12, (PUD) Multiple - Family 12du/
  - R21, (PUD) Multiple - Family 21du/
  - R29, (PUD),(AC) Multiple - Family 2
  - RAC Residential Arts & Crafts
  - MHP Mobile Home Park
  - C1, (PUD) Office and Related Com
  - C2, (PUD) General Commercial
  - C4 Limited Office and Retail
  - HZ Hospital Zone
  - BCD Business Capital District

Notes

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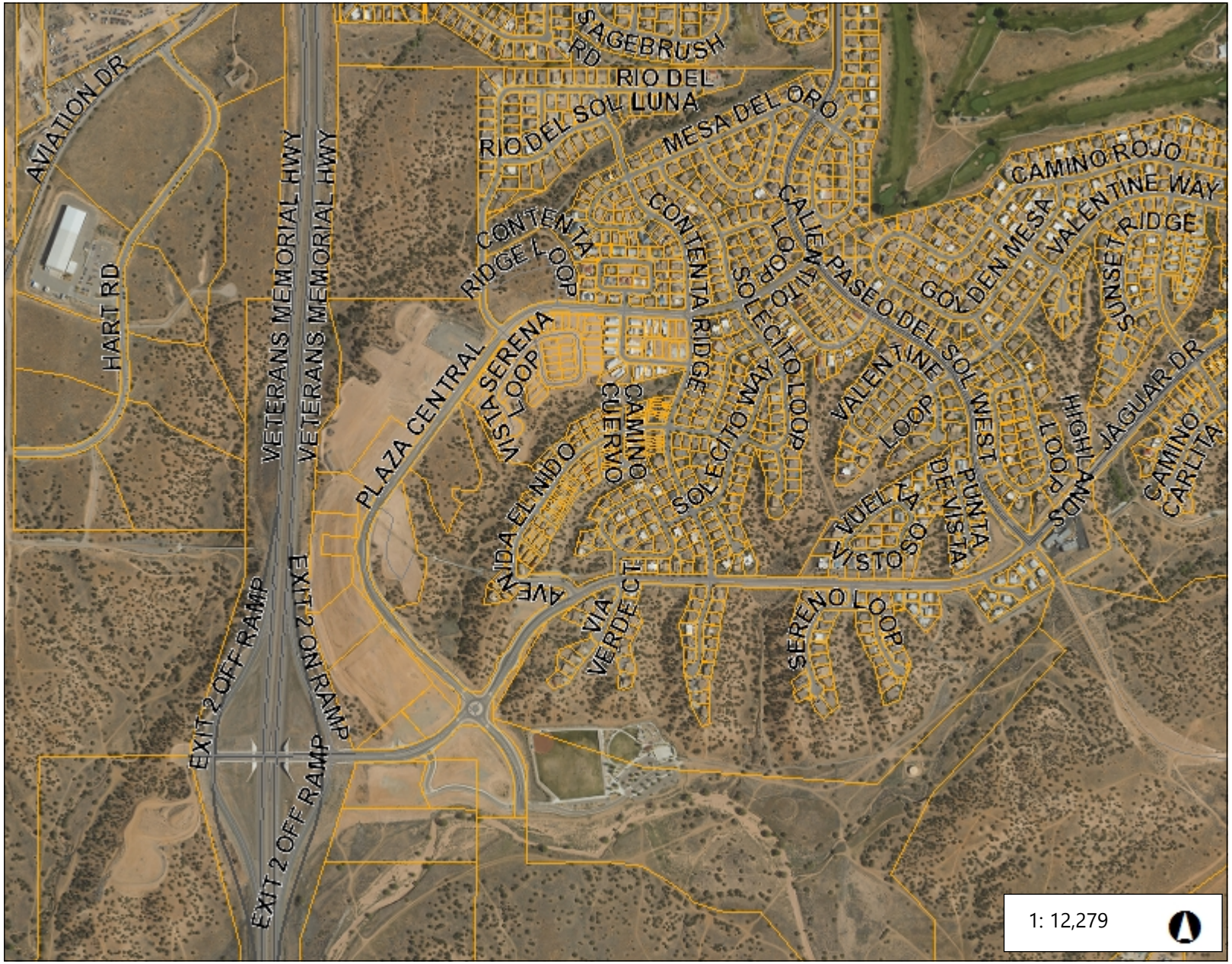
4,092.9 0 2,046.45 4,092.9 Feet

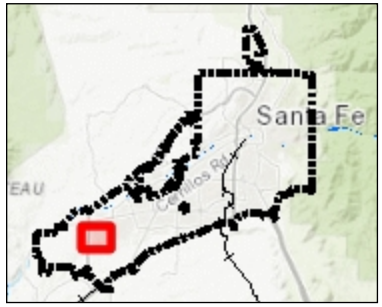
WGS_1984_Web_Mercator_Auxiliary_Sphere

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR NAVIGATION

Santa Fe
Mapping the City Different

Arroyo Oeste Subdivision Phase 2 Aerial Map





Legend

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

Notes

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1: 12,279

2,046.5 0 1,023.23 2,046.5 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

City of Santa Fe
Land Use Department
Early Neighborhood Notification
Meeting Notes

Project Name	Arroyo Oeste Phase 2
Project Location	Tract 50A of Tierra Contenta, south side of Plaza Central and north of Jaguar Drive
Project Description	Subdivision plat for a 20 lot single family residential subdivision and a request for an innovative street design
Applicant / Owner	The Housing Trust
Agent	Oralynn Guerrerortiz
Pre-App Meeting Date	July 29, 2021
ENN Meeting Date	September 1, 2021
ENN Meeting Location	Virtual meeting via zoom.
Application Type	Subdivision plat with a request for innovative street design
Land Use Staff	Donna Wynant
Other Staff	N/A
Attendance	No members of the public attended.

Notes/Comments:

Ms. Oralynn Guerrerortiz started the meeting at 5:30 pm. With no members of the public in attendance, she gave her presentation to City staff person Donna Wynant. The meeting adjourned at 6:00 pm.

DESIGN ENGINUITY

1421 Luisa Street Suite E, Santa Fe, New Mexico 87505
PO Box 2758 Santa Fe, New Mexico 87504
(505) 989-3557 FAX (505) 989-4740
E-mail oralynn@designenginuity.biz

ARROYO OESTE SUBDIVISION PHASE 2

Responses to Early Neighborhood Notification Guidelines

September 1, 2021

1. EFFECT ON CHARACTER AND APPEARANCE OF THE SURROUNDING NEIGHBORHOODS.

The proposed Arroyo Oeste Subdivision Phase 2 is a planned residential single-family detached housing project which will transform a 3.2-acre vacant tract of land into 20 residential homes to be developed in a single phase. The project is in compliance with the approved Tierra Contenta Master Plan and will have an average density of 6.25 dwelling units per acre. Arroyo Oeste is within Phase 2C of Tierra Contenta and is currently zoned as a Planned Residential Community with a designated allowable density of 6-9 dwelling units per acre. One and two story homes will be constructed. Each home will have a one or two car garage. Setbacks will be typical of the neighborhood; generally, homes will be 10 to 20 feet from the front. Road facing garages will be setback 20 feet from the property line and 5 feet from the front of the home. In some cases, garages may be turned 90 degrees from the front and set back at least 10 feet from the front property line. Five-foot side lot lines will be required. Rear setbacks will be 12 to 15 feet. Generally, the homes will be 1100 to 1800 square feet. The homes will have to meet the Architectural Guidelines for Tierra Contenta Phase 2C.

Two entryways will be developed off of the existing Plaza Central and will loop through the project. A short dead end road will stem off the loop road. The roads will have street trees and sidewalks on both sides of the road. Front yards will be landscaped by the developer. Likely a street light will be required where the two entryways meet.

2. EFFECT ON PROTECTION OF THE PHYSICAL ENVIRONMENT

The project site is currently a relatively flat, vacant tract of land with open space and arroyos on 3 sides. Recently a large stockpile of dirt has been added to the tract, stemming from the development of Arroyo Oeste Phase 1 located south of

this project. The developed site will be mass graded. All city code requirements for terrain management and landscaping will be met. There will be one or two detention ponds developed in the adjacent open space.

3. IMPACTS ON ANY PREHISTORIC, HISTORIC, ARCHAEOLOGICAL, OR CULTURAL SITES OR STRUCTURES, INCLUDING ACEQUIAS AND THE HISTORIC DOWNTOWN.

An archaeological study of the project site has been conducted and there are no known prehistoric, historic, archaeological or cultural sites requiring protection on this tract. The City has granted archaeological clearance of this site.

4. RELATIONSHIP TO EXISTING DENSITY AND LAND USE WITHIN THE SURROUNDING AREA AND WITH THE LAND USES AND DENSITIES PROPOSED BY THE CITY GENERAL PLAN.

Arroyo Oeste Subdivision Phase 2 will be developed in compliance with the existing Tierra Contenta Master Plan and the Tierra Contenta Design Guidelines for Phase 2C. The 6.25 dwelling units per acre project is within the existing allowable density (6-9 du/acre permitted).

The property is surrounded on three sides by common open space. Beyond the open space are residential developments including Vista Serena to the north and Arroyo Oeste (Phase 1) to the south, both of which has the same allowable density as this project, and to the east lies Las Palomas (10-20 DU/acre). Across Plaza Central to the west are commercial tracts with graded pads, but no development.

5. EFFECTS ON PEDESTRIAN OR VEHICULAR TRAFFIC AND ACCESS TO SERVICES.

Each lot will have on-site parking for 2 to 4 vehicles and there will be parking permitted on portions of the roadway. Sidewalks will be located along both sides of the roadway and will be designed to meet ADA requirements and will be connected to the sidewalk along Plaza Central roadway. The project will generate approximately 200 average daily vehicular trips at full buildout.

6. IMPACT ON ECONOMIC BASE OF SANTA FE.

The proposed project's initial construction will provide additional jobs to the community. The homes will be moderate priced and at least four homes will meet the Tierra Contenta requirements for affordability.

The residential subdivision should not present any negative impacts to the local resident or business owners. Additional city revenue will be generated in the form of gross receipt tax during construction and property taxes.

7. EFFECT ON AVAILABILITY OF AFFORDABLE HOUSING AND AVAILABILITY OF HOUSING CHOICES

At least four homes will be developed in the subdivision per the Tierra Contenta requirements for affordable housing. All the homes will be single-family detached homes with one or two car garages which will be developed by the Santa Fe Community Housing Trust. Two, three and four bedroom homes will be developed.

8. EFFECT UPON PUBLIC SERVICES AND INFRASTRUCTURE ELEMENTS

This is an infill project and is not anticipated to increase public service demands. Within the Arroyo Oeste Phase 2 property there will be new water, sewer, power, telephone, gas and cable lines to serve each home. All connections stem off existing mains located in Plaza Central.

9. IMPACTS UPON WATER SUPPLY, AVAILABILITY, AND CONSERVATION METHODS.

The project will have a water-conserving streetscape. Water use for residential homes on lots less than 6000 square feet is typically very low: 0.15 acre-feet/dwelling units per year. Low water using fixtures will be installed in the homes including 1.6 gallon per flush toilets and systems that deliver hot water within 5 seconds of a tap being opened. Low water use landscaping techniques will be utilized including the use of low water use grasses and plants.

10. EFFECT ON OPPORTUNITIES FOR COMMUNITY INTEGRATION AND SOCIAL BALANCE

The Tierra Contenta Master Plan incorporates design concepts that integrate residential neighborhoods with commercial and park developments via a linked trail system through the open space. Arroyo Oeste is within walking distance of the new SWAN Park and the planned Plaza Central commercial area.

11. EFFECT ON URBAN FORM.

The project is consistent with the City's policies regarding infill.

EARLY NEIGHBORHOOD NOTIFICATION MEETING

Request for Staff Attendance

Project Information

Project Name: **Arroyo Oeste Phase 2**

Address: **Unassigned Plaza Central** Parcel Size: 3.20 acres

Zoning: PRC Future Land Use:

Preapplication Conference Date: **July 29th, 2021**

Detailed Project Description: 20 Lot Residential Subdivision – Preliminary and Final Plat

Property Owner Information

Name: **Tierra Contenta Corporation**

Address: **1111 Agua Fria Street, Santa Fe, NM 87501**

Phone: **505-989-3960** E-mail Address: **Daniel Werwath <dwerwath@housingtrustonline.org>**

Applicant/Agent Information (if different from owner):

Name: **Design Enginuity, LLC, Oralynn Guerrerortiz Agent**

Address: **PO Box 2758, Santa Fe NM 858704**

Phone: **505-989-3557** E-mail Address: **Oralynn@DesignEnginuity.biz**

Agent Authorization (if applicable):

I am/We are the owner(s) and record title holder(s) of the property located at: Tract 50A Tierra Contenta

I/We authorize Design Enginuity to act as my/our agent to execute this application.

Signed: Date: 8/13/2021

Signed: Date:

Proposed ENN Meeting Dates:

Provide 2 options:	***Preferred Option***	***Alternative***
DATE:	Sept 1, 2021	Sept 7 or 8th
TIME:	5:30 pm	5:30 pm
LOCATION:	Virtual	Virtual

DESIGN ENGINUITY

1421 Luisa Street Suite E, Santa Fe, New Mexico 87505
PO Box 2758 Santa Fe, New Mexico 87504
(505) 989-3557 FAX (505) 989-4740
E-mail *oralynn@designenginuity.biz*

September 17, 2021

Donna Wynant
City of Santa Fe
Planning and Land Use Department

RE: Request for Preliminary Subdivision Plat
Approval of Arroyo Oeste Phase 2

Dear Donna,

On behalf of The Housing Trust please find a complete submittal for Preliminary Subdivision Plat Approval of Arroyo Oeste. Included is the following:

1. Subdivision Application
2. A check for $2300
3. Agent Authorization
4. Vicinity Map
5. Legal Lot of Record
6. Archaeological Clearance
7. Drainage Calculation Summary
8. Letter of Request/Development Plan Report
9. Project plans

If there is anything further you require, please let me know.

Thank you.

Sincerely,

Oralynn

Oralynn Guerrerortiz, PE

SUBDIVISION APPLICATION

Parcel Information

Project Name: Arroyo Oeste Phase 2 Subdivision

Address: Plaze Central

Property Size: 3.21± acres

Current Use of Land: vacant

Proposed Use of Land: 20 lot residential Sub

Does a Rezoning application accompany this application? YES ☐ NO ☒

Are any variances required? YES ☐ NO ☒

Preapplication Conference Date: 7-29-21

Early Neighborhood Notice (ENN) meeting date: 9/1/21

Zoning: 6-9 du/AC.

Check One: Preliminary Plat ☒ Final Plat ☐

UPC Number: 1047094113429

Property Owner Information

Company Name: The Housing Trust

Name: Daniel (First) Werwath (Last)

Address: 1111 Agua Fria Street (Street Address)

Suite/Unit #

Santa Fe (City) NM (State) 87501 (ZIP Code)

Phone: (505) 989-3960 E-mail Address: dwerwathe.housingtrustonline.org

Applicant/Agent Information (if different from owner)

Company Name: Design Enginuity, LLC

Name: Oralynn (First) Guerrerortiz (Last)

Address: PO Box 2758 (Street Address)

Suite/Unit #

Santa Fe (City) NM (State) 87504 (ZIP Code)

Phone: (505) 989-3557 E-mail Address: Oralynn@designenginuity.biz

Correspondence Directed to: ☐ Owner ☒ Applicant ☐ Both

Agent Authorization (if applicable)

I am are the owner and record title holder of the property located at: See Seperate letter

I authorize _____ to act as my agent to execute this application.

Signed: _____ Date: _____

Submittal Checklist (Requirements found in Section 14-3.7 SFCC 1987)

☐ *Six (6) 24"x36" plan sets and one CD containing the same information as the paper set (PDF) are required. Please include the following:* Only Electronic Submittal Requested not Included

☑	Letter of Application (intent, location, acreage)	☑	Legal Lot of Record, Legal Description	☑	Preliminary Plat or Final Plat	☐	Landscape, Parking and Lighting Plan, Signage Specifications	☑	Terrain Management Plans (as required by Section 14-8.2 SFCC 1987)
☐	Traffic Impact Analysis (if required) N/A	☑	Sewer and Water Plan (Profiles and details – Final Plat only)	☑	Phasing Plan (if applicable) N/A	☑	Archaeological Clearance (if applicable)	☑	Signature Line & Date for SF County Treasurer in accordance with SB 406 effective April 2, 2013
☑	Statement addressing approval criteria (Section 14-3.7 SFCC 1987)								

Subdivisions per Section 14-3.7 SFCC 1987:

Preliminary Plat (Section 14-3.7(B)(3) SFCC 1987)
See above for submittal requirements. See also Section 14-9 Infrastructure Design, Improvement and Dedication Standards.

Final Plat (Section 14-3.7(B)(4) SFCC 1987)
The final plat shall conform substantially to the preliminary plat as approved.

Signature

I hereby certify that the documents submitted for review and consideration by the City of Santa Fe have been prepared to meet the minimum standards outlined in the Land Development Code, Chapter 14 SFCC 1987. Failure to meet these standards may result in the rejection of my application. I also certify that I have met with the City's Current Planning staff in a pre-application meeting to verify that the attached proposal is in compliance with the City's zoning and development plan requirements.

Signature: _____ Date: 9/17/21

A case manager will be assigned to your project and will notify you within 10 business days if any additional information is needed. After your application has been reviewed by City staff, you will be contacted by us regarding public notice requirements. A packet of information and instructions will be provided regarding the required mailing and sign posting. Please contact the Land Use Department staff at (505) 955-6585 with any questions.

THE HOUSING TRUST

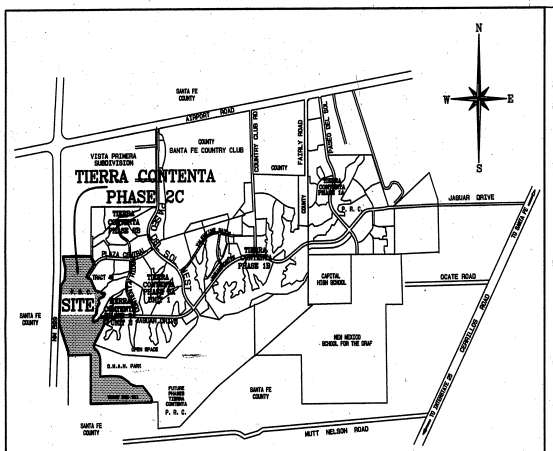
September 6, 2021

To Whom It May Concern,
We authorize Oralynn Guerrerortiz of Design Enginuity, LLC to represent The Housing Trust with regards to land development issues associated with a proposed project known as Arroyo Oeste Phase 2 Subdivision of Tierra Contenta in the City of Santa Fe.

Sincerely,

Daniel Werwath
Executive Director
The Housing Trust

VICINITY MAP



V I C I N I T Y M A P

SCALE: 1"= 2000'±

VACATION OF RIGHT-OF-WAY

THE UNDERSIGNED, ON BEHALF OF THE CITY OF SANTA FE, DO HEREBY VACATE THE PUBLIC RIGHT OF WAY FOR A PORTION OF JAGUAR DRIVE, AS WAS PREVIOUSLY DEDICATED BY THE TIERRA CONTENTA SUBDIVISION PHASE 2A UNIT 2, AS SHOWN HEREON AS "AREA A" AND "AREA E". THE UNDERSIGNED DO HEREBY ATTEST THAT THIS VACATION OF PREVIOUSLY DEDICATED RIGHT OF WAY IS DONE WITH THEIR FREE CONSENT AND IN ACCORDANCE WITH THEIR WISHES AND DESIRES.

BY: _____ 11/1/16

JAVIER M. GONZALES — DATE
CITY OF SANTA FE MAYOR

ATTEST:

YOLANDA Y. VIGIL — 11-3-16 DATE
CITY OF SANTA FE CLERK

CITY OF SANTA FE ORGANIZED SEAL JAN. 13, AD 1891 NEW MEXICO

FRANCHISE UTILITY APPROVAL

_____ 8-10-16
QWEST CORP. D/B/A CENTURYLINK, QC — DATE

_____ 8-5-16
NEW MEXICO GAS COMPANY — DATE

_____ 8-16-16
COMCAST CABLE Co. — DATE

_____ 8/10/2016
PNM ELECTRIC SERVICES — DATE

INST#1808876

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD ON THE 3rd DAY OF November A.D. 2016, AT 4:25 O'CLOCK P.M. AND WAS DULY RECORDED IN BOOK 801 PAGE 813 OF THE RECORDS OF SANTA FE COUNTY.

WITNESS MY HAND AND SEAL OF OFFICE
GERALDINE SALAZAR
COUNTY CLERK, SANTA FE COUNTY, NM

Estrella Martinez
Deputy

COUNTY CLERK SEAL

SANTA FE SURVEYING COMPANY	
P.O. BOX 2919, SANTA FE, N.M. 87504	1210 LUISA ST. SUITE 8
PHONE (505)-992-3211, MOBILE (505)-660-2659, FAX (505)-992-9905	
PROJECT No.: 16081314-TC P2C	
DRAFTED BY: JBS	DATE: 01-15-12

REVISION	DATE	BY
	08-24-12	FLR
	10-30-12	FLR
MODIFIED AND ADDED TEXT	06-24-16	JBS
MODIFIED AND ADDED TEXT	07-15-16	JBS

INDEXING INFORMATION FOR COUNTY CLERK

A) NAME: TIERRA CONTENTA CORP.
FILED: BOOK 1122, PAGE 789
TAX ID# 1-047-094-188-167

A) NAME: COMMERCIAL CENTER AT 599
FILED: INSTRUMENT No.1648334
TAX ID# 1-047-094-138-474

B) SECTION 14, T.16N., R.08E., N.M.P.M.

SUBDIVISION NOTES

1. 7.5' PUBLIC UTILITY EASEMENT IS HEREBY GRANTED ALONG THE FRONTAGE OF ALL LOTS ADJOINING THE DEDICATED ROADWAYS.
2. EACH LOT SHALL BE SERVED BY SEPARATE SEWER AND WATER SERVICES.
3. BUILDABLE AREAS FOR PLATTED PARCELS WILL BE DETERMINED AT THE TIME OF BUILDING PERMIT APPLICATION, AS DETAILED IN THE LAND DEVELOPMENT CODE. ANY BUILDABLE AREAS SHOWN HEREON ARE SUBJECT TO RELOCATION PER CODE REQUIREMENTS.
4. THIS PROPERTY IS SUBJECT TO RESTRICTIONS AND COVENANTS FOR TIERRA CONTENTA PHASE 2C, RECORDED IN THE RECORDS OF SANTA FE COUNTY AS INSTRUMENT No. 1808877 PRIOR TO RECORDING ANY SUBDIVISION PLAT OR DEVELOPMENT PLAN WITHIN THIS SUBDIVISION. THE DEVELOPER WILL RECORD SUPPLEMENTAL COVENANTS THAT WILL INCLUDE PROVISIONS FOR ACCESS TO AND MAINTENANCE OF COMMON PROPERTY LINE WALLS, FENCES, COMMON OPEN SPACES, FOR THE MAINTANCE OF COMMON ACCESS AND EGRESS EASEMENTS EITHER PEDESTRIAN OR DRIVEWAYS .
5. THE TIERRA CONTENTA DESIGN STANDARDS FOR PHASE 2C (DESIGN STANDARDS) ADOPTED BY THE CITY PLANNING COMMISSION IN JANUARY 2011, AND AS MAY BE AMENDED, ARE TO BE USED IN CONJUNCTION WITH THE APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS CITY CODE FOR DEVELOPMENT WITHIN THIS SUBDIVISION. WHERE SPECIFIC DEFINITION IS PROVIDED IN THE DESIGN STANDARDS, THE DESIGN STANDARDS SHALL TAKE PRECEDENCE OVER CITY DEVELOPMENT CODE. WHERE THE DESIGN STANDARDS ARE SILENT, THE CITY DEVELOPMENT CODE SHALL APPLY.
6. AT THE TIME OF APPLICATION OF A BUILDING PERMIT, LOTS WITHIN THIS SUBDIVISION MUST CONFORM WITH ALL TERRAIN MANAGEMENT REGULATIONS, OF CITY CODE AND/OR TIERRA CONTENTA DESIGN STANDARDS FOR PHASE 2C AS THEY MAY APPLY. REFER TO THE FINAL ENGINEERING PLANS PREPARED BY SANTA FE ENGINEERING CONSULTANTS, LLC, SANTA FE, N.M.
7. BY APPROVING THIS PLAT, NEITHER THE CITY OF SANTA FE, PNM ELECTRIC SERVICES OR NEW MEXICO GAS COMPANY, CONDUCTED A TITLE SEARCH ON THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, NEITHER CITY OF SANTA FE NOR THE UTILITY COMPANIES WAIVES NOR RELEASE ANY EASEMENT OR EASEMENT RIGHT WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT OR OTHER DOCUMENT WHICH ARE NOT SHOWN HEREON.
8. MAINTENANCE OF DRAINAGE STRUCTURES AND APPURTENANCES THERETO WITHIN THE DEDICATION RIGHT-OF-WAYS, OPEN SPACE, AND DRAINAGE EASEMENTS AS SHOWN HEREON, ARE THE RESPONSIBILITY OF THE CITY OF SANTA FE. MAINTENANCE OF IMPROVEMENTS WITHIN THE OPEN SPACE AS SHOWN HEREON, IS THE RESPONSIBILITY OF THE CITY OF SANTA FE.
9. NO WALLS, FENCES, OR OTHER STRUCTURES WHICH WOULD IMPEDE DRAINAGE FLOW, SHALL BE PLACED WITHIN THE DRAINAGE EASEMENTS SHOWN HEREON.
10. FENCES, WALLS OR OTHER OBSTRUCTIONS SHALL NOT BE PLACED OR CONSTRUCTED ACROSS PUBLIC SANITARY SEWER EASEMENTS.
11. THIS DEVELOPMENT IS SUBJECT TO THE REQUIREMENTS OF THE SFCC CHAPTER XII STORMWATER UTILITY INCLUDING THE STORMWATER UTILITY SERVICE CHARGE AND STORMWATER ILLICT DISCHARGE CONTROL REQUIREMENTS.
12. THIS DEVELOPMENT IS SUBJECT TO THE REQUIREMENTS OF NPDES GENERAL MS4 DISCHARGE PERMIT No. NMR040000 AND NPDES CONSTRUCTION GENERAL PERMIT No. NMR100000.
13. A STORMWATER POLLUTION PREVENTION PLAN MUST BE PREPARED BY A QUALIFIED PROFESSIONAL AND A NOTICE OF INTENT (NOI) FOR COVERAGE MUST BE FILED WITH THE EPA. CONSTRUCTION STORMWATER DISCHARGES ARE NOT PERMITTED UNTIL A MINIMUM OF FOURTEEN (14) CALENDAR DAYS AFTER EPA ACKNOWLEDGEMENT OF A COMPLETE NOI.

PUBLIC UTILITY EASEMENTS

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

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

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

C. CENTURYLINK, INC.: FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE COMMUNICATION SERVICES.

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

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

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

THIS PLAT HAS BEEN APPROVED FOR EASEMENT PURPOSES ONLY. THE SIGNING OF THIS PLAT DOES NOT GUARANTEE UTILITY SERVICE.

PNM & NMGC DISCLAIMER

IN APPROVING THIS PLAT, PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM) AND NEW MEXICO GAS COMPANY (NMGC) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM AND NMGC DO NOT WAIVE OR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT OR OTHER DOCUMENT AND WHICH ARE NOT SPECIFICALLY DESCRIBED AND SHOWN ON THIS PLAT.

NOTE:
THIS PLAT IS RECORDED SUBJECT TO THE CONDITION THAT THE OWNER OBTAIN A FINANCIAL GUARANTY ACCEPTABLE TO THE CITY OF SANTA FE WITHIN 90 DAYS OF RECORDATION

FLOOD ZONE NOTE

THE LANDS PLATTED HEREON LIE PARTIALLY WITHIN "OTHER AREAS, ZONE X" AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD PLAIN.

809008

PARTIALLY WITHIN, "OTHER FLOOD AREAS, ZONE X, ", AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS OF LESS THAN 1 SQUARE MILE AND AREAS PROTECTED BY LEVEES FROM THE 1% ANNUAL CHANCE FLOOD.";

PARTIALLY WITHIN FLOOD ZONE AE "BASE FLOOD ELEVATIONS DETERMINED.";

PARTIALLY WITHIN FLOODWAY AREAS WITHIN ZONE AE "THE FLOODWAY IS THE CHANNEL OF A STREAM PLUS ANY ADJACENT AREAS THAT MUST BE KEPT FREE OF ENCROACHMENT SO THAT THE 1% ANNUAL CHANCE FLOOD CAN BE CARRIED WITHOUT SUBSTANTIAL INCREASES IN FLOOD HEIGHTS.";

AND PARTIALLY WITHIN "SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INNUNDATION BY THE 1% ANNUAL CHANCE FLOOD."
THE 1% ANNUAL CHANCE FLOOD (100 YEAR FLOOD), ALSO KNOWN AS THE BASE FLOOD IS THE FLOOD THAT HAS A 1% CHANCE OF BEING EQUALED OR EXCEEDED IN ANY GIVEN YEAR. THE SPECIAL FLOOD HAZARD AREA IS THE AREA SUBJECT TO FLOODING BY THE 1% ANNUAL CHANCE FLOOD. AREAS OF SPECIAL FLOOD HAZARD INCLUDE ZONES A, AE, AH, AO, AR, A99, V AND VE. THE BASE FLOOD ELEVATION IS THE WATER SURFACE ELEVATION OF THE 1% ANNUAL CHANCE FLOOD.

TAKEN FROM F.E.M.A. FLOOD INSURANCE RATE MAP, COMMUNITY-PANEL NUMBERS 35049C0506E, 35049C0502E,
ALL REVISED DECEMBER 4, 2012, AND AS SHOWN IN CITY OF SANTA FE GIS MAPPING.

NOTES, PLAT AND DEED REFERENCES

1. REFER TO PLAT OF SURVEY ENTITLED "DEDICATION PLAT FOR TRACT 8A3-7B", PREPARED BY JAMES B. SANCHEZ, NMPS.12655, ON SEPTEMBER 15, 2011, HAVING PROJECT No. 16081314-TCP2BD AND RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK ON OCTOBER 21, 2011, IN BOOK 738 ON PAGES 014-015.
2. REFER TO PLAT OF SURVEY ENTITLED "TIERRA CONTENTA SUBDIVISION PHASE 2B", PREPARED BY MITCHEL K. NOONAN, NMPLS. No.6998, ON JULY 16, 2002, HAVING PROJECT No. C-1281P2B AND RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK ON JANUARY 25, 2005, IN BOOK 570 ON PAGES 005-011.
3. REFER TO PLAT OF SURVEY ENTITLED "TIERRA CONTENTA SUBDIVISION PHASE 2A, UNIT 2", PREPARED BY MITCHEL K. NOONAN, NMPLS. No.6998, ON JULY 16, 2002, HAVING PROJECT No. C-1281-P2AU2 AND RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK ON SEPTEMBER 26, 2003, IN BOOK 543 ON PAGES 001-005.
4. REFER TO PLAT OF SURVEY ENTITLED "ANNEXATION PLAT FOR TRACTS 1 THROUGH 9 TIERRA CONTENTA, WOLGAMOD SUBDIVISION AND CONTIGUOUS LANDS (EAST)" PREPARED BY FRED SANCHEZ, NMPLS No. 4078 ON JUNE 24, 1985 AND RECORDED IN THE SANTA FE COUNTY CLERK'S OFFICE IN BOOK 162, PAGE 006.
5. BEARINGS SHOWN ARE GRID AND ARE BASED UPON THE CITY OF SANTA FE CONTROL NETWORK. DISTANCES SHOWN ARE GROUND.
6. REFER TO WARRANTY DEED BY AND BETWEEN CITY OF SANTA FE (GRANTOR) AND TIERRA CONTENTA CORPORATION (GRANTEE), RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK, IN BOOK 1122, PAGE 789.
7. REFER TO WARRANTY DEED BY AND BETWEEN TIERRA CONTENTA CORP. (GRANTOR) AND COMMERCIAL CENTER AT 599 (GRANTEE), RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK, AS DOCUMENT No. 1648334.
8. REFER TO PLAT OF SURVEY ENTITLED "EASEMENT SURVEY FOR EFFLUENT REUSE LINE", PREPARED BY JAMES B. SANCHEZ, NMPS.12655, ON NOVEMBER 15, 2012, HAVING PROJECT No. 160814-TC P2BEFF, AND RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK, IN BOOK 756, ON PAGE 25.
9. REFER TO PLAT OF SURVEY ENTITLED "LOT SPLIT OF TRACT 8A3-7D", PREPARED BY JAMES B. SANCHEZ, NMPS.12655, ON OCTOBER 26, 2015, HAVING PROJECT No. 16081314-TC 749 SPLT AND RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK IN BOOK N/A ON PAGES N/A - N/A
10. THE LANDS PLATTED HEREON ARE SUBJECT TO ALL APPURTENANT EASEMENTS, COVENANTS AND RESTRICTIONS, RECORDED OR UNRECORDED.
11. BEARINGS SHOWN ARE GRID NORTH (NMSPCS CENTRAL ZONE) AND ARE BASED UPON THE CITY OF SANTA FE CONTROL NETWORK AND OTHER MONUMENTATION SET BY BOHANNAN-HUSTON, INC., IN APRIL OF 1996.
12. IMPROVEMENTS SHOWN HEREON ARE CURRENT AS OF 01-15-2012.

WASTEWATER NOTE

CONCURRENT WITH THE DEVELOPMENT OF THE PROPERTY, THE DEVELOPER SHALL CONSTRUCT STORM WATER AND WASTEWATER IMPROVEMENTS TO SERVICE THE PROPERTY IN ACCORDANCE WITH THE SANTA FE CITY CODE USING EXISTING AND PROPOSED EASEMENTS. THE STORM WATER AND WASTEWATER SYSTEMS REFERENCED ABOVE SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH CITY REGULATIONS, GUIDELINES AND ORDINANCES. ALL PLANS, REPORTS AND CONSTRUCTION DOCUMENTS RELATING TO THE DESIGN AND CONSTRUCTION OF THE STORM WATER AND WASTEWATER COLLECTION SYSTEMS SHALL BE REVIEWED AND APPROVED BY THE CITY PRIOR TO ANY CONSTRUCTION.

SANTA FE CITY APPROVAL NOTES AND CONDITIONS

APPROVED BY THE SANTA FE PLANNING COMMISSION
AT THEIR MEETING OF February 4, 2010
AS CASE NUMBER 2009-97

_____
PLANNING COMMISSION-CHAIRPERSON — DATE

_____ 11-2-16
PLANNING COMMISSION SECRETARY — DATE

APPROVED BY THE CITY OF SANTA FE CURRENT PLANNING DIVISION UNDER AUTHORITY OF THE LAND DEVELOPMENT CODE, ARTICLE 14-3.8(7).

_____ 11/2/2016
CITY PLANNER — DATE

_____ 11/1/16
CITY ENGINEER — DATE

DEDICATION, GRANT OF EASEMENTS AND AFFIDAVIT

KNOW ALL MEN BY THESE PRESENTS: THAT THE UNDERSIGNED OWNER OF THESE LANDS LYING WITHIN THE CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO, COMPRISED OF "TRACT 8A3-7A" AND "TRACT 8A3-7D", SITUATE WITHIN SECTION 14 OF TOWNSHIP 16 NORTH, RANGE 8 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN, CONTAINING 91.8873 ACRES MORE OR LESS, DOES HEREBY CAUSE SAID TRACTS TO BE SUBDIVIDED AS SHOWN, AND THAT THE SUBDIVISION IS NAMED AND WILL BE KNOWN AS "TIERRA CONTENTA SUBDIVISION, PHASE 2C".

UTILITY EASEMENTS ARE HEREBY GRANTED TO THE FRANCHISE UTILITY COMPANIES LISTED HEREON AND TO THE CITY OF SANTA FE, UPON ALL RIGHT-OF-WAYS AND UTILITY EASEMENTS AS SHOWN HEREON, FOR THE PURPOSE OF INSTALLING, OPERATING, AND MAINTAINING PUBLIC AND PRIVATE UTILITIES SUCH AS GAS, ELECTRIC, CABLE T.V., TELEPHONE, WATER, STORM AND SANITARY SEWER. THE SAID EASEMENTS CARRY WITH THEM THE RIGHT OF INGRESS AND EGRESS (BOTH SURFACE AND SUBSURFACE) FOR CREWS AND MACHINERY AND THE RIGHT TO TRIM OR REMOVE INTERFERING VEGETATION OR OBSTRUCTIONS BY AGENCIES RESPONSIBLE FOR SAID UTILITIES.

ROAD SLOPE EASEMENTS, AS SHOWN HEREON, ARE HEREBY GRANTED TO THE CITY OF SANTA FE FOR THE CONSTRUCTION AND MAINTENANCE OF ROADWAY CUTS AND FILLS TO SUPPORT THE ROADWAY WITHIN THE DEDICATED RIGHT-OF-WAY. THE CITY SHALL VACATE SUCH SLOPE EASEMENTS WITHIN THE TRACTS IN THIS SUBDIVISION UPON APPROVAL OF THE SUBDIVISION OR DEVELOPMENT PLAN APPROVAL OF THESE TRACTS.

AREAS DESIGNATED AS RIGHT-OF-WAY (R.O.W., R/W), AND PUBLIC OPEN SPACE, ARE HEREBY DEDICATED TO THE CITY OF SANTA FE FOR PUBLIC USE AND PUBLIC MAINTENANCE. SAID OPEN SPACE, IS SUBJECT TO DRAINAGE EASEMENTS, UTILITY EASEMENTS.

ALL THAT APPEARS ON THIS PLAT IS IN ACCORDANCE WITH THE WISHES AND DESIRES OF THE UNDERSIGNED OWNERS.

THE LANDS PLATTED HEREON LIE WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, NEW MEXICO.

BY: _____
JAMES HICKS, EXECUTIVE DIRECTOR
TIERRA CONTENTA CORPORATION

STATE OF NEW MEXICO } SS
COUNTY OF SANTA FE }

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 10th DAY OF August, 2016, BY JAMES HICKS, EXECUTIVE DIRECTOR OF TIERRA CONTENTA CORPORATION.

_____
NOTARY PUBLIC

OFFICIAL SEAL
Margaret L. Vasquez
NOTARY PUBLIC
STATE OF NEW MEXICO
My Commission Expires 10/1/2016

BY: _____
TIERRA CONTENTA VILLAGE PLAZA, LLLP,
A NEW MEXICO LIMITED LIABILITY LIMITED PARTNERSHIP
BY: TCVP GP LLC, A NEW MEXICO LIMITED LIABILITY COMPANY
ITS GENERAL PARTNER
BY: KATHARINE FISHMAN, ITS MANAGER

STATE OF NEW MEXICO } SS
COUNTY OF RIO ARRIBA)

THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME THIS 12th DAY OF August, 2016, BY KATHARINE FISHMAN, MANAGER OF TCVP GP LLC, A NEW MEXICO LIMITED LIABILITY COMPANY, AS THE GENERAL PARTNER OF TIERRA CONTENTA VILLAGE PLAZA, LLLP, A NEW MEXICO LIMITED LIABILITY LIMITED PARTNERSHIP.

_____
NOTARY PUBLIC

OFFICIAL SEAL
JANE M. CLIFFORD
NOTARY PUBLIC - NEW MEXICO
Notary Bond Filed with Secretary of State
My Commission Expires 5-30-18

BY: _____ 11/1/16
JAVIER M. GONZALES — DATE
CITY OF SANTA FE MAYOR

CITY OF SANTA FE ORGANIZED SEAL JAN. 13, AD 1891 NEW MEXICO

ATTEST:

YOLANDA Y. VIGIL — 11-3-16 DATE
CITY OF SANTA FE CLERK

_____ 11-3-16
SANTA FE COUNTY TREASURER'S — DATE

SURVEYOR'S CERTIFICATE

I, JAMES B. SANCHEZ, A NEW MEXICO REGISTERED PROFESSIONAL SURVEYOR, CERTIFY TO: TIERRA CONTENTA CORPORATION, A NEW MEXICO NON-PROFIT CORPORATION, THAT I CONDUCTED AND AM RESPONSIBLE FOR THIS SURVEY, THAT THIS SURVEY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND THAT THIS SURVEY AND PLAT MEET THE MINIMUM STANDARDS FOR SURVEYORS PRACTICING IN NEW MEXICO.

JAMES B. SANCHEZ NEW MEXICO 12655 REGISTERED PROFESSIONAL SURVEYOR

_____ 7-15-16
JAMES B. SANCHEZ, P.S. No. 12655 — DATE

FINAL PLAT

OF THE

TIERRA CONTENTA SUBDIVISION PHASE 2C

COMPRISED OF A PORTION OF "TRACT 8A3-7", THE REMAINING UNDEVELOPED LANDS OF THE TIERRA CONTENTA SUBDIVISION WITHIN SECTION 14 AND SECTION 13 OF TOWNSHIP 16 NORTH, RANGE 8 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN AND WITHIN THE CITY AND COUNTY OF SANTA FE, NEW MEXICO

SHEET 1 OF 6 — **SHEET 2-1**

CASE NUMBER: S2008-05

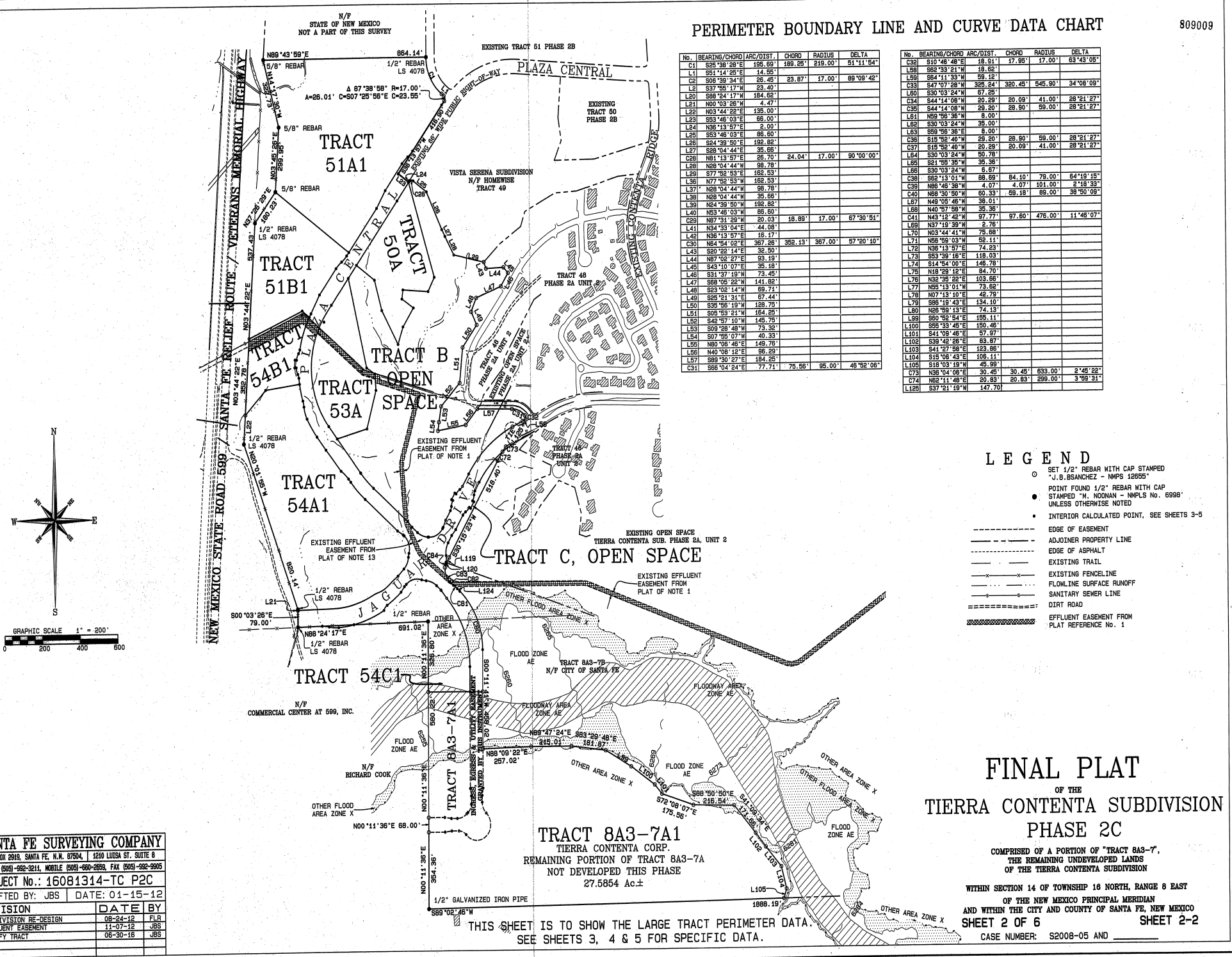
16-62

809009

PERIMETER BOUNDARY LINE AND CURVE DATA CHART

No.	BEARING/CHORD	ARC/DIST.	CHORD	RADIUS	DELTA
C1	S25°38'28"E	195.69'	189.25'	219.00'	51°11'54"
L1	S51°14'25"E	14.55'			
C2	S06°39'34"E	26.45'	23.87'	17.00'	89°08'42"
L2	S37°55'17"W	23.40'			
L20	S88°24'17"W	184.62'			
L21	N00°03'26"W	4.47'			
L22	N03°44'22"E	135.00'			
L23	S53°46'03"E	66.00'			
L24	N36°13'57"E	2.00'			
L25	S53°46'03"E	86.60'			
L26	S24°39'50"E	192.82'			
L27	S28°04'44"E	35.66'			
C28	N81°13'57"E	26.70'	24.04'	17.00'	90°00'00"
L28	N28°04'44"W	98.78'			
L29	S77°52'53"W	182.53'			
L36	N77°52'53"W	182.53'			
L37	N28°04'44"W	98.78'			
L38	N28°04'44"W	35.66'			
L39	N24°39'50"W	192.82'			
L40	N53°46'03"W	86.60'			
C29	N87°31'29"W	20.03'	18.89'	17.00'	67°30'51"
L41	N34°33'04"E	44.08'			
L42	N36°13'57"E	16.17'			
C30	N84°54'02"E	367.26'	352.13'	367.00'	57°20'10"
L43	S20°22'14"E	32.50'			
L44	N87°02'27"E	93.19'			
L45	S43°10'07"E	35.18'			
L46	S31°37'19"W	73.45'			
L47	S68°05'22"W	141.82'			
L48	S23°02'14"W	69.71'			
L49	S25°21'31"E	67.44'			
L50	S35°56'19"W	128.75'			
L51	S05°53'21"W	164.25'			
L52	S42°57'10"W	145.75'			
L53	S09°28'48"W	73.32'			
L54	S07°55'07"W	40.33'			
L55	N80°06'46"E	149.76'			
L56	N40°08'12"E	98.29'			
L57	S89°30'27"E	184.25'			
C31	S66°04'24"E	77.71'	75.56'	95.00'	46°52'06"

No.	BEARING/CHORD	ARC/DIST.	CHORD	RADIUS	DELTA
C32	S10°46'48"E	18.91'	17.95'	17.00'	63°43'05"
L58	S62°33'21"W	18.62'			
L59	S64°11'33"W	59.12'			
C33	S47°07'26"W	325.24'	320.45'	545.90'	34°08'09"
L60	S30°03'24"W	67.25'			
C34	S44°14'06"W	20.29'	20.09'	41.00'	28°21'27"
C35	S44°14'06"W	29.20'	28.90'	59.00'	28°21'27"
L61	N59°56'36"W	8.00'			
L62	S30°03'24"W	35.00'			
L63	S59°56'36"E	8.00'			
C36	S15°52'40"W	29.20'	28.90'	59.00'	28°21'27"
C37	S15°52'40"W	20.29'	20.09'	41.00'	28°21'27"
L64	S30°03'24"W	50.78'			
L65	S21°56'36"E	35.36'			
L66	S30°03'24"W	6.67'			
C38	S62°13'01"W	88.69'	84.10'	79.00'	64°19'15"
C39	N88°46'38"W	4.07'	4.07'	101.00'	2°18'33"
C40	N66°30'50"W	60.33'	59.18'	89.00'	38°50'09"
L67	N49°05'46"W	38.01'			
L68	N40°57'58"W	35.36'			
C41	N43°12'42"W	97.77'	97.60'	476.00'	11°46'07"
L69	N37°19'39"W	2.76'			
L70	N03°44'41"W	75.68'			
L71	N55°59'03"W	52.11'			
L72	N36°13'57"E	74.23'			
L73	S53°39'16"E	118.03'			
L74	S14°54'00"E	146.78'			
L75	N18°29'12"E	84.70'			
L76	N32°56'22"E	103.66'			
L77	N55°13'01"W	73.62'			
L78	N07°13'10"E	42.79'			
L79	S86°19'43"E	134.10'			
L80	N26°59'13"E	74.13'			
L99	S60°52'54"E	155.11'			
L100	S55°33'45"E	150.46'			
L101	S41°09'46"E	57.97'			
L102	S39°42'26"E	63.67'			
L103	S41°27'56"E	123.86'			
L104	S15°06'43"E	106.11'			
L105	S18°03'19"W	45.99'			
C73	N36°04'06"E	30.45'	30.45'	633.00'	2°45'22"
C74	N62°11'48"E	20.83'	20.83'	299.00'	3°59'31"
L126	S37°21'19"W	147.70'			



LEGEND

- ○ SET 1/2" REBAR WITH CAP STAMPED "J.B.BSANCHEZ - NMPS 12655"
- ● POINT FOUND 1/2" REBAR WITH CAP STAMPED "M. NOONAN - NMPLS No. 6998' UNLESS OTHERWISE NOTED
- • INTERIOR CALCULATED POINT, SEE SHEETS 3-5
- EDGE OF EASEMENT
- ADJOINER PROPERTY LINE
- EDGE OF ASPHALT
- EXISTING TRAIL
- EXISTING FENCELINE
- FLOWLINE SURFACE RUNOFF
- SANITARY SEWER LINE
- DIRT ROAD
- EFFLUENT EASEMENT FROM PLAT REFERENCE No. 1

FINAL PLAT

OF THE

TIERRA CONTENTA SUBDIVISION PHASE 2C

COMPRISED OF A PORTION OF "TRACT 8A3-7", THE REMAINING UNDEVELOPED LANDS OF THE TIERRA CONTENTA SUBDIVISION

WITHIN SECTION 14 OF TOWNSHIP 16 NORTH, RANGE 8 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN AND WITHIN THE CITY AND COUNTY OF SANTA FE, NEW MEXICO

SHEET 2 OF 6 SHEET 2-2

CASE NUMBER: S2008-05 AND _____

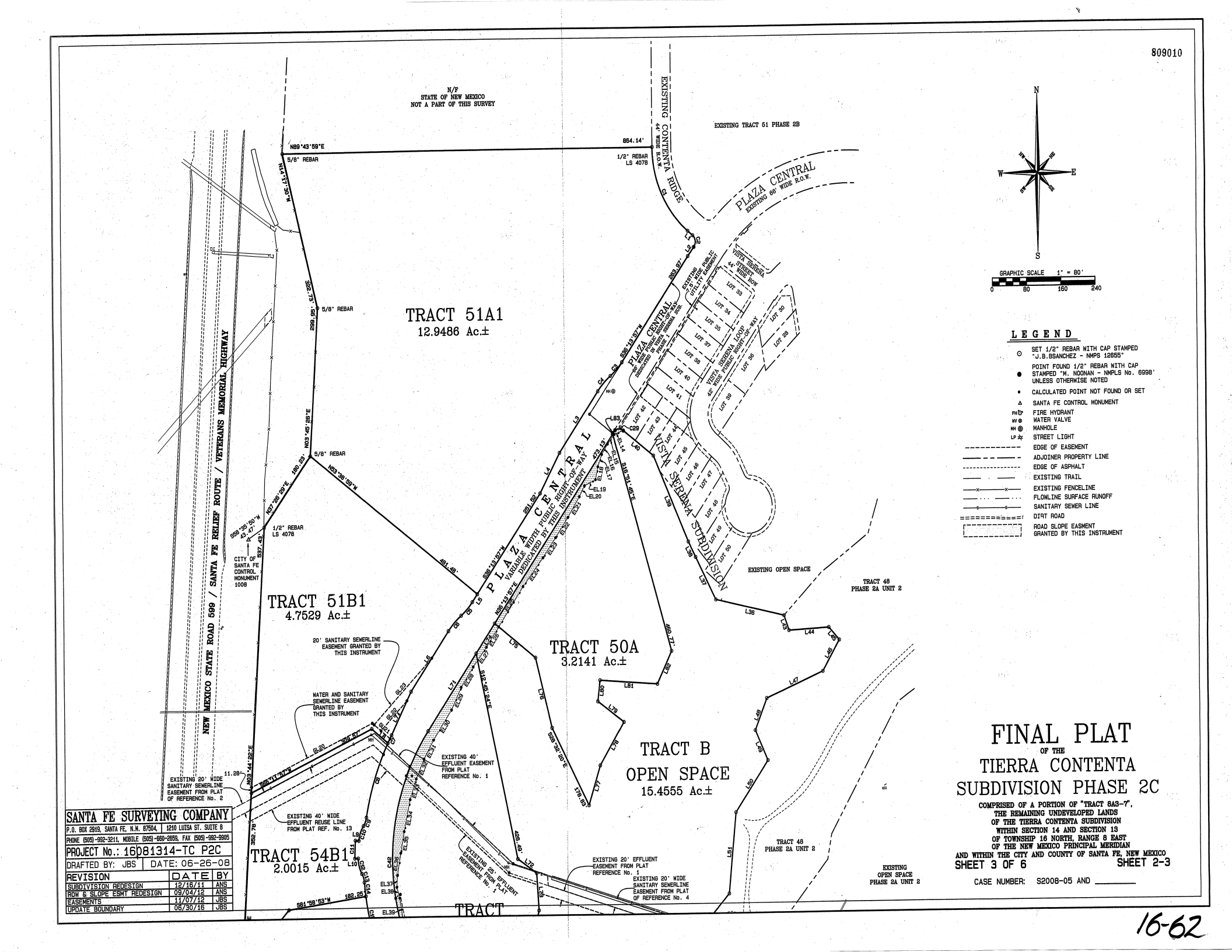
THIS SHEET IS TO SHOW THE LARGE TRACT PERIMETER DATA.
SEE SHEETS 3, 4 & 5 FOR SPECIFIC DATA.

SANTA FE SURVEYING COMPANY	
P.O. BOX 2919, SANTA FE, N.M. 87504, 1210 LUISA ST. SUITE 6	
PHONE (505)-992-3211, MOBILE (505)-660-2659, FAX (505)-992-9905	
PROJECT No.: 16081314-TC P2C	
DRAFTED BY: JBS	DATE: 01-15-12

REVISION	DATE	BY
SUBDIVISION RE-DESIGN	08-24-12	FLR
EFFLUENT EASEMENT	11-07-12	JBS
MODIFY TRACT	06-30-16	JBS

1662

809010



N

W E

S

GRAPHIC SCALE 1" = 80'

0 80 160 240

LEGEND

- SET 1/2" REBAR WITH CAP STAMPED "J.B.SANCHEZ - NMPS 12655"
- POINT FOUND 1/2" REBAR WITH CAP STAMPED "M. NOONAN - NMPLS No. 6998" UNLESS OTHERWISE NOTED
- CALCULATED POINT NOT FOUND OR SET
- SANTA FE CONTROL MONUMENT
- FH FIRE HYDRANT
- WV WATER VALVE
- MH MANHOLE
- LP STREET LIGHT
- EDGE OF EASEMENT
- ADJOINER PROPERTY LINE
- EDGE OF ASPHALT
- EXISTING TRAIL
- EXISTING FENCELINE
- FLOWLINE SURFACE RUNOFF
- SANITARY SEWER LINE
- DIRT ROAD
- ROAD SLOPE EASMENT GRANTED BY THIS INSTRUMENT

FINAL PLAT

OF THE

TIERRA CONTENTA SUBDIVISION PHASE 2C

COMPRISED OF A PORTION OF "TRACT 8A3-7", THE REMAINING UNDEVELOPED LANDS OF THE TIERRA CONTENTA SUBDIVISION WITHIN SECTION 14 AND SECTION 13 OF TOWNSHIP 16 NORTH, RANGE 8 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN AND WITHIN THE CITY AND COUNTY OF SANTA FE, NEW MEXICO

SHEET 3 OF 6 SHEET 2-3

CASE NUMBER: S2008-05 AND _____

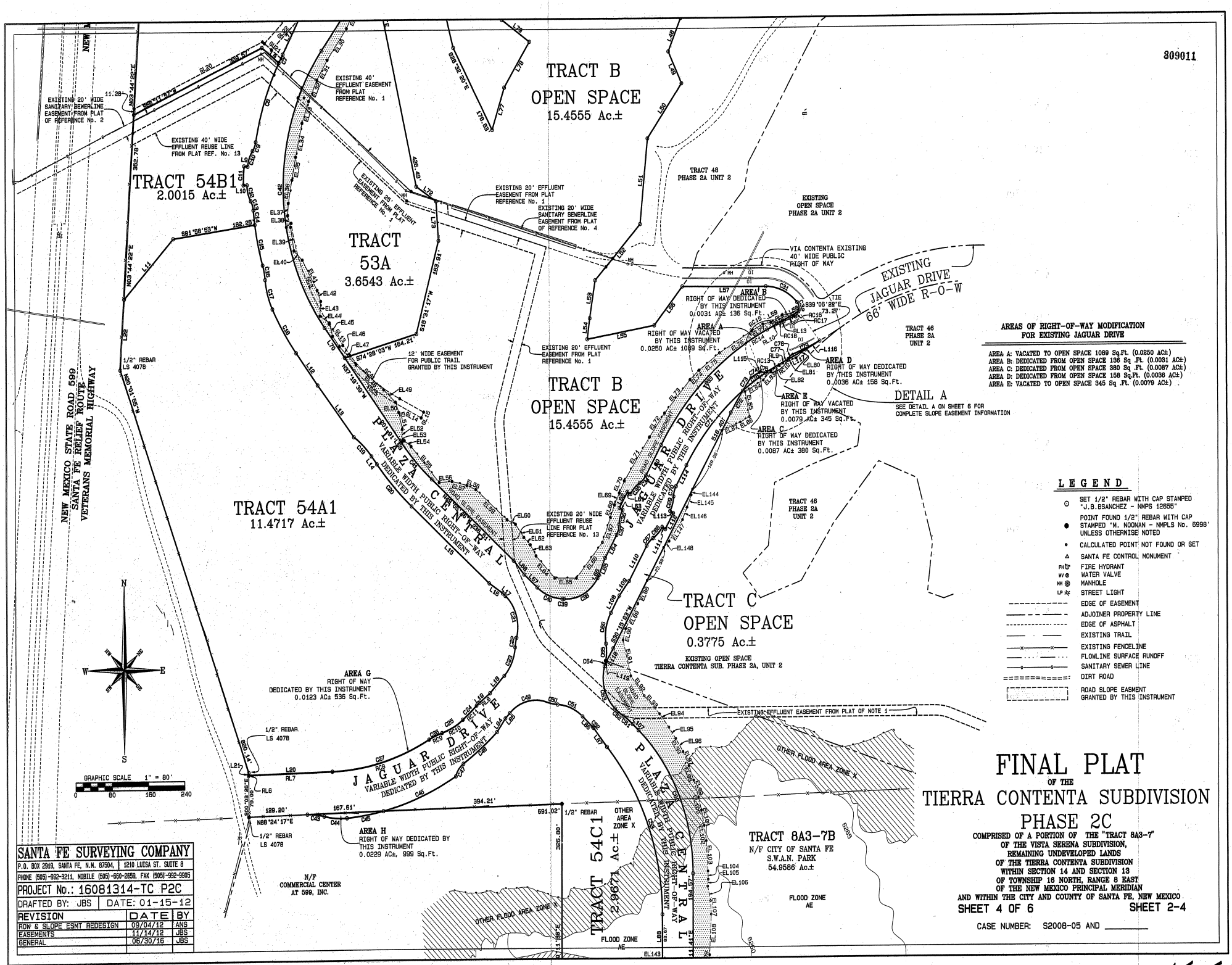
SANTA FE SURVEYING COMPANY
P.O. BOX 2919, SANTA FE, N.M. 87504, 1210 LUISA ST. SUITE 8
PHONE (505)-992-3211, MOBILE (505)-660-2659, FAX (505)-992-9906

PROJECT No.: 16081314-TC P2C

DRAFTED BY: JBS DATE: 06-26-08

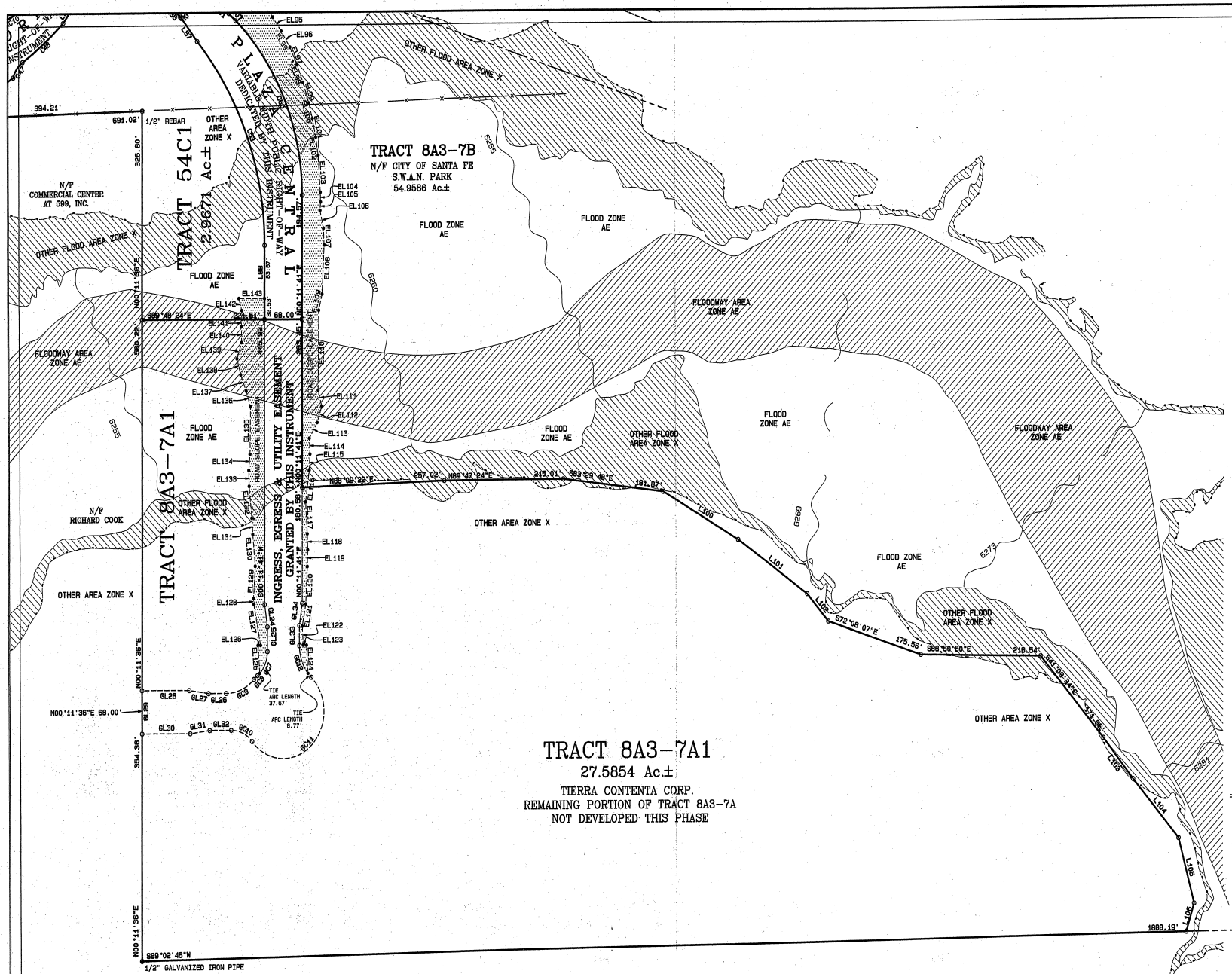
REVISION	DATE	BY
SUBDIVISION REDESIGN	12/16/11	ANS
ROW & SLOPE ESMT REDESIGN	09/04/12	ANS
EASEMENTS	11/07/12	JBS
UPDATE BOUNDARY	06/30/16	JBS

16-62


809011
TRACT B
OPEN SPACE
15.4555 Ac.±
TRACT 54B1
2.0015 Ac.±
TRACT
53A
3.6543 Ac.±
TRACT B
OPEN SPACE
15.4555 Ac.±
TRACT 54A1
11.4717 Ac.±
TRACT C
OPEN SPACE
0.3775 Ac.±
EXISTING OPEN SPACE
TIERRA CONTENTA SUB. PHASE 2A, UNIT 2
TRACT 54C1
2.9671 Ac.±
TRACT 8A3-7B
N/F CITY OF SANTA FE
S.W.A.N. PARK
54.9586 Ac.±
TRACT 48
PHASE 2A UNIT 2
EXISTING
OPEN SPACE
PHASE 2A UNIT 2
TRACT 46
PHASE 2A
UNIT 2
EXISTING
JAGUAR DRIVE
66' WIDE R-O-W
VIA CONTENTA EXISTING
40' WIDE PUBLIC
RIGHT OF WAY
JAGUAR DRIVE
VARIABLE WIDTH PUBLIC RIGHT-OF-WAY
DEDICATED BY THIS INSTRUMENT
PLAZA CENTRAL
VARIABLE WIDTH PUBLIC RIGHT-OF-WAY
DEDICATED BY THIS INSTRUMENT
NEW MEXICO STATE ROAD 599
SANTA FE RELIEF ROUTE
VETERANS MEMORIAL HIGHWAY
EXISTING 20' WIDE
SANITARY SEWERLINE
EASEMENT FROM PLAT
OF REFERENCE No. 2
EXISTING 40' WIDE
EFFLUENT REUSE LINE
FROM PLAT REF. No. 13
EXISTING 40'
EFFLUENT EASEMENT
FROM PLAT
REFERENCE No. 1
EXISTING 25' EFFLUENT
EASEMENT FROM PLAT
REFERENCE No. 1
EXISTING 20' EFFLUENT
EASEMENT FROM PLAT
REFERENCE No. 1
EXISTING 20' WIDE
SANITARY SEWERLINE
EASEMENT FROM PLAT
OF REFERENCE No. 4
12' WIDE EASEMENT
FOR PUBLIC TRAIL
GRANTED BY THIS INSTRUMENT
EXISTING 20' EFFLUENT
EASEMENT FROM PLAT
REFERENCE No. 1
EXISTING 20' WIDE
EFFLUENT REUSE
LINE FROM PLAT
REFERENCE No. 13
EXISTING EFFLUENT EASEMENT FROM PLAT OF NOTE 1
AREA A
RIGHT OF WAY VACATED
BY THIS INSTRUMENT
0.0250 AC± 1089 Sq.Ft.
AREA B
RIGHT OF WAY DEDICATED
BY THIS INSTRUMENT
0.0031 AC± 136 Sq.Ft.
AREA C
RIGHT OF WAY DEDICATED
BY THIS INSTRUMENT
0.0087 AC± 380 Sq.Ft.
AREA D
RIGHT OF WAY DEDICATED
BY THIS INSTRUMENT
0.0036 AC± 158 Sq.Ft.
AREA E
RIGHT OF WAY VACATED
BY THIS INSTRUMENT
0.0079 AC± 345 Sq.Ft.
AREA G
RIGHT OF WAY
DEDICATED BY THIS INSTRUMENT
0.0123 AC± 536 Sq.Ft.
AREA H
RIGHT OF WAY DEDICATED BY
THIS INSTRUMENT
0.0229 AC±, 999 Sq.Ft.
DETAIL A
SEE DETAIL A ON SHEET 6 FOR
COMPLETE SLOPE EASEMENT INFORMATION
AREAS OF RIGHT-OF-WAY MODIFICATION
FOR EXISTING JAGUAR DRIVE
AREA A: VACATED TO OPEN SPACE 1089 Sq.Ft. (0.0250 AC±)
AREA B: DEDICATED FROM OPEN SPACE 136 Sq. Ft. (0.0031 AC±)
AREA C: DEDICATED FROM OPEN SPACE 380 Sq. Ft. (0.0087 AC±)
AREA D: DEDICATED FROM OPEN SPACE 158 Sq.Ft. (0.0036 AC±)
AREA E: VACATED TO OPEN SPACE 345 Sq .Ft. (0.0079 AC±)
LEGEND
SET 1/2" REBAR WITH CAP STAMPED "J.B.SANCHEZ - NMPS 12655"
POINT FOUND 1/2" REBAR WITH CAP STAMPED "M. NOONAN - NMPLS No. 6998' UNLESS OTHERWISE NOTED
CALCULATED POINT NOT FOUND OR SET
SANTA FE CONTROL MONUMENT
FIRE HYDRANT
WATER VALVE
MANHOLE
STREET LIGHT
EDGE OF EASEMENT
ADJOINER PROPERTY LINE
EDGE OF ASPHALT
EXISTING TRAIL
EXISTING FENCELINE
FLOWLINE SURFACE RUNOFF
SANITARY SEWER LINE
DIRT ROAD
ROAD SLOPE EASMENT GRANTED BY THIS INSTRUMENT
GRAPHIC SCALE 1" = 80'
0 80 160 240
OTHER FLOOD AREA ZONE X
FLOOD ZONE AE
N/F COMMERCIAL CENTER AT 599, INC.
1/2" REBAR LS 4078
SANTA FE SURVEYING COMPANY
P.O. BOX 2949, SANTA FE, N.M. 87504, | 1210 LUISA ST. SUITE B
PHONE (505)-992-3211, MOBILE (505)-660-2859, FAX (505)-992-9905
PROJECT No.: 16081314-TC P2C
DRAFTED BY: JBS | DATE: 01-15-12
REVISION | DATE | BY
ROW & SLOPE ESMT REDESIGN | 09/04/12 | ANS
EASEMENTS | 11/14/12 | JBS
GENERAL | 06/30/16 | JBS
FINAL PLAT
OF THE
TIERRA CONTENTA SUBDIVISION
PHASE 2C
COMPRISED OF A PORTION OF THE "TRACT 8A3-7" OF THE VISTA SERENA SUBDIVISION, REMAINING UNDEVELOPED LANDS OF THE TIERRA CONTENTA SUBDIVISION WITHIN SECTION 14 AND SECTION 13 OF TOWNSHIP 16 NORTH, RANGE 8 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN AND WITHIN THE CITY AND COUNTY OF SANTA FE, NEW MEXICO
SHEET 4 OF 6
SHEET 2-4
CASE NUMBER: S2008-05 AND _____

16-62

809012



TRACT 8A3-7A1
27.5854 Ac.±

TIERRA CONTENTA CORP.
REMAINING PORTION OF TRACT 8A3-7A
NOT DEVELOPED THIS PHASE

GRAPHIC SCALE 1" = 80'
0 80 160 240

LEGEND

- SET 1/2" REBAR WITH CAP STAMPED "J.B.BSANCHEZ - NMPS 12655"
- POINT FOUND 1/2" REBAR WITH CAP STAMPED "M. NOONAN - NMPLS No. 6998' UNLESS OTHERWISE NOTED
- CALCULATED POINT NOT FOUND OR SET
- SANTA FE CONTROL MONUMENT
- FIRE HYDRANT
- WATER VALVE
- MANHOLE
- STREET LIGHT
- EDGE OF EASEMENT
- ADJOINER PROPERTY LINE
- EDGE OF ASPHALT
- EXISTING TRAIL
- EXISTING FENCELINE
- FLOWLINE SURFACE RUNOFF
- SANITARY SEWER LINE
- DIRT ROAD
- ROAD SLOPE EASMENT GRANTED BY THIS INSTRUMENT

SITE DATA	
GROSS AREA	91.8873 Ac.±
UNDEVELOPED TRACT 8A3-7A1	27.5854 Ac.±
GROSS AREA DEVELOPED THIS PHASE	76.0543 Ac.±
DEDICATED OPEN SPACE	15.8330 Ac.±
DEDICATED RIGHT-OF-WAY	7.4586 Ac.±
NET DEVELOPABLE AREA	68.5956 Ac.±
NUMBER OF TRACTS FOR DEVELOPEMENT	7
AVERAGE TRACT SIZE	9.7994 Ac.±

FINAL PLAT
OF THE
TIERRA CONTENTA SUBDIVISION PHASE 2C

COMPRISED OF A PORTION OF "TRACT 8A3-7", THE REMAINING UNDEVELOPED LANDS OF THE TIERRA CONTENTA SUBDIVISION WITHIN SECTION 14 AND SECTION 13 OF TOWNSHIP 16 NORTH, RANGE 8 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN AND WITHIN THE CITY AND COUNTY OF SANTA FE, NEW MEXICO

SHEET 5 OF 6 SHEET 2-5

CASE NUMBER: S2008-05 AND _____

SANTA FE SURVEYING COMPANY
P.O. BOX 2919, SANTA FE, N.M. 87504, 1210 LUISA ST. SUITE 8
PHONE (505)-992-3211, MOBILE (505)-660-2659, FAX (505)-992-9905

PROJECT No.: 16081314-TC P2C
DRAFTED BY: JBS DATE: 01-15-12

REVISION	DATE	BY
ROW & SLOPE EGMT REDESIGN	09/04/12	ANS
MODIFY TRACT 8A3-7A1	06/30/16	JBS

16-62

BOUNDARY LINE AND CURVE DATA CHART

LINE	BEARING/CHORD	ARC/DIST.	CHORD	RADIUS	DELTA
C1	S25°38'28"E	195.69'	189.25'	219.00'	51°11'54"
L1	S51°14'25"E	14.55'			
C2	S06°39'34"E	26.45'	23.67'	17.00'	89°09'42"
L2	S37°55'17"W	23.40'			
C3	S44°00'51"W	38.30'	38.18'	141.00'	15°33'49"
C4	S44°00'51"W	43.19'	43.06'	159.00'	15°33'49"
L3	S36°13'57"W	153.50'			
L4	S29°29'13"W	93.65'			
L5	S36°13'57"W	20.04'			
C5	S44°00'51"W	38.30'	38.18'	141.00'	15°33'49"
C6	S44°00'51"W	43.19'	43.06'	159.00'	15°33'49"
L6	S36°13'57"W	150.00'			
L7	S27°58'50"W	99.15'			
C7	S28°53'48"W	16.16'	16.16'	509.11'	2°02'39"
L8	N62°06'09"W	47.37'			
C8	S18°54'50"W	159.24'	158.59'	509.11'	17°55'15"
C9	S22°50'29"W	18.44'	18.29'	41.00'	25°46'32"
C10	S20°08'30"W	32.10'	31.71'	59.00'	31°10'30"
L9	N85°26'45"W	8.00'			
C11	S02°35'45"W	36.16'	36.15'	529.11'	3°54'57"
L10	S89°21'42"E	8.00'			
C12	S14°56'57"E	32.10'	31.71'	59.00'	31°10'30"
C13	S17°38'57"E	18.44'	18.29'	41.00'	25°46'32"
C14	S08°20'44"E	28.15'	28.15'	509.11'	3°10'07"
C15	S12°24'08"E	79.48'	79.40'	509.11'	8°56'42"
C16	S11°07'39"E	28.29'	28.24'	141.00'	11°29'41"
C17	S15°53'32"E	58.34'	58.02'	159.00'	21°01'26"
C18	S31°51'57"E	99.16'	99.01'	520.11'	10°55'24"
L11	S43°39'45"W	157.82'			
L12	S37°19'39"E	77.46'			
L13	S38°29'19"E	127.66'			
C19	S46°25'30"E	53.67'	53.44'	169.00'	18°11'42"
L14	S37°19'39"E	19.35'			
C20	S43°12'42"E	111.74'	111.54'	544.00'	11°46'07"
L15	S49°05'46"E	225.90'			
L16	S57°19'34"E	35.36'			
L17	S49°05'46"E	7.55'			
C21	S16°56'09"E	68.69'	84.10'	79.00'	64°19'15"
C22	S10°02'42"W	18.26'	18.24'	101.00'	10°21'33"
C23	S24°17'00"W	60.33'	59.16'	89.00'	38°50'09"
L18	S43°42'04"W	45.64'			
L19	S51°49'52"W	37.72'			
C24	S48°18'18"W	40.80'	40.79'	476.00'	4°54'40"
C25	S61°27'26"W	52.65'	52.34'	141.00'	21°23'35"
C26	S66°30'26"W	31.34'	31.29'	159.00'	11°17'35"
C27	S74°37'58"W	223.54'	221.40'	465.00'	27°32'39"
L20	S88°24'17"W	184.62'			
L21	N00°03'26"W	4.47'			
L22	N03°44'22"E	135.00'			
L36	N77°52'53"W	162.53'			
L37	N28°04'44"W	98.78'			
L38	N28°04'44"W	35.86'			
L39	N24°39'50"W	192.92'			
L40	N53°46'03"W	86.60'			
C29	N87°31'29"W	20.03'	18.89'	17.00'	67°30'51"
L41	N34°33'04"E	44.08'			
L42	N36°13'57"E	16.17'			
C30	N64°54'02"E	367.26'	352.13'	367.00'	57°20'10"
L43	S20°22'14"E	32.50'			
L44	N87°02'27"E	93.19'			
L45	S43°10'07"E	35.18'			
L46	S31°37'19"W	73.45'			
L47	S68°05'22"W	141.82'			
L48	S23°02'14"W	69.71'			
L49	S25°21'31"E	67.44'			
L50	S35°56'19"W	128.75'			
L51	S05°53'21"W	164.26'			
L52	S42°57'10"W	145.75'			
L53	S09°28'46"W	73.32'			
L54	S07°55'07"W	40.33'			
L55	N80°06'46"E	149.76'			
L56	N40°08'12"E	96.29'			
L57	S89°30'27"E	184.25'			
C31	S66°04'24"E	77.71'	75.56'	95.00'	46°52'06"

No.	BEARING/CHORD	ARC/DIST.	CHORD	RADIUS	DELTA
L58	S82°33'21"W	18.62'			
L59	S84°11'33"W	99.12'			
C32	S10°46'48"E	18.91'	17.95'	17.00'	63°43'05"
C33	S47°07'39"W	325.24'	320.45'	545.90'	34°08'09"
L60	S30°03'24"W	67.25'			
C34	S44°14'08"W	20.29'	20.09'	41.00'	28°21'27"
C35	S44°14'08"W	29.20'	28.90'	59.00'	28°21'27"
L61	N59°56'36"W	8.00'			
L62	S30°03'24"W	35.00'			
L63	S59°56'36"E	8.00'			
C36	S15°52'40"W	29.20'	28.90'	59.00'	28°21'27"
C37	S15°52'40"W	20.29'	20.09'	41.00'	28°21'27"
L64	S30°03'24"W	50.78'			
L65	S21°55'35"W	35.36'			
L66	S30°03'24"W	6.67'			
C38	S62°13'01"W	88.69'	84.10'	79.00'	64°19'15"
C39	N86°46'38"W	4.07'	4.07'	101.00'	2°18'33"
C40	N68°30'50"W	60.33'	59.18'	89.00'	38°50'09"
L67	N49°05'46"W	38.01'			
L68	N40°57'59"W	35.36'			
C41	N43°12'42"W	97.77'	97.60'	476.00'	11°46'07"
L69	N37°19'39"W	2.76'			
L70	N37°19'39"W	72.58'			
C42	N00°32'51"W	666.33'	528.22'	441.11'	73°33'36"
L71	N35°13'57"E	192.32'			
L72	S56°59'03"E	52.11'			
L73	S03°44'41"E	75.68'			
L74	N36°13'57"E	74.23'			
L75	S53°39'16"E	118.03'			
L76	S14°54'06"E	146.78'			
L77	N18°29'12"E	84.70'			
L78	N32°35'22"E	103.66'			
L79	N55°13'01"W	73.62'			
L80	N07°13'10"E	42.79'			
L81	S85°19'43"E	134.10'			
L82	N29°13'E	74.13'			
L83	N36°13'57"E	9.47'			
C43	S84°00'48"E	37.32'	37.21'	141.00'	15°09'50"
C44	S85°31'45"E	50.50'	50.28'	159.00'	18°11'45"
C45	N81°11'14"E	81.44'	81.37'	555.00'	8°24'28"
C46	N68°00'39"E	173.47'	172.76'	555.00'	17°54'28"
C47	N35°27'17"E	29.76'	29.11'	41.00'	41°35'01"
C48	N81°12'49"E	95.57'	95.45'	544.00'	10°03'58"
L84	N35°34'16"E	31.75'			
L85	N43°42'04"E	14.16'			
C49	N75°51'41"E	88.69'	84.10'	79.00'	64°19'15"
C50	S78°57'01"E	24.64'	24.58'	101.52'	13°54'31"
C51	S67°17'53"E	61.18'	59.98'	89.00'	39°23'04"
L86	S47°36'21"E	30.35'			
C52	S47°26'36"E	2.73'	2.73'	481.00'	0°19'32"
L87	S38°20'36"E	46.46'			
C53	S20°46'35"E	348.44'	340.72'	476.00'	41°56'31"
L88	S00°11'41"W	116.20'			
L100	S60°52'54"E	155.11'			
L101	S55°33'46"E	150.46'			
L102	S41°08'46"E	57.97'			
L103	S39°42'26"E	83.67'			
L104	S41°27'58"E	123.86'			
L105	S15°06'43"E	108.11'			
L106	S18°03'19"W	45.99'			
C60	N23°42'20"W	308.18'	297.38'	367.00'	47°48'02"
L107	N47°36'21"W	17.37'			
C61	N52°17'21"W	26.99'	25.96'	159.00'	9°22'00"
C62	N52°17'21"W	23.05'	23.03'	141.00'	9°22'00"
C63	N15°37'20"W	86.20'	83.69'	79.00'	63°58'01"
C64	N13°18'32"E	10.76'	10.76'	101.00'	6°06'16"
C65	N00°59'23"E	32.78'	32.63'	101.00'	18°35'34"
C66	N10°22'17"E	61.18'	59.98'	89.06'	39°21'22"
L108	N30°03'24"E	38.00'			
L109	N38°11'12"E	35.36'			
L110	N30°03'24"E	77.52'			
C67	N44°14'08"E	20.29'	20.09'	41.00'	28°21'27"
C68	N44°14'08"E	29.20'	28.90'	59.00'	28°21'27"
L111	S59°56'36"E	8.00'			

No.	BEARING/CHORD	ARC/DIST.	CHORD	RADIUS	DELTA
L112	N30°03'24"E	35.00'			
L113	N59°56'36"W	8.00'			
C69	N15°52'40"E	29.20'	28.90'	59.00'	28°21'27"
C70	N15°52'40"E	20.29'	20.09'	41.00'	28°21'27"
L114	N30°03'24"E	46.09'			
C71	N41°28'10"E	189.63'	188.38'	476.00'	22°49'33"
C72	S32°28'23"W	48.98'	48.97'	633.00'	4°26'02"
C73	N36°04'06"E	30.45'	30.45'	633.00'	2°45'22"
C74	N62°11'48"E	20.83'	20.83'	299.00'	3°59'31"
L115	N64°11'33"E	4.11'			
C75	S76°35'41"E	11.06'	11.04'	50.00'	12°40'44"
C76	S56°32'55"W	60.91'	60.87'	476.00'	7°19'56"
C77	N62°12'13"E	33.05'	33.04'	476.00'	3°58'40"
L116	S62°33'21"W	35.48'			
L117	N64°11'33"E	22.96'			
C78	S48°22'07"W	12.58'	12.30'	17.00'	42°24'26"
C79	S87°05'10"W	54.80'	54.77'	633.05'	5°51'54"
L118	S31°42'08"W	28.62'			
L119	N72°04'38"W	1.56'			

RIGHT-OF-WAY VACATED AND DEDICATED BY THIS INSTRUMENT LINE AND CURVE DATA CHART

SEE "DETAIL A" AND SHEET 4 OF 6

LINE	BEARING/CHORD	ARC/DIST.	CHORD	RADIUS	DELTA
RC1	N47°28'31"E	6.67'	6.63'	17.00'	22°29'09"
RL1	S32°45'17"W	181.33'			
RC2	S44°00'51"W	43.19'	43.06'	159.00'	15°33'49"
RL2	N36°13'57"E	100.00'			
RC3	S44°00'51"W	38.30'	38.18'	141.00'	15°33'49"
RL3	N36°13'57"E	25.00'			
RL4	N36°13'57"E	25.00'			
RC4	S22°30'20"W	30.50'	30.45'	159.00'	10°59'21"
RC5	S04°24'08"W	25.00'	25.00'	441.11'	3°14'50"
RC6	N13°45'57"E	54.08'	53.75'	141.00'	21°58'27"
RC7	N19°15'30"E	30.50'	30.45'	159.00'	10°59'21"
RL5	N15°23'15"E	24.37'			
RL6	S00°03'26"E	1.00'			
RL7	N88°24'17"E	184.64'			
RC8	N74°37'15"E	224.21'	222.06'	466.00'	27°34'02"
RC9	N66°29'17"E	31.36'	31.31'	159.00'	11°18'04"
RC10	N61°26'58"E	52.61'	52.30'	141.00'	21°22'41"
RC11	N47°47'47"E	49.35'	49.33'	477.00'	5°55'42"
RL8	N51°45'29"E	29.20'			
RC12	S63°01'08"W	59.42'	55.99'	50.00'	68°05'37"
RC13	N62°12'13"E	33.05'	33.04'	476.00'	3°58'40"
RL9	N64°11'33"E	22.96'			
RL10	S84°11'33"W	28.98'			
RC14	S61°23'38"W	53.33'	53.31'	545.90'	5°35'50"
RC15	N59°39'28"E	88.91'	77.65'	50.00'	101°53'00"
RL11	N64°11'33"E	30.14'			
RL12	N62°33'21"E	18.62'			
RC16	S44°05'50"W	13.66'	13.29'	17.00'	46°02'11"
RC17	S88°23'14"W	25.19'	25.19'	567.05'	2°32'44"
RL13	S89°55'06"W	5.45'			
RC18	S80°16'52"W	5.98'	5.95'	17.00'	20°08'53"
RC19	N15°23'15"E	24.38'	24.37'	430.11'	3°14'50"
RC20	S79°31'01E	6.01'	5.98'	17.00'	20°14'39"

ACCESS AND UTILITY EASEMENT LINE AND CURVE DATA CHART

LINE	BEARING/CHORD	ARC/DIST.	CHORD	RADIUS	DELTA
GC3	S23°11'57"E	211.62'	209.49'	429.11'	28°15'24"
GL13	S37°19'39"E	77.38'			
GC4	S52°37'52"E	137.13'	136.27'	355.00'	22°07'54"
GL14	S63°39'20"E	58.87'			
GL15	S26°18'11"W	12.00'			
GC5	S52°35'46"E	142.21'	141.32'	367.00'	22°12'05"
GC6	N52°59'31"E	61.80'	61.77'	544.00'	6°30'33"
GL20	N66°11'57"E	310.33'			
GL21	N52°06'06"W	52.43'			
GL22	N45°44'34"E	85.21'			
GL23	S45°44'34"W	189.52'			
GL24	S07°56'08"E	38.38'			
GL25	S00°11'41"W	38.85'			
GC7	S25°25'13"W	43.15'	41.77'	49.00'	50°27'04"
GC8	S47°08'43"W	8.98'	8.98'	73.50'	7°00'05"
GC9	S66°55'11"W	56.06'	54.53'	69.00'	46°33'01"
GL26	N89°48'19"W	31.75'			
GL27	N81°40'31"W	35.36'			
GL28	N89°48'19"W	89.29'			
GL29	S00°11'36"W	68.00'			
GL30	S89°48'19"E	67.18'			
GL31	N82°03'52"E	35.36'			
GL32	S89°48'19"E	38.85'			
GC10	S64°34'47"E	43.15'	41.77'	49.00'	50°27'04"
GC11	N47°08'43"E	239.89'	146.73'	73.50'	187°00'05"
GC12	N23°04'49"W	56.06'	54.53'	69.00'	46°33'01"
GL33	N00°11'41"E	31.75'			
GL34	N08°19'29"E	35.36'			

ROADWAY SLOPE EASEMENT LINE DATA CHART

No.	BEARING	DISTANCE
EL14	S68°14'39"W	21.53'
EL15	S40°09'43"W	25.06'
EL16	S33°13'22"W	25.03'
EL17	S20°16'40"W	26.79'
EL18	S12°33'56"W	26.47'
EL19	S65°08'11"W	28.56'
EL20	S29°07'34"W	25.19'
EL21	S32°58'50"W	50.08'
EL22	S35°26'52"W	50.00'
EL23	S36°24'01"W	50.00'
EL24	S39°07'49"W	75.10'
EL25	S35°15'44"W	100.01'
EL26	S35°31'34"W	50.00'
EL27	S38°39'43"W	50.04'
EL28	S34°54'24"W	50.01'
EL29	S26°46'11"W	50.69'
EL30	S35°19'15"W	74.01'
EL31	S30°43'16"W	44.17'
EL32	S24°54'29"W	44.06'
EL33	S19°21'35"W	43.97'
EL34	S12°38'51"W	65.87'
EL35	S10°48'45"W	44.40'
EL36	S10°20'36"W	44.97'
EL37	S03°55'14"W	23.89'
EL38	S16°35'07"E	23.02'
EL39	S09°01'55"E	45.69'
EL40	S45°32'33"E	25.95'
EL41	S29°29'07"E	65.50'
EL42	S20°15'26"E	22.28'
EL43	S03°55'03"W	28.04'
EL44	S57°33'44"E	24.49'
EL45	S15°43'20"E	26.74'
EL46	S36°56'10"E	25.00'
EL47	S45°32'02"E	50.52'
EL48	S51°47'36"E	77.46'
EL49	S47°13'38"E	35.53'
EL50	S19°48'52"E	20.97'
EL51	S13°20'47"E	32.83'
EL52	S02°54'02"W	24.36'
EL53	N64°37'33"E	6.22'
EL54	S53°00'14"E	18.88'
EL55	S41°40'03"E	32.94'
EL56	N85°59'26"E	28.24'
EL57	S76°28'25"E	33.78'
EL58	S68°01'08"E	21.14'
EL59	S49°46'30"E	90.01'
EL60	S64°53'27"E	20.78'
EL61	S36°21'11"E	30.76'
EL62	S45°15'53"E	20.04'
EL63	S30°12'15"E	24.91'
EL64	S44°08'26"E	59.23'
EL65	S89°35'21"E	47.99'
EL66	N40°18'15"E	89.27'
EL67	N19°55'46"E	50.67'
EL68	N20°57'16"E	25.39'
EL69	N25°51'02"E	25.10'
EL70	N25°53'47"E	25.28'
EL71	N33°44'39"E	100.85'
EL72	N36°19'18"E	55.25'
EL73	N41°52'18"E	84.54'
EL74	N48°18'59"E	27.10'
EL75	N53°55'54"E	55.63'
EL76	N59°49'25"E	82.73'
EL77	N62°39'23"E	27.45'
EL78	N61°14'49"E	27.87'
EL79	N78°59'26"E	37.39'
EL80	S52°42'51"W	25.89'

No.	BEARING	DISTANCE
EL81	S68°31'49"W	39.99'
EL82	S50°49'16"W	21.05'
EL83	S45°14'13"W	23.92'
EL84	S61°53'03"W	45.71'
EL85	S11°16'22"E	48.82'
EL86	S63°27'35"W	22.68'
EL87	S69°01'12"W	43.45'
EL88	S24°58'43"W	48.91'
EL89	S29°51'19"W	54.82'
EL90	S14°27'37"W	22.68'
EL91	S13°50'23"E	70.14'
EL92	S37°50'14"E	48.39'
EL93	S44°12'08"E	48.06'
EL94	S38°30'46"E	32.72'
EL95	S34°24'32"E	26.71'
EL96	S32°50'37"E	29.74'
EL97	S25°31'27"E	29.79'
EL98	S21°10'07"E	29.69'
EL99	S18°03'36"E	33.87'
EL100	S14°46'17"E	25.17'
EL101	S11°41'13"E	29.33'
EL102	S08°32'18"E	29.21'
EL103	S03°35'28"E	57.88'
EL104	S01°40'28"E	15.50'
EL105	S04°44'52"W	13.22'
EL106	S12°14'55"E	28.68'
EL107	S02°43'33"E	26.12'
EL108	S02°53'30"W	77.40'
EL109	S13°42'31"W	25.80'
EL110	S00°44'24"W	124.85'
EL111	S14°29'28"E	25.84'
EL112	S18°17'43"W	28.75'
EL113	S29°57'48"W	28.61'
EL114	S02°19'32"E	24.78'
EL115	S03°18'09"W	25.17'
EL116	S07°47'37"W	50.34'
EL117	S03°07'31"E	49.95'
EL118	S01°41'48"E	25.11'
EL119	S01°48'40"W	26.01'
EL120	S02°48'28"W	58.31'
EL121	S10°19'57"W	36.36'
EL122	S02°46'34"E	29.74'
EL123	S86°59'24"E	6.03'
EL124	S03°20'41"E	44.42'
EL125	N04°12'38"W	43.82'
EL126	N86°37'55"E	4.72'
EL127	N10°24'19"W	65.69'
EL128	N04°06'38"W	5.23'
EL129	N03°40'16"E	50.07'
EL130	N04°57'04"W	50.15'
EL131	N03°23'29"W	25.06'
EL132	N05°18'58"W	50.23'
EL133	N01°12'55"W	25.11'
EL134	N05°12'14"E	25.12'
EL135	N00°56'21"E	74.87'
EL136	N17°25'26"W	25.63'
EL137	N21°28'39"W	27.07'
EL138	N14°33'55"W	26.21'
EL139	N18°34'04"E	26.47'
EL140	N00°51'11"W	24.86'
EL141	N02°25'20"E	24.89'
EL142	N15°31'30"W	19.45'
EL143	S89°48'19"E	46.42'
EL144	S14°37'00"W	11.09'
EL145	S21°48'11"W	25.35'
EL146	S23°27'25"W	25.30'
EL147	S36°13'55"W	50.48'
EL148	S45°20'40"W	17.12'

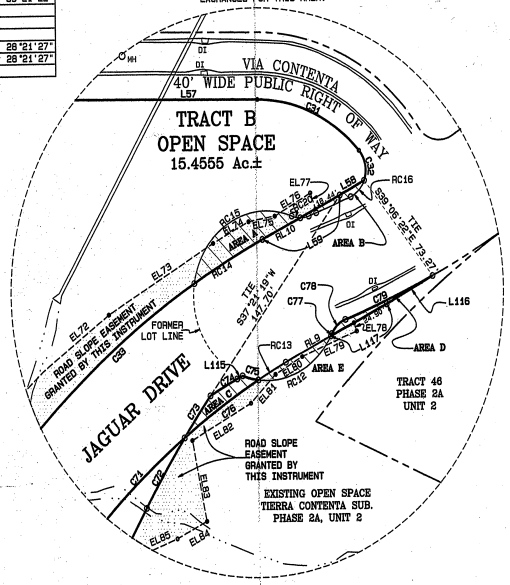
RIGHT-OF-WAY VACATED AND DEDICATED AREAS

AREA	GRANTED TO CITY OF SANTA FE BY:	ACREAGE / SQUARE FEET
AREA "A"	VACATED: CITY TO TIERRA CONTENTA	0.0250 AC± / 1089 Sq.Ft.±
AREA "B"	DEDICATED: TIERRA CONTENTA TO CITY	0.0031 AC± / 136 Sq.Ft.±
AREA "C"	DEDICATED: TIERRA CONTENTA TO CITY	0.0087 AC± / 380 Sq.Ft.±
AREA "D"	DEDICATED: CITY OPEN SPACE TO CITY	0.0036 AC± / 158 Sq.Ft.±
AREA "E"	VACATED: CITY TO CITY OPEN SPACE	0.0079 AC± / 345 Sq.Ft.±
AREA "F"	DEDICATED: HOMEWISE, INC. TO CITY	0.0115 AC± / 503 Sq.Ft.±
AREA "G"		0.0126 AC± / 550 Sq.Ft.±
AREA "H"		0.0123 AC± / 536 Sq.Ft.±

DETAIL A

SCALE 1" = 40'

SOME INFORMATION FOR RIGHT-OF-WAY GRANTED BY THIS INSTRUMENT OMMITED FOR CLARITY IN THIS DETAIL. SEE SHEET 4 OF 6 FOR COMPLETE RIGHT OF WAY EXCHANGES FOR THIS AREA.



SANTA FE SURVEYING COMPANY	
P.O. BOX 2919, SANTA FE, N.M. 87504,	1210 LUISA ST. SUITE B
PHONE (505)-992-3211, MOBILE (505)-660-2659, FAX (505)-992-9905	
PROJECT No.: 16081314-TC P2C	
DRAFTED BY: JBS	DATE: 01-15-12

REVISION	DATE	BY
DATA CHARTS	06-22-12	JBS
DATA CHARTS	11/14/12	JBS
UPDATE DATA CHARTS	06/30/16	JBS

FINAL PLAT

OF THE

TIERRA CONTENTA SUBDIVISION PHASE 2C

COMPRISED OF A PORTION OF "TRACT 8A3-7", THE REMAINING UNDEVELOPED LANDS OF THE TIERRA CONTENTA SUBDIVISION WITHIN SECTION 14 AND SECTION 13 OF TOWNSHIP 16 NORTH, RANGE 8 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN AND WITHIN THE CITY AND COUNTY OF SANTA FE, NEW MEXICO

SHEET 6 OF 6 SHEET 2-6

CASE NUMBER: S2008-05 AND _____

16-62

CITY OF SANTA FE
ARCHAEOLOGICAL SUBMITTAL CHECKLIST/CLEARANCE PERMIT AND APPROVAL

Case File Number: ARC 7/1999 ARC 9/1995 Date Application Submitted _____

District: Historic Downtown District _____; River & Trails-Regular _____; Santa Fe Trail _____; Suburban X

PLEASE PROVIDE A COPY OF THIS PERMIT WITH YOUR BUILDING PERMIT APPLICATION

Building Sq. Ft. _____ Development Acreage _____

Project Description: TIERRA CONTENTA SUBDIV. SIX

Site Address/Location: PHASES I & II Property Owner: _____

Permit: Grading _____; Development _____; Building _____

Applicant Information: Name: _____

Mailing Address: _____ Phone No.: _____

Archaeological Consultant: MATTHEW F. SCHRADER

RECONNAISSANCE REPORT

1. ___ Project Archaeologist's Resume
2. ___ Vicinity Map
3. ___ Project Site Description
4. ___ Development Project Description
5. ___ Outline of Research & Methodology
6. ___ Site Map or Aerial Photograph at a Minimum of 1"=200' for Downtown Dist. & 1"=400' for other Districts
7. ___ Archival Research
   a. ___ Historic Maps & Aerial Photos
   b. ___ ARMS Files & Archaeological Reports
   c. ___ General Land Office (BLM) Surveys or Land Grant Plats
   d. ___ 1917 Hydrological Survey and Santa Fe Acequia System Report (needed if acequia present or nearby)
   e. ___ National and State Register Nominations (needed if in Historic Downtown District or near Historic Structure)
   f. ___ Historic Photos (needed if in Historic Downtown District)
   g. ___ Information from Title Abstract (if available)
8. ___ 2% Testing (Historic Downtown District Only)
9. ___ Description of Prehistoric & Historic Occupation & Land Use
10. ___ Description of Cultural Remains Discovered and Significance
11. ___ NM Site Inventory Forms and Other Documentation
12. ___ Recommended Site Significance
13. ___ Assessment of Development's Impact on Cultural Remains
14. ___ Recommended Treatment for Site
15. ___ Listing of Sources, i.e. historic maps, aerials, reports, etc.

_____ **ARC APPROVAL: MEETING DATE:** _____

Special Conditions: _____ Yes (see attachment)
_____ No

TREATMENT PLAN REQUIRED:

Yes: _____ No: _____

_____ **TREATMENT PLAN ARC APPROVAL: MEETING DATE:** _____

Special Conditions: ____Yes (see attachment) ____No

PRELIMINARY TREATMENT REPORT

___ a. Research Design Outline
___ b. Site Map of Excavations
___ c. Other Documentation: Photographs and New Mexico Site Inventory Forms; if applicable
___ d. Description of Cultural Remains Discovered
___ e. Description of Prehistoric and Historic Occupation and Land Use
___ f. Listing of Sources

TREATMENT REPORT ARC APPROVAL: MEETING DATE: 3 SEPTEMBER 1998

Special Conditions: _____ Yes (see attachment) _____ No

FINAL TREATMENT REPORT

_____ Date Final Report Due

3 SEPTEMBER 1998 Date Final Report Received

PLU010PM5-9/94

Permit Approved: FINAL PERMIT WAS APPROVED BY ARC FOR ALL PHASES Date: 9/3/98

Archaeological Review Committee Chairperson

11/7/11

ARROYO OESTE PHASE 2 SUBDIVISION
TIERRA CONTENTA TRACT 50A
PRELIMINARY DRAINAGE CALCULATIONS SUMMARY

Present Conditions of Area to be Developed

The project site is a vacant 3.2 ± acre tract within the Tierra Contenta master planned community. The majority of the property is a mesa with a gentle, 2%, slope towards the arroyos located on 3 sides. The slopes down to the arroyos are typically 15-20. There are no FEMA floodzone on the project site.

Soils: On-site soils have been mapped by the US Natural Resource Conservation Service and the soil mapping can be found on their web page: websoilsurvey.nrcs.usda.gov. The soils present, percentage and hydrologic soil group are listed below:

69.5% Agua Fria-Paraje complex (117). These soils are classified as gravelly loams with some clay. The soil is coarser at depth where they are classified as gravelly loamy coarse sands and extremely gravelly coarse sandy loams. The soils are well drained and classified as Hydrologic Soil Group C.
30.5% Golodrina-Paraje complex (118). These soils are extremely gravelly coarse sandy loams with very minor clay. They are well drained and classified as Hydrologic Soil Group B.

Most of the buildable areas are underlain by the Agua Fria-Paraje complex.

Vegetation: The site has scatter junipers and a lot of bare dirt. For the purposes of this analysis, it has been assumed that there is a poor coverage of juniper with grass understory.

Existing Curve Number: For the purpose of this analysis, a weighted curve number of 82.37 was used for existing conditions.

SOIL HYDROLOGIC GROUP	% OF PROJECT	CN	WEIGHTED CN
A	0.0%		0
B	30.5%	75	22.88
C	69.5%	85	59.08
IMPERVIOUS	0.0%	98	0
TOTAL	100.0%		81.95

Predevelopment Drainage Flows: Existing On-Site Discharges: Stormwater generally flows towards the southeast to the arroyo. The NOAA determined 100-year, 24-hour precipitation is 3.24 inches at the project site. Using the TR-55 method, prior to project development the current peak flow (Q100, 24 hour) from the property is estimated to be 4.27 cfs with a total volume of 18,257 cubic feet.

CN	Frequency	Precipitation	Runoff Q, in	Peak Discharge, cfs	Runoff volume, cu ft
81.95	100	3.24	1.57	4.27	18,257
	50	2.92	1.31	3.58	15,300
Acreage,acres	25	2.61	1.08	2.94	12,544
3.21	10	2.2	0.78	2.13	9,105
	5	1.9	0.58	1.59	6,778
qu, cfs/ac-in	2	1.53	0.36	0.98	4,201
0.85					

Post Development Conditions

The project will include 20 single family homes, a paved road network and sidewalks. For the purpose of this analysis it has been assumed that will be 3000 SF of impervious area on each lot. Most of the areas not covered by impervious material will be left in a natural condition or will be landscaped. Impervious areas and associated Curve Numbers are summarized below:

	Square Footage	CN	%	Weighted CN
houses (20 houses assume sf 3000 impervious)	60000	98	42.91%	42.05
sidewalk	7758	98	5.55%	5.44
pavement	18490	98	13.22%	12.96
curb and gutter	3120	98	2.23%	2.19
walls	1361	98	0.97%	0.95
valley gutter	1734	98	1.24%	1.22
Natural or landscaped	47364.6	81.95	33.87%	27.76
Total	139827.6		100%	92.56

Post Development Drainage Flow: If 100% of the impervious area as noted above is installed, then the 100-year, 24-hour storm event would result in a peak discharge from the site of 18.03 cfs with a total volume of 28,457 cubic feet or 10,200 cubic feet more than current conditions.

CN	Frequency	Precipitation	Runoff Q, in	Peak Discharge, cfs	Runoff volume, cu ft
92.56	100	3.24	2.44	18.03	28,457
	50	2.92	2.14	15.78	24,902
Acreage,acres	25	2.61	1.84	13.62	21,491
3.21	10	2.2	1.46	10.80	17,047
	5	1.9	1.19	8.78	13,863
qu, cfs/ac-in	2	1.53	0.86	6.37	10,056
2.3					

Recommendation: To mitigate the increased runoff a dam installed for Arroyo Oeste (phase 1) will be raised 18" to create a total of 19,983 CF of detention volume. The

outflow structure will be redesigned to release flows at or below the historic flow conditions for these two projects.

Prepared by Oralynn Guerrerortiz, PE 9-15-21

Map Scale: 1:1,220 if printed on A portrait (8.5" x 11") sheet.

N

Meters
0 15 30 60 90

Feet
0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 13N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Santa Fe County Area, New Mexico
Survey Area Data: Version 12, Jun 8, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Sep 10, 2018—Sep 11, 2018

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

NOAA ATLAS 14 POINT PRECIPITATION FREQUENCY ESTIMATES: NM

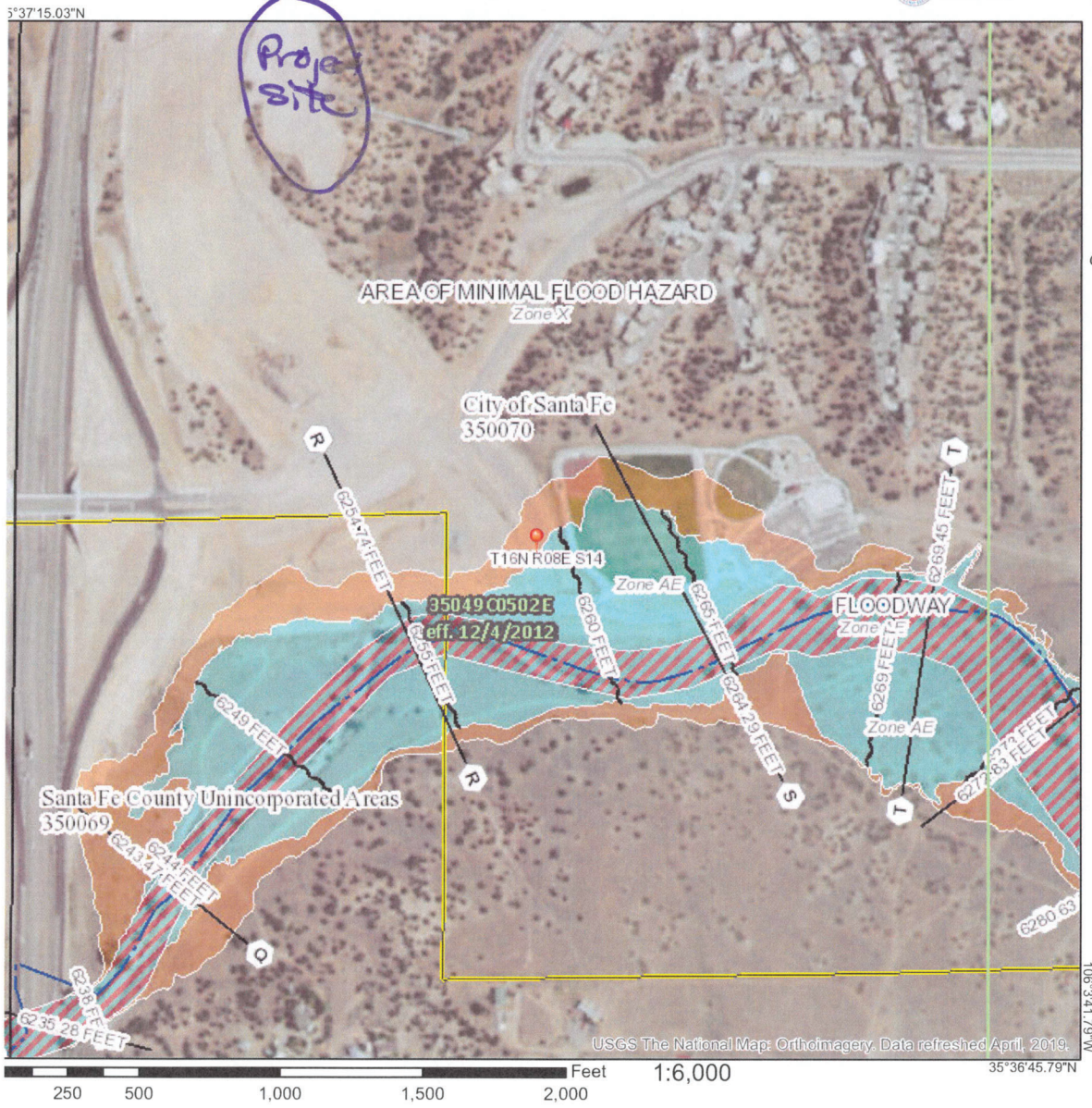
https://hdsc.nws.noaa.gov/hdsc/pfds/pfds_map_cont.html?bkmrk=nm

PDS-based precipitation frequency estimates with 90% confidence intervals (in inches)[1]

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	**0.198** (0.171-0.229)	**0.256** (0.222-0.297)	**0.343** (0.295-0.396)	**0.408** (0.350-0.472)	**0.498** (0.425-0.574)	**0.567** (0.482-0.654)	**0.641** (0.541-0.738)	**0.715** (0.601-0.824)	**0.818** (0.680-0.942)	**0.899** (0.743-1.04)
10-min	**0.302** (0.260-0.348)	**0.390** (0.337-0.453)	**0.522** (0.449-0.604)	**0.620** (0.533-0.718)	**0.758** (0.647-0.874)	**0.863** (0.735-0.995)	**0.975** (0.824-1.12)	**1.09** (0.915-1.25)	**1.25** (1.04-1.44)	**1.37** (1.13-1.58)
15-min	**0.374** (0.323-0.432)	**0.484** (0.418-0.562)	**0.647** (0.557-0.748)	**0.769** (0.661-0.891)	**0.939** (0.802-1.08)	**1.07** (0.911-1.23)	**1.21** (1.02-1.39)	**1.35** (1.13-1.56)	**1.54** (1.28-1.78)	**1.70** (1.40-1.96)
30-min	**0.503** (0.435-0.582)	**0.651** (0.563-0.756)	**0.871** (0.750-1.01)	**1.04** (0.891-1.20)	**1.26** (1.08-1.46)	**1.44** (1.23-1.66)	**1.63** (1.38-1.88)	**1.82** (1.53-2.10)	**2.08** (1.73-2.40)	**2.28** (1.89-2.64)
60-min	**0.623** (0.538-0.720)	**0.806** (0.697-0.936)	**1.08** (0.928-1.25)	**1.28** (1.10-1.48)	**1.57** (1.34-1.81)	**1.78** (1.52-2.06)	**2.02** (1.70-2.32)	**2.25** (1.89-2.59)	**2.57** (2.14-2.96)	**2.83** (2.34-3.26)
2-hr	**0.744** (0.636-0.882)	**0.950** (0.812-1.13)	**1.25** (1.07-1.49)	**1.49** (1.27-1.76)	**1.82** (1.54-2.15)	**2.08** (1.75-2.45)	**2.36** (1.97-2.78)	**2.65** (2.19-3.11)	**3.06** (2.50-3.59)	**3.38** (2.73-3.96)
3-hr	**0.795** (0.689-0.938)	**1.01** (0.872-1.19)	**1.32** (1.13-1.54)	**1.56** (1.33-1.83)	**1.90** (1.62-2.22)	**2.17** (1.83-2.53)	**2.45** (2.06-2.86)	**2.75** (2.29-3.21)	**3.16** (2.61-3.69)	**3.50** (2.86-4.08)
6-hr	**0.913** (0.798-1.06)	**1.15** (1.00-1.34)	**1.47** (1.28-1.71)	**1.72** (1.49-1.99)	**2.07** (1.78-2.39)	**2.34** (2.00-2.71)	**2.62** (2.23-3.04)	**2.92** (2.46-3.37)	**3.32** (2.77-3.83)	**3.64** (3.02-4.21)
12-hr	**1.05** (0.925-1.21)	**1.32** (1.16-1.51)	**1.66** (1.46-1.91)	**1.93** (1.69-2.22)	**2.30** (2.01-2.64)	**2.59** (2.24-2.96)	**2.88** (2.48-3.30)	**3.18** (2.73-3.64)	**3.59** (3.04-4.10)	**3.91** (3.29-4.47)
24-hr	**1.22** (1.12-1.34)	**1.53** (1.40-1.68)	**1.90** (1.74-2.09)	**2.20** (2.01-2.41)	**2.61** (2.37-2.85)	**2.92** (2.65-3.19)	**3.24** (2.93-3.54)	**3.56** (3.21-3.89)	**4.00** (3.57-4.37)	**4.34** (3.86-4.74)

National Flood Hazard Layer FIRMette

FEMA



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) — Zone A, V, A99
- With BFE or Depth — Zone AE, AO, AH, VE, AR
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile — Zone X
- Future Conditions 1% Annual Chance Flood Hazard — Zone X
- Area with Reduced Flood Risk due to Levee. See Notes. — Zone X
- Area with Flood Risk due to Levee — Zone D

OTHER AREAS
- NO SCREEN — Area of Minimal Flood Hazard — Zone X
- Effective LOMRs
- Area of Undetermined Flood Hazard — Zone D

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 — Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 8/15/2019 at 3:32:17 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Project Name Arroyo Oeste Phase 2 Subdivision
Location Project Site to Pond 1
Present or Devel Developed
Time of Concentration

Segment 1 - sheet flow

Segment Name	L1a	units
surface description	landscaped	none
mannings, n	0.02	none
flow length, L	30	feet
slope, s	0.01	feet/feet
P2	1.53	inches

Tt=(0.007*(nL)^0.8)/(P2^0.5*s^0.4)

(nL)	0.6	
(nL)^0.8	0.66453981	
P2^0.5	1.23693169	
s^0.4	0.15848932	
Tt	**0.02372867**	**hours**

Segment 2 - shallow concentrated flow

Segment Name	L1b	units
surface description	paved	none
flow length, L	500	feet
slope, s	0.022	feet/feet
avg. velocity, v	3	fps
Tt=L/(3600*v)	**0.0462963**	**hours**

Segment 3 - channel flow

Segment Name	L1c	units
flow area, a	2.5	sq. ft
wetted perimeter, p	5.4	feet
hydraulic radius, r	0.46296296	feet
channel slope	0.157875	feet/feet
manning's, n	0.045	none
flow length, L	160	feet

v=1.49*r^.666*s^0.5/n

(R)2/3	0.59848481	
(S)1/2	0.39733487	
V	**7.87378525**	**cfs**
Tt=L/(3600*v)	**0.00564461**	**hours**

Total Time	**0.076**
qu cfs/ac-in	**2.3**

Project Name Arroyo Oeste Phase 2 Subdivision
Location Project Site to Pond 1
Present or Devel Present
Time of Concentration

Segment 1 - sheet flow

Segment Name	L1a	units
surface description	range	none
mannings, n	0.13	none
flow length, L	300	feet
slope, s	0.016667	feet/feet
P2	1.53	inches

Tt=(0.007*(nL)^0.8)/(P2^0.5*s^0.4)

(nL)	39	
(nL)^0.8	18.74354	
P2^0.5	1.236932	
s^0.4	0.194419	
Tt	**0.545588**	**hours**

Segment 2 - shallow concentrated flow

Segment Name	L1b	units
surface description	unpaved	none
flow length, L	180	feet
slope, s	0.144444	feet/feet
avg. velocity, v	6	fps
Tt=L/(3600*v)	**0.008333**	**hours**

Segment 3 - channel flow

Segment Name	L1c	units
flow area, a	4	sq. ft
wetted perimeter, p	4	feet
hydraulic radius, r	1	feet
channel slope	0.066667	feet/feet
manning's, n	0.045	none
flow length, L	150	feet
	6	

v=1.49*r^.666*s^0.5/n

(R)2/3	1	
(S)1/2	0.258199	
V	**8.549252**	**cfs**
Tt=L/(3600*v)	**0.004874**	**hours**

Total Time	**0.559**
qu cfs/ac-in	**0.85**

Pond 1		Elevation	Area, SF	Storage Volume, CF
		6309	9114	8342.00
	7	6308	7570	6781.00
	6	6307	5992	5248.47
	5	6306	4504.93	3939.97
	4	6305	3375	2920.00
	3	6304	2465	2100.50
	2	6303	1736	1494.50
	1	6302	1253	889.00
	0	6301	525	
	Total Volume	AO ph 1 pond		11343.97
total possible volume if raised				31715.43
		5' deep pond		11343.97
		6' deep pond		16592.43
		7' deep pond		23373.43
		ponding needed for phases 1 and 2		
				19539.00
		6.5' pond		19982.93

DESIGN ENGINUITY

1421 Luisa Street Suite E, Santa Fe, New Mexico 87505
PO Box 2758 Santa Fe, New Mexico 87504
(505) 989-3557 FAX (505) 989-4740
E-mail *oralynn@designenginuity.biz*

September 17, 2021

Santa Fe Planning Commissioners

RE: Arroyo Oeste Phase 2 Preliminary Subdivision Plat

Dear Commissioners,

On behalf of our client, The Housing Trust, we submit the attached application for Preliminary Subdivision Plat for the Arroyo Oeste Phase 2 Subdivision, a lot line adjustment and an innovative street design . Arroyo Oeste Phase 2 is located on Tract 50A of Tierra Contenta just north of Arroyo Oeste Phase 1 which was approved a couple of years ago and is currently under construction. Arroyo Oeste Phase 2 is in full compliance with the existing Tierra Contenta Master Plan and Phase 2C Design Guidelines. The project is located on 3.21± acres and will include 20 residential lots developed in a single phase.

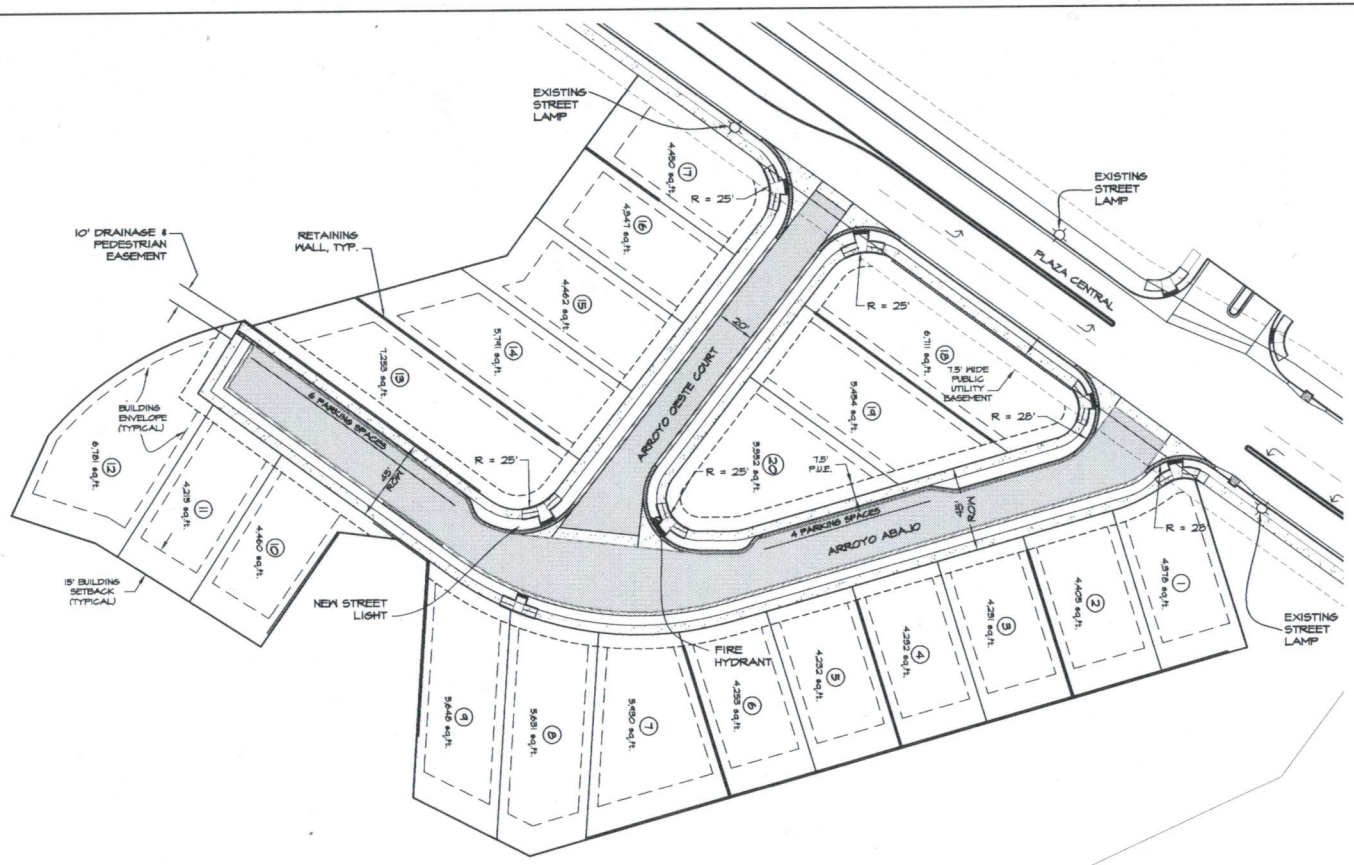
The project facts are summarized below.

REQUEST

On behalf of The Housing Trust we request Preliminary Subdivision Plat approval of Arroyo Oeste Phase and a lot line adjustment to modify the tract boundaries (Figure 1 – Site Plan). The project wil be developed in a single phase and will include 20 single family lots. The Housing Trust will have homes built on the lots. The tract boundaries are to be modified to incorporate some steep slopes into the open space tract, and to create deeper lots to accommodate planned house designs. The net effect will be a net increase in the total open space of 2183 square feet. The innovative street design is identical to the design approved in Arroyo Oeste Phase 1 and many other projects I have worked on, which allows for the removal of the planting strip between defined parking spots and the back of curb.

GENERAL DESCRIPTION

Arroyo Oeste Phase 2 is a proposed 20 lot residential subdivision which will be developed as single family homes. The houses will typically be 1100 to 1800 square feet, with one or two stories up to a maximum height of 24 feet. Each home will have a single or 2-car garage and parking for 2 more cars in the driveway. The homes will be



PROJECT DATA

ADDRESS: TRACT 50A, TIERRA CONTENTA PHASE 2C

SIZE OF TRACT: 3.2141 ACRES +/-

NUMBER OF LOTS: 20

ZONING: PRC: 6-4 DU/AC.

REQUIRED LOT COVERAGE: 50% MAXIMUM.

SETBACKS:
- FRONT YARD: 7.5'; FOR FRONT FACING GARAGES SETBACK IS 20' AND 5' FROM FRONT OF HOUSE.
- SIDE YARD: 5'
- REAR YARD: THE LESSER OF 15' OR 20% OF THE AVERAGE LOT DEPTH.

ADEQUATE SIDE YARD SETBACK BETWEEN LOTS SHALL BE DEMONSTRATED AT THE TIME OF BUILDING PERMIT. SEPERATION BETWEEN HOMES SHALL BE A MINIMUM OF 10' ON THE FIRST FLOOR AND 15' ON THE SECOND FLOOR. ALSO SEE THE TIERRA CONTENTA DESIGN STANDARDS FOR PHASE 2C CHAPTER V -3.2h., B.2.K AND B.2.l REGARDING SETBACKS AND BUILDING SEPERATION.

SETBACK AND SEPARATION REQUIREMENTS FOR STRUCTURES ON ADJOINING LOTS SHALL COMPLY WITH TIERRA CONTENTA DESIGN STANDARDS FOR PHASE 2C. A SETBACK EASEMENT OR SETBACK AFFIDAVIT SHALL BE PROVIDED FOR ANY PROPERTY THAT WILL HAVE A ZERO SETBACK AND THE LOT ADJOINING THE ZERO SETBACK LOT LINE. MAINTANCE EASEMENT SHALL BE CREATED ALONG A ZERO SEBACK PROPERTY LINE.

SIDEWALK CLEARANCE: 80" OF VERTICAL CLEARANCE SHALL BE MAINTAINED FOR THE FULL WIDTH OF ALL SIDEWALKS/PEDESTRIAN ROUTES.

PARKING: 5-4 SPACES PER DWELLING UNIT WHICH MAY INCLUDE GARAGE SPACES. STREET PARKING PROVIDED: 10

MINIMUM LOT SIZE REQUIRED: 4000 SF. MAXIMUM BUILDING HEIGHT: 24'

AFFORDABLE HOUSING: HOMES (20%) TO BE SOLD IN COMPLIANCE WITH TIERRA CONTENTA AFFORDABLE HOUSING REQUIREMENTS.

UP TO SIX-FOOT TALL SIDE AND BACK FENCES ARE PERMITTED SUBJECT TO APPROVAL OF THE HOA ARCHITECTURAL REVIEW COMMITTEE.

THIS PROJECT IS SUBJECT TO THE TIERRA CONTENTA PHASE 2C DESIGN STANDARDS.

NOTES

1. ALL PROPOSED CHANGES TO THE IMPROVEMENT PLANS SHALL RECEIVE PRIOR APPROVAL BY THE CITY OF SANTA FE'S PLANNING AND LAND USE DEPARTMENT BEFORE CONSTRUCTION.
2. COMPLY WITH THE CURRENT CDSF WATER CONSERVATION STAGE.
3. THIS DEVELOPMENT LIES WITHIN THE SUBURBAN ARCHAEOLOGICAL REVIEW DISTRICT.
4. ALL LOTS SHALL CONFORM TO THE INTENT OF THE ARROYO OESTE PHASE 2 SUBDIVISION WITH ACTUAL SIZE AND SHAPE OF EACH STRUCTURE CONTAINED WITHIN THE HEREIN DEFINED SETBACKS SUBJECT TO APPLICABLE BUILDING PERMIT REQUIREMENTS.
5. BUILDING SETBACKS SHALL APPLY TO ALL PERMANENT STRUCTURES, INCLUDING ACCESSORY STRUCTURES.
6. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
7. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH APPLICABLE CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO FINAL PLAT/AND OR ARROYO OESTE SUBDIVISION RECORDINGS WITH THE COUNTY CLERK OR SUBMITTAL FOR BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISIONS OF REQUIREMENTS CALLED FOR IN CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
8. COMPLIANCE WITH THE SUNNSON'S PRAIRIE DOG ORDINANCE SHALL OCCUR PRIOR TO GRADING OPERATIONS (SECTION 14-08-12)
9. THIS PROJECT IS SUBJECT TO THE WATER RIGHTS TRANSFER AND/OR CONSERVATION CREDIT PROGRAM PROVISIONS OF SFCC 14-8.13, DEVELOPMENT WATER BUDGETS, AT THE TIME OF PERMIT APPLICATION OR WATER HOOKUP REQUEST. COMPLIANCE SHALL BE ACHIEVED BY USE OF RETROFIT CREDITS OR WATER TRANSFERS, IF APPLICABLE.
10. PROPERTY DEVELOPMENT IS SUBJECT TO THE PROVISIONS OF SECTION 14-8.4(F) (5), "PLANT MATERIAL STANDARDS", WHEREIN PRESERVATION OF SIGNIFICANT TREES IS REQUIRED.
11. FIRE DEPARTMENT ACCESS SHALL BE MAINTAINED THROUGHOUT ALL DEVELOPMENT CONSTRUCTION PHASES AS PER IFC 1410.1
12. FENCES, WALLS OR OTHER OBSTRUCTION SHALL NOT BE PLACED OR CONSTRUCTED ACROSS PUBLIC SANITARY SEWER EASEMENTS.
13. UTILITY EXPANSION CHARGES SHALL BE PAID AT THE TIME OF BUILDING PERMIT APPLICATION FOR EACH UNIT. CONTACT THE CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION TO PAY THESE UNIT CHARGES.
14. METES AND BOUNDS DESCRIPTIONS OF DRAINAGE, UTILITY AND ACCESS EASEMENTS ARE SHOWN ON THE SUBDIVISION PLAT.
15. PERMANENT TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER APPROVED PLAN BY THE DEVELOPER.
16. THIS PROJECT HAS COMMON PONDING AND ON-LOT PONDING IS NOT REQUIRED.
17. THIS PROJECT IS SUBJECT TO A STORM WATER POLLUTION PREVENTION PLAN (SWPPP). THE SWPPP SHALL BE PROVIDED TO CITY STAFF FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION. DUST CONTROL. SHALL BE CLEARLY ADDRESSED IN THE SWPPP.

LOT	ADDRESS
1	____ ARROYO ABAJO
2	____ ARROYO ABAJO
3	____ ARROYO ABAJO
4	____ ARROYO ABAJO
5	____ ARROYO ABAJO
6	____ ARROYO ABAJO
7	____ ARROYO ABAJO
8	____ ARROYO ABAJO
9	____ ARROYO ABAJO
10	____ ARROYO ABAJO
11	____ ARROYO ABAJO
12	____ ARROYO ABAJO
13	____ ARROYO OESTE COURT
14	____ ARROYO OESTE COURT
15	____ ARROYO OESTE COURT
16	____ ARROYO OESTE COURT
17	____ ARROYO OESTE COURT
18	____ ARROYO OESTE COURT
19	____ ARROYO OESTE COURT
20	____ ARROYO OESTE COURT

NORTH

SCALE 1"=30'

30' 0 30'

REVISIONS

DATE	BY

DESIGN ENGINUITY
1431 LUISA STREET, SUITE C
SANTA FE, NEW MEXICO 87505
(505) 991-9901

TIERRA CONTENTA
ARROYO OESTE PHASE 2

SITE PLAN

SCALE	DWG NO.	DATE
1"=30'		09/20/2021
PROJECT #		SHEET NO. 2

C:\Yvette Files\Tierra Contenta Tract 50A\dwg\2021-08-04 Tierra Contenta Tract 50A base.dwg, 9/15/2021 11:21:39 AM, Adobe PDF

sold and built by The Housing Trust. Paved roads with curb and gutter will serve every lot. Sidewalk meeting ADA requirements will be placed on both sides of the roadway. City water and sewer will serve the project. Three homes in the project will require grinder pumps; the remaining 17 lots will be served by gravity sewer. There will not be a homeowner's association. The project will have two accesses from Plaza Central. The proposed density is 6.23 lots/acre. The property is currently zoned to allow 6-9 dwelling units per acre. Forty percent of the homes (8 homes) will be sold per the Tierra Contenta affordable housing program requirements.

LOCATION

Arroyo Oeste Phase 2 is located on Tract 50A near the western border of Tierra Contenta within Phase 2C, south of Airport Road and west of SR 599 (Figure 2). Project access is via the split roadway Plaza Content. The northern entrance will be a full entrance and there is an existing left turn bay on Plaza Central that will serve the project. The southern entrance will be a right-in, right-out only. The project has dedicated common open space on three sides. To the east of the project on the other side of an arroyo greenspace is the Homewise project Los Palomas. To the north of the project is the Homewise project Vista Serena which is nearly built out. To the south is Arroyo Oeste (phase 1) which is currently under construction. On the east side of Plaza Contenta a commercial and business office park development is planned.

EXISTING CONDITIONS

The Arroyo Oeste Phase 2 tract is a mesa with small arroyos on 3 sides of it with a scattering of juniper trees mostly on its flanks. It is currently being used to stockpile dirt from the next door Arroyo Oeste Phase 1 project. Sewer, water and dry utility lines are all present in the adjacent Plaza Central right of way.

EXISTING ZONING

Tract 50A is shown in the approved Tierra Contenta Master Plan as a residential tract an allowable density of 6-9 units per acre. The current request is for 6.23 units per acre for a total of 20 units.

SITE PLAN STANDARDS

All Arroyo Oeste Phase 2 lots will be at least 4000 square feet, typically 40 feet wide and 80-100 feet deep. We propose to have standard front and rear setbacks of 7.5 feet in the front and 15 feet in the back. Garages facing the street will be at least setback 20 feet and will be at least 5 feet behind the front of the homes. Two story homes will be permitted with a maximum height of 24 feet.

LANDSCAPING, LIGHTING AND SIGNAGE CONCEPTS

Street trees will be placed 40 feet apart along the subdivision roadways. Street trees will be irrigated via drip systems from the adjacent lot installed by the developer. Trees will be planted at a spacing of about 25' along Plaza Central. No project signage is proposed.

One street lights will be installed within the project where 3 streets meet. There are existing lights at the planned project entrances.

VICINITY MAP
NORTH
GOLDEN MESA
VALENTINE LOOP
JAGUAR
SERENO LOOP
SOLECITO LOOP
SITE
ARROYO OESTE PHASE 2
TRACT 50A
PHASE 2C
TIERRA CONTENTA
VIA VERDE CT
AVENIDA EL NIDO
PLAZA CENTRAL
VETERANS' MEMORIAL HWY

TERRAIN MANAGEMENT

The proposed development has been designed to limit cuts and fills on the project site and minimizing soil erosion and sediment transport during storms. The area to be developed into lots will be mass graded. Retaining walls will be installed in many locations to accommodate the variable terrain. The entire site drains towards arroyos. There is an existing detention pond located between Arroyo Oeste Phase 1 and Phase 2, the dam of which will be raised to increase the pond's capacity from 11,300 cubic foot to 19,983 cu. feet. This pond will be fenced. All disturbed areas will be stabilized and revegetated with a native grass seed mixture.

AFFORDABLE HOUSING

Eight affordable homes in compliance with the Tierra Contenta affordable housing requirements will be developed in Arroyo Oeste. This is equavalent to 40% of the homes. We will not identify the affordable homes but will disperse than throughout the project so that one will not be able to tell which homes were sold as part of the affordable housing program.

ARCHAEOLOGY

An archaeological clearance was previously granted for all of Tierra Contenta Phase 2C.

WATER BUDGET

The City of Santa Fe has set standards of anticipated water use based on lot size. Lots less than 6000 SF typically use 0.15 Acre-Feet per year and lots larger than 6000 SF but less than 10,890 typically use 0.17 Acre-Feet per year. Based on these numbers, the Arroyo Oeste Phase 2 project should use 3.02 Acre-Feet per year.

SUBDIVISION APPROVAL CRITERIA

We provide the following response to the Chapter 14 Subdivision Approval Criteria.

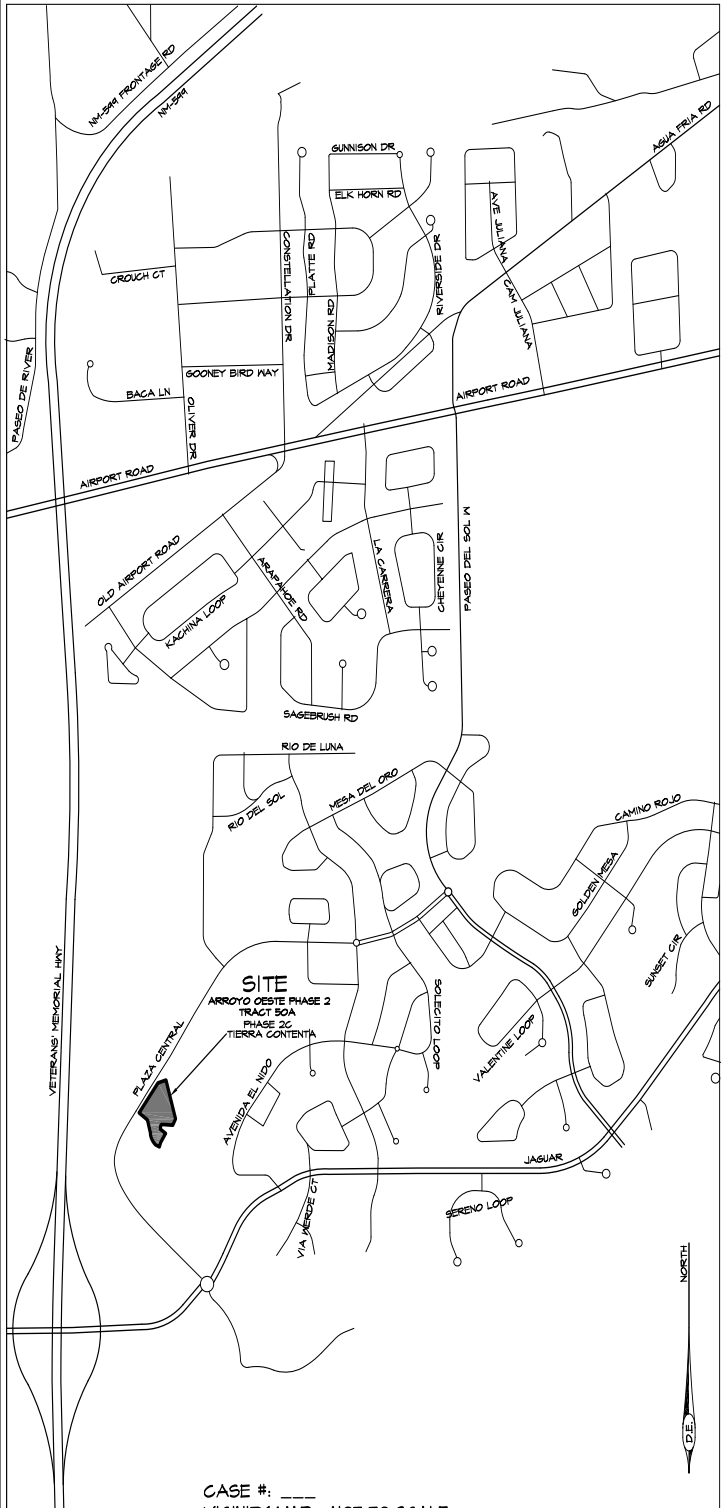
(1) The Arroyo Oeste Phase 2 Subdivision has been designed to protect much of the site's natural beauty by protecting many of the slopes, arroyo terrain and natural vegetation.
(2) The project plans are in compliance with the Tierra Contenta Master Plan and the Phase 2C Design Standards. The land is relatively flat with some steeper slopes around the edges of the project. The streets and sidewalks will all have grades of 3 percent or less.
(3) The proposed subdivision plat meets all standards of Chapter 14, Article 9.
(4) The proposed plat does not create a non-conformity.
(5) No exceptions are necessary for plat approval.

Thank you for consideration of our request.

Sincerely,

Oralynn

Oralynn Guerrerortiz, PE
Agent for The Housing Trust



CASE #: ___

VICINITY MAP - NOT TO SCALE

ARROYO OESTE PHASE 2

PRELIMINARY SUBDIVISION PLAT

TRACT 50A TIERRA CONTENTA PHASE 2C
SANTA FE, NEW MEXICO

SHEET LIST

1. COVER SHEET
2. SITE PLAN
3 SUBDIVISION PLAT
4 CERTIFIED TOPOGRAPHY/SIGNIFICANT TREES
5. SLOPE ANALYSIS
6. ROADWAY PLAN & TYPICAL SECTIONS
7. ROADWAY SIGNAGE & STRIPING
8. ROAD PLANS & PROFILES
9A. GRADING & DRAINAGE PLAN
9B. DRAINAGE CALCULATIONS
10. MASTER UTILITY PLAN
11. WATER & FIRE PROTECTION PLAN
12. SAS PLANS & PROFILES
13. DRY UTILITY PLAN
14. TEMPORARY EROSION CONTROL PLAN & DETAILS
15. PERMANENT EROSION CONTROL PLAN & DETAILS
16. CITY CONSTRUCTION NOTES
17. PROJECT CONSTRUCTION NOTES

A-1. STANDARD DETAILS FOR ROADS, DRAINAGE, WATER & WASTEWATER IMPROVEMENTS

S-1 . RETAINING WALL PLANS AND SPECIFICATIONS (NOT INCLUDED)

L-1. LANDSCAPE PLANS (NOT INCLUDED)

E-1. STREET LIGHTING PLANS (NOT INCLUDED)

I CERTIFY THAT ACCORDING TO INFORMATION PROVIDED BY OTHERS, THE PROJECT WAS BUILT IN ACCORDANCE WITH THE SPECIFICATIONS, AND THAT THESE RECORD DRAWINGS ARE TRUE AND CORRECT TO THE BEST OF MY BELIEF.

ORALYNN GUERRERORTIZ NMPE 12688 DATE
DESIGN ENGINUITY, LLC

ENGINEER'S STORMWATER INFRASTRUCTURE CERTIFICATION
I, THE UNDERSIGNED, BEING A PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO, DO HEREBY CERTIFY THAT THE RECORD INFORMATION SHOWN HEREON IS BASED ON ACTUAL FIELD MEASUREMENTS AND VISUAL INSPECTIONS PERFORMED BY MYSELF OR UNDER MY DIRECT SUPERVISION. I FURTHER CERTIFY THAT THE RECORD CONDITION AS OF _____ IS IN SUBSTANTIAL COMPLIANCE WITH THE APPROVED GRADING AND DRAINAGE PLAN PREPARED BY ORALYNN GUERRERORTIZ, DATED _____.

ORALYNN GUERRERORTIZ NMPE 12688 DATE
DESIGN ENGINUITY, LLC

OWNER:

THE HOUSING TRUST
1111 AGUA FRIA STREET
SANTA FE, NEW MEXICO 87501
(505) 984-3980

CIVIL ENGINEERING:

DESIGN ENGINUITY
1421 LUISA STREET, SUITE E
SANTA FE, NEW MEXICO 87505
(505) 984-3951

SURVEYING:

SANTA FE SURVEYING COMPANY, INC.
PROFESSIONAL LAND SURVEYING
P.O. BOX 2919, SANTA FE, N.M. 87504
1210 LUISA STREET, SUITE 8
PHONE (505) -992-3211, MOBILE (505) -660-2659
sfsc@cybermesa.com

STRUCTURAL ENGINEERING:

SEPTEMBER 20, 2021
REVISIONS

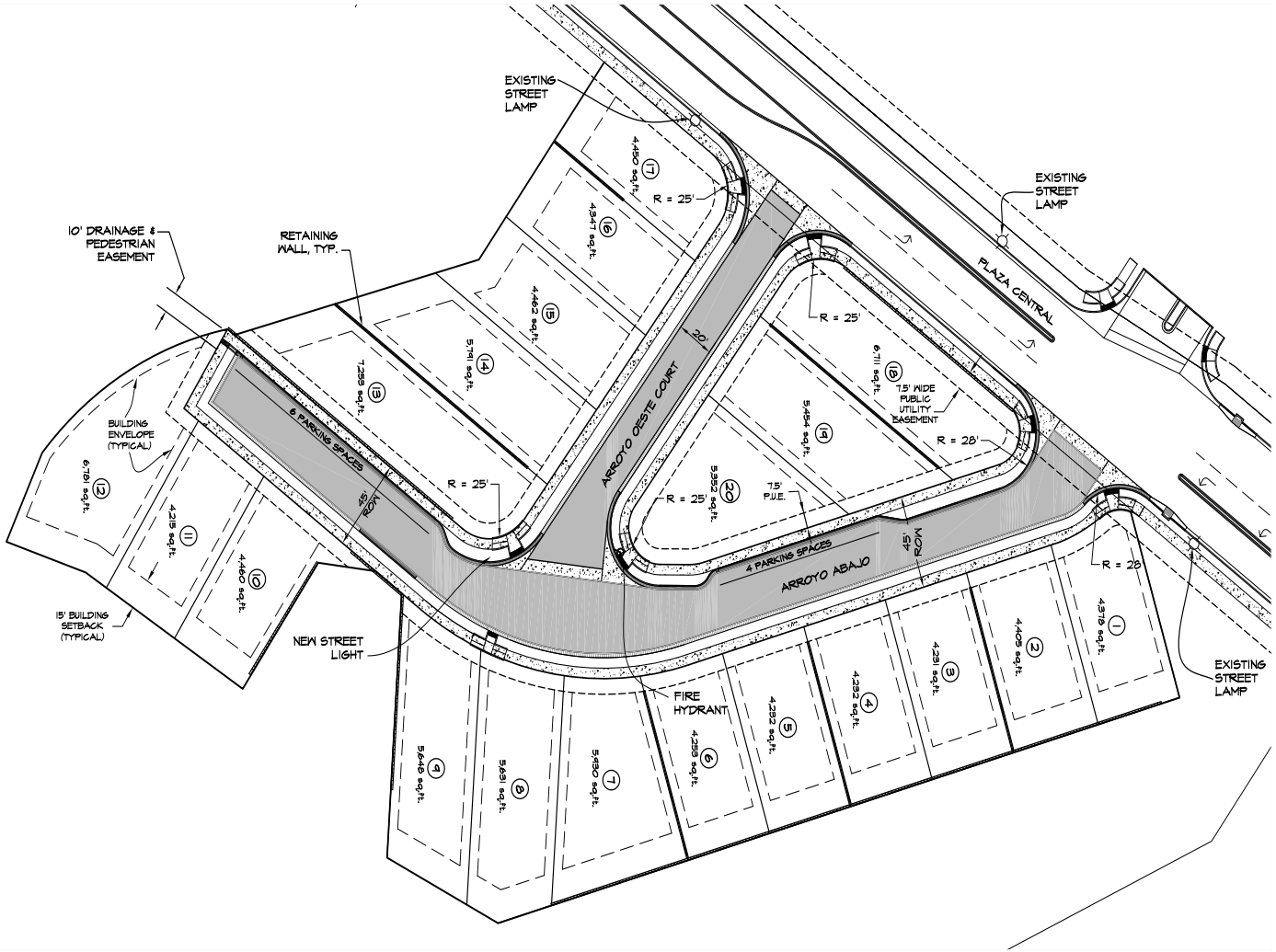
DATE	BY	DATE	BY

APPROVED FOR CONSTRUCTION
CITY ENGINEER DATE

BUILDING PERMIT No.'S (GRADING) _____
(LANDSCAPE/UTILITIES) _____
P & DR CASE # _____

ARROYO OESTE PHASE 2 - PRELIMINARY SUBDIVISION PLAN

C:\Yvette Files\Tierra Contenta Tract 50A\dwg\2021-08-04 Tierra Contenta Tract 50A base.dwg, 9/17/2021 9:41:50 AM, Adobe PDF



PROJECT DATA

ADDRESS: TRACT 50A, TIERRA CONTENTA PHASE 2C

SIZE OF TRACT: 8.2141 ACRES +/-

NUMBER OF LOTS: 20

ZONING: PRC: 6-9 DU/AC.

REQUIRED LOT COVERAGE: 50% MAXIMUM.

SETBACKS: FRONT YARD: 7.5'; FOR FRONT FACING GARAGES SETBACK 15 20' AND 5' FROM FRONT OF HOUSE.
SIDE YARD: 5'
REAR YARD: THE LESSER OF 15' OR 20% OF THE AVERAGE LOT DEPTH.

ADEQUATE SIDE YARD SETBACK BETWEEN LOTS SHALL BE DEMONSTRATED AT THE TIME OF BUILDING PERMIT. SEPERATION BETWEEN HOMES SHALL BE A MINIMUM OF 10' ON THE FIRST FLOOR AND 15' ON THE SECOND FLOOR. ALSO SEE THE TIERRA CONTENTA DESIGN STANDARDS FOR PHASE 2C CHAPTER V -B.2h., B.2.K AND B.2.I REGARDING SETBACKS AND BUILDING SEPERATION.

SETBACK AND SEPARATION REQUIREMENTS FOR STRUCTURES ON ADJOINING LOTS SHALL COMPLY WITH TIERRA CONTENTA DESIGN STANDARDS FOR PHASE 2C. A SETBACK EASEMENT OR SETBACK AFFIDAVIT SHALL BE PROVIDED FOR ANY PROPERTY THAT WILL HAVE A ZERO SETBACK AND THE LOT ADJOINING THE ZERO SETBACK LOT LINE. MAINTANCE EASEMENT SHALL BE CREATED ALONG A ZERO SEBACK PROPERTY LINE.

SIDEWALK CLEARANCE: 80" OF VERTICAL CLEARANCE SHALL BE MAINTAINED FOR THE FULL WIDTH OF ALL SIDEWALKS/PEDESTRIAN ROUTES.

PARKING: 3-4 SPACES PER DWELLING UNIT WHICH MAY INCLUDE GARAGE SPACES. STREET PARKING PROVIDED: 10

MINIMUM LOT SIZE REQUIRED: 4000 SF. MAXIMUM BUILDING HEIGHT: 24'

AFFORDABLE HOUSING: HOMES (20%) TO BE SOLD IN COMPLIANCE WITH TIERRA CONTENTA AFFORDABLE HOUSING REQUIREMENTS.

UP TO SIX-FOOT TALL SIDE AND BACK FENCES ARE PERMITTED SUBJECT TO APPROVAL OF THE HOA ARCHITECTURAL REVIEW COMMITTEE.

THIS PROJECT IS SUBJECT TO THE TIERRA CONTENTA PHASE 2C DESIGN STANDARDS.

NOTES

1. ALL PROPOSED CHANGES TO THE IMPROVEMENT PLANS SHALL RECEIVE PRIOR APPROVAL BY THE CITY OF SANTA FE'S PLANNING AND LAND USE DEPARTMENT BEFORE CONSTRUCTION.
2. COMPLY WITH THE CURRENT CGSF WATER CONSERVATION STAGE.
3. THIS DEVELOPMENT LIES WITHIN THE SUBURBAN ARCHAEOLOGICAL REVIEW DISTRICT.
4. ALL LOTS SHALL CONFORM TO THE INTENT OF THE ARROYO OESTE PHASE 2 SUBDIVISION WITH ACTUAL SIZE AND SHAPE OF EACH STRUCTURE CONTAINED WITHIN THE HEREIN DEFINED SETBACKS SUBJECT TO APPLICABLE BUILDING PERMIT REQUIREMENTS.
5. BUILDING SETBACKS SHALL APPLY TO ALL PERMANENT STRUCTURES, INCLUDING ACCESSORY STRUCTURES.
6. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
7. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH APPLICABLE CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO FINAL PLAT/AND OR ARROYO OESTE SUBDIVISION RECORDING WITH THE COUNTY CLERK OR SUBMITTAL FOR BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISIONS OF REQUIREMENTS CALLED FOR IN CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
8. COMPLIANCE WITH THE GUNNISON'S PRAIRIE DOG ORDINANCE SHALL OCCUR PRIOR TO GRADING OPERATIONS (SECTION 14-08-12)
9. THIS PROJECT IS SUBJECT TO THE WATER RIGHTS TRANSFER AND/OR CONSERVATION CREDIT PROGRAM PROVISIONS OF SFCC 14-8.13, DEVELOPMENT WATER BUDGETS, AT THE TIME OF PERMIT APPLICATION OR WATER HOOKUP REQUEST. COMPLIANCE SHALL BE ACHIEVED BY USE OF RETROFIT CREDITS OR WATER TRANSFERS, IF APPLICABLE.
10. PROPERTY DEVELOPMENT IS SUBJECT TO THE PROVISIONS OF SECTION 14-8.4(F) (5), "PLANT MATERIAL STANDARDS", WHEREIN PRESERVATION OF SIGNIFICANT TREES IS REQUIRED.
11. FIRE DEPARTMENT ACCESS SHALL BE MAINTAINED THROUGHOUT ALL DEVELOPMENT CONSTRUCTION PHASES AS PER IFC 1410.1
12. FENCES, WALLS OR OTHER OBSTRUCTION SHALL NOT BE PLACED OR CONSTRUCTED ACROSS PUBLIC SANITARY SEWER EASEMENTS.
13. UTILITY EXPANSION CHARGES SHALL BE PAID AT THE TIME OF BUILDING PERMIT APPLICATION FOR EACH UNIT. CONTACT THE CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION TO PAY THESE UNIT CHARGES.
14. METES AND BOUNDS DESCRIPTIONS OF DRAINAGE, UTILITY AND ACCESS EASEMENTS ARE SHOWN ON THE SUBDIVISION PLAT.
15. PERMANENT TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER APPROVED PLAN BY THE DEVELOPER.
16. THIS PROJECT HAS COMMON PONDING AND ON-LOT PONDING IS NOT REQUIRED.
17. THIS PROJECT IS SUBJECT TO A STORM WATER POLLUTION PREVENTION PLAN (SWPPP). THE SWPPP SHALL BE PROVIDED TO CITY STAFF FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION. DUST CONTROL. SHALL BE CLEARLY ADDRESSED IN THE SWPPP.

LOT	ADDRESS
1	_____ ARROYO ABAJO
2	_____ ARROYO ABAJO
3	_____ ARROYO ABAJO
4	_____ ARROYO ABAJO
5	_____ ARROYO ABAJO
6	_____ ARROYO ABAJO
7	_____ ARROYO ABAJO
8	_____ ARROYO ABAJO
9	_____ ARROYO ABAJO
10	_____ ARROYO ABAJO
11	_____ ARROYO ABAJO
12	_____ ARROYO ABAJO
13	_____ ARROYO OESTE COURT
14	_____ ARROYO OESTE COURT
15	_____ ARROYO OESTE COURT
16	_____ ARROYO OESTE COURT
17	_____ ARROYO OESTE COURT
18	_____ ARROYO OESTE COURT
19	_____ ARROYO OESTE COURT
20	_____ ARROYO OESTE COURT

REVISIONS

DATE	BY

DESIGN ENGINUITY
1011 LUISA STREET, SUITE F.
SANTA FE, NEW MEXICO 87505
(505) 989-9951

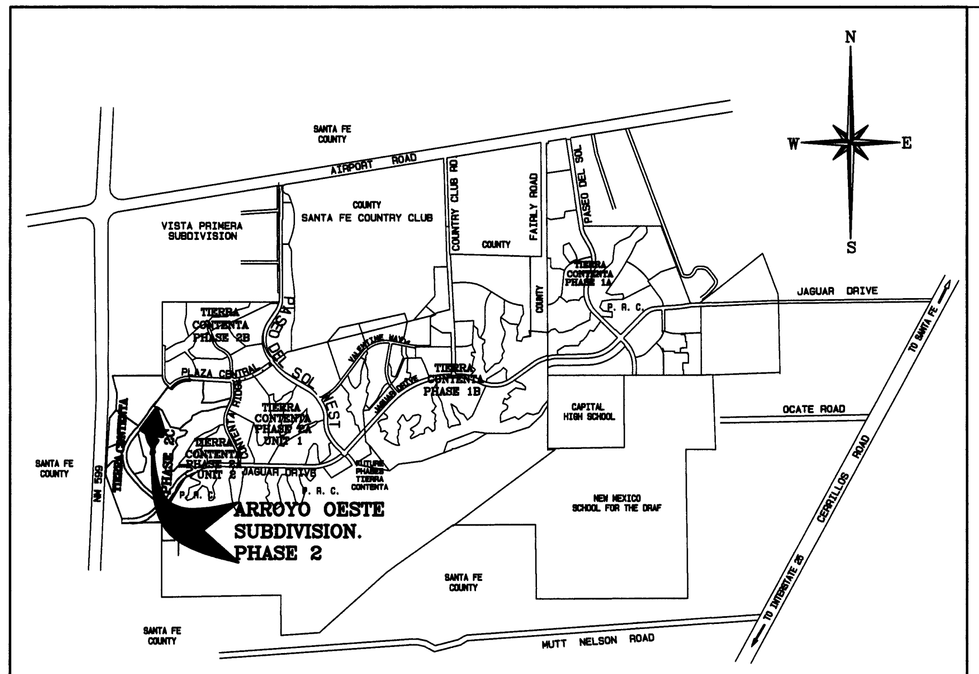
TIERRA CONTENTA
ARROYO OESTE PHASE 2

SITE PLAN

D.E. NORTH

SCALE 1"=30'
30' 0 30'

SCALE	DWG NO.	DATE
1"=30'		09/20/2021
PRIOR CASE #		SHEET NO. 2



V I C I N I T Y M A P

SCALE: 1"= 2000'±

SANTA FE CITY APPROVAL NOTES AND CONDITIONS

APPROVED BY THE SANTA FE PLANNING COMMISSION

AT THEIR MEETING OF _____, 20_____

AS CASE NUMBER _____

_____ PLANNING COMMISSION CHAIRPERSON DATE

_____ PLANNING COMMISSION SECRETARY DATE

APPROVED BY THE CITY OF SANTA FE CURRENT PLANNING DIVISION UNDER AUTHORITY OF THE LAND DEVELOPMENT CODE, ARTICLE 14-3.8(7).

_____ CITY PLANNER DATE

_____ CITY ENGINEER DATE

CITY OF SANTA FE UTILITIES

_____ WATER DIVISION DATE

_____ WASTEWATER MANAGEMENT DIVISION DATE

COUNTY OF SANTA FE

_____ SANTA FE COUNTY TREASURER

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD ON THE _____ DAY OF _____ A.D. 2021, AT _____ O'CLOCK __M. AND WAS DULY RECORDED IN BOOK _____, PAGE _____ OF THE RECORDS OF SANTA FE COUNTY.
WITNESS MY HAND AND SEAL OF OFFICE
GERALDINE SALAZAR
COUNTY CLERK, SANTA FE COUNTY, NM

_____ Deputy

FRANCHISE UTILITY APPROVAL

_____ QWEST CORP. D/B/A CENTURYLINK, QC DATE

_____ NEW MEXICO GAS COMPANY DATE

_____ COMCAST CABLE Co. DATE

_____ PNM ELECTRIC SERVICES DATE

SUBDIVISION SITE DATA	
GROSS AREA	3.1598 Ac.±
DEDICATED RIGHT-OF-WAY	0.8132 Ac.±
NET DEVELOPABLE AREA	2.3466 Ac.±
NUMBER OF RESIDENTIAL LOTS	20
AVERAGE LOT SIZE	5,111 Sq. Ft.

NOTES, PLAT AND DEED REFERENCES

1. REFER TO PLAT OF SURVEY ENTITLED "FINAL PLAT OF THE TIERRA CONTENTA SUBDIVISION PHASE 2C", PREPARED BY JAMES B. SANCHEZ, NMPS.12655, ON JANUARY 15, 2012, HAVING PROJECT No. 160813l4-TC P2C AND RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK IN BOOK 809 ON PAGES 008-013.
2. REFER TO PLAT OF SURVEY ENTITLED ""LOT SPLIT OF TRACT 8A3-7D", PREPARED BY JAMES B. SANCHEZ, NMPS.12655, ON OCTOBER 26, 2015, HAVING PROJECT No. 160813l4-TC T49 SPLT AND RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK IN BOOK 810, ON PAGES 019 - 020.
3. REFER TO PLAT OF SURVEY ENTITLED "DEDICATION PLAT FOR TRACT 8A3-7B", PREPARED BY JAMES B. SANCHEZ, NMPS.12655, ON SEPTEMBER 15, 2011, HAVING PROJECT No. 160813l4-TCP2BD AND RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK ON OCTOBER 21, 2011, IN BOOK 738 ON PAGES 014-015.
4. REFER TO PLAT OF SURVEY ENTITLED "BOUNDARY SURVEY OF TRACT 50", PREPARED BY JAMES B. SANCHEZ, NMPS. No. 12655, ON APRIL 18, 2011, HAVING PROJECT No. 160814TCP2850B AND RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK ON J4-25-2011, IN BOOK 731 ON PAGE 001 .
5. REFER TO WARRANTY DEED BY AND BETWEEN TIERRA CONTENTA CORP. (GRANTOR) AND HOMEWISE, INC. (GRANTEE), RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK, AS INSTRUMENT NUMBER 1535551.
6. REFER TO WARRANTY DEED BY AND BETWEEN CITY OF SANTA FE (GRANTOR) AND TIERRA CONTENTA CORPORATION (GRANTEE), RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK, IN BOOK 1122, PAGE 789.
7. REFER TO WARRANTY DEED BY AND BETWEEN CITY OF SANTA FE (GRANTOR) AND TIERRA CONTENTA CORPORATION (GRANTEE), RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK, IN BOOK 1122, PAGE 789.
8. THE LANDS PLATTED HEREON ARE SUBJECT TO ALL APPURTENANT EASEMENTS, COVENANTS AND RESTRICTIONS, RECORDED OR UNRECORDED.
9. BEARINGS SHOWN ARE GRID NORTH (NMSPCS CENTRAL ZONE) AND ARE BASED UPON THE CITY OF SANTA FE CONTROL NETWORK AND OTHER MONUMENTATION SET BY BOHANNAN-HUSTON, INC., IN APRIL OF 1996.
10. IMPROVEMENTS SHOWN HEREON ARE CURRENT AS OF DATE OF THIS SURVEY.

PUBLIC UTILITY EASEMENTS

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

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

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

C. CENTURYLINK, INC.: FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE COMMUNICATION SERVICES.

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

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

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

THIS PLAT HAS BEEN APPROVED FOR EASEMENT PURPOSES ONLY. THE SIGNING OF THIS PLAT DOES NOT GUARANTEE UTILITY SERVICE.

PNM & NMGC DISCLAIMER

IN APPROVING THIS PLAT, PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM) AND NEW MEXICO GAS COMPANY (NMGC) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM AND NMGC DO NOT WAIVE OR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT OR OTHER DOCUMENT AND WHICH ARE NOT SPECIFICALLY DESCRIBED AND SHOWN ON THIS PLAT.

ARROYO OESTE SUBDIVISION DEVELOPMENT STANDARDS		
ZONING	ZONING IS PLANNED RESIDENTIAL COMMUNITY WITH AN ALLOWABLE DENSITY OF 6-9 DWELLING UNITS PER ACRE. ALL DEVELOPMENT IS PER TIERRA CONTENTA DESIGN STANDARDS FOR PHASE 2C AND SFCC 14-7, AS MAY BE AMENDED. SEE CHART BELOW FOR SPECIFIC DETAILS.	
LOT COVERAGE	50% MAXIMUM	
SETBACKS:		
FRONT	7.5'	FOR FRONT FACING GARAGES, SETBACK IS 20 AND 5 FROM FRONT OF HOUSE
SIDE	5'	ANY SEPARATION BETWEEN HOMES WILL BE A MINIMUM OF 10 FEET ON THE FIRST FLOOR AND 15 FEET ON THE SECOND FLOOR
REAR	15' OR 20% OF AVERAGE LOT DEPTH.	
PARKING	3 SPACES PER DWELLING UNIT MINIMUM, WHICH MAY INCLUDE GARAGE SPACE	
MINIMUM LOT SIZE	4,000 Sq. Ft.	
MAXIMUM HEIGHT	24'	

SURVEYOR'S CERTIFICATE

I, JAMES B. SANCHEZ, A NEW MEXICO REGISTERED PROFESSIONAL SURVEYOR, CERTIFY TO: THE HOUSING TRUST. A NEW MEXICO 501(c)3 NON-PROFIT CORPORATION, THAT I CONDUCTED AND AM RESPONSIBLE FOR THIS SURVEY, THAT THIS SURVEY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND THAT THIS SURVEY AND PLAT MEET THE MINIMUM STANDARDS FOR SURVEYORS PRACTICING IN NEW MEXICO.

JAMES B. SANCHEZ, NEW MEXICO 12655 REGISTERED PROFESSIONAL SURVEYOR

_____ JAMES B. SANCHEZ, P.S. No. 12655 DATE

SUBDIVISION NOTES

1. A 7.5 PUBLIC UTILITY EASEMENT IS HEREBY GRANTED ALONG THE FRONTAGE OF ALL LOTS ADJOINING DEDICATED ROADWAYS.
2. THIS PROPERTY IS SUBJECT TO RESTRICTIONS AND COVENANTS FOR TIERRA CONTENTA PHASE 2C, RECORDED IN THE RECORDS OF SANTA FE COUNTY AS INSTRUMENT #1808877.
3. THE TIERRA CONTENTA DESIGN STANDARDS FOR PHASE 2C ARE TO BE USED IN CONJUNCTION WITH THE CITY CODE FOR DEVELOPMENT ON THIS PROPERTY. WHERE SPECIFIC DEFINTION IS PROVIDED IN THE DESIGN STANDARDS, THE DESIGN STANDARDS SHALL TAKE PRECEDENCE OVER THE CITY CODE. WHERE THE DESIGN STANDARDS ARE SILENT, THE CITY DEVELOPMENT CODE SHALL APPLY.
4. MAINTENANCE OF DRAINAGE STRUCTURES AND APPURTANCES THERETO WITHIN THE DEDICATED RIGHT-OF-WAYS, OPEN SPACE AND DRAINAGE EASEMENTS AS SHOWN HEREON, ARE THE RESPONSIBILITY OF THE CITY OF SANTA FE. MAINTENANCE OF IMPROVEMENTS WITHIN THE OPEN SPACE SHOWN HEREON, IS THE RESPONSIBILITY OF THE CITY OF SANTA FE. DEVELOPERS OF TRACTS WILL BE REQUIRED TO CONTRIBUTE $100 PER LOT TO A DRAINAGE MAINTENANCE FUND AT THE TIME OF PLAT RECORDATION.
5. PROPERTY WILL BE SUBJECT TO THE WATER ALLOCATION AND/OR WATER OFFSET RETROFIT PROVISIONS OF ORDINANCE NO. 2002-29 AND RESOLUTION 2002-55 AT THE TIME OF PERMIT APPLICATION OR WATER HOOKUP REQUEST. COMPLIANCE SHALL BE ACHIEVED BY USE OF RETROFIT CREDITS OR WATER TRANSFERS, IF APPLICABLE.
6. COMPLIANCE WITH GUNISON PRAIRIE DOG ORDINANCE SHALL BE COMPLETED PRIOR TO GRADING OPERATIONS.
7. AMERICANS WITH DISABILITIES ACT (ADA) INSPECTION SHALL BE CONDUCTED PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY. THE CONTRACTOR SHALL CONTACT CITY STAFF TO SCHEDULE AN INSPECTION.
8. FENCES, WALLS OR OTHER OBSTRUCTIONS SHALL NOT BE PLACED OR CONSTRUCTED ACROSS PUBLIC SANITARY SEWER EASEMENTS.
9. EACH UNIT SHALL BE SERVED THROUGH A SEPARATE SEWER AND WATER SERVICE.
10. ALL PROPOSED CHANGES TO THE APPROVED IMPROVEMENT PLANS SHALL RECEIVE PRIOR APPROVAL BY THE CITY OF SANTA FE
11. COMPLY WITH THE CURRENT COSF WATER CONSERVATION STAGE.
12. FOR LOCATION AND TYPE OF LANDSCAPING SEE SHEET ____ .
13. ANY CHANGES AND/OR MODIFICATIONS TO THE APPROVED LANDSCAPE PLAN SHALL BE APPROVED BY THE COSF PLANNING & LAND USE DEPARTMENT.
14. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF COSF ORDINANCE NO. 2008-02 (IMPACT FEES).
15. PROPERTY DEVELOPMENT, BOTH PUBLIC AND PRIVATE OWNERSHIP, SHALL COMPLY WITH THE COSF ORDINANCE NO. 2002-20 (TERRAIN AND STORMWATER MANAGEMENT) AT THE TIME OF BUILDING PERMIT APPLICATION.
16. BUILDING SETBACKS SHALL APPLY TO ALL PERMANENT STRUCTURES, INCLUDING ACCESSORY STRUCTURES.
17. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
18. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH APPLICABLE CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO FINAL PLAT RECORDING WITH THE COUNTY CLERK OR SUBMITTAL WITH BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISIONS OF REQUIREMENTS CALLED FOR IN CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
19. PROPERTY DEVELOPMENT IS SUBJECT TO THE PROVISIONS OF SECTION 14-8.4(F) (5), PLANT MATERIAL STANDARDS , WHEREIN PRESERVATION OF SIGNIFICANT TREES IS REQUIRED.
20. FIRE DEPARTMENT ACCESS SHALL BE MAINTAINED THROUGHOUT ALL DEVELOPMENT CONSTRUCTION PHASES AS PER IFC 1410.1
21. AN APPROVED WATER SUPPLY FOR FIRE PROTECTION, EITHER TEMPORARY OR PERMANENT SHALL BE MADE AVAILABLE AS SOON AS COMBUSTIBLE MATERIAL ARRIVES ON THE SITE AS PER IFC 1412.1
22. PERMANENT TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER APPROVED PLAN BY THE DEVELOPER.
23. SINGLE-FAMILY RESIDENTIAL UNITS SHALL NOT INSTALL TURF IN EXCESS OF 1000 SQUARE FEET, OR 10% OF THE LOT ACREAGE, WHICHEVER IS LESS.
24. IN ACCORDANCE WITH THE TCC PHASE 2C DESIGN STANDARDS, PRIVATE OPEN SPACE IS REQUIRED ON EACH LOT. THIS OPEN SPACE SHALL BE 40% OF THE GROSS FIRST FLOOR AREA OF THE HOUSE AND GARAGE FOR SINGLE FAMILY LOTS, WITH A MINIMUM DIMENSION OF 15 FEET. ALL OF WHICH SHALL BE CONTIGUOUS.
25. LANDSCAPING WITHIN THE STREET ROW WILL BE MAINTAINED BY THE DEVELOPER FOR A PERIOD OF TWO YEARS. ONCE THE LANDSCAPING IS ESTABLISHED, THE ADJACENT PROPERTY OWNERS WILL MAINTAIN THE LANDSCAPING.
26. FOR VISIBILITY TRIANGLES, SEE SHEET 3 __ OF THIS SET.
27. TIERRA CONTENTA HAS CENTRALIZED PONDING AND ON LOT DETENTION PONDS ARE NOT REQUIRED.

FLOOD ZONE NOTE

THE LANDS PLATTED HEREON LIE WITHIN "OTHER AREAS", "ZONE X", "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN"; TAKEN FROM F.E.M.A. FLOOD INSURANCE RATE MAP, COMMUNITY-PANEL NUMBER 35049C0502E, EFFECTIVE DECEMBER 04, 2012.

DEDICATION, GRANT OF EASEMENTS AND AFFIDAVIT

KNOW ALL MEN BY THESE PRESENTS: THAT THE UNDERSIGNED OWNER OF THESE LANDS LYING WITHIN THE CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO, COMPRISED OF "TRACT 50A1" AS SHOWN ON PLAT OF SURVEY ENTITLED, "LOT LINE ADJUSTMENT PLAT BETWEEN TRACT B (OPEN sPACE) AND TRACT 50A, BOTH OF THE TIERRA CONTENTA SUBDIVISION, PHASE 2C", SITUATE WITHIN SECTION 14 OF TOWNSHIP 16 NORTH, RANGE 8 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN, CONTAINING 3.5198 ACRES MORE OR LESS, DOES HEREBY CAUSE SAID TRACT TO BE SUBDIVIDED AS SHOWN HEREON, AND THAT THE SUBDIVISION IS NAMED AND WILL BE KNOWN AS "ARROYO OESTE, PHASE 2".

UTILITY EASEMENTS ARE HEREBY GRANTED TO THE FRANCHISE UTILITY COMPANIES LISTED HEREON AND TO THE CITY OF SANTA FE, UPON ALL RIGHT-OF-WAYS AND UTILITY EASEMENTS AS SHOWN HEREON, FOR THE PURPOSE OF INSTALLING, OPERATING, AND MAINTAINING PUBLIC AND PRIVATE UTILITIES SUCH AS GAS, ELECTRIC, CABLE T.V., TELEPHONE, WATER, STORM AND SANITARY SEWER. THE SAID EASEMENTS CARRY WITH THEM THE RIGHT OF INGRESS AND EGRESS (BOTH SURFACE AND SUBSURFACE) FOR CREWS AND MACHINERY AND THE RIGHT TO TRIM OR REMOVE INTERFERING VEGETATION OR OBSTRUCTIONS BY AGENCIES RESPONSIBLE FOR SAID UTILITIES.

AREAS DESIGNATED AS "RIGHT-OF-WAY", ARE HEREBY DEDICATED TO THE CITY OF SANTA FE FOR PUBLIC USE AND PUBLIC MAINTENANCE.

DRAINAGE EASEMENTS, AS SHOWN HEREON, AND AS MAY BE REQUIRED WITHIN SAID OPEN SPACE, ARE HEREBY GRANTED TO THE CITY OF SANTA FE AND THE PEDESTRIAN EASEMENT, AS SHOWN HEREON, IS HEREBY GRANTED TO THE CITY OF SANTA FE FOR PUBLIC USE. MAINTENANCE OF CHANNELS AND APPURTENANCE STRUCTURES WITHIN SAID EASEMENTS, IS THE RESPONSIBILITY OF THE CITY OF SANTA FE.

ALL THAT APPEARS ON THIS PLAT IS IN ACCORDANCE WITH THE WISHES AND DESIRES OF THE UNDERSIGNED OWNERS.

THE LANDS PLATTED HEREON LIE WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, NEW MEXICO.

BY:

_____
DANIEL WERWATH, ACTING EXECUTIVE DIRECTOR, THE HOUSING TRUST.
A NEW MEXICO 501(c)3 NON-PROFIT CORPORATION

STATE OF NEW MEXICO)
) SS
COUNTY OF SANTA FE)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2021, BY: DANIEL WERWATH, ACTING EXECUTIVE DIRECTOR, THE HOUSING TRUST. A NEW MEXICO 501(c)3 NON-PROFIT CORPORATION

_____
NOTARY PUBLIC

STORMWATER AGREEMENT

PROPERTY OWNER(S) HEREBY AGREE THAT ALL STORMWATER EASEMENTS AND ANY OTHER DRAINAGE IMPROVEMENTS ON PRIVATE PROPERTY WILL BE MAINTAINED AND KEPT FULLY FUNCTIONAL AS ORIGINALLY DESIGNED AND CONSTRUCTED WITHIN PRIVATE PROPERTY BOUNDARIES; THE CITY HAS THE RIGHT OF ACCESS FOR INSPECTION OF SAID IMPROVEMENTS; THE CITY HAS THE RIGHT, IN THE EVENT OF DRAINAGE FACILITY MAINTENANCE DEFICIENCY AND AFTER TEN (10) DAYS WRITTEN NOTICE TO THE RESPECTIVE PROPERTY OWNER, TO ENTER AND RESTORE FULL FUNCTIONAL CAPACITY OF THE DRAINAGE IMPROVEMENTS; AND TO LIEN THE PROPERTY FOR BOTH DIRECT AND INDIRECT COSTS ASSOCIATED WITH SUCH WORK. BY SIGNATURE AFFIXED TO THIS INSTRUMENT, THE PROPERTY OWNER(S) APPROVE AND AGREE THAT THIS AGREEMENT IS BINDING PERPETUALLY, RUNNING WITH THE LAND, ON PRESENT AND FUTURE OWNERS, HEIRS, AND ASSIGNS.

BY:

_____
DANIEL WERWATH, ACTING EXECUTIVE DIRECTOR, THE HOUSING TRUST.
A NEW MEXICO 501(c)3 NON-PROFIT CORPORATION

STATE OF NEW MEXICO)
) SS
COUNTY OF SANTA FE)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2021, BY: DANIEL WERWATH, ACTING EXECUTIVE DIRECTOR, THE HOUSING TRUST. A NEW MEXICO 501(c)3 NON-PROFIT CORPORATION

_____
NOTARY PUBLIC

PRELIMINARY PLAT

OF THE

ARROYO OESTE SUBDIVISION PHASE 2

COMPRISED OF TRACT 50A1 OF THE TIERRA CONTENTA SUBDIVISION, PHASE 2C
WITHIN SECTION 14 OF TOWNSHIP 16 NORTH, RANGE 8 EAST
OF THE NEW MEXICO PRINCIPAL MERIDIAN
AND WITHIN THE CITY AND COUNTY OF SANTA FE, NEW MEXICO

SHEET 1 OF 2 SHEET 3A

CASE NUMBER: _____

SANTA FE SURVEYING COMPANY
P.O. BOX 2919, SANTA FE, N.M. 87504, 1210 LUISA STREET, SUITE 8
PHONE (505)-992-3211, MOBILE (505) 660-2659, sfsc@cybermesa.com

PROJECT No.:160814-T50A1 AOP2
DRAFTED BY: JBS DATE: 09-16-21

REVISION	DATE	BY

INDEXING INFORMATION FOR COUNTY CLERK

A) NAME: TIERRA CONTENTA CORP.
FILED: INSTRUMENT No. 1808876

B) SECTION 14, T.16N., R.08E., N.M.P.M.

C) TRACT 50, TAX ID# 1-047-094-083-379

VACATION AND EXTINGUISHMENT OF EASEMENT

THE UNDERSIGNED, ON BEHALF OF THE CITY OF SANTA FE, A MUNICIPAL CORPORATION, DO HEREBY VACATE, EXTINGUISH, RELEASE, WAIVE, QUITCLAIM, AND DISCHARGE THEIR RIGHTS, AND INTEREST TO THE PORTION OF THE "CONSTRUCTION SLOPE EASEMENT", AS SHOWN HEREON AS A HATCHED AREA,

THIS VACATION AND EXTINGUISHMENT OF EASEMENTS IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE WISHES AND DESIRES OF THE UNDERSIGNED:

CITY OF SANTA FE

_____

CITY PLANNER

STATE OF NEW MEXICO)
)SS
COUNTY OF SANTA FE)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2021 BY _____

_____

NOTARY PUBLIC

CITY OF SANTA FE

_____

CITY ENGINEER

STATE OF NEW MEXICO)
)SS
COUNTY OF SANTA FE)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2021 BY _____

_____

NOTARY PUBLIC

CITY OF SANTA FE

_____

CITY MANAGER,

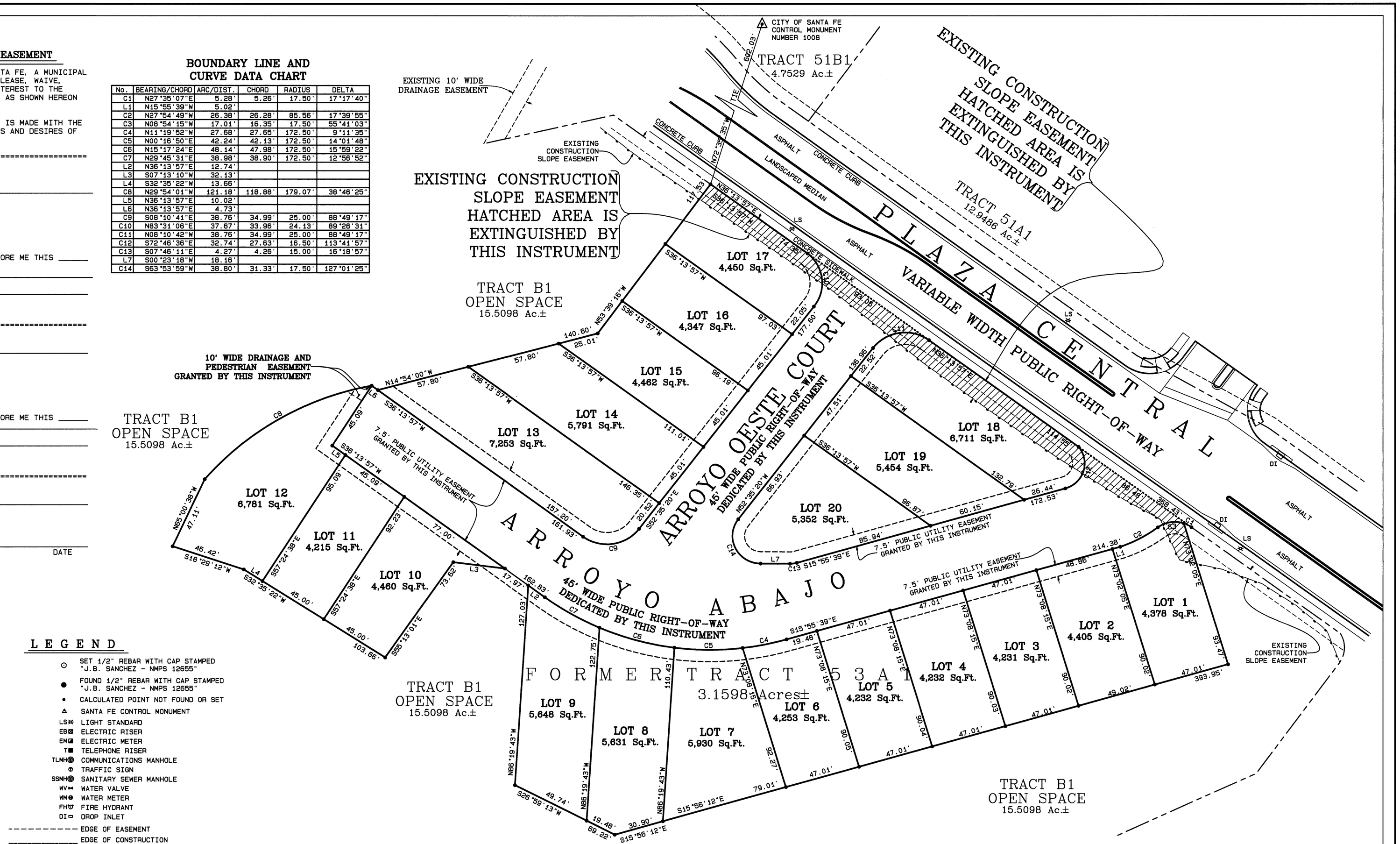
ATTEST:

_____

YOLANDA Y. VIGIL, CITY CLERK DATE

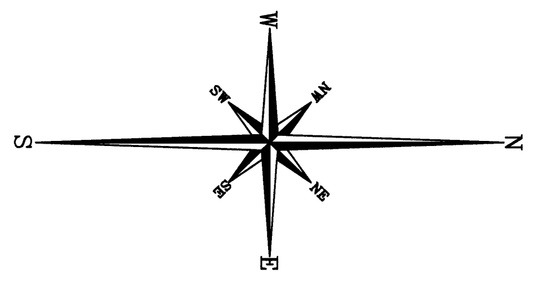
BOUNDARY LINE AND CURVE DATA CHART

No.	BEARING/CHORD	ARC/DIST.	CHORD	RADIUS	DELTA
C1	N27°35'07"E	5.28'	5.26'	17.50'	17°17'40"
L1	N15°55'39"W	5.02'			
C2	N27°54'49"W	26.38'	26.28'	85.56'	17°39'55"
C3	N08°54'15"W	17.01'	16.35'	17.50'	55°41'03"
C4	N11°19'52"W	27.68'	27.65'	172.50'	9°11'35"
C5	N00°16'50"E	42.24'	42.13'	172.50'	14°01'48"
C6	N15°17'24"E	48.14'	47.98'	172.50'	15°59'22"
C7	N29°45'31"E	38.98'	38.90'	172.50'	12°56'52"
L2	N36°13'57"E	12.74'			
L3	S07°13'10"W	32.13'			
L4	S32°35'22"W	13.66'			
C8	N29°54'01"W	121.18'	118.88'	179.07'	38°46'25"
L5	N36°13'57"E	10.02'			
L6	N36°13'57"E	4.73'			
C9	S08°10'41"E	38.76'	34.99'	25.00'	88°49'17"
C10	N83°31'06"E	37.67'	33.96'	24.13'	89°26'31"
C11	N08°10'42"W	38.76'	34.99'	25.00'	88°49'17"
C12	S72°46'36"E	32.74'	27.63'	16.50'	113°41'57"
C13	S07°46'11"E	4.27'	4.26'	15.00'	16°18'57"
L7	S00°23'18"W	18.16'			
C14	S63°53'59"W	38.80'	31.33'	17.50'	127°01'25"



LEGEND

- SET 1/2" REBAR WITH CAP STAMPED "J.B. SANCHEZ - NMPS 12655"
- FOUND 1/2" REBAR WITH CAP STAMPED "J.B. SANCHEZ - NMPS 12655"
- CALCULATED POINT NOT FOUND OR SET
- SANTA FE CONTROL MONUMENT
- LS LIGHT STANDARD
- EB ELECTRIC RISER
- EM ELECTRIC METER
- T TELEPHONE RISER
- TLMH COMMUNICATIONS MANHOLE
- TRAFFIC SIGN
- SSMH SANITARY SEWER MANHOLE
- WV WATER VALVE
- WM WATER METER
- FH FIRE HYDRANT
- DI DROP INLET
- EDGE OF EASEMENT
- EDGE OF CONSTRUCTION SLOPE EASEMENT
- ADJOINER PROPERTY LINE
- CHAINLINK FENCE
- SANITARY SEWER LINE



GRAPHIC SCALE 1" = 30'
0 30 60 90

SURVEYOR'S CERTIFICATE

I, JAMES B. SANCHEZ, A NEW MEXICO REGISTERED PROFESSIONAL SURVEYOR, CERTIFY TO: THE HOUSING TRUST, A NEW MEXICO 501(c)3 NON-PROFIT CORPORATION, THAT I CONDUCTED AND AM RESPONSIBLE FOR THIS SURVEY, THAT THIS SURVEY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND THAT THIS SURVEY AND PLAT MEET THE MINIMUM STANDARDS FOR SURVEYORS PRACTICING IN NEW MEXICO.

JAMES B. SANCHEZ, P.S. No. 12655 DATE

JAMES B. SANCHEZ NEW MEXICO 12655 REGISTERED PROFESSIONAL SURVEYOR

SANTA FE SURVEYING COMPANY
P.O. BOX 2919, SANTA FE, N.M. 87504, 1210 LUISA STREET, SUITE 8
PHONE (505)-992-3211, MOBILE (505) 660-2659, sfsc@cybermesa.com

PROJECT No.:160814-T50A1 AOP2
DRAFTED BY: JBS DATE: 09-16-21

REVISION	DATE	BY

PRELIMINARY PLAT
OF THE
ARROYO OESTE SUBDIVISION
PHASE 2

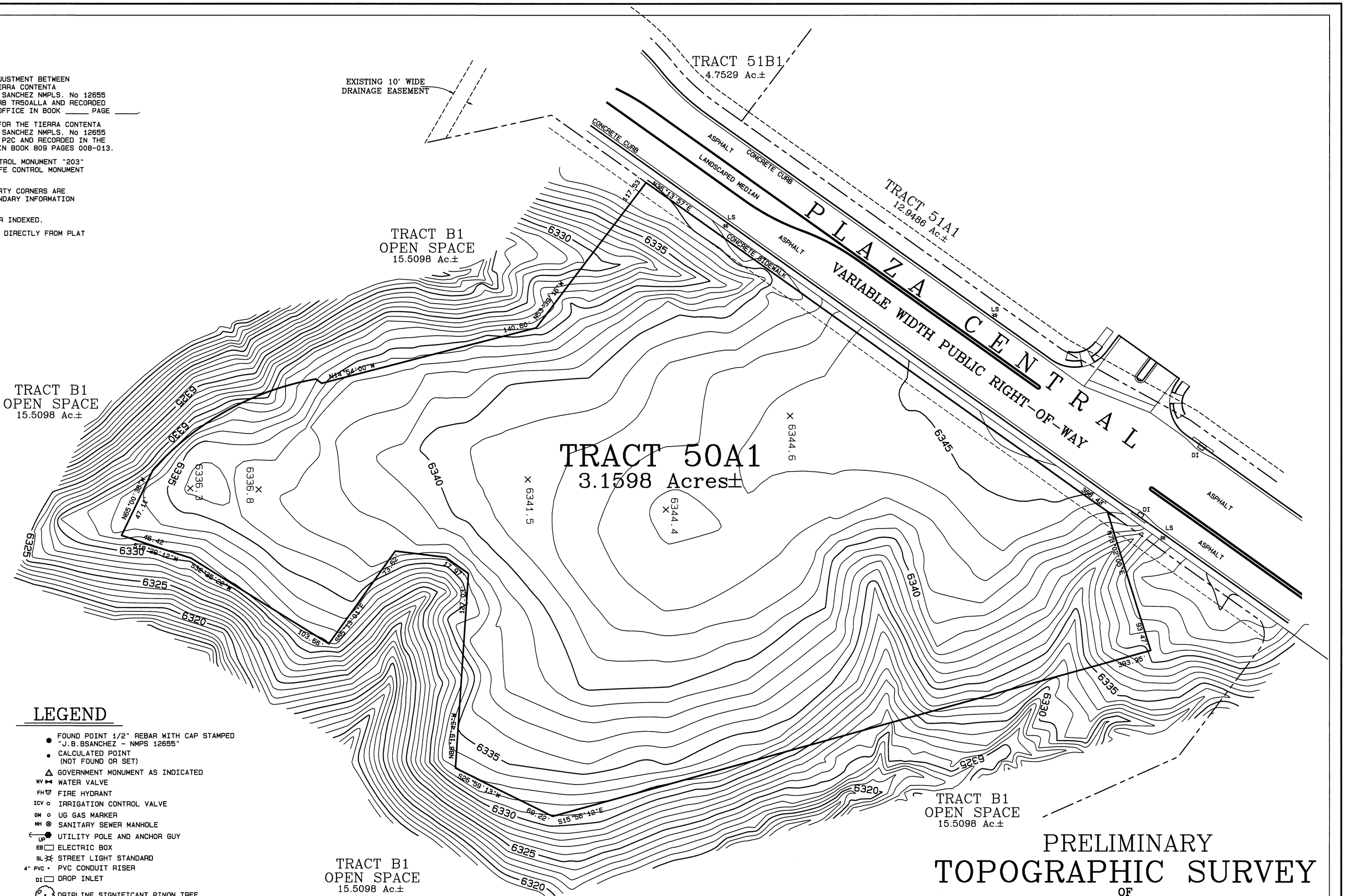
COMPRISED OF TRACT 50A1 OF THE TIERRA CONTENTA SUBDIVISION, PHASE 2C
WITHIN SECTION 14 OF TOWNSHIP 16 NORTH, RANGE 8 EAST
OF THE NEW MEXICO PRINCIPAL MERIDIAN
AND WITHIN THE CITY AND COUNTY OF SANTA FE, NEW MEXICO

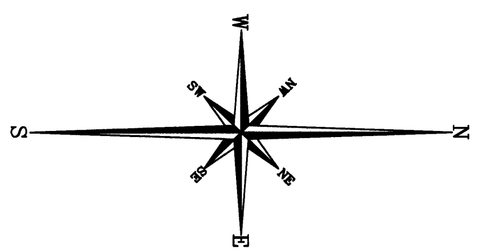
SHEET 2 OF 2 SHEET 3B

CASE NUMBER: _____

GENERAL NOTES

1. REFER TO PLAT OF SURVEY ENTITLED "LOT LINE ADJUSTMENT BETWEEN TRACT B (OPEN SPACE) AND TRACT 50A, OF THE TIERRA CONTENTA SUBDIVISION, PHASE 2C"., PREPARED BY JAMES B. SANCHEZ NMPLS. No 12655 ON _____, HAVING PROJECT No. 160814 TC TRB TR50ALLA AND RECORDED IN THE OFFICE OF THE SANTA FE, COUNTY CLERKS OFFICE IN BOOK _____ PAGE _____.
2. REFER TO PLAT OF SURVEY ENTITLED "FINAL PLAT FOR THE TIERRA CONTENTA SUBDIVISION, PHASE 2C"., PREPARED BY JAMES B. SANCHEZ NMPLS. No 12655 ON 07-15-2016, HAVING PROJECT No. 160813I4-TC P2C AND RECORDED IN THE OFFICE OF THE SANTA FE, COUNTY CLERKS OFFICE IN BOOK 809 PAGES 008-013.
3. ELEVATIONS ARE BASED UPON TIERRA CONTENTA CONTROL MONUMENT "203" AND 6368.88 FEET (NAVD 88) AND CITY OF SANTA FE CONTROL MONUMENT "SF 1008" 6339.68' (NAVD 88).
4. THIS IS NOT A BOUNDARY SURVEY, APPARENT PROPERTY CORNERS ARE SHOWN FOR ORIENTATION PURPOSES ONLY. FOR BOUNDARY INFORMATION REFER TO PLAT REFERENCED IN NOTE No. 1 ABOVE.
5. CONTOUR INTERVAL IS 1'. WITH EVERY 5TH CONTOUR INDEXED.
6. BEARINGS, DISTANCES & ACREAGE SHOWN ARE TAKEN DIRECTLY FROM PLAT OF NOTE 1.





LEGEND

- FOUND POINT 1/2" REBAR WITH CAP STAMPED "J.B.BSANCHEZ - NMPS 12655"
- CALCULATED POINT (NOT FOUND OR SET)
- GOVERNMENT MONUMENT AS INDICATED
- WV WATER VALVE
- FH FIRE HYDRANT
- ICV IRRIGATION CONTROL VALVE
- GM UG GAS MARKER
- MH SANITARY SEWER MANHOLE
- UP UTILITY POLE AND ANCHOR GUY
- EB ELECTRIC BOX
- SL STREET LIGHT STANDARD
- 4" PVC PVC CONDUIT RISER
- DI DROP INLET
- DRIPLINE SIGNIFICANT PINON TREE
- ADJOINER PROPERTY LINE
- EDGE OF EASEMENT
- FENCE
- FLOWLINE SURFACE DRAINAGE
- TOP OF BANK
- TOE OF BANK
- UE UNDERGROUND ELECTRIC LINE
- G UNDERGROUND GAS LINE
- S UNDERGROUND SANITARY SEWER LINE

UNDERGROUND UTILITY LINES WERE PLACED UNDER THE DIRECTION OF NEW MEXICO ONE CALL

SANTA FE SURVEYING COMPANY		
P.O. BOX 2919, SANTA FE, N.M. 87504, 1210 LUISA STREET, SUITE 8		
PHONE (505)-992-3211, MOBILE (505) 660-2659, sfsc@cybermesa.com		
PROJECT No.:160814-T50A1 TOPO		
DRAFTED BY: JBS	DATE: 09-16-21	
REVISION	DATE	BY

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY, TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE TOPOGRAPHY AS DELINEATED HEREON, IS AN ACCURATE REPRESENTATION OF A FIELD SURVEY PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION, IN SEPTEMBER OF 2021, AND THAT THE SAME COMPLIES WITH UNITED STATES NATIONAL MAP ACCURAC STANDARDS. THIS IS NOT A BOUNDARY SURVEY. BOUNDARY LINES AND CORNERS ARE SHOWN FOR ORIENTATION PURPOSES ONLY.

JAMES B. SANCHEZ, P.S. No. 12655 DATE

JAMES B. SANCHEZ NEW MEXICO 12655 REGISTERED PROFESSIONAL SURVEYOR

PRELIMINARY TOPOGRAPHIC SURVEY

OF

TRACT 50A1

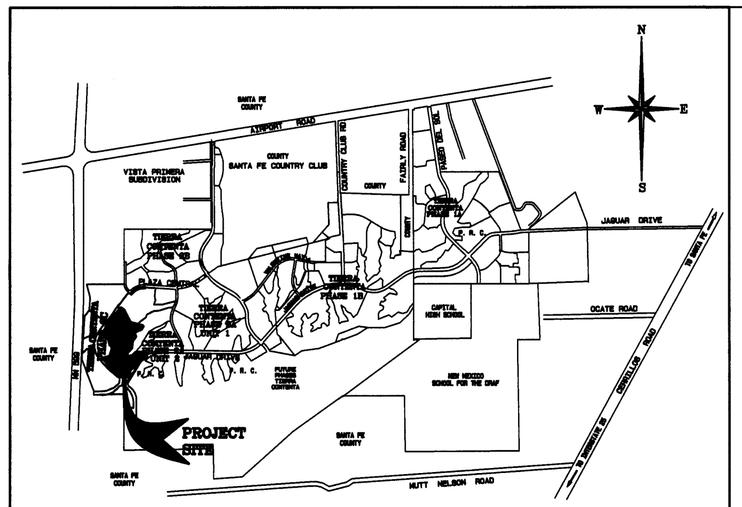
OF THE

TIERRA CONTENTA SUBDIVISION, PHASE 2C

WITHIN SECTION 14 OF TOWNSHIP 16 NORTH, RANGE 8 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN AND WITHIN THE CITY AND COUNTY OF SANTA FE, NEW MEXICO

SHEET 1 OF 1 SHEET 4A

CASE NUMBER: _____



V I C I N I T Y M A P

NOT TO SCALE

OWNERS CONSENT

KNOW ALL MEN BY THESE PRESENTS: THAT THE UNDERSIGNED OWNER OF THESE LANDS LYING WITHIN THE CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO, COMPRISED OF "TRACT 50A" AND "TRACT B" (OPEN SPACE) OF THE TIERRA CONTENTA SUBDIVISION, PHASE 2C", SITUATE WITHIN SECTION 14 OF TOWNSHIP 16 NORTH, RANGE 8 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN, DO HEREBY CAUSE THE COMMON BOUNDARY LINE BETWEEN SAID TRACTS TO BE MODIFIED AS SHOWN HEREON, .

NO UTILITY EASEMENTS ARE VACATED, GRANTED OR MODIFIED BY THIS PLAT.

ALL THAT APPEARS ON THIS PLAT IS IN ACCORDANCE WITH THE WISHES AND DESIRES OF THE UNDERSIGNED OWNERS.

THE LANDS PLATTED HEREON LIE WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, NEW MEXICO.

BY:

_____

DANIEL WERWATH, ACTING EXECUTIVE DIRECTOR, THE HOUSING TRUST.
A NEW MEXICO 501(c)3 NON-PROFIT CORPORATION

STATE OF NEW MEXICO)
) SS
COUNTY OF SANTA FE)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____ 2021, BY: DANIEL WERWATH, ACTING EXECUTIVE DIRECTOR, THE HOUSING TRUST. A NEW MEXICO 501(c)3 NON-PROFIT CORPORATION

_____
NOTARY PUBLIC

_____
CITY OF SANTA FE

_____
CITY PLANNER

STATE OF NEW MEXICO)
) SS
COUNTY OF SANTA FE)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2021 BY _____

_____
NOTARY PUBLIC

_____
CITY OF SANTA FE

_____
CITY ENGINEER

STATE OF NEW MEXICO)
) SS
COUNTY OF SANTA FE)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2021 BY _____

_____
NOTARY PUBLIC

_____
CITY OF SANTA FE

_____
CITY MANAGER,

ATTEST:

_____
YOLANDA Y. VIGIL, CITY CLERK DATE

_____
SANTA FE COUNTY TREASURER DATE

CASE NUMBER: 2021-____
REVIEWED BY:
THE SANTA FE PERMIT
AND DEVELOPMENT DEPARTMENT

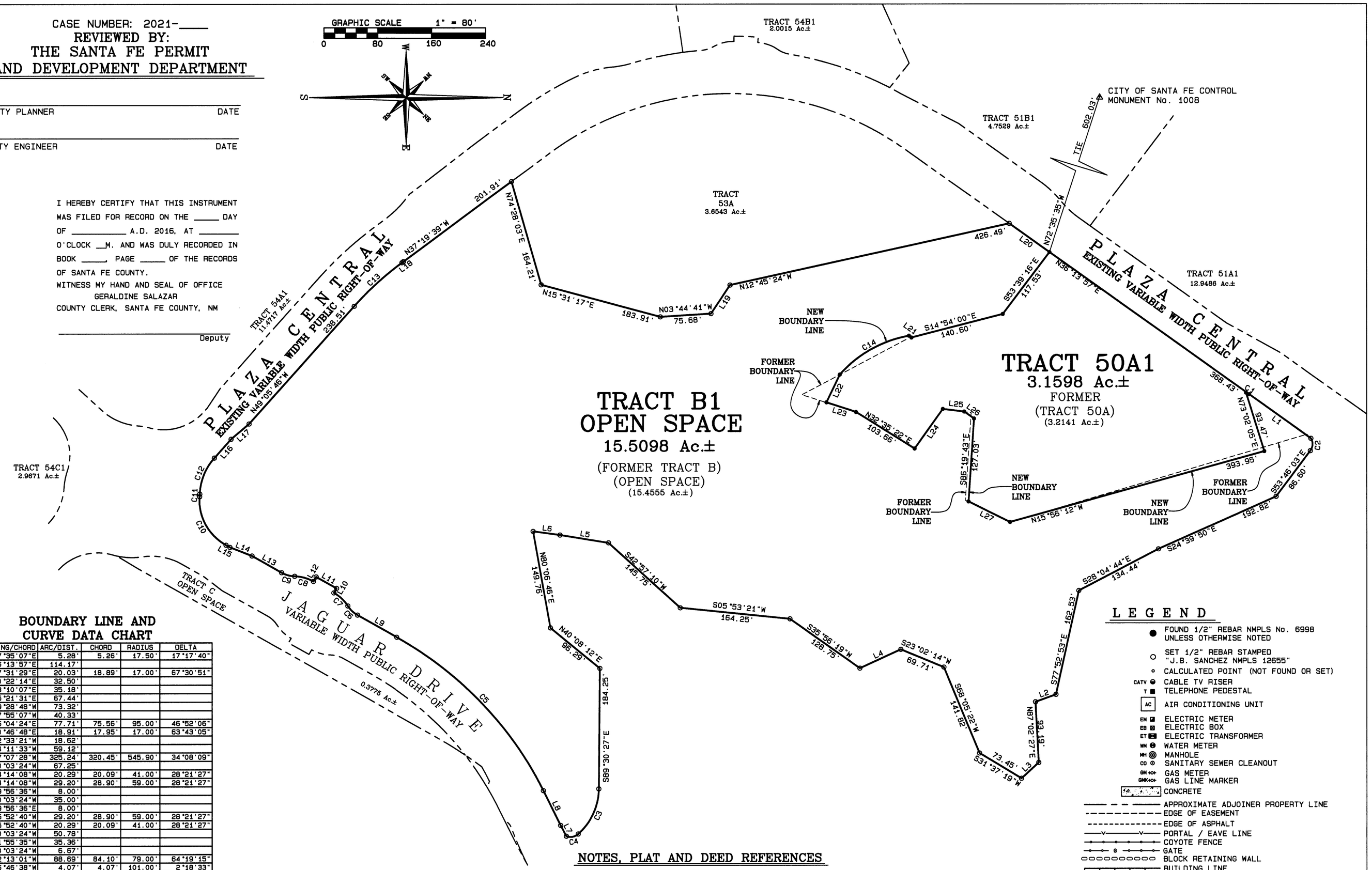
_____
CITY PLANNER DATE

_____
CITY ENGINEER DATE

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD ON THE _____ DAY OF _____ A.D. 2016, AT _____ O'CLOCK __M. AND WAS DULY RECORDED IN BOOK _____, PAGE _____ OF THE RECORDS OF SANTA FE COUNTY.
WITNESS MY HAND AND SEAL OF OFFICE
GERALDINE SALAZAR
COUNTY CLERK, SANTA FE COUNTY, NM

_____
Deputy

GRAPHIC SCALE 1" = 80'
0 80 160 240



BOUNDARY LINE AND CURVE DATA CHART

No.	BEARING/CHORD	ARC/DIST.	CHORD	RADIUS	DELTA
C1	N27°35'07"E	5.28'	5.26'	17.50'	17°17'40"
L1	N36°13'57"E	114.17'			
C2	S87°31'29"E	20.03'	18.89'	17.00'	67°30'51"
L2	S20°22'14"E	32.50'			
L3	S43°10'07"E	35.18'			
L4	S25°21'31"E	67.44'			
L5	S09°28'48"W	73.32'			
L6	S07°55'07"W	40.33'			
C3	S66°04'24"E	77.71'	75.56'	95.00'	46°52'06"
C4	S10°46'48"E	18.91'	17.95'	17.00'	63°43'05"
L7	S62°33'21"W	19.62'			
L8	S64°11'33"W	59.12'			
C5	S47°07'28"W	325.24'	320.45'	545.90'	34°08'09"
L9	S30°03'24"W	67.25'			
C6	S44°14'08"W	20.29'	20.09'	41.00'	28°21'27"
C7	S44°14'08"W	29.20'	28.90'	59.00'	28°21'27"
L10	N59°56'36"W	8.00'			
L11	S30°03'24"W	35.00'			
L12	S59°56'36"E	8.00'			
C8	S15°52'40"W	29.20'	28.90'	59.00'	28°21'27"
C9	S15°52'40"W	20.29'	20.09'	41.00'	28°21'27"
L13	S30°03'24"W	50.78'			
L14	S21°55'35"W	35.36'			
L15	S30°03'24"W	6.67'			
C10	S62°13'01"W	88.69'	84.10'	79.00'	64°19'15"
C11	N86°46'38"W	4.07'	4.07'	101.00'	2°18'33"
C12	N68°30'50"W	60.33'	59.18'	89.00'	38°50'09"
L16	N49°05'46"W	38.01'			
L17	N40°57'58"W	35.36'			
C13	N43°12'42"W	97.77'	97.60'	476.00'	11°46'07"
L18	N37°19'39"W	2.75'			
L19	N56°59'03"W	52.11'			
L20	N36°13'57"E	74.23'			
L21	S36°13'57"W	4.73'			
C14	S29°54'01"E	121.18'	118.88'	179.07'	38°46'25"
L22	S65°00'38"E	47.11'			
L23	N18°29'12"E	46.42'			
L24	N55°13'01"W	73.62'			
L25	N07°13'10"E	32.13'			
L26	N36°13'57"E	17.97'			
L27	N26°59'13"E	69.22'			

SURVEYOR'S CERTIFICATE

I, JAMES B. SANCHEZ, A NEW MEXICO REGISTERED PROFESSIONAL SURVEYOR, HEREBY CERTIFY THAT ON OCTOBER 6, 2021, I CONDUCTED A FIELD SURVEY AND PLATTED THE SAME HEREON, AND THAT I AM RESPONSIBLE FOR THIS SURVEY, THAT THIS SURVEY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND THAT THIS SURVEY AND PLAT MEETS OR EXCEEDS THE MINIMUM STANDARDS FOR SURVEYORS PRACTICING IN NEW MEXICO. I FURTHER CERTIFY THAT THIS IS A BOUNDARY SURVEY PLAT OF AN EXISTING LOTS AND IS NOT A LAND DIVISION OR SUBDIVISION AS DEFINED IN THE NEW MEXICO SUBDIVISION ACT.

JAMES B. SANCHEZ, NEW MEXICO (12655) REGISTERED PROFESSIONAL SURVEYOR

_____
JAMES B. SANCHEZ, P.S. No. 12655 DATE

NOTES, PLAT AND DEED REFERENCES

1. REFER TO PLAT OF SURVEY ENTITLED "FINAL PLAT OF THE TIERRA CONTENTA SUBDIVISION PHASE 2C", PREPARED BY JAMES B. SANCHEZ, NMPS.12655, ON JANUARY 15, 2012, HAVING PROJECT No. 16081314-TC P2C AND RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK IN BOOK 809 ON PAGES 008-013.
2. REFER TO PLAT OF SURVEY ENTITLED ""LOT SPLIT OF TRACT 8A3-7D", PREPARED BY JAMES B. SANCHEZ, NMPS.12655, ON OCTOBER 26, 2015, HAVING PROJECT No. 160813314-TC T49 SPLT AND RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK IN BOOK 810, ON PAGES 019 - 020.
3. REFER TO PLAT OF SURVEY ENTITLED "DEDICATION PLAT FOR TRACT 8A3-7B", PREPARED BY JAMES B. SANCHEZ, NMPS.12655, ON SEPTEMBER 15, 2011, HAVING PROJECT No. 16081314-TCP2BD AND RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK ON OCTOBER 21, 2011, IN BOOK 738 ON PAGES 014-015.
4. REFER TO PLAT OF SURVEY ENTITLED "BOUNDARY SURVEY OF TRACT 50", PREPARED BY JAMES B. SANCHEZ, NMPS. No. 12655, ON APRIL 18, 2011, HAVING PROJECT No. 160814TCP2B50B AND RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK ON J4-25-2011, IN BOOK 731 ON PAGE 001 .
5. REFER TO WARRANTY DEED BY AND BETWEEN TIERRA CONTENTA CORP. (GRANTOR) AND HOMEWISE, INC. (GRANTEE), RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK, AS INSTRUMENT NUMBER 1535551.
6. REFER TO WARRANTY DEED BY AND BETWEEN CITY OF SANTA FE (GRANTOR) AND TIERRA CONTENTA CORPORATION (GRANTEE), RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK, IN BOOK 1122, PAGE 789.
7. REFER TO WARRANTY DEED BY AND BETWEEN CITY OF SANTA FE (GRANTOR) AND TIERRA CONTENTA CORPORATION (GRANTEE), RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK, IN BOOK 1122, PAGE 789.
8. THE LANDS PLATTED HEREON ARE SUBJECT TO ALL APPURTENANT EASEMENTS, COVENANTS AND RESTRICTIONS, RECORDED OR UNRECORDED.
9. BEARINGS SHOWN ARE GRID NORTH (NMSPCS CENTRAL ZONE) AND ARE BASED UPON THE CITY OF SANTA FE CONTROL NETWORK AND OTHER MONUMENTATION SET BY BOHANNAN-HUSTON, INC., IN APRIL OF 1996.
10. IMPROVEMENTS SHOWN HEREON ARE CURRENT AS OF DATE OF THIS SURVEY.

L E G E N D

- FOUND 1/2" REBAR NMPLS No. 6998 UNLESS OTHERWISE NOTED
- SET 1/2" REBAR STAMPED "J.B. SANCHEZ NMPLS 12655"
- CALCULATED POINT (NOT FOUND OR SET)
- CATV CABLE TV RISER
- T TELEPHONE PEDESTAL
- AC AIR CONDITIONING UNIT
- EM ELECTRIC METER
- EB ELECTRIC BOX
- ET ELECTRIC TRANSFORMER
- WM WATER METER
- MH MANHOLE
- CO SANITARY SEWER CLEANOUT
- GM GAS METER
- GML GAS LINE MARKER
- CONCRETE
- APPROXIMATE ADJOINER PROPERTY LINE
- EDGE OF EASEMENT
- EDGE OF ASPHALT
- PORTAL / EAVE LINE
- COYOTE FENCE
- GATE
- BLOCK RETAINING WALL
- BUILDING LINE

PRELIMINARY
LOT LINE ADJUSTMENT PLAT
BETWEEN
TRACT B (OPEN SPACE)
AND
TRACT 50A
THE TIERRA CONTENTA SUBDIVISION, PHASE 2C

WITHIN SECTION 14 OF TOWNSHIP 16 NORTH, RANGE 8 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN AND WITHIN THE CITY AND COUNTY OF SANTA FE, NEW MEXICO

SHEET 1 OF 1 SHEET 4B

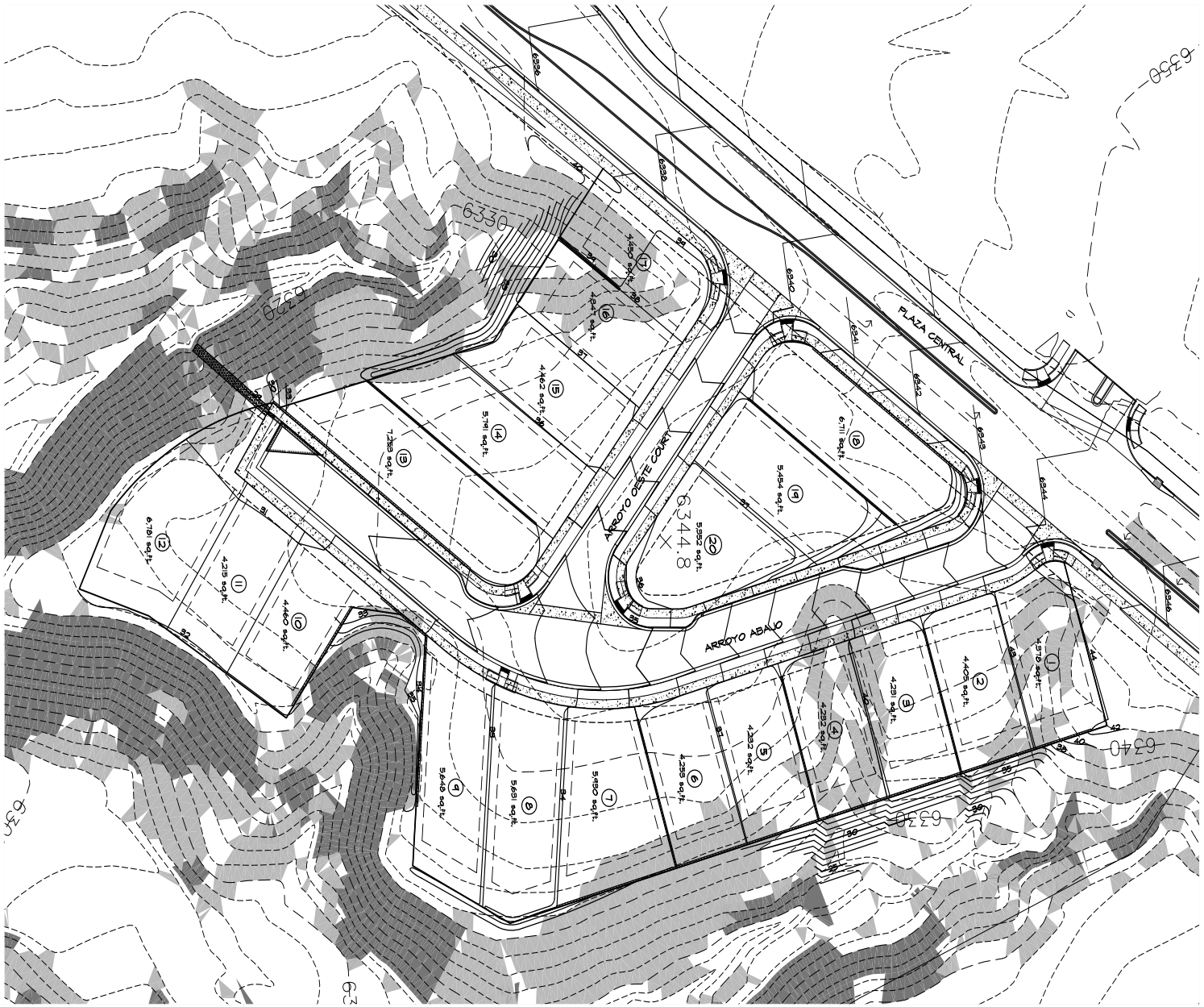
CASE NUMBER: _____

INDEXING INFORMATION FOR COUNTY CLERK
A) NAME: THE HOUSING TRUST
TIERRA CONTENTA CORP
FILED: INSTRUMENT No. 1808876
TAX ID # 1-047-094-217-496, 217-501
B) SECTION 14, T.16N., R.08E., N.M.P.M.
C) TRACT 50A, TAX ID# 1-047-094-113-429

SANTA FE SURVEYING COMPANY
P.O. BOX 2919, SANTA FE, N.M. 87504, 1210 LUISA STREET STE #8
PHONE (505)-992-3211, MOBILE (505) 660-2659, sfsc@cybermesa.com

PROJECT No.: 160814 TC TRB TR50ALLA
DRAFTED BY: JBS DATE: 09-15-21

REVISION	DATE	BY



SLOPE LEGEND

- 0-20% SLOPE USING 1' CONTOUR INTERVALS
- 20%-30% SLOPE USING 1' CONTOUR INTERVALS
- 30% AND GREATER SLOPE USING 5' CONTOUR INTERVALS

TOPOGRAPHY SHOWN HEREON WAS PREPARED BY SANTA FE SURVEYING COMPANY. SEE SHEET 4B.

NORTH

SCALE 1"=30'

30' 0 30'

2' CONTOUR INTERVAL

REVISIONS

DATE	BY

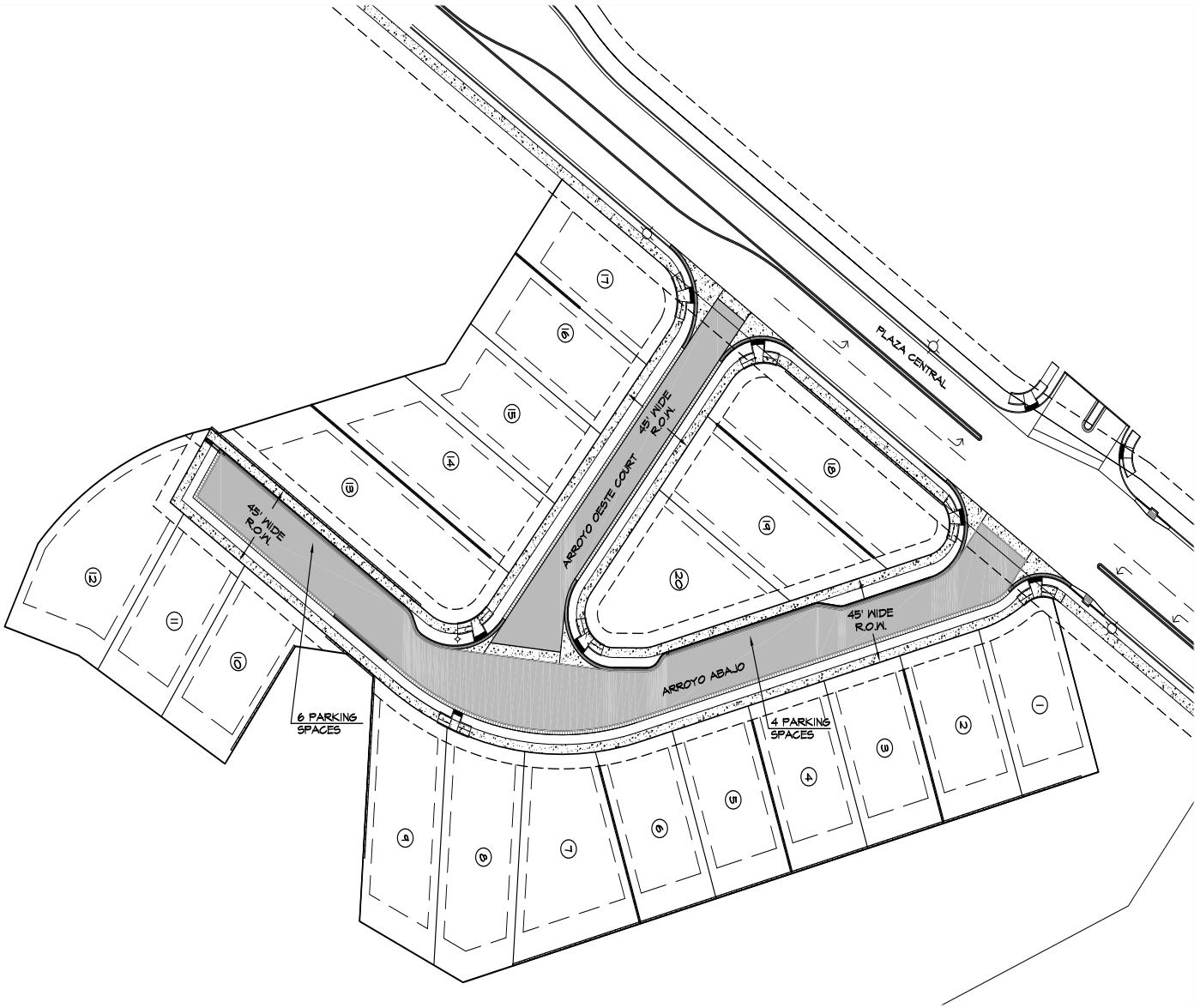
DESIGN ENGINUITY

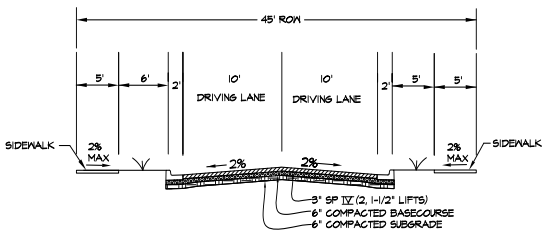
901 LUISA STREET, SUITE F.
SANTA FE, NEW MEXICO 87505
(505) 191-9951

TIERRA CONTENTA
ARROYO OESTE PHASE 2

SLOPE ANALYSIS

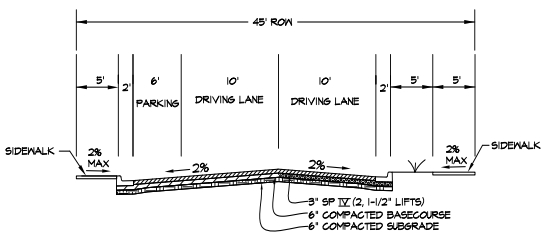
SCALE	DWG NO.	DATE
1"=30'		09/20/2021
PRIOR CASE #		SHEET NO. 5





RESIDENTIAL LANE WITHOUT PARKING

NTS.



RESIDENTIAL LANE WITH PARKING

NTS.

LEGEND

6" ROLL CURB

6" STANDARD CURB

D.E.

NORTH

SCALE 1"=30'

30' 0 30'

REVISIONS

DATE	BY

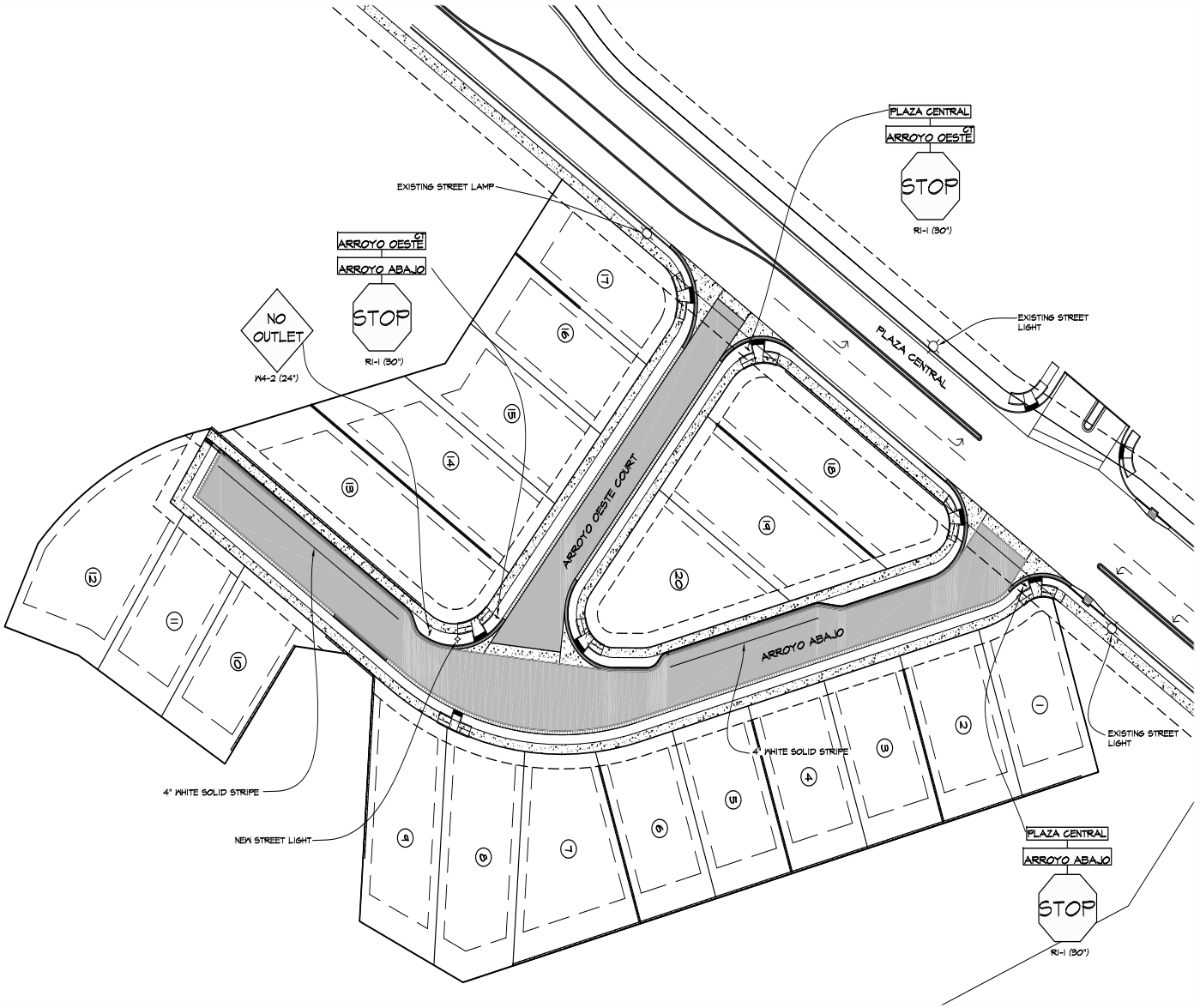
DESIGN ENGINUITY
1101 LUISA STREET, SUITE F.
SANTA FE, NEW MEXICO 87505
(505) 191-9951

TIERRA CONTENTA
ARROYO OESTE PHASE 2

ROADWAY PLAN & TYPICAL SECTIONS

SCALE	DWG NO.	DATE
1"=30'		09/20/2021
PRIOR CASE #		SHEET NO. 6

C:\Yvette Files\Tierra Contenta Tract 50A\dwg\2021-08-04 Tierra Contenta Tract 50A base.dwg, 9/13/2021 4:36:18 PM, Adobe PDF



SIGN AND POST REQUIREMENTS:

1. ALL ALUMINUM PANEL SIGNING AND STEEL POSTS SHALL COMPLY WITH THE NMDOT CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR BRIDGE CONSTRUCTION.

2. ALL SIGNING SHALL COMPLY WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES - CURRENT EDITION.

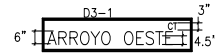
3. SIGN POSTS WITH APPROVED BREAKAWAY DEVICE SHALL BE "MARION" BRAND 4 LB/FT U CHANNEL BLACK. NO SUBSTITUTES ALLOWED.

4. SIGN SHEETING SHALL BE "3M" BRAND HIGH INTENSITY. NO SUBSTITUTIONS.

5. SIGN HEIGHT SHALL BE A MINIMUM OF 7' HIGH FROM THE BOTTOM OF THE LOWEST SIGN.

6. S.F. CITY APPROVED ROAD NAME STREET SIGNS (D3-1) SHALL BE PLACED AT ALL ROAD INTERSECTIONS MOUNTED ABOVE STOP SIGNS.

7. STREET NAME SIGNS SHALL FOLLOW MUTCD (2009 EDITION) SECTION 2D-43 REQUIREMENTS.



LETTER AND BORDER WHITE. BACKGROUND GREEN.

STRIPING AND PAINT NOTES:

1. ALL PRE-FORMED PAVEMENT MARKINGS SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.

2. RETRO-REFLECTORIZED PAINTED PAVEMENT MARKING STRIPES - FOR HIGH -BUILT PAINT, USE TWO COATS AND FOR REGULAR PAIN USE THREE COATS. (DOUBLE APPLICATION TO BE APPLIED WITHIN 14 DAYS.)

3. ALL STRIPING SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD) CURRENT EDITION.

4. CURBS SHALL BE PAINTED RED 10' EITHER SIDE OF ALL FIRE HYDRANTS.

REVISIONS

DATE	BY

DESIGN ENGINUITY
901 LUISA STREET, SUITE F.
SANTA FE, NEW MEXICO 87505
(505) 191-9951

TIERRA CONTENTA
ARROYO OESTE PHASE 2

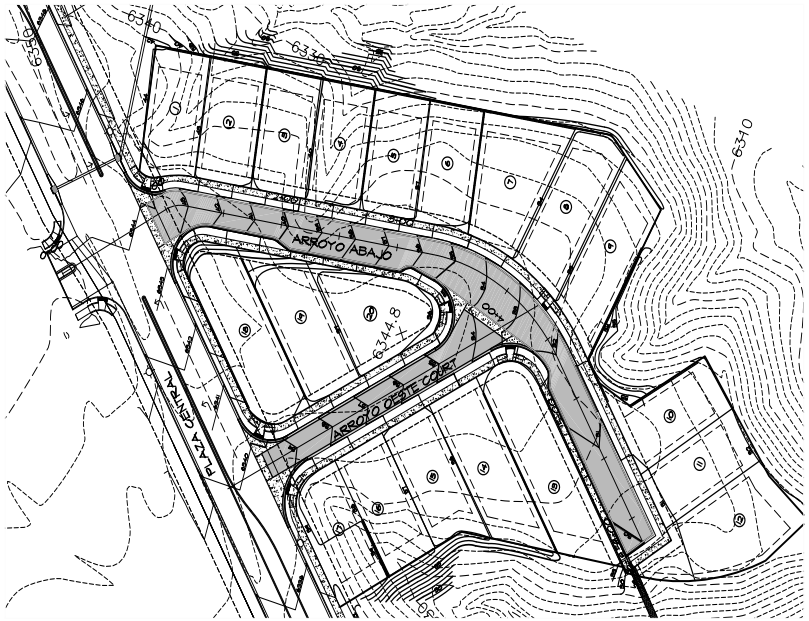
ROADWAY SIGNAGE & STRIPING

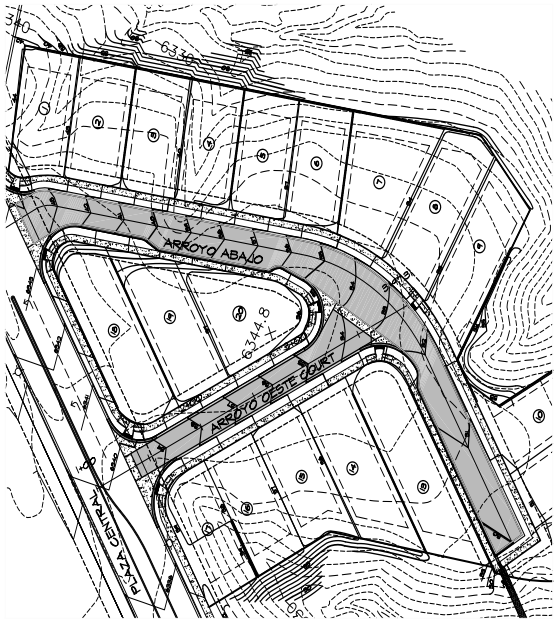
SCALE	DWG NO.	DATE
1"=30'		09/20/2021
PRIOR CASE #		SHEET NO. 7

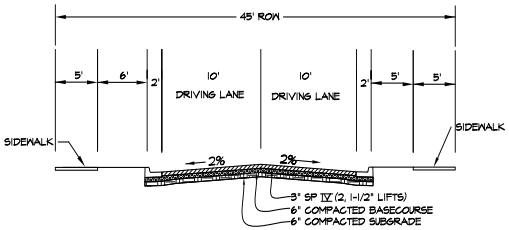
D.E. NORTH

SCALE 1"=30'

30' 0 30'

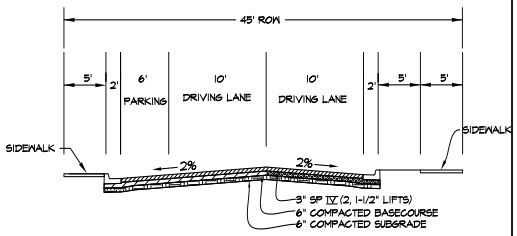






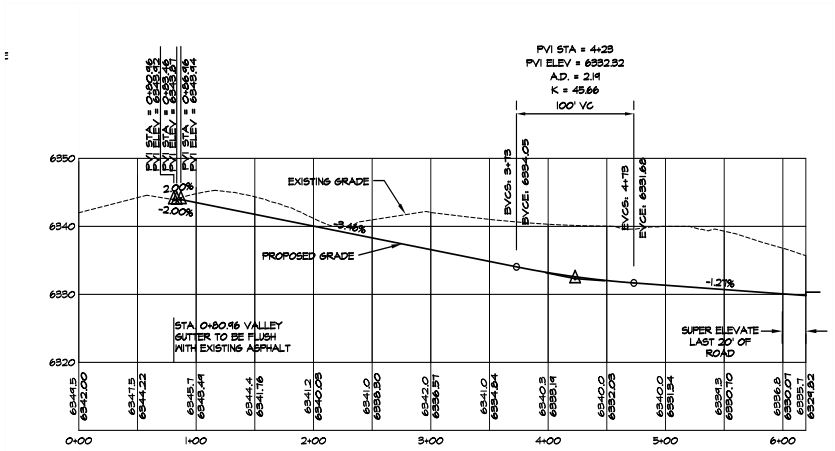
RESIDENTIAL LANE WITHOUT PARKING

NTS.

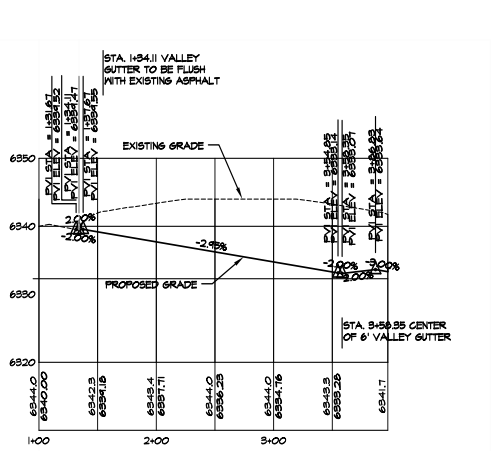


RESIDENTIAL LANE WITH PARKING

NTS.



ARROYO ABAJO



ARROYO OESTE COURT

REVISIONS

DATE	BY

DESIGN ENGINUITY
401 LUISA STREET, SUITE F
SANTA FE, NEW MEXICO 87505
(505) 191-9951

TIERRA CONTENTA
ARROYO OESTE PHASE 2

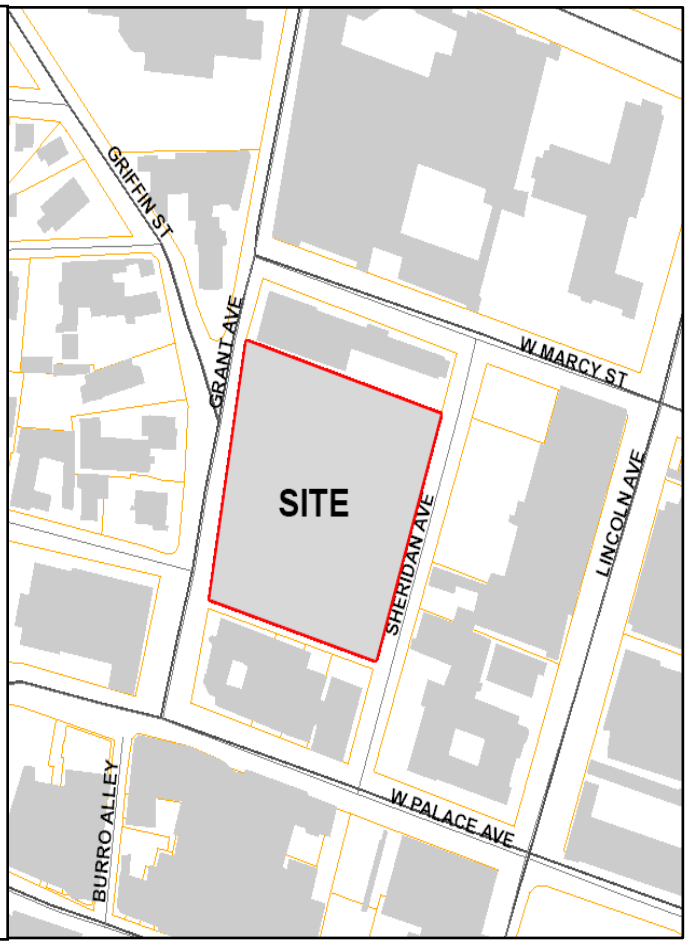
ROADWAY PLANS AND PROFILES

SCALE	DWG NO.	DATE
AS SHOWN		09/20/2021
PRIOR CASE #		SHEET NO. 8

Land Use Department
Planning Commission Staff Report

Case No:	2021-3976, 3977 ~~& 3978~~
Hearing Date:	November 4, 2021
Applicant:	Lorn Tryk Architects, and JenkinsGavin, Inc., Agent, for 123-135 Grant LLC (on behalf of the Georgia O'Keeffe Museum)
Request:	Development Plan Approval, with Variances
Location:	123 & 135 Grant Avenue
Case Mgr.:	Dan Esquibel
Zoning:	BCDMAR (Business Capitol District - Marcy Subdistrict)
Overlay:	Historic Downtown Archeological District and Downtown and East Side Historic District.
Pre-app. Mtg.:	August 22, 2019
ENN Mtg.:	June 10, 2021,
Proposal:	

Development Plan to construct a 54,000 square foot building for museum use with a variance to 14-8.6(C)(2)(a)(iii) & Table 8.6-1: Minimum No. of off-street park and 14-8.6(C)(2)(b): Off-street Parking



Case #2021-3976. 123 and 135 Grant Avenue Development Plan. Lorn Tryk Architects, Agent, for 123-135 Grant LLC (on behalf of the Georgia O'Keeffe Museum), Owner, request development plan approval to construct a 54,100 square foot structure for use as a museum. The properties are located at 123 Grant Avenue (consisting of approximately 1.2174 acres) and 135 Grant Avenue (consisting of approximately 0.7670 acres). The project site is zoned BCDMAR (Business Capitol District - Marcy Subdistrict) and within the Historic Downtown Archeological District and Downtown and East Side Historic District.

Case #2021-3977. 123 and 135 Grant Avenue Variance to Subsection 14-8.6(C)(2)(b). Lorn Tryk Architects, Agent, for 123-135 Grant LLC (on behalf of the Georgia O'Keeffe Museum), Owner, request variance to Subsection 14-8.6(C)(2)(b) to allow offsite parking greater than 600 feet from the closest property line. The properties are located at 123 Grant Avenue (consisting of approximately 1.2174 acres) and 135 Grant Avenue (consisting of approximately 0.7670 acres). The project site is zoned BCDMAR (Business Capitol District - Marcy Subdistrict) and within the Historic Downtown Archeological District and Downtown and East Side Historic District.

~~**Case #2021-3978. 123 and 135 Grant Avenue Variance to Exhibit A – Table 14-8.6-1.** Lorn Tryk Architects, Agent, for 123-135 Grant LLC (on behalf of the Georgia O'Keeffe Museum), Owner, request variance to Table 14-8.6-1 "Parking and Loading Requirements" to allow 93 parking spaces where 217 parking spaces are required. The properties are located at 123 Grant Avenue (consisting of approximately 1.2174 acres) and 135 Grant Avenue (consisting of approximately 0.7670 acres). The project site is zoned BCDMAR (Business Capitol District – Marcy Subdistrict) and within the Historic Downtown Archeological District and Downtown and East Side Historic District.~~

The applicant has withdrawn the variance request associated with **Case #2021-3978. 123 and 135 Grant Avenue Variance to Exhibit A – Table 14-8.6-1.**

I. RECOMMENDATION

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

Four motions will be required in this case:

1. *Approve or deny Case #2021-3976 (Development Plan) subject to the conditions of approval and technical corrections recommended by staff.*
2. *Approve or deny the Case #2021-3977 Variance to Chapter 14 SFCC 1987 Subsection 14-8.6(C)(2)(b).*
3. *Approve or deny the Findings of Facts and Conclusions of Law for Case #2021-3976 as shown in Exhibit B.*
4. *Approve or deny the Findings of Facts and Conclusions of Law for Case #2021-3977 as shown in Exhibit B.*

II. CONDITIONS OF APPROVAL

Table 1 Conditions

#	Condition of Approval	Dept. or Division	To be completed by:
1	Consolidation plat(s) of lots 5 thru 9 of the *"Fort Marcy Addition* of the City of Santa Fe" shall be submitted to the Land Use Department for review and approval prior to filing the Development Plan.	Land Use Current Planning	Prior to recording /filing the Development Plan
2	The Applicant shall include a sign plan to be included in the development plan prior to filing and recording. The sign plan shall comply with Subsection14-8.10(H) *"Special Sign Regulations in the H Districts".*		
3	Archaeological clearance is required		
4	An Archaeological-monitoring plan shall be submitted for review and approved before the Archaeological Review Committee.		Prior to submitting for a building permit
5	Utility drawings shall be submitted for review and approval prior to filing the Development Plan.		Prior to recording /filing the Development Plan
6	The Applicant shall provide enforcement details to address how the parking lots will prevent transient parking other than museum parking.		Prior to recording /filing the Development Plan

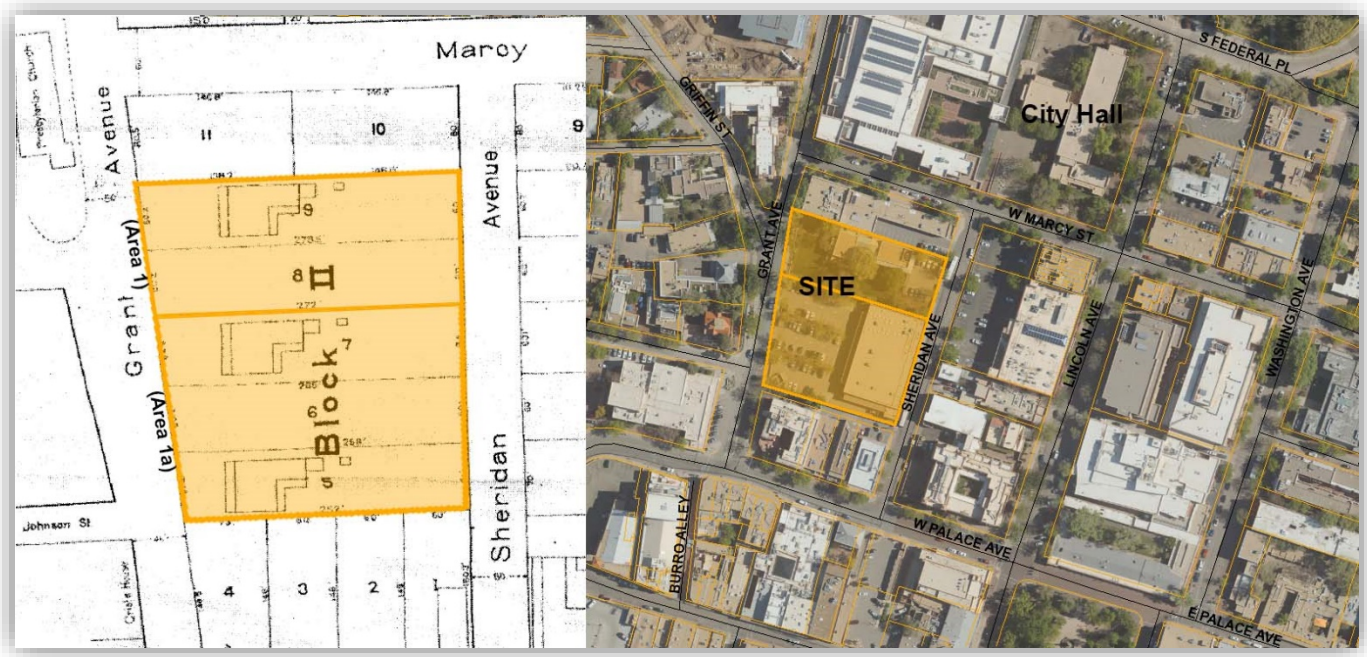
7	The Applicant will need to include details in the Development Plan for bicycle parking in compliance with TABLE 14-8.6-3: General Off-Street Bicycle Parking. Bicycle racks shall comply with the pre-approved by Historic Preservation "Santa Fe" bicycle racks design.		Prior to recording /filing the Development Plan
8	Submit Lighting cutsheets and a photometric analysis in compliance with14-8.9 "*Outdoor Lighting*"		
9	The building architecture shall comply with *Note 2. Wall stepbacks per 14-7.4 - Business-Capitol District.*		
10	Reduce all wall(s)/fence(s) height(s) to 4 feet.		
12	Address all City Consulting Traffic Engineer (Wilson & Company, Inc., Engineers & Architects) comments and concerns		
14	Water plan meeting Water Division criteria is submitted and approved by Water Division for public water system line extensions and services (each lot of record to have metered service(s); each building on lot to be have metered service)	City Water Division	Prior to recording /filing the Development Plan
15	Agreement to Construct and Dedicate Public Improvements (ACD) or equivalent City permit(s) with all applicable fees and charges paid, and financial guarantees/bonds for public water system improvements		
16	Submit for water offset fees	City Water Resource Division	Prior to recording /filing the Development Plan
17	The proposed connection of the six (6) inch sewer service line shall be made at a new public sewer manhole added to the existing sewer line in Sheridan Street.	City Wastewater Division	Prior to recording /filing the Development Plan
18	A sewer backwater valve shall be required on the new 6-inch sewer service line leaving the building.		
19	An Industrial Pre-Treatment Sampling Port shall be required on the new service 6 inch sewer service line.		
20	Provide complete Drainage Calculations showing details of existing impervious surface area and new impervious surface area, development of composite c values, and development of required storage volumes.	Land Use Technical Review	Prior to recording /filing the Development Plan
21	Cistern details must be provided, landscape plan with these details was not provided		
22	Include Drainage Maintenance Facilities Note on Plat.		
23	Place a note on the Development Plan stating that "If an accessible route from the remote parking area to the museum building is not established for this project due to any reason, all of the required ADA parking must be provided at the museum site."		

24	Make sidewalk improvements where possible and in compliance with Historic Preservation	MPO	At the time of construction

III. EXECUTIVE SUMMARY

The subject site is comprised of five lots; 5 thru 9 of the "Fort Marcy Addition of the City of Santa Fe". Today Lots 5 ,6, and 7 total approximately 1.21 acres, and are addressed as 123 Grant Avenue (Area 1a), and lots 8 and 9 total approximately 0.76 acres and are addressed as 135 Grant Avenue (Area 1), reference Figure 1 *"Lot Layout"* for graphic view. There is no evidence to support these lots were consolidated with City review and approval. Consolidation plats shall be required for review and approval by the city prior to filing the Development Plan.

Figure 1 Lot Layout ("Fort Marcy Addition" Excerpt/GIS Imagery)



The Applicant is requesting to construct an 54,100 square foot structure for museum use. The structure will be a 38' 8" high single-story building with a partial basement caring a footprint on the ground of 38,595 square feet. The Applicant is also requesting a variance to address parking needs:

1. Off-street Parking located within six hundred (600) feet of nearest property line of the parcel required by Subsection 14-8.6(C)(2)(b).

The Applicant has complied with 14-3.1(E) *"Pre-application,"* 14-3.1(H) "Notice Requirements" for Public Hearings, and 14-3.1(F) *"Early Neighborhood Notification*.

The City's Development Review Team ("DRT") reviewed this development application for compliance with applicable City Code sections (reference Exhibit C for DRT Comments).

Staff's analysis identifies the Application has satisfied Development Plan approval criteria according to § 14-3.8(D) "Development Plan," and Variance Criteria according to § 14-3.16(C) "Approval Criteria," subject to conditions of approval and technical correction listed in Exhibit A.

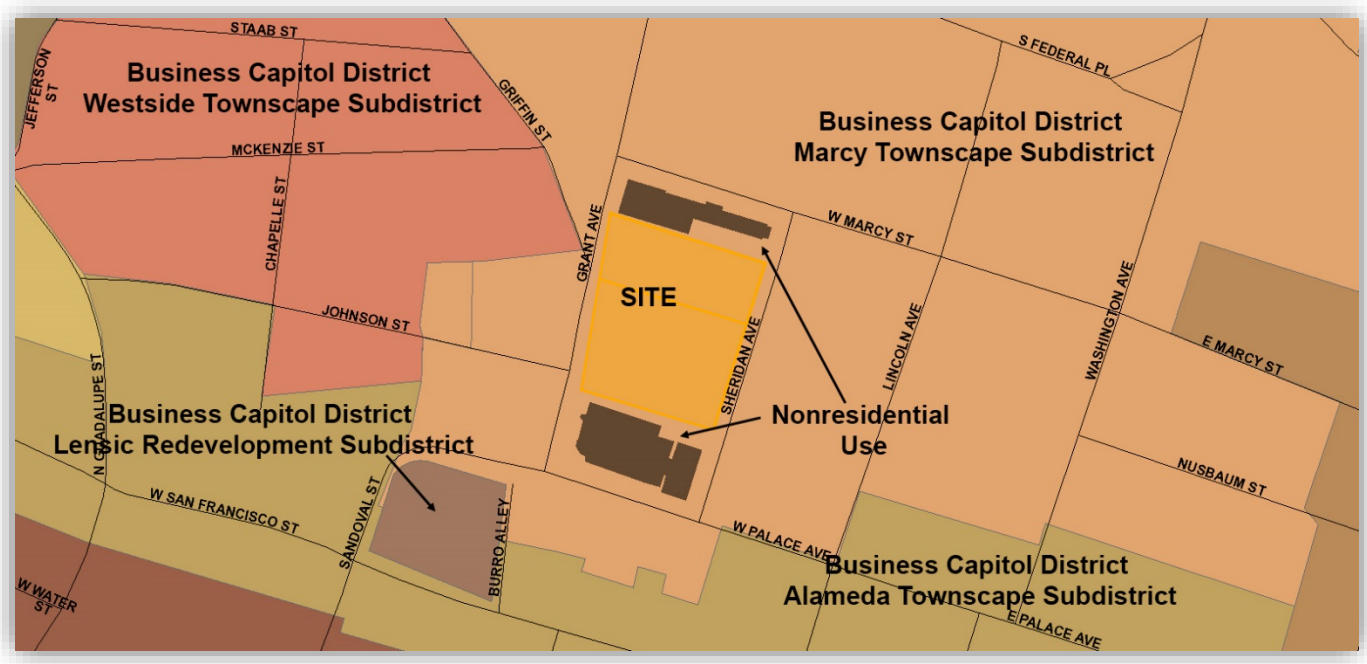
IV. PROJECT ANALYSIS

a) Adjacent Properties

Table 2 Adjacent Zoning/Uses (Reference Figure 2 "Adjacent Zoning/Uses")

Direction	Address	Zoning	Use
North	BSF Foundation Building 155 Grant Ave, & 200 W Marcy	BCDMAR (Business Capitol District Marcy Townscape Subdistrict)	Nonresidential
South	Wow, Xanadu, Fred R. Kline, Patina, Sorrel & Manitou Galleries, Huey's Fine Arts, El Flamenco Cabaret, Fiesta Oaxaca, Palace Jewelers at Manitou	BCDMAR (Business Capitol District Marcy Townscape Subdistrict)	Nonresidential
East	Sheridan Avenue (City Transit Hub)	N/A	
West	Grant Street		

Figure 2 Adjacent Zoning/Uses



b) Existing Development

Area 1a is made up of three lots (Lots 5 thru 7) from the *"Fort Marcy Addition of the City of Santa Fe"* subdivision totaling approximately 1.21 acres. On Area 1a there are two existing structures, the old Safeway supermarket building (approximately 21,463 square feet), later used for office use, and a security building used to manage the existing 76 space parking lot. Both the Safeway building and security structures are slated for demolition to make room for the new 54,100 square foot museum building. Area 1 is made up of two lots (Lots 8 and 9) from the *"Fort*

Marcy Addition of the City of Santa Fe" Subdivision totaling approximately 0.76 acres.

Existing development consists of a 33,413 square foot building which currently supports the Georgia O'Keeffe Library, research and office uses. The existing building on Area 1 will be included the development plan.

c) Historic and Archaeological

The project site is within the Downtown and Eastside Historic District Overlay. The structure located in Area 1 is considered a contribution building according to the GIS mapping. The old Safeway building and security structure within area 1a are both identified as noncontributing on the GIS mapping. The Applicant has submitted for preliminary design review. The Applicant is in the process of submitting for demolition of the structures in Area 1a. The final design review is pending Planning Commission review. Archaeological Investigation is currently being conducted. Archaeological clearance shall be required before recording the Development Plan.

> *CONTRIBUTING STRUCTURE*
> *A structure, located in a historic district, approximately fifty years old or older that helps to establish and maintain the character of that historic district. Although a contributing structure is not unique in itself, it adds to the historic associations or historic architectural design qualities that are significant for a district. The contributing structure may have had minor alterations, but its integrity remains.*

d) Utilities

City utilities currently exist on the property. The project will connect to City services for water and sewer.

(a) **Water**

The Applicant's water budget for the project states that the annual water budget for the project is 3.69-acre feet of water.

The City Water Division is requiring two conditions of approval:

1. *Water plan meeting Water Division criteria is submitted and approved by Water Division for public water system line extensions and services (each lot of record to have metered service(s); each building on lot to be have metered service), and*
2. *Agreement to Construct and Dedicate Public Improvements (ACD) or equivalent City permit(s) with all applicable fees and charges paid, and financial guarantees/bonds for public water system improvements.*

The City Water Resources Division requires the Applicant "to cover water offset fees for water."

(b) Sewer

The City Wastewater Division is requiring three conditions:

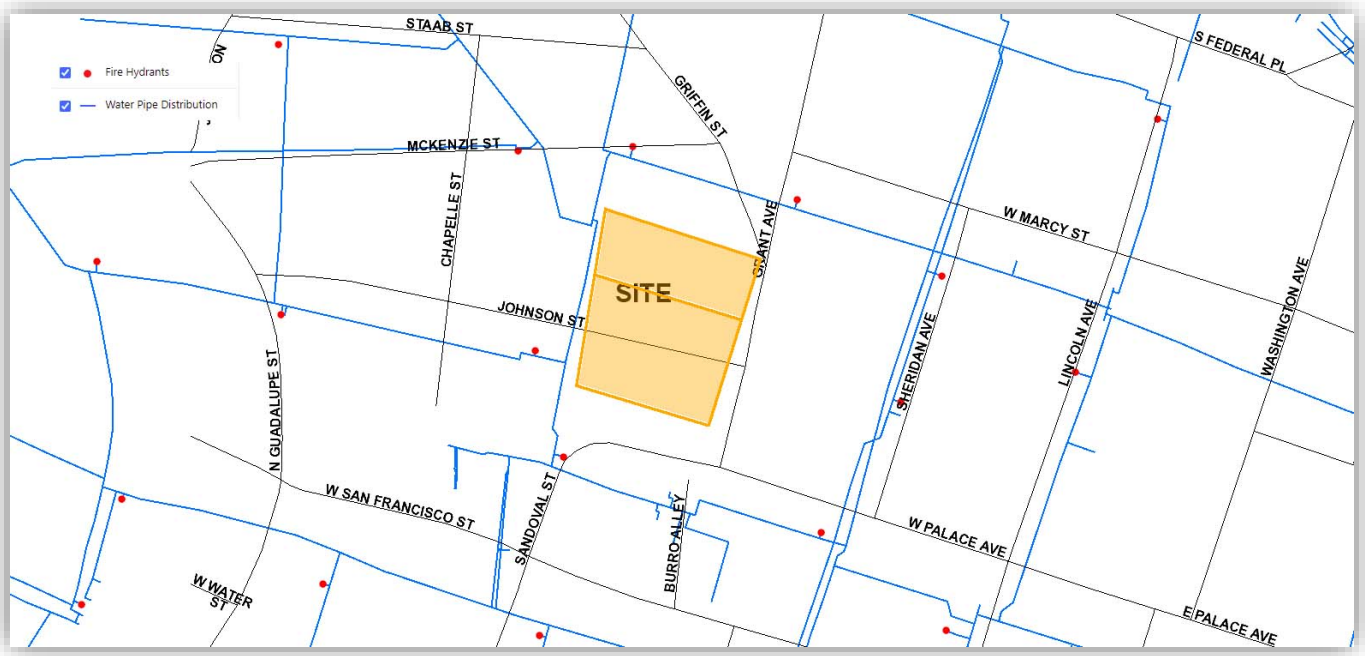
1. The proposed connection of the six (6) inch sewer service line shall be made at a new public sewer manhole added to the existing sewer line in Sheridan Street.
2. A sewer backwater valve shall be required on the new 6-inch sewer service line leaving the building.
3. An Industrial Pre-Treatment Sampling Port shall be required on the new service 6 inch sewer service line.

Figure 3 City Utilities

e) Fire

The Applicant is proposing to sprinkler the building, along with complying with fire flows. The City's GIS map identifies several fire hydrants within the area.

Figure 4 Fire Hydrants



The Fire Prevention Division provided technical corrections required at the time of new constructions or remodel (reference Exhibits C).

f) Traffic and Parking

The Applicant conducted a traffic meeting with the City on July 15, 2020. The City Engineer at the time (John Romero, PE) identified that "the estimated peak hour trips fell below the threshold required for a site traffic analysis."[1]

The traffic analysis was reviewed by the City Consulting Traffic Engineer (Wilson & Company, Inc., Engineers & Architects). Comments received state that:

> *"The traffic study appears to use appropriate methodologies. The museum does not appear to generate enough traffic to warrant a TIA."*

The Applicant is proposing offsite parking. There are two locations proposed for parking (reference Figure 5 *"Parking Locations")*:

- Northeast corner of McKenzie Street and Chapelle Street, and
- 436 W San Francisco Street (driveway off W. Water Street).

Off site parking is permitted pursuant to 14-8.6(C)(b):

> *In the BCD or C-2 district, the parking requirements established in this Subsection (D)(2) shall be met at the time of application for certificates of occupancy or for business registration by either on-site off-street parking or off-street parking located within six hundred (600) feet of the nearest property line of the parcel. Leased parking is not acceptable unless documentation is shown for a lease of a minimum of five years and that the lease of such parking will not cause the lessor property to be in noncompliance with parking requirements. The lessee shall submit a site plan with the application that delineates the available parking spaces on the lessor property and the spaces to be leased. The leased parking spaces shall be designated for the exclusive use of the lessee on the site plan and shall be so reserved by clear, appropriate signage on the lessor property and the spaces to be leased. The leased parking spaces shall be designated for the exclusive use of the lessee on the site plan and shall be so reserved by clear, appropriate signage on the lessor property.*

The Applicant is proposing a parking variance to Subsection 14-8.6(C)(b) to allow for a greater distance than 600 feet allowance. The Applicant is proposing a distance of 615 feet to the McKenzie/Chapelle parking lot and 1,275 feet to the San Francisco Street Parking.

The variance requested for the McKenzie/Chapelle parking lot is considered a minor request. The variance requested to the San Francisco Street parking lot is greater than twice the allowed distance allowed per Subsection 14-8.6(C)(b).

[1] Excerpt from Appendix A of the Applicant Traffic Study.

Figure 5 Parking Locations

Figure 6 Parking Lots

The Applicant is proposing 90° parking space design standards for *"One Size Fits All"* parking standards for both parking lots. The proposed parking design for both parking sites comply with Chapter 14 Appendix Illustration 14-8.6-2: *"Parking Module Dimensions – One size Fits All"*

Table 3 One Size Fits All

Angle	Minimum Width	Vehicle Projection	Aisle	Typical Module	Interlock Reduction	Overhang
90°	8'-4"	18'-0"	22'-6"	58'-4"	--	2'8"

Table 4 Parking Standards

Category	Specific Use	Parking and Loading
Public, Institutional and Civic		
Libraries, museums (not for profit)	All uses	One space per each 250 square feet of net leasable area

The Applicant is displacing all parking. The required parking required for a 54,100 square foot museum is 217 parking spaces.

Subsection 14-8.6(B)(3)(a) states:

> *Changes in Use(a)When the type or intensity of use of any building, structure or premises is increased by any means, including through addition of dwelling units, gross floor area or seating capacity, off-street parking shall be supplemented to accommodate the intensified use.*

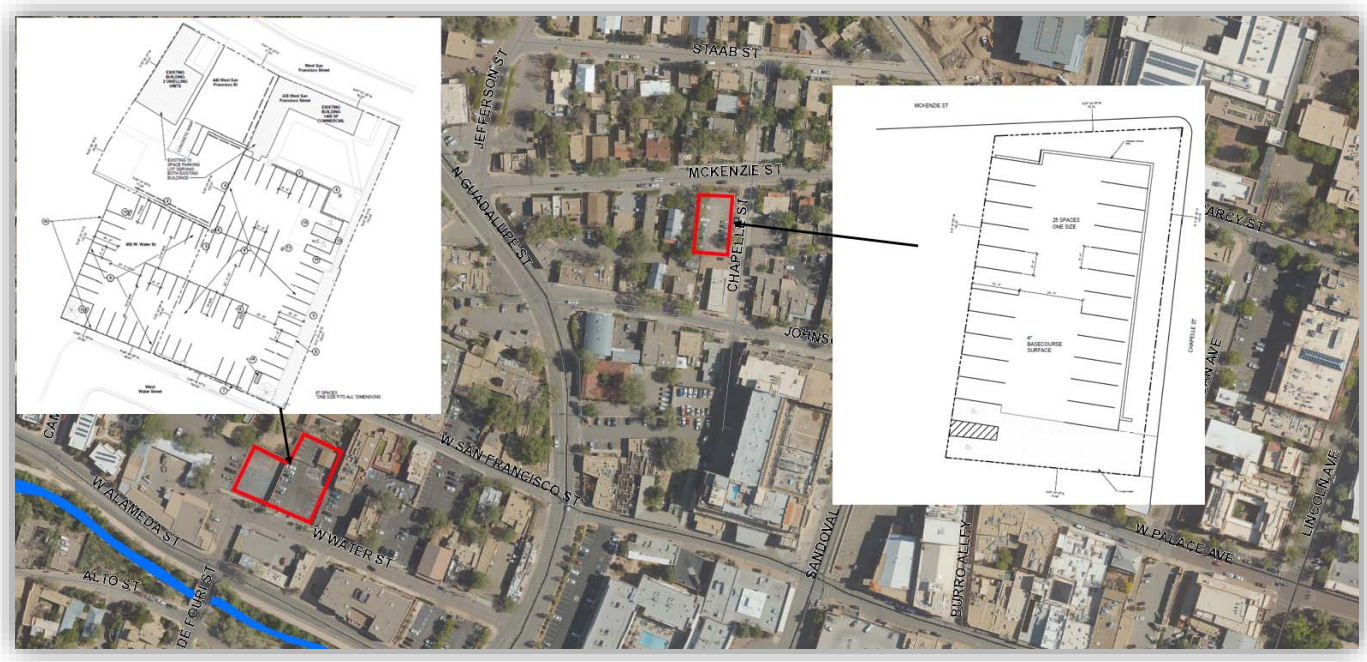
Subsection 14-8.6(B)(3)(e) allows a reduction in parking if supported by a parking demand study:

> *Reduction in the total number of spaces required by the addition of all uses in the BCD or as specified in Subsection 14-8.6(A) may be approved by a land use board pursuant to a special use permit or development plan if the reduction is supported by a parking demand study.*

The Land Use Director has accepted the parking analysis submitted by the Applicant (reference Exhibit F).

- McKenzie/Chapelle parking lot = 26 parking spaces
- San Francisco Street parking lot = 67 Parking spaces

Figure 7 Parking Design



The parking plan did not include exclusive use of the parking lots. The Applicant shall provide enforcement details to address how the parking lots will prevent transient parking other than museum parking.

Staff concurs with the parking demand study provided by the Applicant. Staff has also determined that a variance (Case #2021-3978) to Table 14-8.6-1 "Parking and Loading Requirements is not required since the Applicant has provided the parking demand study as part of the Development Plan. The Planning Commission will need determine if the reduction in parking is supported by the parking demand study and approve or deny the parking reduction with the development plan.

The parking analysis was reviewed by the City Consulting Traffic Engineer (Wilson & Company, Inc., Engineers & Architects). Comments state:

- *The proposed parking appears to be redevelopment and/or reuse of existing parking. Who is using that parking now?*
- *The US Access Board Standards require that accessible parking spaces be on the shortest accessible route to an accessible entrance, but they do not specify a maximum travel distance (see Chapter 5)*
- *No evaluation of the accessible route from parking to the Museum site or entrances are provided.*
- *Crosswalks are shown for Grant St. at Johnson St., and for the alley on sheet DP100. However, LP101 indicates a Modified Crosswalk for Grant Street. There is no connection shown from the crosswalk to the sidewalk.*
- *No signing and striping details are provided for the crosswalks adjacent to the Museum, or the route from the parking to the Museum.*
- *Remote Lot Parking - Accessible route from accessible parking spaces to sidewalks or building entrances should not use driveways as the route.*

The Land Use Technical Review Division has reviewed the parking for ADA compliance. Technical Correction are required and are listed in Exhibit A.

Bicycle parking was not addressed in the Application. The Applicant will need to include details in the development plan for bicycle parking. Bicycle racks. The Applicant should consider installing the pre-approved by Historic Preservation "Santa Fe" bicycle racks design (Reference MPO Comments in Exhibit C).

The Transit Center on Sheridan is slated to be improved by the City. Improvements include:

- New paving, bus lanes and curbing,
- New Bus shelters,
- New wider sidewalk,
- New street trees, and
- New lighting.

The Applicant has been communicating with the City regarding the Transit Center upgrade. The proposed project has proposed a design that includes:

- *"coordinated utility locations and connections as well as curb configurations to allow for truck turning movements into the east-west alley between Sheridan St. and Grant Ave.*
- *set back from the edge of the Transit Center to enhance visibility, sun exposure and sense of space, and*
- *Between the proposed museum and the edge of the Transit Center sidewalk low height landscaping is proposed."*

g) Terrain Management and Landscape

The property is mostly impervious, with existing drainage historically flowing uncontrolled onto Grant Street. All development is outside the 100-year FEMA regulated flood zone.

Conditions of Approval have been submitted from the Land Use Technical Review Division which require:

- Provide complete Drainage Calculations showing details of existing impervious surface area and new impervious surface area, development of composite c values, and development of required storage volumes,
- Cistern details must be provided, landscape plan with these details was not provided, and
- Include Drainage Maintenance Facilities Note on Plat.

Terrain Management conditions are required to be completed prior to recording the development plan.

The Applicant is proposing landscaping throughout the property and within the Open space area. The Applicant has exceeded the landscape requirements for the Marcy Townscape Subdistrict.

h) Lighting

The Applicant has not provided enough information to review lighting in compliance with Section 14-8.9 "*Outdoor Lighting*". The Applicant shall provide cutsheets and a photometric analysis in compliance with Section 14-8.9 "*Outdoor Lighting*" prior to recording the Development Plan.

The Applicant submitted a photometric lighting plan in compliance with Section 14-8.9 *"Outdoor Lighting."*

i) Signage

The Application did not provide a sign plan for the project. All signage shall comply with Subsection 14-8.10(H) *"Special Sign Regulations in the H Districts."*

The Applicant shall submit a sign plan, prior to development plan recordation, in compliance with Subsection 14-8.10(H) *"Special Sign Regulations in the H Districts"* for staff review.

j) *Design Objectives*

The BCD is comprised of 15 Townscape Subdistricts. Each Subdistrict contains unique design objectives. The objectives encourage diversity of design while preserving the existing qualities of the Subdistrict. The Marcy Design strives to achieve the following objectives:

14-7.4(B)(3) Design Objectives for Individual Townscape Subdistricts

(g) Marcy Street Subdistrict:

- *(i) maintain street trees and stands of trees as dominant elements in the subdistrict;*
- *(ii) maintain avenue features, such as broad streets, planting strips, street trees and wide sidewalks;*
- *(iii) maintain a sense of openness to provide occasional view of the mountains;*
- *(iv) separate pedestrians from vehicles using planting strips and street trees while providing an enclosed space; and*
- *(v) maintain the relationship between the height and mass of trees and the height and scale of buildings*

The proposed project is in compliance with the design objectives of the Marcy Street Subdistrict.

Table 5 - 14-7.4(A)-1 Table of Dimensional Requirements for Townscape Districts (Marcy Townscape)

Criterion 1 **Maximum Height of Structures (feet) Stepback Note 2*** **42' maximum height** **1' Horizontal** **1" Vertical above 24,** **Wall stepbacks shall be a minimum of 10 horizontal feet**	**Criterion Met:** (Yes/No/N/A) **YES**
The design of the structure complies with the stepback requirements of criterion 1. Along with the Planning Commission review and approval, the proposed design will also need approval before the Historic Design Review Board for architectural design compliance to 14-5.2 "*Historic Districts"* for projects within the Downtown and East Side Historic District.	
Criterion 2 **Maximum Lot Coverage.** **No requirement**	**Criterion Met:** (Yes/No/N/A) **YES**
The proposed project complies with Criterion 2.	
Criterion 3 **Building Placement and Setback Requirements (feet)** **Front required yard equal to the average depth of existing front yards on the block shall be required for (a) the east side of Washington Avenue between Place Avenue and Paseo de Peralta (Hillside); and the west side of Grant Avenue between Place Avenue and Paseo de Peralta. Elsewhere in the subdistrict there are no required yards.**	**Criterion Met:** (Yes/No/N/A) **YES**

The proposed project complies with Criterion 3.	
Criterion 4 **Minimum Open Space Requirements:** **An open space of no less than 10 percent of the lot area shall be located adjacent to the front property line to serve as a yard or courtyard**	**Criterion Met:** (Yes/No/N/A) **YES**
The Applicant is providing 7,203 square feet of open space to the front (Grant Street) and side of the property where 5,270 square feet is required. The open space plan complies with Criterion 4.	
Criterion 5 **Landscape Treatment yards:** Landscape treatment required in yards and open space. Street trees and landscape treatment required if planting strip exists. Asphalt or concrete pavement prohibited in planting strip. Note 3**.	**Criterion Met:** (Yes/No/N/A) **YES**
The Applicant's landscape plan exceeds the landscape requirements of the Marcy Townscape Subdistrict. The landscape treatment plan complies with Criterion 5	
Criterion 6 **Height of Walls and Fences (feet):** **Walls, fences, and hedges permitted to maximum of 4 feet**	**Criterion Met:** (Yes/No/N/A) **YES**
The plans identify compliance with Criterion 6. There are no proposed walls/fences exceeding a height of 4 feet.	
Criterion 7 **Placement of Off-Street Parking:** **Parking prohibited in front yard**	**Criterion Met:** (Yes/No/N/A) **YES**
The Applicant is proposing offsite parking. The Applicant complies with Criterion 7.	
Criterion 8 **Portals:** **Prohibited within ROW**	**Criterion Met:** (Yes/No/N/A) **YES**
No portals are proposed on City Right-Of-Way. The Applicant complies with Criterion 8.	

** Note 2. Wall stepbacks are expressed as ratio of increased horizontal setback required to vertical height increase, above a specified building height. Example: 1' Horiz: 2' Vert. above 36' means that a wall stepback equivalent to one horizontal foot for each two vertical feet over thirty-six feet is required. The stepback required shall be measured horizontally from the face of the building façade or portal. Wall stepbacks shall be measured vertically from grade for all walls except those that directly abut another zero lot line building, in which case the vertical measurement may be taken from the roof plane of the abutting building; and those to which a portal is attached, in which case the vertical measurement may be taken from the roof plane of the portal.*

*** Note 3. On-site parking must be separated from public sidewalks by a solid wall no less than three feet in height or by a landscaped area no less than four feet in width measured from the back of the sidewalk; or, in the absence of a sidewalk, from the property line, and planted with plant materials whose mature height is at least three feet six inches. Landscaping must be protected from vehicular damage by placement of physical barriers.*

V. DEVELOPMENT PLAN

Approval Criteria - Development Plan (§ 14-3.8(D)(1))

Criterion 1: that the Planning Commission is empowered to approve the plan under the section of Chapter 14 described in the application;	**Criterion Met:** (Yes/No/Conditional) **YES**

Santa Fe City Code (SFCC) Subsection 14-2.3(D)(1) authorizes the Planning Commission to review and approve or disapprove development plans and subdivision plats. Subsection 14-3.8(B) requires approval of a development plan for projects with a gross floor area of thirty thousand feet or more. The City's Development Review Team has reviewed the application requiring minor technical correction prior to a filing. The Application complies with City Code subject to conditions of approval and technical corrections.

Criterion 2: that approving the development plan will not adversely affect the public interest;	**Criterion Met:** (Yes/No/Conditional) **YES**

The term "Public Interest" is not specifically defined in Chapter 14; however, the Governing Body has implemented the General Plan as stated in Subsection Section 14-1.3 (General Purposes). The resulting ordinances establish minimum standards for health, safety and welfare affecting land uses and developments as a means to protect the public interest from within the municipality. Staff has reviewed the proposed development plan application in accordance with these ordinances. Subject to staff recommended conditions of approval, the proposed development plan application complies with minimum standards of Chapter 14 SFCC and would not adversely affect the public interest.

Criterion 3: that the use and any associated buildings are compatible with and adaptable to buildings, structures and uses of the abutting property and other properties in the vicinity of the premises under consideration.	**Criterion Met:** (Yes/No/Conditional) **YES**

1. Chapter 14 *"Table 14-6.1-1-Table of Permitted Uses"* qualifies the first finding by identifying Museums, as a permitted use in a BCD District.

The Applicant has complied with the objectives for the Marcy Townscape Subdistrict and Table 6 - 14-7.4(A)-1 Table of Dimensional Requirements for Townscape Districts (Marcy Townscape)

Table 7 Variance Approval Criteria – Subsection 14-3.16(C)

*(**Case #2021-3977 Variance to Subsection 14-8.6(C)(2)(b).**)*

Criterion 1: Subsection 14-3.6(C)(1) as follows: One or more of the following special circumstances applies: **(a) unusual physical characteristics exist that distinguish the land or structure from others in the vicinity that are subject to the same relevant provisions of Chapter 14, characteristics that existed at the time of the adoption of the regulation from which the variance is sought, or that were created by natural forces or by government action for which no compensation was paid; or** **(b) the parcel is a Legal nonconforming lot created prior to the adoption of the regulation from which the variance is sought, or that was created by government action for which no compensation was paid; or** **(c) there is an inherent conflict in applicable regulations that cannot be resolved by compliance with the more restrictive provision as provided in Section 14-1.7; or** **(d) the land or structure is nonconforming and has been designated as a landmark, contributing or significant property pursuant to Section 14-5.2 (Historic Districts).**	**Criterion Met:** (Yes/No) **YES**
The Applicant's response states that: *"…The relatively small parcel is able to accommodate the well-documented needs of an expanded museum program; however, on-site parking is infeasible while still meeting these programmatic needs. For example, the Museum's collection of O'Keeffe works has grown significantly, from 118 pieces in 1997 to 3,510 pieces today, requiring extensive state-of-the-art storage space."* Staff's Analysis: Prior to 1983 the downtown area was zoned C-3, and did not require onsite parking. The thought was to develop parking structures for a walkable Downtown area. However, when funding for the parking structures dried up, the city adopted the BCD Ordinance in 1983. With the adoption of the BCD Ordinance parking was introduced within the Downtown area. There are many properties developed in the Downtown area without onsite parking. The Applicant identifies that the size, and equipment needed to accommodate the museum produce a unique circumstance necessary to accommodate the growth, function and preservation of the museum artifacts. Staff's analysis finds that the characteristics presented for the proposed structure distinguish the structure from others in the vicinity and satisfies the variance criterion required by Subsection 14-3.6(C)(1).	
Criterion 2: **The special circumstances make it infeasible, for reasons other than financial cost, to develop the property in compliance with the standards of Chapter 14.**	**Criterion Met:** (Yes/No) **YES**

The Applicant's response states that:

> *"…There is insufficient area on the relatively small parcel to provide on-site parking while still meeting the programmatic needs of an expanded museum. In addition, a surface lot or a multi-level stand-alone or subterranean parking structure would significantly detract from the historic character and pedestrian experience of the district."*

Staff's Analysis:
The Applicant identifies circumstances similar to Criterion 1 above, adding that *"[t]here is an insufficient area on the relatively small parcel to provide on-site parking while still meeting the programmatic needs of an expanded museum. In addition, a surface lot or a multi-level stand-alone or subterranean parking structure would significantly detract from the historic character and pedestrian experience of the district."* The Applicant has provided a parking study that satisfies parking numbers for the museum; however, located on other properties over the distance allowanced of 600 feet. The removal of the parking substitutes open space where there is none now. The BCD requires 10% of the lot to be used as open space. The proposed Development Plan exceeds this standard. It eliminates one nonconformity and substitutes another subject to a variance. The number of parking spaces proposed for the development complies with chapter 14 1987, but the distance exceeds the 600-foot allowance. The Applicant would not accommodate the offsite parking distance requirement because there is no available parking within 600 feet of the site.

Staff's agrees with the Applicant's analysis. The Applicant has satisfied the variance Criterion required by Subsection 14-3.6(C)(2).

Criterion 3: The intensity of the development shall not exceed that which is allowed on other properties in the vicinity that are subject to the same relevant provisions of Chapter 14	**Criterion Met:** (Yes/No) **YES**

The Applicant's response states that:

> *"The proposed intensity of land development is consistent with other buildings and development in the vicinity. The proposed development has a lower lot coverage ratio than most other development in the vicinity, which provides a state-of-the-art museum facility in addition to publicly-accessible open space, contributing meaningfully to the walkability, pedestrian experience, and community character of the downtown BCD."*

Staff's Analysis:
Staff agrees with the Applicant's analysis. The Applicant has satisfied the variance Criterion required by Subsection 14-3.6(C)(2).

Criterion 4: **The variance is the minimum variance that will make possible the reasonable use of the land or structure. The following factors shall be considered:** **(a) whether the property has been or could be used without variances for a different category or lesser intensity of use; and** **(b): consistency with the purpose and intent of Chapter 14, with the purpose and intent of the articles and sections from which the variance is granted and with the applicable goals and policies of the general plan.**	**Criterion Met:** (Yes/No) **YES**

The Applicant's response to "4a" states that:

"… the goals of the BCD or the General Plan as they relate to community character, walkability, compact urban form, or economic development (see below). Although it is true that a substantially smaller building program could be accommodated on the site, together with its required parking spaces, the building program required to meet the needs of the Museum and the community could not be accommodated in a smaller building, making the entire project infeasible and causing the community to miss out on an opportunity for the creation of a significant publicly-accessible cultural asset."

The Applicant's response to "4b" states that:

"The purpose and intent of Chapter 14 is to guide the "harmonious development of Santa Fe" in a manner that will promote prosperity and general welfare while providing for an efficient and economical development process and ensuring that development is in alignment with the General Plan. Further, the purpose of Section 14-8 "Development and Design Standards," to which a variance is requested, includes providing proper standards for high quality appearance and good design while allowing for creative expression, encouraging a balance between the built environment and open space, protecting private investments, preserving the identity and character of Santa Fe, and enhancing the business economy."

Staff's Analysis (4a):

Staff's Analysis (4b):

The Governing Body adopted the BCD Ordinance on February 10, 1982, a recommendation from the Urban Policy Board in 1981. The Ordinance replaced the RM-1(renamed R21 – Residential: 21 dwelling units per acre), C-1(General Office), C-3 (General Commercial), and I-1 (Light Industrial) Districts, which now make up a collection of fourteen unique Townscape Subdistrict (Townscapes). The Townscapes defined areas of the downtown area, characterizing distinct urban design and architecture. While respecting the historic urban fabric of the area, design standards were established in 1983 for each Townscape. The design standards regulated building height, building placement, lot coverage, etc., to maintain the character of each Townscape.

14-7.4(3) The Design Objectives for Townscape Subdistrict:

14-7.4(3)(g) Marcy Street Subdistrict:

- *(i) maintain street trees and stands of trees as dominant elements in the subdistrict;*
- *(ii) maintain avenue features, such as broad streets, planting strips, street trees and wide sidewalks;*
- *(iii) maintain a sense of openness to provide occasional view of the mountains;*
- *(iv) separate pedestrians from vehicles using planting strips and street trees while providing an enclosed space; and*
- *(v) maintain the relationship between the height and mass of trees and the height and scale of buildings.*

Staff agrees with the Applicant's analysis. The Applicant has satisfied the variance Criterion required by Subsection14-3.6(C)(4).

Criterion 5: The variance is not contrary to the public interest;	**Criterion Met:** (Yes/No) **YES**

The Applicant's response states that:

> *"The Georgia O'Keeffe Museum draws substantial visitation from local residents as well as national and international tourists. With a historic track record of attracting over 1.7 million visitors since its opening in 1997, the new museum will contribute to the economic vitality of the district as visitors experience local retailers, restaurants, and lodging. One of the parking lots provided is a de minimus distance greater than the maximum required distance from the site of 600 feet, and the second parking lot provided is well within 1/4-mile (5-7 minute) walking distance from the site – a distance that is widely accepted as walkable by planners and urban designers. The proposed variance will allow the site to better serve the public interest by permitting a world-renowned museum and important community asset to greatly enhance its ability to serve both locals and tourists, to better care for an invaluable collection of one of New Mexico's most important 20th century artists, and to expand educational offerings, gallery space, and community amenities. As a result, the public interest will be greatly enhanced by the approval of this variance and its associated Development Plan."*

Staff's Analysis:

Staff agrees with the Applicant's analysis. The Applicant has satisfied the variance Criterion required by Subsection 14-3.6(C)(5).

VI. EARLEY NEIGHBORHOOD NOTIFICATION (ENN)

On Jun 10, 2021, the Applicant conducted a virtual ENN via Zoom. The meeting was well attended. The Applicant provided an overview of the project followed by questions and answers. There were no concerns raise by the attendees.

VII. ATTACHMENTS:

EXHIBIT A: Technical Corrections

EXHIBIT B: Findings of Facts and Conclusions of Law

1. Findings of Facts and Conclusions of Law for Case #2021-3976
2. Findings of Facts and Conclusions of Law for Case #2021-3977

EXHIBIT C: Development Review Team Memoranda

1. Water Engineering Division Memorandum,
2. Water Resources Division Memorandum,
3. Wastewater Division Memorandum, Stan Holland, P.E.
4. Fire Marshal, Geronimo Griego
5. Traffic Engineering Division Memorandum,
6. Technical Review Memorandum, Dee Beingessner P.E.
7. Technical Review Memorandum (Landscaping), Lawrence Rivera
8. MPO, Leah Yngve

EXHIBIT D: Maps and Photos

1. Figure 1 Lot Layout ("Fort Marcy Addition" Excerpt/GIS Imagery)
2. Figure 2 Adjacent Zoning/Uses
3. Figure 3 City Utilities (water)

4. Figure 4 City Utilities (sewer)
5. Figure 5 Parking Locations
6. Figure 6 Parking Lots
7. Figure 7 Parking Design

EXHIBIT E: ENN Materials

1. ENN June 10, 2021
    a. Guidelines

EXHIBIT F: Applicant Materials

1. Letter of Application
2. Development Plan Report
3. Variance Criteria
4. Variance withdraw letter
5. Traffic Parking Study
6. Development Plan

APPROVED BY:

Title	Name	Initials
Interim Land Use Department Director	Jason Kluck	jmk
Land Use Current Planning Planner Manager	Noah Berke	NLB
Land Use Department Case Manager	Dan Esquibel	DAE

November 4, 2021
Planning Commission
Case #21-3976. 123 and 135 Grant Avenue Development Plan.

Case #21-3977. 123 and 135 Grant Avenue Variance to Subsection 14-8.6(C)(2)(b).

EXHIBIT A

Technical Corrections

EXHIBIT A

Technical Corrections

Cases #2021 – 3976 and 3977

123 and 135 Grant Avenue Development Plan and Variance to Subsection 14-8.6(C)(2)(b)

	Technical Corrections of approval	Department	To be completed by:
1	Fire apparatus access shall have an unobstructed width of not less than 20 feet exclusive of shoulders and an unobstructed vertical clearance of not less than 13 feet 6 inches (IFC 2015 Section 503.2.1)	**Fire Prevention**	**At the time of any new construction or remodel**
2	Shall meet the 150 feet driveway requirements must be met as per IFC, or an emergency turn-around that meets the IFC requirements shall be provided. (Appendix D Table D103.4)		
3	Shall comply with table D103.4 Requirements for Dead-End Fire Apparatus Access Roads.		
4	Fire Department shall have 150 feet distance to any portion of the building on any new construction. (IFC 2015 section 503.1.1)		
5	507.5 Fire hydrant systems. Fire hydrant systems shall comply with Sections 507.5.1 through 507.5.6. 507.5.1 Where required. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building.		
6	Shall have water supply that meets fire flow requirements as per IFC (Appendix B)		
7	Shall comply with Section D102.1 Access and Loading (75,000 lbs).		
8	Shall meet the 150 feet driveway requirements must be met as per IFC, or an emergency turn-around that meets the IFC requirements shall be provided. (Appendix D Table D103.4)		
9	Shall comply with IFC 2015 Section D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.		
10	Shall comply with IFC 2015 Section D103.5 Fire apparatus access road gates.		
11	Shall comply with IFC 2015, Appendix D, Aerial Fire Apparatus Access Roads.		
12	Shall comply with Section D106 Multiple-Family Residential Developments.		
13	Shall meet the IFC code requirements 2015 edition or the most current edition the governing body has adopted at the time of permitting.		

14	Include Dust Control Note and the Engineer's Stormwater Infrastructure Certification on Plans.	Land Use/Terrain Management	Prior to recordation
15	This Development shall comply with the most current requirements of the American with Disabilities Act (ADA). Place a note on the Plan to reflect this condition		
16	Other comments will be provided on these plans at the time of the building permit and changes may be required during permitting process		Building Permit Process
17	For the parking lot shown, "No Parking" pavement markings are in the wrong place on the plans. ADA Parking symbol is shown at the wrong location. ADA parking sign is incorrect wording and height. It appears accessible route must cross vehicular traffic lanes, so marked crossings should be provided. Provide parking count of lot and required number of ADA parking spaces. See 2015 NM Accessible Parking Checklist.		
18	Remove references to Handicap (or HC) for ADA		
19	Ensure an accessible route exists from the parking lots to the site.		
20	Provide Chapelle Street Parking Lot ADA plan compliant with ADA parking and accessibility requirements		Prior to recordation

	DRAINAGE FACILITIES MAINTENANCE NOTE ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY ALL PROPERTY OWNERS. INSPECTIONS SHALL BE CONDUCTED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO OR OTHER QUALIFIED PERSON. INSPECTIONS SHALL BE CONDUCTED ON THE DRAINAGE FACILITIES IN ACCORDANCE WITH THE FOLLOWING SCHEDULE: ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1-INCH OR GREATER. MAINTENANCE OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED AND DOCUMENTED BY THE ENGINEER AND THE OWNER. THE OWNER SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES. WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE ENGINEER'S RECOMMENDATIONS, AND SHALL INCLUDE, BUT IS NOT LIMITED TO THE FOLLOWING: A. FLUSH ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND VEGETATION THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURE(S). B. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH, AND IF NECESSARY, RESEED WITH NATIVE GRASSES AND INSTALL FILTER FABRIC AND 3 TO 4 INCH COBBLE AS DIRECTED BY THE ENGINEER. C. INSPECT FOR SEDIMENTATION IN ALL SWALES, DITCHES, DRAINGE	Land Use/Terrain Management	

	PONDS AND REMOVE AND STABILIZE AS NECESSARY. D. INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS, CUT AND FILL SLOPES, AND REPAIR OR STABILIZE ACCORDINGLY. E. INSPECT THE STRUCTURAL INTEGRITY OF DRAINAGE PONDS, SLOPES, RIP-RAP, GABIONS, DROP INLETS, CULVERTS, ENERGY DISSIPATORS, AND RETAINING WALLS, ROCK PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY. **DUST CONTROL NOTE** All on-site soil disturbing construction activities shall be addressed and provide measures to mitigate or control dust from being transported offsite		
21	Provide detailed drawings of the rain water catchment system, including the connected to the irrigation system.	Landscape/Irrigation Review	Prior to permit review
22	Provide a professional landscape irrigation design with details of backflow preventer in a Hotbox with GFI and Heat Tape, master valve, controller, electric drip valve, valve box assembly, end flush cap, and emitter placement. Following COSF code in 14-8.4 (E) (4) and Landscape Irrigation Design Standards City of Santa Fe, New Mexico.		
23	14-8.4(E)(4)(H) irrigation systems shall be zoned by levels of water use. For the most efficient water use, plant with similar water use requirements shall be grouped together. Separate zones are required for permanent and temporary irrigation lines.		
24	Show irrigation pipe sizing on plan.		
25	Provide a water budget: Irrigation system operation information including recommended monthly and seasonal irrigation schedules and water budgets based on gallons used for landscape plantings for year one and year three shall be included on the irrigation plan. Per 3.18. Design Regulations of Landscape Irrigation Design Standards City of Santa Fe, New Mexico.		

26	Provide a complete landscape plan with plant legend	Landscape/Irrigation Review	
27	Landscape plan must include the following information: Open space calculations are required by 14-7.5. Tree and shrub calculations for open space and retention areas as required by 14-8.4(H) & 14-8.4(F) respectively. Perimeter screening for parking lot from all adjacent properties and street yards as required by 14-8.4(I). Street tree calculations as required by 14-8.4(G). All landscaping shall comply with 14-8.4		
28	Provide a landscape and irrigation plan for new parking lot.		
29	Please show light standards and fire hydrants on the landscape plan.		
30	City staff respectfully request the use of a gravel mulch that is washed and screened.		
31	14-8.4(F)(5)(ii) significant trees that are to be preserved or relocated shall be healthy and free from serious insect or parasite infestation.		

November 4, 2021
Planning Commission
Case #21-3976. 123 and 135 Grant Avenue Development Plan.

Case #21-3977. 123 and 135 Grant Avenue Variance to Subsection 14-8.6(C)(2)(b).

EXHIBIT B

Findings of Facts and Conclusions of Law

1. Findings of Facts and Conclusions of Law for Case #2021-3976
2. Findings of Facts and Conclusions of Law for Case #2021-3977

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

Case #2021-3976

123 and 135 Grant Avenue Development Plan
Applicant's Name – 123-135 Grant LLC (Georgia O'Keeffe Museum)
Agent's Name – Lorn Tryk Architects/JenkinsGavin Inc.

THIS MATTER came before the Planning Commission (Commission) for hearing on November 4, 2020, upon the Application (Application) of Lorn Tryk Architects/JenkinsGavin Inc., as agent for 123-135 Grant LLC (Georgia O'Keeffe Museum) (Applicant).

The Applicant seeks the Commission's approval of a Development Plan to construct 54,100 square foot structure for use as a museum. The properties are located at 123 Grant Avenue (consisting of approximately 1.2174 acres) and 135 Grant Avenue (consisting of approximately 0.7670 acres). The project site is zoned BCDMAR (Business Capitol District - Marcy Subdistrict) and is within the Historic Downtown Archeological District and Downtown and East Side Historic District (Property).

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

FINDINGS OF FACT

1. Under the Santa Fe City Code (SFCC) 1987 Section 14-3.8(B)(3)(a), a development plan is required for proposed development with a "gross floor area of thirty thousand square feet or more and is located within any zoning district of the city."
2. SFCC 1987 Section 14-3.1 sets out certain procedures to be followed on the Application, including, without limitation, (a) a pre-application conference [SFCC 1987 § 14-3.l(E)]; (b) an Early Neighborhood Notification (ENN) meeting [SFCC 1987 §1 4-3.1(F)(2)(a)(iv)]; and (c) compliance with notice and public hearing requirements [SFCC 1987 § 14-3.1(H)-(I)].
3. A pre-application conference was held on August 22, 2019, in accordance with SFCC 1987 Section 14-3.1(E)(1).
4. Pursuant to SFCC 1987 Section 14-3.1(H), notice of the ENN meeting was properly given.
5. Pursuant to SFCC 1987 Section 14-3.1(F), the Applicant conducted one ENN meeting on June 10, 2021. The ENN meeting was conducted virtually via Zoom meeting platform. The ENN meeting was attended by a representative of the Applicant and City staff, as well as members of the public.
6. SFCC 1987 14-3.8(C)(1) requires applicants for development plan approval to submit certain plans and other documentation that show compliance with applicable provisions of the Code (Submittal Requirements).
7. City Land Use Department staff reviewed the Application and related materials and information submitted by the Applicant for conformity with applicable Code requirements and provided the Commission with a written report of its findings (Staff Report).
8. Staff recommended that the Commission approve the Development Plan, subject to certain conditions of approval and technical corrections set forth in the Staff Report and attached exhibits.

9. The information contained in the Staff Report and exhibits is sufficient to establish that the Submittal Requirements have been met.
10. SFCC 1987 Section 14-3.8 establishes certain procedures for development plan approval including, without limitation, a public hearing by the Commission and a decision based on the criteria set out in SFCC Section 14-3.8(D).
11. At the Hearing, the Commission received reports from staff, testimony and evidence from the Applicant, and testimony offered by any interested members of the public prior to making a decision.
12. SFCC 1987 Section 14-3.8(D)(1) sets out approval criteria and requires the Commission to make complete findings of fact sufficient to show that these criteria have been met before a development plan may be approved.
13. Pursuant to SFCC 1987 Section 14-3.8(D)(1)(a), the Commission finds that it is empowered to approve the development plan under SFCC 1987 Sections 14-2.3(C)(1) and 14-3.8(B)(4).
14. Pursuant to SFCC Section 14-3.8(D)(1)(b), the Commission finds that approving the development plan for the Project, subject to the conditions and technical corrections in the staff report, will not adversely affect the public interest.
15. Pursuant to SFCC 1987 Section 14-3.8(D)(1)(c), the Commission finds that the use and any associated buildings are compatible with and adaptable to buildings, structures and uses of the abutting property and other properties in the vicinity of the Project. The size and scale of the existing buildings are compatible with surrounding properties. complied with the objectives for the Marcy Townscape Subdistrict.
16. Under SFCC 1987 Section 14-3.8(D)(2), the Commission is authorized to specify conditions of approval for a development plan that are necessary to accomplish the proper development of the area and to implement the policies of the general plan.
17. The Commission finds that the conditions and technical corrections set out in the Staff Report and exhibits are well-founded and are necessary to accomplish the proper development of the area and to implement the policies of the general plan.
18. Under SFCC 1987 Section 14-3.8(A), approving the proposed Development Plan furthers the purpose and intent of providing plans for development, ensuring compliance with Chapter 14, and facilitating the documentation of future compliance with the approved plans.

CONCLUSIONS OF LAW

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

1. The Commission has the authority under Chapter 14 of the SFCC to review and approve the Applicant's proposed Development Plan subject to conditions.
2. The Applicant has complied with the Submittal Requirements.
3. The Applicant is able to comply with the Conditions.
4. The Applicant has met the criteria for approval of the Development Plan for the Property, subject to the conditions and technical corrections in the Staff Report.

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

The Development Plan for the Project is approved, subject to the conditions of approval and technical corrections set forth in the Staff Report and exhibits. The Development Plan shall expire three years after issuance of this final action unless actual development of the site or off-site improvements has begun and is continued pursuant to SFCC 1987 Section 14-3.19(B)(6) or a time extension is granted pursuant to SFCC 1987 Section 14-3.19(C).

_____ _____
Brian Gutierrez Date
Chairperson

FILED:

_____ _____
Kristine Bustos-Mihelcic Date
City Clerk

APPROVED AS TO FORM:

_____ _____
Patricia Feghali Date
Assistant City Attorney

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

Case #2021-3977
Located 123 & 135 Grant Avenue
Owner/Applicant's Name – 135 Grant LLC (on behalf of the Georgia O'Keeffe Museum)
Agent's Name – Lorn Tryk Architects, and JenkinsGavin, Inc.

THIS MATTER came before the Planning Commission (Commission) for hearing on November 4, 2021, upon the application (Project) of Lorn Tryk Architects, and JenkinsGavin, Inc., agents for 135 Grant LLC (on behalf of the Georgia O'Keeffe Museum) (Applicant).

The Applicant requests variances from the Santa Fe City Code (SFCC) 1987. The requested variances are to Subsection 14-8.6(C)(2)(b), offsite parking greater than 600 feet from the closest property line. The properties are located at 123 Grant Avenue and 135 Grant Avenue (Property) and is zoned BCDMAR (Business Capitol District - Marcy Subdistrict).

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

FINDINGS OF FACT

1. At the hearings, the Commission received reports from staff, testimony and evidence from the Applicant, and testimony offered by any interested members of the public.
2. The Santa Fe City Code (SFCC) 1987 Section 14-3.1 sets out certain procedures to be followed on the Application, including, without limitation, (a) a pre-application conference [SFCC 1987 § 14-3.l(E)]; (b) an Early Neighborhood Notification (ENN) meeting [SFCC 1987 § 14-3.1(F)(2)(a)(vii)]; and (c) compliance with notice and public hearing requirements [SFCC 1987 § 14-3.1(H)-(I)].
3. A pre-application conference was held on for hearing on June 10, 2021, upon the application in accordance with SFCC 1987 Section 14-3.l(E).
4. Pursuant to SFCC 1987 Section 14-3.1(H)(1), notice of the ENN meeting was properly given.
5. Pursuant to SFCC 1987 Section 14-3.1(F), the Applicant conducted one ENN on June 14, 2021. The ENN meeting was conducted virtually via Zoom meeting platform. The ENN meeting was attended by a representative of the Applicant, City staff, and members of the public.
6. Pursuant to SFCC 1987 Sections 14-2.3(C)(3), the Commission has the authority to review and approve or disapprove variances as part of a Development.
7. City staff reviewed the Applications and related materials and information submitted by the Applicant for conformity with applicable SFCC requirements and provided the Commission with a written report of its findings (Staff Report), which evaluates the factors relevant to the Application.
8. Staff recommended that the Commission approve the variance requested for case #2021-3977.
9. SFCC 1987 Section 14-3.16(B) sets out procedures for variance applications and requires the Commission to hold a public hearing and approve, approve with conditions, or deny the variance application.
10. SFCC 1987 Section 14-3.16(C) sets out approval criteria and requires the Commission to make complete findings of fact sufficient to show that these criteria have been met before granting a variance.

11. Pursuant to SFCC 1987 Section 14-3.16(C)(1)(a), the Commission finds that the variance is justified by unusual physical characteristics that distinguish the land or structure from others in the vicinity that are subject to the same relevant provisions of Chapter 14. The Applicant identifies that the size, and equipment needed to accommodate the museum produce a unique circumstance necessary to accommodate the growth, function and preservation of the museum artifacts.
12. Pursuant to SFCC 1987 Section 14-3.16(C)(2), the Commission finds that there are special circumstances that make it infeasible to develop the property in compliance with the standards of Chapter 14. *"[T]here is an insufficient area on the relatively small parcel to provide on-site parking while still meeting the programmatic needs of an expanded museum. In addition, a surface lot or a multi-level stand-alone or subterranean parking structure would significantly detract from the historic character and pedestrian experience of the district."* The Applicant has provided a parking study that satisfies parking numbers for the museum; however those parking spaces are located on other properties over the distance allowanced of 600 feet. The removal of the parking substitutes open space where there is none now. The BCD requires 10% of the lot to be used as open space. The proposed Development Plan exceeds this standard. It eliminates one nonconformity and substitutes another subject to a variance. The number of parking spaces proposed for the development complies with SFCC 1987 Chapter 14, but the distance exceeds the 600-foot allowance. The Applicant cannot accommodate the offsite parking distance requirement without the variance because there is no available parking within 600 feet of the site.
13. Pursuant to SFCC 1987 Section 14-3.16(C)(3), the Commission finds that granting the variances would not increase the intensity of the proposed development relative to other nonresidential uses in the vicinity.
14. Pursuant to SFCC 1987 Section 14-3.16(C)(4), the Commission finds, as stated by the Applicant in the application to the Planning Commission (a) *Although it is true that a substantially smaller building program could be accommodated on the site, together with its required parking spaces, the building program required to meet the needs of the Museum and the community could not be accommodated in a smaller building, making the entire project infeasible and causing the community to miss out on an opportunity for the creation of a significant publicly-accessible cultural asset."* (b) "*The purpose and intent of Chapter 14 is to guide the "harmonious development of Santa Fe" in a manner that will promote prosperity and general welfare while providing for an efficient and economical development process and ensuring that development is in alignment with the General Plan. Further, the purpose of Section 14-8 "Development and Design Standards," to which a variance is requested, includes providing proper standards for high quality appearance and good design while allowing for creative expression, encouraging a balance between the built environment and open space, protecting private investments, preserving the identity and character of Santa Fe, and enhancing the business economy."*
15. Pursuant to SFCC 1987 Section 14-3.16(C)(5), the Commission finds, as stated by the Applicant in the application the Planning Commission that granting the variances would not be contrary to the public interest because: "*The Georgia O'Keeffe Museum draws substantial visitation from local residents as well as national and international tourists. With a historic track record of attracting over 1.7 million visitors since its opening in 1997, the new museum will contribute to the economic vitality of the district as visitors experience local retailers, restaurants, and lodging. One of the parking lots provided is a de minimis distance greater than the maximum required distance from the site of 600 feet, and the second parking lot provided is well within 1/4-mile (5-7 minute) walking distance from the site – a distance that is widely accepted as walkable by planners and urban designers. The proposed variance will allow the site to better serve the public interest by permitting a world-renowned museum and important community asset to greatly enhance its ability to serve both locals and*

tourists, to better care for an invaluable collection of one of New Mexico's most important 20th century artists, and to expand educational offerings, gallery space, and community amenities. As a result, the public interest will be greatly enhanced by the approval of this variance and its associated Development Plan."

16. Pursuant to SFCC 1987 Section 14-3.16(C)(6), the Commission finds that there are no additional requirements, or supplemental or special findings required by other provisions of Chapter 14.

CONCLUSIONS OF LAW

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

1. Pursuant to SFCC 1987 Section 14-3.1, all procedures regarding the pre-application conference, ENN meeting, notice, and public hearing requirements have been followed.
2. The Commission has the power and authority at law and under the Code to review the requested variances and to approve, approve with conditions, or deny the Applications.
3. The Commission finds that Case #2021-3977 complies to the approval criteria pursuant to SFCC 1987 Section 14-3.16(C).

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

Considering the foregoing findings and conclusions, the Commission approves the variance to Chapter SFCC 1987 Section 14-8.6(C)(2)(b), subject to conditions of approval and the technical corrections set forth in the Staff Report and the exhibits to the Staff Report.

Considering the foregoing findings and conclusions, the Commission approves the variance to SFCC 1987 Section 14-8.6(C)(2)(b) for Case #21-3977.

_____ _____
Brian Gutierrez Date:
Chairperson

FILED:

_____ _____
Kristine Bustos-Mihelcic Date:
City Clerk

APPROVED AS TO FORM:

_____ _____

Patricia Feghali
Assistant City Attorney

Date:

November 4, 2021
Planning Commission
Case #21-3976. 123 and 135 Grant Avenue Development Plan.

Case #21-3977. 123 and 135 Grant Avenue Variance to Subsection 14-8.6(C)(2)(b).

EXHIBIT C

DRT

1. Water Engineering Division Memorandum,
2. Water Resources Division Memorandum,
3. Wastewater Division Memorandum, Stan Holland, P.E.
4. Fire Marshal, Geronimo Griego
5. Traffic Engineering Division Memorandum,
6. Technical Review Memorandum, Dee Beingessner P.E.
7. Technical Review Memorandum (Landscaping), Lawrence Rivera
8. MPO, Leah Yngve

Development Review Team

Comment Form

Date: August 17, 2021

Staff person: Robert Jorgensen

Dept/Div: PUD Water Division – Engineering Section

Case: Case #2021-3976 123 and 135 Grant Avenue Development Plan

Case Mgr: Dan Esquibel, Case Manager

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

Conditions of Approval:	Must be completed by:
1. Water plan meeting Water Division criteria is submitted and approved by Water Division for public water system line extensions and services (each lot of record to have metered service(s); each building on lot to be have metered service). 2. Agreement to Construct and Dedicate Public Improvements (ACD) or equivalent City permit(s) with all applicable fees and charges paid, and financial guarantees/bonds for public water system improvements	

Technical Corrections*:	Must be completed by:

*Must made prior to recording and/or permit issuance

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

1. [None]

Re: COMMENTS NEEDED FW: O;Keeffe Museum

PACHECO, PATRICIO M. <pmpacheco@santafenm.gov>
Wed 8/18/2021 10:32 AM

To: ESQUIBEL, DANIEL A. <daesquibel@santafenm.gov>; BERKE, NOAH L. <nlberke@santafenm.gov>; KLUCK, JASON M. <jmkluck@santafenm.gov>
Cc: HOOK, ALAN G. <aghook@santafenm.gov>; JORGENSEN, ROBERT N. <rnjorgensen@santafenm.gov>

Good Morning,

Case #2021-3976. 123 and 135 Grant Avenue Development Plan
Water Budget Comments: Client has submitted and alternate water budget that false under the commercial threshold and will be required to cover water offset fees for water.

Thanks,

Patricio Pacheco
Water Resources & Conservation
City of Santa Fe - Water Division
(505) 955-4221
pmpacheco@santafenm.gov

From: BERKE, NOAH L. <nlberke@santafenm.gov>
Sent: Tuesday, August 17, 2021 4:29 PM
To: KLUCK, JASON M. <jmkluck@santafenm.gov>; HOLLAND, TOWNSEND S. <tsholland@santafenm.gov>; PACHECO, PATRICIO M. <pmpacheco@santafenm.gov>; HOOK, ALAN G. <aghook@santafenm.gov>; JORGENSEN, ROBERT N. <rnjorgensen@santafenm.gov>; LUCERO, ERIC J. <ejlucero@santafenm.gov>; Gallegos, Audra V. <Audra.Gallegos@wilsonco.com>; GRIEGO, GERONIMO G. <gggriego@santafenm.gov>
Subject: COMMENTS NEEDED FW: O;Keeffe Museum

Noah Berke, AICP, CFM
Planner Manager
City of Santa Fe Land Use Department
Office: (505) 955-6647
Cell or Text: (505) 490-5930
Email: nlberke@santafenm.gov

Development Review Team

Comment Form

Date: August 18, 2021

Staff person: Stan Holland, Engineer

Dept/Div: Public Utilities/Wastewater

Case: **Case #2021-3976. 123 and 135 Grant Avenue Development Plan.**

Case Mgr: John Dan Esquibel, Case Manager

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

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

Conditions of Approval:	Must be completed by:
1. The proposed connection of the six (6) inch sewer service line shall be made at a new public sewer manhole added to the existing sewer line in Sheridan Street. 2. A sewer backwater valve shall be required on the new 6 inch sewer service line leaving the building. 3. An Industrial Pre Treatment Sampling Port shall be required on the new service 6 inch sewer service line.	Prior to Sign Off for Final Development Plan.

Technical Corrections*:	Must be completed by:
1. None at this time.	Prior to Sign Off for Final Subdivision Plan.

*Must made prior to recording and/or permit issuance

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

1. [None]

Development Review Team

Comment Form

Date: 08/17/2021

Staff person: Geronimo Griego

Dept/Div: Fire Prevention

Case: 2021-3976 123 and 135 Grant Avenue Development Plan

Case Mgr: Dan Esquibel

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

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

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

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

*Must made prior to recording and/or permit issuance

From: Gallegos, Audra V. <Audra.Gallegos@wilsonco.com>
Sent: Thursday, August 19, 2021 11:28 AM
To: ESQUIBEL, DANIEL A. <daesquibel@santafenm.gov>
Cc: Kramer, Michael E. <Michael.Kramer@wilsonco.com>
Subject: RE: O'Keeffe Museum

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

Hi Dan,
I sent comments over yesterday for the original data you provided, see attached.

Regarding the additional information you sent:

- Remote Lot Parking - Accessible route from accessible parking spaces to sidewalks or building entrances should not use driveways as the route
- The traffic study appears to use appropriate methodologies. The museum does not appear to generate enough traffic to warrant a TIA.

Thank you!

Audra V. Gallegos, PE
Civil Engineer | Wilson & Company, Inc., Engineers & Architects | 505 348 4110 (direct) | 505 250 4853 (cell)

Development Review Team
Comment Form

Date: 7/28/21

Staff person: Dee Beingessner

Dept/Div: Land Use/Terrain Management

Case: **Case #2021-3976. 123 and 135 Grant Avenue Development Plan.**

Case Mgr: Dan Esquibel

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

Conditions of Approval :	Must be completed by:
1 Provide complete Drainage Calculations showing details of existing impervious surface area and new impervious surface area, development of composite c values, and development of required storage volumes.	Prior to recordation
2 Cistern details must be provided, landscape plan with these details was not provided.	Prior to recordation.
3 Include Drainage Maintenance Facilities Note on Plat	
4	

Technical Corrections*:	Must be completed by:
1 Include Dust Control Note and the Engineer's Stormwater Infrastructure Certification on Plans.	Prior to recordation
2 This Development shall comply with the most current requirements of the American with Disabilities Act (ADA). Place a note on the Plan to reflect this condition	Building Permit Process
3 Other comments will be provided on these plans at the time of the building permit and changes may be required during permitting process	Building Permit Process
4 For the parking lot shown, "No Parking" pavement markings are in the wrong place on the plans. ADA Parking symbol is shown at the wrong location. ADA parking sign is incorrect wording and height. It appears accessible route must cross vehicular traffic lanes, so marked crossings should be provided. Provide parking count of lot and required number of ADA parking spaces. See 2015 NM Accessible Parking Checklist.	Building Permit Process

5 Remove references to Handicap (or HC) for ADA	Building Permit Process
6 Ensure an accessible route exists from the parking lots to the site.	Prior to recordation
7 Provide Chapelle Street Parking Lot ADA plan compliant with ADA parking and accessibility requirements	Prior to recordation
8	

*Must made prior to recording and/or permit issuance

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

1. [list any additional items]

Explanation of Conditions or Corrections (if needed):

DRAINAGE FACILITIES MAINTENANCE NOTE

ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY ALL PROPERTY OWNERS.

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

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

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

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

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

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

D. INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS, CUT AND FILL SLOPES, AND REPAIR OR STABILIZE ACCORDINGLY.

E. INSPECT THE STRUCTURAL INTEGRITY OF DRAINAGE PONDS, SLOPES, RIP-RAP, GABIONS, DROP INLETS, CULVERTS, ENERGY DISSIPATORS, AND RETAINING

WALLS, ROCK PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY.

DUST CONTROL NOTE

All on-site soil disturbing construction activities shall be addressed and provide measures to mitigate or control dust from being transported offsite and polluting neighboring properties.

Any person, owner, contractor or operator who conducts earthmoving and/or dust generating activities is responsible for implementing Best Management Practices (BMPs) in order to mitigate off-property transport of fugitive dust emissions.

A plan, or storm water prevention plan (SWPPP) when applicable, listing the Best Management Practices (BMPs), shall be provided to the City Engineer, or their designee for review and approval. The approved BMPs shall be applied to the graded and/or disturbed soil in order to stabilize the site.

The initial BMP shall address how the Contractor will minimize the amount of disturbed soil, and how the Contractor will stabilize the disturbed surface area exposed to wind or vehicle traffic during construction.

Some BMPs shall include:

- The reduction of vehicle speeds: establish a maximum speed limit or install traffic calming devices to reduce speeds to a rate to mitigate off-property transport of dust entrained by vehicles.
- The minimization of drop height: Drivers and operators shall unload truck beds and loader or excavator buckets slowly, and minimize drop height of materials to the lowest height possible, including screening operations.
- High winds restriction: temporarily halt work activities during high wind events greater than 30 mph if operations would result in off-property transport.
- Restrict access: restrict access to the work area to only authorized vehicles and personnel.

In the event the above practices are ineffective to prevent off property transport, the owner or operator shall use one or more of the following Best Management Practices (BMPs):

- Wet suppression: apply water to disturbed soil surfaces, backfill materials, screenings, and other dust generating operations as necessary and appropriate considering current weather conditions, and prevent water used for dust control from entering any public right-of-way, storm water drainage facility, or watercourse.
- Wind barrier: construct a fence or other type of wind barrier to prevent wind erosion of the graded or disturbed surface.

- Vegetation: plant vegetation appropriate for retaining soils or creating a wind break.
- Surface roughening: stabilize an active construction area during periods of inactivity or when vegetation cannot be immediately established.
- Cover: install cover materials such as tackifiers, erosion control blankets, gravel, vegetation (when appropriate), cold-millings, etc. during periods of inactivity and properly anchor the cover.
- Soil retention: stabilize disturbed or exposed soil surface areas that will be inactive for more than 30 days or while vegetation is being established.

ENGINEER'S STORMWATER INFRASTRUCTURE CERTIFICATION

I, THE UNDERSIGNED PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO, DO HEREBY CERTIFY THAT THE RECORD INFORMATION SHOWN HEREON IS BASED ON ACTUAL FIELD MEASUREMENTS AND VISUAL INSPECTIONS PERFORMED BY MYSELF OR UNDER MY DIRECT SUPERVISION. I FURTHER CERTIFY THAT THE RECORD CONDITION AS OF _____ IS IN SUBSTANTIAL COMPLIANCE WITH THE APPROVED GRADING AND DRAINAGE PLAN PREPARED BY _____, DATED _____.

SIGNATURE_____ NMPE #_____ DATE_____

Development Review Team

Comment Form

Date: 08/04/2021

Staff person: Lawrence Rivera

Dept. /Div.: Land Use/Terrain Management- Landscape/Irrigation Review

Case: **Case #2021-3976. 123 and 135 Grant Avenue Development Plan**

Case Manager: Dan Esquibel, daesquibel@santafenm.gov 505-955-6587

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

Conditions of Approval:	Must be completed by:

Technical Corrections*:	Must be completed by:
1. Provide detailed drawings of the rain water catchment system, including the connected to the irrigation system.	Prior to permit review
2. Provide a professional landscape irrigation design with details of backflow preventer in a Hotbox with GFI and Heat Tape, master valve, controller, electric drip valve, valve box assembly, end flush cap, and emitter placement. Following COSF code in 14-8.4 (E) (4) and Landscape Irrigation Design Standards City of Santa Fe, New Mexico.	Prior to permit review
3. 14-8.4(E)(4)(H) irrigation systems shall be zoned by levels of water use. For the most efficient water use, plant with similar water use requirements shall be grouped together. Separate zones are required for permanent and temporary irrigation lines.	Prior to permit review
4. Show irrigation pipe sizing on plan.	Prior to permit review
5. Provide a water budget: Irrigation system operation information including recommended monthly and seasonal irrigation schedules and water budgets based on gallons used for landscape plantings for year one and year three shall be included on the irrigation plan. Per 3.18. Design Regulations of Landscape Irrigation Design Standards City of Santa Fe, New Mexico.	Prior to permit review
6. Provide a complete landscape plan with plant legend	Prior to permit review
7. Landscape plan must include the following information: Open space calculations are required by 14-7.5. Tree and shrub calculations for open space and retention areas as required by 14-8.4(H) & 14-8.4(F) respectively. Perimeter screening for parking lot from all adjacent properties and street yards as required by 14-8.4(I). Street tree calculations as required by 14-8.4(G) All landscaping shall comply with 14-8.4	Prior to permit review

8. Provide a landscape and irrigation plan for new parking lot.	Prior to permit review
9. Please show light standards and fire hydrants on the landscape plan.	Prior to permit review
10. City staff respectfully request the use of a gravel mulch that is washed and screened.	Prior to permit review
11. 14-8.4(F)(5)(ii) significant trees that are to be preserved or relocated shall be healthy and free from serious insect or parasite infestation.	Prior to permit review

*Must made prior to recording and/or permit issuance

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

1. [list any additional items]

Explanation of Conditions or Corrections (if needed):

Development Review Team

Comment Form

Date: 8/9/21

Staff person: Leah Yngve

Dept/Div: Land Use/MPO

Case: **Case #2021-3976. 123 and 135 Grant Avenue Development Plan**

Case Mgr: Dan Esquibel

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

Conditions of Approval :	Must be completed by:
1 Make sidewalk improvements where possible and in compliance with Historic Preservation	
2 Consider pre-approved by Historic Preservation "Santa Fe" bicycle racks	

Technical Corrections*:	Must be completed by:
1 Install bike racks according to Exhibit D - Bicycle Rack Standards and Dimensions (Subsection 14-8.6(E))	

*Must made prior to recording and/or permit issuance

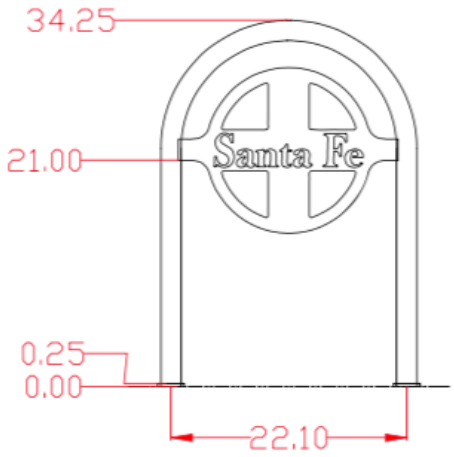
The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]

Explanation of Conditions or Corrections (if needed):

Sidewalk Improvements
The MPO understands the applicant will be developing in a historic district which may restrict their ability to modify the environment. Therefore the MPO requests sidewalk improvements and widening where possible and where the sidewalk is obstructed resulting in less than 5' as required by code.

Bike Racks
The custom Santa Fe bike rack can be ordered from Dero and have been used by the City in a select number of locations downtown. See below and more specifications can be acquired from the MPO.



Bike Rack Specifications

Without extensive details related to the bike racks in the plan, we are including specifications from Exhibit D - Bicycle Rack Standards and Dimensions (Subsection 14-8.6(E)) to ensure the bike racks are installed appropriately:

- Racks placed parallel to each other (side by side) must be at least thirty-six (36) inches apart, this includes rack units sold as multiple units attached together.
- Racks parallel to a wall must be at least thirty-six (36) inches from the wall.
- Rack units perpendicular to a pedestrian aisle must be at least forty-eight (48) inches from the rack to the edge of the aisle, and the pedestrian aisle should be at least sixty (60) inches wide.
- There must be an aisle of at least five (5) feet wide behind all required bicycle parking to allow for maneuvering of the bicycle. Where bicycle parking is next to a sidewalk, the maneuvering area may extend into the sidewalk.

November 4, 2021
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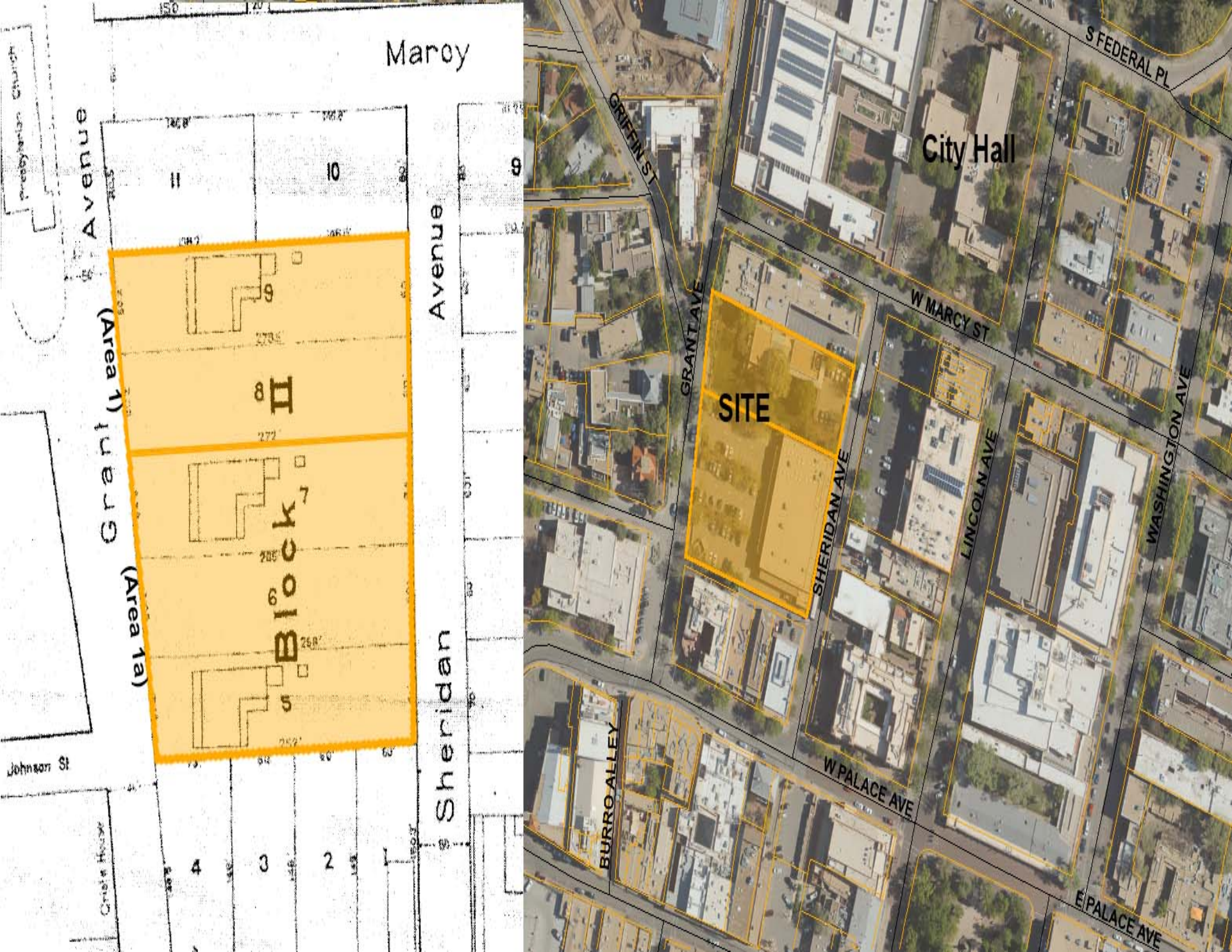
Case #21-3976. 123 and 135 Grant Avenue Development Plan.

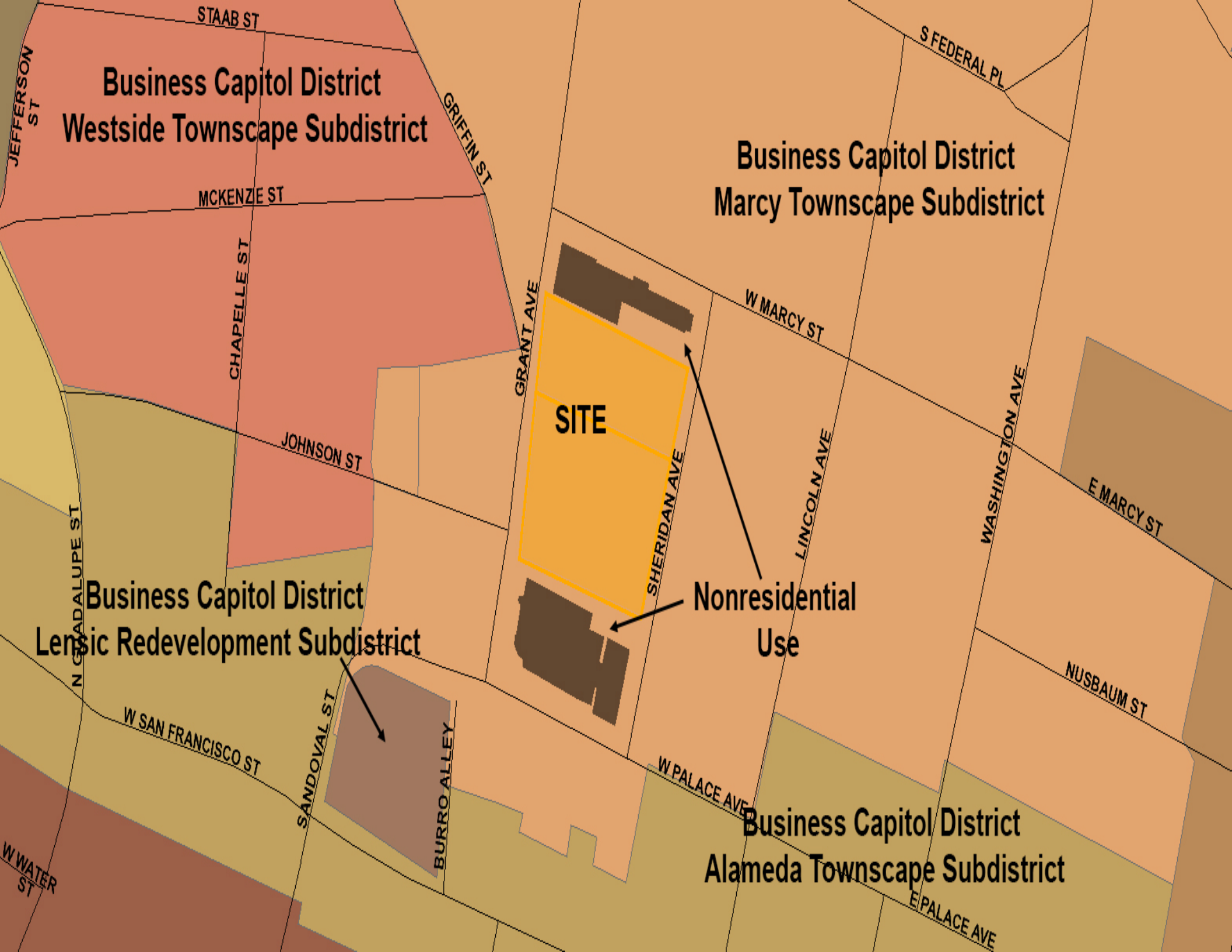
Case #21-3977. 123 and 135 Grant Avenue Variance to Subsection 14-8.6(C)(2)(b).

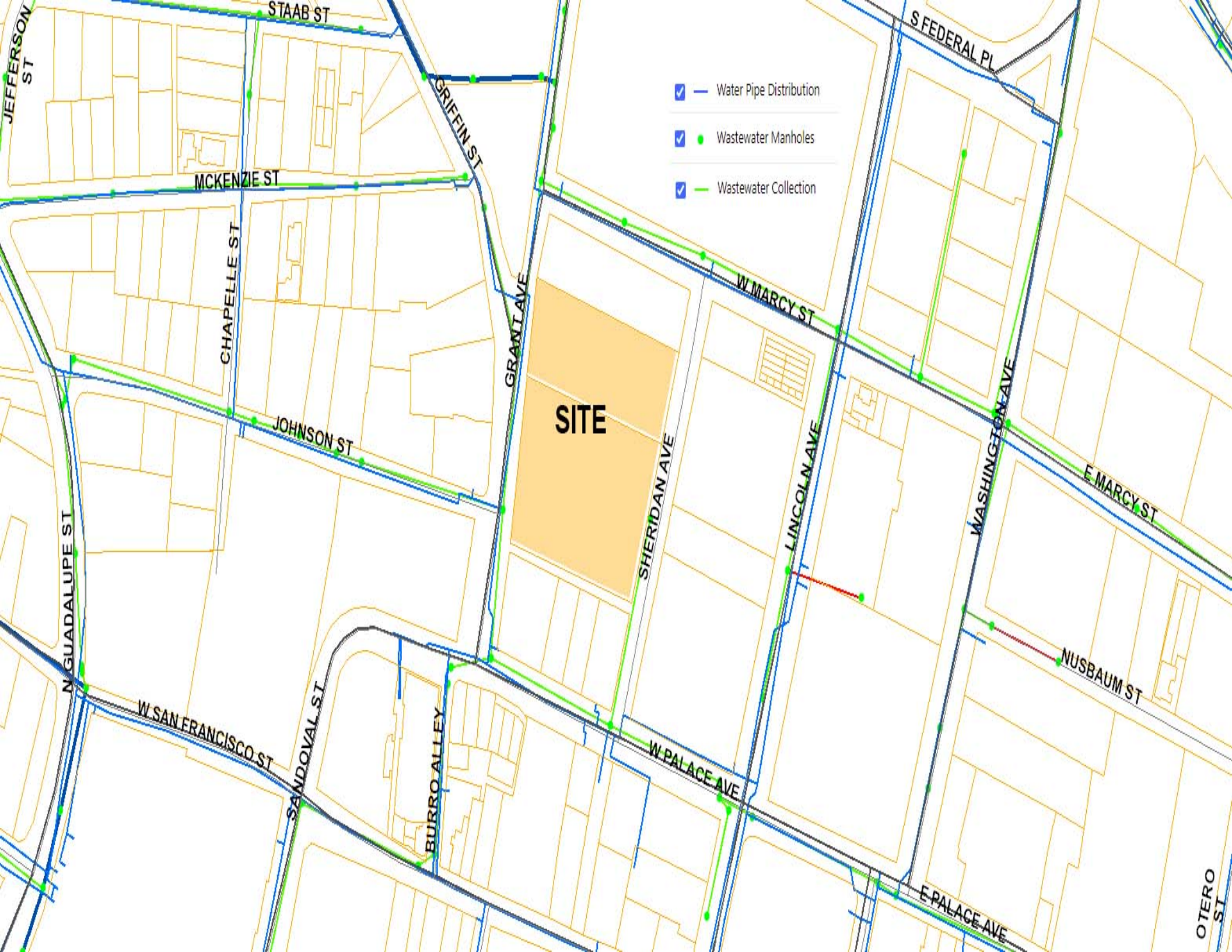
EXHIBIT D

Maps and Photos

1. Figure 1 Lot Layout ("Fort Marcy Addition" Excerpt/GIS Imagery)
2. Figure 2 Adjacent Zoning/Uses
3. Figure 3 City Utilities (water)
4. Figure 4 City Utilities (sewer)
5. Figure 5 Parking Locations
6. Figure 6 Parking Lots
7. Figure 7 Parking Design


Marcy
Avenue
Grant
(Area 1)
(Area 1a)
Avenue
Sheridan
Block 7
Johnson St
GRIFFIN ST
GRANT AVE
SITE
SHERIDAN AVE
LINCOLN AVE
WASHINGTON AVE
W MARCY ST
S FEDERAL PL
City Hall
BURRO ALLEY
W PALACE AVE
E PALACE AVE


STAAB ST
JEFFERSON ST
Business Capitol District
Westside Townscape Subdistrict
GRIFFIN ST
S FEDERAL PL
Business Capitol District
Marcy Townscape Subdistrict
MCKENZIE ST
CHAPELLE ST
GRANT AVE
W MARCY ST
SITE
JOHNSON ST
SHERIDAN AVE
LINCOLN AVE
WASHINGTON AVE
E MARCY ST
N GUADALUPE ST
Business Capitol District
Lensic Redevelopment Subdistrict
Nonresidential
Use
NUSBAUM ST
W SAN FRANCISCO ST
SANDOVAL ST
BURRO ALLEY
W PALACE AVE
Business Capitol District
Alameda Townscape Subdistrict
W WATER ST
E PALACE AVE


Water Pipe Distribution
Wastewater Manholes
Wastewater Collection
SITE
STAAB ST
JEFFERSON ST
GRIFFIN ST
S FEDERAL PL
MCKENZIE ST
CHAPELLE ST
GRANT AVE
W MARCY ST
JOHNSON ST
SHERIDAN AVE
LINCOLN AVE
WASHINGTON AVE
E MARCY ST
N GUADALUPE ST
NUSBAUM ST
W SAN FRANCISCO ST
SANDOVAL ST
BURRO ALLEY
W PALACE AVE
E PALACE AVE
OTERO ST

Fire Hydrants
Water Pipe Distribution
STAAB ST
GRIFFIN ST
S FEDERAL PL
MCKENZIE ST
CHAPELLE ST
GRANT AVE
W MARCY ST
SITE
JOHNSON ST
SHERIDAN AVE
LINCOLN AVE
WASHINGTON AVE
N GUADALUPE ST
W SAN FRANCISCO ST
SANDOVAL ST
BURRO ALLEY
W PALACE AVE
W WATER ST
E PALACE AVE

STAAB ST
DANIEL ST
JEFFERSON ST
GRIFFIN ST
MCKENZIE ST
PARK AVE
N GUADALUPE ST
CALLEJON TSWADO
CHAPELLE ST
GRANT AVE
W MARCY ST
+/- 615'
SITE
JOHNSON ST
SHERIDAN AVE
CAMINO DEL CAMPO
+/- 1275'
W SAN FRANCISCO ST
W ALAMEDA ST
W WATER ST
SANDOVAL ST
W PALACE AVE
LINCOLN AVE
BURRO ALLEY
ALTO ST
DE FOURI ST

DANIEL ST
STAAB ST
JEFFERSON ST
GRIFFIN ST
MCKENZIE ST
N GUADALUPE ST
CHAPELLE ST
JOHNSON ST
CAMINO
W ALAMEDA ST
W WATER ST
ALTO ST
DE FOUR ST
SANDOVAL ST
BURRO ALLEY
W PALACE AVE
LINCOLN AVE

STAAB ST
JEFFERSON ST
N GUADALUPE ST
MCKENZIE ST
CHAPELLE ST
JOHNS
W SAN FRANCISCO ST
W ALAMEDA ST
W WATER ST
ALTO ST
DE FOUR ST
SANDOVAL
BURRO ALLEY
W PALACE AVE
LINCOLN AVE
ARCY ST
MCKENZIE ST
35 SPACES
ONE SIZE
4"
BASECOURSE
SURFACE
CHAPELLE ST
EXISTING
BUILDING
2 DWELLING
UNITS
448 West San
Francisco St
436 West San
Francisco Street
EXISTING
BUILDING
1400 SF
COMMERCIAL
EXISTING 15
SPACE PARKING
LOT SERVING
BOTH EXISTING
BUILDINGS
402 W. Water St.
West
Water Street
67 SPACES
ONE SIZE FITS ALL DIMENSIONS

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EXHIBIT E

ENN

1. Guidelines

ENN GUIDELINES

Applicant Information

Project Name: GEORGIA O'KEEFFE MUSEUM

Name: HARTLEY (Last) CODY (First) (M.I.)

Address: 217 JOHNSON STREET (Street Address) (Suite/Unit #)

SANTA FE (City) NM (State) 87501 (ZIP Code)

Phone: (505) 946-1055 E-mail Address: susan@gokm.org

Please address each of the criteria below. Each criterion is based on the Early Neighborhood Notification (ENN) guidelines for meetings, and can be found in Section 14-3.1(F)(5) SFCC 2001, as amended, of the Santa Fe City Code. A short narrative should address each criterion (if applicable) in order to facilitate discussion of the project at the ENN meeting. These guidelines should be submitted with the application for an ENN meeting to enable staff enough time to distribute to the interested parties. For additional detail about the criteria, consult the Land Development Code.

(a) EFFECT ON CHARACTER AND APPEARANCE OF THE SURROUNDING NEIGHBORHOODS ***For example: number of stories, average setbacks, mass and scale, landscaping, lighting, access to public places, open spaces and trails.***

The proposed project is located on two adjacent properties - 123 and 135 Grant Avenue to create a museum campus with publicly accessible outdoor spaces.
123 Grant - a new 54,000 gsf (approx.) museum building will replace existing commercial building and parking lot. The building is one story high with a partial basement and three rooftop mechanical rooms. The building is set back from the property line on all four sides, with setbacks of almost 25 feet on Grant and more than 18 feet on Sheridan.
135 Grant - no work is proposed to the existing Bergere House. The improvements to the site include enhancements to the existing landscape with sustainable site design and plant materials to create a museum campus with a new park and outdoor programmable areas accessible to the public, visitors, and school classes.

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

Both 123 and 135 Grant are developed parcels with built structures. The site is relatively flat, sloping gently down from east to west.
123 Grant - the proposed development does not propose a significant increase in density at the site. The existing surface, paved parking lot will be removed and a portion replaced with new landscaped areas, including a series of small plazas and outdoor spaces.
135 Grant - the proposed development does not increase density at the site. There are no improvements or alterations proposed for the existing Bergere House. With an intent to protect and preserve existing mature trees on the site, the owner will procure a professional arborist to evaluate and make recommendations based on their condition and health. It is anticipated that trees found to be diseased will be replaced with the same species, or as otherwise recommended, and integrated into the landscape design. The design of the new park landscape will maintain and enhance views between the two properties and create stronger connections between Grant and Sheridan, and the planned Sheridan Downtown Transit Center.

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

As a cultural facility and organization, the owner is undertaking historic and archaeological investigations to understand and respond to the historic and cultural significance as part of the planning, design, and development process, which may have an impact on the project as it progresses through the reviews, analysis, and approvals process.
123 Grant - the proposed new museum building on the site will require the demolition of an existing commercial building.

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

The project is being designed to comply with the City Code's requirements for Business Capitol District (BCD) zone, specifically those of the Marcy Street Townscape, and for the Downtown and Eastside Historic District.
The scale and massing of the new building at 123 Grant is consistent with the overall context of downtown Santa Fe. The setbacks and outdoor spaces proposed acknowledge the site's location where the urban fabric makes the transition from The Plaza, where buildings are primarily abutting with near or full lot coverage, to the neighborhood immediately to the west and north, where buildings are typically detached and lot coverage is less providing more open space.

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

The usual method of arrival for museum visitors has been by walking from nearby lodging, parking facilities, adjacent neighborhoods, or other places located within the downtown core. It is anticipated that this trend will continue with visitation to the new museum. The museum will proactively encourage visitors to utilize public transportation, given the Downtown Transit Center on the west side of Sheridan. To facilitate a safer walking and improved pedestrian experience and access, the proposed landscape improvements include wider public sidewalks along Grant, as well as Sheridan. The museum has off-site parking at McKenzie and Chapelle and is arranging to lease additional parking on West San Francisco.
A loading/unloading zone will be located alongside the existing public alley that connects Sheridan and Grant; it will be completely within the bounds of the the museum property so as not to obstruct traffic flow along the public alley.

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

As an arts and cultural entity based in Santa Fe, the museum has a long history of participating in and contributing to the economic development of Santa Fe and the downtown historic district businesses, hospitality establishments, attractions, and cultural destinations. With cultural tourism being one of Santa Fe's and New Mexico's most robust element of economic development, the museum seeks within the mission of the proposed development to expand its visitor base beyond out-of-town tourists to actively engage with local residents, cultural and community organizations, and schools, as well as the City and State's offices of Arts & Culture and Tourism to ensure that local residents are central to the museum's future.
It should be noted that the majority of museum staff resides in Santa Fe and participate as residents within the local economy. This is not expected to change.

(g) EFFECT ON THE AVAILABILITY OF AFFORDABLE HOUSING AND AVAILABILITY OF HOUSING CHOICES FOR ALL SANTA FE RESIDENTS ***For example: creation, retention, or improvement of affordable housing; how the project contributes to serving different ages, incomes, and family sizes; the creation or retention of affordable business space.***

Not applicable.
The proposed project is 100% non-residential. It is a museum building with exhibition, preservation, and curatorial facilities. The structure to be demolished is a commercial use currently housing museum back-of-house facilities and a title company; it was previously a grocery store.

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

The effect upon existing public services and infrastructure is expected to be minimal. Conversations with engineers and the public works division have been initiated to determine how to best tie into utilities in the surrounding streets.
In addition, the museum project team are coordinating with the City's public works division and its consultants on the proposed new Downtown Transit Center to minimize disruption to either project.

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

The museum and project team are aware of the scarcity of water in the region and are designing the project to minimize water use. For example, the new building will use waterless and low-flow plumbing fixtures where appropriate. The landscape of the museum's park is designed to reduce the extent of lawn at 135 Grant and to use native drought-tolerant plants on both properties. A rainwater harvesting system is being proposed and the cistern will be sized to provide almost all the annual irrigation requirements for the new landscape.

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

The museum's mission is to welcome all visitors and encourage dialogue. Robust public program and educational offerings are tailored for all ages and communities.
The museum's park is intended as an outdoor space to welcome the people of Santa Fe and to allow for the community to gather and to celebrate.
The museum is committed to offering amenities and programs that welcome residents from across Santa Fe and help foster a sense of ownership within the downtown core.

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

The museum's decision to build its new exhibition building in downtown Santa Fe, close to its existing building on Johnson Street, and adjacent to its existing Research Center, Library and Archives reflects its commitment to the City of Santa Fe. In choosing 123 Grant for its new exhibition building, it is reinforcing the urban fabric of the Historic Downtown.
By supporting improvements to the Sheridan Transit Center, the museum advocates for an improved rider experience that will encourage use of public transportation.

(l) ADDITIONAL COMMENTS (optional)

The museum is exploring its options regarding its existing building at 217 Johnson Street. The proposed new exhibition building at 123 Grant will be its primary public building.

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Case #21-3976. 123 and 135 Grant Avenue Development Plan.

Case #21-3977. 123 and 135 Grant Avenue Variance to Subsection 14-8.6(C)(2)(b).

EXHIBIT F

Applicant Materials

1. Letter of Application
2. Development Plan Report
3. Variance Criteria
4. Variance withdraw letter
5. Traffic Parking Study
6. Development Plan

GLUCKMAN TANG

250 Hudson Street
New York, NY 10013
212.929.0100
gluckmantang.com

Monday 19 July 2021
(revised October 5, 2021)

Daniel Esquibel, Senior Planner
200 Lincoln Avenue
Land Use Department
Current Planning Division
City of Santa Fe
Santa Fe, NM 87501

Re: LETTER OF APPLICATION FOR DEVELOPMENT PLAN REVIEW
123 GRANT AVENUE and 135 GRANT AVENUE

Dear Mr. Esquibel –

On behalf of the Georgia O'Keeffe Museum and with the assistance of our local associate Lorn Tryk who is the sole agent for this application, we are submitting materials in support of a Development Plan Application for a new museum building at 123 Grant Avenue and landscape improvements at both 123 Grant Avenue and 135 Grant Avenue.

The new building's site, adjacent to the museum's existing Research Center, Library and Archives at 135 Grant, will allow the museum to increase its capacity to serve the many communities of Santa Fe and the surrounding region and share more of its collection with visitors. The new building will be the primary public building of the Georgia O'Keeffe Museum. The museum is exploring its options for future use of the existing building at 217 Johnson Street.

The new building will be approximately 54,100 gsf and will have a site footprint of 30,595 gsf. The building will be one story high, with a partial basement and a roof containing three mechanical rooms, elevator penthouse and access stair bulkhead. The building's height will be 33'-8" above the existing grade at the midpoint of the façade facing Grant Avenue.

The property at 123 Grant is 1.2174 acres (53,030 square feet) and the adjacent property at 135 Grant is 0.7670 acres (33,411 square feet).

The building's massing is a group of solid volumes, varied in scale, with different parapet heights. The intent is to reduce the perceived scale of the building in response to the immediate context of downtown Santa Fe.

Outdoor plazas in the southwest, northwest, and southeast corners of the property are defined by the setbacks of the exterior walls of the building. These outdoor spaces will provide a place of arrival and a place to gather. They also will contribute to the Open Space Standards set forth in Section 14-7.5.

The building's loading/unloading zone is along the alley on the south side of 123 Grant and faces the rear facades of the buildings on West Palace. This dedicated zone sits completely on the property of 123 Grant Avenue and will not impede traffic moving down the alley in compliance with Section14-8.6 (D)(1)(b).

There is no work proposed to the Bergere House and its 2001 addition at 135 Grant Avenue, only improvements to the landscape.

The landscape design creates a cohesive and unified landscape across the two properties. The design preserves significant trees, reduces the amount of water-intensive lawn, and introduces planting areas of native, drought-resistant plants. A series of terraces will be used for education program for school children, public programming for the community, and events. The garden space between the two buildings will be open to the community.

Accompanying this Development Plan Application is a Variance Application. For this project we are seeking approval of a variance related to the requirement for Off-Street Parking located within six hundred (600) feet of the nearest property line of the parcel, per Section 14-8.6(C)(2)(b).

Like our design for the original museum at 217 Johnson Street, the design for the new building is a response to the context and history of Santa Fe. It is a building that celebrates the life and art of Georgia O'Keeffe who drew inspiration from the architecture and landscape of northern New Mexico.

Robert White, Principal
Gluckman Tang Architects

Attachments: Development Plan Application Submission, dated July 19, 2021
Variance Application, dated July 19, 2021

DEVELOPMENT PLAN APPLICATION - APPROVAL CRITERIA STATEMENT

July 19, 2021
(revised October 5, 2021)

Project: The GEORGIA O'KEEFFE MUSEUM

Site: 123 GRANT AVENUE and 135 GRANT AVENUE

GENERAL SCOPE

The project for the Georgia O'Keeffe Museum includes the construction of a new approximately 54,100 square foot building at 123 Grant and landscape improvements to both 123 Grant Avenue and 135 Grant Avenue.

The new building at 123 Grant will be the museum's primary public building; program includes: exhibition, multipurpose room and classroom, lobby, museum store, visitor amenities, spaces for collection management and museum support, and mechanical and utility rooms.

There is no proposed work to the historic Bergere House at 135 Grant Avenue and its 2001 addition; the building will continue to house the museum's Research Center, Library and Archives.

The existing 21,463 square foot, one-story commercial building at 123 Grant will be demolished and 21,500 square feet of impermeable paving will be removed.

CHAPTER 14 – LAND DEVELOPMENT

ARTICLE 14-4 | ZONING DISTRICTS

The project site is in the Business-Capitol District (Section 14-4.3E) and the Marcy Street Townscape Subdistrict (Section 14-4.3(E)(3)).

The new building for the Georgia O'Keeffe Museum will contribute to the economic viability of the BCD by attracting visitors who will patronize hotels, restaurants, and retail in Santa Fe. The education programs offered by the museum will serve school children from across northern New Mexico; public programs will serve the people of Santa Fe and nearby communities.

ARTICLE 14-5 | OVERLAY ZONING DISTRICTS

Section 14-5.2 HISTORIC DISTRICTS

The project site is within the Downtown & Eastside Historic District.

- The design of the new building is "recent Santa Fe Style".

The project will come before the HDRB in a series of hearings: Building Status, Preliminary Design Review, Demolition and Final Design Review.

- Building Status: The existing commercial building at 123 Grant Avenue is currently listed as non-contributing. At the HDRB Hearing on July 13, 2021 the board confirmed that the building will remain non-contributing.
- Preliminary Design Review: An application for Preliminary Design Review was submitted on July 14, 2021, and came before the board on August 10, 2021.
- Demolition: An application for the demolition of the existing building at 123 Grant Avenue was submitted on August 18, 2021, and the board approved the building's demolition at its September 14, 2021 hearing.
- Final Design Review: submission is anticipated to be in early 2022.

Section 14-5.3 ARCHAEOLOGICAL REVEW DISTRICTS

The project site is located within the Historic Downtown Archaeological Review District.

Because of funding secured from the National Endowment for the Humanities (NEH), the project is required to go through the Section 106 Process. Because of this, the New Mexico Department of Cultural Affairs has responsibility for Archaeological Clearance. The museum is being assisted by Dr. Eric Blinman, Director of the Office of Archaeological Studies. As a courtesy, the Archeological Review Committee will be informed of all steps and provided with resulting reports.

ARTICLE 14-6 | PERMITTED USES and USE REGULATIONS

In accordance with Table 14-6.1-1, Museums (listed under Educational) are a permitted use in the BCD.

ARTICLE 14-7 | BUILDING ENVELOPE and OPEN SPACE STANDARDS and MEASUREMENTS

Section 14-7.4 BUSINESS-CAPITOL DISTRICT

In accordance with Table 14-7.4(A) for the Business-Capitol District, Marcy Street Townscape:

Building Height. No elements on the proposed building are higher than 33'-8" above existing grade at the midpoint of the proposed façade facing Grant Avenue. This is less than the 42 feet maximum height of structures permitted.

Maximum Lot Coverage. No requirements for the subdistrict.

Building Placement and Setback Requirements: no requirements as the site is not on the east side of Washington Avenue or the west side of Grant Avenue.

Minimum Open Space Requirements. The open space adjacent to the property line on Grant Avenue is 7,204 sf, which is 13.58% of the overall site (7,204 sf / 53,030 sf); this meets the threshold of 10 percent.

Landscape Treatment in Yards. The proposed design for open space at both 123 Grant and 135 Grant includes landscape treatment of trees, shrubs, and ground-cover planting interspersed with terraces.

- Along the east side of Grant Avenue existing street trees will be supplemented with additional street trees to provide shade.
- Along the west side of Sheridan Street, the city's proposed Downtown Transit Center project provides new street trees alternating with four new bus shelters.

Height of Walls and Fences. For 123 Grant, there is both stucco site walls and a new metal fence with a wide gate.

- A new metal fence and wide gate is located at the outdoor plaza at the northwest corner of 123 Grant Avenue and is the entrance from Grant Avenue into the open space between the two buildings.
- The existing stucco site wall on the common property line of 123 Grant Avenue and 135 Grant Avenue will be modified to provide openings to facilitate movement between the museum's two buildings; in addition, its height will be reduced to allow views between the two properties.
- A new metal fence and wide gate is located on the east side of 135 Grant Avenue and is the entrance from Sheridan Street into the open space between the two buildings.

Placement of Off-Street Parking. All parking for this project will be located at lots located off-property. The existing parking lot at 123 Grant, which is to be removed, is non-compliant with current code as it is in the front yard.

Portals. The long-span portals proposed for the new building at 123 Grant on the west and north elevations of the building are not in a right-of-way and are permitted.

FAR. In accordance with 14-7.4(B), the proposed new building at 123 Grant does not exceed the baseline floor area ratio of 2.0:1.

- Site Area: 53,030 square feet x 2.0 = 106,060 square feet.
- Total Building Area is 55,511 square feet.

In accordance with 14-7.4(B)(3)(g) for the Marcy Street Subdistrict

- The design retains two significant street trees along Grant Avenue in front of 135 Grant Avenue. In addition, significant trees, including an apple tree and apricot tree, on the property of 135 Grant will be protected and retained.
- The proposed site improvements along the eastern side of Grant Avenue include maintaining and improving existing planting strips that separates vehicular traffic from the sidewalk; increasing the width of the sidewalk in front of both 123 Grant and 135 Grant; increasing the number of street trees.
- The proposed building's setback from the north property line is staggered so when combined with the existing open space of 135 Grant Avenue, it improves the sense of openness and maintains long views towards to mountains.
- The proposed site improvements in the ROW along Grant Avenue maintains or improves existing planting strips with street trees; in certain locations the width of the planting strip is increased, improving the separation of pedestrians from vehicles.
- The multiple heights of the proposed building's massing at 123 Grant is responsive to the height of existing trees. The largest, highest volumes are located towards the center of the building and at the south edge of the property.

Section 14-7.5 OPEN SPACE STANDARDS

- The open spaces on both properties will be landscaped and link to the existing public open space of the sidewalks on both Grant Avenue and Sheridan Street as required by 14-7.5 (D)(2)
- The open space exceeds the requirement of three hundred (300) square feet and the building setbacks exceeds than ten (10) feet minimum dimension as required for nonresidential open space in 14-7.5 (D)(4).
- The total amount of open space provided at 123 Grant Avenue is 24,146 square feet, which is 45.5% of the overall site and exceeds the requirement of twenty-five percent (25%) set forth in 14-7.5 (D)(5).
- The project includes a rainwater harvesting system that collects stormwater from the roof of the new building at 123 Grant Avenue, storing it in a cistern to be used for irrigation of the landscape on both properties.

ARTICLE 14-8 | DEVELOPMENT and DESIGN STANDARDS

General. The properties at 123 Grant and 135 Grant previously have been developed.

Section 14-8.2 TERRAIN AND STORMWATER MANAGEMENT

Terrain. Both properties are relatively flat, with a gradual slope from east to west and south to north.

- The existing high point on the site is approximately +6984.00 at the eastern edge of 135 Grant Avenue; the existing low point on the site is approximately +6979.00 at the southwest corner of 123 Grant Avenue; the total elevation change across the two properties is approximately 5 feet.
- There is no significant cut and fill proposed.

Stormwater Management. The removal of the existing parking lot at 123 Grant will reduce the overall non-permeable surface area on the property. As a result of the proposed project, the amount of storm water runoff will be reduced. The project scope includes a rainwater harvesting system to collect rainwater from the roof of the new building to provide a significant portion of the annual irrigation water demand in acknowledgement of the scarcity of potable water.

Section 14-8.3 FLOOD REGULATIONS

According to FEMA FIRM neither property is within the 100-year flood zone.

Section 14-8.4 LANDSCAPE AND SITE DESIGN

The proposed landscape design responds to the unique conditions of the environment of northern New Mexico. The design proposes a reduction in the extent of lawn that currently characterizes the open space at 135 Grant Avenue. Native, drought-resistant plants will be used extensively. Existing trees will be supplanted by new trees that will provide shade, absorb carbon dioxide, and reduce the urban heat-island effect in the immediate vicinity.

A storm-water cistern will store rainwater collected from the roof of the new building at 123 Grant Avenue. The cistern is sized to ensure that a majority of annual water demand for irrigation of the landscape on both properties can be met.

Five (5) water features are proposed as part of the landscape design. Four of the water features are water tables with local stones sitting in a shallow depth of water that will reflect the sunlight and whose sound will provide a relaxing acoustic environment. The fifth water feature is in a vegetable garden at the northeast corner of 135 Grant Avenue that will be used as an educational tool to show the importance of acequias in irrigating crops. All water features will recirculate the water and will be integrated into the overall irrigation system.

Section 14-8.5 WALLS AND FENCES

The project includes both site walls and fences.

The existing white wood picket fence that extends for across the west edge of 135 Grant Avenue was constructed in 1991 as part of the project to create the Research Center, Library and Archives. The fence is to be relocated 5 feet to the east to increase the width of the existing sidewalk on Grant Avenue to provide an ADA-compliant path of travel and to improve public safety.

The existing stucco site wall along the common property line of 123 Grant Avenue and 135 Grant Avenue is to be modified to provide openings that facilitate movement between the new building and the existing Research Center; the height of the sections remaining will be reduced to improve views between the two properties.

New fences with wide gates will be installed at the entrances to the new greenspace between the two buildings. The fence and gates will be constructed of steel or iron and the height will be less than the 4-foot height limit for the Marcy Street Townscape.

SECTION 14-8.6 OFF-STREET PARKING AND LOADING

Parking. No parking will be provided on site. All parking will be located at two separate properties, as described below and in the attached Parking Variance Justification. The minimum number of off-street parking spaces as required by Section 14-8.6 (C)(2)(a)(iii) and Table 14-8.6-1 is **99 parking spaces**. Parking requirements for the proposed program are provided below and in the attached Development Plan Set.

Occupancy / Use	**Net Leasable Area (NLA)**	**Parking Load Factor**	**Required Parking**
Office / Workroom	7,863 sq.ft.	1 space / 500 sq.ft.	15.73 spaces
Museum	20,684 sq.ft.	1 space / 250 sq.ft.	82.74 spaces
		TOTAL REQUIRED PARKING =	**99 spaces**

As is allowed in the BCD under Section 14-8.6(B)(4)(e), the Applicant requests a reduction in the total number of spaces required by the addition of all proposed uses in the project if it is supported by a Parking Demand Study. The attached Traffic and Parking Demand Study demonstrates a maximum parking demand of 24 parking spaces for the proposed museum campus. The Applicant is proposing to provide **92 parking spaces**, which is substantially more than the demand indicated by the Traffic and Parking Demand Study. Although the total number of parking spaces proposed is slightly less than the code requirement, a reduced parking requirement is appropriate within the BCD and meets the museum's anticipated parking demand, as follows:

- District Context. The proposed development is located within a dense mixed-use urban environment with infrastructure, land uses, and development patterns that support

walkability and pedestrianism. The proposed project scale, contextual design, and site plan strengthen and compliment a pedestrian oriented streetscape. It should be noted that for a time parking was effectively not required in the BCD zone. Also, the development parcel is located in a downtown district with public and private structured and surface parking lot options.

- Transit Hub. The development parcel is well served by public transit services and adjacent to the proposed Sheridan Avenue Transit Hub. In addition, the Museum is evaluating best practices to encourage or incentivize visitors to use public transit, shuttles, car share alternatives.
- Historic Parking Demand. Based on surveys with visitors, the Museum's visitors to their current location on Johnson Street (one-half block from the proposed development parcel) have indicated that they arrive primarily as pedestrians. It should be noted that museum visitation since its opening in 1997 is over 1,700,000 visitors to date, selling out daily, without providing any parking, as parking requirements were waived when the museum originally opened, in accordance with code provisions that have since changed.
- National Parking Standards. The Institute of Transportation Engineers (ITE) Parking Generation Manual, a nationally recognized reference utilized for standards by municipalities throughout the country, indicates that a museum of similar size and located within a more auto-oriented suburban location would require no more than 48 parking spaces during peak weekday periods and no more than 50 spaces during the peak weekend period. In contrast, the proposed museum is located within a downtown, mixed-use, dense urban environment in which the City desires to promote pedestrianism and public transit.
- Walkable Districts Urban Design Practices. Although the walking distance to the proposed parking lots exceeds 600 feet, they are both within a quarter mile, which is approximately a 4 to 7 minute walk. A common practice of planners and urban designers is to use a measure of a quarter mile, or approximately 1,320 feet between points, as a good indicator of walkable neighborhoods and districts (See "Redesigning suburbia for walking and transit: emerging concepts." *Journal of Urban Planning and Development.* 1994).

The proposed 93 parking spaces are located in two off-site surface parking lots:

- Chapelle Street Parking Lot. Located 615 feet from the development parcel (exceeds the maximum distance of 600 feet by a *de minimus* amount), the Chapelle lot is owned by the Museum and provides 25 parking spaces, including two ADA spaces. This lot will be designated as the primary visitor lot for the new Museum and will satisfy the actual parking demand as calculated in the Traffic and Parking Demand Study.
- San Francisco Street Parking Lot. Located 1,275 feet (0.24 mile) from the development parcel, the Museum will utilize the San Francisco lot on a long-term lease. The lot will be designated parking for employees and overflow and will provide an additional 67 parking spaces, including 2 ADA spaces.

A variance is sought for Off-street Parking located within six hundred (600) feet of nearest property line of the parcel as required by Section 14-8.6(C)(2)(b), and variance criteria are addressed in the attached Parking Variance Justification.

Loading. The loading zone for the project is parallel with the Alley on the south side of the project so it does not occur along Grant Avenue or Sheridan Street. The loading zone is located completely on the property, so the vehicle does not interfere with the movement of traffic through the alley.

Section 14-8.7 ARCHITECTURAL DESIGN REVIEW

Review and approval of the design of the new building will be the responsibility of Historic Districts Review Board as the project is within the Downtown and Eastside Historic District. The building's design is the Recent Santa Fe Style.

Walls. The primary wall material is stucco; the color will be similar to either the existing museum at 217 Johnson Street, whose color was chosen to match that of the Santuario de Guadalupe in 1996, or the adjacent Research Center at 135 Grant Avenue, whose color is "Cottonwood" by El Rey Stucco.

Roofs. Roofs are flat and concealed behind parapets to maintain the wall-dominant appearance that characterizes the style.

Building Form. Exterior walls include both projections and setbacks to reduce uninterrupted flat walls.

Doors and Windows. Doors and windows are set a minimum of 12 inches back from the face of surrounding wall to emphasize its thickness. Window walls are located beneath long-span portales with a horizontal depth greater than 6 feet. The window system is further concealed by a screen of repeating wood elements. All glass will be non-reflective, low-iron.

Mechanical. Air-cooled chillers on the roof are located behind a decorative wood screen that conceals an acoustic enclosure.

Section 14-8.9 OUTDOOR LIGHTING

Exterior lighting will be designed to prevent light pollution of the night sky and minimize light trespassing onto adjacent properties.

Lighting at the building will be focused on the entrances to the building; downlights discretely installed at the underside of the portal's roof structure will provide required code-compliant light levels for public safety as well as assisting with wayfinding. Low height bollards with shielded light sources and an asymmetric distribution will wash the walking surfaces approaching each building entrance.

Lighting along the north edge of the Alley will be tall bollards to illuminate the walking path and to segregate pedestrians from vehicular traffic.

Site lighting will be limited to illuminating the primary walking path through the new garden, connecting the entrances on Grant Avenue and Sheridan Street.

Section 14-8.10 SIGNS

Exterior building signage will be understated and comply with the requirements of this section of the code. Signage will identify the museum and will be embedded within the stucco walls that flank the Main Entrance on Grant Avenue and the Staff Entrance on Sheridan Street.

Any required off-site signage will be coordinated with the City of Santa Fe with the purpose of directing visitors to the museum and from the two off-site parking locations to the museum.

ARTICLE 14-9 | INFRASTRUCTURE DESIGN, IMPROVEMENT AND DEDICATION STANDARDS

The design team has reached out to the various divisions (Traffic, Sewer and Water) at the City of Santa Fe, as well as PNM, to coordinate utilities.

DEVELOPMENT PLAN APPROVAL CRITERIA, PER SECTION 14-3.8(D)(1)

The Development Plan Approval Criteria in SFCC §14-3.8(D)(1) are addressed below.

To approve a Development Plan, the Planning Commission must make the following findings:

(a) that it is empowered to approve the plan under the section of Chapter 14 described in the application;

Applicant Response: The Planning Commission has the authority to approve the Development Plan in accordance with SFCC §14-2.3(C)(1).

(b) that approving the Development Plan will not adversely affect the public interest;

Applicant Response: The proposed Development Plan does not adversely impact the public interest. Rather, the project will result in substantial benefits to the public in the form of enhanced access to and experience of the collections of the Georgia O'Keeffe Museum for the many local, national and international visitors to the museum each year, creation of publicly-accessible outdoor gathering spaces for educational and community programming and informal public use, and economic benefits including job creation and indirect spending throughout the community by museum visitors. The O'Keeffe has outgrown its present facilities and cannot adequately store or display its collections or manage the volume of visitors each year. If approved, the proposed Development Plan will allow the museum to increase its capacity to serve Santa Fe and the surrounding region, expand its educational offerings to support the youth and families of Santa Fe and northern New Mexico, and integrate museum facilities on the Grant Avenue site, including administrative offices, research center, library, archives, collections and exhibits.

(c) that the use and any associated buildings are compatible with and adaptable to buildings, structures and uses of the abutting property and other properties in the vicinity of the premises under consideration.

Applicant Response: The proposed use of the property and associated buildings are compatible with the surrounding buildings and land uses. The proposed new museum

building is immediately adjacent to the museum's existing Research Center, Library and Archives at the historic Bergere House at 135 Grant Avenue. In addition, the site is located in Downtown Santa Fe, in close proximity to numerous other museums, cultural and historic sites, hotels, restaurants and businesses. Further, the project is in alignment with the purpose of the BCD zoning, which seeks to *"promote the district's economic well being while preserving the unique architecture and aesthetics that foster a strong tourist industry and sustain the quality of life, sense of community and historic identity in the district and the city,"* per SFCC §14-3(E)(1).

VARIANCE REQUEST

(revised October 5, 2021)

In the Santa Fe City Code (SFCC), Business Capitol District (BCD) zone parking requirements for all uses not classified as commercial or residential refer to the standards set forth in Table 14-8.6-1. This Table indicates parking rates for various uses, including museums, offices, classrooms, storage, etc., which may be provided as either on-site or off-street parking, if the off-street parking is located within six hundred (600) feet of the nearest property line of the development parcel.

The Applicant for the new Georgia O'Keeffe Museum is proposing two off-site parking locations located at a distance greater than 600 feet:

- Chapelle Street Parking Lot – located 615 feet from the development parcel (owned by the Museum)
- San Francisco Street Parking Lot – located 1,275 feet from the development parcel (long term lease)

As a result, a variance is requested to exceed the required maximum distance of the parking lots from the development parcel.

SFCC §14-3.16(C) specifies that an applicant seeking a variance must meet certain approval criteria. The following are the Applicant's responses to those criteria:

(1) One or more of the following special circumstances applies:

(a) unusual physical characteristics exist that distinguish the land or structure from others in the vicinity that are subject to the same relevant provisions of Chapter 14, characteristics that existed at the time of the adoption of the regulation from which the variance is sought, or that were created by natural forces or by government action for which no compensation was paid.

Applicant Response: The subject property is located immediately adjacent to the Museum's administrative offices, research center, library and archives – creating the opportunity for a consolidated Museum campus. The property was acquired in 1997 – the same year that the current O'Keeffe Museum opened – with the intention to expand the Museum and construct a larger facility at a future date. At that time, the City's Land Development Code allowed the parking requirements within the BCD to be satisfied if an applicant opted to participate in a "parking assessment district" which was to be established by the Governing Body. Although it was never established, the purpose of the parking assessment district was to collect fees from participating property owners in the BCD, which would then be utilized by the City to provide and maintain off-street parking facilities in the downtown area. In 2012, "technical corrections" were made to the Code which eliminated this provision. The government action which eliminated the allowance for businesses in the BCD to satisfy their parking requirements by relying on public parking opportunities effectively changed the conditions under which development could occur on the subject parcel.

The relatively small parcel is able to accommodate the well-documented needs of an expanded museum program; however, on-site parking is infeasible while still

meeting these programmatic needs. For example, the Museum's collection of O'Keeffe works has grown significantly, from 118 pieces in 1997 to 3,510 pieces today, requiring extensive state-of-the-art storage space. Despite the growth the Museum has seen, both in its collection and in its visitation, it is important to note that the existing Museum has successfully operated without designated off-street parking for nearly 25 years, and the parking demand generated by Museum visitation has been adequately served by ample on-street parking, public surface lots, and public parking garages in the area.

(b) the parcel is a legal nonconforming lot created prior to the adoption of the regulation from which the variance is sought, or that was created by government action for which no compensation was paid.

Not applicable.

(c) there is an inherent conflict in applicable regulations that cannot be resolved by compliance with the more-restrictive provision as provided in Section 14-1.7;

Not applicable.

(d) the land or structure is nonconforming and has been designated as a landmark, contributing or significant property pursuant to Section 14-5.2 (Historic Districts).

Not applicable.

(*2) The special circumstances make it infeasible, for reasons other than financial cost, to develop the property in compliance with the standards of Chapter 14.*

Applicant Response: As stated above, the feasibility of developing the parcel as an expanded museum campus was significantly altered by government action since the time the property was purchased. Furthermore, the Traffic and Parking Demand Study indicates that the parking provided in two surface lots will be more than adequate to satisfy the parking needs of the new facility. There is insufficient area on the relatively small parcel to provide on-site parking while still meeting the programmatic needs of an expanded museum. In addition, a surface lot or a multi-level stand-alone or subterranean parking structure would significantly detract from the historic character and pedestrian experience of the district. It should be noted that the size and program of the proposed museum is needed to better serve the community while properly exhibiting, storing and conserving the collection, which necessitate basement-level area to accommodate the needed building program within the allowable height limits.

(3) The intensity of development shall not exceed that which is allowed on other properties in the vicinity that are subject to the same relevant provisions of Chapter 14.

Applicant Response: The proposed intensity of land development is consistent with other buildings and development in the vicinity. The proposed development has a lower lot coverage ratio than most other development in the vicinity, which provides a state-of-the-art museum facility in addition to publicly-accessible open space, contributing meaningfully to the walkability, pedestrian experience, and community character of the downtown BCD. Furthermore, although the walking distance to proposed surface parking lots exceeds 600 feet, it is within a quarter mile, which is approximately a 5 to7 minute walk. A best practice of urban designers and planners is to use a measure of a quarter mile, or approximately 1,320 feet between points, as an indicator of walkable

neighborhoods and districts (See “Redesigning suburbia for walking and transit: emerging concepts.” *Journal of Urban Planning and Development.* 1994). Presently, no other museum facility in the downtown area, including the existing O’Keeffe Museum, has been required to provide on-site parking, and all are presently operating at an acceptable level of service. The proposed development, its associated proposed off-site parking, and the requested variance will therefore neither exceed the intensity of land use of other properties in the vicinity, nor result in a reduction in level of service as it relates to parking.

(4) The variance is the minimum variance that will make possible the reasonable use of the land or structure. The following factors shall be considered:

(a) whether the property has been or could be used without variances for a different category or lesser intensity of use.

Applicant Response: The property has been used for years at a lesser intensity of use, with a smaller building set back from the street to accommodate a sizable, suburban-scale surface parking lot; however, it is not presently meeting the needs of the Museum, the needs of the community, or the goals of the BCD or the General Plan as they relate to community character, walkability, compact urban form, or economic development (see below). Although it is true that a substantially smaller building program could be accommodated on the site, together with its required parking spaces, the building program required to meet the needs of the Museum and the community could not be accommodated in a smaller building, making the entire project infeasible and causing the community to miss out on an opportunity for the creation of a significant publicly-accessible cultural asset.

(b) consistency with the purpose and intent of Chapter 14, with the purpose and intent of the articles and sections from which the variance is granted and with the applicable goals and policies of the general plan.

Applicant Response: The purpose and intent of Chapter 14 is to guide the “harmonious development of Santa Fe” in a manner that will promote prosperity and general welfare while providing for an efficient and economical development process and ensuring that development is in alignment with the General Plan. Further, the purpose of Section 14-8 “Development and Design Standards,” to which a variance is requested, includes providing proper standards for high quality appearance and good design while allowing for creative expression, encouraging a balance between the built environment and open space, protecting private investments, preserving the identity and character of Santa Fe, and enhancing the business economy. This project and its associated request for a variance to exceed the required 600-ft distance between off-site parking and the project site is in alignment with the purpose and intent of both Chapter 14 and the specific section to which a variance is requested. Furthermore, the project and variance request align with General Plan themes of Economic Diversity, Sustainable Growth, Character, Urban Form, and Community Oriented Downtown, as well as General Plan principles of Compact Urban Form, Reaffirmation of the Role of Downtown as the Center of Community, and Transit-Supportive Development. The project’s location in a dense downtown area with ample public parking, in addition to its adjacency to the Sheridan Avenue Transit Center and its walkability from downtown hotels, neighborhoods and amenities, lend support to allowing a variance to the required maximum distance for off-site parking. The proposed

development and available parking within 1/4-mile of the site will result in the enhancement of an important community amenity while maintaining downtown walkability according to accepted walking-distance standards. Further, the proposal to transform the presently automobile-oriented site configuration into a walkable and valuable cultural asset will allow the property to be better utilized to meet the needs of the Museum, the community, and the downtown economy.

(5) The variance is not contrary to the public interest.

Applicant Response: The Georgia O'Keeffe Museum draws substantial visitation from local residents as well as national and international tourists. With a historic track record of attracting over 1.7 million visitors since its opening in 1997, the new museum will contribute to the economic vitality of the district as visitors experience local retailers, restaurants, and lodging. One of the parking lots provided is a *de minimus* distance greater than the maximum required distance from the site of 600 feet, and the second parking lot provided is well within 1/4-mile (5-7 minute) walking distance from the site – a distance that is widely accepted as walkable by planners and urban designers. The proposed variance will allow the site to better serve the public interest by permitting a world-renowned museum and important community asset to greatly enhance its ability to serve both locals and tourists, to better care for an invaluable collection of one of New Mexico's most important 20th century artists, and to expand educational offerings, gallery space, and community amenities. As a result, the public interest will be greatly enhanced by the approval of this variance and its associated Development Plan.

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

October 25, 2021

Dan Esquibel, Senior Planner
Noah Berke, Planner Manager
Current Planning Division
Land Use Department
City of Santa Fe
200 Lincoln Avenue
Santa Fe, NM 87501

RE: Variance Withdrawal Request
Georgia O'Keeffe Museum

This letter is respectfully submitted on behalf of the Georgia O'Keeffe Museum (the "Applicant") in regards to their recent application for Development Plan and associated variances for a new museum facility at 123 and 135 Grant Avenue. In the original application, dated July 19, 2021, the Applicant requested approval of a Development Plan and two variances:

1) To the number of required parking spaces, per SFCC Table 14-8.6-1; and
2) To exceed the maximum allowable distance for off-site parking, per SFCC Section 14-8.6(C)(2)(b).

Subsequent to the original application, the Applicant worked with staff and consultants to determine that a variance to the required number of parking spaces is not needed, as the Code allows for a request to reduce the parking requirement if this reduction is supported by a Parking Demand Study, per SFCC Section 14-8.6(B)(4)(e). Because the Applicant submitted a "Traffic and Parking Demand Study," a variance was not needed, and the variance to exceed the maximum required parking was not requested in the revised application, submitted in October 2021.

The Applicant therefore requests formally to withdraw the original variance request to provide fewer than the required number of parking spaces, per Table 14-8.6-1. Thank you for your time and consideration of this request. Please let me know if you have any questions or require additional information.

Sincerely,

Jennifer Jenkins

Site Traffic & Parking Analysis
Georgia O'Keeffe Museum Expansion
Santa Fe, NM

October 2021

Prepared for:

Georgia O'Keeffe Museum
217 Johnson Street
Santa Fe, NM 87501

Prepared by:

Civil Transformations Inc.
2929 Coors Blvd. NW, Suite 309
Albuquerque, NM 87120

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The technical material and data contained in this document were prepared by the undersigned, whose seal as a Professional Engineer, licensed to practice in the State of New Mexico, is affixed below.

Timothy D. Simmons, PE, PTOE
10/02/2021 Revision
8/16/2021 Original

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EXECUTIVE SUMMARY

The existing Georgia O'Keeffe Museum (GOKM) located at 217 Johnson St. in Santa Fe, New Mexico is proposed to be relocated to 123 Grant Ave. and expanded. This site traffic and parking analysis was conducted in accordance with the City of Santa Fe (COSF) requirements and following the New Mexico Department of Transportation (NMDOT) *State Access Management Manual (SAMM)* to evaluate potential impacts attributed to the site development on the transportation network.

While the estimated site traffic volumes did not meet threshold requirements for a traffic impact study, this analysis was conducted to demonstrate that this proposed project would not exacerbate existing traffic in the downtown area, and also to provide an estimate of anticipated parking demand. This study has demonstrated that the proposed relocation and expansion of the Georgia O'Keeffe Museum (GOKM) is not expected to have significant impacts to the adjacent transportation system provided that the recommendations outlined herein are implemented. Existing intersections evaluated in this study are expected to operate satisfactorily.

Recommendations

All proposed roadway improvements within the public right-of-way should be designed in accordance with City of Santa Fe (COSF) standards and specifications unless otherwise recommended in this study. Following is a summary of the recommendations.

A. **Passenger Loading Zone** – provide modifications along Grant Ave. for a passenger loading zone as described in Section 5.6 of this report.

B. **Alley Access Improvements** – provide modifications to accommodate truck deliveries in the alley at the south boundary and access drives at Grant Ave. and Sheridan Ave. as detailed in Section 5.6 of this report.

C. **Off-Site Parking** – provisions for parking of personal vehicles will be made available to visitors and staff at the locations defined in Section 6 of this report.

1.0 INTRODUCTION

1.1 Purpose of Study

This report documents the results of a Site Traffic Analysis (STA) for a proposed expansion of the Georgia O'Keeffe Museum (GOKM) in Santa Fe, New Mexico. The purpose of this STA is to assess traffic operations associated with traffic generated by this proposed project on the transportation network, in particular the adjacent route Grant Ave. at W. Palace Ave. and Johnson Ave. The City of Santa Fe (COSF) applies the New Mexico Department of Transportation (NMDOT) *State Access Management Manual (SAMM)* for traffic requirements, and while the proposed project did not meet the threshold for a traffic study, the scope was discussed with the City of Santa Fe (COSF) Traffic Engineer (see Appendix A) as a means to address potential zoning variances. This study evaluated both the existing and proposed conditions of the corridor adjacent to the proposed project.

Primary tasks incorporated into this analysis include:

A. **Data Collection** – including traffic volume counts and other roadway network parameters for the traffic analysis as well as regional data.
B. **Traffic Operations Analysis** – utilizing the collected data, computerized models were developed *Synchro 10* software for analysis utilizing *Highway Capacity Manual (HCM)* procedures.
C. **Geometric Evaluation** – consideration of safe access measures such as auxiliary lanes and access geometry.
D. **Parking Evaluation** – an analysis of measures to accommodate staff and visitors to the site.

1.2 Project Location

The proposed project is located in downtown Santa Fe within a city block bounded by Grant Ave., W. Marcy St., and Sheridan Ave. as depicted in Figure 1.

2.0 DESCRIPTION OF PROPOSED DEVELOPMENT

2.1 Site Plan

The existing museum is currently located at 217 Johnson St. and is proposed to be relocated to 123 Grant St. adjacent to the existing Research Center and Education Annex located at 135 Grant St. An existing mixed-use retail/office building and associated parking will be demolished and a new 54,000 square foot (s.f.) museum will be constructed in its place, along with other site amenities. No additional parking is proposed on site as a significant amount of visitors access the museum on foot (see Section 6.1 for further details). The proposed site plan is depicted in Figure 2.

2.2 Development Phasing and Timing

Construction is projected to commence in calendar year 2022 and the site is expected to fully open by the end of 2024.

2.3 Proposed Access

On-site parking is not proposed for the new museum building. Access to the site will be predominantly by foot traffic while a bus/shuttle drop-off zone is proposed at the Grant Ave. curb. Deliveries will be routed along Sheridan Ave. and arrive via the alley at the south of the building.

Figure 1: Vicinity Map

Source: Google Earth

3.0 STUDY AREA CONDITIONS

3.1 Study Area Definition and Characteristics

The study area encompasses the site and adjacent streets Grant Ave. and Johnson St. The environs are generally urban in nature with mixed development in the area consisting of commercial, retail, and institutional uses.

3.2 Existing Land Use and Zoning

The existing site is zoned as BCDMAR for Business Capital District\Marcy Subdistrict and is currently occupied with office buildings. The site is bounded by Grant Ave. on the west, Marcy St. on the north, and Sheridan Ave. on the east which serves as a transit transfer station.

3.3 Other Known Development Activity

No other imminent land development projects have been identified adjacent to the site. The COSF Transit Dept. is planning upgrades to the Downtown Transit Center (DTC) transfer station at Sheridan Ave.

3.4 Existing Roadway System

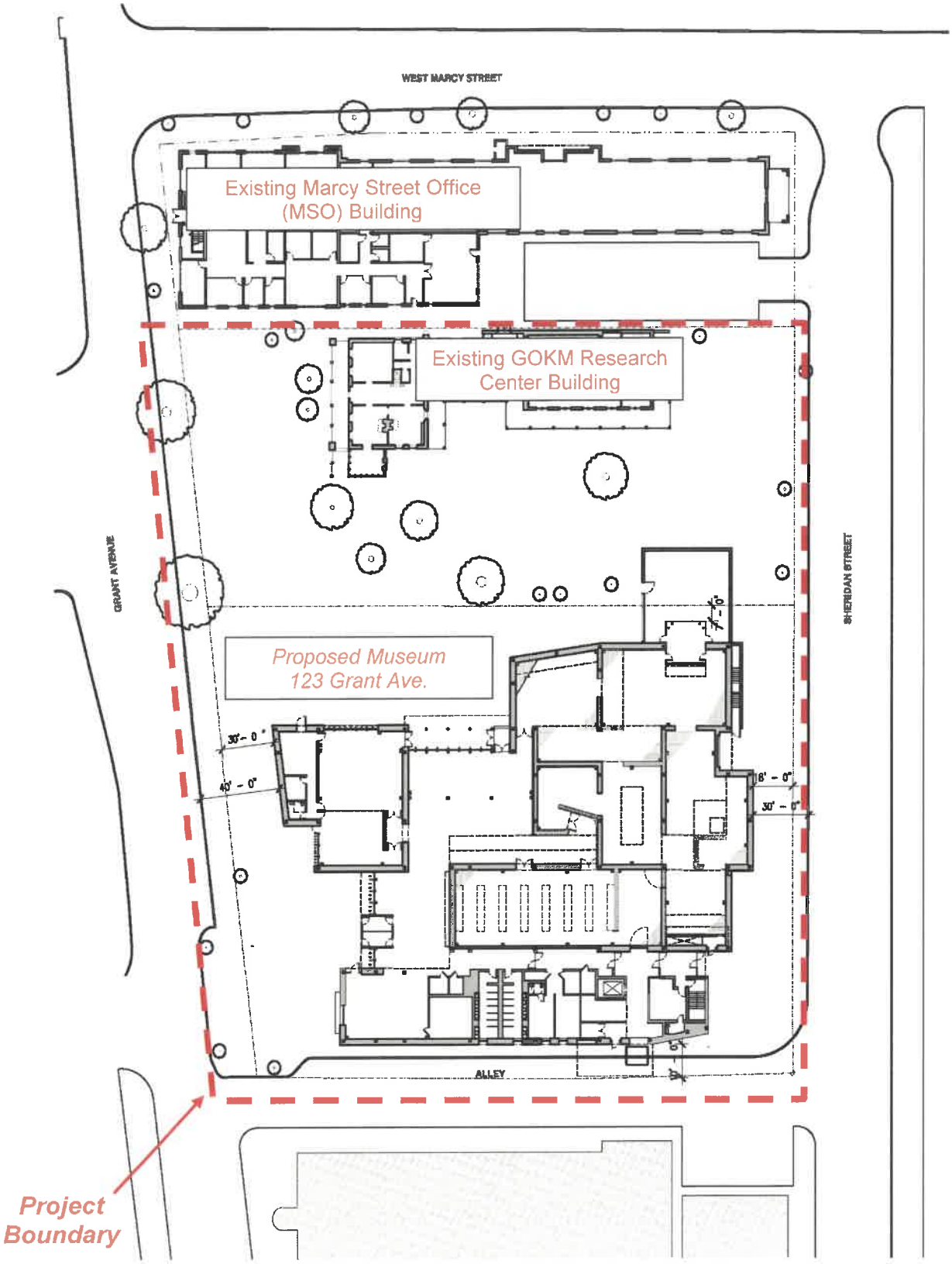
The existing street network is depicted in Figure 1 and described below.

A. **Grant Ave.** – designated as a Major Collector roadway from W. Palace Ave. to Paseo de Peralta, Grant Ave. has a posted speed of 25 mph and consists of two travel lanes, curb & gutter, sidewalk, and on-street parking. There is an enhanced pedestrian crossing at Johnson Ave. with bump-out, marked crosswalk, pedestrian detection, and in-pavement flashing beacons (currently inoperable).

B. **Marcy St.** – designated as a Minor Collector roadway from Grant Ave. to Pas. de Peralta with a posted speed of 20 mph, two travel lanes, curb & gutter, sidewalk, and on-street parking along the south side.

C. **Sheridan Ave.** – this local, 2-lane road provides access to parking and serves as the transit transfer station for the DTC.

Figure 2: Proposed Site Plan



4.0 ANALYSIS OF EXISTING CONDITIONS

4.1 Traffic Data

4.1.1 Background Traffic

Historic traffic volumes were obtained from the NMDOT Traffic Monitoring Program as published on the *MS2 Transportation Data Management System* website. Data collected by the Santa Fe Metropolitan Transportation Organization (SFMPO) has migrated to this site. Relevant volume counts are available at the following locations:

1. Sandoval St. west of Grant Ave.
2. W. Palace Ave. east of Grant Ave.
3. Marcy St. east of Grant Ave.

At each location, Annual Average Daily Traffic (AADT) volumes were reported for 2020; however, these volumes had been "grown" from prior years and no recent coverage counts were readily available. Consideration was also given to traffic impacts associated with the COVID-19 pandemic and government-mandated closures. The Mid Region Council of Governments (MRCOG) in Albuquerque has periodically monitored traffic patterns during the pandemic and reported that, in the spring of 2020, traffic volumes had dropped between 40% to 60% and 32.5% overall throughout the metro area.

Therefore, the historic data were not used to adjust for pandemic-related closures but rather were used to develop traffic forecasts. Historic traffic volumes for W. Palace Ave. east of Grant Ave. are summarized in Table 1 below. Trend line analysis was used to calculate growth rates along W. Palace East of Grant Ave. as follows:

1. Annualized compound growth rate between 2009 and 2020 was -2.24%;
2. Discarding 2020 data because it had not been actually measured, the annualized compound growth rate between 2009 and 2019 was 0.01%;
3. The population growth trend for Santa Fe from 2011 through 2019 was 0.40%;
4. A minimum growth rate of +0.5% per year was selected for analysis yielding growth factors of 1.025 and 1.078 for the implementation and horizon years, respectively.

Table 1: Historic Traffic Volumes – W. Palace East of Grant Ave.

Year	AADT
2009	4103
2010	4050
2011	4163
2012	4134
2013	4116
2014	4147
2015	4116
2016	--
2017	4116
2018	4058
2019	4107
2020	3199

The calculated growth factors applied were to the baseline traffic volumes to expand background traffic volumes for analysis of the forecast traffic scenarios (see Appendix B for historic traffic data and projections). It should also be noted that the calculated growth rate was not indicative of statewide economic and related traffic growth but reflected local and regional activity in recent years. The recession associated with COVID-19 pandemic closures could be expected to negatively impact economic growth and therefore these growth rates may not be expected to continue unaltered but may result in a somewhat conservative traffic forecast estimate.

4.2.1 Turning Movement Counts

Manual turning movement counts (TMCs) were collected on Thursday, October 8, 2020 during the AM (7-9 a.m.) and PM (4-6 p.m.) peak periods for use in analyzing traffic operations at the study intersections. These occurred during a period of government-mandated restrictions that limited public access to 25% capacity; consequently, traffic volumes were very low.

A report entitled "Traffic Impact Analysis for the 200 Block Hotel" was prepared in 2019 by Santa Fe Engineering Consultants, LLC for an analysis that encompassed the intersections of Sandoval / E. San Francisco and Sandoval / Grant / West Palace Ave. TMCs for that analysis were collected in November, 2019, which is within the 4-year window as allowed in the *Alternative Methods for Traffic Counts* memorandum issued by the NMDOT State Traffic Engineer and dated October 5, 2020. These TMCs were 105% to 316% higher in the AM and PM peaks, respectively, than the October 2020 TMCs.

It was determined that the 2019 TMC data represented more reliable conditions than during COVID-related closures and were therefore incorporated to this study. A seasonal adjustment factor obtained NMDOT permanent count data was applied to these counts to normalize for average conditions. Also, traffic volumes on Grant Ave. between Sandoval/Palace Ave. and Johnson Ave. were "smoothed" to adjust for differences. The resulting baseline traffic volumes are illustrated in Figures 3 and 4. Detailed reports of the traffic data used in this study are contained in Appendix B.

4.2 Existing Roadway Capacity

An analysis of the study intersections was conducted for the baseline (existing) condition and is presented in Section 5.4. For the baseline scenario, the intersections operate at satisfactory levels of service (LOS) as summarized in Table 5. LOS worksheets are contained in Appendix D.

Figure 3: AM Peak Hour Volumes (Baseline, Adjusted)

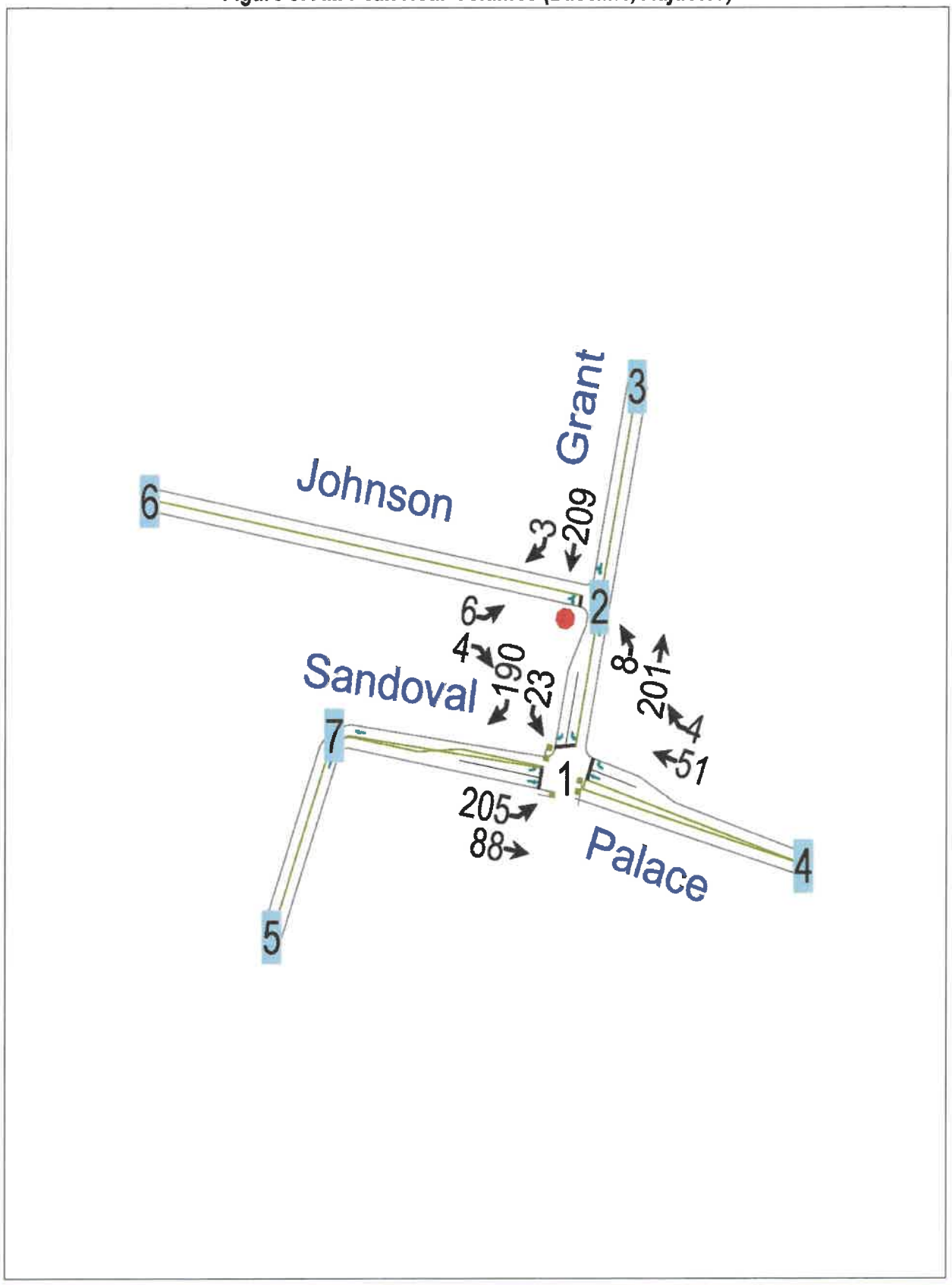
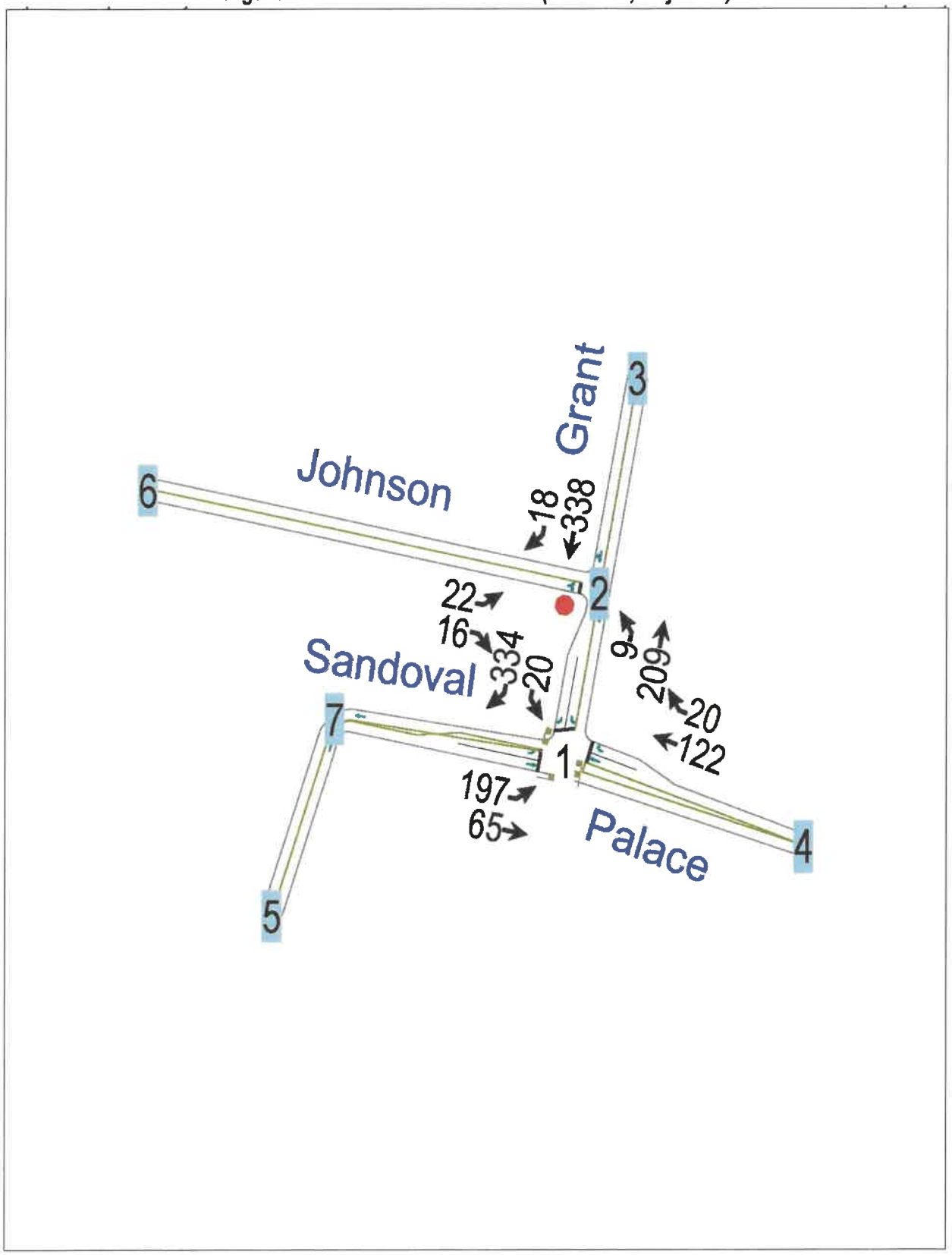


Figure 4: PM Peak Hour Volumes (Baseline, Adjusted)



5.0 ANALYSIS OF DEVELOPED CONDITIONS

5.1 Background Traffic Projection

As discussed in Section 2.2, the project is proposed to be open by late 2024. Thus the baseline year is 2019, the Implementation Year is 2024, and the Horizon Year is 2034 (implementation year plus 10). Data obtained from the NMDOT Traffic Monitoring Program and summarized in Table 1 indicate no growth or a slight decline in traffic growth along study streets. The population growth rate for Santa Fe City grew by approximately 0.4% per year from 2011 through 2019 (see Appendix B). While population growth may not directly translate to traffic growth, a background traffic growth rate of 0.5% per year was assumed for the study horizon period to account for potential growth. This yields a background growth factor of $G = (1.005)^5 = 1.025$ for the implementation year and 1.078 for the horizon year. These calculated growth factors were input into the *Synchro* traffic models to expand background traffic volumes for analysis of the forecast traffic scenarios (see LOS worksheets in Appendix D).

5.2 Trip Generation

ITE Trip Generation, 10th Edition (Institute of Transportation Engineers, 2017) was used to estimate traffic generated by the proposed development. ITE Land Use category 580 – Museum was selected to estimate traffic generated by the proposed project. The proposed new building is approximately 54,000 s.f., and the existing Research Center Building measures approximately 9,400 s.f. for a total use of 63,400 s.f. of gross floor area (GFA). Because the site is situated in an urban setting, the *peak of the adjacent street* was selected for the calculations indicative of urban/suburban traffic patterns for typical AM and PM peak periods (e.g., 7-9 a.m., 4-6 p.m., respectively). The calculated site traffic volume estimates are contained in Appendix C and summarized in Table 2 below.

Table 2: Estimated Site Trip Generation

Description	ITE Code	Quant.	Units	Daily Total	AM[3]			PM		
					Enter	Exit	Total	Enter	Exit	Total
Museum	580	63.4	GFA	n.a.	15	3	18	2	9	11
Pass-by Trips				n.a.	0	0	0	0	0	0
Total				n.a.	**15**	**3**	**18**	**2**	**9**	**11**

The following steps and assumptions were applied to the data:

1. Daily totals were not available for this land use code.
2. Pass-by or internal trips were not provided for this land use.
3. Fitted equations were not available for this land use and thus average rates were used.
4. Transit trip reductions are applicable but were not applied to this analysis as a patron survey revealed low transit usage to the existing museum (see Section 6).
5. It should be noted that this land use category has limited data. A count was undertaken at the Museum of Art (MOA) on W. Palace Ave. to compare a local site with the ITE published trip generation data, with the following results:
   a. Capacity was limited to 25% but activity was reasonably normal;
   b. The count extended from 8:00 a.m. to 5:00 p.m. to coincide with business hours;
   c. Visiting hours were from 10:00 a.m. to 4:00 p.m.;

d. Only the main entrance on W. Palace was open, and all individuals entering and exiting were recorded including staff and visitors (some who entered/exited in a short time frame did not tour the facility and were therefore not counted);
e. Based on this criterion, 104 individuals entered and 113 exited for a total of 217 during the count period;
f. The MOA recorded 65 ticket sales on that date, which would translate to approximately 130 visitor entry/exits;
g. While some worked remotely during the pandemic, the MOA maintains 28 staff which, along with other business (deliveries, etc.) presumably made up the remaining entries and exits;
h. With a gross floor area (GFA) of 55,125, the calculated trip generation rates during the AM and PM peak periods, respectfully, were 0.27 and 0.18 trips per 1,000 s.f. of GFA;
i. This compared with the ITE average rates for LU 580 of 0.28 and 0.18 for the AM and PM peak periods, respectively.

Therefore, it can be concluded that this local trip generation count was consistent with the national data published by ITE and thus the estimated trips represent a realistic estimate of expected activity for the project during the peak periods. Furthermore, the ITE parking generation rates would also be expected to reasonably estimate demand as discussed in Section 6 of this report.

5.3 Site Traffic Distribution and Assignment

Trip distribution percentages were calculated from the signalized intersection traffic count approach volumes, as presented in Table 3:

Table 3: Site Trip Distribution Summary

Intersection and Traffic Movement	Inbound		Outbound	
	AM	PM	AM	PM
Sandoval/Palace/Grant	47%	35%	49%	58%
Grant/Johnson	53%	65%	51%	42%
Total	100%	100%	100%	100%

These distribution rates were applied as if the site would provide a proposed driveway opposite Johnson Ave. for a hypothetical analysis of possible impacts due to traffic. The resulting "access driveway" volumes were calculated by applying the distribution and assignment percentages from Table 3 to the estimated trips in Table 2. These were then routed to the external nodes north or south on Grant Ave. and west on Johnson Ave. through the intersections in proportion to the directional traffic movements as detailed in Appendix C. In addition, the distributed trips are shown in the level of service worksheets contained in Appendix D on the "Future Volume" rows.

5.4 Site Traffic Operations Analysis

Intersection "nodes" constrain the capacity of a roadway segment, and therefore the baseline capacity of the study intersection was analyzed using the *Highway Capacity Manual 6th Edition (HCM)* methodology. The *Synchro 10* software package by *Trafficware Ltd.*, was utilized to compute the results in HCM format. A saturation flow rate of 1,750 vehicles per hour per lane (vphpl) was utilized in this analysis, rather than the ideal saturation flow rate of 1,900 vphpl which is more indicative of urbanized areas, to reflect the lower population of the area per Exhibit 19-11 of the HCM.

The Level of Service (LOS) for an intersection is determined by the computed or measured delay and is defined for each minor movement at signalized, unsignalized, and roundabout intersections. LOS is assigned

a letter grade from A (best) through F (worst), as summarized in Table 4 for signalized and unsignalized intersections (signalized intersection have higher levels of delays due to higher volumes and driver expectation of greater delays). LOS D is generally considered acceptable in urban areas with right-of-way constraints.

Table 4: Intersection Level of Service (LOS) Criteria (HCM 6th Ed.)

LOS[1]	Signalized Control Delay (sec/veh)	Unsignalized Control Delay (sec/veh)
A	0 – 10	0 – 10
B	10 – 20	10 – 15
C	20 – 35	15 – 25
D	35 – 55	25 – 35
E	55 – 80	35 – 50
F	> 80	> 50

[1]For Volume-to-Capacity Ratio (V/C) ≤1.0; LOS = F for V/C > 1.

Traffic signal timing settings for the Sandoval/Palace/Grant signalized intersection were provided by COSF Traffic Engineering staff and input into the traffic models for analysis. This intersection is not currently coordinated and is running in actuated-uncoordinated mode with a cycle length of 60 seconds. Splits were then optimized in *Synchro* to achieve efficient timing plans for the Horizon AM and PM peak periods.

While the site will not provide on-site parking, capacity analyses of the adjacent intersections were conducted to evaluate potential impact as if visitors would access the site via personal vehicles, representing a hypothetical "worst case" scenario. Capacity analyses were computed using the same, systematic method so results could be compared for the following alternative scenarios:

1. **Scenario 1: Baseline (2019)** – represents baseline conditions with the existing traffic prior to development of the project.
2. **Scenario 2: Implementation Year NO-Build (2024)** – baseline conditions plus background traffic growth without development, representing the implementation year operating conditions.
3. **Scenario 3: Implementation Year BUILD (2024)** – existing traffic plus background traffic growth and completion of the project (hypothetical access to the site).
4. **Scenario 4: Horizon NO-Build (2034)** – existing traffic conditions plus background traffic growth without development, representing the horizon year operating conditions.
5. **Scenario 5: Horizon BUILD (2034)** – forecast conditions including background traffic growth and site traffic, to assess forecast traffic operations with developed conditions (hypothetical access to the site).

Computed results are contained in Appendix D and summarized in Table 5.

5.5 Assessment of Impacts

5.5.1 Traffic Operations

Several observations were drawn from the results of these capacity analyses:

1. All movements operated at satisfactory LOS for all scenarios including with developed conditions.
2. The addition of site traffic had negligible impact to the adjacent intersections.
3. Eastbound left turns (EBL) did not exceed the available storage in the horizon year.
4. Southbound right turns (SBR) exceeded the available storage in the horizon year for the no-build and increased about a half vehicle with the hypothetical build volumes; however, this was an existing

condition even for the baseline no-build scenario that is constrained by the parking area in front of the Santa Fe County office building.
5. Additional capacity would be available by virtue of extending the cycle length.
6. Less traffic delay would be expected as a significant proportion of visitors would be expected to access the site via non-vehicular modes as described in Section 6 of this report.

The traffic operations are expected to function at or above acceptable LOSs as summarized in Table 5. Given the suitable operations at the signalized intersections, no further mitigation measures were required as further signal timing adjustments could be made to accommodate additional traffic in the future. Thus, no detrimental traffic impacts are anticipated from the proposed site development.

Table 5: LOS Summary for Alternative Concepts

Scenario	Intersection	AM Peak				PM Peak			
			Control Movement				Control Movement		
		Delay* (s/veh)	V/C	Control Delay	LOS	Delay* (s/veh)	V/C	Control Delay	LOS
1	Grant/Palace	11.5 (B)	0.85	22.6	C	15.1 (B)	0.78	21.0	C
	Grant/Johnson	0.4	0.018	10.9	B	1.0	0.103	13.7	B
2	Grant/Palace	11.6 (B)	0.85	21.9	C	15.7 (B)	0.80	22.4	C
	Grant/Johnson	0.4	0.018	11.1	B	1.0	0.114	14.5	B
3	Grant/Palace	11.6 (B)	0.85	22.6	C	16.4 (B)	0.82	23.8	C
	Grant/Johnson	0.6	0.020	11.7	B	1.3	0.127	15.7	C
4	Grant/Palace	11.8 (B)	0.85	22.8	C	17.1 (B)	0.84	25.6	C
	Grant/Johnson	0.4	0.023	11.2	B	1.0	0.125	15.0	C
5	Grant/Palace	11.9 (B)	0.85	22.3	C	18.1 (B)	0.86	27.5	C
	Grant/Johnson	0.6	0.025	11.9	B	1.3	0.140	16.4	C

*Notes:
1. Delay is measured in seconds/vehicle
2. V/C = volume-to-capacity ratio for traffic movement
3. Only critical movement LOS at unsignalized intersections is reported.

5.5.2 Gap Analysis

A gap study was conducted according to the procedures outlined in ITE's Manual of Transportation Engineering Studies, 2nd Ed., at the Grant/Johnson intersection marked pedestrian crossing. This section describes the purpose, procedure, and results of the gap study.

5.5.2.1 Purpose

Marked crosswalks provide access across Grant Ave. at Sandoval St., Johnson St. north side, and at Marcy St. Under a project of indeterminate origin, the marked crosswalk on the north side of Johnson St. was installed along with a bump-out on the east side to reduce crossing distance, passive pedestrian detection, signing, and in-pavement flashing beacons although the in-pavement flashing beacons no longer operate (Figure 5). The purpose of this analysis was to determine whether adequate gaps in the traffic stream exist to accommodate pedestrian crossings, whether the crossing still meets demand, or whether it should be eliminated or certain modifications should be made.

5.5.2.2 Procedure

The minimum adequate gap length is defined as the time in seconds for a pedestrian to perceive and react to the traffic situation and cross the roadway from a point of safety on one side to a point of safety on the other side. Equation 12-2 of the *Manual of Transportation Engineering Studies, 2nd Ed.*, was used to calculate adequate gap times as follows:

$t_c = L/S_p + t_s$

where t_c = critical gap for a single pedestrian in seconds
L = crosswalk length in feet
S_p = average pedestrian walking speed in feet per second
t_s = pedestrian start up time and end clearance time in seconds

Values that are commonly applied include: S_p = 4.0 or 3.5 ft/sec and t_s = 3 sec. The roadway section consists of two and on-street parking. The full width to be crossed is L = 38 feet. Given the prevalence of older pedestrians observed, the walking speed of 3.5 ft/sec was used. From the equation above, the critical gap was t_c = 13.85 sec, rounded to 14 sec. Concurrent with the TMCs, gap counts were conducted during the AM and PM peak periods using an electronic counter board with a gap study template that records gaps by direction with time stamps that are then processed through proprietary software to tabulate the gaps.

Figure 5: Marked Pedestrian Crossing (Grant at Johnson)

5.5.2.3 Results

Following the conventional procedure, gaps lower than 14 sec were not considered. The results are summarized as follows: (output is included in Appendix B).

1. AM Peak (7:05-9:05 p.m.) – average gaps were 8-9 sec; gaps over 14 sec = 186.
2. PM Peak (4:00-6:00 p.m.) – average gaps were 4-5 sec; gaps over 14 sec = 126.

To account for the pandemic-related closures, it was assumed that the traffic and pedestrian volumes were approximately 33% lower than normal. Reducing the tabulated gaps by 1/3 yielded 125 and 84 gaps during the AM and PM peak (2-hour) periods. During the traffic counts, 40 pedestrians in the AM and 46 in the PM peak period were recorded. Given these results, ample gaps were available to serve pedestrian crossings at this location.

5.5.3 Crash Record Evaluation

Crash records within the study area were obtained from the NMDOT Traffic Safety Division's database for a 3-year period from 2017 through 2019, the most recent data available at the time of this evaluation, for evaluation of potential safety issues at the Grant/Johnson intersection. The focus for this study was on a review of recurring crash patterns that could represent safety concerns relative to the marked crosswalk and that could be addressed in the design stage of project development. The raw crash data spreadsheet is contained in Appendix E with the most relevant columns displayed for clarity.

The records included 1 crash in 2017 at 120 Grant Ave., which adjacent to Johnson St. This crash was attributed to improper backing from a driveway and did not involve a pedestrian. Based on this review, a clear, recurring crash pattern related to pedestrian safety concerns was not exhibited through this data and thus no required mitigation measures were identified.

5.6 Access Design Specifications

The proposed museum expansion project will eliminate the two existing driveways on Grant Ave. as well as the existing driveway on Sheridan Ave. adjacent to the Research Center. Therefore, specifications pertaining to driveway widths, returns, lanes, etc., do not apply. Following are access design recommendations relevant to group access and deliveries.

5.6.1 Passenger Loading Zone

As depicted in Figure 2, a bump-out is shown opposite of Johnson Ave. To the north of this bump-out, group access is proposed for school buses, VIP drop-off, etc., for efficient access to the main entrance at the west face of the building. Proposed modifications to Grant Ave. at Johnson Ave. may include the following.

1. A passenger loading zone sufficient to accommodate a 40' bus could be defined with painted curb, pavement markings and signs.
2. An accessible ramp would need to be provided in compliance with PROWAG accessibility criteria.

5.6.2 Alley Delivery Access

The museum periodically receives shipments of exhibits from long-road haulers to include WB-62 or WB-67 semi-trucks. A loading dock is proposed on the south side of the building within the one-way westbound alley west of Sheridan Ave. (see Figure 2). Truck access will need to be restricted to arrive via Grant Ave. from Paseo de Peralta and then proceed in a clockwise manner to and from the site. In order to accommodate such access, the following modifications may be needed.

1. Widen the existing drivepad at Sheridan Ave. and/or provide return radii sufficient to accommodate a truck turning template from southbound Sheridan.
2. The proposed DTC bus bays will need to be shifted northward approximately 15'-20' to accommodate this maneuver.
3. Portland cement concrete pavement (PCCP) should be considered within the alley access to reduce pavement deformation and provide a smooth transition from proposed PCCP at Sheridan Ave.

4. At the alley egress to Grant Ave., an enlarged return radius and/or graded transitional area will be needed to provide a smooth transition for trucks exiting the ally; this may need to extend into Grant Ave. north of the median.
5. Sidewalk transitions and access ramps across the alley ingress and egress driveways will need to be replaced to comply with PROWAG accessibility criteria.

6.0 PARKING EVALUATION

Presently the site contains a surface parking lot with two access driveways that serve the existing building, which previously constituted a grocery store but currently consists of office space. This existing 21,463 square foot building will be demolished along with the adjacent parking lot containing 79 spaces, 19 of which are leased by GOKM. In addition, a small 10-space parking lot at the east side of the Research Building (135 Grant Ave.) will be demolished. Given the size of the lot, proposed building footprint, and plaza area, sufficient surface area is not available to provide ample parking. Therefore, off-site parking accommodations are proposed.

6.1 Parking Demand

ITE Parking Generation, 5th Edition (Institute of Transportation Engineers, 2019) provides state-of-the-practice data for estimating parking demand based on nationwide studies. ITE Land Use category 580 – Museum was selected to estimate parking demand generated by the proposed project. LU 580 is described as follows: *"A museum is a facility that includes displays, shows, exhibits, and/or demonstration of historical, science, nature, art, entertainment, or other cultural significance."*

Data published in *Parking Generation* encompassed studies conducted in six states. However, data provided for weekday (Monday – Friday) analysis included three studies with an average gross floor area (GFA) of 136,000 square feet. While locally available data would be desirable, such data were not readily available. Furthermore, collection of such data would be unfeasible given a) existing museums in downtown Santa Fe do not provide parking; b) similar museums outside the downtown area may exhibit different peaking characteristics. Nevertheless, *Parking Generation* provided reliable data for analysis as documented in Section 5.2 of this report and was therefore was used to estimate traffic generated by the proposed development.

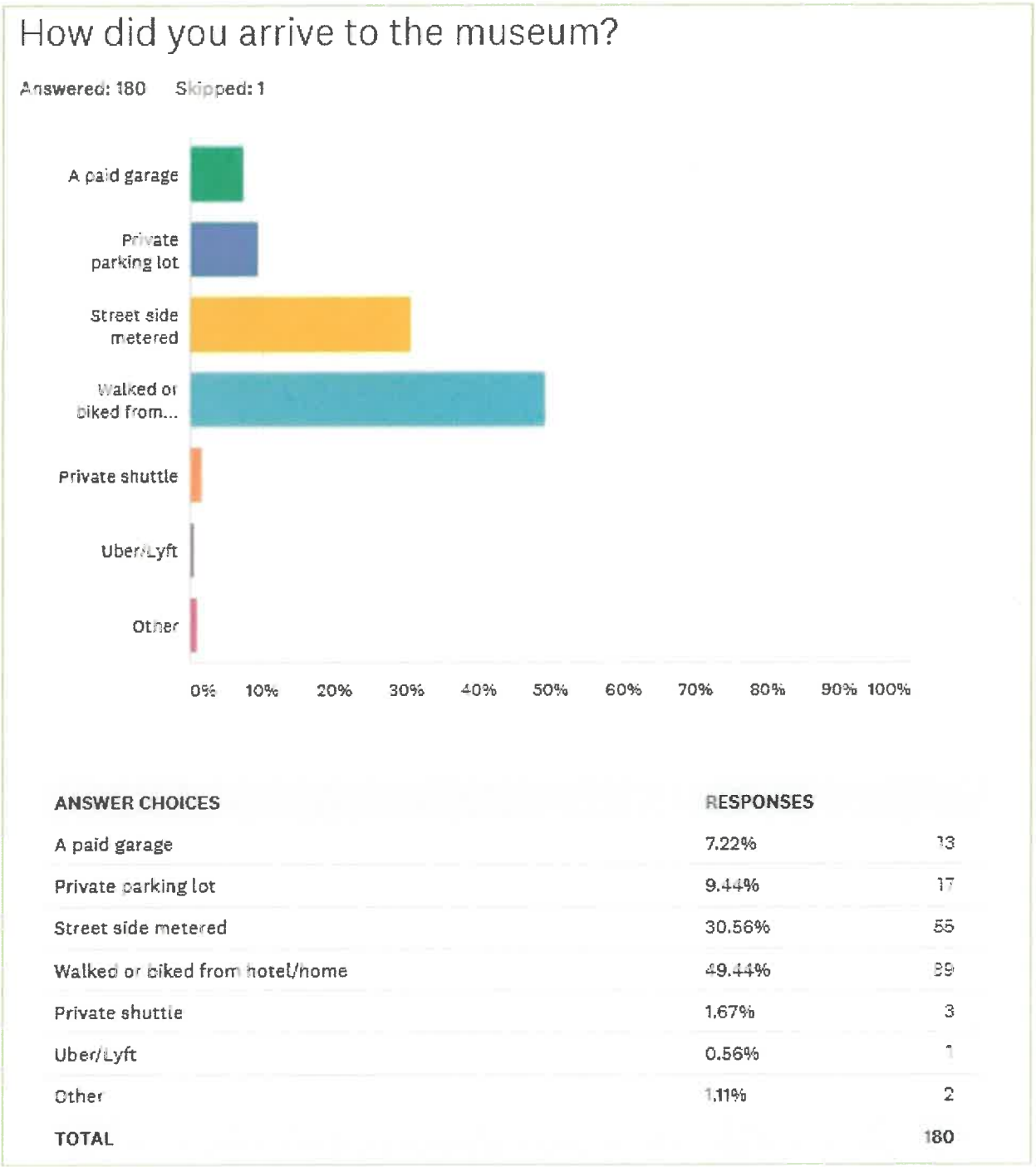
The proposed new building is approximately 54,000 s.f., and the existing Research Center Building measures approximately 9,400 s.f. for a total of 63,400 s.f. of gross floor area (GFA). Since the Research Center is closed on weekends, only the museum footage was used to estimate weekend parking demand. Because the site is situated in an urban setting of moderate density, the *General Urban/Suburban* category was applicable for estimating parking demand for the period extending from 10:00 a.m. to 2:00 p.m. on weekdays and 12:00 – 4:00 p.m. on Saturdays. The data used to estimate parking demand are contained in Appendix F and summarized in Table 6 below.

Table 6: Estimated Parking Demand

Day	Period	ITE Code	Independent Variable Quantity	Units	Average Rate	Spaces	REMARKS
Parked vehicles estimated using ITE average rate: General Urban/Suburban							
Weekday	10a-2p	580	63.4	GFA	0.76	48	Average GFA = 136ksf (3 studies)
Saturday*	12p-4p	580	54.0	GFA	0.92	50	Average GFA = 136ksf (3 studies)
**GFA of museum only (research center closed on weekends).*							

The ITE parking demand rates account for vehicular demand. To account for multi-modal access via transit, bicycle and pedestrian modes, the Georgia O'Keeffe Museum undertook a survey of visitors in the 2nd quarter of 2021 and verified that less than half (47.22%) required parking while slightly more than half (52.78%) arrived via walk/bike or other means of transport as depicted in Figure 6. This supplemental information supported the prospect that opportunities for multi-modal access exist in downtown Santa Fe that may help moderate the need for on-site parking facilities.

Figure 6: Survey of Transport to Georgia O'Keeffe Museum



ANSWER CHOICES	RESPONSES	
A paid garage	7.22%	13
Private parking lot	9.44%	17
Street side metered	30.56%	55
Walked or biked from hotel/home	49.44%	89
Private shuttle	1.67%	3
Uber/Lyft	0.56%	1
Other	1.11%	2
TOTAL		180

6.2 Off-Site Parking Supply

The amount of off-site parking supplied for this project should meet the estimated demand values listed in Table 6. A reduction for multi-modal users could be applied based on the survey results of Figure 6:

Table 7: Minimum Parking Supply

Estimated Parking Demand		Parking Rate	Supply
Weekday	48	47.22%	23
Weekend	50	47.22%	24

Thus, the minimum number of 24 spaces should be provided as summarized in Table 7. On-street, metered parking is available throughout the Santa Fe downtown area as indicated on the COSF Parking Meter Permit Zones map (see Appendix F). In addition, municipal parking garages exist in the vicinity at the Santa Fe Community Convention Center (119 S. Federal Pl.) and at the Sandoval Garage (216 W. San Francisco St.), see also Appendix F. However, space for long-term leases was not available at these locations at the time this study was completed. As part of this museum expansion project, space is proposed for visitor and staff parking at the following locations illustrated in the Development Plan Parking exhibit, Appendix F (p. F-4).

6.2.1 Chapelle St. Parking Lot @ McKenzie St.

As shown in Appendix F (p. F-4), an existing surface parking lot provides 25 spaces within a facility owned by GOKM a short distance from the existing museum on Johnson St. Access is available via Chapelle St. This location lies approximately 615 feet from the new site.

6.2.2 San Francisco St. Parking Lot

An existing parcel located at 436 W. San Francisco St. was identified by GOKM for the purpose of providing controlled-access parking. This location lies approximately 1,275 feet from the new site and is accessible from W. Water St. Proposed improvements to this facility would provide 67 spaces as presented in Appendix F.

The combined total of 92 proposed spaces would exceed the adjusted demand shown in Table 7. These spaces would be managed by GOKM and information provided to visitors and staff for parking purposes.

7.0 CONCLUSION AND RECOMMENDATIONS

This study has demonstrated that the proposed relocation and expansion of the Georgia O'Keeffe Museum (GOKM) from 217 Johnson Street to 123 Grant Ave. is not expected to have significant impacts to the adjacent transportation system provided that the recommendations outlined herein are implemented.

Recommendations

All proposed roadway improvements within the public right-of-way should be designed in accordance with City of Santa Fe (COSF) standards and specifications unless otherwise recommended in this study. Following is a summary of the recommendations.

A. **Passenger Loading Zone** – provide modifications along Grant Ave. for a passenger loading zone as described in Section 5.6 of this report.

B. **Alley Access Improvements** – provide modifications to accommodate truck deliveries in the alley at the south boundary and access drives at Grant Ave. and Sheridan Ave. as detailed in Section 5.6 of this report.

C. **Off-Site Parking** – provisions for parking of personal vehicles will be made available to visitors and staff at the locations defined in Section 6 of this report.

APPENDIX A
Traffic Scoping Meeting Minutes

Civil Transformations Inc.
2929 Coors Blvd. NW, Ste. 309
Albuquerque, NM 87120
505.508.3374
www.civiltransformations.com

Minutes

To: Distribution

From: Timothy D. Simmons, PE, PTOE - Civil Transformations Inc.

Date: July 15, 2020

Re: Traffic Scoping Meeting for Georgia O'Keeffe Museum (GOKM) Expansion Project

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An online meeting was held on the above date to discuss whether a traffic study would be required for the referenced project. The following individuals participated:

- John Romero, PE – City of Santa Fe PWD, Engineering Division Director
- Anson Rane – City of Santa Fe PWD, Project Administrator
- Daniel Hernandez – Proyecto, Owner's Representative
- Robert White – Gluckman Tang Architects, Principal Architect
- Tim Simmons, PE, PTOE – Civil & Traffic Engineer

- Following introductions, Robert described the project as consisting of the relocation of exhibition and associated operations of the Georgia O'Keeffe museum from the existing site on Johnson St. to the proposed new exhibition hall on the site. The existing site would no longer serve as a museum.

- John noted that the estimated peak hour trips fell below the threshold required for a site traffic analysis. However, the Museum should consider conducting on in anticipation of public concerns regarding traffic raised during the early neighborhood notification (ENN) process, as issues raised in later stages of the project could cause delays. Daniel indicated that an ENN meeting is proposed for this fall.

- Should a traffic study be conducted for this project, the following issues should be addressed:
  - Decreased travel demand during the COVID-19 pandemic has resulted in reduced traffic volumes.
  - Data collected as part of the traffic study for the recent Lensic project encompassed Palace, Grant, and Sandoval Streets and can be provided by COSF for use in this study.
  - Traffic study limits should include site driveway(s), the Grant/Palace/Sandoval intersection, and the Grant/Johnson intersection pedestrian crossing.
  - It was noted that the existing driveways serving the parking lot at 123 Grant Ave. will be removed, thus no site driveways will require analysis.
  - Evening and weekend traffic as well as special events should be discussed in the study.

- The Grant/Johnson pedestrian crossing previously generated much comment, and therefore the following issues should be addressed in a traffic study:
  - Gap study to determine if sufficient gaps exist; due to reduced traffic during COVID-19, alternative measures may be needed to extrapolate the data.
  - A crash evaluation encompassing vehicular-pedestrian crash records for the last 3 years should be included.
  - If rectangular rapid flashing beacons (RRFBs) are considered as a treatment, these would have to be coordinated with NMDOT per current FHWA policy.

- On-site parking is not proposed for the new building:
  - The existing small parking lot serving the Marcy Street Office Building at 135 Grant will remain, but the existing 123 Grant parking lot will be removed and replaced with the building and a park.
  - Museum patrons and employees will access the site as pedestrians; it was also noted that many of the Museum patrons are from out of town and currently access the existing site as pedestrians.
  - Coordination with the Land Use Dept. will be required to process variances for number of parking spaces and off-site parking requirements.

- A loading zone will be designated at the southwest corner of the site for bus loading and unloading via the alley at the south boundary of the site.
- This alley will also provide delivery access and will need to accommodate large trucks.

- Anson advised that the proposed Downtown Transit Center (DTC) project will be advertised for construction in the near future:
  - Bidding will occur in the next few months and construction should commence in early 2021.
  - Plans were previously provided to the team.
  - Proximity of the DTC to the new museum may provide additional justification for a traffic and parking analysis.
  - The southernmost bus shelter could be impacted by geometric modifications to serve truck access into the alley; the project team will forward comments to Anson for coordination of any constructability concerns.

- Action items:
  - COSF – provide traffic study and/or traffic data from the Lensic project.
  - GOKM Team – coordinate parking issues and variance requests with COSF Land Use Dept.
  - GOKM Team – provide constructability comments to Anson regarding the DTC project.

END OF MEETING MINUTES

These meeting minutes represent a summary of the items discussed. Any corrections or revisions should be directed to the author within 5 business days, after which time they will be considered as final.

Timothy D. Simmons — *Prepared by:*

July 22, 2019 — *Date:*

Distribution: Attendees

SITE THRESHOLD ASSESSMENT (STH)

A Site Threshold Assessment (STH) is required of all developing or redeveloping properties that directly or indirectly access a state highway.

District No.: _____

Project No.: _____

Date: 7/13/2020

Applicant Name: Georgia O'Keeffe Museum

Business Name: Georgia O'Keeffe Museum

Address: 217 Johnson St, Santa Fe, NM 87501

SITE DESCRIPTION

- ☐ Residential
- ☐ Retail
- ☐ Office
- ☐ Industrial
- ☐ Institutional
- ☐ Lodging
- ☐ Restaurant
- ☐ Convenience/Gas
- ☒ Other: Museum

Building Size (SF) 46,000 SF +/-
Parcel Size (ac) _____
Roadway Frontage (ft) _____
Parking Spaces _____
Employees _____
Other: _____

Dwelling Unit _____
Rooms _____
Beds _____
Students _____
Seats _____
Fuel Pumps _____
Courts _____
Storage Units _____

DRAFT

The STH examines existing roadway volumes and anticipated site trip generation for the purpose of determining if additional analyses are required. If the site characteristics and the trip generation estimate for a proposed development do not satisfy the requirements for a STA or a TIA as determined by the District Traffic Engineer, the STH should be approved and the traffic study requirement for the proposed development will be complete. If additional analysis is required based on the results of the STH, the District Traffic Engineer should indicate to the applicant the level of analysis that is required.

TRIP GENERATION

Option A (Commercial Access)

ITE Trip Generation Land Use Category: 580-Museum

AM Peak Hour Trips	Entering: 11	Exiting: 2
PM Peak Hour Trips	Entering: 1	Exiting: 7

Option B (Residential Access)

Daily Trips	Entering: _____	Exiting: _____

FOR OFFICIAL USE ONLY

EXISTING ROADWAY DATA

Highway No.: _____
Highway ADT: _____
Number of Lanes (two way): _____
Site Mile Post: _____
Count Year: _____
Function Class: _____

EXCEEDS THRESHOLD ☐ Yes ☐ No ☐ STA Required ☐ TIA Required

Thresholds:

STA: 25 to 99 Peak Hour Total Trips AND more than 1,000 Vehicles per Lane per Day on adjacent Highway

TIA: 100 or more Peak Hour Total Trips

OTHER REQUIREMENT BASIS/DTE COMMENTS: _____

APPENDIX B
Existing Traffic Volumes

Civil Transformations Inc.
2929 Coors Blvd. NW, Ste. 309
Albuquerque, NM 87120 (505) 508-3374

Georgia O'Keefe Museum
Turning Movement Count for
Traffic Impact Analysis

File Name : W. Palace @ Grant Ave (with combined)
Site Code : 1
Start Date : 10/8/2020
Page No : 1

Groups Printed- Cars - Trucks

	GRANT AVE From North					W PALACE From East					GRANT AVE From South					W PALACE From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	16	0	16	0	7	0	0	7	0	0	0	1	1	17	6	0	1	24	48
07:15 AM	0	0	12	0	12	0	5	2	0	7	0	0	0	6	6	23	5	0	0	28	53
07:30 AM	3	0	16	1	20	0	9	1	0	10	0	0	0	2	2	33	9	0	2	44	76
07:45 AM	2	0	20	5	27	0	6	2	5	13	0	0	0	5	5	36	13	0	2	51	96
Total	5	0	64	6	75	0	27	5	5	37	0	0	0	14	14	109	33	0	5	147	273
08:00 AM	2	0	26	2	30	0	7	2	4	13	0	0	0	0	0	32	8	0	4	44	87
08:15 AM	5	0	34	5	44	0	12	4	6	22	0	0	0	9	9	38	14	0	7	59	134
08:30 AM	4	0	32	2	38	0	19	2	6	27	0	0	0	4	4	33	10	0	3	46	115
08:45 AM	3	0	46	2	51	0	14	5	1	20	0	0	0	3	3	31	12	0	2	45	119
Total	14	0	138	11	163	0	52	13	17	82	0	0	0	16	16	134	44	0	16	194	455
*** BREAK ***																					
04:00 PM	8	0	68	3	79	0	38	13	7	58	0	0	0	9	9	36	10	0	7	53	199
04:15 PM	4	0	75	11	90	0	27	6	7	40	0	0	0	5	5	38	15	0	4	57	192
04:30 PM	4	0	64	2	70	0	35	5	5	45	0	0	0	3	3	33	12	0	5	50	168
04:45 PM	6	0	52	2	60	0	38	4	6	48	0	0	0	6	6	43	21	0	15	79	193
Total	22	0	259	18	299	0	138	28	25	191	0	0	0	23	23	150	58	0	31	239	752
05:00 PM	8	0	99	13	120	0	36	9	11	56	0	0	0	18	18	43	11	0	25	79	273
05:15 PM	3	0	62	5	70	0	26	7	5	38	0	0	0	6	6	28	12	0	17	57	171
05:30 PM	5	0	42	3	50	0	25	3	6	34	0	0	0	0	0	20	8	0	2	30	114
05:45 PM	8	0	45	8	61	0	26	6	6	38	0	0	0	4	4	27	10	0	7	44	147
Total	24	0	248	29	301	0	113	25	28	166	0	0	0	28	28	118	41	0	51	210	705
Grand Total	65	0	709	64	838	0	330	71	75	476	0	0	0	81	81	511	176	0	103	790	2185
Apprch %	7.8	0	84.6	7.6		0	69.3	14.9	15.8		0	0	0	100		64.7	22.3	0	13		
Total %	3	0	32.4	2.9	38.4	0	15.1	3.2	3.4	21.8	0	0	0	3.7	3.7	23.4	8.1	0	4.7	36.2	
Cars	64	0	703	64	831	0	280	67	75	422	0	0	0	81	81	467	176	0	103	746	2080
% Cars	98.5	0	99.2	100	99.2	0	84.8	94.4	100	88.7	0	0	0	100	100	91.4	100	0	100	94.4	95.2
Trucks	1	0	6	0	7	0	50	4	0	54	0	0	0	0	0	44	0	0	0	44	105
% Trucks	1.5	0	0.8	0	0.8	0	15.2	5.6	0	11.3	0	0	0	0	0	8.6	0	0	0	5.6	4.8

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Georgia O'Keefe Museum
Turning Movement Count for
Traffic Impact Analysis

File Name : W. Palace @ Grant Ave (with combined)
Site Code : 1
Start Date : 10/8/2020
Page No : 2

	GRANT AVE From North					W PALACE From East					GRANT AVE From South					W PALACE From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	2	0	26	2	30	0	7	2	4	13	0	0	0	0	0	32	8	0	4	44	87
08:15 AM	**5**	0	34	**5**	44	0	12	4	**6**	22	0	0	0	**9**	**9**	**38**	**14**	0	**7**	**59**	**134**
08:30 AM	4	0	32	2	38	0	**19**	2	6	**27**	0	0	0	4	4	33	10	0	3	46	115
08:45 AM	3	0	**46**	2	**51**	0	14	**5**	1	20	0	0	0	3	3	31	12	0	2	45	119
Total Volume	14	0	138	11	163	0	52	13	17	82	0	0	0	16	16	134	44	0	16	194	455
% App. Total	8.6	0	84.7	6.7		0	63.4	15.9	20.7		0	0	0	100		69.1	22.7	0	8.2		
PHF	.700	.000	.750	.550	.799	.000	.684	.650	.708	.759	.000	.000	.000	.444	.444	.882	.786	.000	.571	.822	.849
Cars	13	0	136	11	160	0	39	12	17	68	0	0	0	16	16	124	44	0	16	184	428
% Cars	92.9	0	98.6	100	98.2	0	75.0	92.3	100	82.9	0	0	0	100	100	92.5	100	0	100	94.8	94.1
Trucks	1	0	2	0	3	0	13	1	0	14	0	0	0	0	0	10	0	0	0	10	27
% Trucks	7.1	0	1.4	0	1.8	0	25.0	7.7	0	17.1	0	0	0	0	0	7.5	0	0	0	5.2	5.9
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	4	0	75	11	90	0	27	6	7	40	0	0	0	5	5	38	15	0	4	57	192
04:30 PM	4	0	64	2	70	0	35	5	5	45	0	0	0	3	3	33	12	0	5	50	168
04:45 PM	6	0	52	2	60	0	**38**	4	6	48	0	0	0	6	6	**43**	**21**	0	15	**79**	193
05:00 PM	**8**	0	**99**	**13**	**120**	0	36	**9**	**11**	**56**	0	0	0	**18**	**18**	43	11	0	**25**	79	**273**
Total Volume	22	0	290	28	340	0	136	24	29	189	0	0	0	32	32	157	59	0	49	265	826
% App. Total	6.5	0	85.3	8.2		0	72	12.7	15.3		0	0	0	100		59.2	22.3	0	18.5		
PHF	.688	.000	.732	.538	.708	.000	.895	.667	.659	.844	.000	.000	.000	.444	.444	.913	.702	.000	.490	.839	.756
Cars	22	0	288	28	338	0	123	23	29	175	0	0	0	32	32	144	59	0	49	252	797
% Cars	100	0	99.3	100	99.4	0	90.4	95.8	100	92.6	0	0	0	100	100	91.7	100	0	100	95.1	96.5
Trucks	0	0	2	0	2	0	13	1	0	14	0	0	0	0	0	13	0	0	0	13	29
% Trucks	0	0	0.7	0	0.6	0	9.6	4.2	0	7.4	0	0	0	0	0	8.3	0	0	0	4.9	3.5

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Georgia O'Keefe Museum
Turning Movement Count for
Traffic Impact Analysis

File Name : Grant Ave @ Johnson Both Peaks
Site Code : 2
Start Date : 10/8/2020
Page No : 1

Groups Printed- Cars - Trucks

	GRANT From North					JOHNSON From East					GRANT From South					JOHNSON From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	15	0	4	19	0	0	0	6	6	1	16	0	2	19	3	0	0	0	3	47
07:15 AM	0	13	1	0	14	0	0	0	3	3	2	25	0	1	28	2	0	0	0	2	47
07:30 AM	0	16	0	2	18	0	0	0	5	5	1	32	0	5	38	8	0	1	0	9	70
07:45 AM	0	19	1	2	22	0	0	0	2	2	3	34	0	9	46	2	0	0	0	2	72
Total	0	63	2	8	73	0	0	0	16	16	7	107	0	17	131	15	0	1	0	16	236
08:00 AM	0	26	1	9	36	0	0	0	3	3	1	33	0	4	38	3	0	1	0	4	81
08:15 AM	0	35	4	7	46	0	0	1	6	7	1	39	0	12	52	4	0	4	3	11	116
08:30 AM	0	34	1	4	39	0	0	0	2	2	0	34	0	10	44	3	0	1	7	11	96
08:45 AM	0	44	3	0	47	0	0	0	3	3	1	37	0	3	41	5	0	2	0	7	98
Total	0	139	9	20	168	0	0	1	14	15	3	143	0	29	175	15	0	8	10	33	391
*** BREAK ***																					
04:00 PM	0	64	3	4	71	0	0	0	10	10	4	49	0	9	62	8	0	9	1	18	161
04:15 PM	0	75	3	11	89	0	0	0	3	3	0	43	0	5	48	6	0	3	0	9	149
04:30 PM	0	66	4	6	76	0	0	0	7	7	2	36	1	6	45	3	0	1	2	6	134
04:45 PM	0	54	3	4	61	0	0	0	5	5	1	47	0	5	53	8	0	6	0	14	133
Total	0	259	13	25	297	0	0	0	25	25	7	175	1	25	208	25	0	19	3	47	577
05:00 PM	0	104	7	8	119	0	0	0	8	8	2	51	0	23	76	4	0	5	0	9	212
05:15 PM	0	62	3	9	74	0	0	0	5	5	1	36	0	17	54	6	0	1	0	7	140
05:30 PM	0	46	1	7	54	0	0	0	3	3	1	19	0	11	31	2	0	3	0	5	93
05:45 PM	0	49	2	4	55	0	0	0	2	2	2	31	0	11	44	3	0	3	0	6	107
Total	0	261	13	28	302	0	0	0	18	18	6	137	0	62	205	15	0	12	0	27	552
Grand Total	0	722	37	81	840	0	0	1	73	74	23	562	1	133	719	70	0	40	13	123	1756
Apprch %	0	86	4.4	9.6		0	0	1.4	98.6		3.2	78.2	0.1	18.5		56.9	0	32.5	10.6		
Total %	0	41.1	2.1	4.6	47.8	0	0	0.1	4.2	4.2	1.3	32	0.1	7.6	40.9	4	0	2.3	0.7	7	
Cars	0	716	37	81	834	0	0	1	73	74	23	514	1	132	670	68	0	40	13	121	1699
% Cars	0	99.2	100	100	99.3	0	0	100	100	100	100	91.5	100	99.2	93.2	97.1	0	100	100	98.4	96.8
Trucks	0	6	0	0	6	0	0	0	0	0	0	48	0	1	49	2	0	0	0	2	57
% Trucks	0	0.8	0	0	0.7	0	0	0	0	0	0	8.5	0	0.8	6.8	2.9	0	0	0	1.6	3.2

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File Name : Grant Ave @ Johnson Both Peaks
Site Code : 2
Start Date : 10/8/2020
Page No : 2

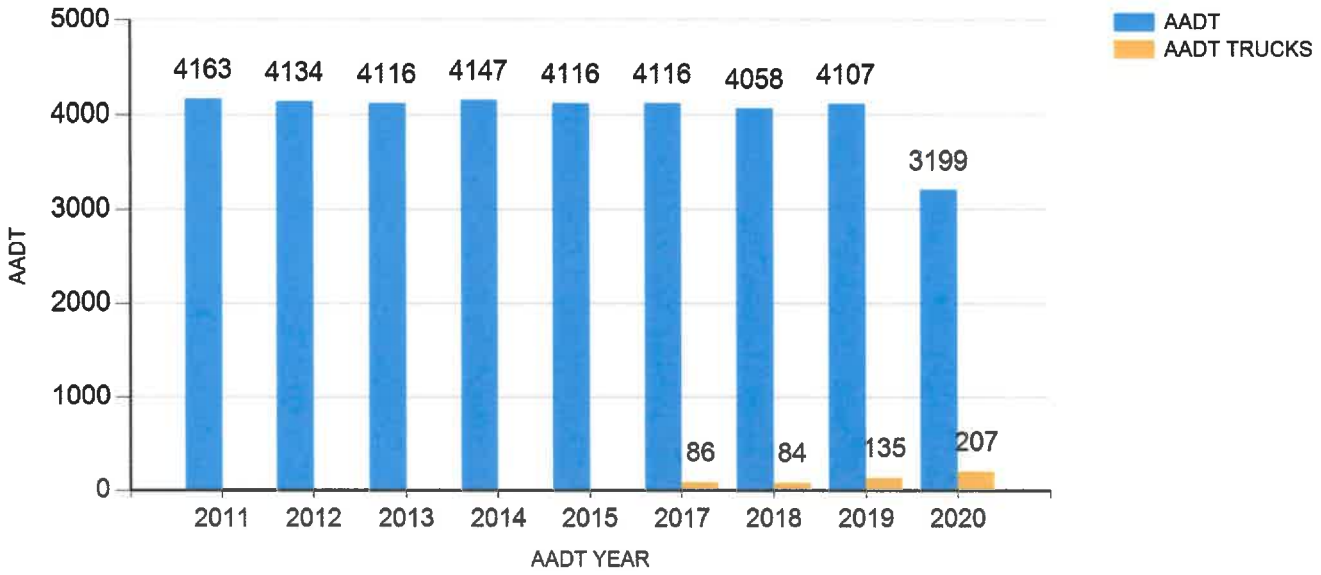
	GRANT From North					JOHNSON From East					GRANT From South					JOHNSON From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	26	1	**9**	36	0	0	0	3	3	**1**	33	0	4	38	3	0	1	0	4	81
08:15 AM	0	35	**4**	7	46	0	0	**1**	**6**	**7**	1	**39**	0	**12**	**52**	4	0	**4**	3	**11**	**116**
08:30 AM	0	34	1	4	39	0	0	0	2	2	0	34	0	10	44	3	0	1	**7**	11	96
08:45 AM	0	**44**	3	0	**47**	0	0	0	3	3	1	37	0	3	41	**5**	0	2	0	7	98
Total Volume	0	139	9	20	168	0	0	1	14	15	3	143	0	29	175	15	0	8	10	33	391
% App. Total	0	82.7	5.4	11.9		0	0	6.7	93.3		1.7	81.7	0	16.6		45.5	0	24.2	30.3		
PHF	.000	.790	.563	.556	.894	.000	.000	.250	.583	.536	.750	.917	.000	.604	.841	.750	.000	.500	.357	.750	.843
Cars	0	136	9	20	165	0	0	1	14	15	3	131	0	29	163	14	0	8	10	32	375
% Cars	0	97.8	100	100	98.2	0	0	100	100	100	100	91.6	0	100	93.1	93.3	0	100	100	97.0	95.9
Trucks	0	3	0	0	3	0	0	0	0	0	0	12	0	0	12	1	0	0	0	1	16
% Trucks	0	2.2	0	0	1.8	0	0	0	0	0	0	8.4	0	0	6.9	6.7	0	0	0	3.0	4.1
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	75	3	**11**	89	0	0	0	3	3	0	43	0	5	48	6	0	3	0	9	149
04:30 PM	0	66	4	6	76	0	0	0	7	7	**2**	36	**1**	6	45	3	0	1	**2**	6	134
04:45 PM	0	54	3	4	61	0	0	0	5	5	1	47	0	5	53	**8**	0	**6**	0	**14**	133
05:00 PM	0	**104**	7	8	**119**	0	0	0	**8**	**8**	2	**51**	0	**23**	**76**	4	0	5	0	9	**212**
Total Volume	0	299	17	29	345	0	0	0	23	23	5	177	1	39	222	21	0	15	2	38	628
% App. Total	0	86.7	4.9	8.4		0	0	0	100		2.3	79.7	0.5	17.6		55.3	0	39.5	5.3		
PHF	.000	.719	.607	.659	.725	.000	.000	.000	.719	.719	.625	.868	.250	.424	.730	.656	.000	.625	.250	.679	.741
Cars	0	297	17	29	343	0	0	0	23	23	5	163	1	39	208	21	0	15	2	38	612
% Cars	0	99.3	100	100	99.4	0	0	0	100	100	100	92.1	100	100	93.7	100	0	100	100	100	97.5
Trucks	0	2	0	0	2	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	16
% Trucks	0	0.7	0	0	0.6	0	0	0	0	0	0	7.9	0	0	6.3	0	0	0	0	0	2.5

PALACE E. OF GRANT

AADT and AADT Trucks by Year for 1/1/2011 - 12/31/2020
Criteria: From 1/1/1900 To 12/31/2049 12:00:00 AM

District 5 **Location ID** 12170
County 49 - SANTA FE **Located On** FL-4808-P **At**
Community **LRS ID** FL4808P **LRS Point** 0.2413201

AADT AND AADT TRUCK TREND



B-5

W. ALAMEDA (used for seasonal factors)

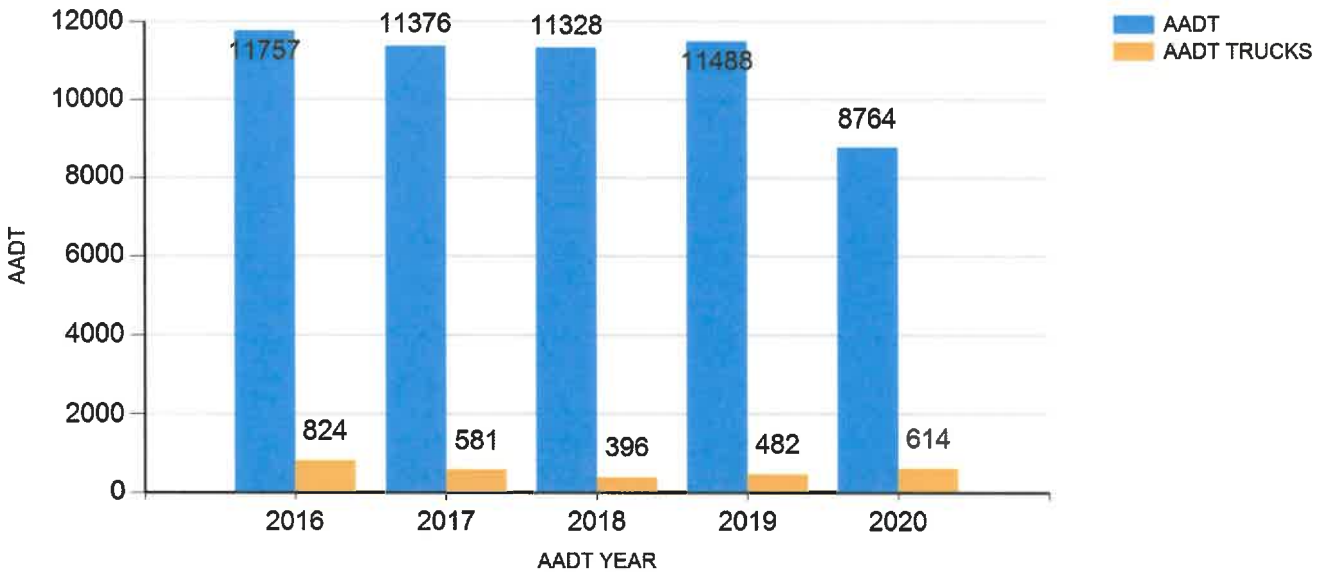
AADT and AADT Trucks by Year for 1/1/2016 - 12/31/2020
Criteria: From 1/1/1900 To 12/31/2049 12:00:00 AM

District 5 **Location ID** 22823

County 49 - SANTA FE **Located On** FL-4805-P **At**

Community **LRS ID** FL4805P **LRS Point** 0.6117350

AADT AND AADT TRUCK TREND

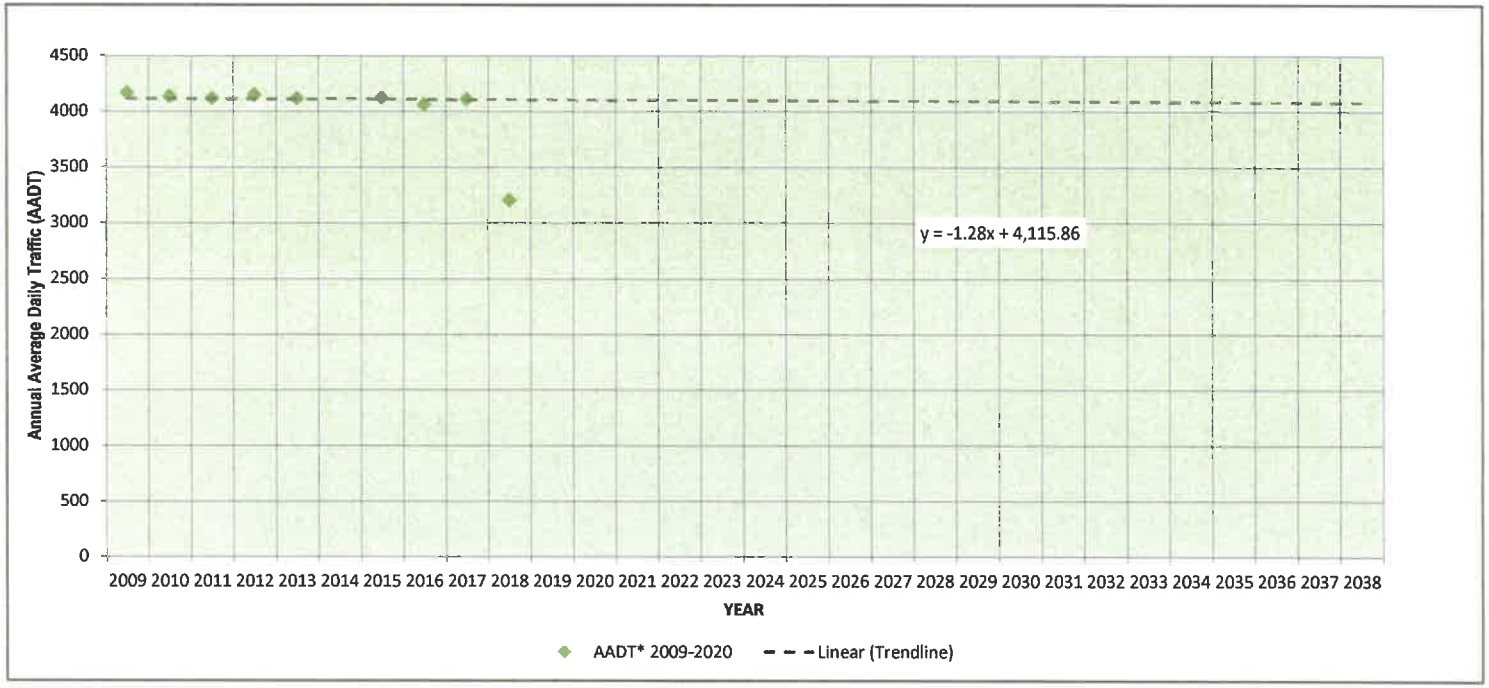


B-6

PROJECT: Georgia O'Keefe Museum Expansion

Background Traffic Projection - Palace West of Sheridan

YEAR	AADT* 2009-2020	TRENDLINE
2009	4103	*4117*
2010	4050	*4116*
2011	4163	*4115*
2012	4134	*4113*
2013	4116	*4112*
2014	4147	*4111*
2015	4116	*4109*
2016		*4108*
2017	4116	*4107*
2018	4058	*4106*
2019	4107	*4104*
2020	*3199*	*4103*
2021		*4102*
2022		*4101*
2023		*4099*
2024		*4098*
2025		*4097*
2026		*4095*
2027		*4094*
2028		*4093*
2029		*4092*
2030		*4090*
2031		*4089*
2032		*4088*
2033		*4086*
2034		*4085*
2035		*4084*
2036		*4083*
2037		*4081*
2038		*4080*
2039		*4079*
2040		*4078*
	4	-33 growth
	0.40	-1.28 rate



G_1 = 0.01% 2009-2019 AADT compounded annual rate

G_2 = -0.03% 2009-2019 Trendline compounded annual rate

G_3 = 0.40% 2011-2019 Santa Fe City Growth Rate (US Census)

Use +0.5% / year traffic growth rate for W. Palace GF_5= 1.025251

GF_{15}= 1.077683

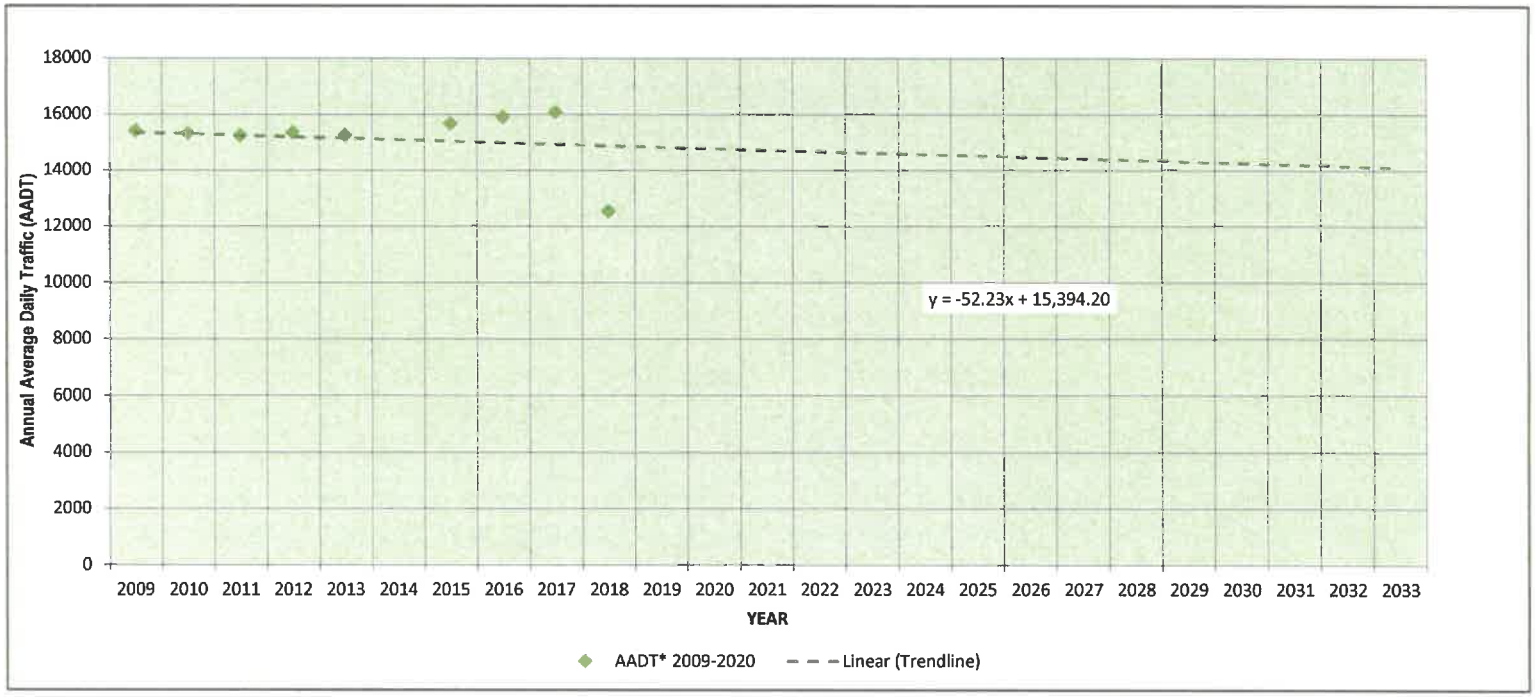
Source:

2011-2020 = NMDOT Traffic Monitoring Program: "AADT and AADT Trucks by Year"
accessed via *https://nmdot.public.ms2soft.com/tcds/tsearch.asp?loc=nmdot*
(LRS ID FL4808P, Location ID #12170)

PROJECT: Georgia O'Keefe Museum Expansion

Background Traffic Projection - Sandoval West of Grant

YEAR	AADT* 2009-2020	TRENDLINE
2009	15184	*15446*
2010	14987	*15394*
2011	15406	*15342*
2012	15300	*15290*
2013	15232	*15237*
2014	15347	*15185*
2015	15234	*15133*
2016		*15081*
2017	15663	*15029*
2018	15882	*14976*
2019	16073	*14924*
2020	*12521*	*14872*
2021		*14820*
2022		*14767*
2023		*14715*
2024		*14663*
2025		*14611*
2026		*14558*
2027		*14506*
2028		*14454*
2029		*14402*
2030		*14350*
2031		*14297*
2032		*14245*
2033		*14193*
2034		*14141*
2035		*14088*
	-2663	-1358 growth
	-242.09	-52.23 rate



G_1 = -1.74% 2009-2020 AADT compounded annual rate

G_2 = -0.34% 2009-2020 Trendline compounded annual rate

G_3 = 0.67% 2010-2018 U.S. Census annual pop. rate

Use +0.5% / year traffic growth rate for Sandoval

GF_4= 1.020151

GF_{14}= 1.072321

Source:

2011-2020 = NMDOT Traffic Monitoring Program: "AADT and AADT Trucks by Year"
accessed via *https://nmdot.public.ms2soft.com/tcds/tsearch.asp?loc=nmdot*
(LRS ID FL4808P, Location ID #12169)

File Name: AM_SANDOVAL STREET and W PALACE AVENUE and GRANT AVENUE
Start Date: 11/13/2019
Start Time: 6:30:00 AM
Person Counting: VIDEO / ELIZER PENA

	SANDOVAL STREET EASTBOUND						W PALACE AVENUE WESTBOUND						NORTHBOUND						GRANT AVENUE SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	12	3	0	0	2	0	0	2	2	0	2	3	0	0	0	0	0	0	1	0	12	0	3	0	32
6:45 AM	8	2	0	0	2	0	0	4	1	0	4	0	0	0	0	0	0	2	2	0	15	0	1	2	32
7:00 AM	18	6	0	0	3	0	0	7	0	0	4	0	0	0	0	0	0	2	1	0	15	0	0	2	47
7:15 AM	30	6	0	0	4	0	0	3	1	0	2	1	0	0	0	0	0	0	0	0	13	0	0	3	53
7:30 AM	26	11	0	0	4	0	0	10	2	0	6	0	0	0	0	0	0	1	4	0	34	0	2	2	87
7:45 AM	52	18	0	0	3	0	0	14	1	0	6	0	0	0	0	0	0	1	7	0	49	1	2	7	142
8:00 AM	54	20	0	0	0	3	0	10	1	0	3	0	0	0	0	0	0	1	3	0	37	0	2	10	125
8:15 AM	53	25	0	0	6	0	0	13	1	0	4	0	0	0	0	0	0	1	3	0	49	0	0	2	144
8:30 AM	35	20	0	0	3	2	0	11	1	0	4	0	0	0	0	0	0	4	9	0	45	0	5	1	121
8:45 AM	49	19	0	0	4	2	0	15	1	0	7	0	0	0	0	0	0	6	4	0	47	0	2	7	135
Total	337	130	0	0	31	7	0	89	11	0	42	4	0	0	0	0	0	18	34	0	316	1	17	36	918

File Name: AM_SANDOVAL STREET and W PALACE AVENUE and GRANT AVENUE
Start Date: 11/13/2019
Peak Hour 7:45 to 8:45 AM
Person Counting: VIDEO / ELIZER PENA

	SANDOVAL STREET EASTBOUND						W PALACE AVENUE WESTBOUND						NORTHBOUND						GRANT AVENUE SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
7:45 AM	52	18	0	0	3	0	0	14	1	0	6	0	0	0	0	0	0	1	7	0	49	1	2	7	142
8:00 AM	54	20	0	0	0	3	0	10	1	0	3	0	0	0	0	0	0	1	3	0	37	0	2	10	125
8:15 AM	53	25	0	0	6	0	0	13	1	0	4	0	0	0	0	0	0	1	3	0	49	0	0	2	144
8:30 AM	35	20	0	0	3	2	0	11	1	0	4	0	0	0	0	0	0	4	9	0	45	0	5	1	121
Total	194	83	0	0	12	5	0	48	4	0	17	0	0	0	0	0	0	7	22	0	180	1	9	20	532
PHF	0.90	0.83						0.86	1.00										0.61		0.92				0.92

File Name: PM_SANDOVAL STREET and W PALACE AVENUE and GRANT AVENUE
Start Date: 11/13/2019
Start Time: 03:00 PM
Person Counting: VIDEO / ELIZER PENA

	SANDOVAL STREET EASTBOUND						W PALACE AVENUE WESTBOUND						NORTHBOUND						GRANT AVENUE SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
03:00 PM	41	18	0	0	3	0	0	23	9	0	4	0	0	0	0	0	0	3	3	0	102	0	2	2	196
03:15 PM	40	17	0	0	3	0	0	18	3	0	4	0	0	0	0	0	0	3	3	0	73	0	2	6	154
03:30 PM	43	11	0	0	2	0	0	13	3	0	3	0	0	0	0	0	0	1	9	0	73	0	0	3	152
03:45 PM	46	13	0	0	7	0	0	11	5	0	2	0	0	0	0	0	0	1	8	0	72	0	3	6	155
04:00 PM	37	12	0	0	2	3	0	20	4	0	4	0	0	0	0	0	0	7	5	0	73	0	2	14	151
04:15 PM	32	13	0	0	4	1	0	27	3	0	5	0	0	0	0	0	0	2	4	0	71	0	4	8	150
04:30 PM	46	17	0	0	3	0	0	20	3	0	3	0	0	0	0	0	0	1	5	0	59	0	1	6	150
04:45 PM	46	19	0	0	3	0	0	32	5	0	5	0	0	0	0	0	0	3	5	0	77	0	1	12	184
05:00 PM	45	17	0	0	7	0	0	37	9	0	3	0	0	0	0	0	0	11	6	0	114	0	0	6	228
05:15 PM	50	9	0	0	6	2	0	27	2	0	5	0	0	0	0	0	0	2	3	0	67	0	3	7	158
05:30 PM	42	8	0	0	3	1	0	15	1	0	2	0	0	0	0	0	0	5	5	0	64	0	0	4	135
05:45 PM	29	10	0	0	4	0	0	10	2	0	3	0	0	0	0	0	0	6	5	0	51	0	0	7	107
Total	497	164	0	0	47	7	0	253	49	0	43	0	0	0	0	0	0	45	61	0	896	0	18	81	1920

File Name: PM_SANDOVAL STREET and W PALACE AVENUE and GRANT AVENUE
Start Date: 11/13/2019
Peak Hour 4:30 to 5:30 PM
Person Counting: VIDEO / ELIZER PENA

	SANDOVAL STREET EASTBOUND						W PALACE AVENUE WESTBOUND						NORTHBOUND						GRANT AVENUE SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
04:30 PM	46	17	0	0	3	0	0	20	3	0	3	0	0	0	0	0	0	1	5	0	59	0	1	6	150
04:45 PM	46	19	0	0	3	0	0	32	5	0	5	0	0	0	0	0	0	3	5	0	77	0	1	12	184
05:00 PM	45	17	0	0	7	0	0	37	9	0	3	0	0	0	0	0	0	11	6	0	114	0	0	6	228
05:15 PM	50	9	0	0	6	2	0	27	2	0	5	0	0	0	0	0	0	2	3	0	67	0	3	7	158
Total	187	62	0	0	19	2	0	116	19	0	16	0	0	0	0	0	0	17	19	0	317	0	5	31	720
PHF	0.94	0.82						0.78	0.53										0.79		0.70				0.79

2047	2052	2048	2060	2100	2167	2209	2205	2129	207
250	262	263	265	265	264	264	264	267	26
	647	647	643	639	637	633	629	625	61
436	424	424	426	428	428	429	428	428	42
97618	97706	98284	100212	101045	101238	101192	101113	101313	10196
13753	14043	14047	14019	13885	13750	13576	13430	13315	1316
1042	1041	1045	1045	1022	1009	988	988	984	97
2797	2809	2789	2776	2739	2648	2606	2540	2474	245
14835	15030	15115	15288	15318	15279	15161	15225	15342	1554
6024	6068	6073	6122	6139	6149	6125	6110	6115	611
1413	1380	1383	1385	1381	1395	1408	1419	1405	137
11009	11058	11039	11114	11328	11687	11919	11905	11531	1124
938	940	937	937	921	924	912	905	897	88
254	243	242	241	234	232	225	221	217	21
651	653	659	669	674	668	666	651	651	64
2196	1904	1907	1918	1919	1898	1880	1868	1857	185
3245	3616	3637	3660	3665	3675	3660	3658	3676	367
1910	1985	1987	1993	1954	1912	1891	1880	1868	187
93	93	92	96	94	93	93	96	93	9
928	938	939	941	922	902	890	885	879	88
1392	1398	1401	1400	1390	1377	1365	1353	1347	133
3660	3652	3661	3657	3644	3627	3592	3575	3561	356
12280	12306	12416	12689	12657	12500	12286	11980	11998	1185
1770	1775	1773	1777	1772	1785	1783	1770	1774	176
6885	6876	6862	6805	6615	6523	6337	6194	6102	605
477	477	477	476	474	477	475	471	472	46
289	292	293	292	285	281	279	272	276	27
	4729	4736	4728	4702	4675	4625	4590	4566	455
87521	87387	87977	89499	90444	91334	91963	93116	94511	9628
48366	48417	48463	48442	48426	48594	48438	48443	48283	4793
234	234	232	240	236	232	233	243	232	23
8029	8043	8032	8032	7962	7895	7768	7694	7737	779
2815	2776	2767	2751	2714	2678	2618	2578	2577	258
216	223	223	222	217	213	208	207	205	20
1686	1908	1900	1898	1895	1886	1873	1842	1823	180
67947	80871	81012	81706	82144	82584	82824	83117	83515	8395
2848	2848	2852	2814	2794	2761	2712	2662	2673	269
193	193	194	197	196	198	197	199	199	19
10315	10301	10255	10236	10198	10141	10046	9864	9759	961
9051	9049	9010	8987	8822	8824	8690	8628	8530	845
1047	1043	1041	1034	1005	992	964	943	929	92
14106	14260	14332	14653	14871	15240	15552	16053	16603	1713
5716	6050	6041	6029	5998	6026	6053	6020	6031	598
69	71	71	71	71	71	70	70	70	6

APPENDIX C
Trip Generation Data

Detailed Land Use Data
For 63.4 1000 Sq. Ft. GFA of GOKM
(580) Museum

Project: GOKM

Open Date: 6/1/2022
Analysis Date: 10/8/2020

Day / Period	Total Trips	Pass-By Trips	Avg Rate	Min Rate	Max Rate	Std Dev	Avg Size	% Enter	% Exit	Use Eq.	Equation	R2
Weekday AM Peak Hour of Adjacent Street Traffic	18	0	0.28	0.28	0.28		176	86	14	False		
Source : Trip Generation Manual 10th Edition												
Weekday PM Peak Hour of Adjacent Street Traffic	11	0	0.18	0.18	0.18		176	16	84	False		
Source : Trip Generation Manual 10th Edition												

C-1

Trip Generation Summary

Alternative: Alternative 1
Phase:
Project: GOKM

Open Date: 6/1/2022
Analysis Date: 10/8/2020

ITE	Land Use		Weekday Average Daily Trips *	Enter	Exit	Total	Weekday AM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total	Weekday PM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total
580	GOKM					0		15	3	18		2	9	11
	63.4	1000 Sq. Ft. GFA												
Unadjusted Volume				0	0	0		15	3	18		2	9	11
Internal Capture Trips				0	0	0		0	0	0		0	0	0
Pass-By Trips				0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets				0	0	0		15	3	18		2	9	11

Total Weekday Average Daily Trips Internal Capture = 0 Percent
Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent
Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

C-2

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

Traffic Distribution - Georgia O'Keeffe Museum Expansion Project								
Intersection and Traffic Movement	Inbound[1]				Outbound[1]			
	AM	%	PM	%	AM	%	PM	%
Sandoval/Palace/Grant								
EBL	210	46.4%	202	31.6%	-		-	
WBR	4	1.0%	21	3.2%	-		-	
SBL	-		-		24	5.4%	21	3.3%
SBR	-		-		195	44.0%	343	54.7%
Grant/Johnson								
SBT	228	50.3%	378	59.1%	-		-	
EBL/R	11	2.4%	39	6.2%	-		-	
SBR	-		-		3	0.7%	18	2.9%
NBL	-		-		9	1.9%	9	1.4%
NBT/EBL					212	47.9%	237	37.7%
Total Volumes	**452**	100%	**640**	100%	**442**	100%	**627**	100%
[1] *From 2024AMX & 2024PMX traffic volumes.*								

Data For Station: NM MUSEUM of ART ENTRANCE

Day	Date	Time	Enter	Exit	Sum	IN	OUT	HOURLY	Distribution
THR	09/23/10	00:00	0	0	0				
THR	10/18/20	00:15	0	0	0				
THR	10/18/20	00:30	0	0	0				
THR	10/18/20	00:45	0	0	0	0	0	0	
THR	10/18/20	01:00	0	0	0				
THR	10/18/20	01:15	0	0	0				
THR	10/18/20	01:30	0	0	0				
THR	10/18/20	01:45	0	0	0	0	0	0	
THR	10/18/20	02:00	0	0	0				
THR	10/18/20	02:15	0	0	0				
THR	10/18/20	02:30	0	0	0				
THR	10/18/20	02:45	0	0	0	0	0	0	
THR	10/18/20	03:00	0	0	0				
THR	10/18/20	03:15	0	0	0				
THR	10/18/20	03:30	0	0	0				
THR	10/18/20	03:45	0	0	0	0	0	0	
THR	10/18/20	04:00	0	0	0				
THR	10/18/20	04:15	0	0	0				
THR	10/18/20	04:30	0	0	0				
THR	10/18/20	04:45	0	0	0	0	0	0	
THR	10/18/20	05:00	0	0	0				
THR	10/18/20	05:15	0	0	0				
THR	10/18/20	05:30	0	0	0				
THR	10/18/20	05:45	0	0	0	0	0	0	
THR	10/18/20	06:00	0	0	0				
THR	10/18/20	06:15	0	0	0				
THR	10/18/20	06:30	0	0	0				
THR	10/18/20	06:45	0	0	0	0	0	0	
THR	10/18/20	07:00	0	0	0				
THR	10/18/20	07:15	0	0	0				
THR	10/18/20	07:30	0	0	0				
THR	10/18/20	07:45	0	0	0	0	0	0	
THR	10/18/20	08:00	5	3	8				
THR	10/18/20	08:15	5	3	8				
THR	10/18/20	08:30	0	0	0				
THR	10/18/20	08:45	0	0	0	10	6	16	7%
THR	10/18/20	09:00	1	1	2				
THR	10/18/20	09:15	3	0	3				
THR	10/18/20	09:30	0	2	2				
THR	10/18/20	09:45	1	2	3	5	5	10	5%
THR	10/18/20	10:00	1	1	2				
THR	10/18/20	10:15	3	1	4				
THR	10/18/20	10:30	2	3	5				
THR	10/18/20	10:45	5	2	7	11	7	18	8%
THR	10/18/20	11:00	1	1	2				
THR	10/18/20	11:15	7	3	10				
THR	10/18/20	11:30	9	4	13				
THR	10/18/20	11:45	10	9	19	27	17	44	20%

Data For Station: NM MUSEUM of ART ENTRANCE

Day	Date	Time	Enter	Exit	Sum	IN	OUT	HOURLY	Distribution
THR	10/18/20	12:00	2	10	12				
THR	10/18/20	12:15	4	14	18				
THR	10/18/20	12:30	12	11	23				
THR	10/18/20	12:45	3	1	4	21	36	57	26%
THR	10/18/20	13:00	2	6	8				
THR	10/18/20	13:15	1	6	7				
THR	10/18/20	13:30	2	5	7				
THR	10/18/20	13:45	1	0	1	6	17	23	11%
THR	10/18/20	14:00	7	1	8				
THR	10/18/20	14:15	0	0	0				
THR	10/18/20	14:30	5	2	7				
THR	10/18/20	14:45	3	2	5	15	5	20	9%
THR	10/18/20	15:00	1	0	1				
THR	10/18/20	15:15	3	7	10				
THR	10/18/20	15:30	3	4	7				
THR	10/18/20	15:45	1	0	1	8	11	19	9%
THR	10/18/20	16:00	0	5	5				
THR	10/18/20	16:15	1	2	3				
THR	10/18/20	16:30	0	2	2				
THR	10/18/20	16:45	0	0	0	1	9	10	5%
THR	10/18/20	17:00	0	0	0				
THR	10/18/20	17:15	0	0	0				
THR	10/18/20	17:30	0	0	0				
THR	10/18/20	17:45	0	0	0	0	0	0	
THR	10/18/20	18:00	0	0	0				
THR	10/18/20	18:15	0	0	0				
THR	10/18/20	18:30	0	0	0				
THR	10/18/20	18:45	0	0	0	0	0	0	
THR	10/18/20	19:00	0	0	0				
THR	10/18/20	19:15	0	0	0				
THR	10/18/20	19:30	0	0	0				
THR	10/18/20	19:45	0	0	0	0	0	0	
THR	10/18/20	20:00	0	0	0				
THR	10/18/20	20:15	0	0	0				
THR	10/18/20	20:30	0	0	0				
THR	10/18/20	20:45	0	0	0	0	0	0	
THR	10/18/20	21:00	0	0	0				
THR	10/18/20	21:15	0	0	0				
THR	10/18/20	21:30	0	0	0				
THR	10/18/20	21:45	0	0	0	0	0	0	
THR	10/18/20	22:00	0	0	0				
THR	10/18/20	22:15	0	0	0				
THR	10/18/20	22:30	0	0	0				
THR	10/18/20	22:45	0	0	0	0	0	0	
THR	10/18/20	23:00	0	0	0				
THR	10/18/20	23:15	0	0	0				
THR	10/18/20	23:30	0	0	0				
THR	10/18/20	23:45	0	0	0	0	0	0	
		TOTALS:	**104**	**113**	**217**	**104**	**113**	**217**	

HOURS AND ADMISSION

The New Mexico Museum of Art is open to the public as of Saturday, February 20, 2021!

COVID GUIDELINES

All visitors and employees will be required to wear masks or cloth face coverings at all times.

The number of visitors allowed into the building will be limited in accordance with the most current New Mexico Public Health Order. Reduced occupancy might result in a wait to gain entry.

There will be 6-foot social distancing markers and one-way directional flow in high traffic areas within the museum in order to promote a physically distanced and safe environment.

All theaters, auditoriums, interactive exhibits, engagement stations, libraries, archives, collections, and attractions, etc. will

VISIT

GETTING HERE

HOURS AND ADMISSION

VIRTUAL TOURS

UPCOMING EVENTS

GROUP VISITS/TOURS

SHOP

only.

Learn more about how the New Mexico Museum of Art and Department of Cultural Affairs are keeping you safe!

HOURS

Regular Hours: Tuesdays through Sundays, 10AM to 4PM

Wednesdays from 10AM to noon will be reserved for higher-risk populations. This correspondeds with DCA's weekly free day for state residents 60 and older.

Closed on Mondays

Holiday hours: The museum is closed on January 1, Thanksgiving, and Christmas Day. Call ahead if you plan to visit on Christmas Eve or New Years Eve as we usually close early on those days.

Winter weather conditions may require the museum to close. Please contact the front desk at 505-476-5063.

ADMISSION

Admission Costs

- General admission: $12 | New Mexico residents with ID: $7
- Some special exhibitions or events may require an additional fee.
- Group admission is $8 for parties of 10 or more.
-

Timothy Simmons

From: Roberts, Michelle, DCA <Michelle.Roberts@state.nm.us>
Sent: Tuesday, October 20, 2020 12:56 PM
To: Timothy Simmons; Cody Hartley; Daniel Hernandez
Cc: Jennifer Pedneau; White, Mark A, DCA
Subject: RE: [EXT] Re: Museum Traffic Study

Here you go:

Thursday	10/8/2020	65

-Michelle

Michelle Gallagher Roberts, Deputy Director
New Mexico Museum of Art | on the Plaza in Santa Fe
Office 505.476.5069 | Fax 505.476.5076 | Cell 505.469.7000

New Mexico Museum of Art

From: Timothy Simmons [mailto:tsimmons@civiltransformations.com]
Sent: Tuesday, October 20, 2020 12:53 PM
To: Roberts, Michelle, DCA; Cody Hartley; Daniel Hernandez
Cc: Jennifer Pedneau; White, Mark A, DCA
Subject: RE: [EXT] Re: Museum Traffic Study

Michelle,

Would it be possible to obtain a visitor's log or tabulation of tickets issued on October 8? This would serve as backup to our data collection effort (we don't need any personally-identifiable information, just a headcount of all who entered/exited on that date). Thanks.

Tim

From: Timothy Simmons
Sent: Tuesday, October 6, 2020 2:15 PM
To: Roberts, Michelle, DCA <Michelle.Roberts@state.nm.us>; Cody Hartley <chartley@okeeffemuseum.org>; Daniel Hernandez <daniel@proyecto.is>
Cc: Jennifer Pedneau <jpedneau@okeeffemuseum.org>; White, Mark A, DCA <MarkA.White@state.nm.us>
Subject: RE: [EXT] Re: Museum Traffic Study

Michelle – thanks for the data and your cooperation, it's much appreciated. We're scheduling the count for this Thursday, October 8. Please don't hesitate to contact me if there are any further questions.

Tim

Timothy D. Simmons, PE, PTOE

President and Principal Engineer
Civil Transformations Inc.
2929 Coors Blvd. NW, Suite 309 | Albuquerque, NM 87120-1425
Office: (505) 508-3374 | Cell (505) 977-9454
tsimmons@civiltransformations.com
www.civiltransformations.com

From: Roberts, Michelle, DCA [mailto:Michelle.Roberts@state.nm.us]
Sent: Tuesday, October 6, 2020 1:53 PM
To: Timothy Simmons <tsimmons@civiltransformations.com>; Cody Hartley <chartley@okeeffemuseum.org>; Daniel Hernandez <daniel@proyecto.is>
Cc: Jennifer Pedneau <jpedneau@okeeffemuseum.org>; White, Mark A, DCA <MarkA.White@state.nm.us>
Subject: RE: [EXT] Re: Museum Traffic Study

Tim,
Thank you for the clarification. This clears up any of our concerns. We have no objection to what you are proposing to do, but also don't believe we have any interest in it either as your activities will occur in the public right of way. We appreciate the courtesy of being informed.

As to your other questions:
Currently we have 28 employees
Current gross square feet: 55,125

-Michelle

Michelle Gallagher Roberts, Deputy Director
New Mexico Museum of Art | on the Plaza in Santa Fe
Office 505.476.5069 | Fax 505.476.5076 | Cell 505.469.7000

New Mexico Museum of Art

From: Timothy Simmons [mailto:tsimmons@civiltransformations.com]
Sent: Monday, October 5, 2020 4:33 PM
To: Roberts, Michelle, DCA; Cody Hartley; Daniel Hernandez
Cc: Jennifer Pedneau; White, Mark A, DCA
Subject: RE: [EXT] Re: Museum Traffic Study

Hi, Michelle – thank you for your reply, please see my responses below. I trust these adequately address your questions, but please feel free to call with any further questions. Thanks.

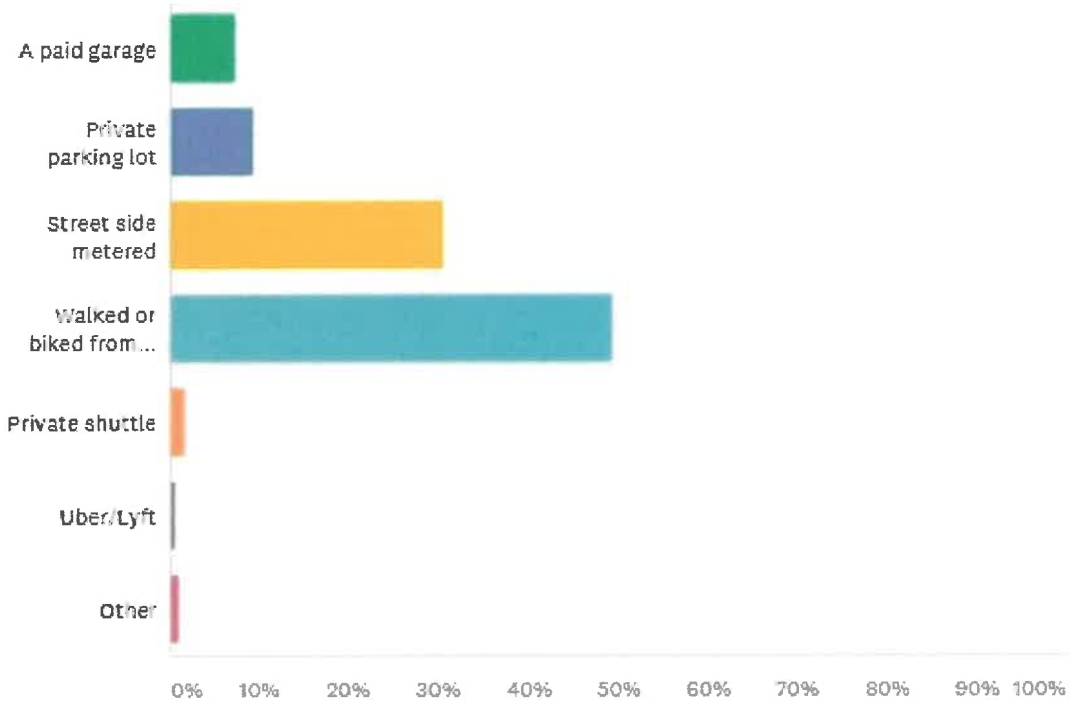
Tim

Timothy D. Simmons, PE, PTOE
President and Principal Engineer
Civil Transformations Inc.
2929 Coors Blvd. NW, Suite 309 | Albuquerque. NM 87120-1425
Office: (505) 508-3374 | Cell (505) 977-9454
tsimmons@civiltransformations.com
www.civiltransformations.com

Q4

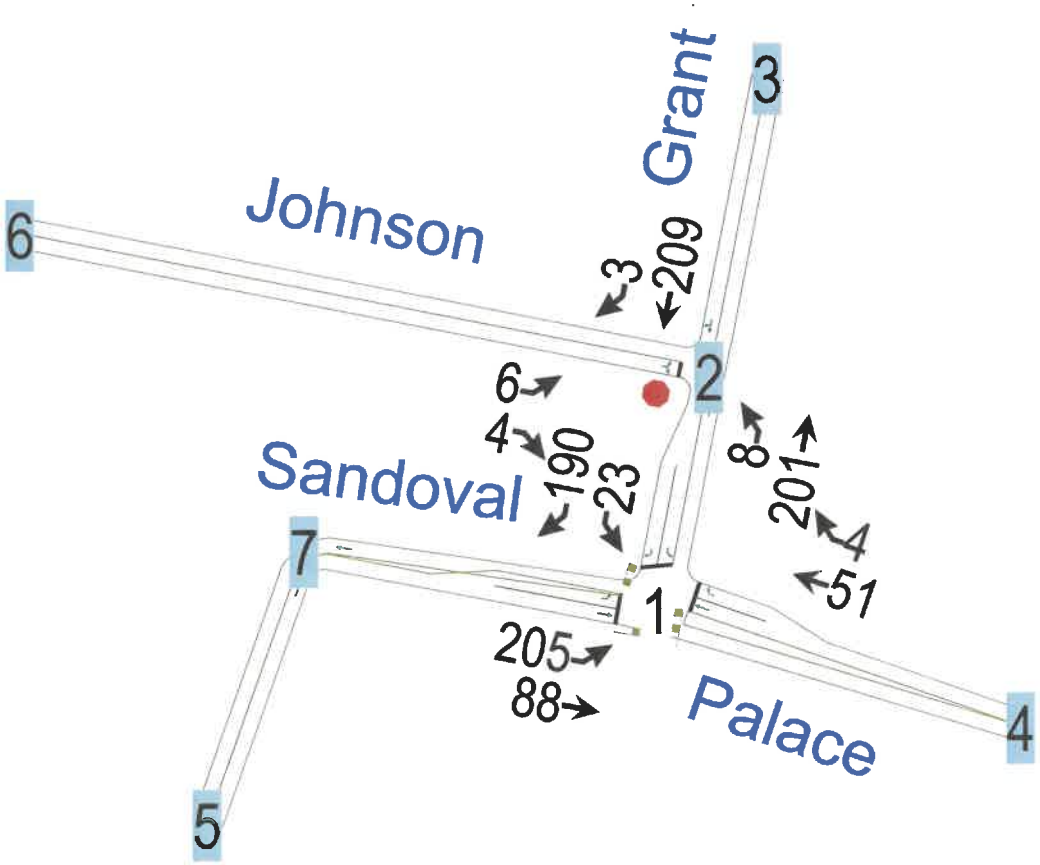
How did you arrive to the museum?

Answered: 180 Skipped: 1



ANSWER CHOICES	RESPONSES	
A paid garage	7.22%	13
Private parking lot	9.44%	17
Street side metered	30.56%	55
Walked or biked from hotel/home	49.44%	89
Private shuttle	1.67%	3
Uber/Lyft	0.56%	1
Other	1.11%	2
TOTAL		180

APPENDIX D
Level of Service (LOS) Reports


Grant
Johnson
Sandoval
Palace
1
2
3
4
5
6
7
3
209
6
4
190
23
8
201
4
51
205
88

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	205	88	51	4	23	190
Future Volume (veh/h)	205	88	51	4	23	190
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	0.88	0.85	0.85
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	228	98	57	4	26	211
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	910	1106	743	554	281	250
Arrive On Green	0.13	0.64	0.43	0.43	0.20	0.20
Sat Flow, veh/h	1641	1723	1723	1285	1395	1241
Grp Volume(v), veh/h	228	98	57	4	26	211
Grp Sat Flow(s),veh/h/ln	1641	1723	1723	1285	1395	1241
Q Serve(g_s), s	3.3	1.1	1.0	0.1	0.8	8.3
Cycle Q Clear(g_c), s	3.3	1.1	1.0	0.1	0.8	8.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	910	1106	743	554	281	250
V/C Ratio(X)	0.25	0.09	0.08	0.01	0.09	0.85
Avail Cap(c_a), veh/h	919	1115	743	554	520	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.8	3.5	8.5	8.3	16.6	19.6
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.0	0.1	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.5	0.6	0.0	0.4	4.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.8	3.5	8.7	8.3	16.6	22.6
LnGrp LOS	A	A	A	A	B	C
Approach Vol, veh/h		326	61		237	
Approach Delay, s/veh		4.4	8.7		22.0	
Approach LOS		A	A		C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	14.3	36.7	10.7	26.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	33.0	7.0	22.0
Max Q Clear Time (g_c+I1), s	10.3	3.1	5.3	3.0
Green Ext Time (p_c), s	0.3	0.3	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

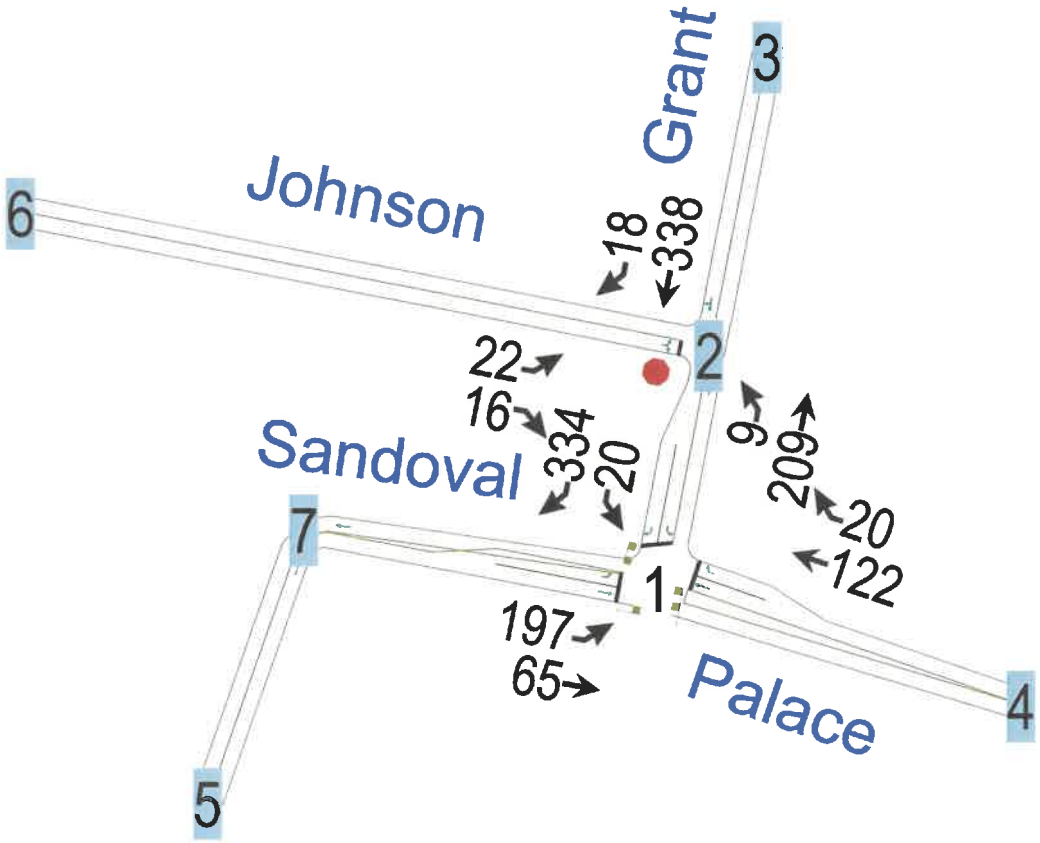
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	4	8	201	209	3
Future Vol, veh/h	6	4	8	201	209	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	4	9	223	232	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	475	234	235	0	-	0
Stage 1	234	-	-	-	-	-
Stage 2	241	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	548	805	1332	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	544	805	1332	-	-	-
Mov Cap-2 Maneuver	544	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	799	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1332	-	625	-	-
HCM Lane V/C Ratio	0.007	-	0.018	-	-
HCM Control Delay (s)	7.7	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-


Grant
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Johnson
6
18
338
22
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16
334
20
9
209
20
122
Sandoval
7
1
197
65
Palace
4
5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	197	65	122	20	20	334
Future Volume (veh/h)	197	65	122	20	20	334
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	0.88	0.85	0.85
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	246	81	152	25	25	418
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	680	947	632	471	442	538
Arrive On Green	0.12	0.55	0.37	0.37	0.32	0.32
Sat Flow, veh/h	1641	1723	1723	1285	1395	1241
Grp Volume(v), veh/h	246	81	152	25	25	418
Grp Sat Flow(s),veh/h/ln	1641	1723	1723	1285	1395	1241
Q Serve(g_s), s	5.1	1.3	3.7	0.8	0.7	17.3
Cycle Q Clear(g_c), s	5.1	1.3	3.7	0.8	0.7	17.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	680	947	632	471	442	538
V/C Ratio(X)	0.36	0.09	0.24	0.05	0.06	0.78
Avail Cap(c_a), veh/h	680	948	632	471	442	538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.6	6.4	13.2	12.3	14.3	14.5
Incr Delay (d2), s/veh	0.1	0.0	0.9	0.2	0.0	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	0.7	2.6	1.3	0.4	17.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.7	6.4	14.1	12.5	14.3	21.0
LnGrp LOS	A	A	B	B	B	C
Approach Vol, veh/h		327	177		443	
Approach Delay, s/veh		8.1	13.9		20.6	
Approach LOS		A	B		C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	23.0	37.0	11.0	26.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	33.0	7.0	22.0
Max Q Clear Time (g_c+I1), s	19.3	3.3	7.1	5.7
Green Ext Time (p_c), s	0.0	0.3	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

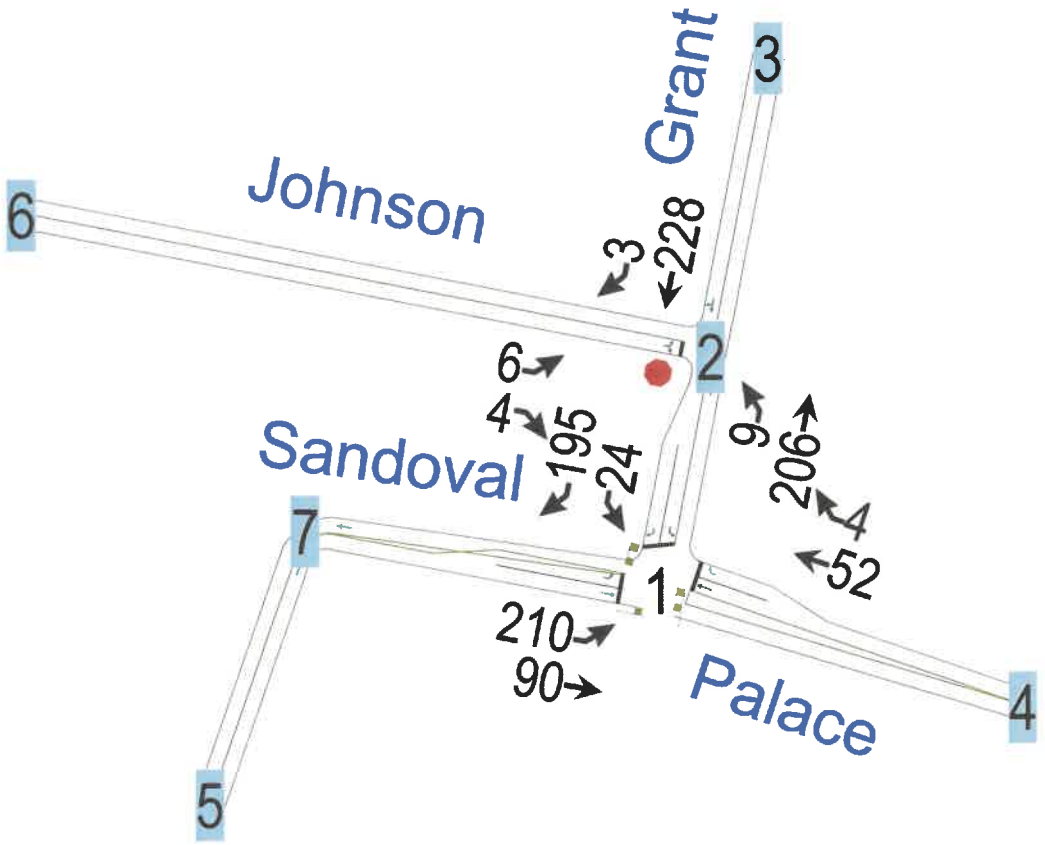
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	16	9	209	338	18
Future Vol, veh/h	22	16	9	209	338	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	20	11	261	423	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	718	435	446	0	-	0
Stage 1	435	-	-	-	-	-
Stage 2	283	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	396	621	1114	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	765	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	391	621	1114	-	-	-
Mov Cap-2 Maneuver	391	-	-	-	-	-
Stage 1	645	-	-	-	-	-
Stage 2	765	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.7	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1114	-	463	-	-
HCM Lane V/C Ratio	0.01	-	0.103	-	-
HCM Control Delay (s)	8.3	0	13.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-


Grant
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Sandoval
Palace
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228
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195
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206
4
52
210
90

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	210	90	52	4	24	195
Future Volume (veh/h)	210	90	52	4	24	195
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	0.88	0.85	0.85
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	233	100	58	4	27	217
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	904	1099	738	551	288	256
Arrive On Green	0.13	0.64	0.43	0.43	0.21	0.21
Sat Flow, veh/h	1641	1723	1723	1285	1395	1241
Grp Volume(v), veh/h	233	100	58	4	27	217
Grp Sat Flow(s),veh/h/ln	1641	1723	1723	1285	1395	1241
Q Serve(g_s), s	3.4	1.1	1.0	0.1	0.8	8.6
Cycle Q Clear(g_c), s	3.4	1.1	1.0	0.1	0.8	8.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	904	1099	738	551	288	256
V/C Ratio(X)	0.26	0.09	0.08	0.01	0.09	0.85
Avail Cap(c_a), veh/h	912	1107	738	551	516	459
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.9	3.6	8.7	8.4	16.5	19.6
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.0	0.1	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.5	0.7	0.0	0.4	4.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.0	3.6	8.9	8.4	16.5	22.6
LnGrp LOS	A	A	A	A	B	C
Approach Vol, veh/h		333	62		244	
Approach Delay, s/veh		4.6	8.9		21.9	
Approach LOS		A	A		C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	14.6	36.7	10.7	26.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	33.0	7.0	22.0
Max Q Clear Time (g_c+I1), s	10.6	3.1	5.4	3.0
Green Ext Time (p_c), s	0.3	0.3	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B

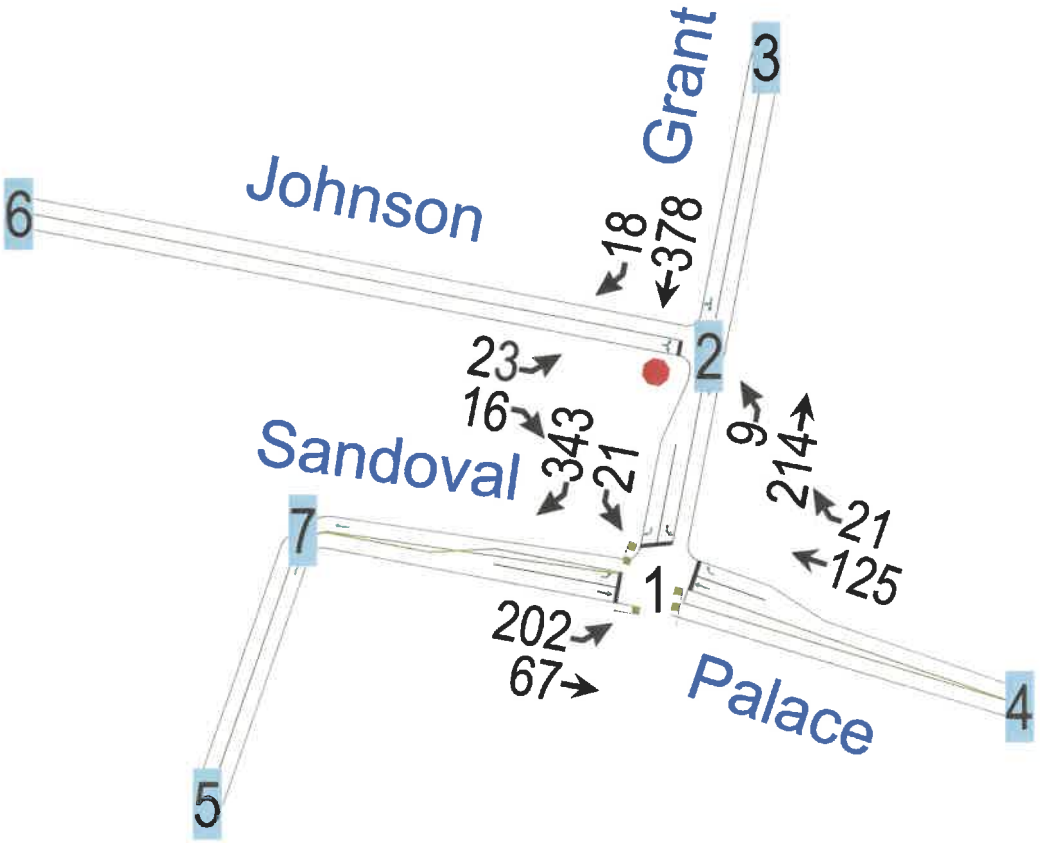
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	4	9	206	228	3
Future Vol, veh/h	6	4	9	206	228	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	4	10	229	253	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	504	255	256	0	-	0
Stage 1	255	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	528	784	1309	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	523	784	1309	-	-	-
Mov Cap-2 Maneuver	523	-	-	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	792	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1309	-	603	-	-
HCM Lane V/C Ratio	0.008	-	0.018	-	-
HCM Control Delay (s)	7.8	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	202	67	125	21	21	343
Future Volume (veh/h)	202	67	125	21	21	343
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	0.88	0.85	0.85
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	252	84	156	26	26	429
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	676	947	632	471	442	538
Arrive On Green	0.12	0.55	0.37	0.37	0.32	0.32
Sat Flow, veh/h	1641	1723	1723	1285	1395	1241
Grp Volume(v), veh/h	252	84	156	26	26	429
Grp Sat Flow(s),veh/h/ln	1641	1723	1723	1285	1395	1241
Q Serve(g_s), s	5.3	1.4	3.8	0.8	0.8	18.0
Cycle Q Clear(g_c), s	5.3	1.4	3.8	0.8	0.8	18.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	676	947	632	471	442	538
V/C Ratio(X)	0.37	0.09	0.25	0.06	0.06	0.80
Avail Cap(c_a), veh/h	676	947	632	471	442	538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.6	6.4	13.2	12.3	14.3	14.7
Incr Delay (d2), s/veh	0.1	0.0	0.9	0.2	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	0.8	2.7	1.3	0.4	18.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.8	6.4	14.2	12.5	14.3	22.4
LnGrp LOS	A	A	B	B	B	C
Approach Vol, veh/h		336	182		455	
Approach Delay, s/veh		8.2	13.9		21.9	
Approach LOS		A	B		C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	23.0	37.0	11.0	26.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	33.0	7.0	22.0
Max Q Clear Time (g_c+I1), s	20.0	3.4	7.3	5.8
Green Ext Time (p_c), s	0.0	0.3	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	15.7
HCM 6th LOS	B

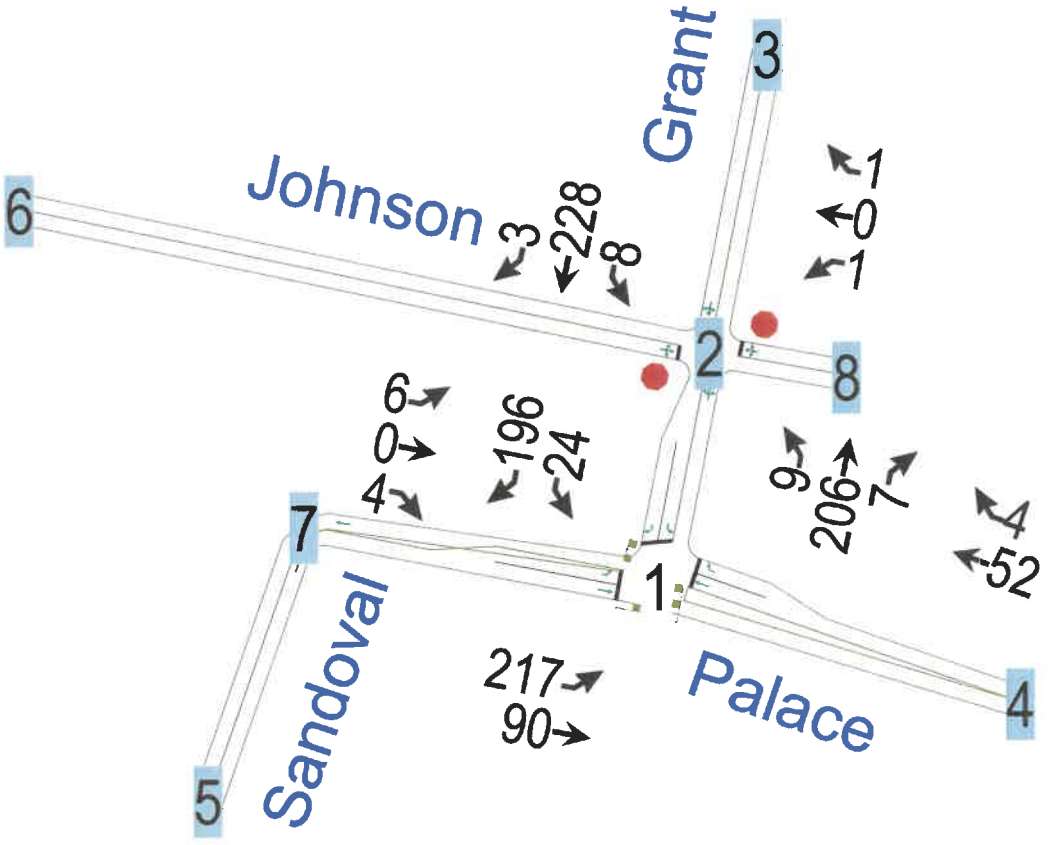
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	16	9	214	378	18
Future Vol, veh/h	23	16	9	214	378	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	20	11	268	473	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	775	485	496	0	-	0
Stage 1	485	-	-	-	-	-
Stage 2	290	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	366	582	1068	-	-	-
Stage 1	619	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	362	582	1068	-	-	-
Mov Cap-2 Maneuver	362	-	-	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	759	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.5	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1068	-	428	-	-
HCM Lane V/C Ratio	0.011	-	0.114	-	-
HCM Control Delay (s)	8.4	0	14.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	210	90	52	4	24	195
Future Volume (veh/h)	217	90	52	4	24	196
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	0.88	0.85	0.85
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	241	100	58	4	27	218
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	903	1098	737	550	289	257
Arrive On Green	0.13	0.64	0.43	0.43	0.21	0.21
Sat Flow, veh/h	1641	1723	1723	1285	1395	1241
Grp Volume(v), veh/h	241	100	58	4	27	218
Grp Sat Flow(s),veh/h/ln	1641	1723	1723	1285	1395	1241
Q Serve(g_s), s	3.6	1.1	1.0	0.1	0.8	8.7
Cycle Q Clear(g_c), s	3.6	1.1	1.0	0.1	0.8	8.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	903	1098	737	550	289	257
V/C Ratio(X)	0.27	0.09	0.08	0.01	0.09	0.85
Avail Cap(c_a), veh/h	910	1106	737	550	515	459
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.0	3.6	8.7	8.4	16.5	19.6
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.0	0.1	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	0.5	0.7	0.0	0.4	4.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.0	3.6	8.9	8.5	16.5	22.6
LnGrp LOS	A	A	A	A	B	C
Approach Vol, veh/h		341	62		245	
Approach Delay, s/veh		4.6	8.9		22.0	
Approach LOS		A	A		C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	14.6	36.8	10.8	26.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	33.0	7.0	22.0
Max Q Clear Time (g_c+I1), s	10.7	3.1	5.6	3.0
Green Ext Time (p_c), s	0.3	0.3	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B

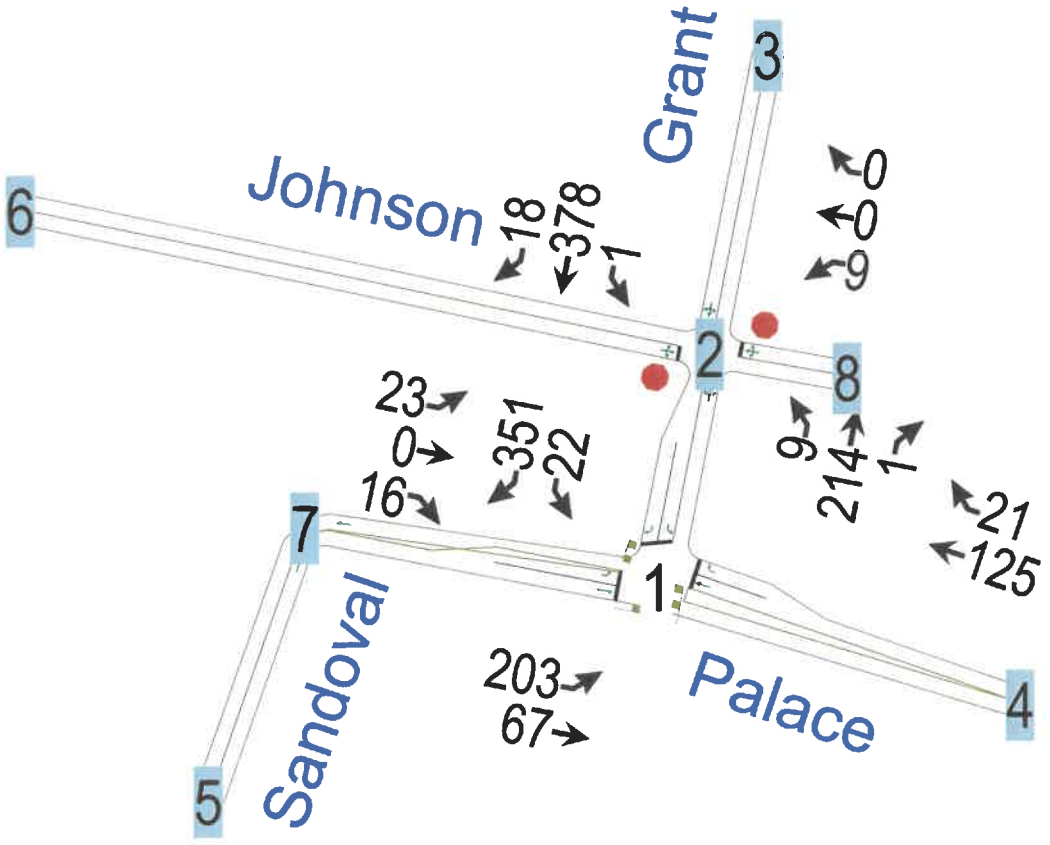
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	6	0	4	0	0	0	9	206	0	0	228	3
Future Vol, veh/h	6	0	4	1	0	1	9	206	7	8	228	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	4	1	0	1	10	229	8	9	253	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	527	530	255	528	527	233	256	0	0	237	0	0
Stage 1	273	273	-	253	253	-	-	-	-	-	-	-
Stage 2	254	257	-	275	274	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	462	455	784	461	456	806	1309	-	-	1330	-	-
Stage 1	733	684	-	751	698	-	-	-	-	-	-	-
Stage 2	750	695	-	731	683	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	456	447	784	452	448	806	1309	-	-	1330	-	-
Mov Cap-2 Maneuver	456	447	-	452	448	-	-	-	-	-	-	-
Stage 1	726	679	-	744	692	-	-	-	-	-	-	-
Stage 2	742	689	-	721	678	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	11.2	0.3	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1309	-	-	548	579	1330	-	-
HCM Lane V/C Ratio	0.008	-	-	0.02	0.004	0.007	-	-
HCM Control Delay (s)	7.8	0	-	11.7	11.2	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	202	67	125	21	21	343
Future Volume (veh/h)	203	67	125	21	22	351
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	0.88	0.85	0.85
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	254	84	156	26	28	439
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	676	947	632	471	442	538
Arrive On Green	0.12	0.55	0.37	0.37	0.32	0.32
Sat Flow, veh/h	1641	1723	1723	1285	1395	1241
Grp Volume(v), veh/h	254	84	156	26	28	439
Grp Sat Flow(s),veh/h/ln	1641	1723	1723	1285	1395	1241
Q Serve(g_s), s	5.3	1.4	3.8	0.8	0.8	18.6
Cycle Q Clear(g_c), s	5.3	1.4	3.8	0.8	0.8	18.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	676	947	632	471	442	538
V/C Ratio(X)	0.38	0.09	0.25	0.06	0.06	0.82
Avail Cap(c_a), veh/h	676	947	632	471	442	538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.6	6.4	13.2	12.3	14.3	14.9
Incr Delay (d2), s/veh	0.1	0.0	0.9	0.2	0.0	8.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	0.8	2.7	1.3	0.5	18.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.8	6.4	14.2	12.5	14.3	23.8
LnGrp LOS	A	A	B	B	B	C
Approach Vol, veh/h		338	182		467	
Approach Delay, s/veh		8.2	13.9		23.2	
Approach LOS		A	B		C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	23.0	37.0	11.0	26.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	33.0	7.0	22.0
Max Q Clear Time (g_c+I1), s	20.6	3.4	7.3	5.8
Green Ext Time (p_c), s	0.0	0.3	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

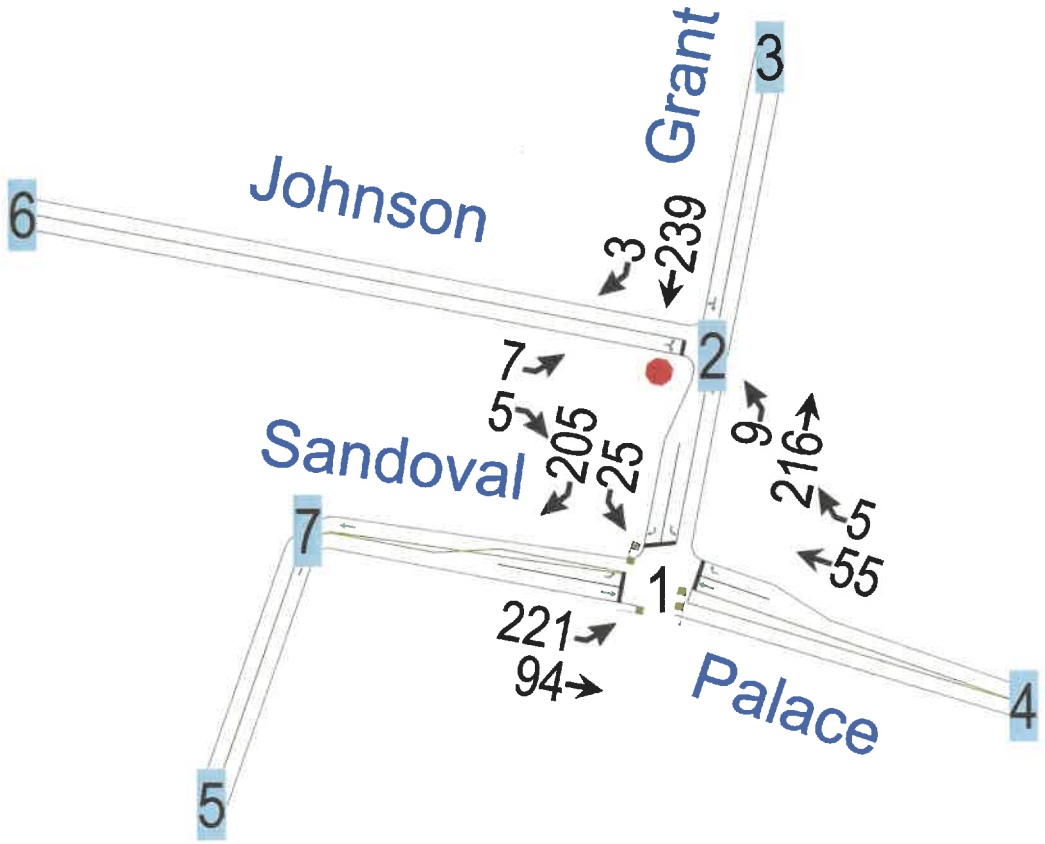
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	23	0	16	0	0	0	9	214	0	0	378	18
Future Vol, veh/h	23	0	16	9	0	0	9	214	1	1	378	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	0	20	11	0	0	11	268	1	1	473	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	778	778	485	788	789	269	496	0	0	269	0	0
Stage 1	487	487	-	291	291	-	-	-	-	-	-	-
Stage 2	291	291	-	497	498	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	314	328	582	309	323	770	1068	-	-	1295	-	-
Stage 1	562	550	-	717	672	-	-	-	-	-	-	-
Stage 2	717	672	-	555	544	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	311	324	582	295	319	770	1068	-	-	1295	-	-
Mov Cap-2 Maneuver	311	324	-	295	319	-	-	-	-	-	-	-
Stage 1	555	549	-	708	664	-	-	-	-	-	-	-
Stage 2	708	664	-	535	543	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.7	17.7	0.3	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1068	-	-	384	295	1295	-	-
HCM Lane V/C Ratio	0.011	-	-	0.127	0.038	0.001	-	-
HCM Control Delay (s)	8.4	0	-	15.7	17.7	7.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	-	-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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	221	94	55	5	25	205
Future Volume (veh/h)	221	94	55	5	25	205
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	0.88	0.85	0.85
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	246	104	61	6	28	228
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	889	1087	729	544	300	267
Arrive On Green	0.13	0.63	0.42	0.42	0.22	0.22
Sat Flow, veh/h	1641	1723	1723	1285	1395	1241
Grp Volume(v), veh/h	246	104	61	6	28	228
Grp Sat Flow(s),veh/h/ln	1641	1723	1723	1285	1395	1241
Q Serve(g_s), s	3.7	1.2	1.1	0.1	0.8	9.2
Cycle Q Clear(g_c), s	3.7	1.2	1.1	0.1	0.8	9.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	889	1087	729	544	300	267
V/C Ratio(X)	0.28	0.10	0.08	0.01	0.09	0.85
Avail Cap(c_a), veh/h	896	1093	729	544	510	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.2	3.8	9.0	8.7	16.3	19.6
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.0	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	0.5	0.7	0.1	0.5	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.3	3.8	9.2	8.7	16.4	22.8
LnGrp LOS	A	A	A	A	B	C
Approach Vol, veh/h		350	67		256	
Approach Delay, s/veh		4.8	9.2		22.1	
Approach LOS		A	A		C	

Timer - Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		15.2		36.8			10.8	26.0
Change Period (Y+Rc), s		4.0		4.0			4.0	4.0
Max Green Setting (Gmax), s		19.0		33.0			7.0	22.0
Max Q Clear Time (g_c+I1), s		11.2		3.2			5.7	3.1
Green Ext Time (p_c), s		0.3		0.4			0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

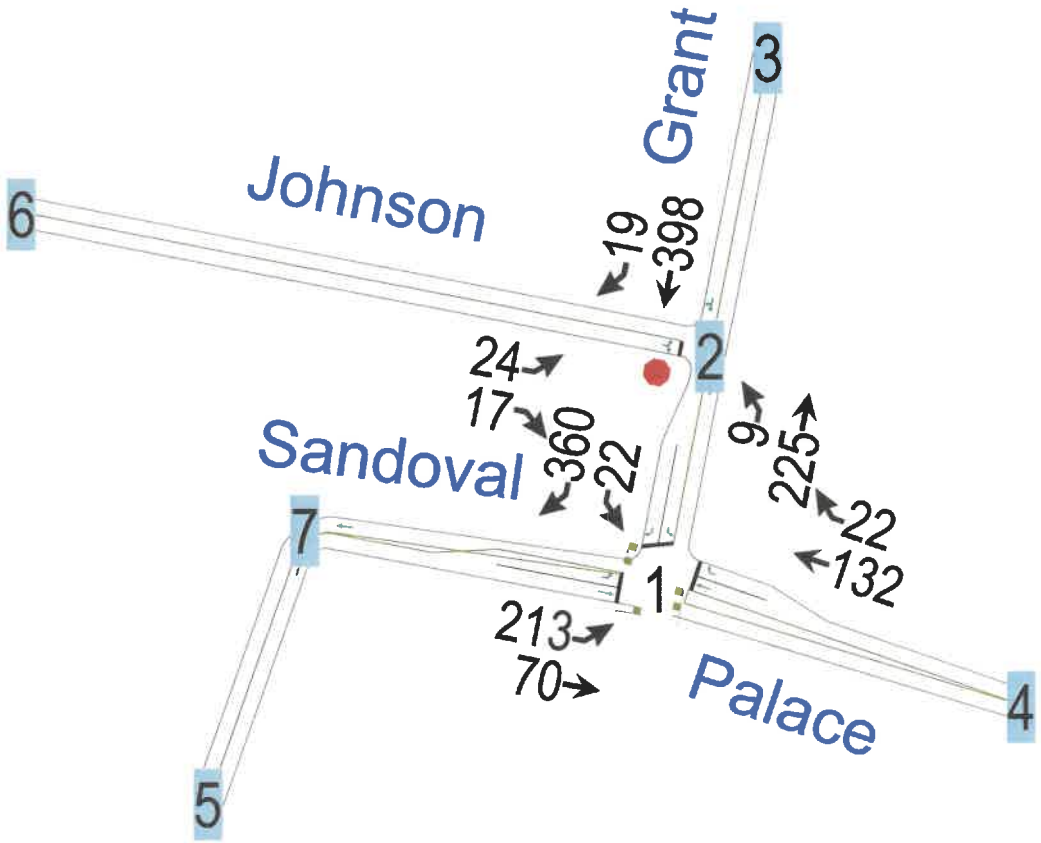
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	5	9	216	239	3
Future Vol, veh/h	7	5	9	216	239	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	6	10	240	266	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	528	268	269	0	-	0
Stage 1	268	-	-	-	-	-
Stage 2	260	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	511	771	1295	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	506	771	1295	-	-	-
Mov Cap-2 Maneuver	506	-	-	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	783	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1295	-	591	-	-
HCM Lane V/C Ratio	0.008	-	0.023	-	-
HCM Control Delay (s)	7.8	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	213	70	132	22	22	360
Future Volume (veh/h)	213	70	132	22	22	360
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	0.88	0.85	0.85
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	266	88	165	28	28	450
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	668	947	632	471	442	538
Arrive On Green	0.12	0.55	0.37	0.37	0.32	0.32
Sat Flow, veh/h	1641	1723	1723	1285	1395	1241
Grp Volume(v), veh/h	266	88	165	28	28	450
Grp Sat Flow(s),veh/h/ln	1641	1723	1723	1285	1395	1241
Q Serve(g_s), s	5.6	1.5	4.0	0.8	0.8	19.0
Cycle Q Clear(g_c), s	5.6	1.5	4.0	0.8	0.8	19.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	668	947	632	471	442	538
V/C Ratio(X)	0.40	0.09	0.26	0.06	0.06	0.84
Avail Cap(c_a), veh/h	668	947	632	471	442	538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.8	6.4	13.3	12.3	14.3	15.1
Incr Delay (d2), s/veh	0.1	0.0	1.0	0.2	0.0	10.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	0.8	2.9	1.4	0.5	19.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.9	6.4	14.3	12.5	14.3	25.6
LnGrp LOS	A	A	B	B	B	C
Approach Vol, veh/h		354	193		478	
Approach Delay, s/veh		8.3	14.1		25.0	
Approach LOS		A	B		C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	23.0	37.0	11.0	26.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	33.0	7.0	22.0
Max Q Clear Time (g_c+I1), s	21.0	3.5	7.6	6.0
Green Ext Time (p_c), s	0.0	0.3	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

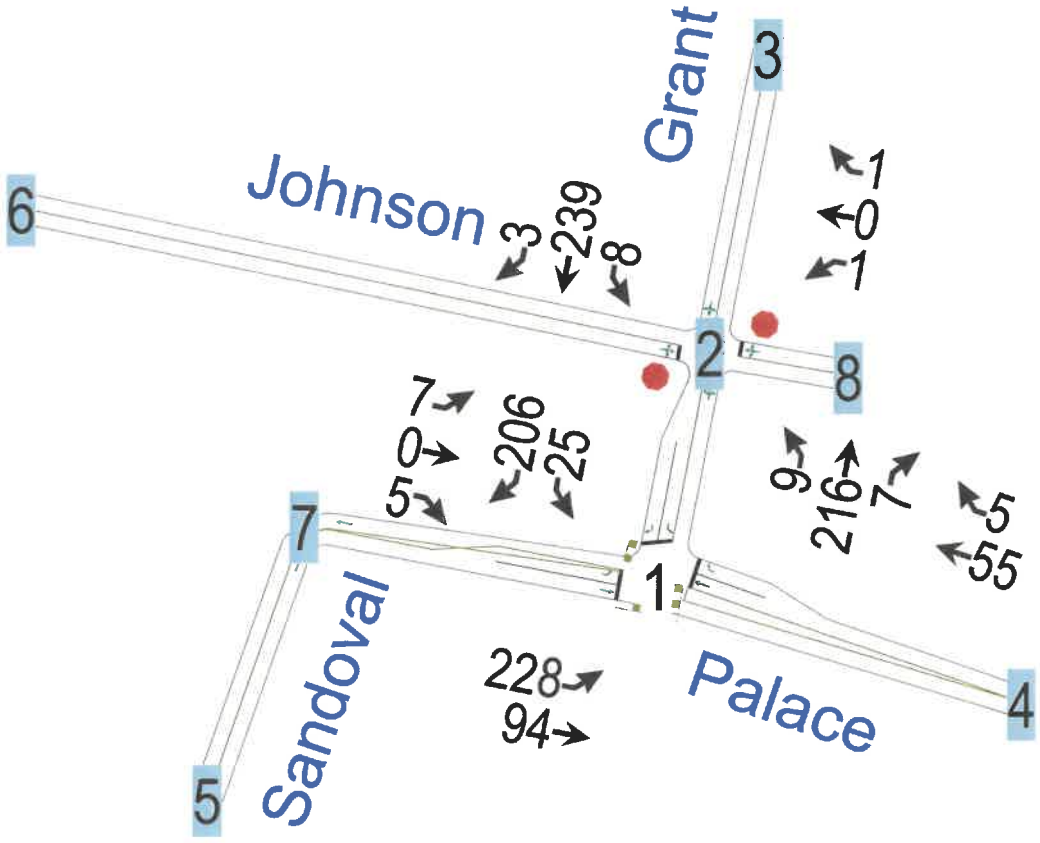
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	17	9	225	398	19
Future Vol, veh/h	24	17	9	225	398	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	21	11	281	498	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	813	510	522	0	-	0
Stage 1	510	-	-	-	-	-
Stage 2	303	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	348	563	1044	-	-	-
Stage 1	603	-	-	-	-	-
Stage 2	749	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	344	563	1044	-	-	-
Mov Cap-2 Maneuver	344	-	-	-	-	-
Stage 1	596	-	-	-	-	-
Stage 2	749	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1044	-	410	-	-
HCM Lane V/C Ratio	0.011	-	0.125	-	-
HCM Control Delay (s)	8.5	0	15	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	221	94	55	5	25	205
Future Volume (veh/h)	228	94	55	5	25	206
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	0.88	0.85	0.85
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	253	104	61	6	28	229
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	889	1086	728	543	301	268
Arrive On Green	0.13	0.63	0.42	0.42	0.22	0.22
Sat Flow, veh/h	1641	1723	1723	1285	1395	1241
Grp Volume(v), veh/h	253	104	61	6	28	229
Grp Sat Flow(s),veh/h/ln	1641	1723	1723	1285	1395	1241
Q Serve(g_s), s	3.9	1.2	1.1	0.1	0.8	9.2
Cycle Q Clear(g_c), s	3.9	1.2	1.1	0.1	0.8	9.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	889	1086	728	543	301	268
V/C Ratio(X)	0.28	0.10	0.08	0.01	0.09	0.85
Avail Cap(c_a), veh/h	894	1092	728	543	509	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.2	3.8	9.0	8.7	16.3	19.6
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.0	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	0.5	0.7	0.1	0.5	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.3	3.8	9.2	8.8	16.4	23.0
LnGrp LOS	A	A	A	A	B	C
Approach Vol, veh/h		357	67		257	
Approach Delay, s/veh		4.9	9.2		22.3	
Approach LOS		A	A		C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	15.3	36.8	10.8	26.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	33.0	7.0	22.0
Max Q Clear Time (g_c+I1), s	11.2	3.2	5.9	3.1
Green Ext Time (p_c), s	0.3	0.4	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

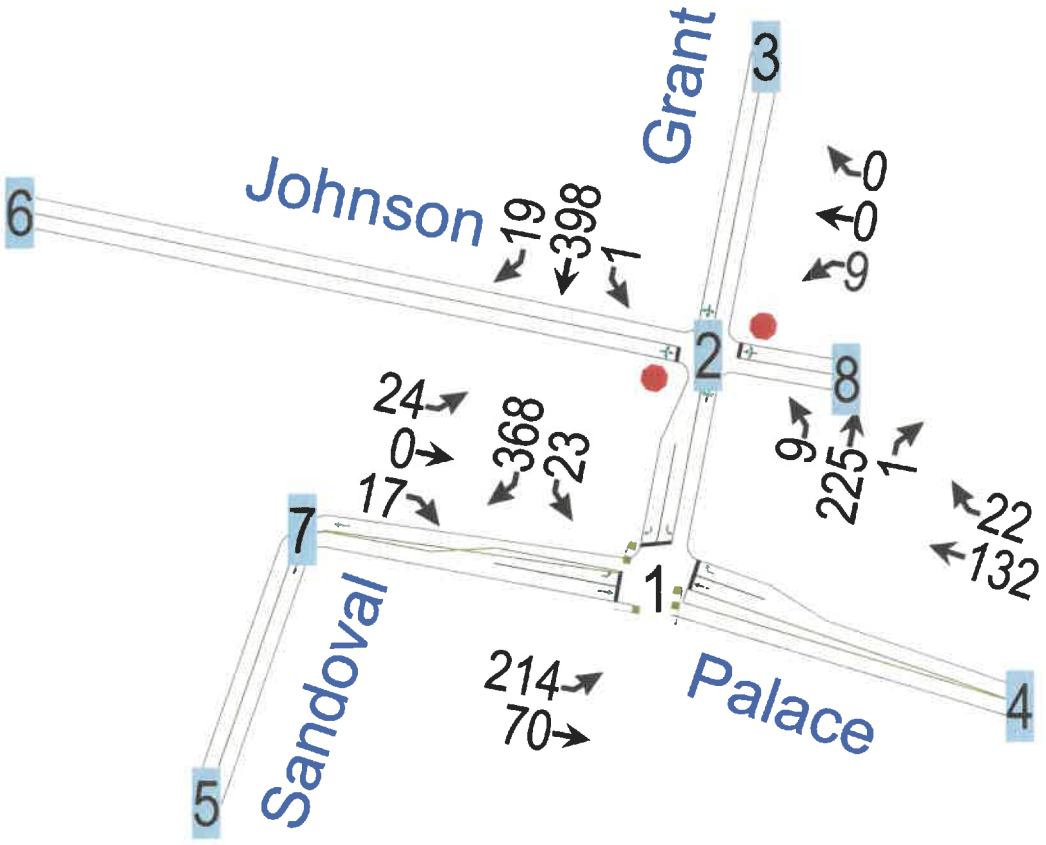
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	7	0	5	0	0	0	9	216	0	0	239	3
Future Vol, veh/h	7	0	5	1	0	1	9	216	7	8	239	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	6	1	0	1	10	240	8	9	266	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	551	554	268	553	551	244	269	0	0	248	0	0
Stage 1	286	286	-	264	264	-	-	-	-	-	-	-
Stage 2	265	268	-	289	287	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	445	440	771	444	442	795	1295	-	-	1318	-	-
Stage 1	721	675	-	741	690	-	-	-	-	-	-	-
Stage 2	740	687	-	719	674	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	439	433	771	435	434	795	1295	-	-	1318	-	-
Mov Cap-2 Maneuver	439	433	-	435	434	-	-	-	-	-	-	-
Stage 1	715	670	-	734	684	-	-	-	-	-	-	-
Stage 2	732	681	-	708	669	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	11.4	0.3	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1295	-	-	535	562	1318	-	-
HCM Lane V/C Ratio	0.008	-	-	0.025	0.004	0.007	-	-
HCM Control Delay (s)	7.8	0	-	11.9	11.4	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	213	70	132	22	22	360
Future Volume (veh/h)	214	70	132	22	23	368
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	0.88	0.85	0.85
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	268	88	165	28	29	460
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	668	947	632	471	442	538
Arrive On Green	0.12	0.55	0.37	0.37	0.32	0.32
Sat Flow, veh/h	1641	1723	1723	1285	1395	1241
Grp Volume(v), veh/h	268	88	165	28	29	460
Grp Sat Flow(s),veh/h/ln	1641	1723	1723	1285	1395	1241
Q Serve(g_s), s	5.7	1.5	4.0	0.8	0.9	19.0
Cycle Q Clear(g_c), s	5.7	1.5	4.0	0.8	0.9	19.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	668	947	632	471	442	538
V/C Ratio(X)	0.40	0.09	0.26	0.06	0.07	0.86
Avail Cap(c_a), veh/h	668	947	632	471	442	538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.8	6.4	13.3	12.3	14.3	15.3
Incr Delay (d2), s/veh	0.1	0.0	1.0	0.2	0.0	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	0.8	2.9	1.4	0.5	19.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.9	6.4	14.3	12.5	14.3	27.5
LnGrp LOS	A	A	B	B	B	C
Approach Vol, veh/h		356	193		489	
Approach Delay, s/veh		8.3	14.1		26.8	
Approach LOS		A	B		C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	23.0	37.0	11.0	26.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	33.0	7.0	22.0
Max Q Clear Time (g_c+I1), s	21.0	3.5	7.7	6.0
Green Ext Time (p_c), s	0.0	0.3	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	0	17	0	0	0	9	225	0	0	398	19
Future Vol, veh/h	24	0	17	9	0	0	9	225	1	1	398	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	0	21	11	0	0	11	281	1	1	498	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	816	816	510	827	828	282	522	0	0	282	0	0
Stage 1	512	512	-	304	304	-	-	-	-	-	-	-
Stage 2	304	304	-	523	524	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	296	311	563	291	306	757	1044	-	-	1280	-	-
Stage 1	545	536	-	705	663	-	-	-	-	-	-	-
Stage 2	705	663	-	537	530	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	293	307	563	277	302	757	1044	-	-	1280	-	-
Mov Cap-2 Maneuver	293	307	-	277	302	-	-	-	-	-	-	-
Stage 1	538	535	-	697	655	-	-	-	-	-	-	-
Stage 2	697	655	-	516	529	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.4	18.5	0.3	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1044	-	-	366	277	1280	-	-
HCM Lane V/C Ratio	0.011	-	-	0.14	0.041	0.001	-	-
HCM Control Delay (s)	8.5	0	-	16.4	18.5	7.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.1	0	-	-

APPENDIX E
Crash Data

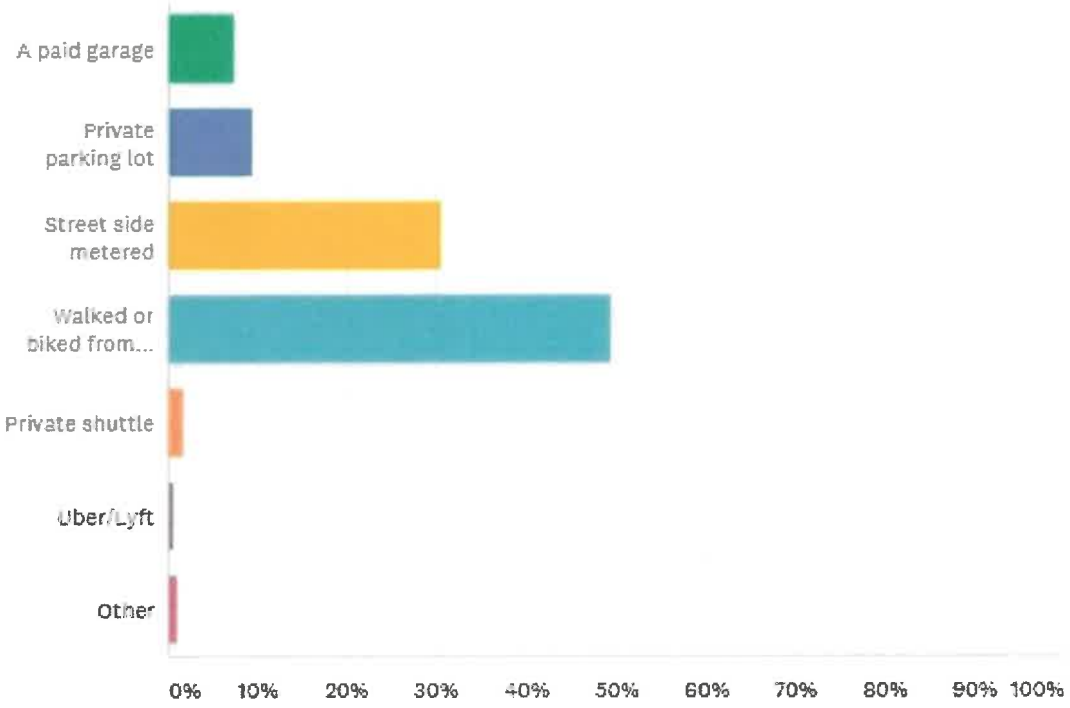
	N	0	2	1	1	Property Damage Only Crash	Other Vehicle	Other Vehicle - One Vehicle/Backing From Driveway Access	Improper Backing	Clear	Daylight	Not Involve
	S	0	1	1	0	Property Damage Only Crash	Other (Object)	Invalid Code	Improper Backing	Clear	Daylight	Not Involve
WEST MARCY STREET	S	0	1	1	0	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Opposite Direction	None	Clear	Daylight	Not Involve
PALACE AVE	N	0	2	3	0	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight	Not Involve
MARCY ST	W	0	2	2	0	Property Damage Only Crash	Other Vehicle	Other Vehicle - One Vehicle/Back From Parked Position	Improper Backing	Clear	Daylight	Not Involve
	N	0	1	2	0	Property Damage Only Crash	Fixed Object	Fixed Object - Tree	Alcohol/Drug Involved	Clear	Dark-Lighted	Involved

APPENDIX F
Parking Generation

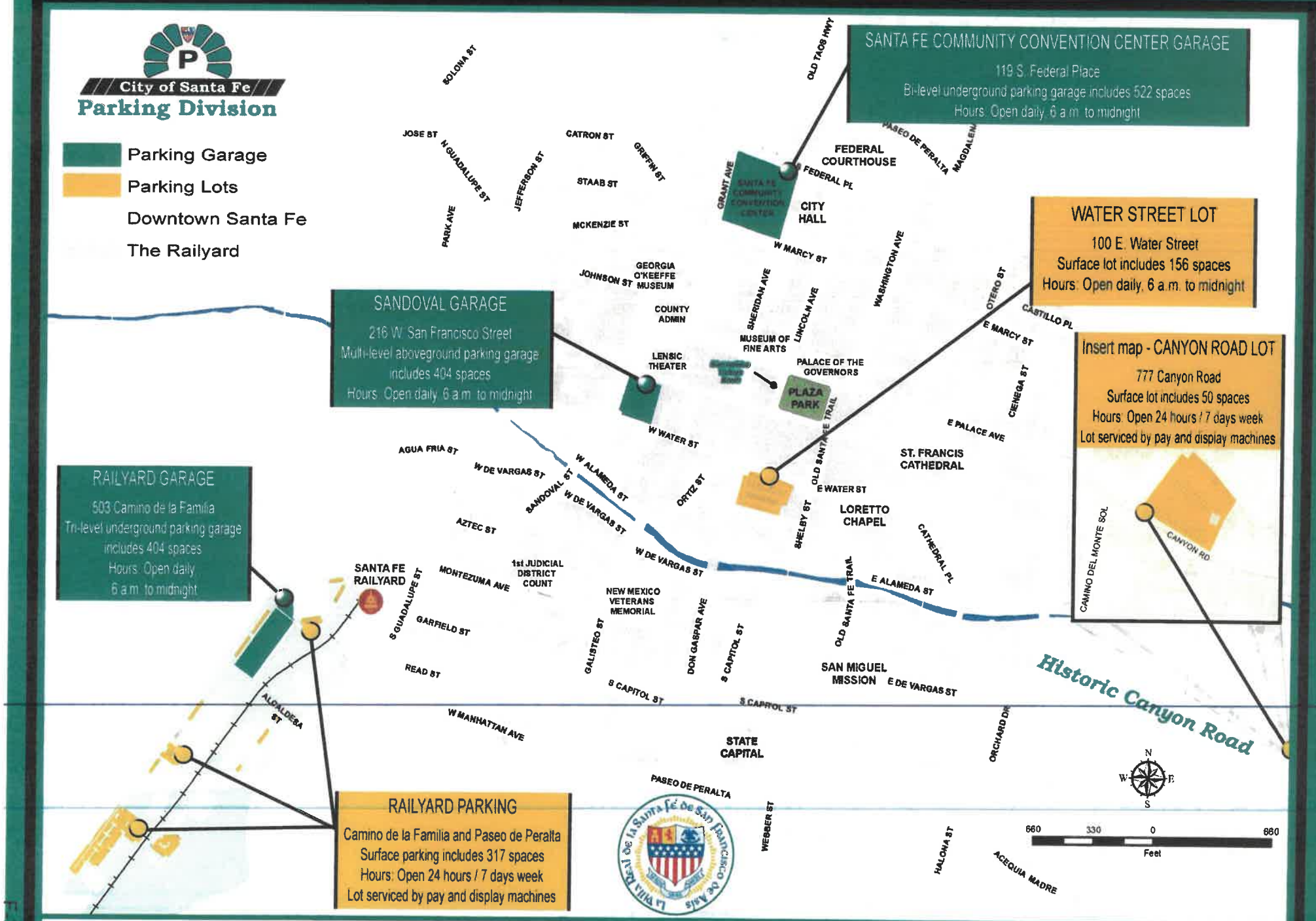
Q4

How did you arrive to the museum?

Answered: 180 Skipped: 1

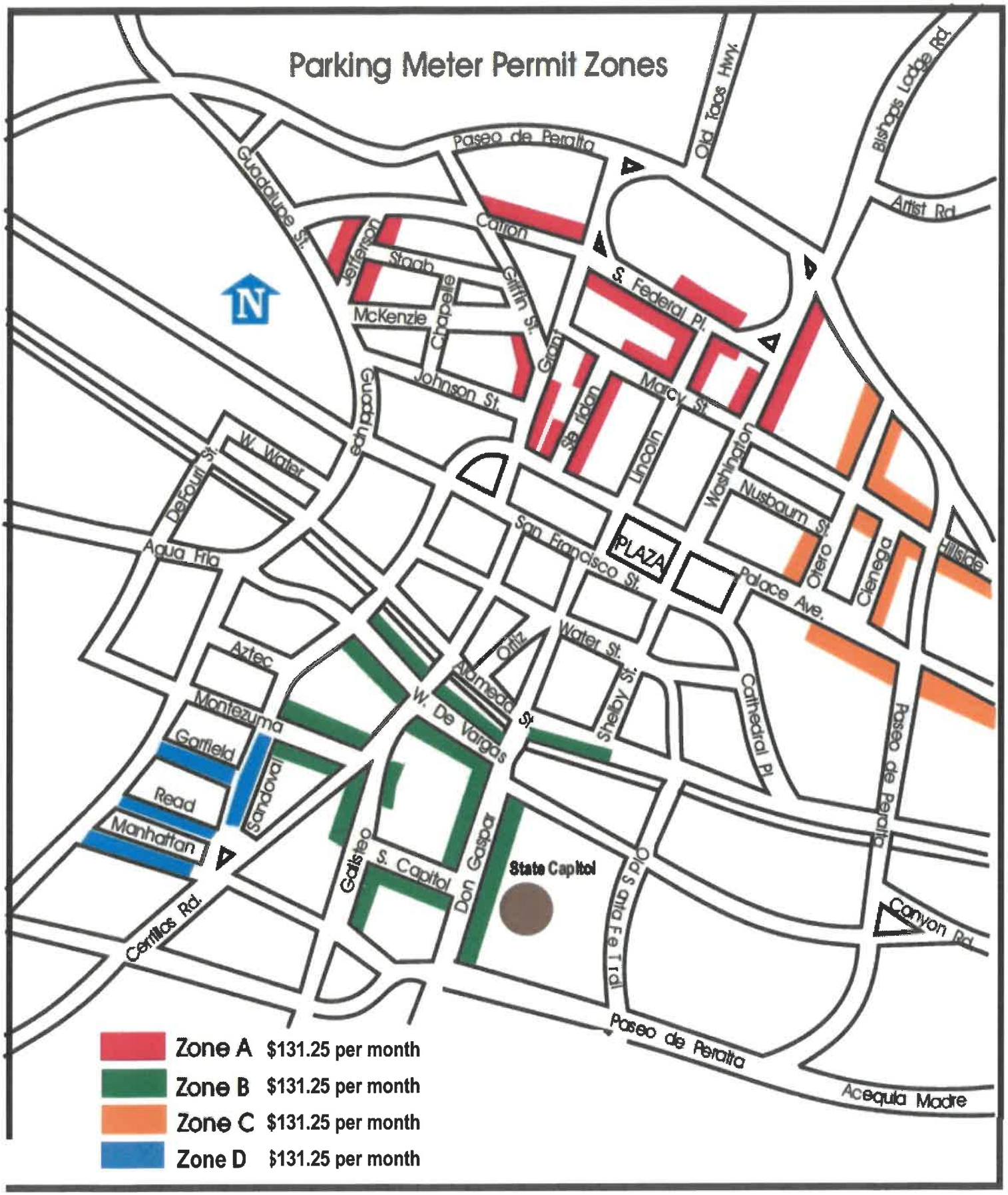


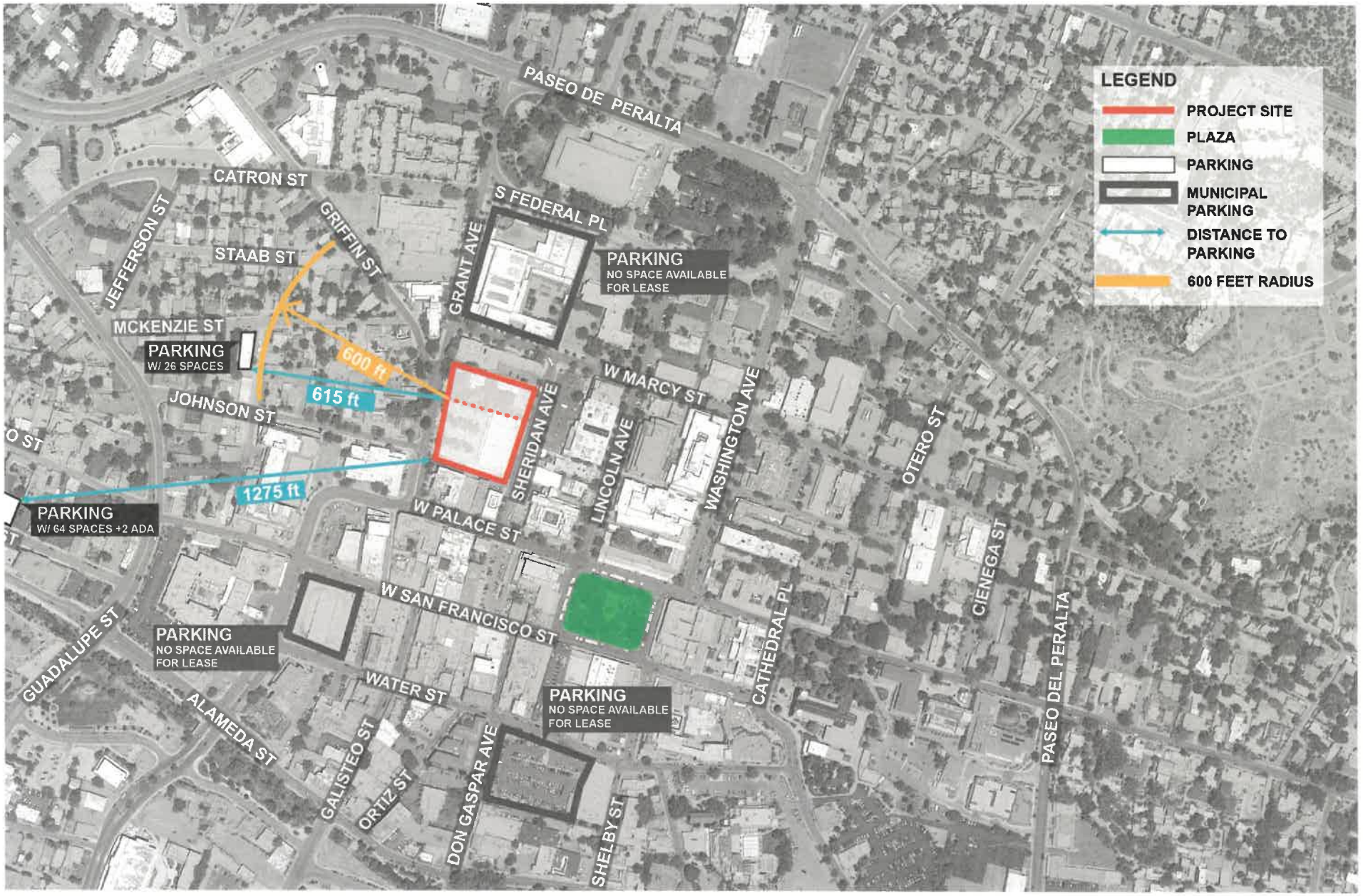
ANSWER CHOICES	RESPONSES	
A paid garage	7.22%	13
Private parking lot	9.44%	17
Street side metered	30.56%	55
Walked or biked from hotel/home	49.44%	89
Private shuttle	1.67%	3
Uber/Lyft	0.56%	1
Other	1.11%	2
TOTAL		180



The Parking Division would like to make your parking experience in Santa Fe a pleasurable one. Please contact us to find information on our parking services and accommodations.
•ADA Parking Accommodations •Parking Lots and Garages •Special Event Parking •Parking Meters •Motorcycle Parking •Parking Solutions (505) 955-6581 www.santafenm.gov/parking

City of Santa Fe Parking Division




LEGEND
PROJECT SITE
PLAZA
PARKING
MUNICIPAL PARKING
DISTANCE TO PARKING
600 FEET RADIUS
PASEO DE PERALTA
CATRON ST
JEFFERSON ST
GRIFFIN ST
STAAB ST
S FEDERAL PL
GRANT AVE
PARKING
NO SPACE AVAILABLE FOR LEASE
MCKENZIE ST
PARKING
W/ 26 SPACES
600 ft
615 ft
JOHNSON ST
W MARCY ST
SHERIDAN AVE
LINCOLN AVE
WASHINGTON AVE
OTERO ST
1275 ft
PARKING
W/ 64 SPACES +2 ADA
W PALACE ST
CIENEGA ST
W SAN FRANCISCO ST
CATHEDRAL PL
PASEO DEL PERALTA
GUADALUPE ST
PARKING
NO SPACE AVAILABLE FOR LEASE
WATER ST
PARKING
NO SPACE AVAILABLE FOR LEASE
ALAMEDA ST
GALISTEO ST
ORTIZ ST
DON GASPAR AVE
SHELBY ST

ATE TO REMAIN

NESSIE ONLY

N

TO REMAIN

E EXISTING 2" TO 3" LAYER - REPAVE
SHOWN WITH 4" WHITE REFLECTIVE

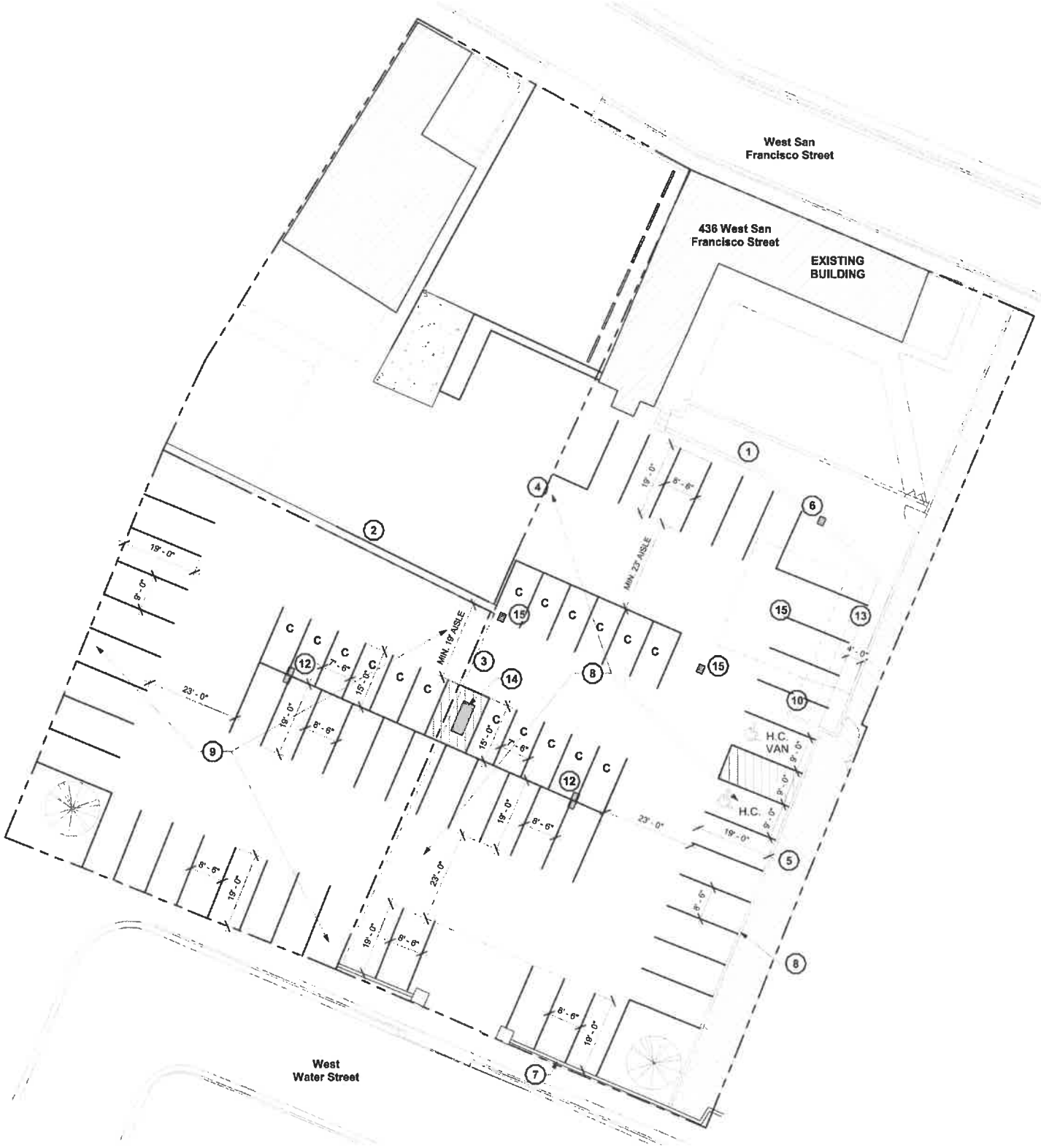
TH 3" ASPHALT - RESTRIPE AS SHOWN

CING AND GATES

MOVED

OF CONCRETE RAMP UP TO 4' FROM

P PAY-BY-SPACE "MINI PAY BOXX"
KING BOXX WITH 4G MODEM, 2D
AND VALIDATION



GEORGIA O'KEEFFE MUSEUM

LOOKING EAST FROM JOHNSON STREET

DRAWING LIST

DEVELOPMENT PLAN DRAWINGS	
SHEET NO.	SHEET NAME
DP000	COVER - DRAWING LIST
DP061	PROPOSED PARKING - W SANFRANCISCO & W WATER STREET PARKING
DP062	PROPOSED PARKING - CHAPELLE STREET PARKING
DP063	PROPOSED PARKING - SITE DETAILS
DP070	AERIAL VIEWS - EXISTING & PROPOSED
DP071	AERIAL VIEWS - EXISTING & PROPOSED
DP072	AERIAL VIEWS - EXISTING & PROPOSED
DP100	DEVELOPMENT PLAN -
DP105	OFF STREET PARKING, SETBACKS, OPEN SPACE, & BUILDING AREA -
DP110	EXTERIOR LIGHTING -
DP200	BUILDING ELEVATIONS -

CIVIL DRAWINGS	
C100	GENERAL NOTES
C101	TOPOGRAPHIC SURVEY
C102	SITE DEMOLITION PLAN
C103	DRAINAGE PLAN
C104	GRADING AND DRAINAGE PLAN
C105	MASTER UTILITY PLAN

DEMOLITION DRAWINGS	
D101	DEMOLITION PLAN - LANDSCAPE

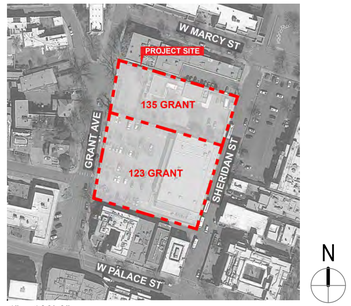
LANDSCAPE DRAWINGS	
LP101	LANDSCAPE PLAN
LP102	GRADING PLAN

IRRIGATION DRAWINGS	
IR-1.1	IRRIGATION LAYOUT PLAN

DEVELOPMENT PLAN

OCTOBER 05, 2021

SITE LOCATION



1" = 160'-0"

OWNER

123-135 GRANT LLC
155 GRANT AVENUE SANTA FE, NM 87501

CLIENT

GEORGIA O'KEEFFE MUSEUM
217 JOHNSON STREET, SANTA FE NM, 8750
T: 505.946.1000

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CIVIL TRANSFORMATIONS INC.
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T: 505.508.3374

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New York NY 10013
Tel : 212 929 0100

GEORGIA O'KEEFFE MUSEUM

SANTA FE, NM

PROJECT NUMBER : 17008

COVER
DRAWING LIST

DATE : 10/05/21
SCALE : AS NOTED
DRAWN : Author

DP000

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KEYED NOTES:

1 EXISTING STONE WALL AND STEPS TO BE DEMOLISHED

2 EXISTING WALL TO REMAIN. ADD HSS 6X6X3/8" DIAGONAL STEEL BRACE AT EASTERN END TO SUPPORT END OF WALL. BOLT TO WALL AND 18" DIA X 36" CONCRETE PIER W/ 4 #4 VERTICAL

3 DEMOLISH WALL

4 EXISTING COYOTE FENCE AND GATE TO REMAIN

5 PEDESTRIAN EASEMENT FOR VANESSIE

6 EXISTING LIGHT POLE TO REMAIN

7 EXISTING WALL AND PILASTERS TO REMAIN

8 REPAVE EXISTING LOT - REMOVE EXISTING 2" TO 3" LAYER - REPAVE WITH 3" ASPHALT. RESTRIPE AS SHOWN WITH 4" WHITE REFLECTIVE TRAFFIC PAINT.

9 PAVE EXISTING GRAVEL LOT WITH 3" ASPHALT - RESTRIPE AS SHOWN ADD COMPACTED BASE COURSE AS NECESSARY TO MATCH GRADE TO EAST

10 REMOVE EXISTING FENCING AND GATES

11 EXISTING POLE LIGHT TO BE REMOVED

12 NEW POLE LIGHT - SEE DETAIL

13 SAWCUT AND REMOVE PORTION OF CONCRETE RAMP UP TO 4' FROM FENCE LINE. ADD SECTION OF RAMP

14 PARKING PAY STATION, WALK-UP PAY-BY-SPACE "MINI PAY BOXX" SMART PARKING METER BY PARKING BOXX WITH 4G MODEM, 2D SCANNER, P-123 PAY-BY-PHONE AND VALIDATION

15 DEMOLISH STORAGE SHED

16 INSTALL NEW 6' HIGH COYOTE FENCE WITH STEEL LINE POSTS @ 6' OC

PARKING CAPACITY:

2 HANDICAPPED ACCESSIBLE SPACES
65 STANDARD (ONE SIZE) SPACES

67 TOTAL SPACES

SCALE: 1/16" = 1'-0"

0 16 32 48 64

1 Parking Plan
1/16" = 1'-0"

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GEORGIA O'KEEFFE MUSEUM

SANTA FE, NM

PROJECT NUMBER : 17008

PROPOSED PARKING
W SANFRANCISCO & W WATER STREET PARKING

DATE : 07/19/21
SCALE : AS NOTED
DRAWN : Author

DP061

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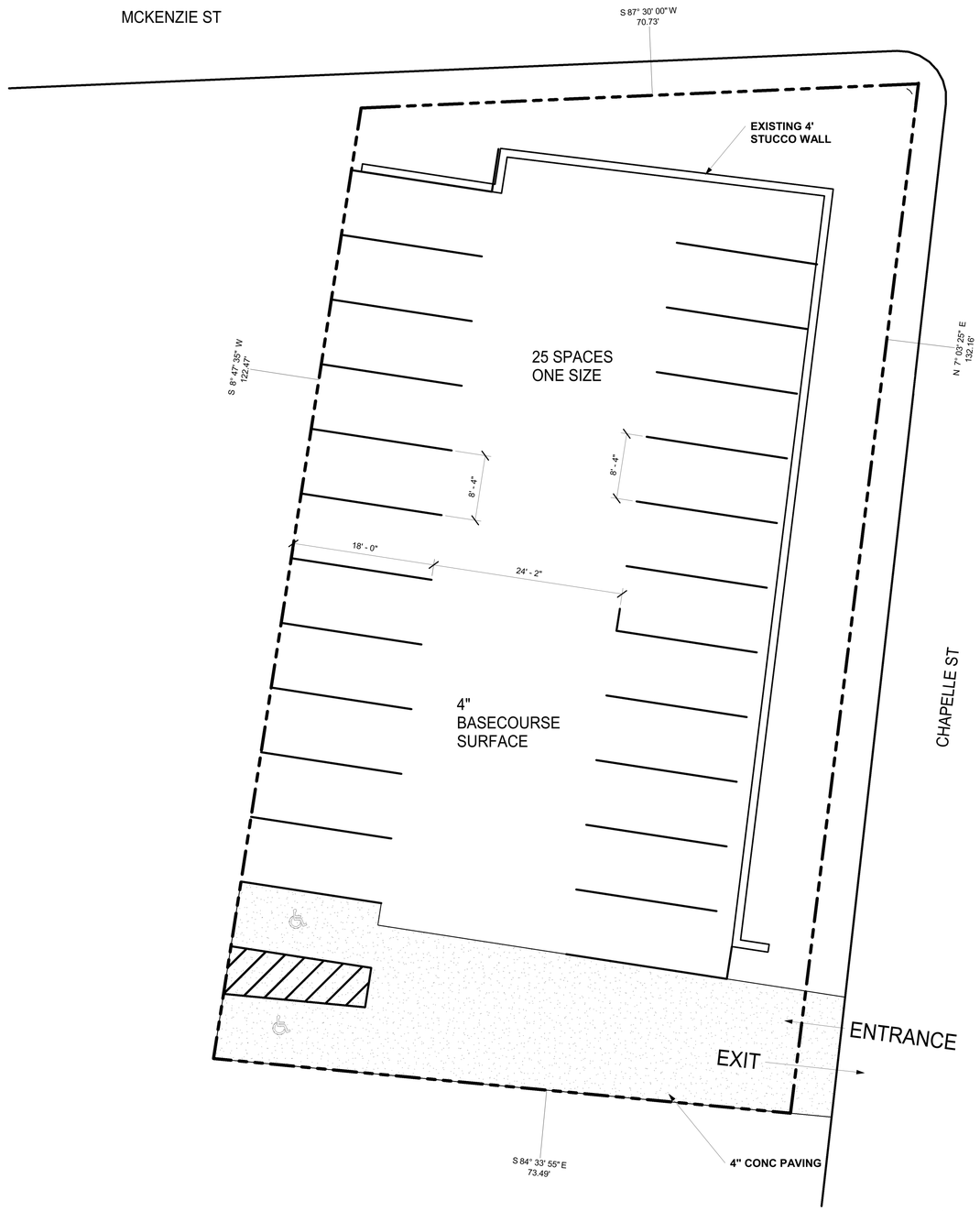

1 Site Plan
1/8" = 1'-0"

PARKING LOT CAPACITY:

2 HANDICAPPED ACCESSIBLE SPACES
23 STANDARD (ONE SIZE) SPACES

25 TOTAL SPACES

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GEORGIA O'KEEFFE MUSEUM
SANTA FE, NM

PROJECT NUMBER : 17008

PROPOSED PARKING
CHAPELLE STREET PARKING

DATE : 07/19/21
SCALE : AS NOTED
DRAWN : Author

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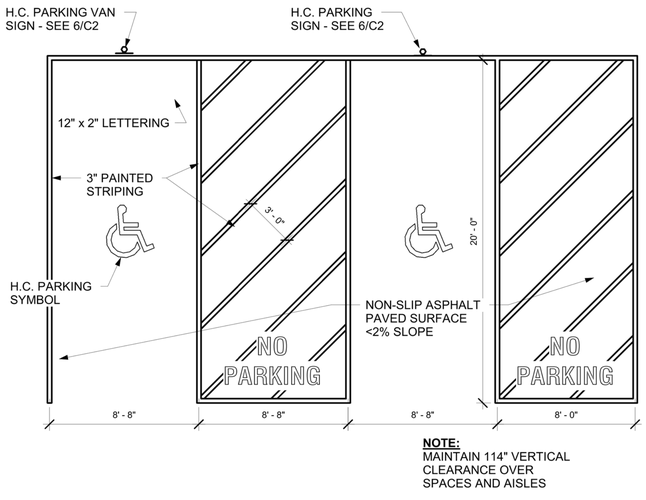
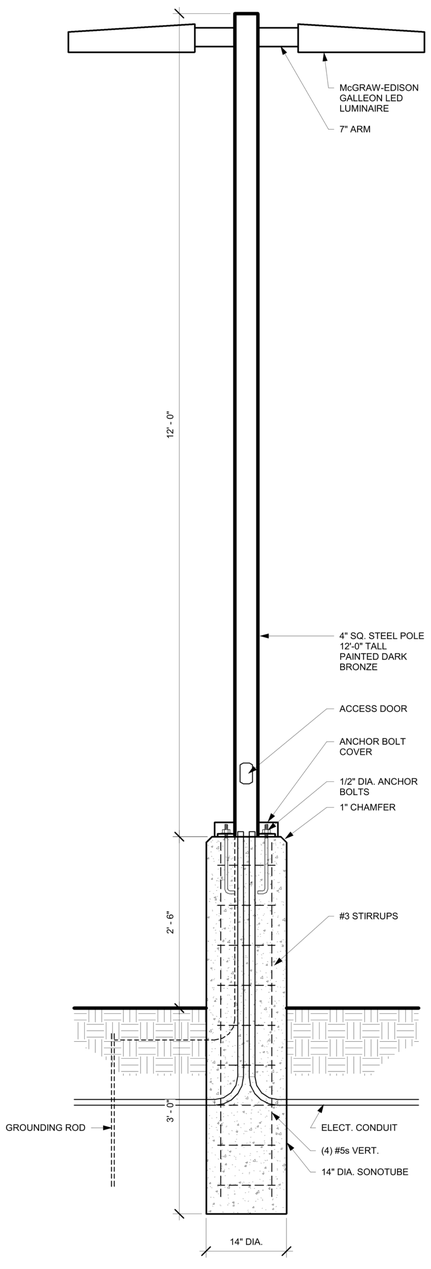
3 H.C. Parking Sign
1" = 1'-0"



1 H.C. Parking Detail
1/4" = 1'-0"



2 Light Pole
1" = 1'-0"

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GEORGIA O'KEEFFE MUSEUM

SANTA FE, NM

PROJECT NUMBER : 17008

PROPOSED PARKING SITE DETAILS

DATE : 07/19/21
SCALE : AS NOTED
DRAWN : Author

DP063

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AERIAL FROM SOUTH WEST - EXISTING CONDITION

AERIAL FROM SOUTH WEST - PROPOSED

AERIAL FROM SOUTH WEST - PROPOSED

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Tel : 212 929 0100

GEORGIA O'KEEFFE MUSEUM

SANTA FE, NM

PROJECT NUMBER : 17008

AERIAL VIEWS
EXISTING & PROPOSED

DATE : 07/06/21
SCALE : AS NOTED
DRAWN : Author

DP070

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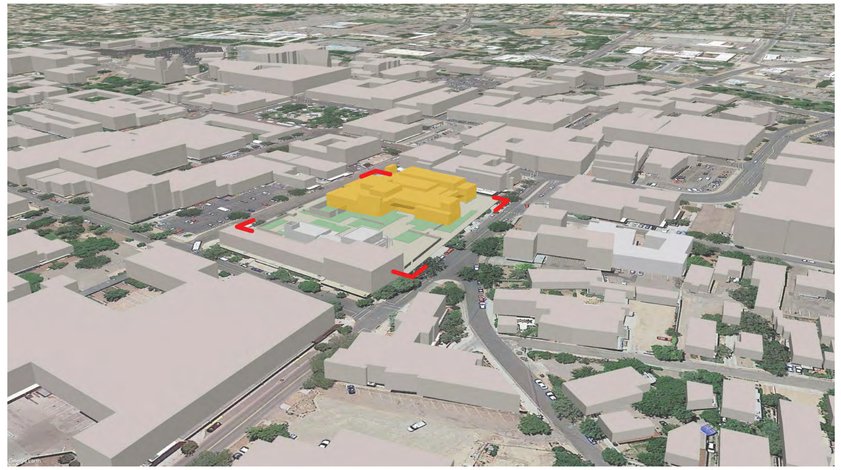
AERIAL FROM NORTH WEST - EXISTING CONDITION



AERIAL FROM NORTH WEST - PROPOSED

AERIAL FROM NORTH WEST - PROPOSED

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	05 OCT 2021	PLANNING COMMISSION

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GEORGIA O'KEEFFE MUSEUM

SANTA FE, NM

PROJECT NUMBER : 17008

AERIAL VIEWS
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DATE : 07/19/21
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DRAWN : Author

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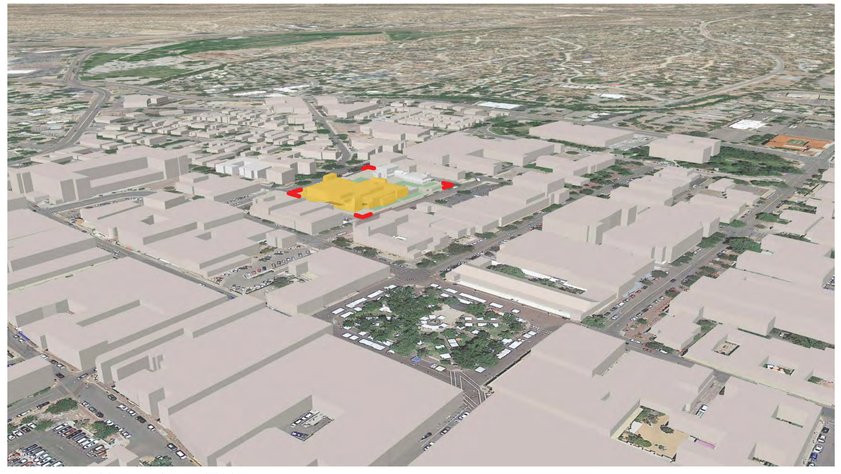
AERIAL FROM SOUTH EAST - EXISTING CONDITION



AERIAL FROM SOUTH EAST - PROPOSED

AERIAL FROM SOUTH EAST - PROPOSED

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GEORGIA O'KEEFFE MUSEUM

SANTA FE, NM

PROJECT NUMBER : 17008

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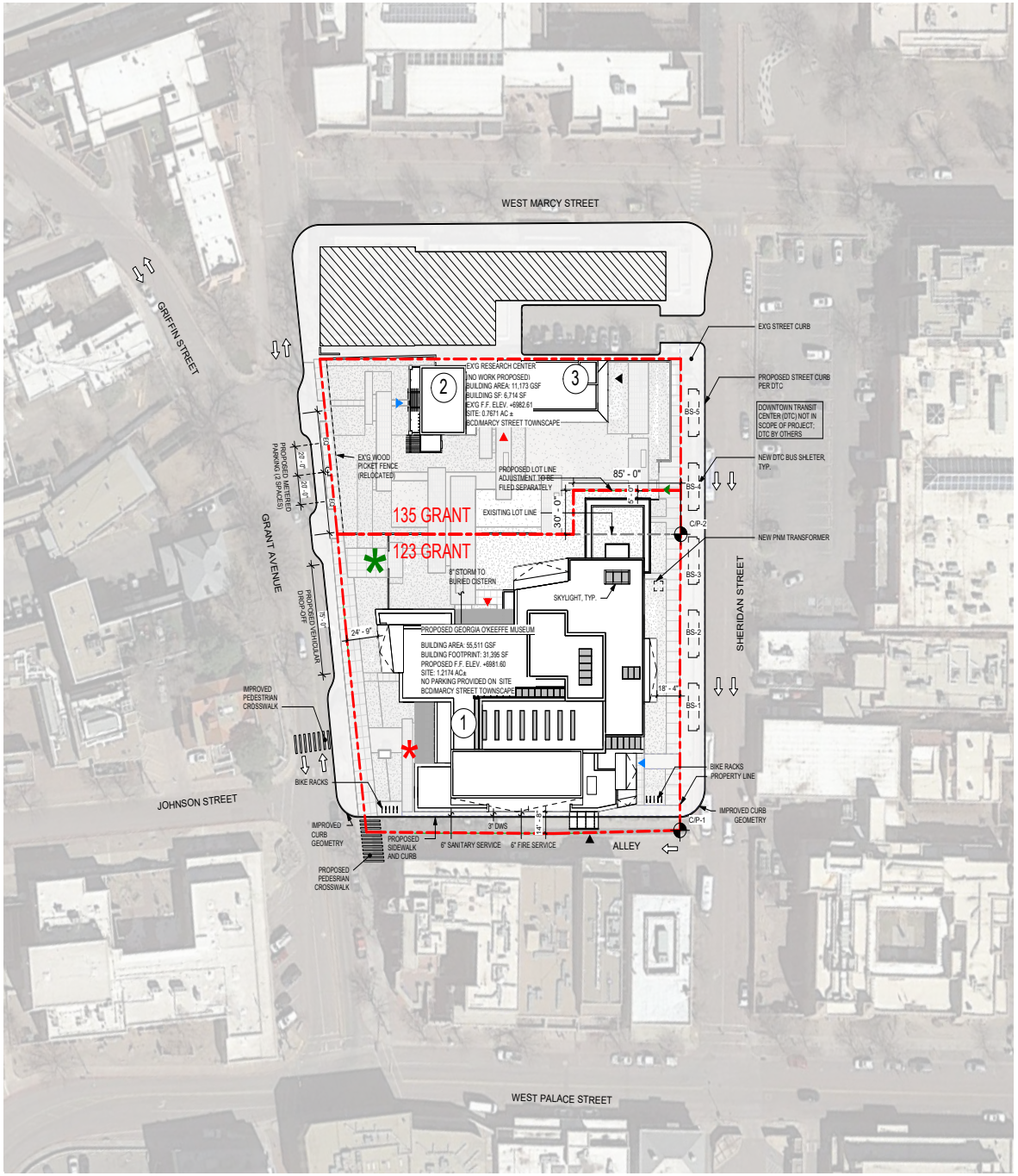

1 PROPOSED MODIFICATION
1" = 40'-0"

LEGEND

123 GRANT AVENUE

1 NEW EXHIBITION BUILDING

135 GRANT AVENUE

2 RESEARCH CENTER

3 LIBRARY & ARCHIVES

- PRIMARY ENTRANCE
- PRIMARY ENTRANCE TO GARDEN
- PUBLIC ENTRANCE
- STAFF ENTRANCE
- SERVICE ENTRANCE
- GARDEN ENTRANCE (EAST)
- VEHICULAR CIRCULATION
- PROPERTY LINE

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NO.	DATE	SUBMISSION
	05 OCT 2021	PLANNING COMMISSION

PROJECT AND SITE INFORMATION

ADDRESS:	123 GRANT AVENUE SANTA FE, NM 87501
UPC:	1054409921323100000
OWNER:	123-135 GRANT LLC
FLOOD ZONE:	X
ZONING:	BUSINESS CAPITAL DISTRICT (BCD)
TOWNSCAPE:	MARCY STREET
HISTORIC OVERLAY:	DOWNTOWN AND EASTSIDE HISTORIC DISTRICT
SITE AREA:	1.2174 AC (53,030 SF)
BLDG. AREA:	55,511 SF
BLDG. FOOTPRINT:	31,395 SF
LOT COVERAGE:	59%
OPEN SPACE REQ.:	5,303 SF
PROPOSED:	7,203 SF
MAX. BLDG. HEIGHT PER HISTORIC STAFF:	34'-8"
PROPOSED HEIGHT:	33'-8"

ADDRESS:	135 GRANT AVENUE SANTA FE, NM 87501
UPC:	1054099218245000000
OWNER:	123-135 GRANT LLC
FLOOD ZONE:	X
ZONING:	BUSINESS CAPITAL DISTRICT (BCD)
TOWNSCAPE:	MARCY STREET
HISTORIC OVERLAY:	DOWNTOWN AND EASTSIDE HISTORIC DISTRICT
SITE AREA:	0.7671 AC (33,415 SF)
BLDG. AREA:	11,173 SF
BLDG. FOOTPRINT:	6,714 SF
LOT COVERAGE:	20%

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GEORGIA O'KEEFFE MUSEUM
SANTA FE, NM

PROJECT NUMBER : 17008

DEVELOPMENT PLAN

DATE: 09/15/21
SCALE: AS NOTED
DRAWN: Author

DP100

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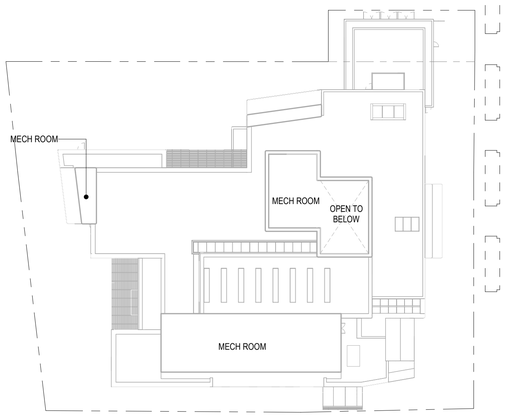
PARKING CALCULATIONS

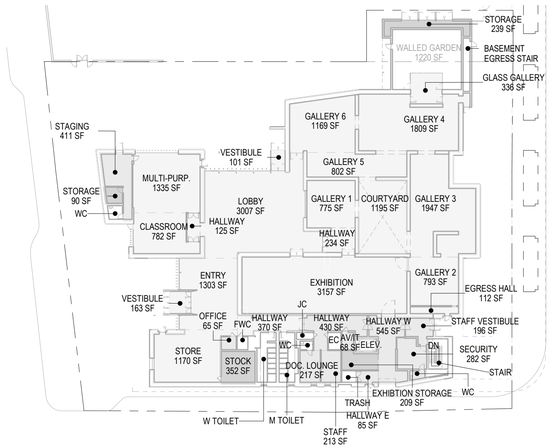
OCCUPANCY	AREA	PARKING LOAD FACTOR	PARKING SPACE
BASEMENT			
OFFICE / WORKROOM	5,308 SF	500	10.62
MAIN LEVEL			
MUSEUM	20,684 SF	250	82.74
OFFICE / WORKROOM	2,555 SF	500	5.11

TOTAL PARKIN REQUIRED = 99 SPACES
TOTAL PARKING PROVIDED = 92 SPACES IN TWO OFF-SITE LOTS*

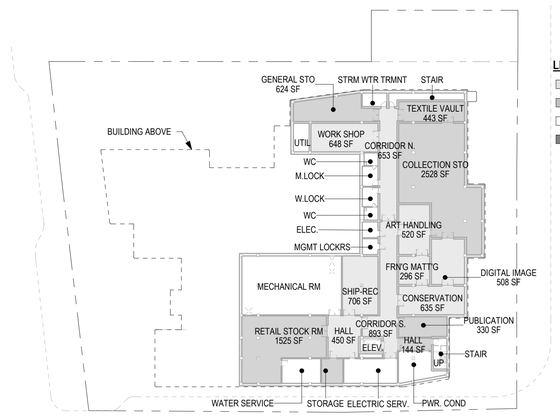
*SEE SHEETS DP061, DP062, AND DP063
FOR PARKING LOT LAYOUT AND DETAILS



6 ROOF
1" = 40'-0"



5 MAIN LEVEL
1" = 40'-0"



4 BASEMENT
1" = 40'-0"

LEGEND
- MUSEUM
- OFFICE / WORKROOM
- MECH/UTILITY
- STORAGE

OPEN SPACE REQUIREMENT FOR MARCY STREET TOWNSCAPE - TABLE 14-7.4(A)-1

SITE AREA:	53,030 SF
REQUIRED OPEN SPACE:	5,303 SF MINIMUM
PROVIDED OPEN SPACE:	7,203 SF

OPEN SPACE (SITE)

ALLEY FRONTAGE	2,367 SF
GRANT FRONTAGE	7,203 SF
SHERIDAN FRONTAGE	6,231 SF
SIDE YARD	7,127 SF
WALLED GARDEN	1,218 SF
TOTAL OPEN SPACE	24,146 SF

GROSS FLOOR AREA - BASEMENT

BUILDING AREA	17,342 SF

GROSS FLOOR AREA - MAIN LEVEL

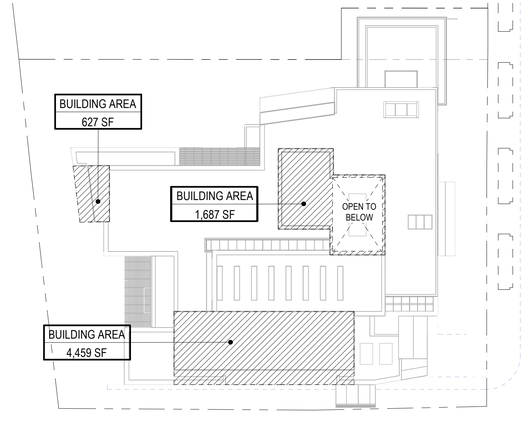
EXTERIOR AREA	1,688 SF
BUILDING AREA	29,707 SF
BUILDING FOOT PRINT	31,395 SF

GROSS FLOOR AREA - ROOF

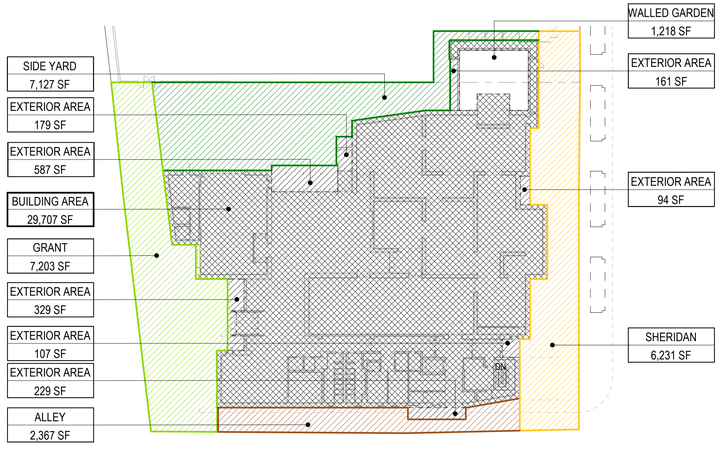
BUILDING AREA	6,773 SF

GROSS FLOOR AREA - TOTAL

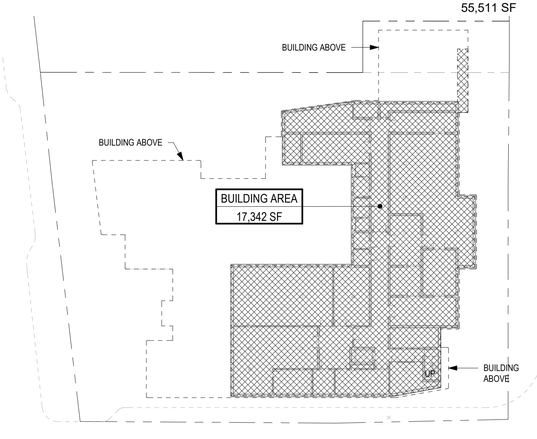
55,511 SF



3 ROOF
1" = 40'-0"



2 MAIN LEVEL
1" = 40'-0"



1 BASEMENT
1" = 40'-0"

LEGEND
- GRANT FRONTAGE
- ALLEY FRONTAGE
- SHERIDAN FRONTAGE
- SIDE YARD
- BUILDING AREA
- EXTERIOR AREA

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GEORGIA O'KEEFFE MUSEUM

SANTA FE, NM

PROJECT NUMBER : 17008

OFF STREET PARKING, SETBACKS, OPEN SPACE, & BUILDING AREA

DATE : JUNE 03 2021
SCALE : AS NOTED
DRAWN : Author

DP105

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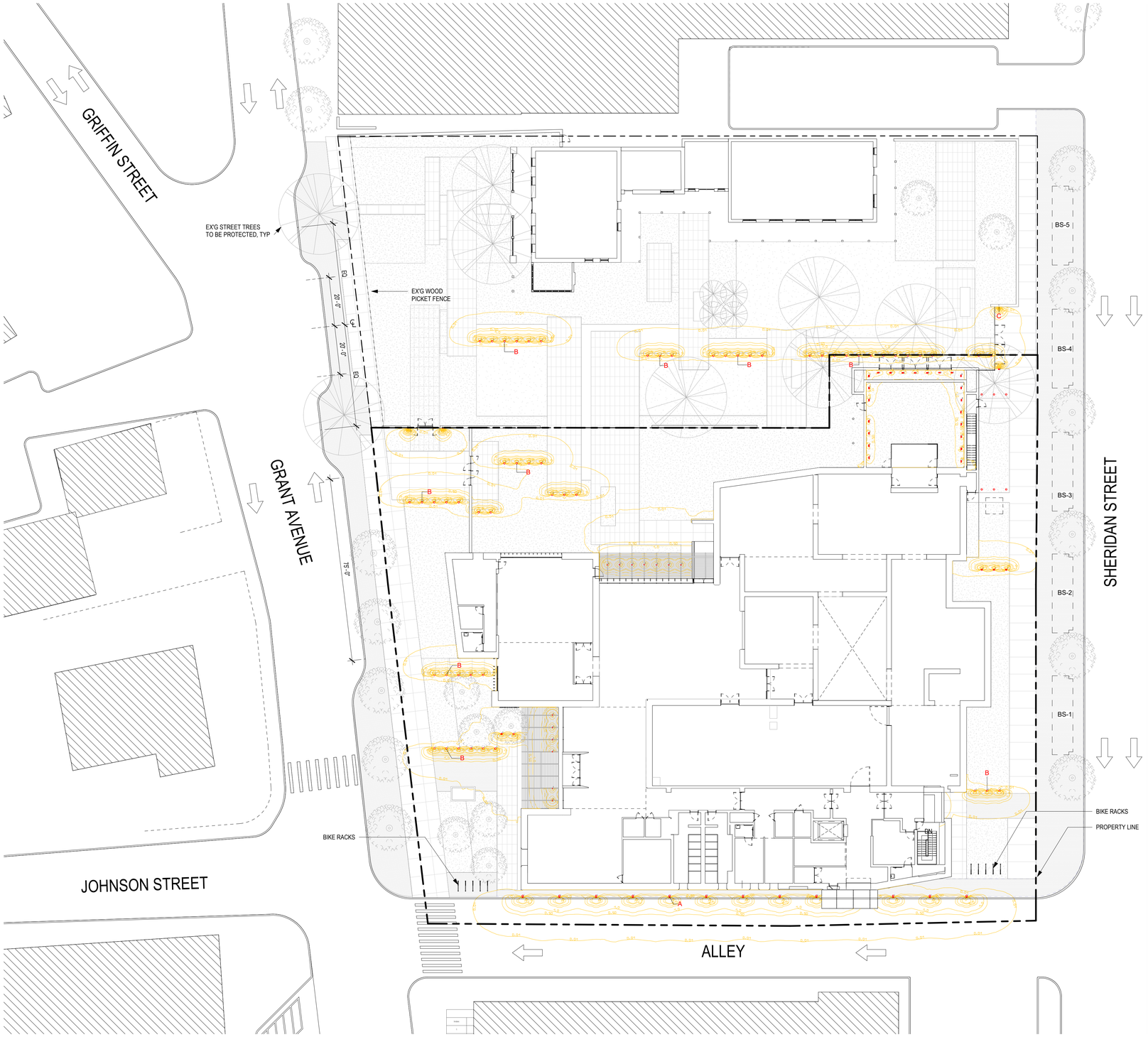

NOTE: ISOLINE VALUES MEASURED IN FOOTCANDLES (FC)

1 EXTERIOR LIGHTING PLAN
1" = 20'-0"

SITE LIGHTING FIXTURE KEY

A BEGA 99058
SHIELDED ASSYMETRIC BOLLARD
11.6w / 1361 lm

B BEGA 99056
SHIELDED ASSYMETRIC BOLLARD (LOW)
11.6w / 1361 lm

C BEGA 24203
RECESSED WALL LUMINAIRE
4.8Ww / 488 lm

D BEGA 55926
RECESSED DOWNLIGHT
12.7w / 1066 lm

E BEGA 84091
IN-GRADE LUMINAIRE
7.2w / 455 lm

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GEORGIA O'KEEFFE MUSEUM

SANTA FE, NM

PROJECT NUMBER : 17008

EXTERIOR LIGHTING

DATE : 07/14/21
SCALE : AS NOTED
DRAWN : Author

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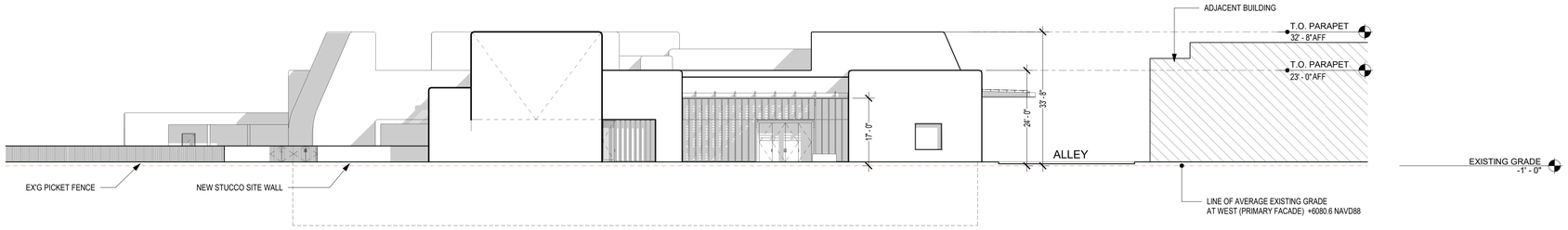
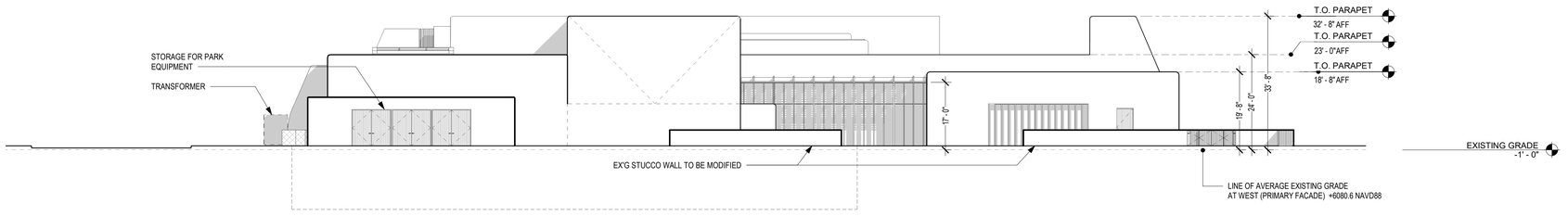
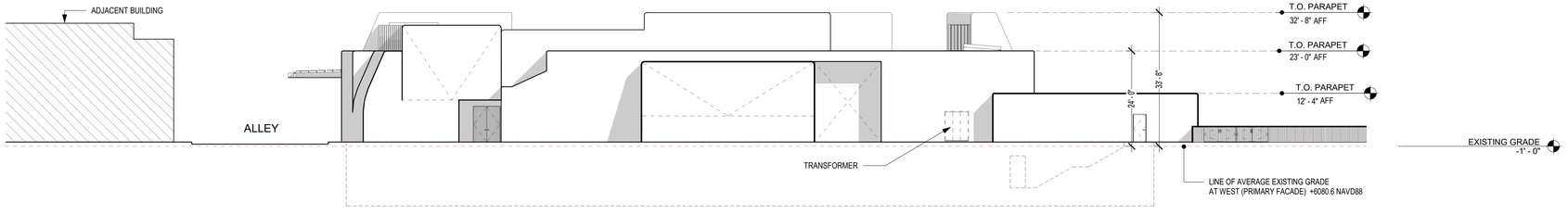


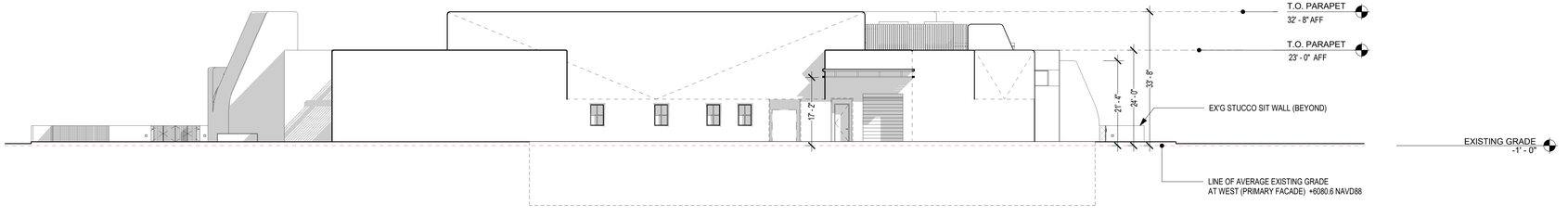
1 WEST ELEVATION
1/16" = 1'-0"



2 NORTH ELEVATION
1/16" = 1'-0"



3 EAST ELEVATION
1/16" = 1'-0"



4 SOUTH ELEVATION
1/16" = 1'-0"

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	05 OCT 2021	PLANNING COMMISSION

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GEORGIA O'KEEFFE MUSEUM

SANTA FE, NM

PROJECT NUMBER : 17008

BUILDING ELEVATIONS

DATE : 10/08/21
SCALE : AS NOTED
DRAWN : Author

DP200

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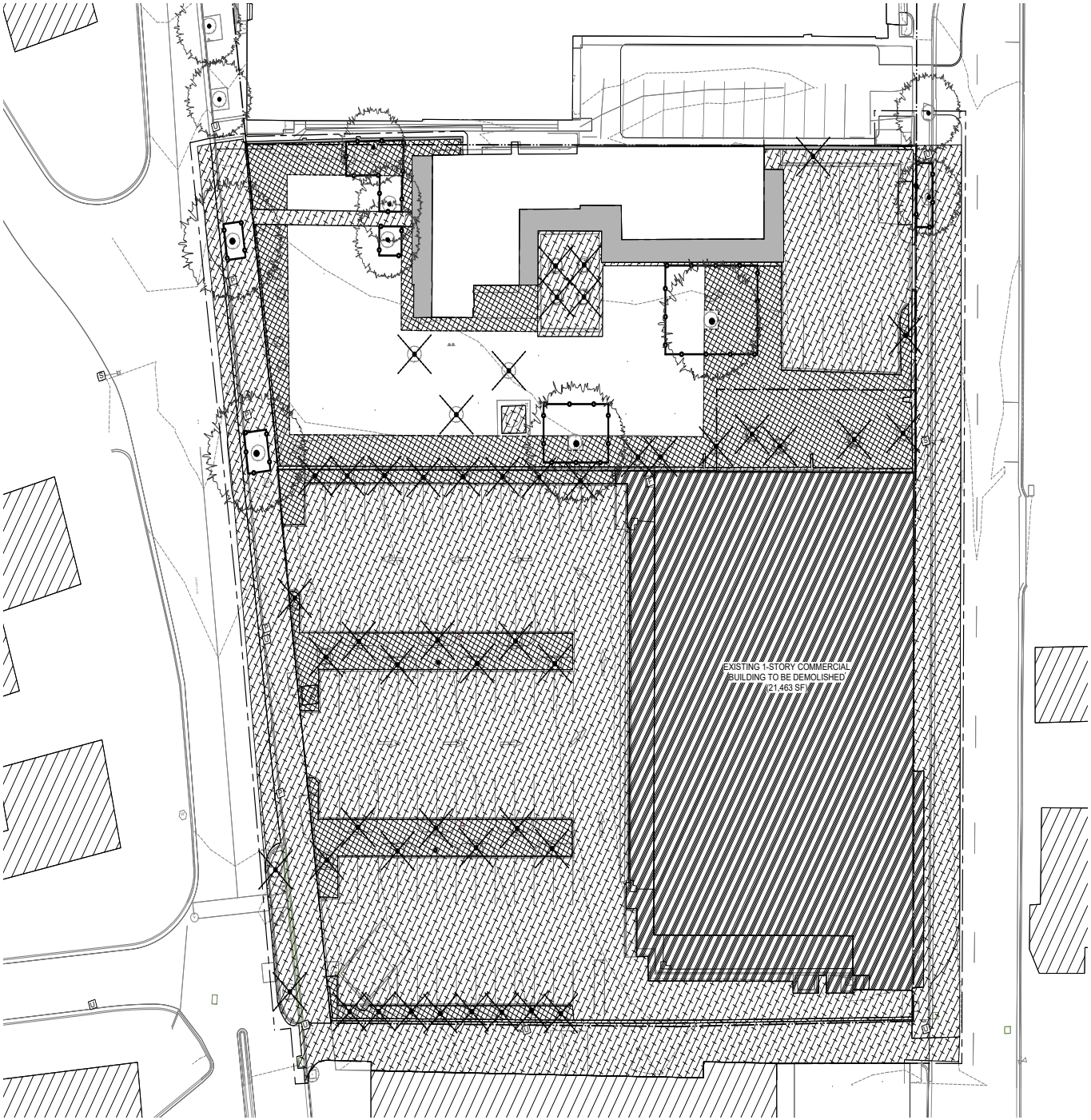

SITE DEMOLITION LEGEND		
SYMBOL	KEYNOTE	DESCRIPTION
		PROPERTY LINE
		LIMIT OF WORK
EXISTING CONDITIONS		
		EXISTING TREE TO REMAIN
U		EXISTING UTILITY POLE
S		EXISTING STREET LIGHT
P		EXISTING PARKING METER
F		EXISTING FIRE HYDRANT / INDICATING VALVE
SITE DEMOLITION AND PROTECTION		
		BUILDING TO DEMOLISH
		MATERIAL TO REMAIN IN PLACE
		MATERIAL TO REMOVE
		PLANTING TO REMOVE LANDSCAPE ARCHITECT TO EVALUATE FOR SALVAGE
		TREE TO BE REMOVED, LANDSCAPE ARCHITECT TO EVALUATE FOR SALVAGE
		TREE PROTECTION FENCING. ROOT PROTECTION MATTING REQUIRED WITHIN DRIPLINE

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Tel : 212 929 0100

GEORGIA O'KEEFFE MUSEUM

SANTA FE, NM

PROJECT NUMBER : 17008

DEMOLITION PLAN - LANDSCAPE

DATE : 10/05/21
SCALE : 1" = 20'
DRAWN : AB

D101

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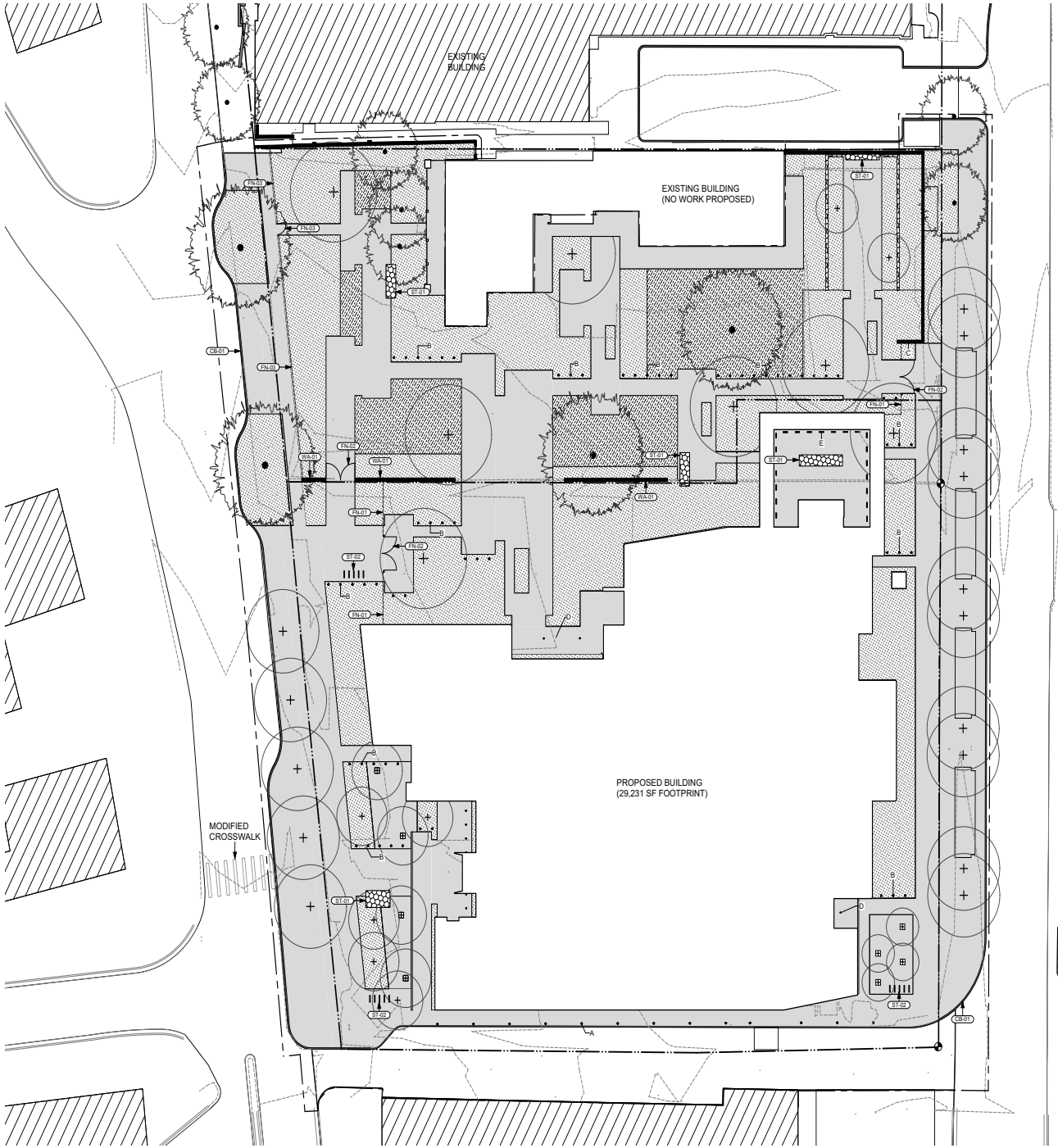

MATERIALS LEGEND

SYMBOL	KEYNOTE	DESCRIPTION
		PROPERTY LINE
		LIMIT OF WORK
		EXISTING TREE TO REMAIN
		CONTROL POINT
Paving		
		PROPOSED PAVING
	CB-01	CURB
Walls and Fences		
	WA-01	WALL
	FN-01	FENCE
	FN-02	GATE
	FN-03	EXISTING PICKET FENCE (RELOCATED)
Planting		
		LAWN
		PLANTING AREA
		PROPOSED TREE
Site		
	ST-01	WATER FEATURE
	ST-02	BIKE RACKS

SITE LIGHTING FIXTURE KEY

A BEGA 99958
SHIELDED ASSYMETRIC BOLLARD
110w / 1361lm

B BEGA 99956
SHIELDED ASSYMETRIC BOLLARD (LOW)
110w / 1361lm

C BEGA 24283
RECESSED WALL LUMINAIRE
4.8Ww / 488 lm

D BEGA 50926
RECESSED DOWNLIGHT
12.7w / 1090 lm

E BEGA 84091
IN-GRADE LUMINAIRE
7.2w / 455 lm

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NO.	DATE	SUBMISSION
	05 OCT 2021	PLANNING COMMISSION

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New York NY 10013
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GEORGIA O'KEEFFE MUSEUM

SANTA FE, NM

PROJECT NUMBER : 17008

LANDSCAPE PLAN

DATE : 10/05/21
SCALE : 1" = 20'
DRAWN : AB

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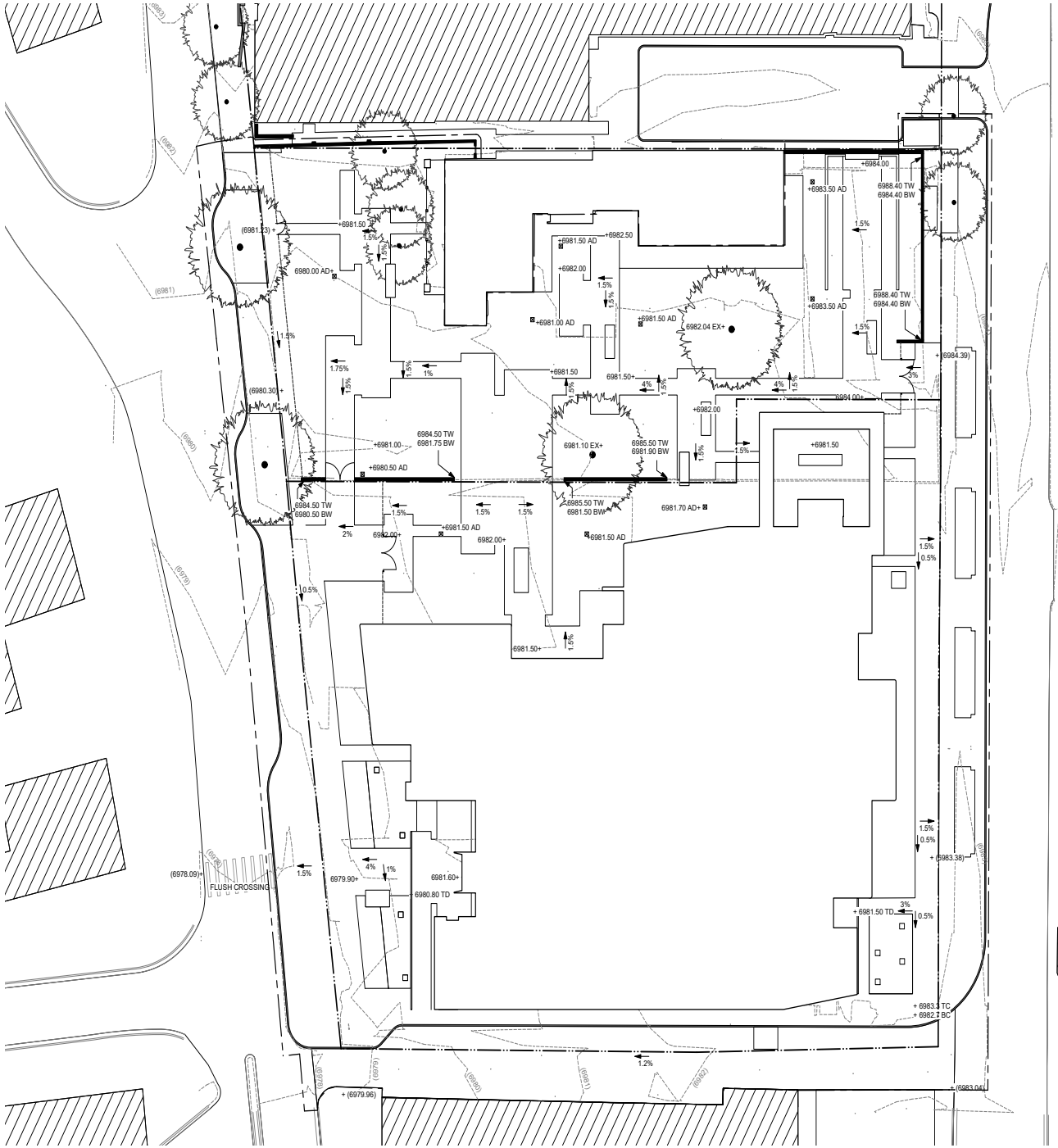
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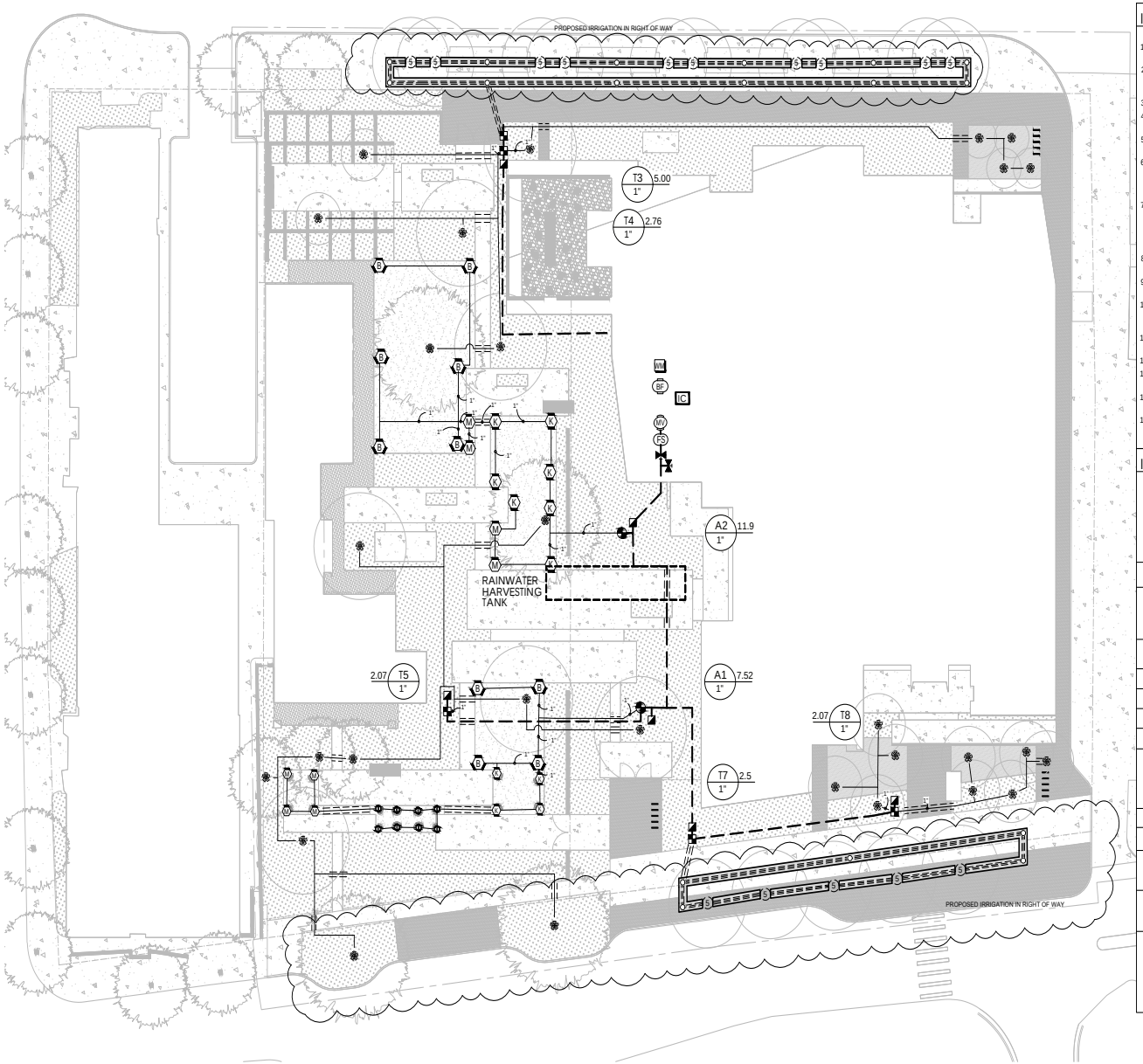

IRRIGATION LAYOUT PLAN
Scale 1" = 20'
0 10' 20 20' 60'

IRRIGATION NOTES

1. SEE IRRIGATION DETAILS AND SPECIFICATIONS SECTION 328400 FOR ADDITIONAL REQUIRED INFORMATION. SEE LANDSCAPE PLANS FOR ADDITIONAL INFORMATION.
2. COORDINATE FINAL LOCATION OF IRRIGATION AND VALVE BOXES WITH FINAL APPROVED LANDSCAPE. IN GENERAL, PLACE ALL VALVE BOXES WITHIN PLANTER BEDS TO MAXIMUM EXTENT PRACTICABLE FOR AT-GRADE LANDSCAPE.
3. ALL PIPE AND VALVE LOCATIONS ARE DIAGRAMMATIC FOR CLARITY: CONTRACTOR SHALL FIELD VERIFY.
4. SPECIFIED VALVE BOX LOCATIONS AND COLORS SHALL BE APPROVED BY LANDSCAPE ARCHITECT AND/OR OWNER'S REPRESENTATIVE.
5. ALL CONTROL WIRE SHALL BE 14/2 AWG TWO-WIRE INSTALLED PARALLEL TO MAINLINE DIRECT BURIAL WITH DBY/R-6 WIRE SPLICE KITS.
6. IRRIGATION SYSTEM IS DESIGNED FOR HARVESTED RAINWATER AND CONDENSATE SUPPLY AT 30 GPM MAXIMUM. SYSTEM TO PRODUCE 60-PSI DYNAMIC PRESSURE MINIMUM AT EACH AT-GRADE IRRIGATION POINT OF CONNECTION. CONTRACTOR SHALL TEST DYNAMIC PRESSURE BEFORE STARTING WORK AND REPORT ANY DEVIATION TO THE OWNER'S REPRESENTATIVE BEFORE CONTINUING.
7. INSTALL NEW CONTROLLER IN WALL-MOUNTED STAINLESS STEEL ENCLOSURE AS LOCATED APPROXIMATELY ON PLANS, AS DIRECTED BY OWNER'S REPRESENTATIVE. HARD WIRE TO 120 VOLT, DEDICATED 20-AMP CIRCUIT, POWER SUPPLY USING LICENSED ELECTRICIAN. COORDINATE WITH SITE COMMUNICATIONS CONTRACTOR TO PROVIDE CAT/5 ETHERNET CABLE TO IRRIGATION CONTROLLER FROM LOCAL AREA NETWORK (INTERNET).
8. ALL ABOVE GROUND WIRING SHALL BE INSTALLED IN RIGID, METALLIC CONDUIT FOR VANDALISM PROTECTION.
9. GROUND IRRIGATION CONTROLLER TO APPROVED BUILDING EARTH GROUND. COORDINATE WITH SITE ELECTRICAL CONTRACTOR.
10. GROUND ALL DECODERS IN THE FIELD BY CONNECTING ALL GREEN WIRES FROM LIGHTNING ARRESTORS TO BARE COPPER 6AWG WIRE BACK TO AN APPROVED BUILDING EARTH GROUND. DO NOT USE GROUNDING RODS.
11. COORDINATE LOCATION OF ALL EXISTING AND FUTURE UTILITIES ON SITE, CONTACT PROPER AUTHORITIES AND UTILITY COMPANIES BEFORE THE START OF WORK.
12. FLUSH ALL LATERAL LINES BEFORE INSTALLING SPRINKLER AND DRIP IRRIGATION.
13. CONTRACTOR MUST SUBMIT PRODUCT CUT SHEETS AS PER THE WRITTEN SPECIFICATIONS TO THE ENGINEER FOR APPROVAL PRIOR TO ORDERING MATERIAL AND BEGINNING WORK.
14. MATERIAL SUBSTITUTIONS WHICH VARY FROM THE SPECIFIED PRODUCTS MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL AS PART OF THE SUBMITTAL PROCESS.
15. ONCE APPROVED SUBMITTALS HAVE BEEN RETURNED TO THE CONTRACTOR, WORK MAY BEGIN. OWNER'S REPRESENTATIVE MUST BE NOTIFIED 7 DAYS IN ADVANCE OF THE START OF WORK TO COORDINATE ON-SITE SUPERVISION AND ADMINISTRATION.

IRRIGATION MATERIAL LIST

SYMBOL	MANUFACTURER/MODEL
	6" Pop-Up Rotary Sprinkler w/CV PR40 (Large)
	6" Pop-Up Rotary Sprinkler w/CV PR40 (Mid)
	6" Pop-Up Rotary Sprinkler w/CV PR40 (Small)
	1-inch Drip Control Zone Kit (Filter, PR)
	Aeration Grate
	Aeration Pipe and Filter Fabric
	Tree/Shrub Rings with 0.9 gph Emitter 12" O.C. at 2' and 3' Diameter Centered on Trunk/Root Ball
	Commercial Electric Zone Valve w/Sentry/Scrubber
	Quick Coupler Valve
	1-inch Isolation Gate Valve with Cross Handle
IC	Baseline BaseStation1000 with BaseManager 2.0
1D	1-Station Decoder
2D	2-Station Decoder
4D	4-Station Decoder
MV	Soil Moisture Sensor with Number
SA	Surge Arrestor (Ground Wire to Building Earth)
WM	Water Meter
BF	RPZ Backflow Preventer
MV	1-inch Brass Master Valve
FS	1-inch Brass Flow Sensor
	Irrigation Lateral Line: PVC Schedule 40 Size as Noted, Unlabled Pipe = 1-inch
	Irrigation Mainline: 1-inch PVC Schedule 40
4"	Pipe Sleeve: PVC SDR 35 Solvent Weld (with Size)

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Tel : 212 929 0100

GEORGIA O'KEEFFE MUSEUM
SANTA FE, NM

PROJECT NUMBER : 17008

IRRIGATION LAYOUT PLAN

MICHAEL D. NEW MEXICO 26419 PROFESSIONAL ENGINEER

DATE : 10/11/21
SCALE : AS NOTED
DRAWN : TL, MI

IR-1.1

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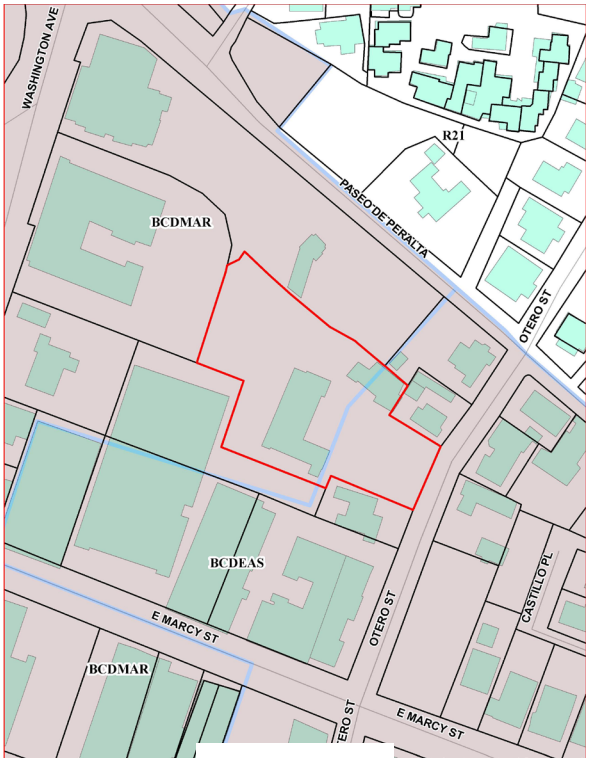
Land Use Department
Planning Commission Staff Report

Case No:	2021-4242 and 2021-4243
Hearing Date:	November 4, 2021
Applicant:	Otero Partners, LLC
Request:	Final Development Plan and Variance to Open Space Standards
Location:	220 Otero Street
Case Mgr.:	Lee Logston
Zoning:	BCDMAR (Business-Capitol District, Marcy Sub-District) and BCD EAS (Business-Capitol District, East Marcy/East Palace Sub-District)
Overlay:	Downtown and Eastside Historic District
Pre-app Mtg:	July 22, 2021
ENN Mtg:	September 9, 2021
Proposal:	Approximately 38,567 square foot hotel on 1.11 acres with variance to open space standards



Site Map

Case #2021-4242. 220 Otero Street Final Development Plan. Architectural Alliance, Inc., Agent, for Otero Partners, LLC, Owner, requests approval of a final development plan for an addition and remodel for a proposed hotel at 220 Otero Street comprising 38,567 square feet. The property is zoned BCDMAR (Business-Capitol District, Marcy Sub-District) and BCD EAS (Business-Capitol District, East Marcy/East Palace Sub-District), is within the Downtown and Eastside Historic District, and is approximately 1.11 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

Case #2021-4243. 220 Otero Street Open Space Variance. Architectural Alliance, Inc., Agent, for Otero Partners, LLC, Owner, requests approval of a variance to the Business-Capitol District, East Marcy/East Palace Sub-District front yard open space requirement in Table 14-7.4. The property is zoned BCDMAR (Business-Capitol District, Marcy Sub-District) and BCD EAS (Business-Capitol District, East Marcy/East Palace Sub-District), is within the Downtown and Eastside Historic District, and is approximately 1.11 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

I. RECOMMENDATION:

Staff recommends **APPROVAL** of the final development plan (Case #2021-4242), subject to conditions of approval and technical corrections outlined in this report, and Governing Body approval of the rezoning request. Staff recommends **APPROVAL** of the variance (Case #2021-4243).

The Variance is necessary in order to develop the property as proposed in the development plan. Should the Commission deny the variance, then they should also deny the development plan.

Four motions will be required, in the following order, for this case:

- *Approve or deny the Variance (Case #2021-4243).*
- *Approve or deny the Final Development Plan (Case #2021-4242), subject to the conditions of approval and technical corrections recommended by staff.*
- *Approve or deny the Findings of Fact and Conclusions of Law for Case #2021-4242 (Exhibit A(1)).*
- *Approve or deny the Findings of Fact and Conclusions of Law for Case #2021-4243 (Exhibit A(2)).*

II. CONDITIONS OF APPROVAL

Staff recommends the following conditions of approval for **the final development plan** (Case #2021-4242).

#	Condition of Approval	Dept. or Division	To be completed:
1	Drainage report issues: Use CN 98 for roofed area, asphalt, sidewalks, etc. Cisterns may only be used for 50% of required volume of detained storm water and must be connected to an approved irrigation system. Irrigation plans must be included.	Land Use/Terrain Management	Prior to Recordation
2	Show downspout locations on buildings and how water will be directed to ponds and cisterns. Water should also be directed to landscaped areas	Land Use/Terrain Management	Prior to Recordation
3	"Pond" is labelled on site plan but no detail has been provided. Show detail of pond.	Land Use/Terrain Management	Prior to Recordation
4	An approved Water Plan from the Water Division will be required. Water Plan comments will be submitted to the design engineer.	Public Utilities/Water	Prior to Recordation
5	Shall Meet all applicable ADA requirements (see comment form).	Land Use/ADA Site and Current Planning	Prior to Recordation
6	Add a signature line to the final development plan for the City of Santa Fe Wastewater Division.	Public Utilities/Wastewater	Prior to Recordation

7	Provide bicycle parking (inverted U racks) at minimum one bicycle space per 15 rooms.	Land Use/MPO	Prior to Recordation

Following standard practice, redline comments will be provided to the surveyor who shall make any necessary changes to comply with technical corrections, and submit the corrected development plan in Mylar. The "technical corrections" that must be made to the development plan prior to recordation are listed in Exhibit B(1).

III. EXECUTIVE SUMMARY:

The Applicant seeks to redevelop a mid-block site at 220 Otero Street into a 38,567 square foot hotel. The proposal includes remodeling the McKee office building, constructing a two-story addition to the Annex building, and adding a small casita in the southern portion of the site. A preliminary development plan is required pursuant to SFCC Subsection 14-3.8(B)(a) for more than 30,000 square feet of development in any zone of the City.

The subject property lies within two Business Capitol District (BCD) sub-districts. The west side of the property is within the Marcy sub-district, and the east side is within the East Marcy/East Palace sub-district. The Applicant seeks a variance to the front yard open space requirement in SFCC Table 14-7.4(A)-1, Table of Dimensional Requirements for Business-Capitol District. The Applicant proposes to provide this open space in an existing courtyard in the front of the property that is set back from the street. The variance is necessary to develop the property as proposed. The development plan will establish development standards.

IV. EXISTING CONDITIONS

While the property has access on Otero Street, it extends deep into the center of the block formed by Otero Street, East Marcy Street, Washington Street, and Paseo de Peralta. It is bound by the Wells Fargo property to the north, the Padre Gallegos House building and Marcy parking garage to the west, and the Marcy Plaza office buildings to the south. A brick paver walkway provides secondary pedestrian access from Washington Street to the west. All surrounding properties have BCD Zoning. The bulk of the new construction will occur over the current parking lot.

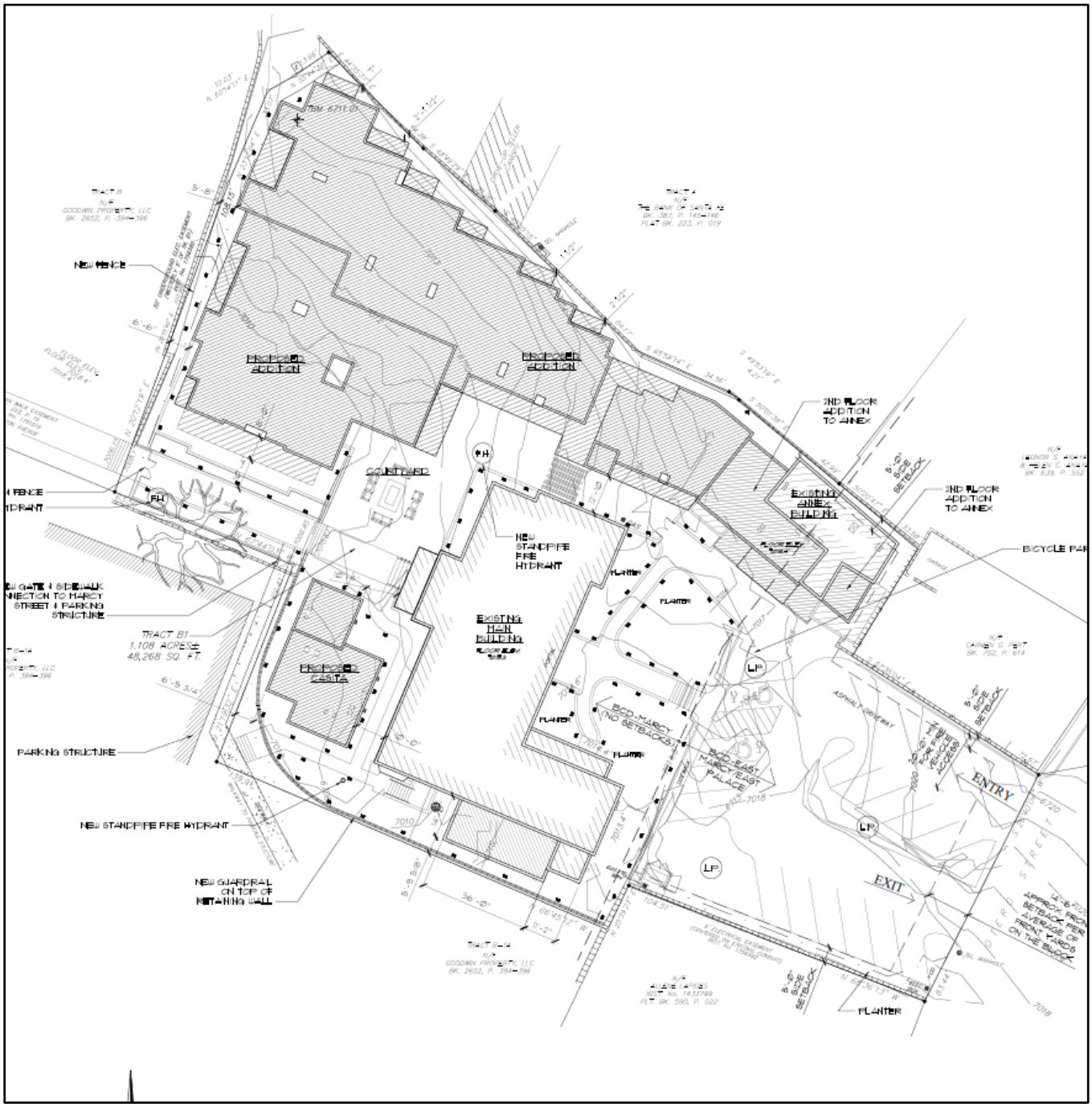
V. PROJECT ANALYSIS: FINAL DEVELOPMENT PLAN

Project Description

The Applicant proposes a remodel of the McKee office building to reconfigure the interior and add a small 513 square foot addition to the south side of the building. A large, two-story addition to the east side of the Annex building is proposed, and a small casita structure is proposed for the southern portion of the property. Other improvements include a pergola connecting the buildings, and improved walkways and landscaping throughout the development. The Historic Districts Review Board gave approval to the proposed remodel of the McKee office building and construction of the casita on April 13, 2021, and approved the remodel and addition to the Annex building on May 25, 2021. Historic approval letters are included in Exhibit D(1).

Access, Parking, and Traffic

Primary access to the site is from Otero Street. A small parking lot with a looped, one-way drive enters and exits onto Otero Street. This parking lot will be improved to current standards. There are 15 parking spaces provided in this lot, including two ADA accessible spaces, and the rest of the parking will be accommodated in the adjacent Marcy parking garage structure at 111 East Marcy Street by agreement with that owner. Based on limited trip generation in this lot, a traffic study was not required. Pedestrian access from both Washington Street and Otero Street will be improved and made ADA accessible.



Grading and Drainage/Terrain Management
There is no FEMA designated flood plain on this property. All storm water runoff will be retained on site.

Landscaping and Open Space
Existing landscaping will be retained as possible and enhanced, and new landscaping will be added in and around all new construction per code. Landscaping will be addressed further in the variance section of this report.

Fire
Primary fire access to the site is provided by the existing parking lot and loop drive. The building will be sprinkled. New standpipe fire hydrants will also be connected to the existing water lines, however, they may be looped to the existing water line on Washington Ave pending hydraulic analysis.

Water, Sewer, and Dry Utilities
The water service to the site is provided by a 6" ductile iron water line. There is an existing meter on the southeast corner of the site. The sanitary sewer is serviced by a 6" cast iron sewer line. Both the water and sewer lines are located on Otero St. The existing water and sanitary sewer connections will be upgraded pending hydraulic analysis. New water and sanitary sewer lines servicing the north block proposed addition and the proposed casita will connect to the existing water and sewer lines, which are fed to Otero St.

Water Budget
At the time of this staff report, a water budget had not been submitted. An approved Water Plan from the Water Division will be required before recordation of the development plan or issuance of construction permits.

Archaeological and Natural Resources
The property lies within the Historic Downtown Archaeological Review District. An archaeological Survey was performed in August of 2021 and the case is to be heard by the Archaeological Review Committee on November 4. Due to the hard surfaced nature of the property, it is unlikely that any Gunnison's prairie dogs are on the site, but the site will be evaluated and any colonies will be relocated prior to issuance of construction permits.

VI. DEVELOPMENT PLAN APPROVAL CRITERIA SECTION 14-3.8(D)(1)

SFCC Section 14-3.8 governs the authority, procedures, and restrictions for development plans. The Criteria for approval of Development Plans are detailed below:

Criterion 1: that the Planning Commission has the authority and is empowered to approve the development plan under the section of Chapter 14 described in the application;	**Criterion Met:** (Yes/No) **YES**
Santa Fe City Code (SFCC) Subsection 14-2.3(C)(1) authorizes the Planning Commission to review and approve or disapprove development plans.	
Criterion 2: that approving the development plan will not adversely affect the public interest; and	**Criterion Met:** (Yes/No) **YES**

The proposed hotel was approved by the Historic District Review Board, signifying their assessment that it fits in with the surrounding character of downtown. As tourism is critical to Santa Fe's economy, another hotel downtown positively serve the public interest. Hotel uses are common in the Business Capitol District. The Governing Body has implemented the General Plan and ordinances in order to establish minimum standards for health, safety and welfare affecting land uses and developments as a means to protect the public interest. Subject to staff recommended conditions of approval and approval of the requested variance, the proposed development plan complies with SFCC Chapter 14 and would not adversely affect the public interest.	
Criterion 3: that the use and any associated buildings are compatible with and adaptable to buildings, structures and uses of the abutting property and other properties in the vicinity of the premises under consideration.	**Criterion Met:** (Yes/No) **YES**
The use as a hotel fits in with the downtown as a tourist destination and will provide more lodging choices for visitors and promote the economic health in the vicinity while preserving its architectural qualities. The scale, massing and transitional Territorial style of the existing and proposed buildings are compatible with and adaptable to buildings , structures and uses of the abutting property and other properties in the vicinity of the premises under consideration.	

VII. VARIANCE APPROVAL CRITERIA

As stated in the executive summary, the subject property lies within two BCD sub-districts. The eastern portion of the property, including the existing parking lot and fire access, is within the East Marcy/East Palace Sub-district. In the East Marcy/East Palace Sub-district, Table 14-7.4(A)-1, "Table of Dimensional Requirements for Business-Capitol District", an "open space of no less than 10 percent of the lot area shall be located adjacent to the front property line to serve as yard or courtyard". Because of the location of the parking lot and fire access, the Applicant requests a variance. The required open space will be provided in the existing courtyard at the main entrance to the building, and will be visible from Otero Street.

The variance is necessary to develop the property as proposed. The variance process balances reasonable use of the Applicant's property against compliance with the letter and intent of adopted regulations. The proposal must be consistent with at least one of the circumstances listed in Criteria 1a through 1d, and must be consistent with all of Criteria 2 through 5.

Criterion 1: Necessary Findings **To grant a Variance, a land use board shall make the following finding per Subsection 14-3.6(C)(1) as follows: One or more of the following special circumstances applies: (a) unusual physical characteristics exist that distinguish the land or structure from others in the vicinity that are subject to the same relevant provisions of Chapter 14, characteristics that existed at the time of the adoption of the regulation from which the variance is sought, or that were created by natural forces or by government action for which no compensation was paid; or (b) the parcel is a legal nonconforming lot created prior to the adoption of the regulation from which the variance is sought, or that was created by government action for which no compensation was paid; or (c) there is an inherent conflict in applicable regulations that cannot be resolved by compliance with the more restrictive provision as provided in Section 14-1-7; or (d) the land or structure is nonconforming and has been designated as a landmark, contributing or significant property pursuant to Section 14-5.2 (Historic Districts).**	**Criterion Met:** (Yes/No) **YES**
(a) The unusual characteristic is that the existing parking lot is directly adjacent to Otero Street, built before the sub-district requirement. The fire department needs to be able to pull an emergency vehicle into this parking lot. If the parking lot were to be reconfigured to attempt to meet the front yard open space requirement, both landscaping and emergency access would be compromised. (b) The parcel is a legal nonconforming lot, with structures, parking, and landscaping installed prior to the adoption of the regulation from which the variance is sought. (c) The emergency vehicle access requirements conflict with the open space location requirements, as described in (a) above. (d) Not applicable.	
Criterion 2: **The special circumstances make it infeasible, for reasons other than financial cost, to develop the property in compliance with the standards of Chapter 14.**	**Criterion Met:** (Yes/No) **YES**
The ingress and egress access and the parking lot need to be maintained for guests and emergency vehicle access, therefore it is infeasible to develop the property in compliance with SFCC Table 14-7.4(A)-1.	
Criterion 3: **The intensity of the development shall not exceed that which is allowed on other properties in the vicinity that are subject to the same relevant provisions of Chapter 14.**	**Criterion Met:** (Yes/No) **YES**
The intensity of development does not exceed that which is allowed on other properties within the BCD.	

Criterion 4: **The variance is the minimum variance that will make possible the reasonable use of the land or structure. The following factors shall be considered: (a) whether the property has been or could be used without variances for a different category or lesser intensity of use; and (b): consistency with the purpose and intent of Chapter 14, with the purpose and intent of the articles and sections from which the variance is granted and with the applicable goals and policies of the general plan.**	**Criterion Met:** (Yes/No) **YES**
(a) The existing parking lot has been in the current location since the early 1950's and is necessary for emergency vehicle access. As equivalent landscaping is provided at the main, historic entrance to the building, the requested variance is the minimum that will allow reasonable use. (b) Locating the open space in front of the Main Building is consistent with the purpose and intent of Chapter 14 in terms of having meaningful open space at a logical location in the front of the building.	
Criterion 5: **The variance is not contrary to the public interest;**	**Criterion Met:** (Yes/No) **YES**
The variance is not contrary to the public interest because the amount of open space provided complies with the code, simply in a different location. The existing parking lot, driveway and sidewalks will be improved and landscaping will be added throughout the property wherever possible.	
Criterion 6: **There may be additional requirements and supplemental or special findings required by other provisions of Chapter 14**	**Criterion Met:** (Yes/No/Not Applicable) **N/A**
Any other standards of Chapter 14 will be met at the time of the building permit and will not require variances.	

VIII. EARLY NEIGHBORHOOD NOTIFICATION

An ENN meeting was held on September 9, 2021. The meeting was conducted virtually beginning at 5:30 PM. Minutes of the meeting found in Exhibit D(1).

IX. EXPIRATION

Per SFCC Section 14-3.19(B)(5), approval of a variance expires if it is not exercised within three years. Should the Commission approve the variance and adopt Findings of Fact and Conclusions of Law at this hearing, the expiration date would be November 4, 2024.

Per SFCC Section 14-3.19(B)(4) “Approval of a final development plan, or any development plan for which no preliminary development plan was required, shall expire three years after final action approving it unless actual development of the site or offsite improvements has begun and is continued pursuant to

Subsection 14-3.19(B)(6).” Therefore, should the Commission approve the final development plan and adopt Findings of Fact and Conclusions of Law at this hearing, the expiration date would be November 4, 2024.

X. ATTACHMENTS:

EXHIBIT A: Draft Findings of Fact and Conclusions of Law
1. Case #2021-4242 Development Plan
2. Case #2021-4243 Variance

EXHIBIT B: Development Review Team Memoranda
1. Compiled Technical Corrections
2. Terrain Management & ADA Site Review
3. MPO Review
4. Fire Prevention Review
5. Landscape Review

EXHIBIT C: Maps and Photos
1. Future Land Use
2. Current Zoning
3. Aerial
4. Street Views

EXHIBIT D: Applicant Materials
1. Project Report
2. Proposed Development Plan

APPROVED BY:

Title	Name	Initials
Interim Planning and Land Use Director	Jason Kluck	*jmk*
Land Use Planner Manager	Noah Berke, AICP	NLB
Land Use Department Case Manager	Lee Logston. AICP	*LL*

City of Santa Fe, New Mexico

Case #2021-4242 4243
220 Otero Street Final Development Plan
and Open Space Variance
Planning Commission
November 4, 2021

Exhibit A

Draft Findings of Fact and Conclusions of Law

1. **Case #2021-4242 Final Development Plan**
2. **Case #2021-4243 Variance**

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

Case #2021-4242
220 Otero Street Final Development Plan

Owner's/Applicant's Name- Otero Partners, LLC
Agent's Name- Architectural Alliance, Inc.

THIS MATTER came before the Planning Commission (Commission) for public hearing on November 4, 2021 (Hearing) upon the application (Application) of Architectural Alliance, Inc., as agent for Otero Partners, LLC (Applicant).

The Application pertains to a property located at 220 Otero Street totaling approximately 1.1 acres (Property). The Applicant requests approval of a final development plan for an addition and remodel for a proposed hotel comprising 38,567 square feet (Project). The property is zoned BCDMAR (Business-Capitol District, Marcy Sub-District) and BCDEAS (Business-Capitol District, East Marcy/East Palace Sub-District), and is within the Downtown and Eastside Historic District.

In related Case #2021-4243, the Applicant requests approval of a variance to the Business-Capitol District, East Marcy/East Palace Sub-District front yard open space requirement in 14-7.4(A)-1.

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

FINDINGS OF FACT

General

1. SFCC 1987 Section14-3.1 sets out certain procedures to be followed on the Application, including, without limitation, (a) a pre-application conference [SFCC 1987 § 14-3.l(E)]; (b) an Early Neighborhood Notification (ENN) meeting [SFCC 1987 §1 4-3.1(F)(2)(a)(iv)]; and (c) compliance with notice and public hearing requirements [SFCC 1987 § 14-3.1(H)-(I)].
2. A pre-application conference was held on July 22, 2021 in accordance with SFCC 1987 Section 14-3.l(E)(1).
3. Pursuant to SFCC 1987 Section 14-3.1(H), notice of the ENN meeting was properly given.
4. Pursuant to SFCC 1987 Section 14-3.1(F), a virtual ENN meeting was held on the Application on September 9, 2021. The ENN meeting was attended the Project team, City staff, and one member of the public. The Applicant described the project and read his responses to the ENN guidelines.
5. City staff reviewed the final development plan Application, and the related materials and information submitted by the Applicant, for conformity with applicable SFCC requirements and provided the Planning Commission with a written report of its findings (Staff Report), which evaluates the factors relevant to the Application.

6. Staff recommended that the Commission approve the final development plan, subject to Conditions and the technical corrections set forth in the Staff Report and exhibits.

Development Plan

7. Pursuant to SFCC 1987 Section 14-2.3(C)(1) and Section 14-3.8(B)(4), the Commission has the authority to review and approve development plans.
8. At the Hearing, the Commission considered the Application in this case concurrently with the application in Case No. 2021-4243; and the Commission received reports from staff, testimony and evidence from the Applicant, and testimony offered by any interested members of the public prior to making a decision.
9. Under SFCC 1987 Section 14-3.8(B)(3)(a), a new development with a gross floor area of thirty thousand (30,000) square feet or more requires approval of a development plan by the Commission.
10. SFCC Section 1987 14-3.8 establishes certain procedures for development plan approval including, without limitation, a public hearing by the Commission and a decision based on the criteria set out in SFCC 1987 Section 14-3.8(D).
11. SFCC 1987 Section 14-3.8(C)(1) requires the Applicant to submit plans and other documentation that demonstrates conformance with applicable provisions of the SFCC (Submittal Requirements).
12. The information contained in the Staff Report and exhibits is sufficient to establish that the Submittal Requirements have been met.
13. SFCC 1987 Section 14-3.8(D)(1) sets out approval criteria and requires the Commission to make complete findings of fact sufficient to show that these criteria have been met before approving a development plan.
14. Pursuant to SFCC 1987 Section 14-3.8(D)(1)(a), the Commission finds that it has the authority to review the development plan under SFCC 1987 Sections 14-2.3(C)(1), 14-3.8(B)(4), and Table 14-2.1-1.
15. Pursuant to SFCC 1987 Section 14-3.8(D)(1)(b), the Commission finds that the development plan will not adversely affect the public interest. The proposed hotel was approved by the Historic District Review Board, signifying their assessment that it fits in with the surrounding character of downtown. As tourism is critical to Santa Fe's economy, another hotel downtown positively serves the public interest. Hotel uses are common in the Business Capitol District. The Governing Body has implemented the General Plan and ordinances to establish minimum standards for health, safety and welfare affecting land uses and developments as a means to protect the public interest.
16. Pursuant to SFCC 1987 Section 14-3.8(D)(1)(c), the Commission finds that the use and any associated buildings are compatible with and adaptable to buildings, structures, and uses of the abutting property and other properties in the vicinity of the premises under consideration. The use as a hotel fits in with the downtown as a tourist destination and will provide more lodging choices for visitors and promote the economic health in the vicinity while preserving its architectural qualities. The scale, massing and transitional Territorial style of the existing and proposed buildings are compatible with and adaptable to buildings , structures and uses of the abutting property and other properties in the vicinity of the premises under consideration.

17. Pursuant to SFCC 1987 Section 14-3.8(D)(2), the Commission "may specify conditions of approval that are necessary to accomplish the proper development of the area and to implement the policies of the general plan."
18. The Commission finds that the Conditions and technical corrections set forth in the Staff Report and exhibits are necessary to accomplish the proper development of the area and to implement the policies of the general plan.

CONCLUSIONS OF LAW

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

General

1. Pursuant to SFCC 1987 Section 14-3.1, all procedural requirements regarding the pre-application conference, ENN meeting, and notice of public hearing have been met.

Development Plan

2. The Commission has the authority to review and approve the final development plan, subject to conditions.
3. The Applicant met the applicable Submittal Requirements.
4. The Commission approves the final development plan subject to the conditions and technical corrections recommended by staff because all applicable code requirements and criteria for final development plan approval have been met.

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

Considering the foregoing findings and conclusions, the Commission approves the final development plan for the Property, as requested in the Application for Case #2021-4242, subject to the Conditions and the technical corrections set forth in the Staff Report and exhibits. The final development plan shall expire three years after issuance of this final action unless actual development of the site begins and is continued pursuant to SFCC Section 14-3.19(B)(4).

_____ _____
Brian Gutierrez, Chair Date

FILED:

_____ _____
Kristine Bustos-Mihelcic Date
City Clerk

APPROVED AS TO FORM:

_____ _____

Patricia Feghali Date
Assistant City Attorney

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

Case #2020-4243
220 Otero Street Open Space Variance

Owner's/Applicant's Name- Otero Partners, LLC
Agent's Name- Architectural Alliance, Inc.

THIS MATTER came before the Planning Commission (Commission) for public hearing on November 4, 2021 (Hearing) upon the application (Application) of Architectural Alliance, Inc. as agent for Otero Partners, LLC (Applicant).

The Application pertains to a property located at 220 Otero Street totaling approximately 1.1 acres (Property). The Applicant requests approval of a variance to the Business-Capitol District, East Marcy/East Palace Sub-District front yard open space requirement in 14-7.4(A)-1. The property is zoned BCDMAR (Business-Capitol District, Marcy Sub-District) and BCDEAS (Business-Capitol District, East Marcy/East Palace Sub-District), and is within the Downtown and Eastside Historic District.

In related Case #2021-4242, the Applicant requests approval of a final development plan for an addition and remodel for a proposed hotel comprising 38,567 square feet (Project).

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

FINDINGS OF FACT

General

1. SFCC 1987 Section 14-3.1 sets out certain procedures to be followed on the Applications, including, without limitation, (a) a pre-application conference [SFCC 1987 § 14-3.l(E)]; (b) an Early Neighborhood Notification (ENN) meeting [SFCC 1987 § 14-3.1(F)(2)(a)(iv, v, vii)]; and (c) compliance with notice and public hearing requirements [SFCC 1987 § 14-3.1(H)-(I)].
2. A pre-application conference was held on July 22, 2021 in accordance with SFCC 1987 Section 14-3.l(E).
3. Pursuant to SFCC 1987 Section 14-3.1(H)(1), notice of the ENN meeting was properly given.
4. Pursuant to SFCC 1987 Section 14-3.1(F), a virtual ENN meeting was held on the Application on September 9, 2021. The ENN meeting was attended the Project team, City staff, and one member of the public. The Applicant described the project and read his responses to the ENN guidelines.
5. City staff reviewed the Applications and related materials and information submitted by the Applicant for conformity with applicable SFCC requirements and provided the Commission

with a written report of its findings (Staff Report), which evaluates the factors relevant to the Application.

6. Staff recommended that the Commission approve the variance request.

Variance

7. Pursuant to SFCC 1987 Section 14-2.3(C)(3) and Section 14-3.16(A), the Commission has the authority to review and approve variances related to development plans.
8. At the Hearing, the Commission considered the Application in this case concurrently with the application in Case No. 2021-4242; and the Commission received reports from staff, testimony and evidence from the Applicant, and testimony offered by any interested members of the public prior to making a decision.
9. In this case, the Applicant requests a variance to the Business-Capitol District, East Marcy/East Palace Sub-District front yard open space requirement in Table 14-7.4(A)-1, which requires that an open space of no less than 10 percent of the lot area shall be located adjacent to the front property line to serve as yard or courtyard.
10. As the existing parking lot was built before this requirement, and provides critical emergency access to the site, the Applicant wishes to substitute an existing equal sized landscaped area for this open space requirement.
11. SFCC 1987 Section 14-3.16(B) sets out procedures for variances and requires the Commission to hold a public hearing and approve, approve with conditions, or deny the variance application.
12. SFCC 1987 Section 14-3.16(C) sets out approval criteria and requires the Commission to make complete findings of fact sufficient to show that these criteria have been met before granting a variance.
13. Pursuant to SFCC 1987 Section 14-3.16(C)(1)(a), the Commission finds that the existing parking lot adjacent to Otero Street was built before the front yard open space requirement was codified, that the existing parking lot is needed for emergency access, and that both landscaping and access would be compromised if the parking lot was reconfigured.
14. Pursuant to SFCC 198 7Section 14-3.16(C)(1)(b), the Commission finds that the parcel is a legal nonconforming lot, with structures, parking, and landscaping installed prior to the adoption of the regulation from which the variance is sought.
15. Pursuant to SFCC 1987 Section 14-3.16(C)(1)(c), the Commission finds that the emergency vehicle access requirements conflict with the open space location requirements.
16. Pursuant to SFCC 1987 Section 14-3.16(C)(2), the Commission finds that the special circumstances make it infeasible to develop the property in compliance with SFCC 1987 Section 14-7.4(A)-1, because the ingress and egress access and the parking lot need to be maintained for guests and emergency vehicle access.
17. Pursuant to SFCC 1987 Section 14-3.16(C)(3), the Commission finds that the intensity of development would not exceed that which is allowed on other properties in the vicinity because hotels are common within the BCD.
18. Pursuant to SFCC 1987 Section 14-3.16(C)(4), the Commission finds that the variance is the minimum that will make possible the reasonable use of the property. The existing parking lot has been in the current location since the early 1950's and is necessary for emergency vehicle access. As equivalent landscaping is provided at the main, historic entrance to the building, the requested variance is the minimum that will allow reasonable use. Locating the

open space in front of the Main Building is consistent with the purpose and intent of Chapter 14 in terms of having meaningful open space at a logical location in the front of the building.

19. Pursuant to SFCC 1987 Section 14-3.16(C)(5), the Commission finds that the variance is not contrary to the public interest because the amount of open space provided complies with the code, simply in a different location. The existing parking lot, driveway and sidewalks will be improved and landscaping will be added throughout the property wherever possible.
20. Pursuant to SFCC 1987 Section 14-3.16(C)(6), the Commission finds that there are no additional requirements or supplemental or special findings required by other provisions of Chapter 14.

CONCLUSIONS OF LAW

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

General

1. Pursuant to SFCC 1987 Section 14-3.1, all procedures regarding the pre-application conference, ENN meeting, notice, and public hearing requirements have been followed.

Variance

1. The Commission has the power and authority at law and under the Code to review the requested variance and to approve, approve with conditions, or deny the variance application.
2. The variance should be granted because all applicable code requirements and criteria for approval of the variance have been met.

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

Considering the foregoing findings and conclusions, the Commission approves the variance request. The variance associated with the final development plan shall be subject to the expiration provisions of those approvals pursuant to SFCC 1987 Section 14-3.19(B)(5).

_____ _____
Brian Gutierrez, Chair Date:

FILED:

_____ _____
Kristine Bustos-Mihelcic Date:

City Clerk

APPROVED AS TO FORM:

_____ _____

Patricia Feghali Date
Assistant City Attorney

City of Santa Fe, New Mexico

Case #2021-4242 4243
220 Otero Street Final Development Plan
and Open Space Variance
Planning Commission
November 4, 2021

Exhibit B

Development Review Team

1. **Compiled Technical Corrections**
2. **Terrain Management & ADA Site Review**
3. **MPO Review**
4. **Fire Prevention Review**
5. **Landscape Review**

EXHIBIT B1
Technical Corrections
Case #2021-4242 4243
220 Otero Street Preliminary Development Plan and Variance

TECHNICAL CORRECTIONS	Department	Staff
1. Dust Control Note Shall be placed on the Development Plan or construction plans. 2. Gunnison's Prairie dog note shall be placed on the Development Plan or construction plans. 3. Drainage Facilities Maintenance note shall be placed on the Plat or Development Plan. 4. Include Pond Measuring device in pond if pond will be proposed. 5. Proposed ramp is shown on the site details but not the site plan. It doesn't appear proposed ramp will meet the requirements for the sidewalk to remain accessible. ADA parking Signs also appear to be in the sidewalk. 6. Show accessible route from the ROW and the ADA parking spaces to the buildings. 7. "H.C.", "Handicapped", or "Handicap" is an erroneous descriptor for (Disabled) Accessibility features. Please correct all incidences of its use in the construction documents. 8. This Development shall comply with the most current requirements of the American with Disabilities Act (ADA). Place a note on the Plan to reflect this condition. 9. Other comments will be provided on these plans at the time of the building permit and changes may be required during permitting process. 10. Include engineer's stormwater infrastructure certification.	Technical Review Division/Terrain Management	Dee Beingessner
1. Provide a professional landscape, irrigation and cistern design. 2. Provide a complete set of installation details, notes and specifications for the cistern/irrigation system. Show on the detail drawings the installation of all assemblies without any questions for size or type of materials to use for said irrigation system. 3. Install backflow preventer enclosure on a 4" concrete pad with GFI receptacle at proper height with heat tape per COSF Irrigation Standards. Provide detail on plan. 4. No stop & waste valves or King Drains permitted per COSF Irrigation Design Standards. Manual drain to be sch. 80 Ball Valve in a six inch round valve box. 5. City staff respectfully request the use of a gravel mulch that is washed and screened. 6. Caliper measurements for clump form and multi-stem trees shall follow The American Standard for Nursery Stock: "The number of required trunks, caliper specified is one-half (1/2) of the caliper of up to the three largest required trunks." 7. Please show light standards and fire hydrants on the landscape plan. Street trees shall be located at least fifteen (15) feet from fire hydrants and light standards. 8. City staff respectfully requests the evergreen trees be a mix of Afghan and Austrian Pine. 9. Due to the Emerald Ash Beetle, please replace the Ash trees with another approved tree variety from the City of Santa Fe plant list. 10. City staff respectfully requests The landscape and irrigation plans scale to be no larger than 20 scale, 1 inch equals 20 feet.	Technical Review Division/Landscape	Lawrence Rivera

EXHIBIT B1
Technical Corrections
Case #2021-4242 4243
220 Otero Street Preliminary Development Plan and Variance

11. Provide a water budget: Irrigation system operation information including recommended monthly and seasonal irrigation schedules and water budgets based on gallons used for landscape plantings for year one and year three shall be included on the irrigation plan. Per 3.18. Design Regulations of Landscape Irrigation Design Standards City of Santa Fe, New Mexico. 12. Provide an outdoor lighting plan with photometric data per 14-8.9(C) COSF code. 13. Separate meters shall be required for irrigation for commercial customers unless the total landscaped area on the lot is less than 1000 square feet. 14. Staff reserves the right to require additional submittals upon receiving revisions. Please note on plans: "Prior to on-site landscape, cistern, and irrigation construction a 48 Hour notification is required. Please call or text (505)316-8812."		
1. Fire apparatus access shall have an unobstructed width of not less than 20 feet exclusive of shoulders and an unobstructed vertical clearance of not less than 13 feet 6 inches (IFC 2009 Section 503.2.1). 2. 150 feet driveway requirements must be met as per IFC, or an emergency turn-around that meets the IFC requirements shall be provided (Appendix D Table D103.4). 3. Fire Department shall have 150 feet distance to any portion of the building on any new construction. (IFC 2009 section 503.1.1). 4. Shall comply with table D103.4 Requirements for Dead-End Fire Apparatus Access Roads. 5. 507.5 Fire hydrant systems: Fire hydrant systems shall comply with Sections 507.5.1 through 507.5.6, 507.5.1 where required: Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building. 6. Shall have water supply that meets fire flow requirements as per IFC (Appendix B). 7. Shall comply with Section D102.1: Access and Loading (75,000 lbs). 8. Shall comply with IFC 2009 Section D103.2 Grade: Fire apparatus access roads shall not exceed 10 percent in grade. 9. Shall comply with IFC 2009 Section D103.5 Fire apparatus access road gates. 10. Shall comply with Section D106 Multiple-Family Residential Developments. 11. Shall meet the IFC code requirements 2015 edition or the most current edition the governing body has adopted at the time of permitting.	Fire Prevention	Geronimo Griego

Development Review Team
Comment Form

Date: 10/15/21

Staff person: Dee Beingessner

Dept/Div: Land Use/Terrain Management/ADA Site

Case: **Case #2021-4242 thru 4243 220 Otero Street**

Case Mgr: Lee Logston

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

Conditions of Approval :	Must be completed by:
1 Drainage report issues – Use CN 98 for roofed area, asphalt, sidewalks, etc. Cisterns may only be used for 50% of required volume of detained stormwater and must be connected to an approved irrigation system. Irrigation plans must be included.	Prior to recording plat
2 Show downspout locations on buildings and how water will be directed to ponds and cisterns. Water should also be directed to landscaped areas.	
3 "Pond" is labelled on site plan but no detail has been provided. Show detail of pond.	

Technical Corrections*:	Must be completed by:
1 Dust Control Note Shall be placed on the Development Plan or construction plans (see attached)	Prior to recordation or permitting
2 Gunnison's Prairie dog note shall be placed on the Development Plan or construction plans (see attached)	Prior to recordation or permitting
3 Drainage Facilities Maintenance note shall be placed on the Plat or Development Plan (see attached)	Prior to recordation or permitting
4 Include Pond Measuring device in pond if pond will be proposed (example included below)	Prior to permitting
5 Proposed ramp is shown on the site details but not the site plan. It doesn't appear proposed ramp will meet the requirements for the sidewalk to remain accessible. ADA parking Signs also appear to be in the sidewalk.	Prior to permitting
6 Show accessible route from the ROW and the ADA parking spaces to the buildings.	Prior to permitting

7 “H.C.”, “Handicapped”, or “Handicap” is an erroneous descriptor for (Disabled) Accessibility features. Please correct all incidences of its use in the construction documents.	Prior to permitting
8 This Development shall comply with the most current requirements of the American with Disabilities Act (ADA). Place a note on the Plan to reflect this condition	Prior to permitting
9 Other comments will be provided on these plans at the time of the building permit and changes may be required during permitting process	Prior to permitting
10 Include engineer’s stormwater infrastructure certification below.	Prior to permitting

*Must made prior to recording and/or permit issuance

ADA Approval Comments: Provide Design Professional Seal and signature with date signed on all drawing sheets. Accessibility feature design within the Public Right-of-Way shall comply with NMDOT Pedestrian Access Route Details (Serial 608). Sidewalks within the subdivision shall provide for a continuous accessible path of travel route(s). (Provide signage at closest intersection with accessible connection indicating “Accessible Route Ends Ahead” or “No Accessible Route” and provide detour at any temporary or permanent inaccessible routes.) Walking surfaces along the accessible path of travel route(s) shall be firm, stable and slip resistant and shall comply with Section 302, floor surface, 303.4 Ramps, 401 Accessible routes, 403 Walking surfaces, 405 ramps. Walking surfaces along the accessible path of travel shall not exceed 1:20 (5%) running slopes without handrail(s) in accordance with current ANSI 117.1 standards 505 & 2015 IBC 1014. Cross slopes shall not exceed 2% staff recommends 1% to 1.5% as a target cross slope. Walkways shall provide 5’ diameter turning space every 200 linear feet of run. It is preferred to have marked crossings where the accessible route crosses vehicular traffic lanes. Accessible street crossing locations provided shall be compliant with NMDOT Pedestrian Access Route Details (Serial 608) and shall be approved by the City’s Traffic Engineering Division prior to permit application. Please include documentation of this approval with the building permit submittal. Driveway and intersection crossings shall not exceed 2% cross slope, shall have a level maneuvering space, shall have 1/4” max. vertical deflections, and 10% max. flare slope.	Prior to Recording

Curb ramps shall have the required 5’ clear length landing and turning space. Changes in direction shall comply with 304.3. Curb Ramps within the site shall have a target running slope of 7% or less typical and 1:12 (8.33%) maximum. Curb Ramp landing target slope is 1.5% and shall not exceed 2% running and cross slope maximum in any direction. At curb ramp landings and other transitions leading directly into the vehicular way along the accessible path of travel route(s), provide detectable warning surfaces immediately prior to entry into the vehicular way, road/drive crossings and cross walks. Edge protection/guard rails/handrails shall be provided at steps, sidewalks and walkways with greater than 30” vertical change in grade adjacent to the path of travel. IBC 1015.2 - Where Required, Guards shall be located along open-sided walking surfaces, including mezzanines, equipment platforms, aisles, stairs, ramps and landings that are located more than 30 inches (762 mm) measured vertically to the floor or grade below at any point within 36 inches (914 mm) horizontally to the edge of the open side. Guards shall be adequate in strength and attachment in accordance with Section 1607.8. Vertical clearance: Provide and maintain 80” of vertical clearance for the full width of all sidewalks/pedestrian routes. Rails or other barriers shall be provided where the vertical clearance is less than 80”. The leading edge of such rails or barrier shall be located 27” max. above the floor. (307.4) Provide and maintain 98” vertical clearance at van parking spaces and access aisles, and accessible routes. (502.6) At Passenger Loading Zones, provide and maintain 114” min. vertical clearance at the exterior vehicular route and access aisles serving the vehicle pull-up space. (503.5) Off-Street parking a striped or metered on-street parking shall comply with: 2015 NM Accessible Parking Checklist 2010 ADA Standards - 208.2.3 Residential Facilities. Parking spaces provided to serve residential facilities shall comply with 208.2.3. 208.2.3.3 Parking for Guests, Employees, and Other Non-Residents. Where parking spaces are provided for persons other than residents, parking shall be provided in accordance with Table 208.2. Provision for ADA parking, signage and sidewalk access at striped and/or metered on-street parking spaces is recommended and may be required for public infrastructure. See State Proposed PROWAG On-Street parking scoping requirements for details.	

Technical Corrections*:	Must be completed by:
N/A	Prior to recording

*Must made prior to recording and/or permit issuance

The applicant should be aware that the following code provisions or other requirements will apply:

General ADA Site Compliance Requirements for all phases of development of this project, as applicable

On-Site ADA Site Compliance Requirements as applicable:

IEBC Section 705, Accessibility: Businesses must comply with the provisions of the ADA Standards to the "maximum extent feasible" with a building alteration. The costs for the added ADA work is considered disproportionate if it is over 20% of the costs of the project. Improvements should be prioritized up to the 20% limit: entrance; route to the primary function area; at least one unisex ADA restroom or one restroom for each sex serving the area; drinking fountains serving the area; other.

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

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

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

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

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

Edge protection/guard rails/handrails shall be provided at steps, sidewalks and walkways with greater than 30” vertical change in grade adjacent to the path of travel. IBC 1015.2 - Where Required, Guards shall be located along open-sided walking surfaces, including mezzanines, equipment platforms, aisles, stairs, ramps and landings that are located more than 30 inches (762 mm) measured vertically to the floor or grade below at any point within 36 inches (914 mm) horizontally to the edge of the open side. Guards shall be adequate in strength and attachment in accordance with Section 1607.8.
Ramps within the site shall have 1:12 (8.33%) running slope and 1:48 (2%) cross slope max. With a max. rise of 30" and with 5' clear length landings where straight. Changes in direction shall comply with 304.3. Landing typical slope is 1.5% and shall not exceed 2% running and cross slope.

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

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

ADA parking signage shall comply with the 2015 New Mexico Accessible Parking Checklist. Accessible Signage Detail - Signage with required language per the NM Accessible Parking Checklist is required at ALL ADA Parking spaces. Parking signage height shall be 84" above the floor of the parking space, measured to the bottom of the R7-8 sign in the Public right-of-way, accessible path of travel, pedestrian way or path of the means of egress. Locate Van Accessible Parking signs immediately below the reserved parking sign at wall mounted or other locations not in the pedestrian way. At Van Accessible signs located in the pedestrian way, the R7-8A Van Accessible sign shall be mounted at 84” to bottom of the sign. Wall mounted signs and signs not mounted in the public way shall be 60” (84" is preferred) minimum above the floor of the parking space, measured to the bottom of the sign.

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

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

Wheel stops are encouraged at all ADA accessible parking spaces to help ensure required clearance along the accessible path of travel is maintained.

Vertical clearance: Provide and maintain 80” of vertical clearance for the full width of all sidewalks/pedestrian routes. Rails or other barriers shall be provided where the vertical clearance is less

than 80”. The leading edge of such rails or barrier shall be located 27” max. above the floor. (307.4) Provide and maintain 98” vertical clearance at van parking spaces and access aisles, and accessible routes. (502.6) At Passenger Loading Zones, provide and maintain 114” min. vertical clearance at the exterior vehicular route and access aisles serving the vehicle pull-up space. (503.5)

Bicycle parking spaces shall comply with the requirements set forth in SFCC Chapter 14, (Subsection 14-8.6(E) along with Appendix Exhibit D, bicycle rack standards and dimensions for size, clearance and location.

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

Off-Site ADA Site Compliance Requirements as applicable:

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

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

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

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

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

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

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

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

1. [list any additional items]

Explanation of Conditions or Corrections (if needed): (see following pages for notes required)

DRAINAGE FACILITIES MAINTENANCE NOTE

ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY ALL PROPERTY OWNERS. THE PROPERTY OWNERS SHALL ALSO HAVE THE RESPONSIBILITY FOR MAINTENANCE OF THE PUBLIC DRAINAGE EASEMENT.

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

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

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

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

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

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

D. INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS, CUT AND FILL SLOPES, AND REPAIR OR STABILIZE ACCORDINGLY.

E. INSPECT THE STRUCTURAL INTEGRITY OF DRAINAGE PONDS, SLOPES, RIP-RAP, GABIONS, DROP INLETS, CULVERTS, ENERGY DISSIPATORS, AND RETAINING WALLS, ROCK PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY.

GUNNISON'S PRAIRIE DOG NOTE

THE PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE GUNNISION'S PRAIRIE DOG ORDINANCE (ARTICLE 14-8.12).

DUST CONTROL NOTE

All on-site soil disturbing construction activities shall be addressed and provide measures to mitigate or control dust from being transported offsite and polluting neighboring properties.

Any person, owner, contractor or operator who conducts earthmoving and/or dust generating activities is responsible for implementing Best Management Practices (BMPs) in order to mitigate off-property transport of fugitive dust emissions.

A plan, or storm water prevention plan (SWPPP) when applicable, listing the Best Management Practices (BMPs), shall be provided to the City Engineer, or their designee for review and approval. The approved BMPs shall be applied to the graded and/or disturbed soil in order to stabilize the site.

The initial BMP shall address how the Contractor will minimize the amount of disturbed soil, and how the Contractor will stabilize the disturbed surface area exposed to wind or vehicle traffic during construction.

Some BMPs shall include:

- The reduction of vehicle speeds: establish a maximum speed limit or install traffic calming devices to reduce speeds to a rate to mitigate off-property transport of dust entrained by vehicles.
- The minimization of drop height: Drivers and operators shall unload truck beds and loader or excavator buckets slowly, and minimize drop height of materials to the lowest height possible, including screening operations.
- High winds restriction: temporarily halt work activities during high wind events greater than 30 mph if operations would result in off-property transport.
- Restrict access: restrict access to the work area to only authorized vehicles and personnel.

In the event the above practices are ineffective to prevent off property transport, the owner or operator shall use at one or more of the following Best Management Practices (BMPs):

- Wet suppression: apply water to disturbed soil surfaces, backfill materials, screenings, and other dust generating operations as necessary and appropriate considering current weather conditions, and prevent water used for dust control from entering any public right-of-way, storm water drainage facility, or watercourse.

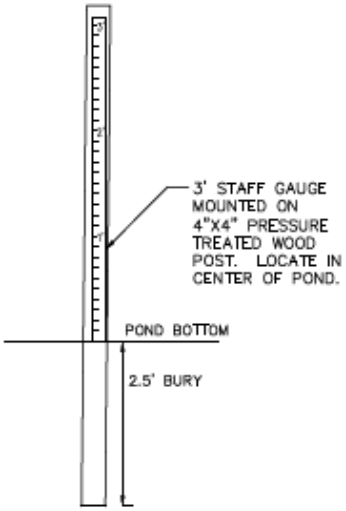
- Wind barrier: construct a fence or other type of wind barrier to prevent wind erosion of the graded or disturbed surface.
- Vegetation: plant vegetation appropriate for retaining soils or creating a wind break.
- Surface roughening: stabilize an active construction area during periods of inactivity or when vegetation cannot be immediately established.
- Cover: install cover materials such as tackifiers, erosion control blankets, gravel, vegetation (when appropriate), cold-millings, etc. during periods of inactivity and properly anchor the cover.
- Soil retention: stabilize disturbed or exposed soil surface areas that will be inactive for more than 30 days or while vegetation is being established.

ENGINEER'S STORMWATER INFRASTRUCTURE CERTIFICATION

I, the undersigned professional engineer in the State of New Mexico, do hereby certify that the record information shown hereon is based on actual field measurements and visual inspections performed by myself or under my direct supervision. I further certify that the record condition as of _____ is in substantial compliance with the approved grading and drainage plan prepared by _____, dated _____.

Signature NMPE #_____ Date

Example for pond measurement post



POST & STAFF GAUGE
NTS

Development Review Team

Comment Form

Date: 10/12/21

Staff person: Leah Yngve

Dept/Div: Land Use/MPO

Case: **Case #2021-4242. 220 Otero Street Final Development Plan**

Case Mgr: Lee Logston

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

Conditions of Approval :	Must be completed by:
1 Add bicycle parking (Inverted U racks): 1 bicycle space per 15 rooms, minimum of 2 spaces	Prior to Signature Sheet Process

Technical Corrections*:	Must be completed by:
1	

*Must made prior to recording and/or permit issuance

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

1. [list any additional items]

Explanation of Conditions or Corrections (if needed):

1. Bicycle parking
Per 14.8-6 (E) (1) "Off-street bicycle space parking standards shall apply to all uses except single family residential uses."

TABLE 14-8.6-4: Hotel or Motel Off-Street Bicycle Parking	
	Bicycle Spaces Required
Minimum 2 bicycle parking spaces	1 per 15 rooms. Establishments with more than 75 rooms shall provide 6 bicycle parking spaces for visitors.

The type of bicycle rack was not specified in the plans. The inverted U bicycle rack is required by code. See attached bicycle rack installation code.

Exhibit C Off-Street Bicycle Parking Tables 14-8.6-3, 14-8.6-4, 14-8.6-5, 14-8.6-6

(Subsection 14-8.6(E))

TABLE 14-8.6-3: General Off-Street Bicycle Parking For all uses except hotels or motels	
Automobile Parking Spaces Required	**Bicycle Spaces Required**
0—5	4
5—15	6
16—50	8
51—100	10
100 or more	12

TABLE 14-8.6-4: Hotel or Motel Off-Street Bicycle Parking	
	Bicycle Spaces Required
Minimum 2 bicycle parking spaces	1 per 15 rooms. Establishments with more than 75 rooms shall provide 6 bicycle parking spaces for visitors.

TABLE 14-8.6-5: School Off-Street Bicycle Parking	
Type of School	**Bicycle Spaces Required**
Elementary, middle, or high school	1.5 bicycle spaces per 20 student seating capacity, 2 space minimum
Colleges and universities	1 bicycle space per 10 student capacity, 2 space minimum.

Table 14-8.6-6: Restaurant Off-Street Bicycle Parking	
Minimum 2 bicycle parking spaces	1 bicycle parking space for every 1,000 square feet of restaurant dining capacity.

Exhibit D Bicycle Rack Standards and Dimensions

(Subsection 14-8.6(E))

Racks:

- Inverted U type bicycle racks are the required bicycle parking rack.
- Each rack must be securely anchored and accommodate a bicycle frame where one wheel can be locked to the rack with a high security, U-shaped shackle lock if both wheels are left on the bicycle.
- A space of two (2) feet by six (6) feet (12 square feet) must be provided for each required bicycle parking space so that a bicycle six (6) feet long can be securely held with two points supported so that the bicycle cannot be pushed, or fall in a way that would damage the bicycle frame, wheel, or components.
- All racks must provide two points of contact with the frame at least 6" apart horizontally.
- If a bicycle corral is sought within a public street right-of-way, all design elements shall be developed in coordination with and approved by the city of Santa Fe public works department and parking division.

Distance to other racks:

- Racks placed parallel to each other (side by side) must be at least thirty-six (36) inches apart, this includes rack units sold as multiple units attached together.
- Racks aligned end to end must be at least ninety-six (96) inches apart.

Distance from wall:

- Racks placed perpendicular to a wall must be at least forty-eight (48) inches from the wall to the nearest vertical component of the rack.
- Racks parallel to a wall must be at least thirty-six (36) inches from the wall.

Distance from curb:

- Racks placed perpendicular to a curb must be at least forty-eight (48) inches from the curb to the nearest vertical component of the rack.
- Racks placed parallel to a curb must be at least twenty-four (24) inches from the curb to the rack.

Distance from pedestrian aisle:

- Rack units perpendicular to a pedestrian aisle must be at least forty-eight (48) inches from the rack to the edge of the aisle, and the pedestrian aisle should be at least sixty (60) inches wide.

Parking and maneuvering areas:

- Each required bicycle parking space must be accessible without needing to move another bicycle.
- There must be an aisle of at least five (5) feet wide behind all required bicycle parking to allow for maneuvering of the bicycle. Where bicycle parking is next to a sidewalk, the maneuvering area may extend into the sidewalk.
- The area devoted to bicycle parking must be hard surfaced.

Development Review Team

Comment Form

Date: 10/18/2021

Staff person: Geronimo Griego

Dept/Div: Fire Prevention

Case: 2021-4242 4243 Otero Street Hotel Development Plan

Case Mgr: Lee Logston

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

Conditions of Approval:	Must be completed by:
	Prior to Final Approval

Technical Corrections*:	Must be completed by:
1. Fire apparatus access shall have an unobstructed width of not less than 20 feet exclusive of shoulders and an unobstructed vertical clearance of not less than 13 feet 6 inches (IFC 2015 Section 503.2.1). 2. Shall meet the 150 feet driveway requirements as per IFC, or an emergency turn-around that meets the IFC requirements shall be provided (Appendix D Table D103.4). 3. Shall comply with table D103.4: Requirements for Dead-End Fire Apparatus Access Roads. 4. Fire Department shall have 150 feet distance to any portion of the building on any new construction. (IFC 2015 section 503.1.1). 5. Fire hydrant systems shall comply with Sections 507.5.1 through 507.5.6. 507.5.1 Where required. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building. 6. Shall have water supply that meets fire flow requirements as per IFC (Appendix B). 7. Shall comply with Section D102.1: Access and Loading (75,000 lbs).	At the time of any new construction or remodel.

8. Shall comply with IFC 2015 Section D103.2 Grade: Fire apparatus access roads shall not exceed 10 percent in grade. 9. Shall comply with IFC 2015 Section D103.5: Fire apparatus access road gates. 10. Shall comply with Section D106: Multiple-Family Residential Developments. 11. Shall meet the IFC code requirements 2015 edition or the most current edition the governing body has adopted at the time of permitting.	

*Must made prior to recording and/or permit issuance

Development Review Team

Comment Form

Date: 10/08/2021

Staff person: Lawrence Rivera

Dept. /Div.: Land Use/Terrain Management- Landscape/Irrigation Review

Case: Case #2021-4242. 220 Otero Street Final Development Plan

Case Mgr.: Lee Logston

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

Conditions of Approval:	Must be completed by:

Technical Corrections*:	Must be completed by:
1. Provide a professional landscape, irrigation and cistern design.	Prior to permit review
2. Provide a complete set of installation details, notes and specifications for the cistern/irrigation system. Show on the detail drawings the installation of all assemblies without any questions for size or type of materials to use for said irrigation system.	Prior to permit review
3. Install backflow preventer enclosure on a 4" concrete pad with GFI receptacle at proper height with heat tape per COSF Irrigation Standards. Provide detail on plan.	Prior to permit review
4. No stop & waste valves or King Drains permitted per COSF Irrigation Design Standards. Manual drain to be sch. 80 Ball Valve in a six inch round valve box.	Prior to permit review
5. City staff respectfully request the use of a gravel mulch that is washed and screened.	Prior to permit review
6. Caliper measurements for clump form and multi-stem trees shall follow The American Standard for Nursery Stock: “The number of required trunks, caliper specified is one-half (1/2) of the caliper of up to the three largest required trunks.”	Prior to permit review
7. Please show light standards and fire hydrants on the landscape plan. Street trees shall be located at least fifteen (15) feet from fire hydrants and light standards	Prior to permit review
8. City staff respectfully requests the evergreen trees be a mix of Afghan and Austrian Pine.	Prior to permit review
9. Due to the Emerald Ash Beetle, please replace the Ash trees with another approved tree variety from the City of Santa Fe plant list.	Prior to permit review

10. City staff respectfully requests The landscape and irrigation plans scale to be no larger than 20 scale, 1 inch equals 20 feet.	Prior to permit review
11. Provide a water budget: Irrigation system operation information including recommended monthly and seasonal irrigation schedules and water budgets based on gallons used for landscape plantings for year one and year three shall be included on the irrigation plan. Per 3.18. Design Regulations of Landscape Irrigation Design Standards City of Santa Fe, New Mexico.	Prior to permit review
12. Provide an outdoor lighting plan with photometric data per 14-8.9(C) COSF code.	Prior to permit review
13. Separate meters shall be required for irrigation for commercial customers unless the total landscaped area on the lot is less than 1000 square feet.	Prior to permit review
14. Staff reserves the right to require additional submittals upon receiving revisions. Please note on plans: "Prior to on-site landscape, cistern, and irrigation construction a 48 Hour notification is required. Please call or text (505)316-8812."	Prior to permit review

*Must made prior to recording and/or permit issuance

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

1. [list any additional items]

Explanation of Conditions or Corrections (if needed):

City of Santa Fe, New Mexico

Case #2021-4242 4243
220 Otero Street Final Development Plan
and Open Space Variance
Planning Commission
November 4, 2021

Exhibit C

Maps and Photos

1. Future Land Use
2. Current Zoning
3. Aerial Photo
4. Street View

Exhibit C1: Future Land Use Map

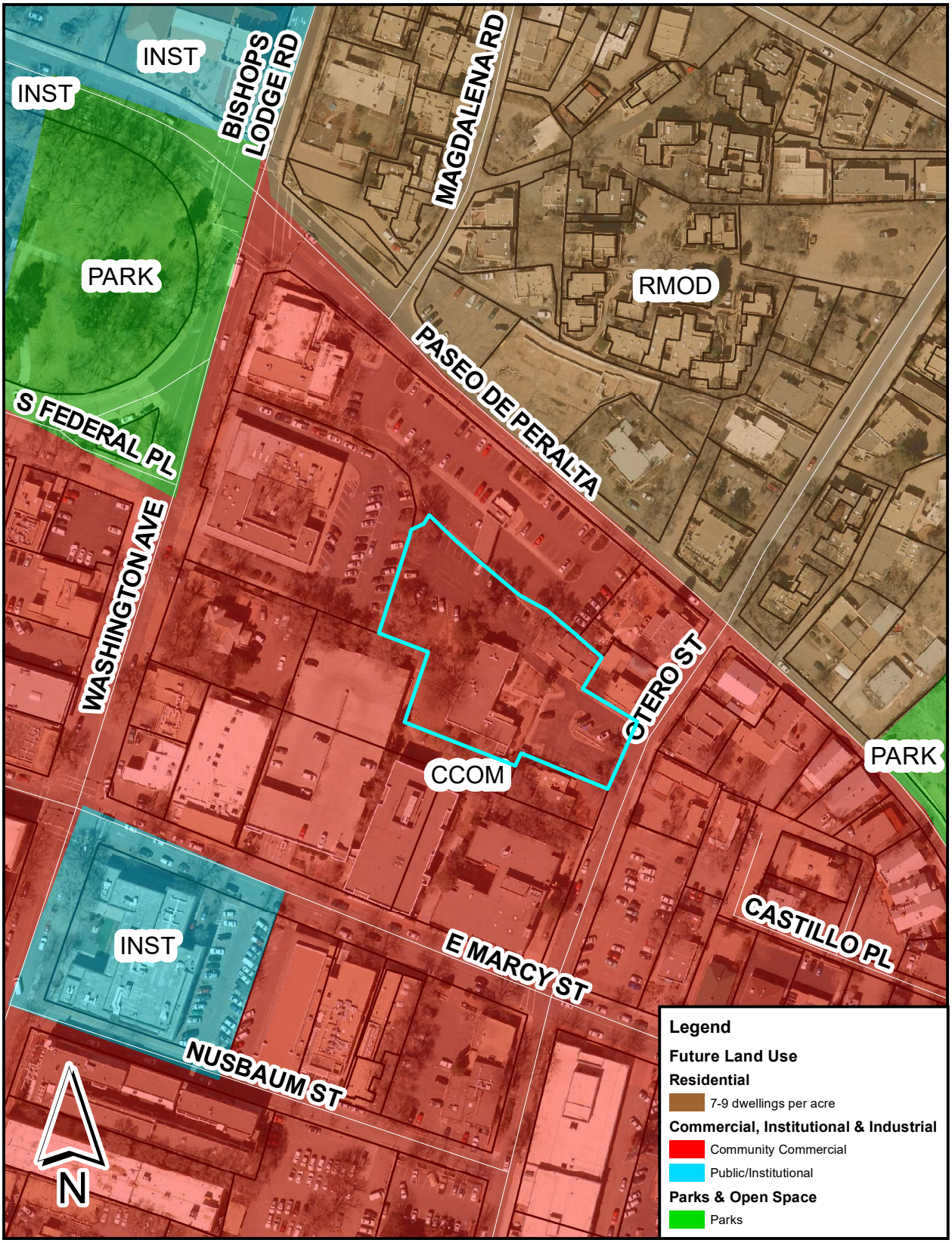


Exhibit C2: Current Zoning Map

Exhibit C3: Aerial View

Exhibit C4: Google Views

From Otero Street

Pedestrian access from Washington Street

City of Santa Fe, New Mexico

Case #2021-4242 4243
220 Otero Street Final Development Plan
and Open Space Variance
Planning Commission
November 4, 2021

Exhibit D

Applicant Materials

1. **Project Report**
2. **Proposed Development Plan**

September 20, 2021

Lee Logston
Senior Planner
City of Santa Fe
200 Lincoln
Santa Fe, NM 87501

RE: 220 Otero Street
Planning Commission Submittal

Lee:

Attached you will find our documentation and drawings for the proposed Hotel located at 220 Otero Street for the Planning Commission submittal and variance request.

We propose the following additions, new construction and alterations:

- A 513sf addition to the south side of the existing contributing main building.
- Remodel the interior of the existing contributing main building.
- Remodel existing walkway paths and steps from parking area to main building entry.
- New detached pergola to north side of main building.
- New freestanding "casita" structure in the south portion of the site.
- Remodel the interior of the existing annex building.
- Construct a new 2-story addition to the east side of the existing annex building.

Allowable building heights:

Historic District Review Department	17'-2" Above finish grade (AFG)
BCD-Marcy	42'-0" AFG
BCD-East Marcy/East Palace	27'-0" AFG

Proposed building heights:

Existing Annex Building @ East Elevation	24'-10" AFG
Proposed Addition to Annex Building	24'-0" maximum AFG

The Proposed Finishes are:

- Stucco – Sto "Suede"
- Paint Color on Main building & 1st Floor of Existing Annex Existing Brick wall – Sherwin Williams "Utaupeia"
- Cladding at New Windows and Doors – Pella "Iron Ore"
- Metal Columns, Fascia and railings – Finish to match "Iron Ore"

612 Old Santa Fe Trail Santa Fe, New Mexico 87505 505.988.5269 Fax 505.986.1270
: www.archallinc.com

- Paint Color for Windows and Doors at Main Building & Existing Annex – Sherwin Williams "Iron Ore"
- New Brick Coping – Kenney Brick "Charcoal & Chocolate Blend"
- New Stone Veneer at Addition – Centurion Stone "Suede Rubble"

Proposed square footages:

BUILDING SQUARE FOOTAGE	
MAIN BUILDING (EX) HEATED MAIN LEVEL	5,705 SF
MAIN BUILDING (EX) HEATED BASEMENT	2,545 SF
MAIN BUILDING ADDITION	513 SF
MAIN BUILDING PORTALS	339 SF
TOTAL MAIN BUILDING SQUARE FOOTAGE	9,102 SF
ANNEX (EX) HEATED FIRST FLOOR	2,152 SF
ANNEX (EX) HEATED SECOND FLOOR	819 SF
ANNEX ADDITION HEATED FIRST FLOOR	10,958 SF
ANNEX ADDITION HEATED SECOND FLOOR	10,267 SF
ANNEX (EX) PORTALS	109 SF
ANNEX PROPOSED PORTALS - FIRST FLOOR	1,826 SF
ANNEX PROPOSED PORTALS - SECOND FLOOR	2,116 SF
TOTAL ANNEX SQUARE FOOTAGE	28,247 SF
CASITA HEATED	994 SF
CASITA PORTAL	224 SF
TOTAL CASITA SQUARE FOOTAGE	1,218 SF
TOTAL HEATED ON SITE	33,953 SF
TOTAL SQUARE FOOTAGE ON SITE	38,567 SF
TOTAL FOOTPRINT	22,820 SF

Thank you for your time and consideration. Please contact us if you have any questions.

Sincerely,

Eric Enfield, AIA
ARCHITECTURAL ALLIANCE, INC.

CC: File
Otero Partners

612 Old Santa Fe Trail Santa Fe, New Mexico 87505 505.988.5269 Fax 505.986.1270
: www.archallinc.com

ARCHITECTURAL ALLIANCE LLC

STATEMENT ADDRESSING APPROVAL CRITERIA

September 20, 2021

DEVELOPMENT PLAN:

We are requesting approval for the remodel and additions for the proposed Washington Inn located at 220 Otero Street. See the responses to the Approval Criteria and Conditions below:

Section 14-3.8 (D) Development Plan Approval Criteria and Conditions and Applicant Responses

(1) Necessary Findings: To approve a *development* plan, the planning commission must make the following findings:

(a) that it is empowered to approve the plan under the section of Chapter 14 described in the *application* ;

(b) that approving the *development* plan will not adversely affect the public interest;

RESPONSE: The proposed hotel has been approved by the Historic District Review Board and will not adversely affect the public interest.

(c) that the use and any associated *buildings* are compatible with and adaptable to *buildings* , *structures* and uses of the abutting *property* and other *properties* in the vicinity of the *premises* under consideration.

RESPONSE: The use as a hotel fits in with the downtown as a tourist destination and will provide more lodging choices for visitors and promote the economic health in the vicinity while preserving its architectural qualities. The scale, massing and transitional Territorial style of the existing and proposed buildings are compatible with and adaptable to buildings , structures and uses of the abutting property and other properties in the vicinity of the premises under consideration.

(2) Conditions: The planning commission may specify conditions of approval that are necessary to accomplish the proper *development* of the area and to implement the policies of the *general plan* , including:

(a) special *yards* or *open spaces* ;

RESPONSE: There will be ample landscaped areas and new trees and vegetation provided. The required open space location will require a variance. See the Variance Approval Criteria responses.

(b) fences, *walls* or landscape screenings;

RESPONSE: A security fence will be provided on site and will comply with Historic District code. Screening trees will be planted in areas around the perimeter of the site.

(c) provision and arrangement of parking and vehicular and pedestrian circulation;

RESPONSE: The existing parking lot will be brought up to code and ultilized. All other required parking will be leased from the adjacent parking garage located at 111 E. Marcy St. Pedestrian access to both Otero Street and Washington Avenue will be maintained and improved by new accessible pathways on the site.

(d) on-site or off-site *street* , sidewalk or utility improvements and maintenance agreements;

RESPONSE: On-site sidewalks will be improved and will comply with accessibility codes. No new on site street will be required as existing access will be utilized.

(e) noise generation or attenuation;

RESPONSE: The outdoor public spaces are surrounded by structures which will attenuate the sounds from neighboring homes and businesses. Sound walls attenuation walls will be provided through the structure for the privacy and comfort of the visitors.

(f) dedication of *rights of way* or easements or access rights;

RESPONSE: There is an existing easement from Washington Avenue to the west side of this property that will be maintained. All other utility easements will be maintained. No additional easements are proposed.

(g) arrangement of *buildings* and use areas on the site;

RESPONSE: The west addition to the Annex building will form a large central courtyard on the site that can be enjoyed by the residents.

(h) special hazard reduction measures, such as *slope* planting;

RESPONSE: Not applicable

(i) minimum site area;

RESPONSE: Site area is 1.108 acres and will remain unchanged.

(j) other conditions necessary to address unusual site conditions;

RESPONSE: Not applicable

(k) limitations on the type, extent and *intensity* of uses and *development* allowed;

RESPONSE: This project complies with the type, extent and intensity of uses and development allowed.

(l) maximum numbers of *employees* or occupants permitted;

RESPONSE: 40 Employees
180 Occupants

(m) hours of operation;

RESPONSE: 24 hours a day, 7 days a week

(n) phases of *development*, if applicable;

RESPONSE: Not applicable

(o) establishment of an expiration date, after which the use must cease at that site;

RESPONSE: Not applicable

(p) establishment of a date for annual or other period review at a public hearing;

RESPONSE: Not applicable

(q) plans for sustainable use of energy, recycling and solid waste disposal;

RESPONSE: The infrastructure will be upgraded and will increase the energy efficiency of the existing proposed buildings. The buildings will comply with current building and energy codes. Recycling and waste disposal will be implemented where possible.

(r) any other appropriate conditions and safeguards, in conformity with Chapter 14 or provisions of other chapters of the Santa Fe City Code that regulate the *development* and use of land.

RESPONSE: Not applicable

(s) conditions may not be imposed that restrict the use to a specific *person* or group.

RESPONSE: The hotel will not impose conditions that restrict the use to a specific person or group.

(3) Expiration: *Development* plans expire as provided in Section 14-3.19 Expiration, Extension and Amendment of Development Approvals.

VARIANCE REQUEST:

The west side of the lot at 220 Otero Street is in the BCD-Marcy District and the east side of the lot is in the BCD-East Marcy/East Palace district. The BCD-East Marcy/East Palace requires that "open space of no less than 10 percent of the lot area shall be located adjacent to the front property line to serve as yard or courtyard." Because of the location of the existing parking lot, vehicular ingress and egress and emergency vehicle access requirements, we are asking for a variance to the location of the open space. The required amount of open space will still be provided in front of the east and main entrance to the existing Main Building and will be visible from the front property line.

Section 14-3.16 (C) Variance Approval Criteria and Applicant Responses

(1) One or more of the following special circumstances applies:

(a) unusual physical characteristics exist that distinguish the land or *structure* from others in the vicinity that are subject to the same relevant provisions of Chapter 14, characteristics that existed at the time of the adoption of the regulation from which the variance is sought, or that were created by natural forces or by government action for which no compensation was paid;

RESPONSE: The unusual characteristic is that the existing parking lot is directly adjacent to Otero Street. This parking lot is going to be maintained. In addition, the fire department needs to be able to pull an emergency vehicle into the parking lot. There is not sufficient area in this location to comply with the 14-7.4 open space adjacent to the front property line requirement.

(b) the *parcel* is a *legal nonconforming lot* created prior to the adoption of the regulation from which the variance is sought, or that was created by government action for which no compensation was paid;

RESPONSE: The parcel is a legal nonconforming lot created prior to the adoption of the regulation from which the variance is sought.

(c) there is an inherent conflict in applicable regulations that cannot be resolved by compliance with the more-restrictive provision as provided in Section 14-1.7

RESPONSE: The emergency vehicle access requirements conflict with the open space location requirements.

(d) the land or *structure* is *nonconforming* and has been designated as a *landmark*, contributing or *significant property* pursuant to Section 14-5.2 (Historic Districts).

RESPONSE: Not applicable

(2) The special circumstances make it infeasible, for reasons other than financial cost, to develop the *property* in compliance with the standards of Chapter 14.

RESPONSE: The ingress and egress access and the parking lot need to be maintained for guests and emergency vehicle access.

(3) The *intensity* of *development* shall not exceed that which is allowed on other *properties* in the vicinity that are subject to the same relevant provisions of Chapter 14.

RESPONSE: The intensity of development does not exceed that which is allowed on other properties.

(4) The variance is the minimum variance that will make possible the reasonable use of the land or *structure*. The following factors shall be considered:

(a) whether the *property* has been or could be used without variances for a different category or lesser *intensity* of use;

RESPONSE: The existing parking lot has been in the current location since the early 1950's.

(b) consistency with the purpose and intent of Chapter 14, with the purpose and intent of the articles and sections from which the variance is granted and with the applicable goals and policies of the *general plan*.

RESPONSE: Locating the open space in front of the Main Building is consistent with the purpose and intent of Chapter 14.

(5) The variance is not contrary to the public interest.

RESPONSE: This variance is not contrary to the public interest because the amount of open space provided complies with the code. Also, the existing parking lot, driveway and sidewalks will be improved and landscaping will be added near the property line wherever possible.

END OF RESPONSES

September 20, 2021

RE: Washington Inn, 220 Otero Street
Early Neighborhood Notification Meeting Notes

ENN DATE: September 9, 2021

PRESENT: Lee Logston, City of Santa Fe Senior Planner
Eric Enfield, AIA, Architectural Alliance, Inc.
Hunter Redman, AIA, Architectural Alliance, Inc.
Gale Melton, Neighboring Property Owner
(1) Representative of Otero Partners, 220 Otero Owner

LOCATION: Via Zoom

- Zoom meeting was started at 5:30 pm by Architectural Alliance, Inc.
- The presentation was delayed by 15 minutes to allow for additional people to sign in.
- Lee Logston began the meeting at 5:45pm.
- Eric Enfield, AIA introduced the Washington Inn project, located at 220 Otero Street and presented the site plan while describing the existing buildings, proposed additions and proposed heights. He then described the existing parking lot and said the hotel will be leasing additional parking spaces from the parking garage next door in order to comply with the required parking spaces.
- Eric Enfield, AIA explained the request for the open space variance. The zoning requires the open space to be adjacent to Otero Street. However, because this is an existing parking lot and is proposed to remain a parking lot, the required open space square footage will be provided in front of the existing main building.
- Eric Enfield, AIA proceeded to read all of the ENN application Questions and answers
- Eric Enfield, AIA shared the proposed exterior elevations on the screen and described the design of the project including colors and materials.
- The meeting was opened to questions from the public.
- Gale Melton commented that, in her opinion, the AirBNB rental market was pushing local renters out of downtown. She supports the hotel since it could provide more options for visitors and free up residential rental space for residents in the downtown area.
- There were no additional comments or questions.
- Lee Logston stated that the project would proceed to the Planning Commission and that anyone who did not attend the ENN meeting will have an opportunity to comment prior to the Planning Commission Meeting.
- The meeting was adjourned.

612 Old Santa Fe Trail Santa Fe, New Mexico 87505 505.988.5269 Fax 505.986.1270
: www.archallinc.com

From: BERKE, NOAH L.
To: Hunter Redman; LOGSTON, LEE R.
Subject: Fwd: 220 Otero Drawings for daily trip calculation
Date: Monday, August 9, 2021 7:53:17 AM

Noah Berke, AICP, CFM
Planner Manager
Land Use Department
(505) 955-6647
(505) 490-5930

From: Gallegos, Audra V. <Audra.Gallegos@wilsonco.com>
Sent: Monday, August 9, 2021 7:20:34 AM
To: BERKE, NOAH L. <nlberke@santafenm.gov>
Subject: RE: 220 Otero Drawings for daily trip calculation

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

Good Morning Noah,
Based on the anticipated trip generation that was provided, a traffic study will not be required.

Thank you!

Audra V. Gallegos, PE
Civil Engineer | Wilson & Company, Inc., Engineers & Architects | 505 348 4110 (direct) | 505 250 4853 (cell)

From: BERKE, NOAH L. <nlberke@santafenm.gov>
Sent: Thursday, August 5, 2021 12:50 PM
To: Gallegos, Audra V. <Audra.Gallegos@wilsonco.com>; Juarez-Infante, Mario G. <mario.juarez@wilsonco.com>
Subject: Fwd: 220 Otero Drawings for daily trip calculation

Noah Berke, AICP, CFM
Planner Manager
Land Use Department
(505) 955-6647
(505) 490-5930

From: Hunter Redman <hunter@archallinc.com>
Sent: Thursday, August 5, 2021 12:48:31 PM

To: BERKE, NOAH L. <nlberke@santafenm.gov>
Cc: Eric Enfield <eric@archallinc.com>
Subject: 220 Otero Drawings for daily trip calculation

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Noah,

Below are the calculations from the engineer for the Trip Generation Rates for the proposed hotel at 220 Otero Street. Since there is a reduction in trips, can you approve of us moving forward to the Planning Commission without a formal Traffic Study?

Thank you,

Ms. Hunter Tidmore Redman, AIA

Architectural Alliance, Inc.
612 Old Santa Fe Trail
Santa Fe, NM 87505
505-988-5269
www.archallinc.com

From: Morey Walker <morey@walkerengineering.net>
Sent: Thursday, August 5, 2021 11:56 AM
To: Eric Enfield <eric@archallinc.com>
Cc: Hunter Redman <hunter@archallinc.com>; Marc Bertram (marcb@sfbrown.com) <marcb@sfbrown.com>; aduettra@gmail.com
Subject: RE: Revised Otero Drawings for daily trip calculation

Eric

Based upon the ITE (Institute of Transportation Engineers) Trip Generation Rates, here is what I found out:

Trip Generation:

Existing Office: 6100 sq ft of General Office Use (ITE Land Use Code 710)

Time Period	Enter	Exit	Total
AM Peak	15	2	17
PM Peak	3	13	16

Proposed All Suite Hotel 31 Rooms (ITE Land Use Code 311)

Time Period	Enter	Exit	Total
AM Peak	7	5	12
PM Peak	5	7	12

Basically you have a reduction of 5 trips in the morning and 4 trips in the evening.

Morey Walker, P.E.
Walker Engineering
905 Camino Sierra Vista
Santa Fe, NM 87505
505-820-7990 Ext 1

From: Eric Enfield <eric@archallinc.com>
Sent: Friday, July 30, 2021 10:07 AM
To: Morey Walker <morey@walkerengineering.net>
Cc: Hunter Redman <hunter@archallinc.com>; Marc Bertram (marcb@sfbrown.com) <marcb@sfbrown.com>; aduettra@gmail.com
Subject: FW: Revised Otero Drawings for daily trip calculation

Morey, Attached are the approved drawings,square footages and room counts. Remember to calculate the original annex square footage and main building as existing office use and deduct from the calcs for the new hotel use. Please call with questions, EE

Eric P. Enfield, President
Architectural Alliance, Inc.
612 Old Santa Fe Trail
Santa Fe, NM 87505
505-988-5269 ph
505-470-8252 cell
www.archallinc.com

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TABLE 14-8.7-2: Architectural Design Standards and Point Allocations (See Note 1) 220 OTERO STREET		
Architectural Design Standards		**Points[1]**
WALLS		
Predominant Exterior Surface Material	Stucco, adobe	30
	Brick, natural stone, and integrally colored unit masonry	25; 30*
	Concrete and non-integrally colored unit masonry	20; 30*
	Metal siding, glass curtainwall systems, glass block, wood siding, and simulated materials	10; 30*
	Mirrored glass curtainwall systems	-10
Color of Predominant Exterior Surface Material	Earthtones, creams, and pastels of earthtone hues including but not necessarily limited to rose, peach, and terra cotta colors	30
	Pastel colors of non-earthtone hues, whites, grays, and grayish greens	15; 30*
	High-intensity colors	-10; 10*
	Metallic colors, glass and black	-10

TABLE 14-8.7-2: Architectural Design Standards and Points Allocations (See Note 1) 220 OTERO ST.		
Architectural Design Standards		**Points[1]**
Exterior Surface Treatment	(A) Wall surfaces appear monolithic with at least 75 percent of the total wall area one material and one color. Differing shades of the same general hue shall not be considered different colors. Non-solar fenestration, window and door awnings, applied trim, and accent materials, colors, and decorative bands, with the exception of stucco, masonry or concrete control joints, are used in such a way that they do not give a panelized or prefabricated appearance, produce striped or checkerboard patterns, or exceed 25 percent of the surface area of any façade. Fenestration and/or accent colors on wall surfaces under portals or canopies having a horizontal depth of at least six feet shall be exempt from area calculations	10
	(B) Wall surfaces do not meet the criteria set forth in paragraph (A) above	-10
ROOFS		
Form	(A) Flat roof surfaces entirely concealed from public view by parapets	20
	(B) Flat roof surfaces not entirely concealed from public view by parapets, uniformly sloping roofs, or any combination of flat and uniformly sloping roofs, having a height, from springline to peak, that does not exceed the average height of the supporting walls and having a slope with greater than or equal to four feet of vertical rise for every 12 feet of horizontal run and less than or equal to 12 feet of vertical rise for every 12 feet of horizontal run	15

TABLE 14-8.7-2: Architectural Design Standards and Point Allocations (See Note 1)		
Architectural Design Standards		**Points[1]**
	(C) Uniformly sloping roofs or any combination of flat and uniformly sloping roofs, having a height, from springline to peak, that does not exceed the average height of the supporting walls and having a slope with less than four feet of vertical rise for every 12 feet of horizontal run or having a slope with greater than 12 feet of vertical rise for every 12 feet of horizontal run	10
	(D) Any type of sloping roof having a height, from springline to peak, that exceeds the average height of the supporting walls; non-uniformly sloping roofs; or any combination of flat and non-uniformly sloping roofs	-10
Predominant Material	(A) All surfaces are concealed from public view	20
	(B) Standing, flat, or batten seam metal roofing, or membrane, asphalt or gravel surfaces exposed to public view	15
	(C) Flat tiles of clay, concrete or slate	10
	(D) Barrel tiles of clay, concrete, or slate; and asphalt shingles	5
	(E) Wood shingles or shakes and other materials including but not necessarily limited to plastic, fiberglass or metal roof tiles	-10
Predominant Color	(A) All surfaces are concealed from public view	15

TABLE 14-8.7-2: Architectural Design Standards and Point Allocations (See Note 1)		
Architectural Design Standards		**Points[1]**
	(B) Dark reds, browns, and earthtones, and natural metals including aluminum, zinc, tin, and lead	10
	(C) Low-intensity colors other than those stated above	5
	(D) White	0
	(E) Bright, non-fading, high-intensity colors and any use of multiple colors	-15
BUILDING FORM		
Massing	(A) One-story buildings with over 10,000 square feet of gross floor area and multi-story buildings with over 20,000 square feet of gross floor area which are designed with wall plane projections or setbacks on each publicly visible façade having a depth of at least three percent of the length of the façade and extending at least 20 percent of the length of the façade	30
	(B) One-story buildings with less than or equal to 10,000 square feet of gross floor area and multi-story buildings with less than or equal to 20,000 square feet of gross floor area which are designed with either offsetting wall planes or upper story stepbacks of at least four horizontal feet, or a recessed entry space or projecting canopy or portal having a depth of at least six horizontal feet, on at least one publicly visible façade	30

TABLE 14-8.7-2: Architectural Design Standards and Point Allocations (See Note 1)		
Architectural Design Standards		**Points[1]**
	(C) Buildings not utilizing the massing techniques described in paragraphs (A) or (B) above	0
DOORS AND WINDOWS		
Treatment	(A) More than 50 percent of doors, windows and glazed surfaces, which are not located under portales or canopies having a horizontal depth of at least six feet, have either frames recessed a minimum of two inches, are cased with trim, have divided lites, or have exposed or otherwise articulated lintels	20
	(B) More than 50 percent of doors, windows and glazed surfaces do not meet the requirements set forth in paragraph (A) above	0; 20*
Area	(A) All wall surfaces which are not located under portales or canopies having a horizontal depth of at least six feet, and which do not include solar fenestration, have less than or equal to 50 percent openings consisting of doors, windows, glazing and other penetrations	20
	(B) Wall surfaces do not meet the requirements as set forth in paragraph (A) above	0; 20*
Location	(A) All doors, windows and glazed surfaces, on structures having a gross floor area greater than 150 square feet, are located at least two feet from outside building corners	20

TABLE 14-8.7-2: Architectural Design Standards and Point Allocations (See Note 1)		
Architectural Design Standards		**Points[1]**
	(B) All doors, windows and glazed surfaces, on structures having a gross floor area less than or equal to 150 square feet, have at least a two inch mullion at inside and outside building corners	20
Glazing	(A) All glazing is clear or tinted neutral gray	10
	(B) Any use of colored glazing	0; 10*
	(C) Any use of mirrored glazing	-10
EQUIPMENT		
Screening	(A) All roof and wall mounted mechanical, electrical, communications, and service equipment, including satellite dishes and vent pipes, are screened from public view by parapets, walls, fences, dense evergreen foliage, or by other means	10
	(B) All building mounted equipment set forth in paragraph (A) above is either screened; and/or painted to match visually adjacent surfaces	5
	(C) All building mounted equipment set forth in paragraph (A) above is not screened and/or painted to match visually adjacent surfaces	-10

TABLE 14-8.7-2: Architectural Design Standards and Point Allocations (See Note 1)	
Architectural Design Standards	**Points[1]**
NOTES: 1. Point values denoted by an asterisk (*) apply within the Midtown LINC Overlay District.	

City of Santa Fe

Land Use Department
200 Lincoln Ave.
Santa Fe, New Mexico 87504-0909

PROJECT DESC:

CASE NUMBER: 2021-003387--HDRB

PROJECT TYPE: New Construction

LOCATION: 220 OTERO ST
Santa Fe, NM 87501

CONTACTS:	Property Owner	Otero Partners LLC	220 Otero
	Agent	HUNTER REDMAN	612 OLD SANTA FE TRL A SANTA FE , NM 87505

BOARD ACTION

This is to certify that the Historic Districts Review Board (HDRB) acted on your request at their hearing on Apr 13, 2021. The decision of the Board was to approve the remodel to the contributing McKee Office Building and to find that the exception criteria were met and to approve the proposed casita. Decision on the remodel of the non-contributing McKee gargage and annex building was postponed for redeisgn.

For further information please call 505-955-6605.

Sincerely,

Nicole Thomas
Planner Manager - Land Use

NOTE: Applicant can use this action letter to apply for construction permit, but the permit shall not be released until the end of the appeal period which starts on the date of filing of the Findings and Conclusions in the City Clerk's office (SFCC 14-3.17(D)). Your permit will be denied if any changes on plans that were not approved by the HDRB or if conditions of approval are not met. **Please attach copies of this letter to all sets when submitting for construction permits.**

City of Santa Fe

Land Use Department
200 Lincoln Ave.
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PROJECT DESC:

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CONTACTS:	Agent	HUNTER REDMAN	612 OLD SANTA FE SANTA FE , NM 87505
	Property Owner	Otero Partners LLC	220 Otero

BOARD ACTION

This is to certify that the Historic Districts Review Board (HDRB) acted on your request at their hearing on May 25, 2021. The decision of the Board was to approve the remodel to the non-contributing garage and annex building as submitted.

For further information please call 505-955-6605.

Sincerely,

Nicole Thomas
Planner Manager - Land Use

NOTE: Applicant can use this action letter to apply for construction permit, but the permit shall not be released until the end of the appeal period which starts on the date of filing of the Findings and Conclusions in the City Clerk's office (SFCC 14-3.17(D)). Your permit will be denied if any changes on plans that were not approved by the HDRB or if conditions of approval are not met. **Please attach copies of this letter to all sets when submitting for construction permits.**

Additions and Renovations at Annex - New Washington Inn

220 Otero Street - Washington Inn

Building Criteria

SITE: 220 Otero St., Santa Fe New Mexico 87501

CONSTRUCTION STYLE: Territorial style with flat roofs

UTILTIES: Sewer: City Sewer / Water: City Water /
Gas: Gas Company of NM / Electrical Service / PNM

Building Code Information 2009 IBC

ZONING: BCD-MARCY & BCD-EAST MARCY/EAST PALACE

OCCUPANCY: GROUP R-1 RESIDENTIAL - SLEEPING UNITS WITH PRIMARILY TRANSIENT OCCUPANTS (HOTEL)

HISTORIC DISTRICT: DOWNTOWN & EASTSIDE

LOT SIZE: 1.108 ACRES (48,268 SQ.FT.)

LOT COVERAGE: NO REQUIREMENTS

SETBACKS BCD-MARCY: FRONT= NONE
SIDE= NONE
REAR= NONE

SETBACKS BCD-EAST MARCY/EAST PALACE :
FRONT= Average Depth of yards on block
SIDE= 5'-0"
REAR= 10'-0"

LANDSCAPE REQUIREMENTS: Per Santa Fe City Code 14-8.4

SPRINKLER REQUIREMENTS: Sprinklers to be provided per 2015 IFC

ARCHEOLOGICAL DISTRICT: Historic Downtown Archeological District

FLOOD PLAIN: Existing & Proposed Structures out of flood plain

ALLOWABLE BUILDING HEIGHT: BCD-MARCY = 42', 1' Horiz.: 1" Vert. above 24';
wall stepbacks shall be a minimum of 10 horizontal feet.
BCD-EAST MARCY/EAST PALACE = 27'-0" Per City of Santa Fe Zoning
Historic District Review Department Height 17'-2"

YARD WALLS AND FENCES: Maximum 4'-0" in Height Per City of Santa Fe Zoning
Historic District Review Department Height 57"

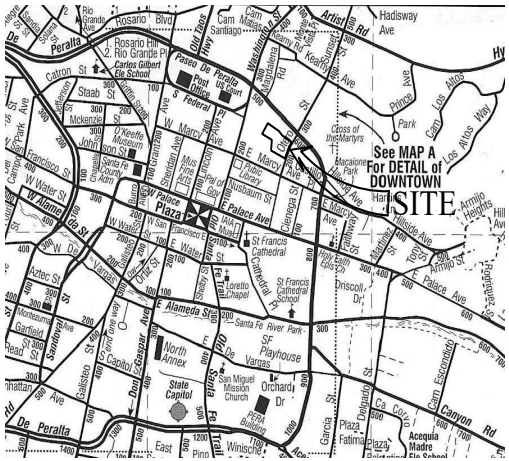
OPEN SPACE REQUIREMENTS: Per 14-7.4, 10% of lot area shall be located adjacent to front property line.
REQUIRED: 48,268 x 10% = 4,827 sf
PROVIDED: 4,827 sf

PARKING REQUIREMENTS: REQUIRED:
(1) Parking Space per Rental Unit
(31) Spaces Required

PROVIDED:
(13) Parking Spaces on site
(2) Accessible Parking Spaces on site
(16) Parking Spaces per lease off site
TOTAL: (31) Parking Spaces

BICYCLE PARKING PROVIDED ON SITE: 8 Spaces on rack

220 Otero Street
Santa Fe NM, 87501



220 Otero Vicinity Map

NORTH
N.T.S.

Drawing Index

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C-1	EXISTING SITE PLAN
C-2	PROPOSED SITE PLAN
C-3	GRADING AND DRAINAGE PLAN
C-4	UTILITIES PLAN
C-5	SITE DETAILS
L-1	LANDSCAPING PLAN
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A-3	MAIN BUILDING - EXISTING BASEMENT FLOOR PLAN
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A-17	ADDITION - PROPOSED ELEVATIONS
A-18	CASITA- PROPOSED FLOOR PLAN
A-19	CASITA - PROPOSED ELEVATIONS

BUILDING SQUARE FOOTAGE - REVISED 4/28/21	
MAIN BUILDING (EX) HEATED MAIN LEVEL	5,705 SF
MAIN BUILDING (EX) HEATED BASEMENT	2,545 SF
MAIN BUILDING ADDITION	513 SF
MAIN BUILDING PORTALS	339 SF
TOTAL MAIN BUILDING SQUARE FOOTAGE	9,102 SF
ANNEX (EX) HEATED FIRST FLOOR	2,152 SF
ANNEX (EX) HEATED SECOND FLOOR	819 SF
ANNEX ADDITION HEATED FIRST FLOOR	10,958 SF
ANNEX ADDITION HEATED SECOND FLOOR	10,267 SF
ANNEX (EX) PORTALS	109 SF
ANNEX PROPOSED PORTALS - FIRST FLOOR	1,826 SF
ANNEX PROPOSED PORTALS - SECOND FLOOR	2,116 SF
TOTAL ANNEX SQUARE FOOTAGE	28,247 SF
CASITA HEATED	994 SF
CASITA PORTAL	224 SF
TOTAL CASITA SQUARE FOOTAGE	1,218 SF
TOTAL HEATED ON SITE	33,953 SF
TOTAL SQUARE FOOTAGE ON SITE	38,567 SF
TOTAL FOOTPRINT	22,820 SF

ROOM TYPE & COUNT	A	B	C	D	E	TOTAL ROOMS	TOTAL BEDS
MAIN BUILDING	2			2		4	6
ANNEX	2		1		1	4	6
ADDITION LOWER LEVEL	2	6		2	1	11	15
ADDITION UPPER LEVEL	2	6		2	1	11	15
CASITA				1		1	2
TOTAL						31	44

A = SMALL ONE BEDROOM
B = LARGE ONE BEDROOM
C = X-LARGE ONE BEDROOM
D = TWO BEDROOM
E = THREE BEDROOM

ARCHITECTURAL ALLIANCE INC

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E-MAIL: architecturalalliance@archallinc.com
WEBSITE: www.archallinc.com

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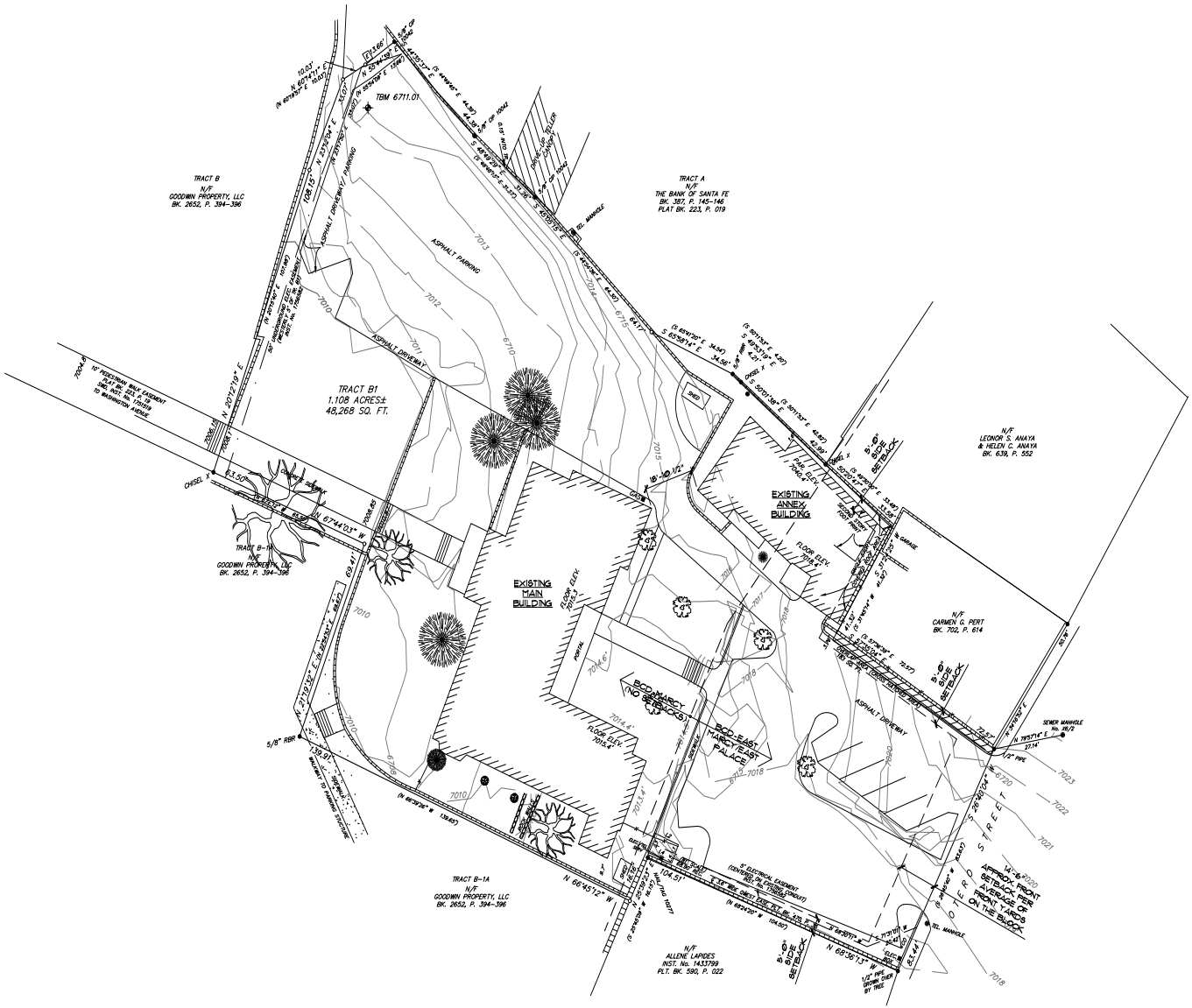
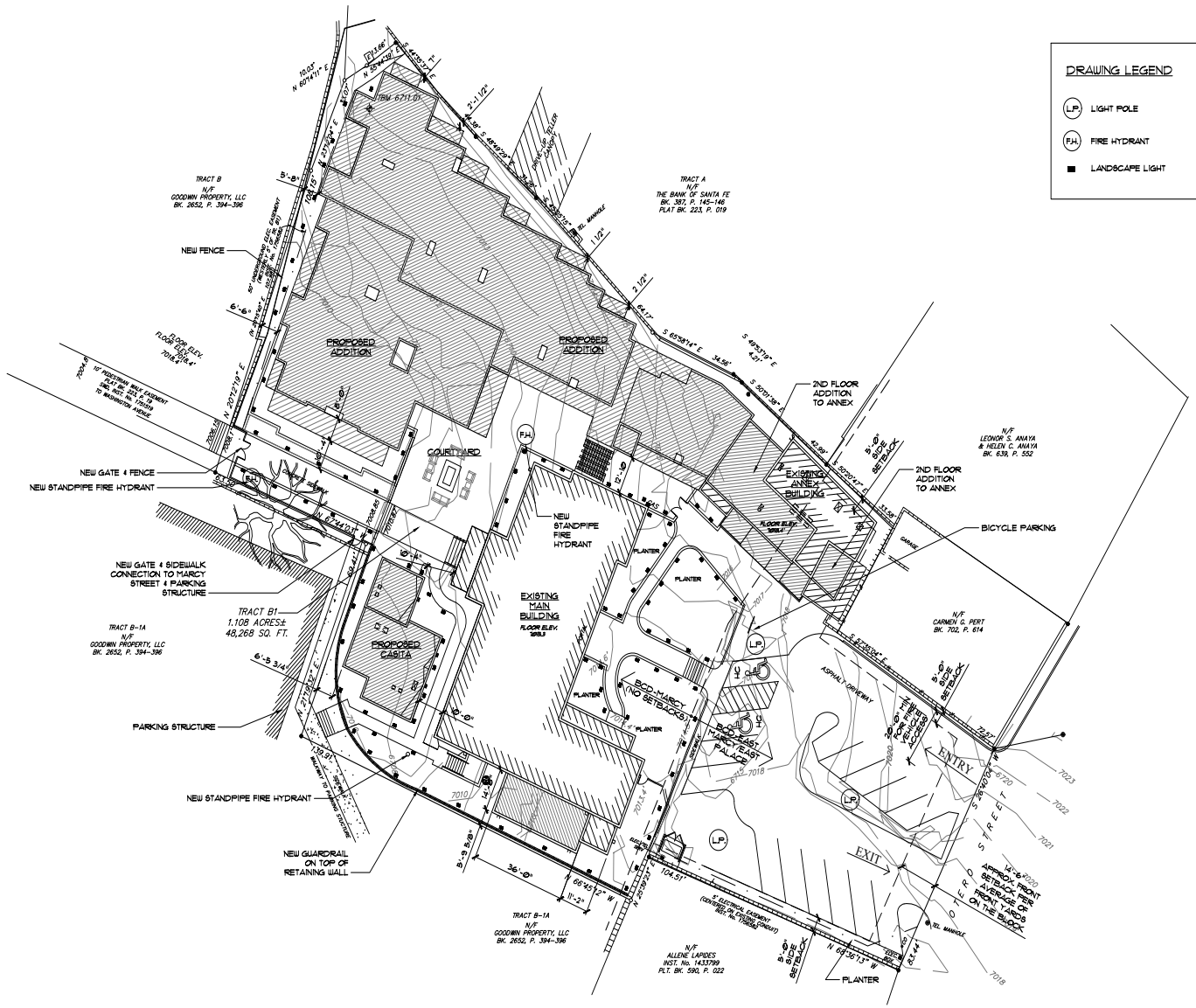
DEVELOPMENT PLAN DRAWINGS DATED:
SEPTEMBER 20, 2021
ARCHITECT'S PROJECT NUMBER 06-07


TRACT B1
1.108 ACRES±
48,268 SQ. FT.
TRACT B
N/F
GOODWIN PROPERTY, LLC
BK. 2652, P. 394-396
TRACT A
N/F
THE BANK OF SANTA FE
BK. 387, P. 145-146
PLAT BK. 223, P. 019
TRACT B-1A
N/F
GOODWIN PROPERTY, LLC
BK. 2652, P. 394-396
N/F
LEONOR S. ANAYA
& HELEN C. ANAYA
BK. 639, P. 552
N/F
CARMEN G. PERT
BK. 702, P. 614
N/F
ALLENE LAPIDES
INST. No. 1433799
PLT. BK. 590, P. 022
EXISTING MAIN BUILDING
EXISTING ANNEX BUILDING
ASPHALT PARKING
ASPHALT DRIVEWAY
TBM 6711.01
BLDG. ELEV. 7014.4
BLDG. ELEV. 7016.5
BLDG. ELEV. 7018.1
FLAT ELEV. 7016.5
FLOOR ELEV. 7018.1
GARAGE
SHED
PORCH
CHISEL
5/8" REBAR
1/2" PIPE
SEWER MANHOLE No. 26/2
TEL. MANHOLE
POWER POLE
GUY WIRE
WATER VALVE
FIRE HYDRANT
B.O.B.
BASE OF BLOCK
BCD MARCY (NO SETBACKS)
BCD EAST MARCY EAST PLACE
ARROYO FRONT SETBACK PER AVERAGE OF FRONT YARDS ON THE BLOCK
MARCY STREET
OLD SANTA FE TRAIL
5' ELECTRICAL EASEMENT (GRANTED IN BK. 2652, P. 396)
10' WIDE SHARED USE ACCESS EASEMENT (GRANTED IN BK. 2652, P. 396)
10' PEDESTRIAN WALK EASEMENT (GRANTED IN BK. 2652, P. 396)
TRACT B-1A
N/F
GOODWIN PROPERTY, LLC
BK. 2652, P. 394-396
N 68°45'12" W
104.51'
N 21°29'32" E
N 68°30'28" W
139.83'
N 20°12'19" E
208.45'
S 67°44'03" W
69.41'
S 26°00'24" E
N 79°57'14" E
27.14'
N 68°36'13" W
63.44'
S 65°58'14" E
34.56'
S 67°44'03" E
63.50'
18'-10 1/2"
12'-10"
50'-0"
5'-0"
10'-0"
5'-0"
7'-0"
7'-0"
7



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NO.	REVISION/SUBMISSION	DATE

STAMP

PROJECT TITLE

WASHINGTON INN ADDITIONS & REMODEL

220 Otero Street
Santa Fe, NM 87501

PROJECT NO. 06-07

CHECKED BY	EE	DATE	09/17/21
DRAWN BY	HR	DATE	09/17/21

SHEET TITLE

PROPOSED SITE PLAN

SHEET NO.

C-2

Methodology

Discharge calculations were performed using the Rational Method as described in section 403 of the New Mexico Department of Transportation Drainage Design Manual, July 2018. Runoff was calculated using the SCS runoff curve method as described in the USDA Urban Hydrology for Small Watersheds (TR55). Rainfall intensity and precipitation data was found on the NOAA Precipitation Frequency Data Server.

Precipitation

Discharge calculations were performed using rainfall intensity (in/hr) during the 2-, 10-, 50-, and 100-year, 24-hour duration storms. Runoff calculations were performed using rainfall (in) during the 100-year, 24-hour duration storm. All precipitation information was obtained from the NOAA Precipitation Frequency Data Server.

Present Conditions

The property is 1.108 acres (48,268 sq ft) located near Downtown Santa Fe at 220 Otero St. The property has two existing buildings (the main building and the annex). There is existing pavement along the north and eastern property boundaries for parking. Precipitation on the eastern portion of the property drains onto Otero St. Precipitation on the western portion of the property drains onto Tract B to the west through buried pipes and along the pedestrian walk easement.

Proposed Conditions

The proposed changes to the site include a new building along the northern portion of the property (North Block Proposed Addition), a smaller detached building (Proposed Casita), and a second story addition to the Existing Annex Building. The resulting changes add 15,115 sq ft of new roof area (including portals) but reduce the parking and sidewalk area by 9,409 sq ft. Therefore, the overall reduction to the landscaped area is 5,706 sq ft.

Determination of Curve Number

Utilizing the USDA Urban Hydrology for Small Watersheds (TR55), curve number was assigned to each portion of the present and proposed land uses. The composite curve number was calculated using a weighted average as shown below:

$$CN_{Composite} = \frac{\text{Area (Acre)}*CN}{\text{Total Area (Acre)}}$$

Present Land Use

Description	Area (A, acre)	Area (sq ft)	CN (TR55)
Roof Area	0.183	7978.48	95
Sidewalks and Parking	0.536	23348.16	95
Landscaped Area	0.389	16944.84	70
Composite	1.108	48264.48	86.21

Proposed Land Use

Description	Area (A, acre)	Area (sq ft)	CN (TR55)
Roof Area	0.53	23086.8	95
Sidewalks and Parking	0.32	13939.2	95
Landscaped Area	0.258	11238.48	70
Composite	1.108	48264.48	89.18

Discharge Calculations

Utilizing section 403 of the NMDOT Design Manual, July 2018, discharge was calculated using the rational method. Runoff coefficients (c) were determined using the 1-hour duration for each design storm. Rainfall intensity (i) was obtained from NOAA Precipitation Frequency Data Server. Area (A) was taken as acres from the table above.

$$Q = c*i*A$$

Present Land Discharge Calculations

	Runoff coef. (c)	Rainfall intensity (i, in/hr)	Discharge (Q, cfs)
2-Year Design Storm	0.525	0.062	0.036
10-Year Design Storm	0.635	0.089	0.063
50-Year Design Storm	0.705	0.118	0.092
100-Year Design Storm	0.7375	0.131	0.11

Proposed Land Discharge Calculations

	Runoff coef. (c)	Rainfall intensity (i, in/hr)	Discharge (Q, cfs)
2-Year Design Storm	0.688	0.062	0.047
10-Year Design Storm	0.763	0.089	0.075
50-Year Design Storm	0.825	0.118	0.108
100-Year Design Storm	0.855	0.131	0.124

Required Cistern Sizing

Cistern size calculations are based on runoff changes using the SCS runoff curve method from the USDA TR55. The composite curve number was used to compute an S-value (not shown). Rainfall was taken from NOAA Precipitation Frequency Data Server. Equations used are below.

$$S = \frac{1000}{CN} - 10 \qquad Q = (P-0.2S)^2 / (P+0.8S)$$

Cistern Size Calculations

	CN (TR55)	Rainfall (in)	Runoff (in)
Present Land Use	86	3.15	1.79
Proposed Land Use	89	3.15	2.04
		ΔRunoff	0.24 in
Required Cistern Volume		982.3 cf	7,347.6 gal

Cistern to provide 100% of required volume with additional capacity. The chosen cistern will be equipped with a controlled outlet and water will be used for landscaping.

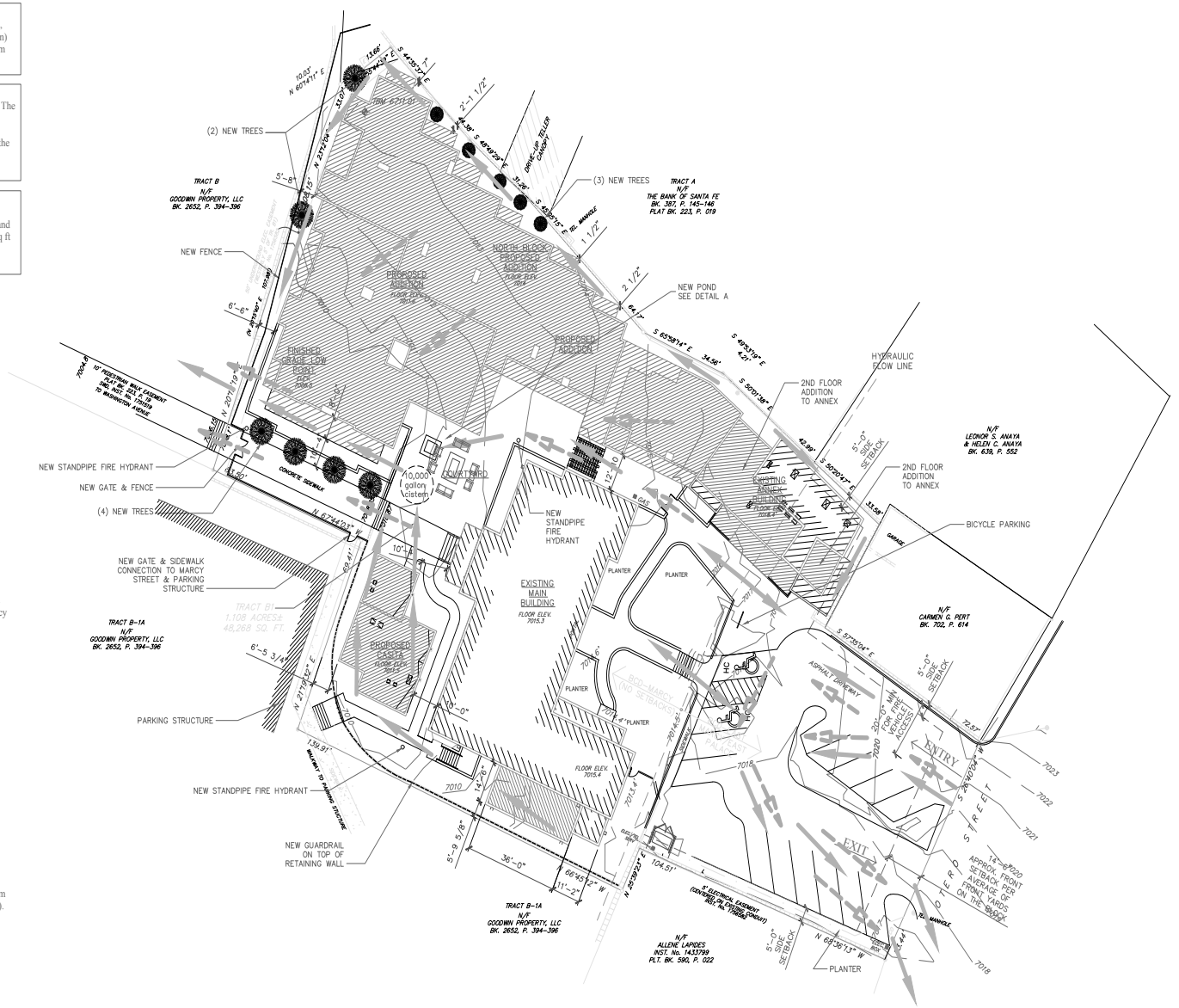
ENGINEER'S CERTIFICATION

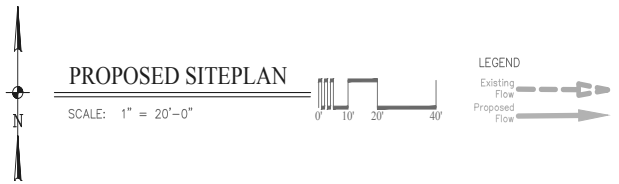
I, the undersigned, being a Professional Engineer in the State of New Mexico, do hereby certify that the record information shown hereon is based on actual field measurements and visual inspections performed by myself or under my direct supervision. I further certify that the record condition of the site as of _____ is in substantial compliance with the approved Grading and Drainage Plan prepared by _____, dated _____.

This certification is limited to on-site grading and drainage improvements and does not extend to the structural integrity of the materials used nor the workmanship of the contractor.

_____

Printed name, NMPE no. _____ DATE





ACG ENGINEERING CONSTRUCTION

ACG Engineering and Construction Management, LLC
1625 Gold Ave SE
Albuquerque, New Mexico 87106
(505) 379-3671
acgengineering@gmail.com

NO.	REVISION/SUBMISSION	DATE

STAMP:

CHRISTINE C. GRACE NEW MEXICO 10861 PROFESSIONAL ENGINEER 9-16-21

PROJECT TITLE:

WASHINGTON INN ADDITIONS AND REMODEL

220 Otero Street
Santa Fe, NM 87501

PROJECT NO.

CHECKED BY: AG	DATE: 09/13/21
DRAWN BY: ANT	DATE: 09/13/21

SHEET TITLE:

GRADING AND DRAINAGE PLAN

SHEET NO.

C-3

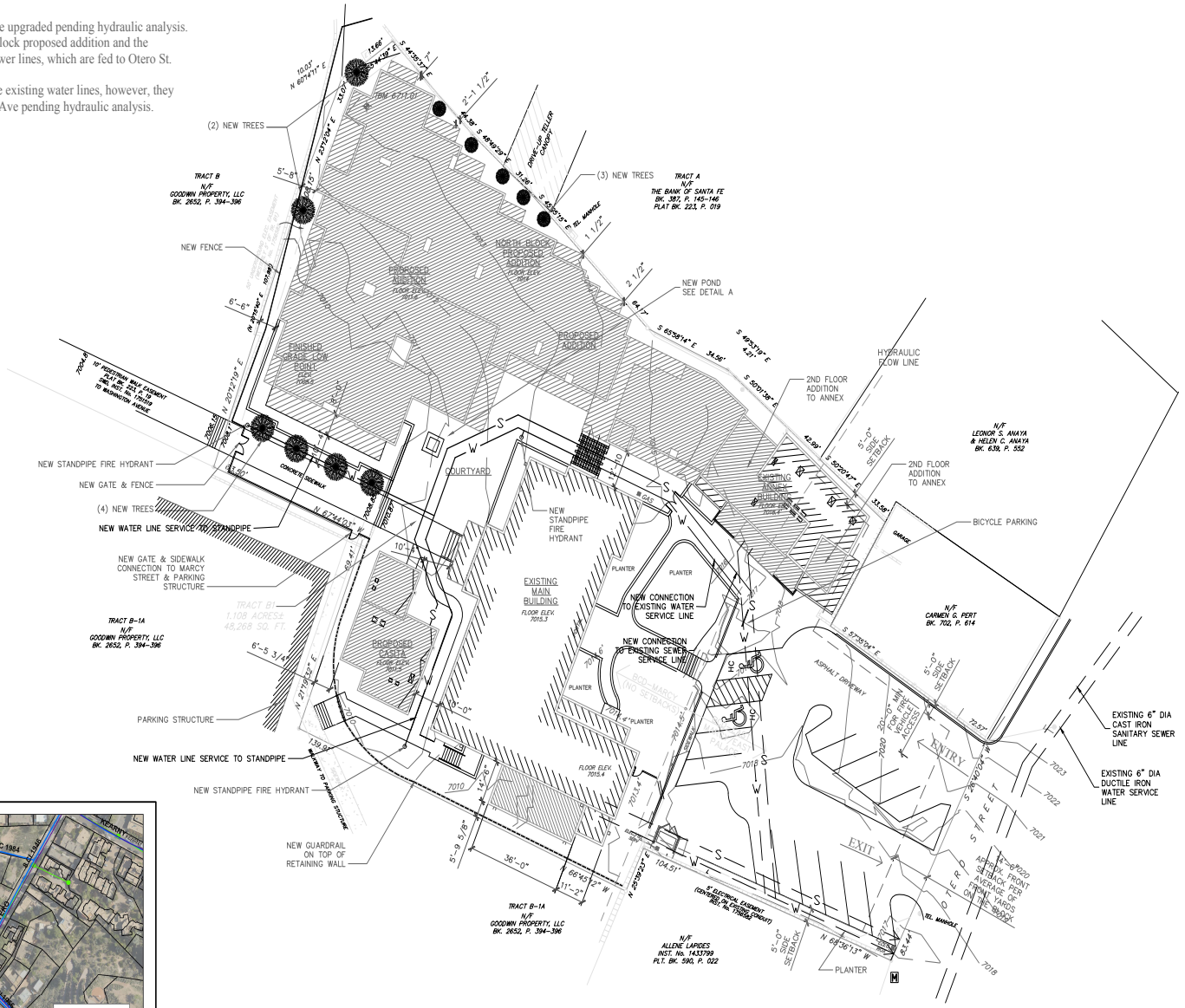
EXISTING UTILITIES

The water service to the site is currently provided by a 6" ductile iron water line. There is an existing meter on the southeast corner of the site. The sanitary sewer is serviced by a 6" cast iron sewer line. Both the water and sewer lines are located on Otero St.

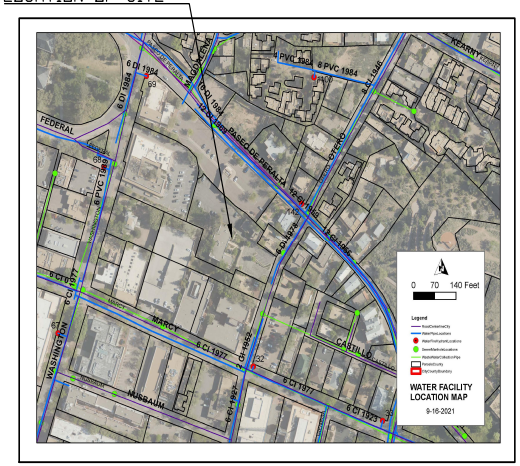
PROPOSED UTILITIES

The existing water and sanitary sewer connections will be upgraded pending hydraulic analysis. New water and sanitary sewer lines servicing the north block proposed addition and the proposed casita will connect to the existing water and sewer lines, which are fed to Otero St.

New standpipe fire hydrants will also be connected to the existing water lines, however, they may be looped to the existing water line on Washington Ave pending hydraulic analysis.



LOCATION OF SITE



PROPOSED SITEPLAN

SCALE: 1" = 20'-0"

0' 10' 20' 40'

N

LEGEND

- EXISTING WATER METER
- W —— EXISTING WATER SERVICE LINE
- S —— EXISTING SANITARY SEWER LINE
- W —— NEW WATER SERVICE LINE
- S —— NEW SANITARY SEWER LINE

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NO.	REVISION/SUBMISSION	DATE

STAMP: CHRISTINE C. GRACE NEW MEXICO 10881 9-16-21 PROFESSIONAL ENGINEER

PROJECT TITLE

WASHINGTON INN ADDITIONS AND REMODEL

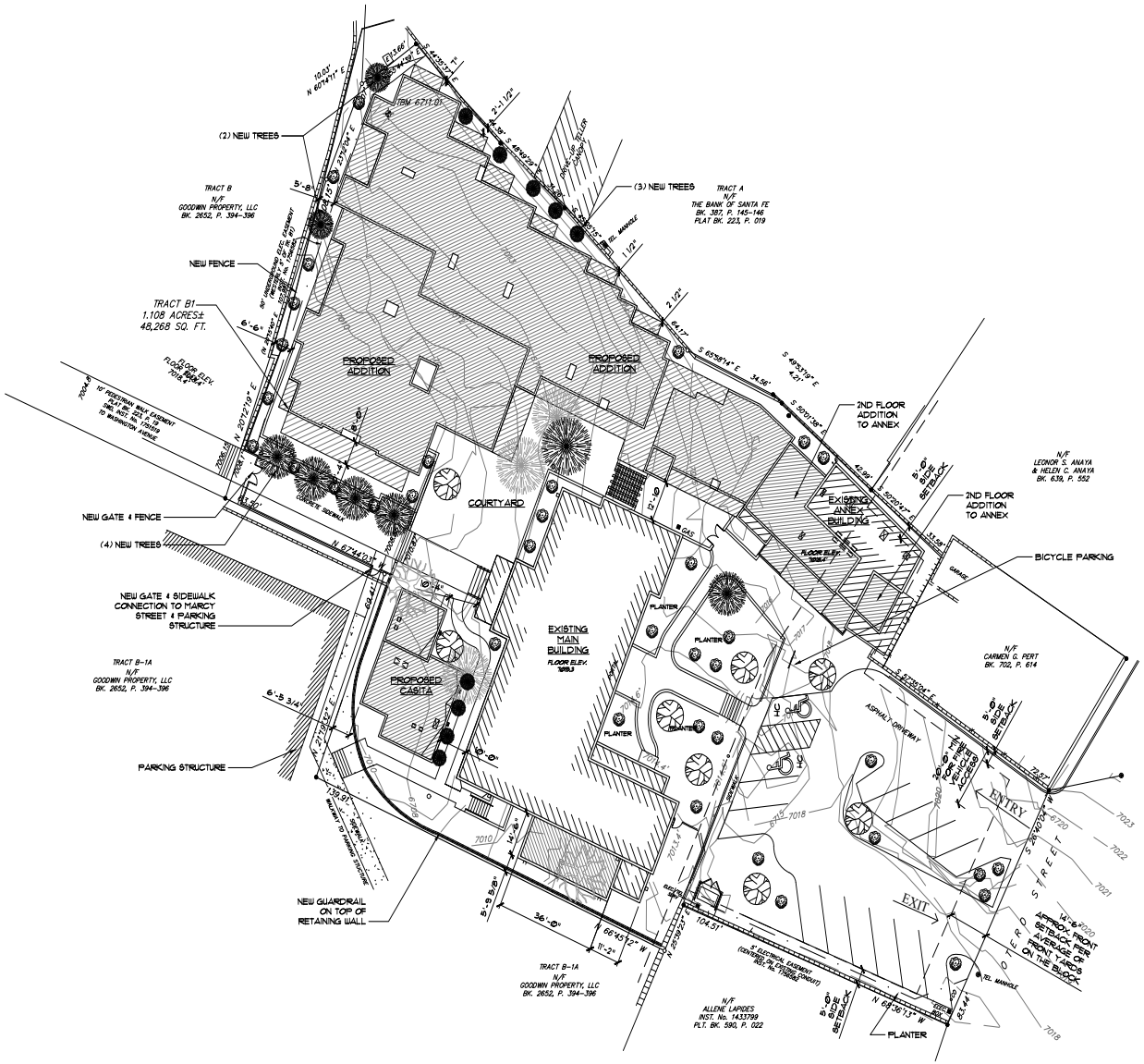
220 Otero Street
Santa Fe, NM 87501

PROJECT NO.

CHECKED BY	AG	DATE	09/15/21
DRAWN BY	ANT	DATE	09/13/21

SHEET TITLE: UTILITIES PLAN

SHEET NO.: C-4



LANDSCAPING NOTES:

1) SEE SHEET C-3, GRADING AND DRAINAGE PLAN FOR SWALES, DRAINAGE PIPES AND CISTERN

2) ALL DECIDUOUS TREES TO BE (2) INCH MINIMUM CALIPER.

3) ALL EVERGREEN TREES SHALL BE A MINIMUM OF (6) FEET IN HEIGHT.

4) NEW PLANT MATERIAL SHALL BE MULCHED TO A MINIMUM DEPTH OF (2) INCHES.

5) ALL NEW SHRUBS SHALL BE 5 GALLON MINIMUM EXCEPT AS NOTED ON THE CITY OF SANTA FE RECOMMENDED PLANT LIST.

6) PLANTERS AS NOTED ON PLAN TO BE PLANTED WITH WATER-WISE CITY APPROVED PLANTS.

EXISTING TREE TO BE REMOVED

PROPOSED NEW DECIDUOUS TREE

PROPOSED NEW EVERGREEN TREE

PROPOSED NEW SHRUB

LANDSCAPING PLAN

SCALE: 1" = 20'-0"

0' 10' 20' 40'

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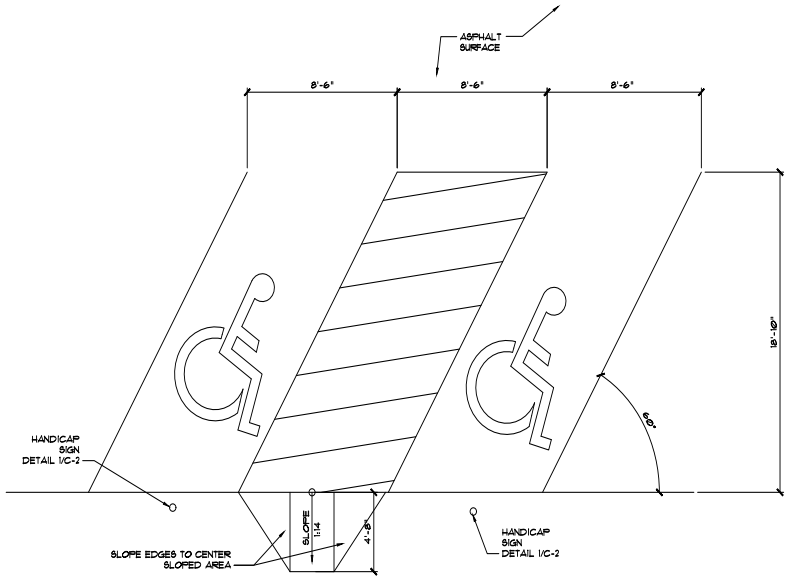
SHEET TITLE

LANDSCAPE PLAN

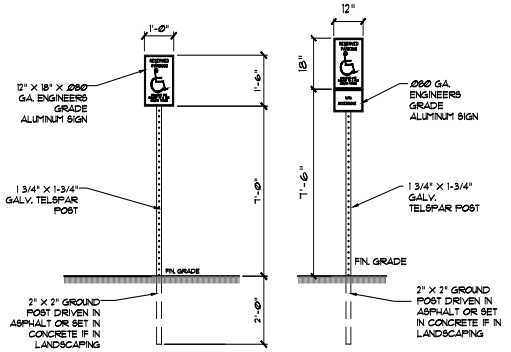
SHEET NO.

L-1



1 HANDICAP PARKING

SCALE: 1/4 = 1'-0"



2 HANDICAP SIGN DETAIL

SCALE: 1/2" = 1'-0"

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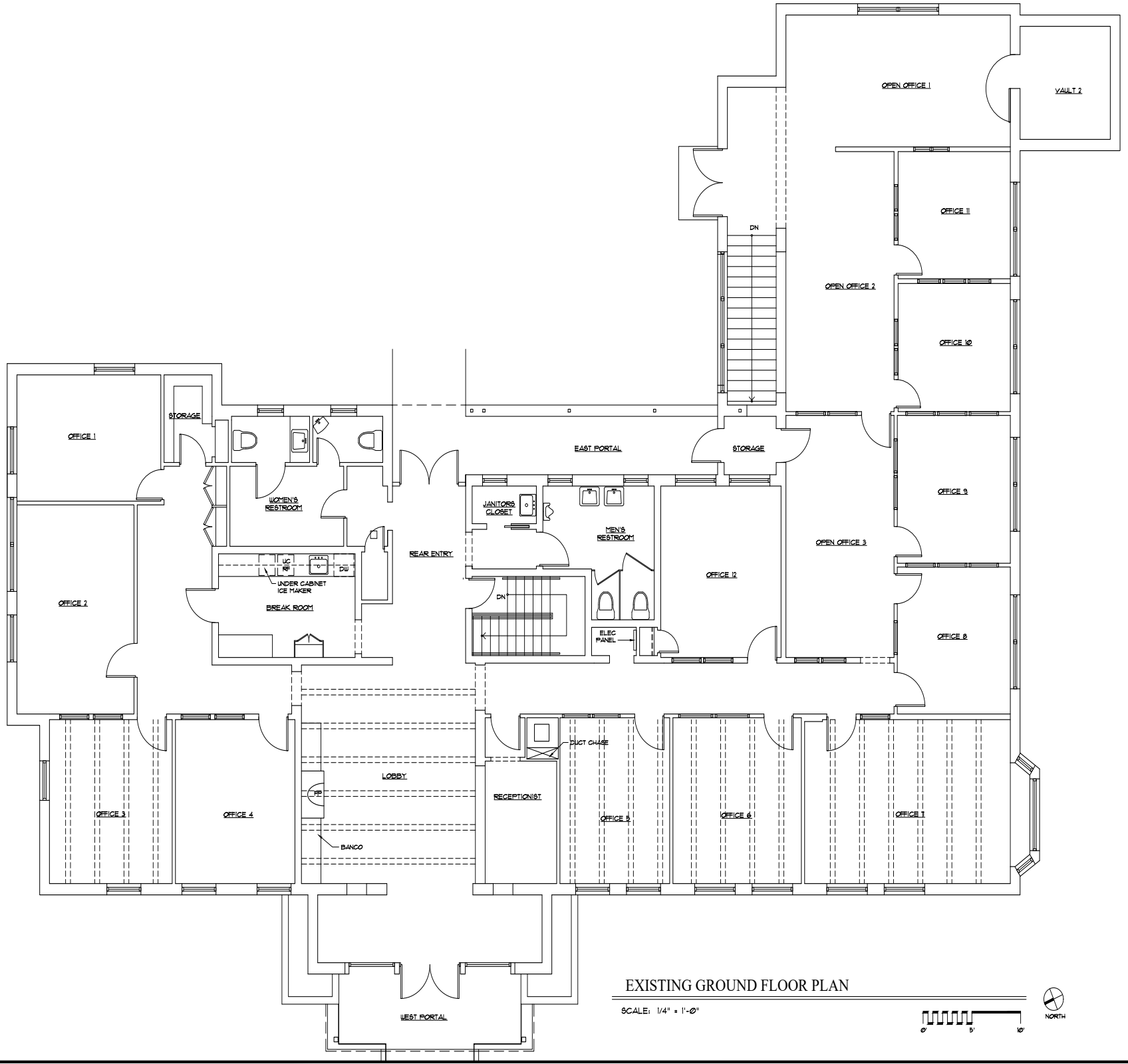
SHEET TITLE

SITE DETAILS

SHEET NO.

C-5



EXISTING GROUND FLOOR PLAN

SCALE: 1/4" = 1'-0"

0' 5' 10'

NORTH

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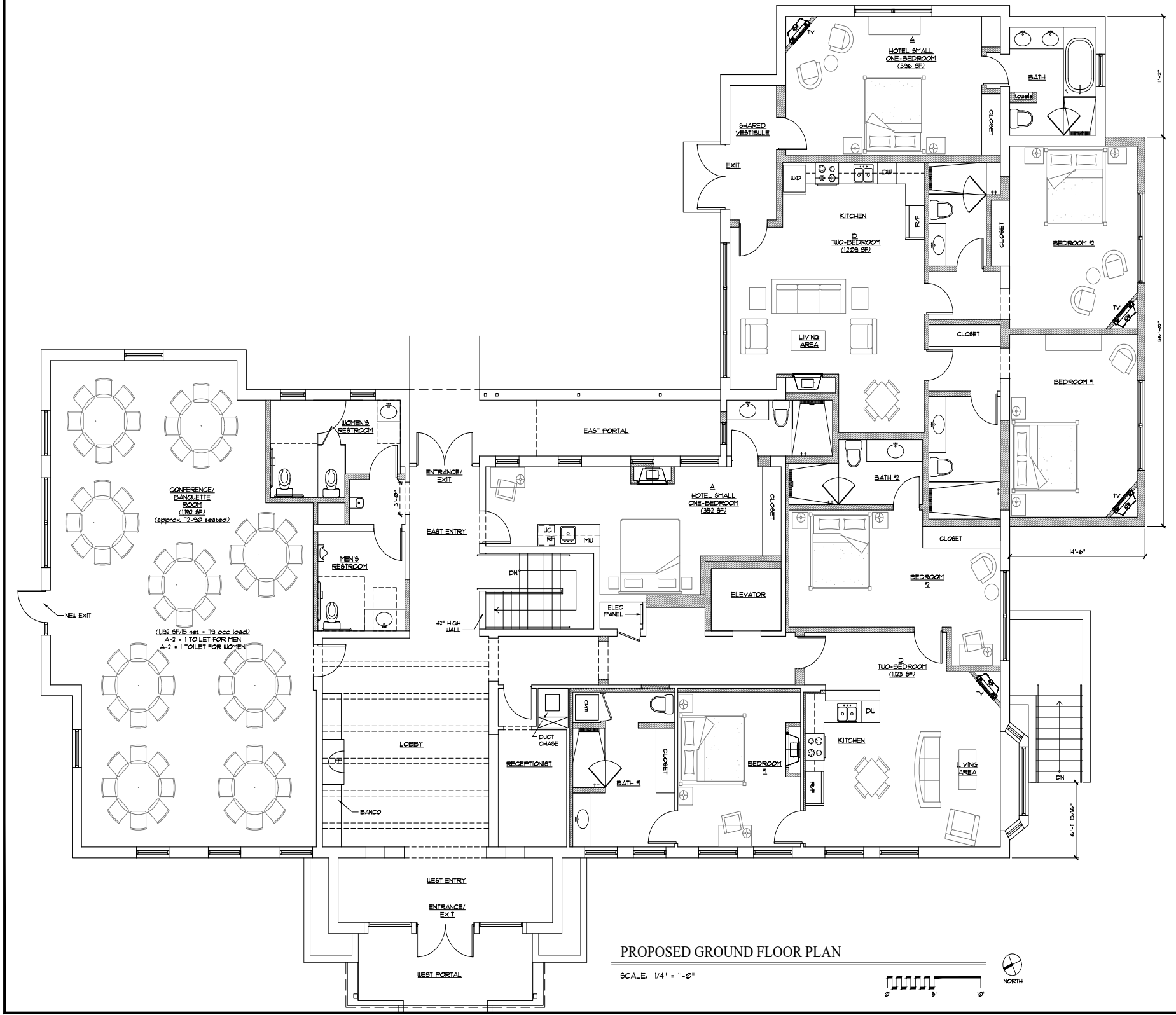
SHEET TITLE

EXISTING UPPER FLOOR PLAN

SHEET NO.

A-1



PROPOSED GROUND FLOOR PLAN

SCALE: 1/4" = 1'-0"

NORTH

0' 5' 10'

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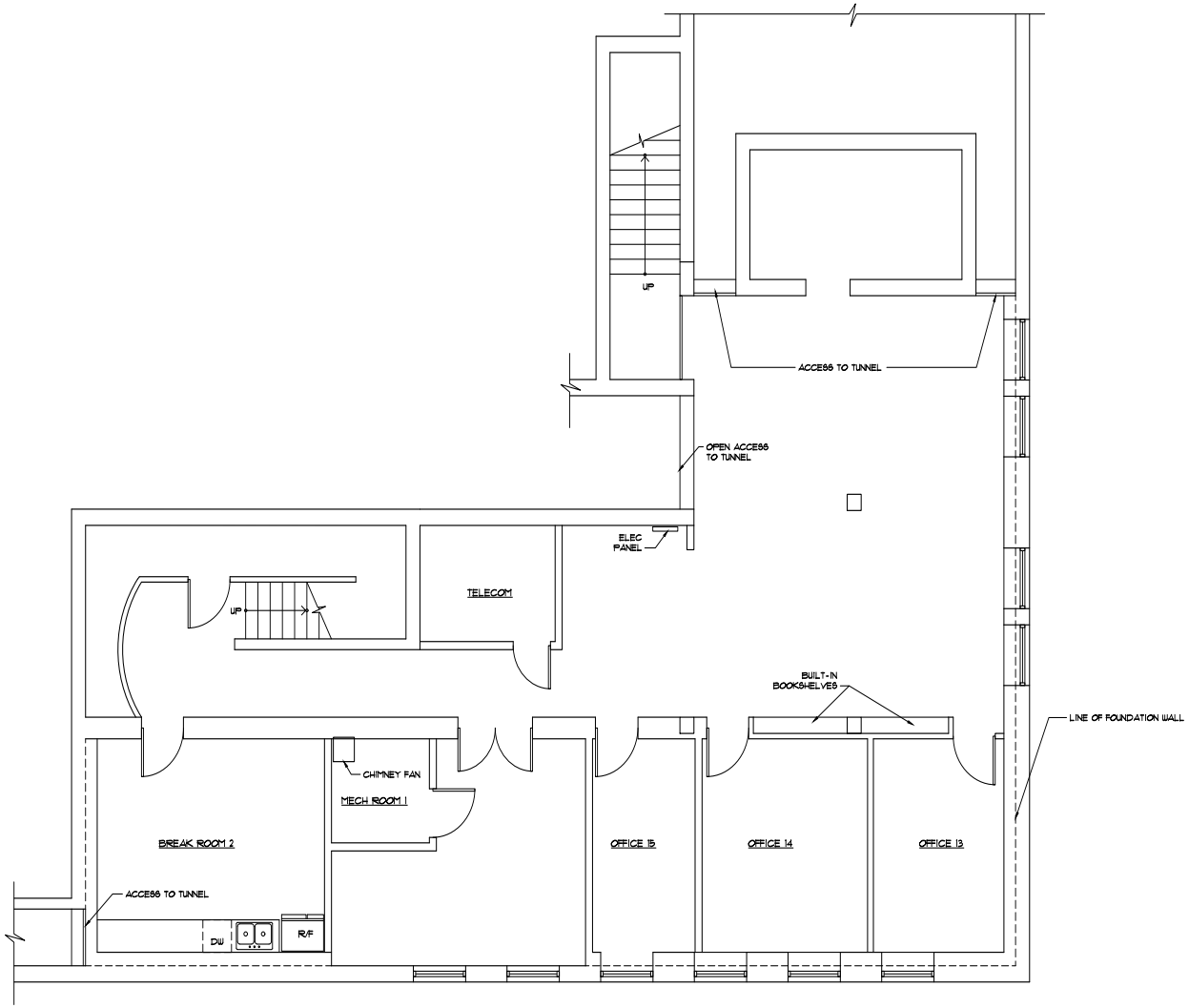
SHEET TITLE

PROPOSED UPPER FLOOR PLAN

SHEET NO.

A-2



EXISTING BASEMENT FLOOR PLAN

SCALE: 1/4" = 1'-0"

0' 5' 10'

NORTH

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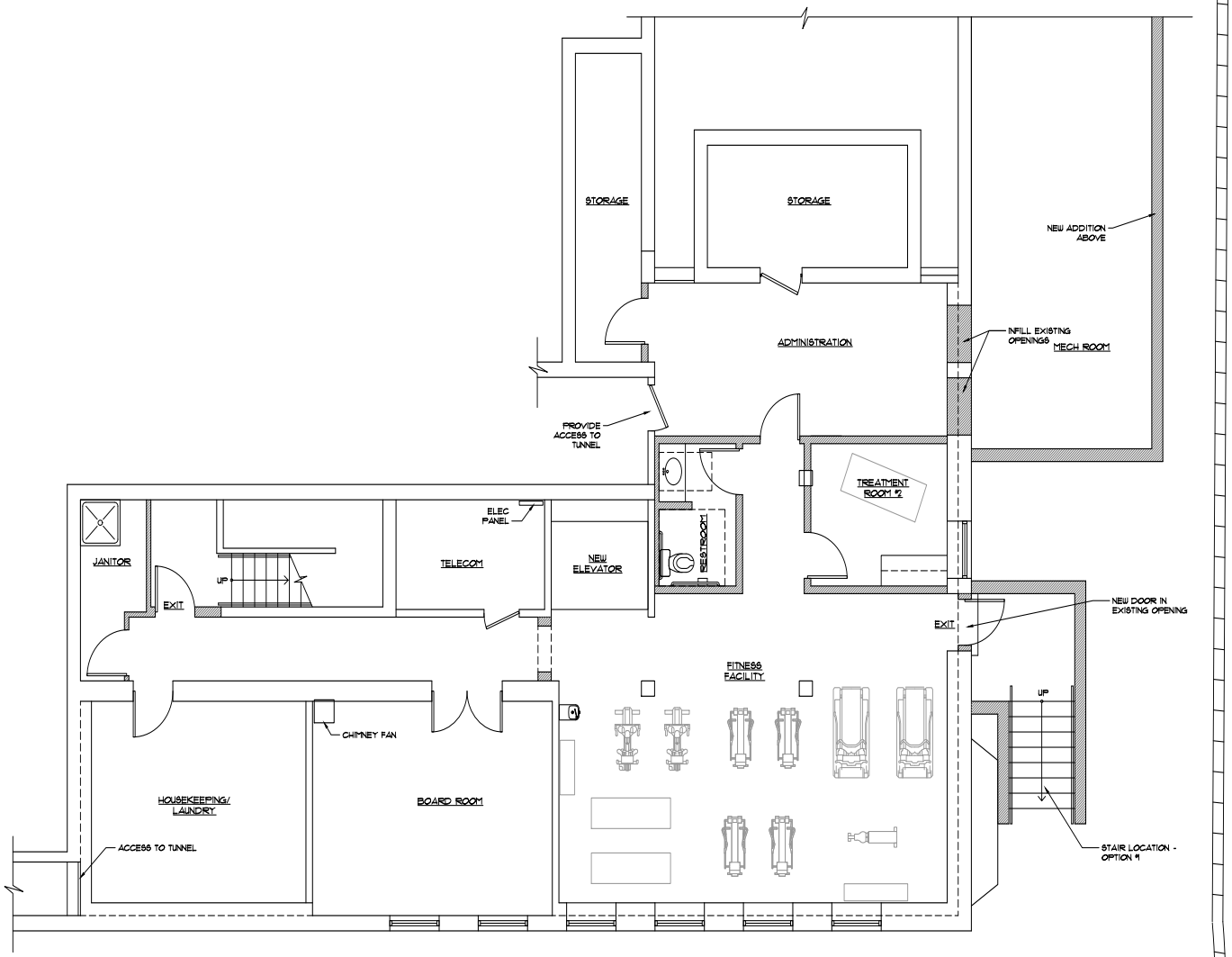
SHEET TITLE

EXISTING BASEMENT FLOOR PLAN

SHEET NO.

A-3



PROPOSED BASEMENT FLOOR PLAN

SCALE: 1/4" = 1'-0"

NORTH

0' 5' 10'

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SHEET TITLE

PROPOSED BASEMENT FLOOR PLAN

SHEET NO.

A-4

EXISTING WEST ELEVATION

SCALE: 1/4" = 1'-Ø"

Ø' 5' 10'

PROPOSED WEST ELEVATION

SCALE: 1/4" = 1'-Ø"

Ø' 5' 10'

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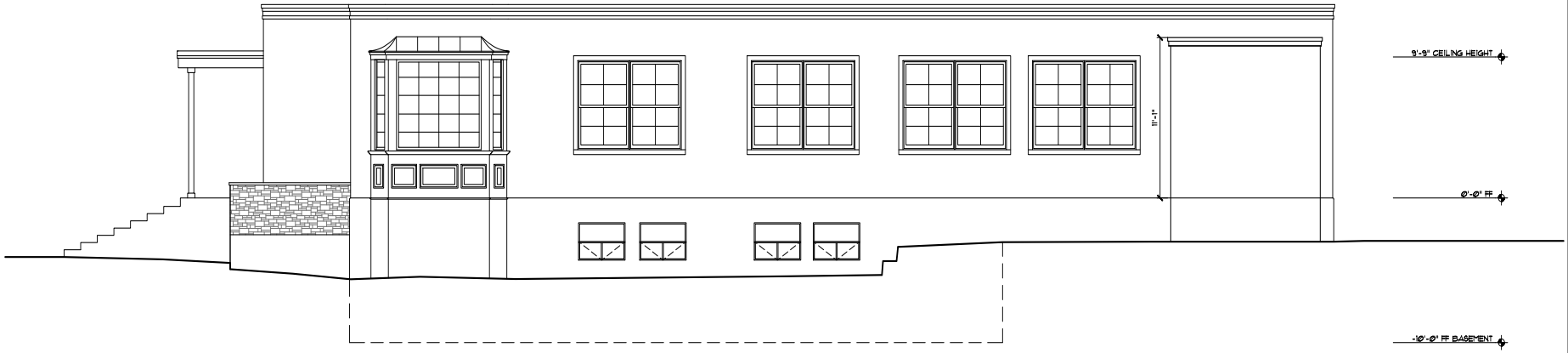
SHEET TITLE

EXISTING & PROPOSED ELEVATIONS

SHEET NO.

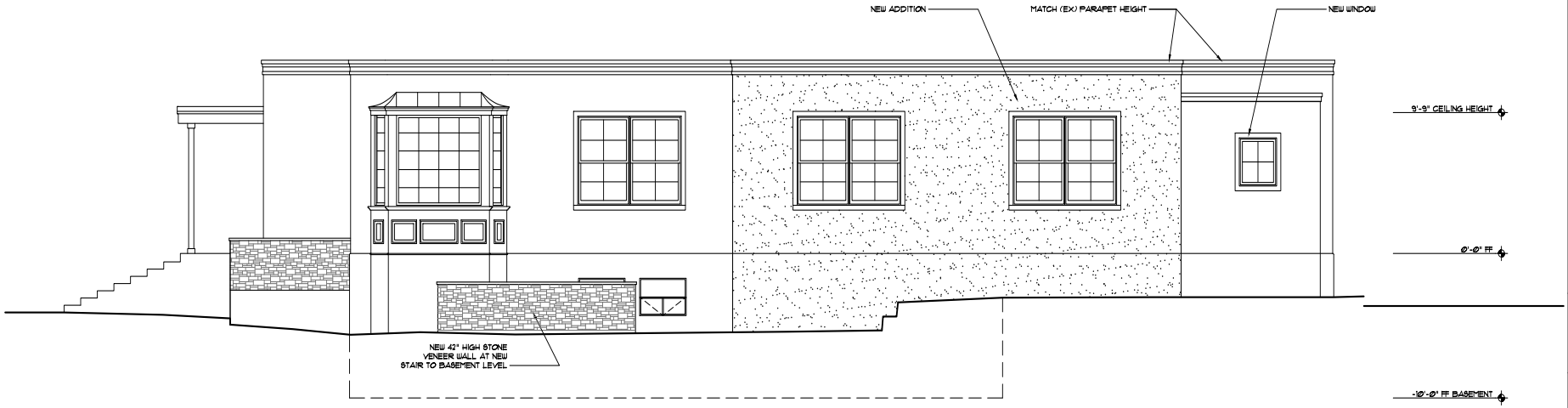
A-5



EXISTING SOUTH ELEVATION

SCALE: 1/4" = 1'-Ø"

Ø' 5' 1Ø'



PROPOSED SOUTH ELEVATION

SCALE: 1/4" = 1'-Ø"

Ø' 5' 1Ø'

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SHEET TITLE

EXISTING & PROPOSED ELEVATIONS

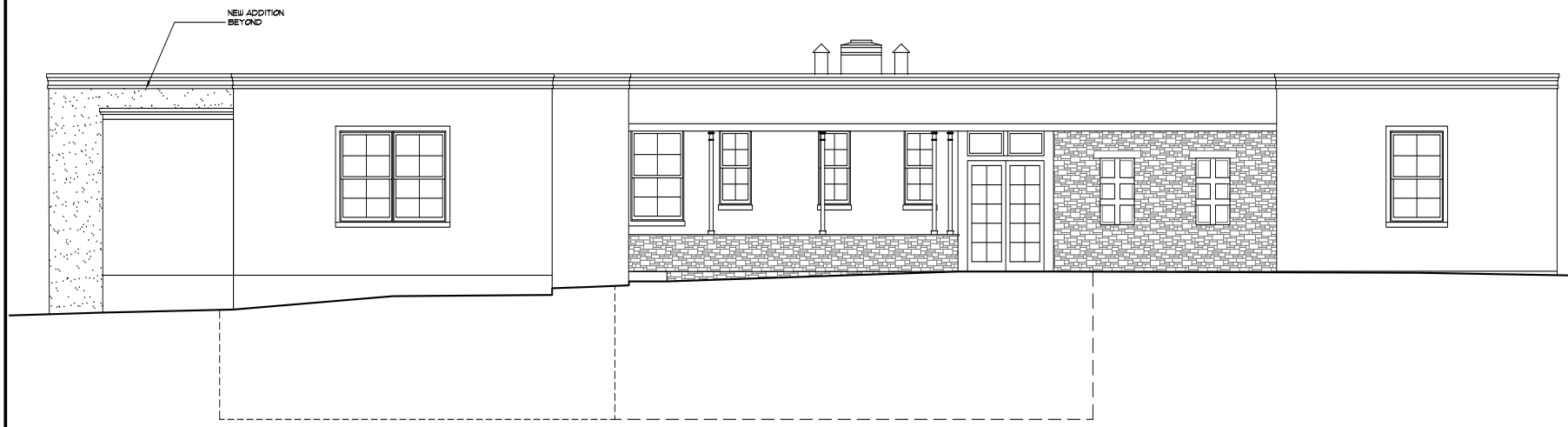
SHEET NO.

A-6

EXISTING EAST ELEVATION

SCALE: 1/4" = 1'-0"

0' 5' 10'



PROPOSED EAST ELEVATION

SCALE: 1/4" = 1'-0"

0' 5' 10'

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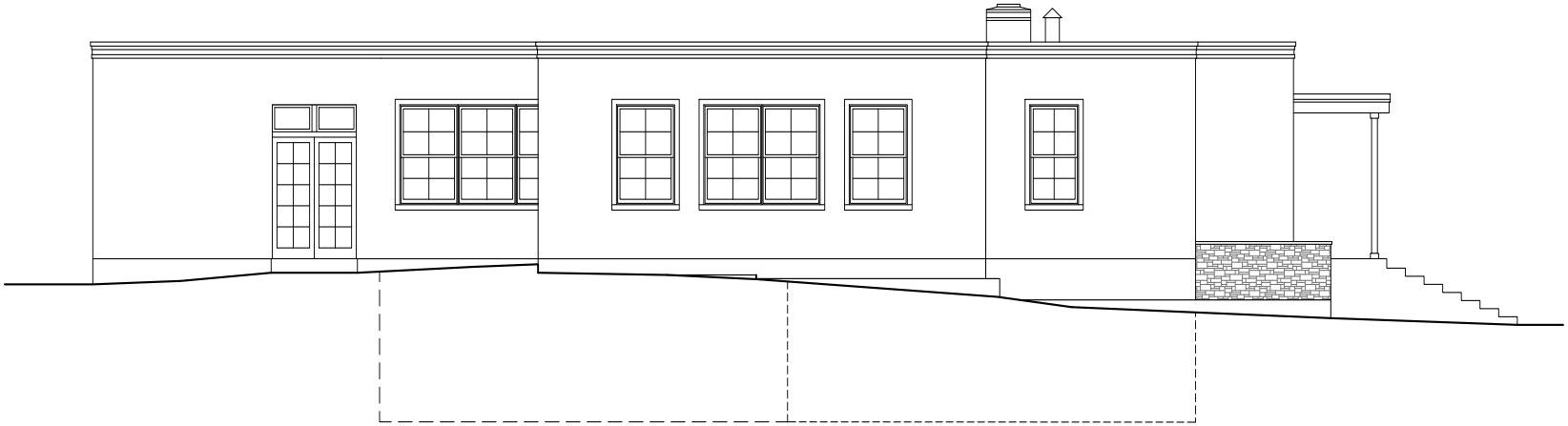
SHEET TITLE

EXISTING & PROPOSED ELEVATIONS

SHEET NO.

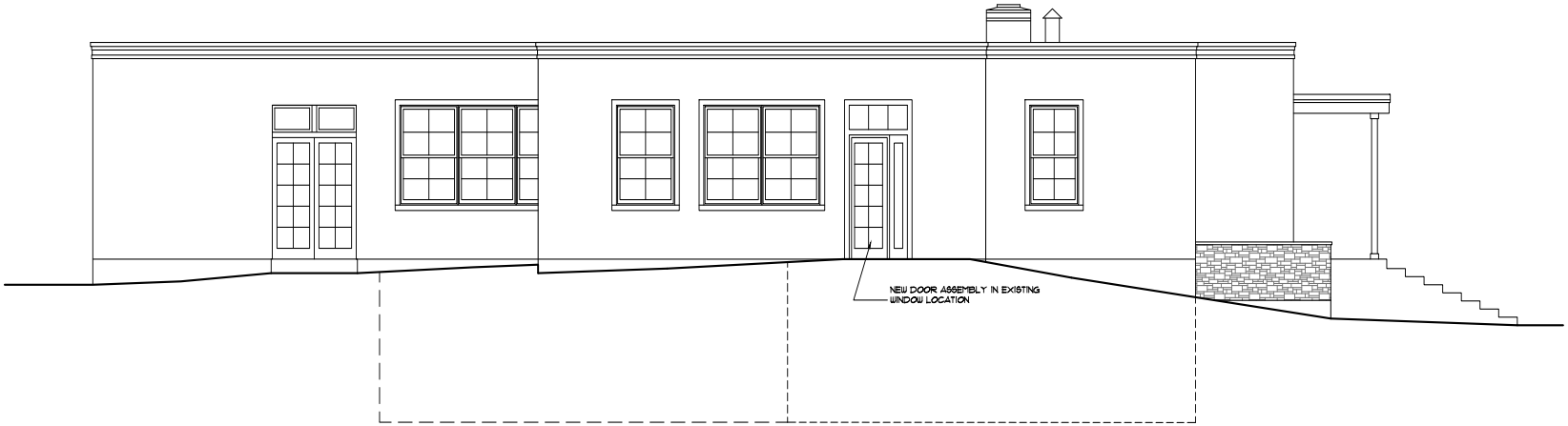
A-7



EXISTING NORTH ELEVATION

SCALE: 1/4" = 1'-0"

0' 5' 10'



PROPOSED NORTH ELEVATION

SCALE: 1/4" = 1'-0"

0' 5' 10'

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PROJECT TITLE

WASHINGTON INN ADDITIONS & REMODEL

220 Otero
Santa Fe, NM

PROJECT NO. 06-07

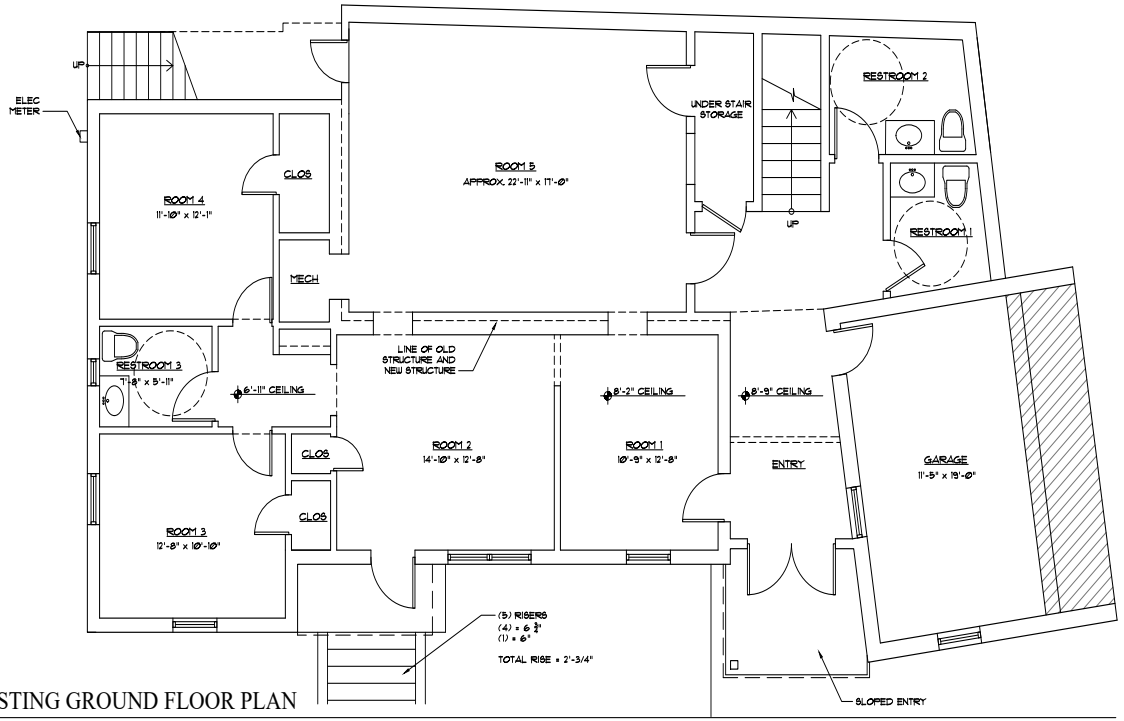
CHECKED BY	EE	DATE	01/29/21
DRAWN BY	HR	DATE	01/29/21

SHEET TITLE

EXISTING & PROPOSED ELEVATIONS

SHEET NO.

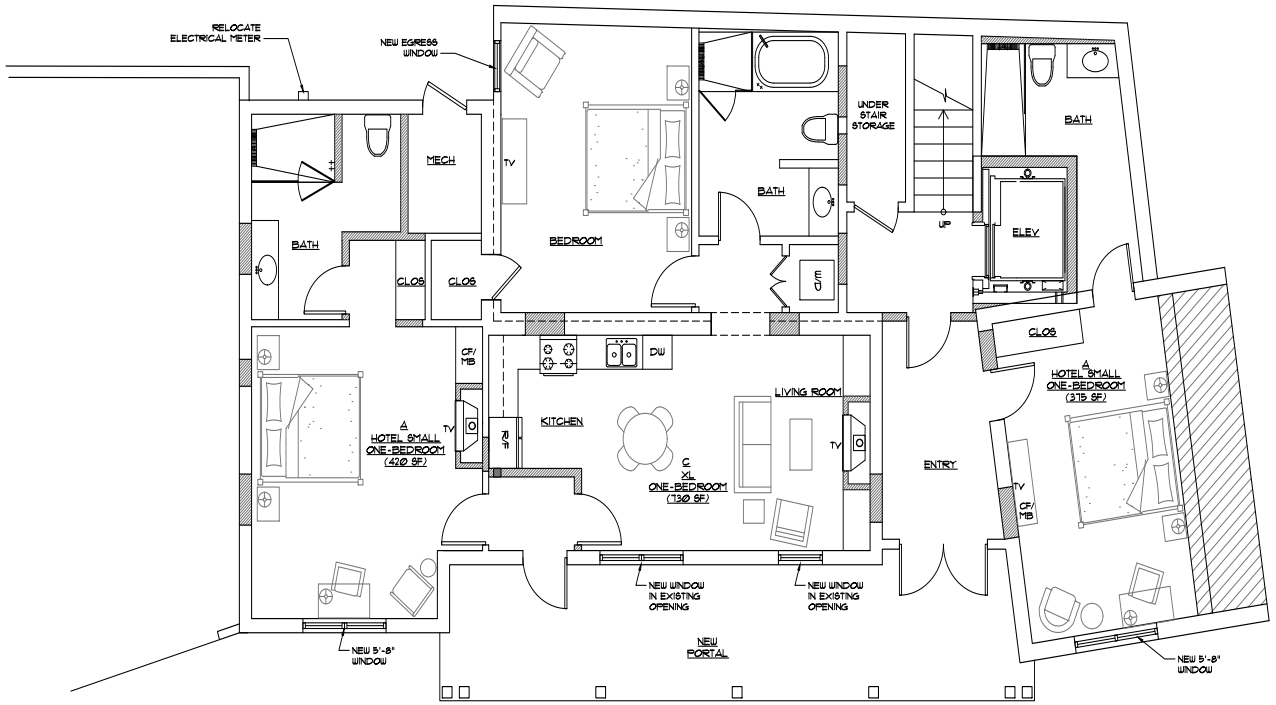
A-8



EXISTING GROUND FLOOR PLAN

SCALE: 1/4" = 1'-0"

0' 5' 10' NORTH



PROPOSED GROUND FLOOR PLAN

SCALE: 1/4" = 1'-0"

0' 5' 10' NORTH

ARCHITECTURAL ALLIANCE INC
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WASHINGTON INN ADDITIONS & REMODEL

220 Otero
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PROJECT NO. 06-07

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DRAWN BY	BB/HR	DATE	01/29/21

SHEET TITLE

ANNEX- EXISTING & PROPOSED GROUND FLOOR PLAN

SHEET NO.

A-9

EXISTING SOUTH ELEVATION

SCALE: 1/4" = 1'-0"

0' 5' 10'

PROPOSED SOUTH ELEVATION

SCALE: 1/4" = 1'-0"

0' 5' 10'

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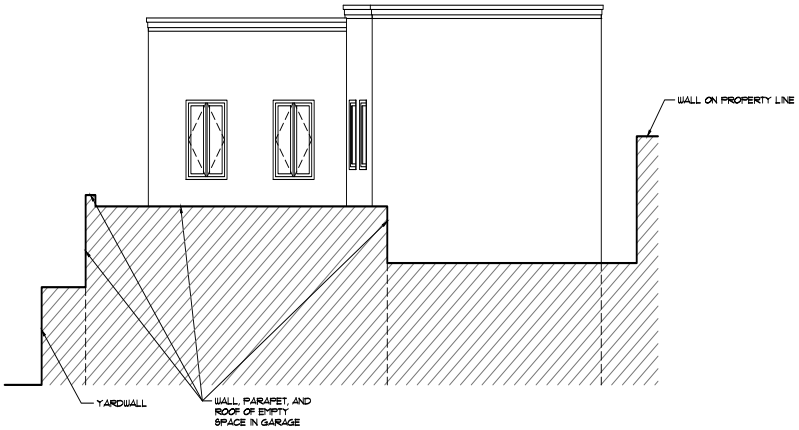
DRAWN BY	LZ/HR	DATE	2/2/21

SHEET TITLE

ANNEX - EXISTING & PROPOSED ELEVATIONS

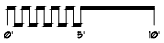
SHEET NO.

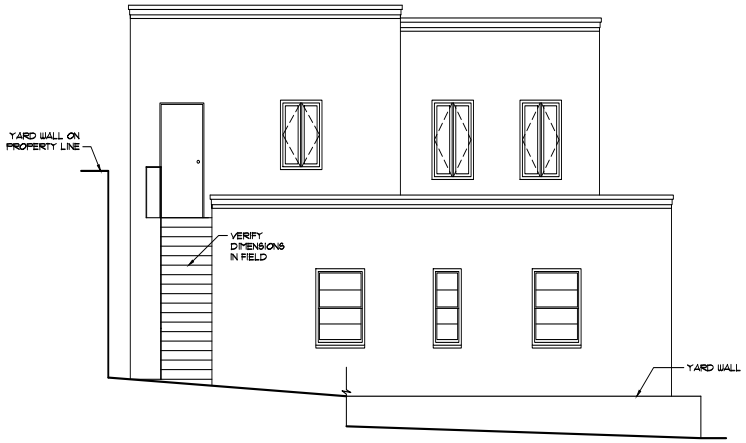
A-11



EXISTING EAST ELEVATION

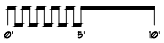
SCALE: 1/4" = 1'-0"

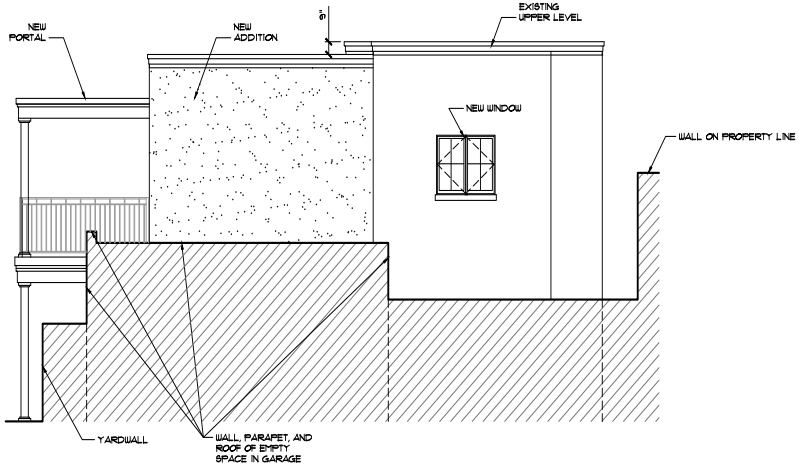




EXISTING WEST ELEVATION

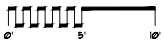
SCALE: 1/4" = 1'-0"





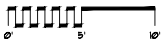
PROPOSED EAST ELEVATION

SCALE: 1/4" = 1'-0"



PROPOSED WEST ELEVATION - SEE SHEET A-16

SCALE: 1/4" = 1'-0"



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WASHINGTON INN ADDITIONS & REMODEL

220 Otero
Santa Fe, NM

PROJECT NO. 06-07

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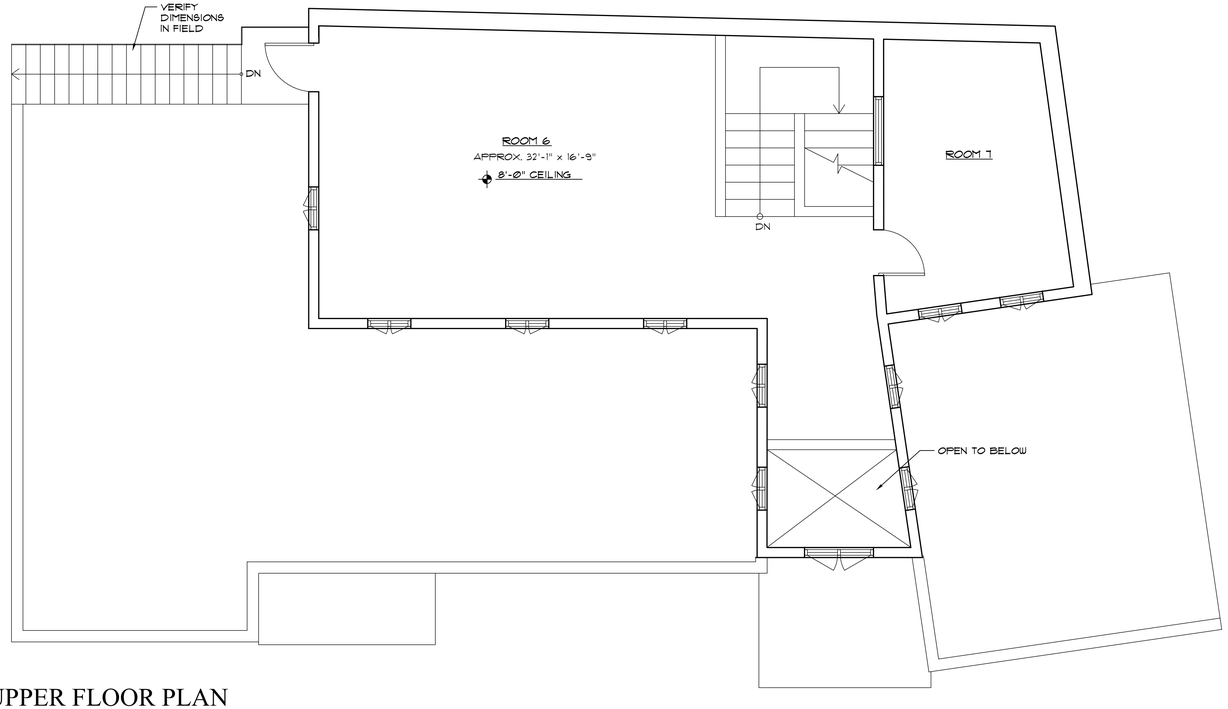
SHEET TITLE

ANNEX - EXISTING & PROPOSED ELEVATIONS

SHEET NO.

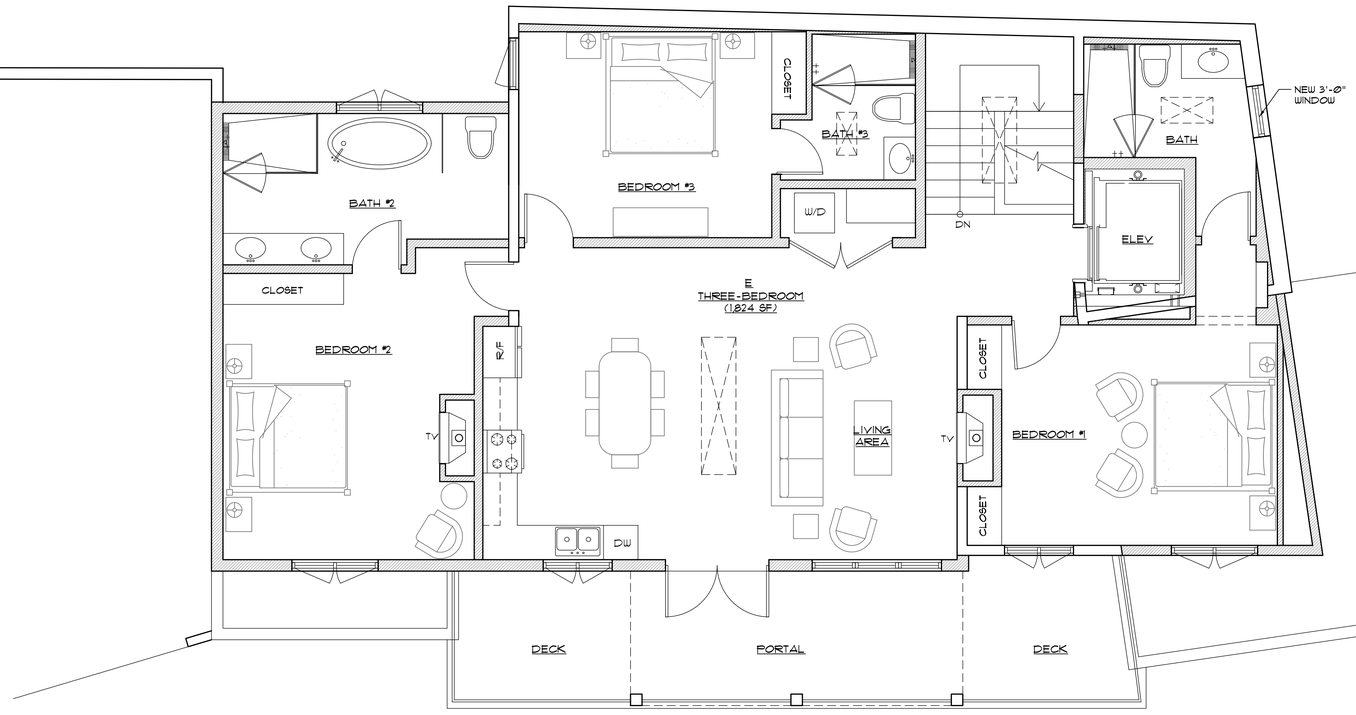
A-12



EXISTING UPPER FLOOR PLAN

SCALE: 1/4" = 1'-Ø"

Ø' 5' 10' NORTH



PROPOSED UPPER FLOOR PLAN

SCALE: 1/4" = 1'-Ø"

Ø' 5' 10' NORTH

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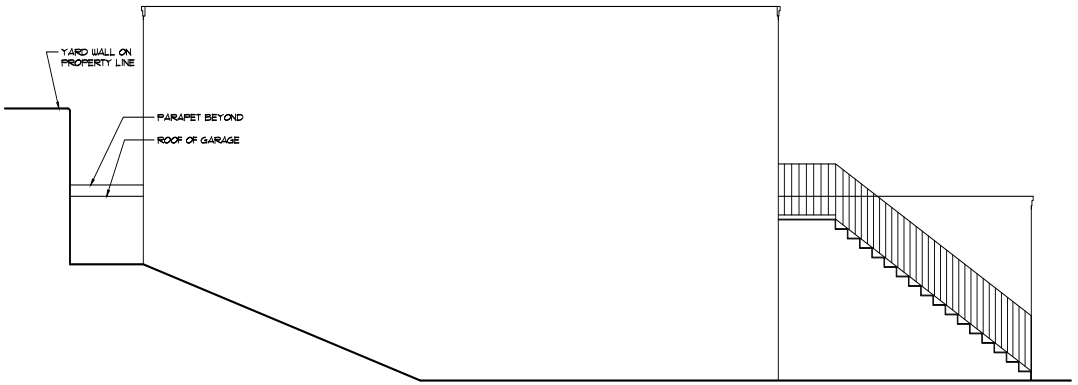
SHEET TITLE

ANNEX- EXISTING & PROPOSED UPPER FLOOR PLAN

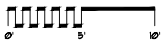
SHEET NO.

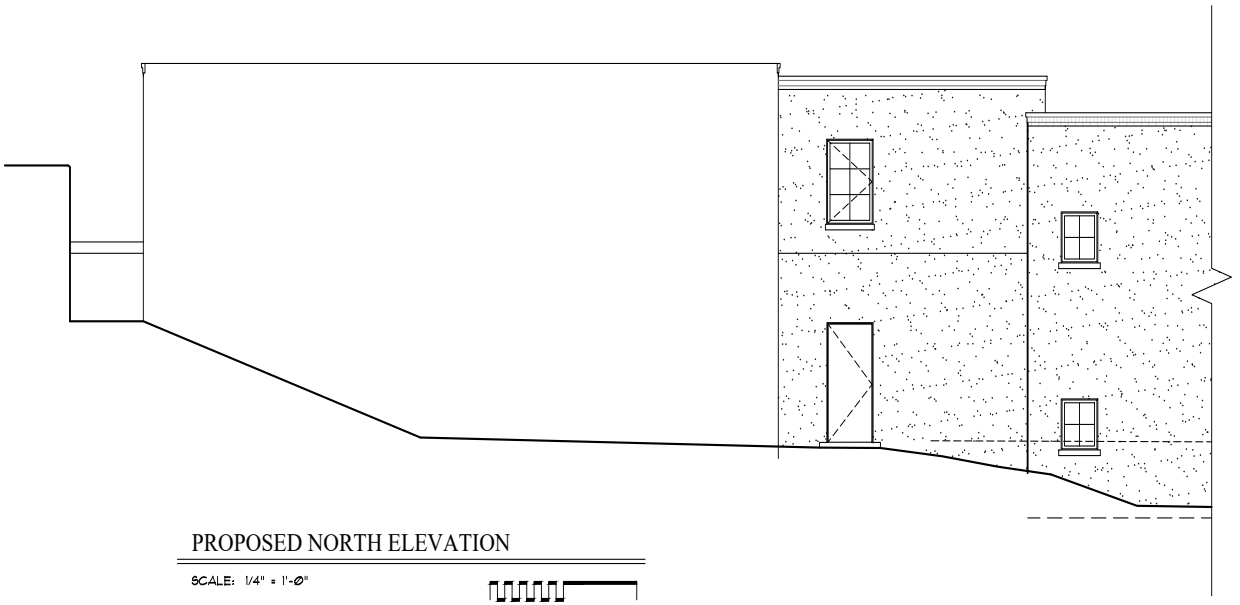
A-10



EXISTING NORTH ELEVATION

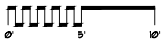
SCALE: 1/4" = 1'-0"





PROPOSED NORTH ELEVATION

SCALE: 1/4" = 1'-0"



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PROJECT TITLE

ADDITIONS & REMODEL OF RENTAL PROPERTY

220 Otero
Santa Fe, NM

PROJECT NO. 06-07

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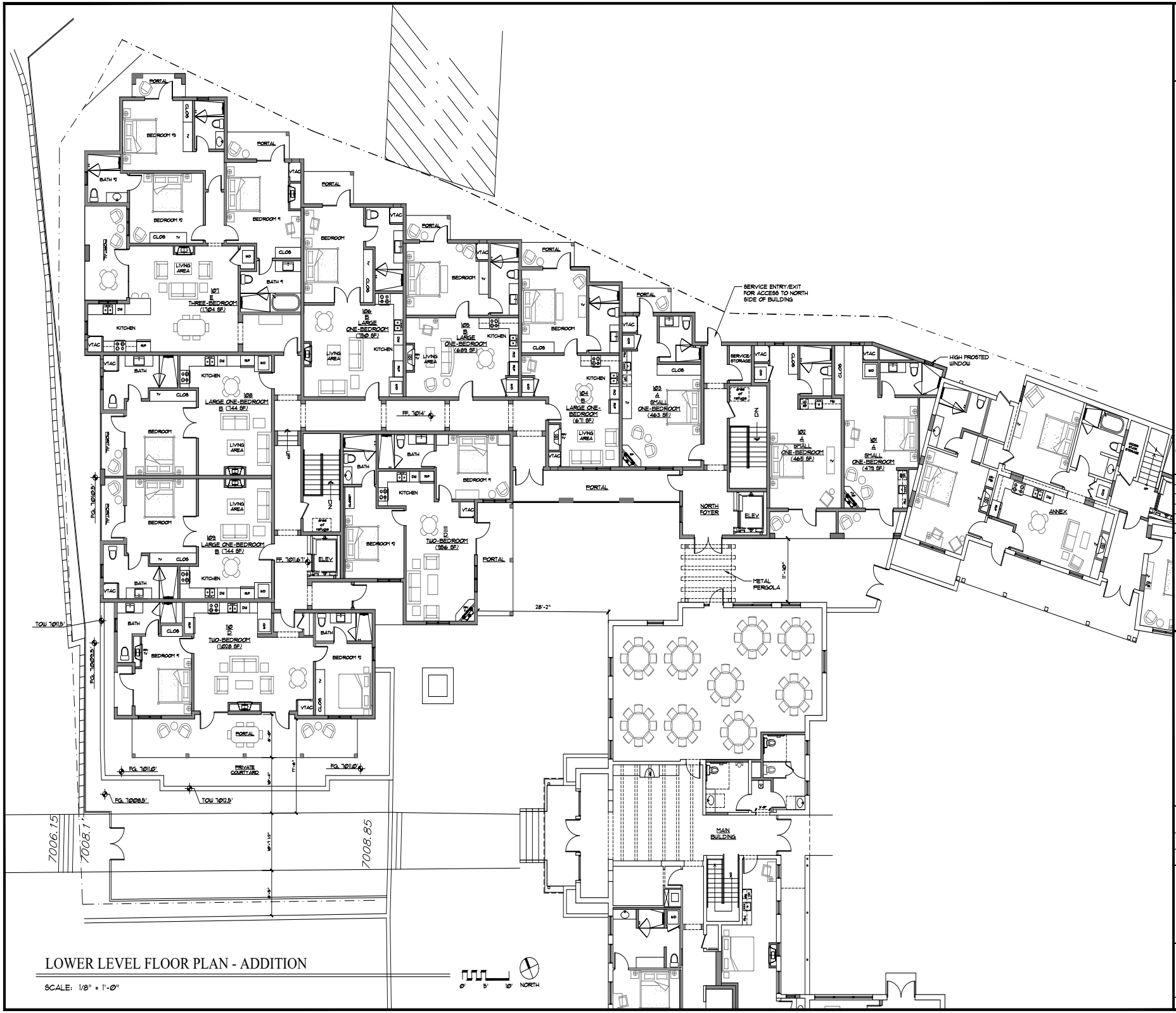
DRAWN BY	HR	DATE	01/29/21

SHEET TITLE

ANNEX - EXISTING & PROPOSED ELEVATIONS

SHEET NO.

A-13



LOWER LEVEL FLOOR PLAN - ADDITION

SCALE: 1/8" = 1'-0"

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PROJECT TITLE

WASHINGTON INN ADDITIONS & REMODEL

220 Otero
Santa Fe, NM

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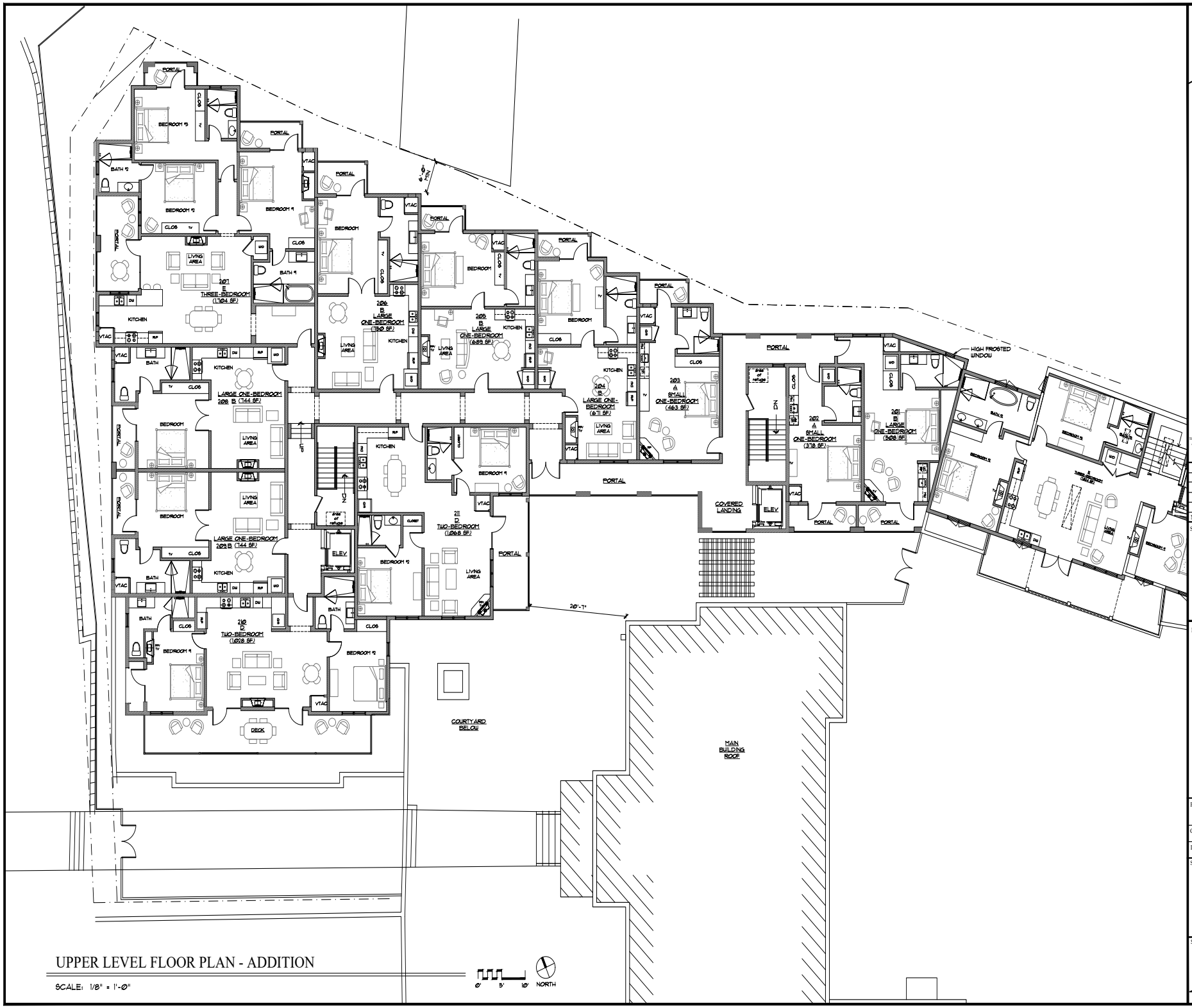
SHEET TITLE

PROPOSED ADDITION LOWER FLOOR PLAN

SHEET NO.

A-14



UPPER LEVEL FLOOR PLAN - ADDITION

SCALE: 1/8" = 1'-0"

0' 5' 10' NORTH

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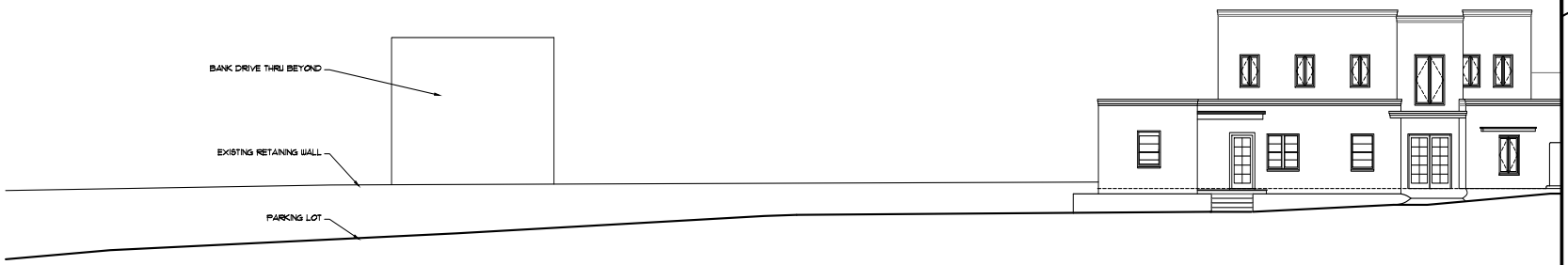
SHEET TITLE

PROPOSED ADDITION UPPER FLOOR PLAN

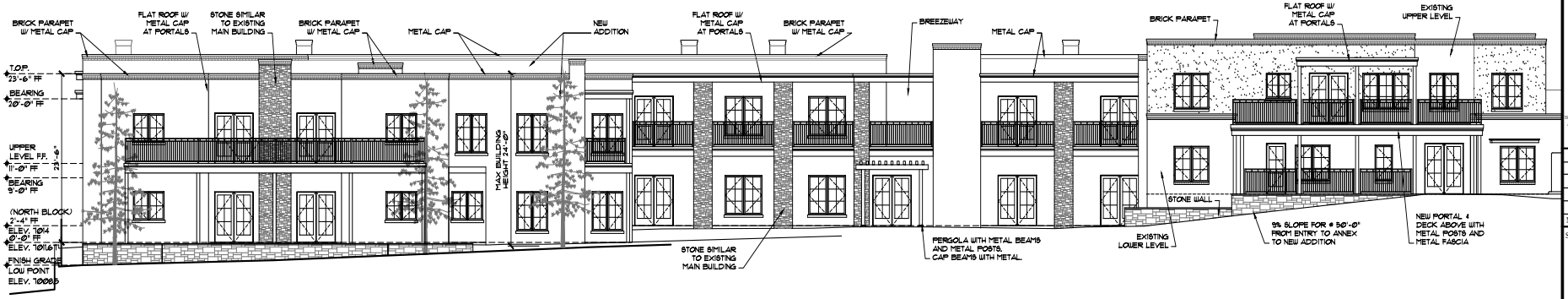
SHEET NO.

A-15



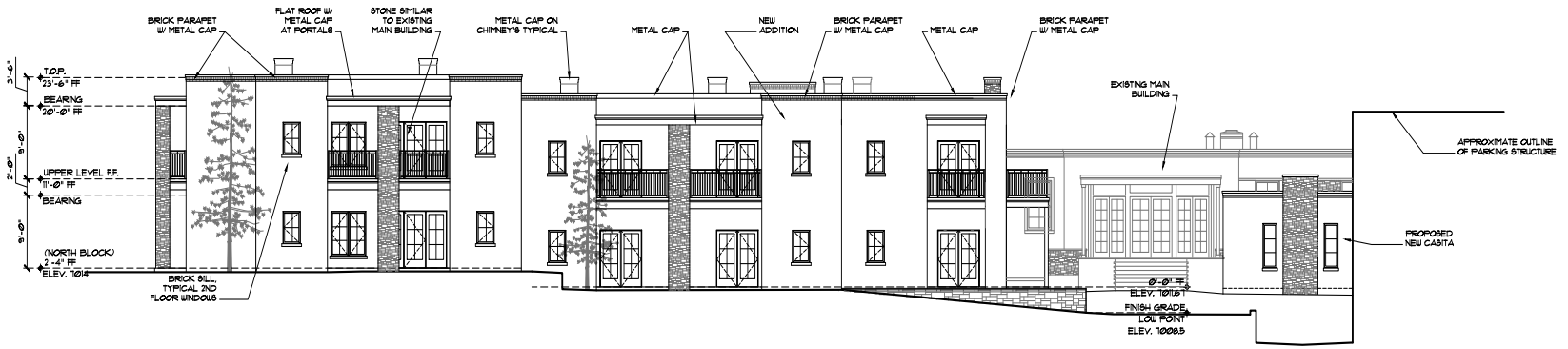
EXISTING SOUTH ELEVATION - PARKING LOT AND ANNEX

SCALE: 1/8" = 1'-0"



PROPOSED SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



PROPOSED WEST ELEVATION

SCALE: 1/8" = 1'-0"

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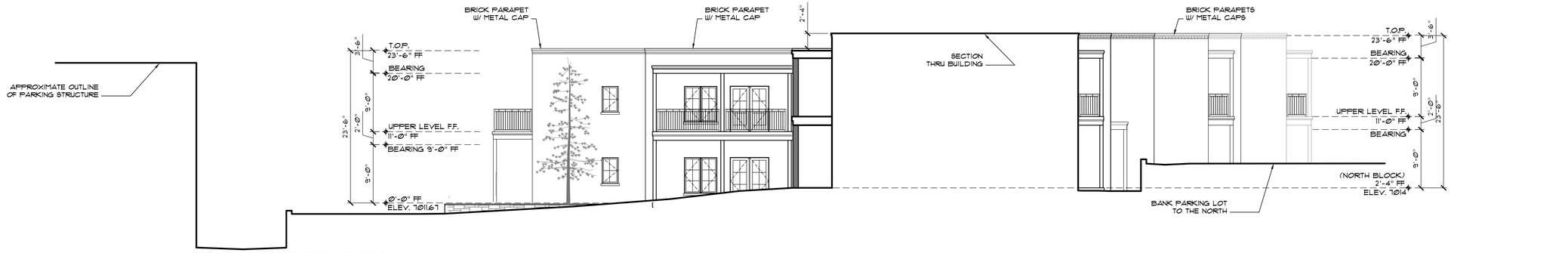
SHEET TITLE

PROPOSED ELEVATIONS

SHEET NO.

A-16

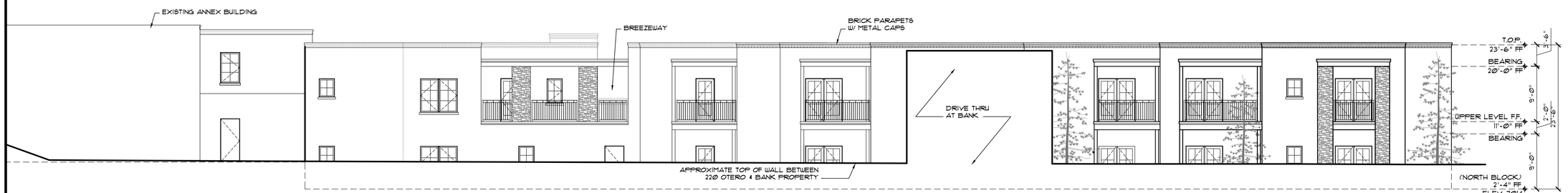


PROPOSED EAST ELEVATION

SCALE: 1/8" = 1'-Ø"

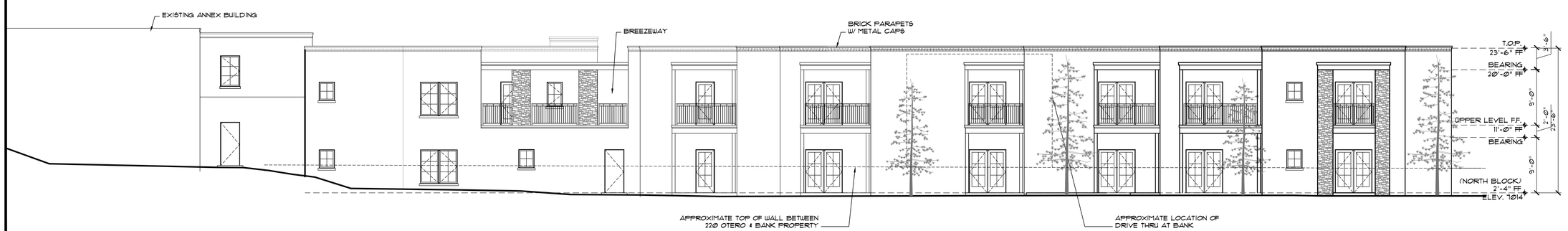
EXISTING NORTH STREETSCAPE ELEVATION FROM PASEO DE PERALTA

SCALE: 1/8" = 1'-Ø"



PROPOSED NORTH STREETSCAPE ELEVATION FROM PASEO DE PERALTA

SCALE: 1/8" = 1'-Ø"



PROPOSED NORTH ELEVATION AT PROPOSED BUILDING

SCALE: 1/8" = 1'-Ø"

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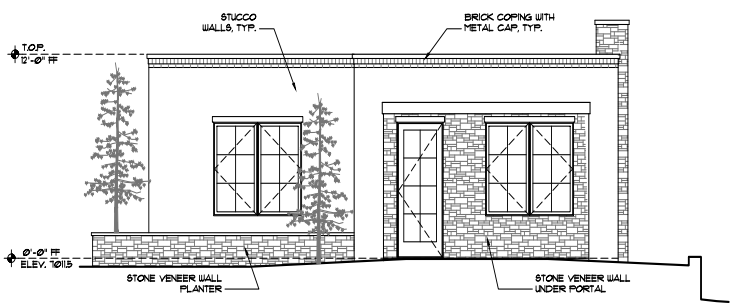
SHEET TITLE

PROPOSED ELEVATIONS

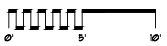
SHEET NO.

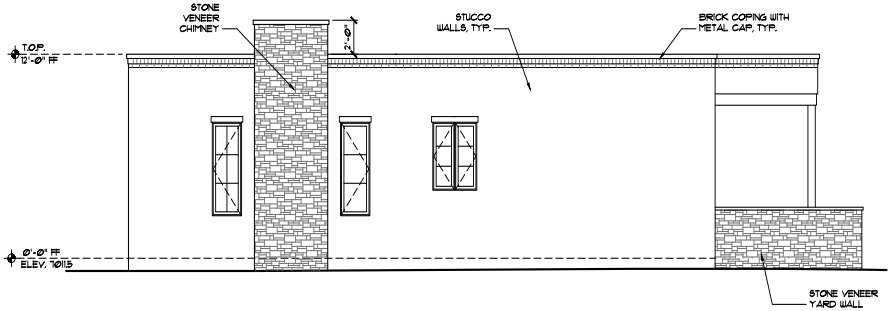
A-17



PROPOSED NORTH ELEVATION

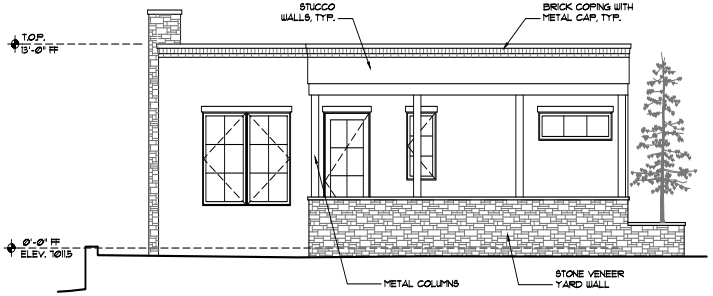
SCALE: 1/8" = 1'-Ø"





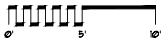
PROPOSED WEST ELEVATION

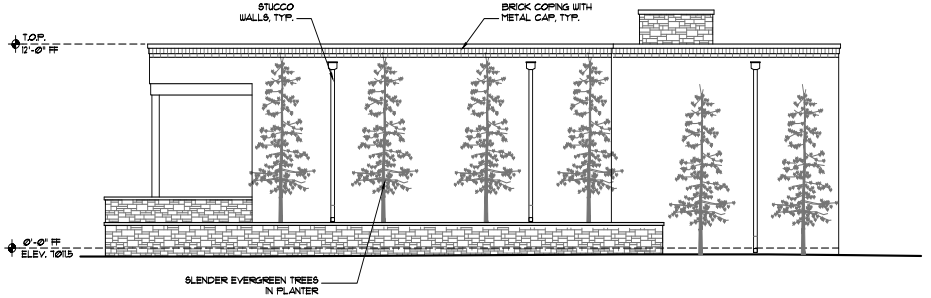
SCALE: 1/8" = 1'-Ø"



PROPOSED SOUTH ELEVATION

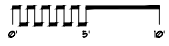
SCALE: 1/8" = 1'-Ø"





PROPOSED EAST ELEVATION

SCALE: 1/8" = 1'-Ø"



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NO.	REVISION/SUBMISSION	DATE

STAMP

PROJECT TITLE

WASHINGTON INN ADDITIONS & REMODEL

220 Otero
Santa Fe, NM

PROJECT NO. 06-07

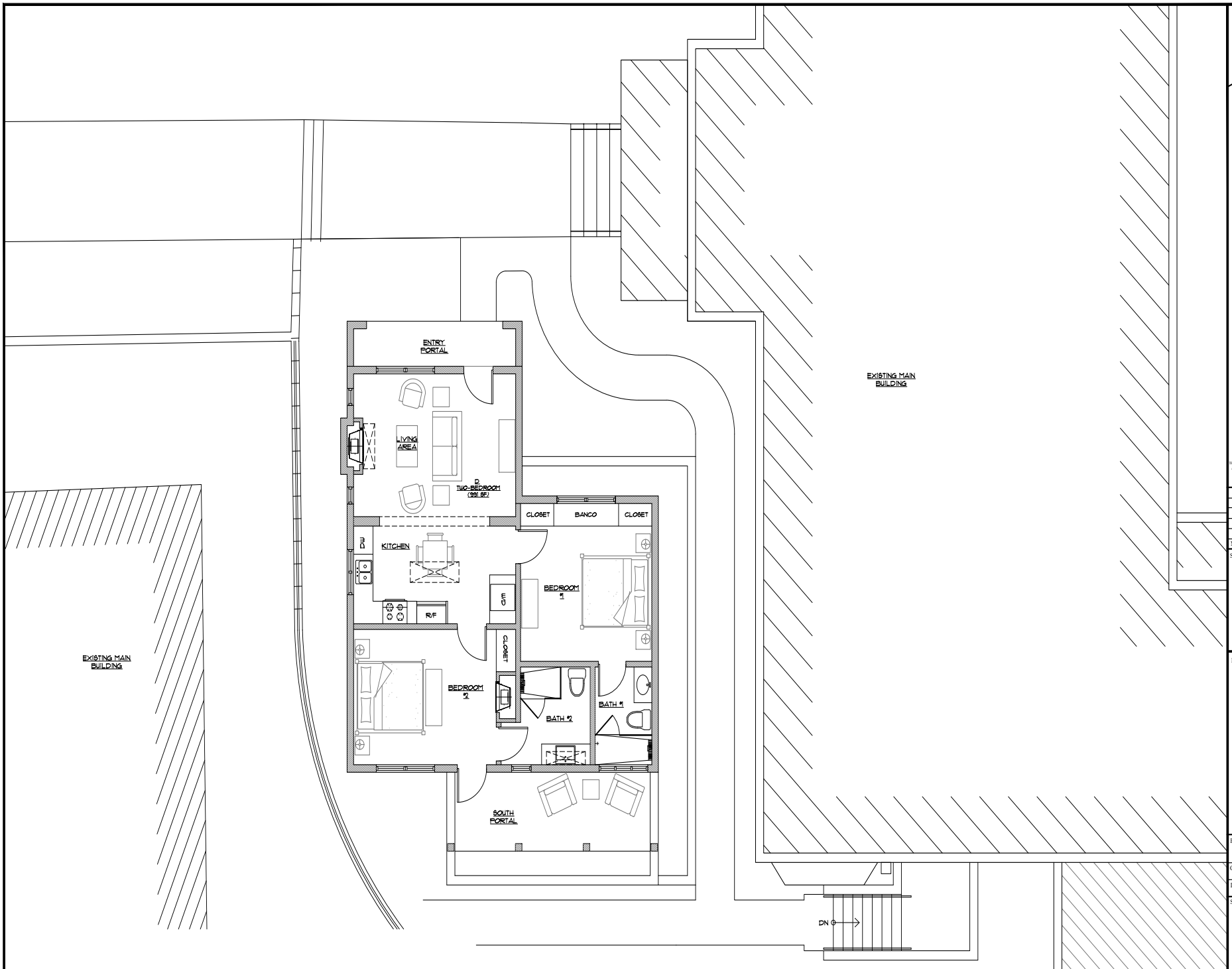
CHECKED BY	EE	DATE	02/02/21
DRAWN BY	HR	DATE	02/02/21

SHEET TITLE

CASITA - PROPOSED ELEVATIONS

SHEET NO.

A-19



PROPOSED CASITA FLOOR PLAN

SCALE: 1/4" = 1'-0"

0' 5' 10'

NORTH

ARCHITECTURAL ALLIANCE INC
612 OLD SANTA FE TRAIL
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SHEET TITLE

CASITA - PROPOSED FLOOR PLAN

SHEET NO.

A-18

Land Use Department
Planning Commission Staff Report

Case No:	2021-4244 and 2021-4245
Hearing Date:	November 4, 2021
Applicant:	Homewise, Inc.
Request:	R-7 Rezoning and Final Development Plan
Location:	2190 West Alameda Street
Case Mgr.:	Lee Logston
Zoning:	R-5 (Residential- five dwelling units per acre)
Overlay:	West Santa Fe River Corridor Overlay District
Pre-app Mtg:	June 10, 2021
ENN Mtg:	July 22, 2021
Proposal:	14 dwelling units on approximately 2.01 acres

Site Map

Case #2021-4244. 2190 West Alameda Street Los Canales Rezoning. JenkinsGavin, Inc., Agent, for Homewise, Owner, requests approval of a rezoning from R-5 (Residential – five dwelling units per acre) to R-7 (Residential – seven dwelling units per acre) for a property located at 2190 West Alameda Street. The property is located within the West Santa Fe River Corridor Overlay District, and is approximately 2.01 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

Case #2021-4245. 2190 West Alameda Street Los Canales Final Development Plan. JenkinsGavin, Inc., Agent, for Homewise, Owner, requests approval of a final development plan for fourteen residential units for a property located at 2190 West Alameda Street. The property is located within the West Santa Fe River Corridor Overlay District, and is approximately 2.01 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

I. RECOMMENDATION:

The Commission should **RECOMMEND APPROVAL BY THE GOVERNING BODY** of the rezoning to R-7 (Case #2021-4244)

The Commission should **RECOMMEND APPROVAL BY THE GOVERNING BODY** of the final development plan (Case #2021-4245), subject to conditions of approval and technical corrections outlined in this report, and subject to Governing Body approval of the rezoning request.

A recommendation for **denial** of the rezoning request would render the proposed final development plan infeasible, in which case a **recommendation for denial of the final development plan would be appropriate**.

Four motions will be required, in the following order, for this case:

- *Recommend the Governing Body approve or deny the Rezoning (Case #2021-4244).*
- *Recommend the Governing Body approve or deny the Final Development Plan (Case #2021-4245), subject to the conditions of approval and technical corrections recommended by staff.*
- *Approve or deny the Findings of Fact and Conclusions of Law for Case #2021-4244 (Exhibit A(1)).*
- *Approve or deny the Findings of Fact and Conclusions of Law for Case #2021-4245 (Exhibit A(2)).*

II. CONDITIONS OF APPROVAL

Staff recommends the following conditions of approval for **the preliminary development plan** (Case #2021-4245).

#	Condition of Approval	Dept. or Division	To be completed:
1	The drainage report needs to summarize how much storage is required to meet the required reduction in flow to predevelopment levels. The narrative must also state where required storage volume will be provided. Locations and volumes of storage areas must be detailed in report.	Land Use/Terrain Management	Prior to Recordation
2	Show downspout locations on buildings and how water will be directed to ponding or landscaped areas.	Land Use/Terrain Management	Prior to Recordation
3	Label all ponding areas on Grading and Drainage sheets and show volumes detained/retained in each area. If landscaped areas are used for ponding volume requirements, label those volumes in each area.	Land Use/Terrain Management	Prior to Recordation
4	The energy dissipator will require minimum of 5' fencing to protect from anyone	Land Use/Terrain Management	Prior to Recordation

	entering the deep water.		
5	Detail erosion protection at exit of energy dissipator.	Land Use/Terrain Management	Prior to Recordation
6	Include detail of check dam	Land Use/Terrain Management	Prior to Recordation
7	An approved Water Plan from the Water Division will be required. Water Plan comments will be submitted to the design engineer.	Public Utilities/Water	Prior to Recordation
8	Provide a 25' wide public sewer and waterline easement across southern portion of property. Utilize the existing sewer easement running parallel to the Santa Fe River and widen by 5 feet on south side of property.	Public Utilities/Water	Prior to Recordation
9	Extend the 6" water main along the southern boundary of the development to allow for looping for future developments to the west.	Public Utilities/Water	Prior to Recordation
10	Shall Meet all applicable ADA requirements (see comment form).	Land Use/ADA Site	Prior to Recordation

Following standard practice, redline comments will be provided to the surveyor who shall make any necessary changes to comply with technical corrections, and submit the corrected development in Mylar. The "technical corrections" that must be made to the development plan prior to recordation are listed in Exhibit B(1).

III. EXECUTIVE SUMMARY:

The subject property currently consists of nine dwelling units on two acres. There are three detached homes, a duplex, and a four-plex, in addition to a variety of sheds and other accessory structures. The Applicant is requesting a rezoning from R-5 (Residential- five dwelling units per acre) to R-7 (Residential- seven dwelling units per acre), which requires the concurrent submittal of a development plan. The development plan proposes the construction of two new buildings to house five new dwellings, for a total of fourteen dwelling units. Planned site improvements include driveway improvements, creation of formal parking spaces, construction of sidewalks and a pedestrian connection to the Santa Fe River Greenway Trail, and drainage upgrades. Three of the existing homes (20%) will be renovated and sold as affordable units in compliance with the Santa Fe Homes Program (SFHP) requirements. A private grant will allow the Applicant to achieve affordability of up to 50% of the homes within the development.

The R-7 rezoning is necessary to develop the property at the proposed density, and the development plan is triggered by the rezoning request per SFCC Subsection 14-4.2(E)(2). The development plan seeks to establish custom setbacks as allowed in the R-7 zone per SFCC Table 14-7.2-1, Table of Dimensional Standards for Residential Districts.

IV. EXISTING CONDITIONS

The subject property is located on the south side of West Alameda Street near Calle Nopal, directly adjacent to the recently constructed Alameda Lofts complex. The property spans from West Alameda Street to the Santa Fe River Greenway Trail to the south. Properties to the north are zoned R-1 (Residential- one dwelling unit per acre), but all other surrounding properties are zoned R-5 (Residential- five dwelling units per acre) with the exception of the Alameda Lofts, which are zoned R-7 (Residential- seven dwelling units per acre). The property is located in the Rio Vista Area of the West Santa Fe River Corridor Overlay District.

V. REZONE APPROVAL CRITERIA – R-5 to R-7

The Applicant requests a rezoning to R-7 (Residential- seven dwelling units per acre). The purpose of R-7 zoning, per SFCC Section 14-2.2(E), is *to allow for a greater intensity of residential land use, to encourage infill development on underdeveloped land, and to allow a housing density that enables affordability.*

The Planning Commission and the Governing Body shall review all rezoning proposals on the basis of the criteria provided in this section, and the Planning Commission and the Governing Body must make complete findings of fact sufficient to show that these criteria have been met before recommending or approving any rezoning:

Criterion 1 [14-3.5(C)(1)(a)]: one or more of the following conditions exist: **(i) there was a mistake in the original zoning;** **(ii) 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;** **(iii) a different use category is more advantageous to the community, as articulated in the General Plan or other adopted city plans;**	**Criterion Met:** (Yes/No) **YES**
(i) Not applicable (ii) Not applicable (iii) The project is located within the Rio Vista Area of the West Santa Fe River Corridor Overlay Zoning District, as described in the West Santa Fe River Corridor Plan (adopted December 2017). The Plan describes this sub-area as being a transitional area between more compact and urban densities to the east and more open and rural densities to the west. In addition, due to the availability of City water and sewer infrastructure in this area, the Plan recommends R-5 and R-7 zoning densities. The proposed rezoning of the property from R-5 to R-7 is consistent with the types of future development anticipated and encouraged in this area of the Overlay District. It is more advantageous to the community because it allows for the efficient use of public infrastructure, an increase in much-needed housing supply, and the creation of new affordable housing. Furthermore, as previously stated, the intent of the proposed rezoning aligns well with the purpose of the R-7 district, per SFCC Subsection 14-2.2(E), which is to allow for a greater intensity of residential land use, to encourage infill development	

on underdeveloped land, and to allow a housing density that enables affordability.	
Criterion 2 [14-3.5(C)(1)(b)]: all the rezoning requirements of Chapter 14 have been met;	**Criterion Met:** (Yes/No) **YES**
The Applicants have met the Chapter 14 procedural requirements for re-zoning, including holding an Early Neighborhood Notification Meeting, posting and mailing of notification requirements, and submitting required application submittals including a Traffic Impact Analysis. The Applicant is not requesting any variances, but does seek to establish custom setbacks with the development plan	
Criterion 3 [14-3.5(C)(1)(c)]: the rezoning is consistent with the applicable policies of the General Plan, including the future land use map;	**Criterion Met:** (Yes/No) **YES**
The proposed rezoning and redevelopment program supports General Plan themes of Affordable Housing, Sustainable Growth, and Character, respecting the evolution of land use patterns while preserving community character, efficiently utilizing infrastructure through infill development, and responding to Santa Fe's substantial housing demand. The proposal is also consistent with General Plan principles calling for the Protection of Natural Resources, Network of Open Space, Respect for Traditional Communities, and Corridor Protection between Urban and Rural Uses. The Future Land Use Map designation for the parcel is 3-7 dwellings per acre, which supports the proposed R-7 zoning.	
Criterion 4 [14-3.5(C)(1)(d)]: the amount of land proposed for rezoning and the proposed use for the land is consistent with city policies regarding the provision of urban land sufficient to meet the amount, rate and geographic location of the growth of the city;	**Criterion Met:** (Yes/No) **YES**
General Plan Figure 4-4, Urban Sub-Areas, designates the subject property and surrounding area as an "Infill Area." The Growth Management Chapter of the General Plan specifically calls for prioritization of infill development in Santa Fe in order to maximize the efficient use of public infrastructure, while meeting the demand for urban land for development and directing new growth towards the historic core of the city rather than on the undeveloped fringes. The proposed infill project is in alignment with these strategic directives.	
Criterion 5 [14-3.5(C)(1)(e)]: the existing and proposed infrastructure, such as the streets system, sewer and water lines, and public facilities, such as fire stations and parks, will be able to accommodate the impacts of the proposed development.	**Criterion Met:** (Yes/No) **YES**
The site is served by existing roadways, public water, and public sewer infrastructure. In addition, the site is adjacent to the Santa Fe River Greenway Trail, providing access to the City's network of urban trails and open space. The addition of five new dwellings on the property will have minimal impacts on the existing infrastructure, and proposed site improvements will compliment and enhance the adjacent public facilities.	

Criterion 6 [14-3.5(C)(2)]: Unless the proposed change is consistent with applicable General Plan policies, the planning commission and the governing body shall not recommend or approve any rezoning, the practical effect of which is to: **(a) allow uses or a change in character significantly different from or inconsistent with the prevailing use and character in**	**Criterion Met:** (Yes/No) **YES**

the area; **(b) affect an area of less than two acres, unless adjusting boundaries between districts;** **(c) or benefit one or a few landowners at the expense of the surrounding landowners or general public.**	
(a) The proposed project is a model of the type of infill development that both the General Plan and the West Santa Fe River Corridor Plan specifically encourage. It represents a minimal increase in density following traditional Santa Fe acequia development style. (b) Not applicable because the property is just over two acres, but this is a zoning boundary adjustment. (c) The proposed project aligns well with numerous General Plan policies and principles, as addressed above. Further, it is a model of the type of infill development that both the General Plan and the West Santa Fe River Corridor Plan specifically encourage.	
Criterion 7 [14-3.5(D)(1)]: If the impacts of the proposed development or rezoning cannot be accommodated by the existing infrastructure and public facilities, the city may require the developer to participate wholly or in part in the cost of construction of off-site facilities in conformance with any applicable city ordinances, regulations or policies;	**Criterion Met:** (Yes/No) **YES**
The impacts of the proposed rezoning and development of five additional new dwellings will be minimal and easily accommodated by existing infrastructure and public facilities.	
Criterion 8 [14-3.5(D)(2): If the proposed rezoning creates a need for additional streets, sidewalks or curbs necessitated by and attributable to the new development, the city may require the developer to contribute a proportional fair share of the cost of the expansion in addition to impact fees that may be required pursuant to Section 14-8.14.	**Criterion Met:** (Yes/No) **YES**
No new streets will be needed as a result of the rezoning, and a new sidewalk will be constructed along West Alameda Street as required by the West Santa Fe River Corridor Plan.	

VI. PROJECT ANALYSIS: DEVELOPMENT PLAN

Project Description

There are currently nine dwelling units on the two-acre property, comprised of three detached homes, a duplex, and a four-plex, in addition to a variety of sheds and other accessory structures. If granted the rezoning request, the Applicant intends to construct two new buildings that would house five additional dwelling units. The Applicant intends to establish a condominium regime to create opportunities for home ownership. Homewise will renovate three of the existing homes (20%) to be sold as affordable homes in compliance with the Santa Fe Homes Program requirements. Furthermore, through a private grant, Homewise hopes to achieve affordability of up to 50% of the homes within the development. The driveway connection to West Alameda Street will be improved, parking will be improved, and drainage upgrades will be made through the development.

Per Table 14-7.2-1, setbacks in the requested R-7 district are established by an approved development plan, with the Alameda Street setback specified by the West Santa Fe River Corridor Overlay. The

proposed setbacks for the property are:

Alameda Street Setback: 50 feet
Private Drive Setback: 2 feet for existing structures / 5 feet for new structures
Rear Yard Setback: 10 feet

With a total roofed area of 15,916 square feet, the total proposed lot coverage for the development is 18%, well below the allowable maximum of 40%. For developments with a density of five dwellings per acre or greater within the West Santa Fe River Corridor Overlay District, 13.9% of the land area of the subject property (12,191 square feet) has been reserved as Common Open Space in accordance with Overlay standards.

Access and Traffic

Because the majority of the dwelling units in the project already exist, a Traffic Impact Analysis was not required. Improvements on West Alameda Street include five-foot concrete sidewalk behind the existing guardrail. This will extend the sidewalk created by the construction of Alameda Lofts approximately 150 feet further west on Alameda Street.

Access is via a private driveway on West Alameda Street. The construction of retaining walls will allow this access to be extended south, re-graded and re-surfaced in order to increase safety and driver visibility when exiting the development. A 25-foot wide private drive serves as a shared access and utility easement. All roadway maintenance will be the responsibility of a new condominium owner's association. A five-foot sidewalk along one side of the private drive will create a pedestrian connection to the Santa Fe River Greenway.

Parking, Landscaping and Lighting

Per SFCC Table 14-8.6-1, two parking spaces are required for each residential unit. The total required parking for the proposed 14-unit development is 28 spaces, with 30 spaces provided along the access driveway. New landscaping and site lighting is not proposed, as the preservation of neighborhood character and existing mature, native vegetation is a top priority.

Grading and Drainage/Terrain Management

The site generally slopes from north to south, with steep grades from West Alameda Street down to the buildable area of the site. The private driveway off West Alameda will be rebuilt, and retaining walls installed in order to create reasonable driveway, parking, and sidewalk grades. Passive water harvesting will be employed in open areas around buildings, and preservation of existing mature vegetation will be prioritized.

The limits of the 100-year floodplain associated with the Santa Fe River extend into the southern part of the site, but fall outside of the existing and proposed development. Flood hazards are not increased by the proposed development. The 10-foot wide drainage easement that runs along the western boundary of the property will be will be reconstructed and rock-lined to better convey storm water and reduce velocity of runoff on the sloped site. A retaining wall and check dams will be constructed along the western edge at the property boundary to slow the flow of water and allow for infiltration. The existing detention pond at the end of the drainage swale, near the southwest corner of the property, will be expanded to capture increased runoff resulting from new impervious area.

Fire Prevention and Emergency Access
Emergency access requirements are satisfied by the provision of a 20-ft wide driveway and hammerhead turnaround. A fire hydrant is located on the property, and there are additional hydrants in close proximity on West Alameda Street.

Water and Sewer
The site is served by existing City water and sewer infrastructure. Five new dwellings are proposed with the Application, and these will create new water demand as follows:

New Indoor Residential Water Demand = 0.16 AFY/DU x 5 DU = 0.8 AFY

Water demand offset fees will be paid upon issuance of building permits for the five proposed dwellings. The Water Division is requiring the Applicant to extend the existing 6" water main west along the southern boundary of the property in order to allow for future looping for new development that may occur to the west. This looping will provide for increased water flow.

Impact on Schools
As the proposed development will only add five new dwelling units to the existing site, it was not necessary to notify Santa Fe Public Schools per SFCC Subsection 14-8.16(B)(1).

Santa Fe HOMES Program
In accordance with the current provisions of the Santa Fe Homes Program (SFHP), the Project will provide three affordable homes (20%) – one unit in each income range: 50-65% AMI, 66-80% AMI, 81-100% AMI. Additionally, Homewise has received a private donation to support increased housing affordability for the project, which is projected to benefit 50% of the fourteen units at affordable pricing for Santa Fe.

The project will utilize the 15% density bonus for the provision of affordable housing in compliance with the SFHP. The calculation is as follows:

Gross Lot Area = 2.01 acres
Floodway Area = 0.21 acres (9,381 sq.ft.)
Net Lot Area = 1.79 acres
Base Density = 1.79 acres x 7 dwelling units/acre = 12.53 dwelling units
Proposed Density = Base Density + 15% SFHP Density Bonus = 14 dwelling units

The signed SFHP proposal is found in Exhibit D(2).

Homeowners Association and Private Covenants
Articles of Incorporation, Bylaws, and Homeowners Association Restrictions and Covenants will be reviewed by City Staff and the City Attorney's Office prior to recordation of the development plan per SFCC 14-9.5(A)(2) and 14-8.2(K)(1).

VII. DEVELOPMENT PLAN APPROVAL CRITERIA SECTION 14-3.8(D)(1)

SFCC Section 14-3.8 governs the authority, procedures, and restrictions for development plans. The Criteria for approval of Development Plans are detailed below:

Criterion 1: that the Planning Commission has the authority and is empowered to approve the development plan under the section of Chapter 14 described in the application;	**Criterion Met:** (Yes/No) **YES**
Santa Fe City Code (SFCC) Subsection 14-3.8(B)(2) requires a development plan for rezoning applications. Subsection 14-3.8(C)(2)(a) requires the Planning Commission to review and make a recommendation to the Governing Body regarding development plans required for rezonings.	
Criterion 2: that approving the development plan will not adversely affect the public interest; and	**Criterion Met:** (Yes/No) **YES**
The Governing Body has implemented the General Plan and ordinances in order to establish minimum standards for health, safety and welfare affecting land uses and developments as a means to protect the public interest. Subject to staff recommended conditions of approval, the proposed development plan would not adversely affect the public interest. The proposed Development Plan does not adversely impact the public interest, but rather the project will benefit the public by increasing the supply of much-needed affordable housing and creating home ownership opportunities in the area. Pedestrian connectivity is improved by extending the sidewalk along the south side of West Alameda Street and by providing a direct connection for residents to the Santa Fe River Greenway Trail. Storm water management is improved through extensive upgrades to the drainage easement along the west property boundary.	
Criterion 3: that the use and any associated buildings are compatible with and adaptable to buildings, structures and uses of the abutting property and other properties in the vicinity of the premises under consideration.	**Criterion Met:** (Yes/No) **YES**
The proposed residential uses and density are compatible with adjacent uses and densities. The River Trail Lofts to the east is zoned R-7, and the property to the west is zoned R-5 as is much of the surrounding land. As stated above, the project is located within the Rio Vista Area of the West Santa Fe River Corridor Overlay Zoning District. This sub-area is intended as a transitional area between more compact urban densities to the east and rural densities to the west. Because of the presence of City water and sewer infrastructure in this area, R-5 and R-7 zoning and associated development densities are recommended for this area by both the General Plan and the West Santa Fe River Corridor Overlay.	

VIII. EARLY NEIGHBORHOOD NOTIFICATION

An Early Neighborhood Notification meeting was held via Zoom on July 22, 2021. Five current residents attended. Homewise staff have continued to meet with these attendees and other residents to address questions and concerns. Discussion has included strategies to improve resident collaboration in the entitlement and development process, management of storm water, driveway improvements, creation of new parking areas, storage, construction timelines, and ideas for minimizing resident impacts, particularly in regards to renovations of occupied units.

IX. EXPIRATION

The rezoning, if approved by the Governing Body, will run with the land, is transferrable, and will not expire.

Per SFCC Section 14-3.19(B)(4) “Approval of a final development plan, or any development plan for which no preliminary development plan was required, shall expire three years after final action approving it unless actual development of the site or offsite improvements has begun and is continued pursuant to Subsection 14-3.19(B)(6).” Therefore, should the Commission recommend approval the preliminary development plan to the Governing Body and adopt Findings of Fact and Conclusions of Law at this hearing, the expiration date would be determined by the date of their final action.

X. ATTACHMENTS:

EXHIBIT A: Draft Findings of Fact and Conclusions of Law

1. Case #2021-4244 Rezoning
2. Case #2021-4245 Development Plan

EXHIBIT B: Development Review Team Memoranda

1. Compiled Technical Corrections
2. Terrain Management & ADA Site Review
3. Fire Prevention Review
4. Water Review

EXHIBIT C: Maps and Photos

1. Future Land Use
2. Current Zoning
3. Aerial
4. Street Views

EXHIBIT D: Applicant Materials

1. Project Report
2. Santa Fe Homes Proposal
3. Select pages from West Santa Fe River Corridor Plan
4. Proposed Development Plan

APPROVED BY:

Title	Name	Initials
Acting Planning and Land Use Director	Jason Kluck	*jmk*
Land Use Planner Manager	Noah Berke, AICP	NLB
Land Use Department Case Manager	Lee Logston. AICP	*LL*

City of Santa Fe, New Mexico

Case #2021-4244 4245
2190 W. Alameda Street Rezoning and
Final Development Plan
Planning Commission
November 4, 2021

Exhibit A

Draft Findings of Fact and Conclusions of Law

1. **Case #2021-4244 Rezoning**
2. **Case #2021-4245 Final Development Plan**

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

Case #2021-4244
2190 W. Alameda Street; Los Canales Rezoning

Owner's/Applicant's Name- Homewise, Inc.
Agent's Name- JenkinsGavin, Inc.

THIS MATTER came before the Planning Commission (Commission) for public hearing on November 4, 2021 (Hearing) upon the application (Application) of JenkinsGavin, Inc., as agent for Homewise, Inc. (Applicant).

The Application pertains to a property located at 2190 W. Alameda Street totaling approximately 2.0 acres (Property). The Applicant requests a rezoning from R-5 (Residential-five dwelling units per acre) to R-7 (Residential-seven dwelling units per acre).

In related Case #2021-4245, the Applicant requests final development plan approval for fourteen residential units for a property located at 2190 W. Alameda Street.

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

FINDINGS OF FACT

General

1. SFCC 1987 Section 14-3.1 sets out certain procedures to be followed on the Application, including, without limitation, (a) a pre-application conference [SFCC 1987 §14-3.l(E)]; (b) an Early Neighborhood Notification (ENN) meeting [SFCC 1987 §14-3.1(F)(2)(a)(iii)]; and (c) compliance with notice and public hearing requirements [SFCC 1987 §14-3.1(H)-(I)].
2. A pre-application conference was held on June 10, 2021 in accordance with SFCC 1987 Section 14-3.l(E)(1).
3. Pursuant to SFCC 1987 Section 14-3.1(H), notice of the ENN meeting was properly given.
4. Pursuant to SFCC 1987 Section 14-3.1(F), a virtual ENN meeting was held on the Application on July 22, 2021. The ENN meeting was attended the Project team and City staff. Five current residents attended, and Homewise staff has continued to meet with and residents to address questions and concerns over improving resident collaboration in the entitlement and development process, storm water management, driveway improvements and new parking areas, storage needs, timeline for construction, and ideas for minimizing impact to residents.
5. City staff reviewed the rezoning Application, and the related materials and information submitted by the Applicant, for conformity with applicable SFCC requirements and provided the Planning Commission with a written report of its findings (Staff Report), which evaluates the factors relevant to the Application.

6. Staff recommended that the Commission recommend approval of the rezoning to the Governing Body.

Rezoning

1. Pursuant to SFCC 1987 Section 14-2.3(C)(7)(c) and Section 14-3.5(B)(1), the Commission has the authority to review and make recommendations to the Governing Body regarding rezonings.
2. At the Hearing, the Commission considered the Application in this case concurrently with the application in Case #2021-4245, and the Commission received reports from staff, testimony and evidence from the Applicant, and testimony offered by any interested members of the public prior to making a decision.
3. Pursuant to SFCC 1987 Section 14-3.5(A)(1)(d), any person may submit a written request for rezoning, along with all submissions required by the SFCC 1987 Chapter 14 and any other information requested by the land use director as reasonably necessary to determine compliance with Chapter 14 (Submittal Requirements).
4. In this case, the Applicant seeks a rezoning from R-5 (Residential-five dwelling units per acre) to R-7 (Residential-seven dwelling units per acre).
5. SFCC 1987 Section 14-3.5(B) sets out procedures for rezoning and requires the Commission to hold a public hearing, review the Application, and make a recommendation to the Governing Body.
6. SFCC 1987 Section 14-3.5(C) sets out approval criteria and requires the Commission to make complete findings of fact sufficient to show that these criteria have been met before recommending a rezoning.
7. Pursuant to SFCC 1987 Section 14-3.5(C)(1)(a)(i), the Commission finds that the criterion is not applicable.
8. Pursuant to SFCC 1987 Section 14-3.5(C)(1)(a)(ii), the Commission finds that the criterion is not applicable.
9. Pursuant to SFCC 1987 Section 14-3.5(C)(1)(a)(iii), the Commission finds that the rezoning will be more advantageous to the community, as articulated in the West Santa Fe River Corridor Plan, which recommends residential infill densities of R-5 to R-7, allowing for the efficient use of public infrastructure, increasing much-needed housing supply, and creating new affordable housing.
10. Pursuant to SFCC 1987 Section 14-3.5(C)(1)(b), the Commission finds that all the rezoning requirements of Chapter 14 have been met.
11. Pursuant to SFCC 1987 Section 14-3.5(C)(1)(c), the Commission finds that the proposed rezoning is consistent with the applicable policies of the general plan regarding affordable housing, sustainable growth, and community character, respecting the evolution of land use patterns while preserving community character. The Future Land Use Map designation for the parcel is 3-7 dwellings per acre, which supports the proposed R-7 zoning.
12. Pursuant to SFCC 1987 Section 14-3.5(C)(1)(d), the Commission finds that the property is of sufficient size for rezoning and the proposed use for the land is consistent with city policies regarding the provision of urban land sufficient to meet the amount, rate and geographic location of the growth of the city. The Growth Management Chapter of the General Plan promotes infill development of this density.

13. Pursuant to SFCC 1987 Section 14-3.5(C)(1)(e), the Commission finds that the existing and proposed infrastructure can be modified to accommodate the impacts of the proposed development. The site is served by existing roadways, public water, and public sewer infrastructure. In addition, the site is adjacent to the Santa Fe River Greenway Trail, providing access to the City's network of urban trails and open space.
14. Pursuant to SFCC 1987 Section 14-3.5(C)(2)(a), the Commission finds that the proposed zoning amendment will enable the construction the type of infill development that both the General Plan and the West Santa Fe River Corridor Plan specifically encourage. It represents a minimal increase in density following traditional Santa Fe acequia development style
15. Pursuant to SFCC 1987 Section 14-3.5(C)(2)(b), the Commission finds that at 2.0 acres, the proposed rezoning is over the two acre threshold, and is a zoning boundary adjustment.
16. Pursuant to SFCC 1987 Section 14-3.5(C)(2)(c), the Commission finds that the proposed rezoning will not benefit one or a few landowners at the expense of the surrounding landowners or the general public, in that the proposed project aligns well with numerous General Plan policies and principles, and is a model of the type of infill development that both the General Plan and the West Santa Fe River Corridor Plan specifically encourage.
17. Pursuant to SFCC 1987 Section 14-3.5(D)(1) & (2), the Commission finds that the proposed rezoning and density can be accommodated by the road and other infrastructure in the area.

CONCLUSIONS OF LAW

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

General

1. Pursuant to SFCC 1987 Section 14-3.1, all procedural requirements regarding the pre-application conference, ENN meeting, and notice of public hearing have been met.

Rezoning

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

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

Considering the foregoing findings and conclusions, the Commission recommends that the Governing Body approve the rezoning, as requested in the Application for Case #2021-4244.

_____ _____

Brian Gutierrez, Chair Date

FILED:

_____ _____
Kristine Bustos-Mihelcic Date
City Clerk

APPROVED AS TO FORM:

_____ _____
Patricia Feghali Date
Assistant City Attorney

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

Case #2021-4245
2190 W. Alameda Street; Los Canales Final Development Plan

Owner's/Applicant's Name- Homewise, Inc.
Agent's Name- JenkinsGavin, Inc.

THIS MATTER came before the Planning Commission (Commission) for public hearing on November 4, 2021 (Hearing) upon the application (Application) of JenkinsGavin, Inc., as agent for Homewise, Inc. (Applicant).

The Application pertains to a property located at 2190 W. Alameda Street totaling approximately 2.0 acres (Property). The Applicant requests approval of a final development plan for fourteen residential units (Project). The Property is zoned R-5 (Residential- five dwelling units per acre).

In related Case #2021-4244, the Applicant requests a rezoning from R-5 (Residential-five dwelling units per acre) to R-7 (Residential-seven dwelling units per acre) for a property located at 2190 W. Alameda Street.

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

FINDINGS OF FACT

General

1. SFCC 1987 Section 14-3.1 sets out certain procedures to be followed on the Application, including, without limitation, (a) a pre-application conference [SFCC 1987 § 14-3.l(E)]; (b) an Early Neighborhood Notification (ENN) meeting [SFCC 1987 §1 4-3.1(F)(2)(a)(iv)]; and (c) compliance with notice and public hearing requirements [SFCC 1987 § 14-3.1(H)-(I)].
2. A pre-application conference was held on June 10, 2021 in accordance with SFCC 1987 Section 14-3.l(E)(1).
3. Pursuant to SFCC 1987 Section 14-3.1(H), notice of the ENN meeting was properly given.
4. Pursuant to SFCC 1987 Section 14-3.1(F), a virtual ENN meeting was held on the Application on July 22, 2021. The ENN meeting was attended the Project team and City staff. Five current residents attended, and Homewise staff has continued to meet with and residents to address questions and concerns over improving resident collaboration in the entitlement and development process, storm water management, driveway improvements and new parking areas, storage needs, timeline for construction, and ideas for minimizing impact to residents.
5. City staff reviewed the final development plan Application, and the related materials and information submitted by the Applicant, for conformity with applicable SFCC requirements and provided the Planning Commission with a written report of its findings (Staff Report), which evaluates the factors relevant to the Application.

6. Staff recommended that the Commission recommend approval by the Governing Body of the final development plan, subject to Conditions and the technical corrections set forth in the Staff Report and exhibits.

Development Plan

7. Pursuant to SFCC 1987 Section 14-2.3(C)(1) and Section 14-3.8(B)(2), the Commission has the authority to review and make recommendations to the Governing Body regarding development plans required for rezonings.
8. At the Hearing, the Commission considered the Application in this case concurrently with the application in Case #2021-4244, and the Commission received reports from staff, testimony and evidence from the Applicant, and testimony offered by any interested members of the public prior to making a decision.
9. Under SFCC 1987 Section 14-4.2(E)(2), a R-7 rezoning request requires consideration and approval by the Commission and the Governing Body of a development plan for the property.
10. In this case, the Applicant wishes to establish custom setbacks through the development plan to account for existing conditions.
11. SFCC 1987 Section 14-3.8 establishes certain procedures for development plan approval including, without limitation, a public hearing by the Commission and a recommendation to the Governing Body based on the criteria set out in SFCC 1987 Section 14-3.8(D).
12. SFCC 1987 Section 14-3.8(C)(1) requires the Applicant to submit plans and other documentation that demonstrates conformance with applicable provisions of the SFCC (Submittal Requirements).
13. The information contained in the Staff Report and exhibits is sufficient to establish that the Submittal Requirements have been met.
14. SFCC 1987 Section 14-3.8(D)(1) sets out approval criteria and requires the Commission to make complete findings of fact sufficient to show that these criteria have been met before recommending approval a development plan.
15. Pursuant to SFCC 1987 Section 14-3.8(D)(1)(a), the Commission finds that it has the authority to review the development plan under SFCC 1987 Sections 14-2.3(C)(1), 14-3.8(B)(4), and Table 14-2.1-1.
16. SFCC 1987 Subsection 14-3.8(C)(2)(a) requires the Planning Commission to review and make a recommendation to the Governing Body regarding development plans required for rezonings
17. Pursuant to SFCC 1987 Section 14-3.8(D)(1)(b), the Commission finds that the development plan will not adversely affect the public interest. The Governing Body has implemented the General Plan and ordinances to establish minimum standards for health, safety and welfare affecting land uses and developments as a means to protect the public interest. This project serves the public interest through the provision ofaffordable housing in a neighborhood-sensitive manner.
18. Pursuant to SFCC 1987 Section 14-3.8(D)(1)(c), the Commission finds that the use and any associated buildings are compatible with and adaptable to buildings, structures, and uses of the abutting property and other properties in the vicinity of the premises under consideration. The River Trail Lofts to the east is zoned R-7, and the property to the west is zoned R-5 as is much of the surrounding land. The project is located within the Rio Vista Area of the West Santa Fe River Corridor Overlay Zoning District, which recommends R-7 density.

19. Pursuant to SFCC 1987 Section 14-3.8(D)(2), the Commission "may specify conditions of approval that are necessary to accomplish the proper development of the area and to implement the policies of the general plan."
20. The Commission finds that the Conditions and technical corrections set forth in the Staff Report and exhibits are necessary to accomplish the proper development of the area and to implement the policies of the general plan.

CONCLUSIONS OF LAW

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

General

1. Pursuant to SFCC 1987 Section 14-3.1, all procedural requirements regarding the pre-application conference, ENN meeting, and notice of public hearing have been met.

Development Plan

2. The Commission has the authority to review and make recommendations to the Governing Body regarding development plans related to rezoning requests.
3. The Applicant met the applicable Submittal Requirements.
4. The Commission should recommend approval of the requested final development plan, subject to the conditions and technical corrections recommended by staff, because all applicable code requirements and criteria for recommendation of approval of the proposed final development plan have been met.

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

Considering the foregoing findings and conclusions, the Commission recommends that the Governing Body approve the final development plan for the Property, as requested in the Application for Case #2021-4245, subject to the Conditions and the technical corrections set forth in the Staff Report and exhibits. The final development plan shall expire three years after issuance of Governing Body approval per SFCC 1987 Section 14-3.19(B)(4) unless actual development of the site or off-site improvements has begun and is continued pursuant to SFCC Section 14-3.19(B)(6).

_____ _____
Brian Gutierrez, Chair Date

FILED:

_____ _____
Kristine Bustos-Mihelcic Date
City Clerk

APPROVED AS TO FORM:

_____ _____

Patricia Feghali Date
Assistant City Attorney

City of Santa Fe, New Mexico

Case #2021-4244 4245
2190 W. Alameda Street Rezoning and
Final Development Plan
Planning Commission
November 4, 2021

Exhibit B

Development Review Team

1. **Compiled Technical Corrections**
2. **Terrain Management & ADA Site Review**
3. **Fire Prevention Review**
4. **Water Review**

EXHIBIT B1
Technical Corrections
Case #2021-4244 4245
2190 W. Alameda Street Los Canales Final Development Plan

TECHNICAL CORRECTIONS	Department	Staff
1. ADA accessible route from the street does not appear to meet the required maximum running slope of the walking surfaces. Multi-family developments must comply with the maximum 1:20 running slope. ADA note on sheet 6-6 states the running slopes shall not exceed 5% without handrail, but no handrail locations are detailed in these plans. Detail all areas with running slopes greater than 5% and all handrail locations on sheet 6-6. Show that the ramps do not exceed the maximum of 30" rise. Show compliant landing areas. Show that all ramps will not exceed a running slope of 1:12. 2. Striping plan to include crosswalk area to adequately delineate the continuation of the accessible route across the driving area. 3. Other comments will be provided on these plans at the time of the building permit and changes may be required during permitting process. 4. See ADA Comment sheet for more.	Technical Review Division/Terrain Management/ADA Site	Dee Beingessner
1. Proposed pedestrian connection to Santa Fe River Trail will have to cross a drainage culvert and an engineering detail for this crossing should be included in the final plans.	Public Works	Leroy Pacheco
1. Fire apparatus access shall have an unobstructed width of not less than 20 feet exclusive of shoulders and an unobstructed vertical clearance of not less than 13 feet 6 inches (IFC 2009 Section 503.2.1). 2. 150 feet driveway requirements must be met as per IFC, or an emergency turn-around that meets the IFC requirements shall be provided (Appendix D Table D103.4). 3. Fire Department shall have 150 feet distance to any portion of the building on any new construction. (IFC 2009 section 503.1.1). 4. Shall comply with table D103.4 Requirements for Dead-End Fire Apparatus Access Roads. 5. 507.5 Fire hydrant systems: Fire hydrant systems shall comply with Sections 507.5.1 through 507.5.6, 507.5.1 where required: Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building. 6. Shall have water supply that meets fire flow requirements as per IFC (Appendix B). 7. Shall comply with Section D102.1: Access and Loading (75,000 lbs). 8. Shall comply with IFC 2009 Section D103.2 Grade: Fire apparatus access roads shall not exceed 10 percent in grade. 9. Shall comply with IFC 2009 Section D103.5 Fire apparatus access road gates. 10. Shall comply with Section D106 Multiple-Family Residential Developments.	Fire Prevention	Geronimo Griego

11. Shall meet the IFC code requirements 2015 edition or the most current edition the governing body has adopted at the time of permitting.		

Development Review Team
Comment Form

Date: 10/7/21

Staff person: Dee Beingessner

Dept/Div: Land Use/Terrain Management

Case: **Case #2021-4244 thru 4245 West Alameda Street Los Canales**

Case Mgr: Lee Logston

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

Conditions of Approval :	Must be completed by:
1 Drainage report issues – The report needs to summarize how much storage is required to meet the required reduction in flow to predevelopment levels. The narrative must also state where required storage volume will be provided. It sounds like there are many areas but they have not been detailed with locations and volumes.	Prior to recording plat
2 Show downspout locations on buildings and how water will be directed to ponding or landscaped areas.	
3 Label all ponding areas on Grading and Drainage sheets and show volumes detained/retained in each area. If landscaped areas are used for ponding volume requirements, label those volumes in each area.	
4 The energy dissipator will require minimum of 5' fencing to protect from anyone entering the deep water.	
5 Detail erosion protection at exit of energy dissipator	
6 Include detail of check dam	

Technical Corrections*:	Must be completed by:
1 ADA accessible route from the street does not appear to meet the required maximum running slope of the walking surfaces. Multi-family developments must comply with the maximum 1:20 running slope. ADA note on sheet 6-6 states the running slopes shall not exceed 5% without handrail, but no handrail locations are detailed in these plans. Detail all areas with running slopes greater than 5% and all handrail locations on sheet 6-6. Show that the ramps do not exceed the maximum of 30" rise. Show compliant landing areas. Show that all ramps will not exceed a running slope of 1:12.	Prior to recordation or permitting

2 Striping plan to include crosswalk area to adequately delineate the continuation of the accessible route across the driving area.	Prior to recordation or permitting
3 Other comments will be provided on these plans at the time of the building permit and changes may be required during permitting process	Prior to permitting
	Prior to permitting

*Must made prior to recording and/or permit issuance

ADA Approval Comments: Provide Design Professional Seal and signature with date signed on all drawing sheets. Accessibility feature design within the Public Right-of-Way shall comply with NMDOT Pedestrian Access Route Details (Serial 608). Sidewalks within the subdivision shall provide for a continuous accessible path of travel route(s). (Provide signage at closest intersection with accessible connection indicating "Accessible Route Ends Ahead" or "No Accessible Route" and provide detour at any temporary or permanent inaccessible routes.) Walking surfaces along the accessible path of travel route(s) shall be firm, stable and slip resistant and shall comply with Section 302, floor surface, 303.4 Ramps, 401 Accessible routes, 403 Walking surfaces, 405 ramps. Walking surfaces along the accessible path of travel shall not exceed 1:20 (5%) running slopes without handrail(s) in accordance with current ANSI 117.1 standards 505 & 2015 IBC 1014. Cross slopes shall not exceed 2% staff recommends 1% to 1.5% as a target cross slope. Walkways shall provide 5' diameter turning space every 200 linear feet of run. It is preferred to have marked crossings where the accessible route crosses vehicular traffic lanes. Accessible street crossing locations provided shall be compliant with NMDOT Pedestrian Access Route Details (Serial 608) and shall be approved by the City's Traffic Engineering Division prior to permit application. Please include documentation of this approval with the building permit submittal. Driveway and intersection crossings shall not exceed 2% cross slope, shall have a level maneuvering space, shall have 1/4" max. vertical deflections, and 10% max. flare slope. Curb ramps shall have the required 5' clear length landing and turning space. Changes in direction shall comply with 304.3. Curb Ramps within the site shall have a target running slope of 7% or less typical and 1:12 (8.33%) maximum. Curb Ramp landing target slope is 1.5% and shall not exceed 2% running and cross slope maximum in any direction.	Prior to Recording

At curb ramp landings and other transitions leading directly into the vehicular way along the accessible path of travel route(s), provide detectable warning surfaces immediately prior to entry into the vehicular way, road/drive crossings and cross walks. Edge protection/guard rails/handrails shall be provided at steps, sidewalks and walkways with greater than 30" vertical change in grade adjacent to the path of travel. IBC 1015.2 - Where Required, Guards shall be located along open-sided walking surfaces, including mezzanines, equipment platforms, aisles, stairs, ramps and landings that are located more than 30 inches (762 mm) measured vertically to the floor or grade below at any point within 36 inches (914 mm) horizontally to the edge of the open side. Guards shall be adequate in strength and attachment in accordance with Section 1607.8. Vertical clearance: Provide and maintain 80" of vertical clearance for the full width of all sidewalks/pedestrian routes. Rails or other barriers shall be provided where the vertical clearance is less than 80". The leading edge of such rails or barrier shall be located 27" max. above the floor. (307.4) Provide and maintain 98" vertical clearance at van parking spaces and access aisles, and accessible routes. (502.6) At Passenger Loading Zones, provide and maintain 114" min. vertical clearance at the exterior vehicular route and access aisles serving the vehicle pull-up space. (503.5) Off-Street parking a striped or metered on-street parking shall comply with: 2015 NM Accessible Parking Checklist 2010 ADA Standards - 208.2.3 Residential Facilities. Parking spaces provided to serve residential facilities shall comply with 208.2.3. 208.2.3.3 Parking for Guests, Employees, and Other Non-Residents. Where parking spaces are provided for persons other than residents, parking shall be provided in accordance with Table 208.2. Provision for ADA parking, signage and sidewalk access at striped and/or metered on-street parking spaces is recommended and may be required for public infrastructure. See State Proposed PROWAG On-Street parking scoping requirements for details.	

Technical Corrections*:	Must be completed by:
N/A	Prior to recording

*Must made prior to recording and/or permit issuance

The applicant should be aware that the following code provisions or other requirements will apply:

General ADA Site Compliance Requirements for all phases of development of this project, as applicable

On-Site ADA Site Compliance Requirements as applicable:

IEBC Section 705, Accessibility: Businesses must comply with the provisions of the ADA Standards to the "maximum extent feasible" with a building alteration. The costs for the added ADA work is considered disproportionate if it is over 20% of the costs of the project. Improvements should be prioritized up to the 20% limit: entrance; route to the primary function area; at least one unisex ADA restroom or one restroom for each sex serving the area; drinking fountains serving the area; other.

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

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

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

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

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

Edge protection/guard rails/handrails shall be provided at steps, sidewalks and walkways with greater than 30” vertical change in grade adjacent to the path of travel. IBC 1015.2 - Where Required, Guards shall be located along open-sided walking surfaces, including mezzanines, equipment platforms, aisles, stairs, ramps and landings that are located more than 30 inches (762 mm) measured vertically to the floor or grade below at any point within 36 inches (914 mm) horizontally to the edge of the open side. Guards shall be adequate in strength and attachment in accordance with Section 1607.8.
Ramps within the site shall have 1:12 (8.33%) running slope and 1:48 (2%) cross slope max. With a max. rise of 30" and with 5' clear length landings where straight. Changes in direction shall comply with 304.3. Landing typical slope is 1.5% and shall not exceed 2% running and cross slope.

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

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

ADA parking signage shall comply with the 2015 New Mexico Accessible Parking Checklist. Accessible Signage Detail - Signage with required language per the NM Accessible Parking Checklist is required at ALL ADA Parking spaces. Parking signage height shall be 84" above the floor of the parking space, measured to the bottom of the R7-8 sign in the Public right-of-way, accessible path of travel, pedestrian way or path of the means of egress. Locate Van Accessible Parking signs immediately below the reserved parking sign at wall mounted or other locations not in the pedestrian way. At Van Accessible signs located in the pedestrian way, the R7-8A Van Accessible sign shall be mounted at 84” to bottom of the sign. Wall mounted signs and signs not mounted in the public way shall be 60” (84" is preferred) minimum above the floor of the parking space, measured to the bottom of the sign.

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

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

Wheel stops are encouraged at all ADA accessible parking spaces to help ensure required clearance along the accessible path of travel is maintained.

Vertical clearance: Provide and maintain 80” of vertical clearance for the full width of all sidewalks/pedestrian routes. Rails or other barriers shall be provided where the vertical clearance is less than 80”. The leading edge of such rails or barrier shall be located 27” max. above the floor. (307.4) Provide and maintain 98” vertical clearance at van parking spaces and access aisles, and accessible routes. (502.6) At Passenger Loading Zones, provide and maintain 114” min. vertical clearance at the exterior vehicular route and access aisles serving the vehicle pull-up space. (503.5)

Bicycle parking spaces shall comply with the requirements set forth in SFCC Chapter 14, (Subsection 14-8.6(E) along with Appendix Exhibit D, bicycle rack standards and dimensions for size, clearance and location.

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

Off-Site ADA Site Compliance Requirements as applicable:

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

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

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

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

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

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

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

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

1. [list any additional items]

Explanation of Conditions or Corrections (if needed): (see following pages for notes required)

Development Review Team

Comment Form

Date: 10/18/2021

Staff person: Geronimo Griego

Dept/Div: Fire Prevention

Case: 2021-4244 4245 2190 W Alameda Los Canales Development Plan

Case Mgr: Lee Logston

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

Conditions of Approval:	Must be completed by:

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

7. Shall comply with Section D102.1: Access and Loading (75,000 lbs). 8. Shall comply with IFC 2015 Section D103.2 Grade: Fire apparatus access roads shall not exceed 10 percent in grade. 9. Shall comply with IFC 2015 Section D103.5: Fire apparatus access road gates. 10. Shall comply with Section D106: Multiple-Family Residential Developments. 11. Shall meet the IFC code requirements 2015 edition or the most current edition the governing body has adopted at the time of permitting.	

*Must made prior to recording and/or permit issuance

Development Review Team

Comment Form

Date: 10/12/2021

Staff person: Robert Jorgensen

Dept/Div: Public Utilities/Water

Case: **Case #2021-4244 & 4245 Los Canales Rezoning and Development Plan**

Case Mgr: Lee Logston

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

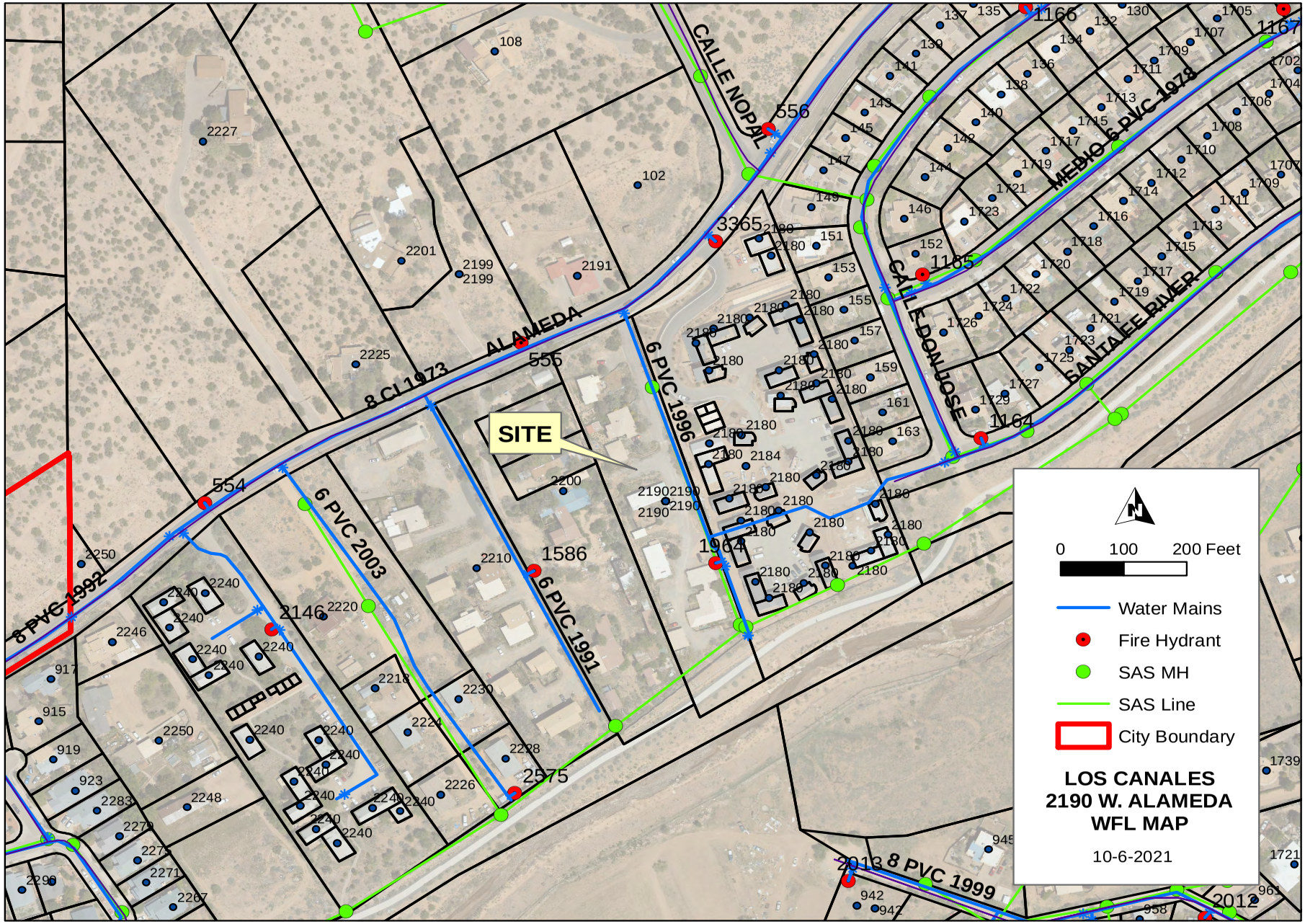
Conditions of Approval:	Must be completed by:
1 An approved Water Plan from the Water Division will be required. Water Plan comments will be submitted to the design engineer.	Prior to final plat / rezoning approval.
2 Provide a 25' wide public sewer and waterline easement across southern portion of property. Utilize the existing sewer easement running parallel to the Santa Fe River and widen by 5 feet on south side.	Prior to final plat / rezoning approval.
3	
4	

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

*Must made prior to recording and/or permit issuance

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

1. Existing FH #1964 is currently rated at 750 gpm fire flow as it is an unlooped 6 inch main. Relocation of FH #1964 to a looped 6" main (move FH to the north about 50 feet and reconnect to existing 6" main) will increase fire flow rating to 1500 gpm.


SITE
ALAMEDA
CALLE NOPAL
CALLE DON JOSE
MEDIO
SANTA FE RIVER
8 CI 1973
6 PVC 1996
6 PVC 2003
6 PVC 1991
8 PVC 1992
8 PVC 1999
6 PVC 1978
556
555
554
3365
1586
2146
2575
1964
1165
1166
1164
2013
2012
0 100 200 Feet
Water Mains
Fire Hydrant
SAS MH
SAS Line
City Boundary
LOS CANALES
2190 W. ALAMEDA
WFL MAP
10-6-2021

From: JORGENSEN, ROBERT N.
To: LOGSTON, LEE R.
Cc: JOHN P. DELMAR
Subject: Plaza Del Monte
Date: Thursday, October 14, 2021 1:21:50 PM
Attachments: Los Canales 2190 W Alameda WFL 10.06.2021.pdf
Plaza Del Monte WFL 10.06.2021.pdf

Lee,

Please see the Plaza Del Monte notes below and the attached location map (my DRT comments for Los Canales sent in separate email).

Please contact me or John Del Mar if any questions. Thanks.

Robert Jorgensen, PE
Engineer, Water Division
City of Santa Fe
(o) 505.955.4265
rnjorgensen@santafenm.gov

From: JORGENSEN, ROBERT N.
Sent: Thursday, October 7, 2021 12:50 PM
To: JOHN P. DELMAR <jpdelmar@santafenm.gov>
Subject: DRT Cases for Review at Friday Development Meeting

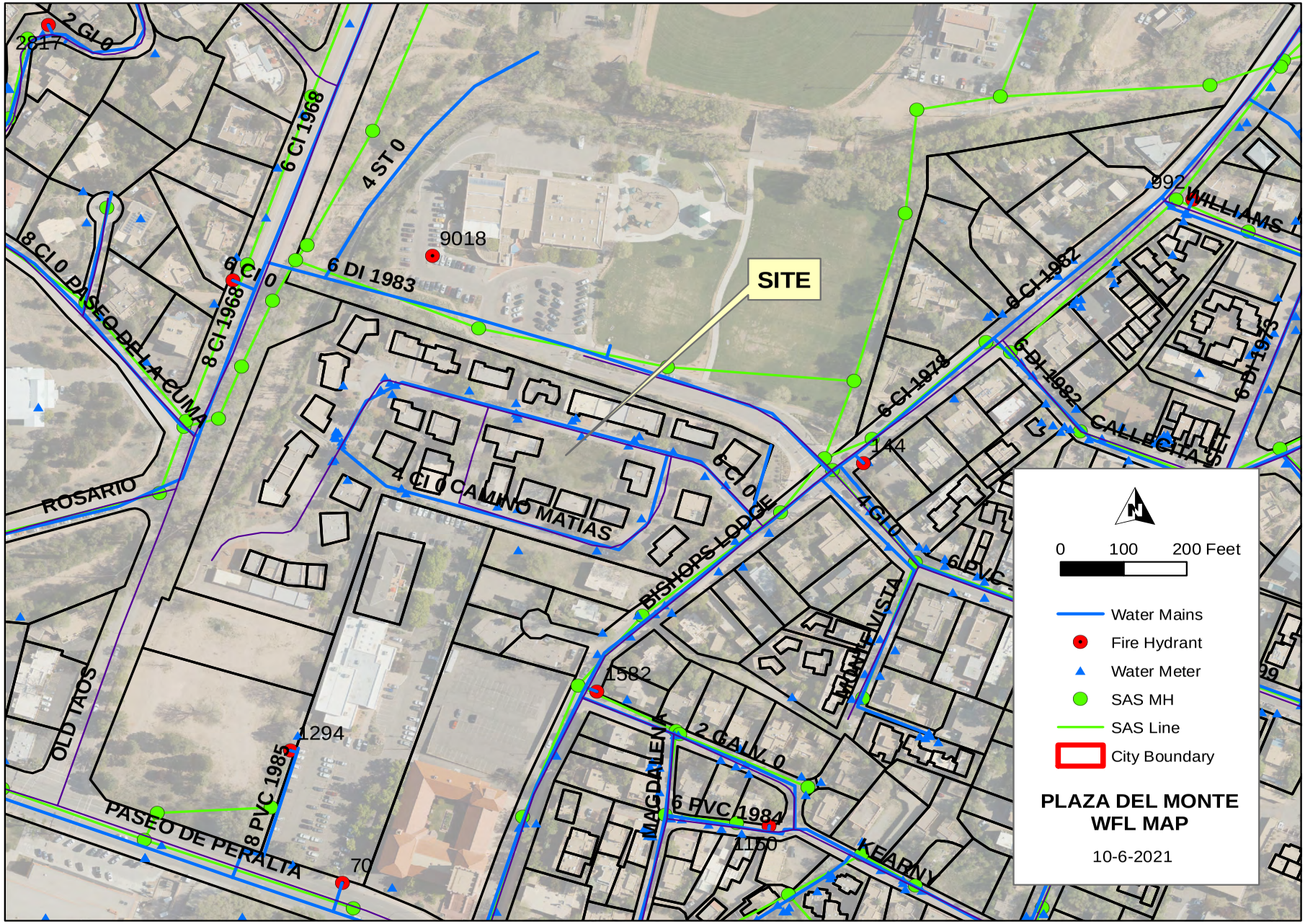
John,

I have two DRT cases that I would like to go over in tomorrow's Development meeting.

Los Canales – 2190 W. Alameda Case 2021 – 4244 & 4245
This is a Homewise project that has an existing 6" main along easterly property boundary.
Issue: Extend main along southerly boundary for future looping of developments to west.

Plaza Del Monte – Case 2021-4246 & 4247
This development is a conversion from a Presbyterian owned tract with multiple housing units to a subdivision. The subdivision has City water mains and meters through most of site. Mains are in poor shape and Bill Huey is currently working on a rehab.
Issue: Water lines are undersized for fire protection. Coordination with SFFD is required for location additional FH's. A second feed point (e.g. tie to main in Fort Marcy) should be considered. As a condition subdivision approval, I bellieve that the developer be required to provide or share in upgrading water facilities as needed.

Robert Jorgensen, PE
Engineer, Water Division
City of Santa Fe


SITE
2817
2 GI 0
6 CI 1968
4 ST 0
9018
8 CI 0 PASEO DE LA CUMA
8 CI 1968
6 CI 0
6 DI 1983
992
WILLIAMS
6 CI 1982
6 CI 1978
6 DI 1982
6 DI 1975
CALLECITAS
144
4 CI 0 CAMINO MATIAS
6 CI 0
4 CI 0
BISHOPS LODGE
ROSARIO
6 PVC
MONTE VISTA
1582
OLD TAOS
1294
8 PVC 1985
2 GALV. 0
MAGDALENA
6 PVC 1984
1150
KEARNY
PASEO DE PERALTA
70
0 100 200 Feet
Water Mains
Fire Hydrant
Water Meter
SAS MH
SAS Line
City Boundary
PLAZA DEL MONTE
WFL MAP
10-6-2021

City of Santa Fe, New Mexico

Case #2021-4244 4245
2190 West Alameda Street Rezoning and Development Plan
Planning Commission
November 4, 2021

Exhibit C

Maps and Photos

1. **Future Land Use**
2. **Current Zoning**
3. **Aerial Photo**
4. **Street Views**

Exhibit C1: Future Land Use Map

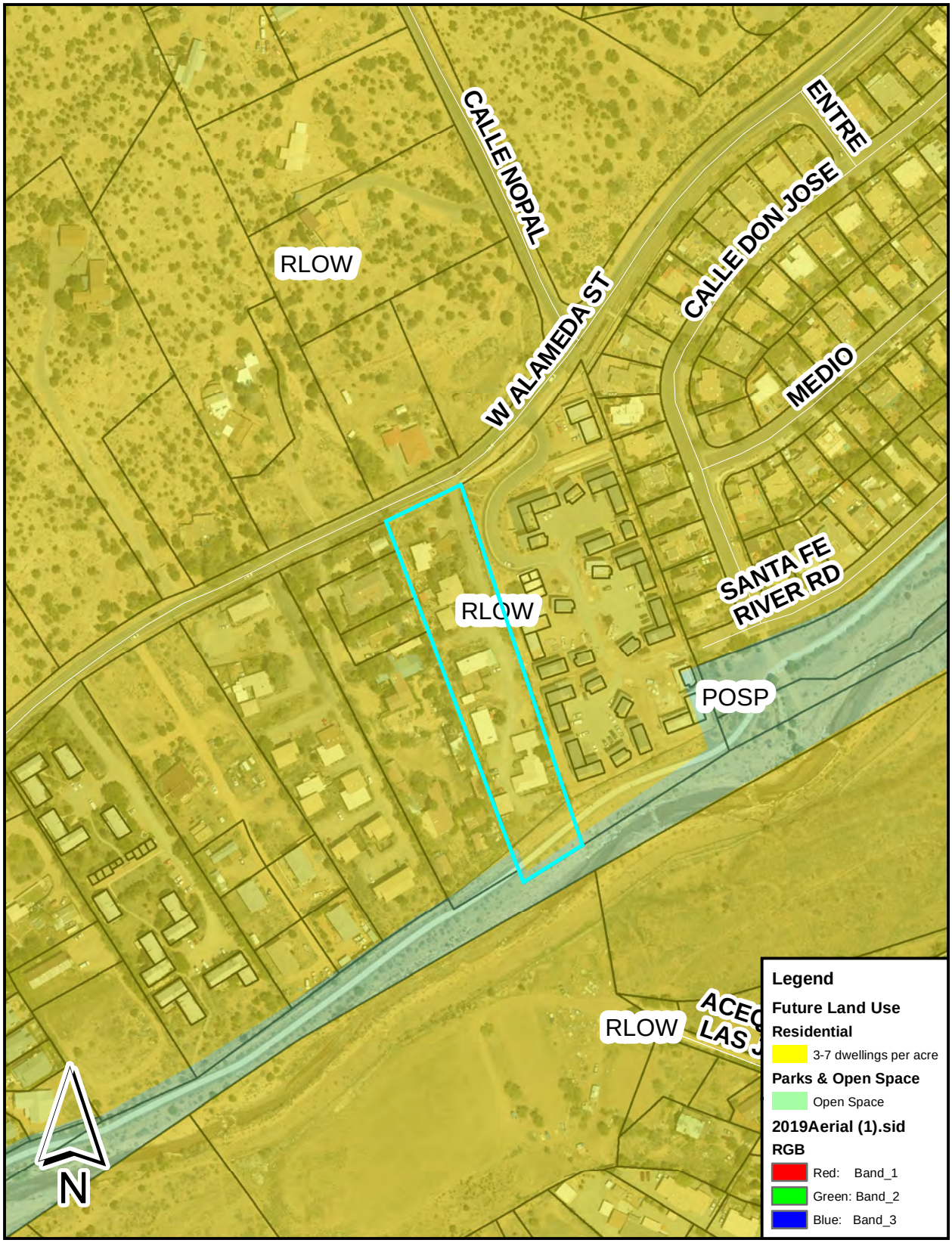


Exhibit C2: Current Zoning Map

Exhibit C3: Aerial View

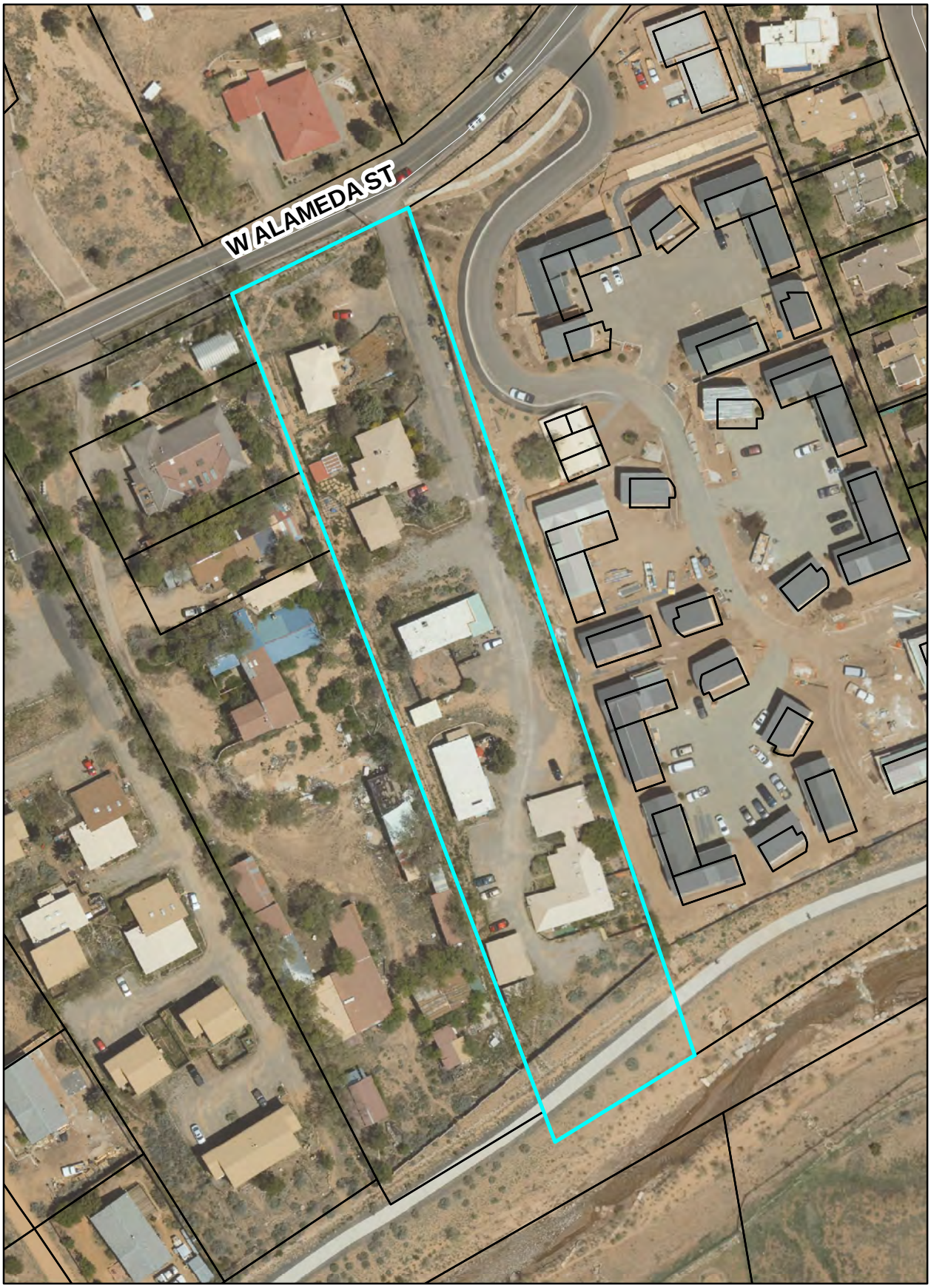


Exhibit C4: Google Views

Entrance at West Alameda Street

Proposed location of Unit 1. Setback to existing home is approximately 53’ from street.

City of Santa Fe, New Mexico

Case #2021-4244 4245
2190 W. Alameda Street Rezoning and
Final Development Plan
Planning Commission
November 4, 2021

Exhibit D

Applicant Materials

1. **Project Report**
2. **Santa Fe Homes Proposal**
3. **Pages from West Santa Fe River Corridor Plan**
4. **Proposed Development Plan**

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

September 20, 2021
(revised October 2021)

Lee Logston, Senior Planner
City of Santa Fe Current Planning Division
200 Lincoln Ave.
Santa Fe, NM 87501

RE: Letter of Application
Los Canales Rezoning and Development Plan

Dear Lee:

This letter is respectfully submitted on behalf of Homewise, Inc. (the "Applicant") in application for a Rezoning from R-5 (Residential, 5 dwellings per acre) to R-7 (Residential, 7 dwellings per acre) and an associated Development Plan for a 2.01-acre parcel at 2190 West Alameda Street, for consideration by the Planning Commission at their meeting of November 4, 2021.

Project Description

The ±2.01-acre subject property is located on the south side of West Alameda Street west of Calle Nopal and adjacent to the Santa Fe River Greenway Trail to the south. The property is zoned R-5 and is located in the West Santa Fe River Corridor Overlay District. Existing structures include 3 detached homes, 1 duplex, and 1 fourplex for a total of nine dwelling units, in addition to sheds and other accessory structures. The Applicant proposes to rezone the property to R-7, which requires the concurrent submittal of a Development Plan. The proposed Development Plan includes the construction of 2 new buildings to house 5 new dwellings, for a total of 14 dwelling units. A condominium regime will be established to provide homeownership opportunities. Planned site improvements include driveway improvements, creation of formal parking spaces, construction of sidewalks and a pedestrian connection to the Santa Fe River Greenway Trail, and drainage upgrades. Three of the existing homes (20%) will be renovated and sold as affordable homes in compliance with the Santa Fe Homes Program requirements, and a private grant will allow the Applicant to achieve affordability of up to 50% of the homes within the development.

Zoning Compliance

The site is presently zoned R-5, and the proposed zoning is R-7. The purpose of R-7 zoning, per SFCC § 14-2.2(E), is to allow for a greater intensity of residential land use, to encourage infill development on underdeveloped land, and to allow a housing density that enables affordability. The intent of this proposed rezoning aligns well with the purpose of the R-7 residential zone. The

total proposed lot coverage for the development is 17.3% (total roofed area = 15,166 sq.ft.), well below the allowable 40%

Per Table 14-7.2-1, setbacks in the R-7 district are established by a Development Plan and otherwise default to the setbacks specified for R-1 to R-6. The proposed Development Plan for the site establishes the following setbacks for the property:

Alameda Street Setback:	50 feet
Private Drive Setback:	2 feet for existing structures / 5 feet for new structures
Rear Yard Setback:	10 feet

The subject property is also situated within the West Santa Fe River Corridor Overlay District. In compliance with the Overlay standards for developments with a density of 5 dwellings per acre or greater, 14.7% of the land area of the subject property (12,941 sq.ft) has been reserved as Common Open Space on the proposed Development Plan.

Rezoning Approval Criteria

The rezoning approval criteria outlined in SFCC §14-3.5(C) and (D) are addressed below:

(1) The planning commission and the governing body shall review all rezoning proposals on the basis of the criteria provided in this section, and the reviewing entities must make complete findings of fact sufficient to show that these criteria have been met before recommending or approving any rezoning:

(a) *One or more of the following conditions exist:*

(i) *there was a mistake in the original zoning.*

N/A

(ii) *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.*

N/A

(iii) *a different use category is more advantageous to the community, as articulated in the general plan or other adopted city plans.*

Applicant Response: The project is located within the Rio Vista Sub-Area of the West Santa Fe River Corridor Overlay Zoning District, as described in the West Santa Fe River Corridor Plan (adopted, December 2017). The Plan describes this Sub-Area as being a transitional area between more compact urban densities to the east and more open rural densities to the west. In addition, due to the availability of City water and sewer infrastructure in this area, the Plan recommends R-5 and R-7

zoning densities. The proposed rezoning of the property from R-5 to R-7 is consistent with the types of future development contemplated and encouraged in this area of the Overlay District and is more advantageous to the community because it allows for the efficient use of public infrastructure, an increase in much-needed housing supply, and the creation of new affordable housing. Furthermore, as previously stated, the intent of the proposed rezoning aligns well with the purpose of the R-7 district, per SFCC § 14-2.2(E), which is to allow for a greater intensity of residential land use, to encourage infill development on underdeveloped land, and to allow a housing density that enables affordability.

(b) *all the rezoning requirements of Chapter 14 have been met.*

Applicant Response: All rezoning requirements of Chapter 14 have been met.

(c) *the rezoning is consistent with the applicable policies of the general plan, including the future land use map.*

Applicant Response: The proposed rezoning and redevelopment program supports General Plan themes of Affordable Housing, Sustainable Growth, and Character, respecting the evolution of land use patterns while preserving community character, efficiently utilizing infrastructure through infill development, and responding to Santa Fe's substantial housing demand. The proposal is also consistent with General Plan principles calling for the Protection of Natural Resources, Network of Open Space, Respect for Traditional Communities, and Corridor Protection between Urban and Rural Uses. The Future Land Use Map designation for the parcel is 3-7 dwellings per acre, which supports the proposed R-7 zoning.

(d) *the amount of land proposed for rezoning and the proposed use for the land is consistent with city policies regarding the provision of urban land sufficient to meet the amount, rate and geographic location of the growth of the city.*

Applicant Response: General Plan Figure 4-4, Urban Sub-Areas, designates the subject property and surrounding area as an "Infill Area." The Growth Management Chapter of the General Plan specifically calls for prioritization of infill development in Santa Fe in order to maximize the efficient use of public infrastructure, while meeting the demand for urban land for development and directing new growth towards the historic core of the city rather than on the undeveloped fringes. The proposed infill project is in alignment with these strategic directives.

(e) *the existing and proposed infrastructure, such as the streets system, sewer and water lines, and public facilities, such as fire stations and parks, will be able to accommodate the impacts of the proposed development.*

Applicant Response: The subject parcel is currently served by existing roadways and public water and sewer infrastructure. In addition, the site is adjacent to the Santa Fe

River Greenway Trail, providing access to the City's network of urban trails and open space. The addition of five new dwellings on the property will have minimal impacts on the existing infrastructure, and proposed site improvements will compliment and enhance the adjacent public facilities.

(2) Unless the proposed change is consistent with applicable general plan policies, the planning commission and the governing body shall not recommend or approve any rezoning, the practical effect of which is to:

(a) allow uses or a change in character significantly different from or inconsistent with the prevailing use and character in the area;

(b) affect an area of less than two acres, unless adjusting boundaries between districts; or N/A

(c) benefit one or a few landowners at the expense of the surrounding landowners or general public.

Applicant Response: The proposed project aligns well with numerous General Plan policies and principles, as addressed above. Further, it is a model of the type of infill development that both the General Plan and the West Santa Fe River Corridor Plan specifically encourage.

SFCC §14-3.5 (D): Additional Applicant Requirements

(1) If the impacts of the proposed development or rezoning cannot be accommodated by the existing infrastructure and public facilities, the city may require the developer to participate wholly or in part in the cost of construction of off-site facilities in conformance with any applicable city ordinances, regulations or policies;

Applicant Response: The impacts of the proposed rezoning and development of 5 new dwellings will be minimal and easily accommodated by existing infrastructure and public facilities.

(2) If the proposed rezoning creates a need for additional streets , sidewalks or curbs necessitated by and attributable to the new development , the city may require the developer to contribute a proportional fair share of the cost of the expansion in addition to impact fees that may be required pursuant to Section 14-8.14.

Applicant Response: No new streets will be needed as a result of the rezoning, and a new sidewalk will be constructed along West Alameda Street.

Development Plan Approval Criteria

The Development Plan approval criteria outlined in §14-3.8(D)(1) are addressed below:

a) *that the land use board is empowered to approve the plan under the section of Chapter 14 described in the application*

Applicant Response: The Planning Commission has the authority to approve the Development Plan in accordance with §14-2.3(C)(1).

b) *that approving the development plan does not adversely affect the public interest*

Applicant Response: The proposed Development Plan does not adversely impact the public interest, but rather the project will benefit the public by increasing the supply of much-needed housing, increasing housing affordability in the area, enhancing pedestrian connectivity by extending the sidewalk along the south side of West Alameda Street and by providing a direct connection for residents to the Santa Fe River Greenway Trail, and by improving storm water management by constructing extensive upgrades to the drainage easement along the west property boundary. Furthermore, the proposed project enhances existing conditions, preserves neighborhood character, and creates homeownership opportunities for current tenants and new residents.

c) *that the use and any associated buildings are compatible with and adaptable to buildings, structures and uses of the abutting property and other properties in the vicinity of the premises under consideration.*

Applicant Response: The proposed residential uses and density are compatible with adjacent uses and densities. The River Trail Lofts to the east at 2180 W. Alameda Street is zoned R-7, and the property to the west is zoned R-5 as is much of the surrounding land. As stated above, the project is located within the Rio Vista Sub-Area of the West Santa Fe River Corridor Overlay Zoning District. This Sub-Area is intended as a transitional area between more compact urban densities to the east and more open rural densities to the west. In addition, because of the presence of City water and sewer infrastructure in this area, R-5 and R-7 zoning and associated development densities are recommended for this area. The proposed development plan for the property and rezoning from R-5 to R-7 are consistent with the types of future development contemplated and encouraged in this area of the Overlay District.

Santa Fe Homes Program

In accordance with the current provisions of the Santa Fe Homes Program ("SFHP"), the Project will provide three affordable homes (20%) – one unit in each income range: 50-65% AMI, 66-80% AMI, 81-100% AMI. Additionally, Homewise has received a private donation to support increased housing affordability for the project, which is projected to benefit 50% of the 14 units at affordable pricing for Santa Fe.

The project will utilize the 15% density bonus for the provision of affordable housing in compliance with the SFHP, and the calculation is as follows:

Gross Lot Area =	2.01 acres
Floodway Area =	0.21 acres (9,381 sq.ft.)
Net Lot Area =	1.79 acres
Base Density =	1.79 acres x 7 DU/acre = 12.53 DU
Proposed Density =	Base Density + 15% SFHP Density Bonus = 14 DU

Please refer to the attached SFHP Proposal for more information.

Access and Traffic

The Project is presently accessed via a private driveway off of West Alameda Street, and this access will not change with the proposed redevelopment of the site. Because the majority of the dwelling units in the project already exist, no Traffic Impact Analysis was requested by staff.

Improvements on West Alameda Street include 5-ft concrete sidewalks interior to the existing guardrail. Driveway improvements are proposed, including re-grading and re-surfacing the private access drive, as well as retaining walls to reduce the existing steep grade at the northern end of the driveway. In addition, 5-ft sidewalks will be constructed along one side of the private drive, and 30 formalized parking spaces will be provided (exceeds the requisite 2 per dwelling unit). A shared access and utility easement will be created along the private drive, and all roadway maintenance will be the responsibility of a new condominium owner's association. Additionally, a pedestrian connection will be made to the adjacent Santa Fe River Greenway Trail in order to enhance access to the City's network of trails and open space.

Terrain Management

All terrain management regulations will be met. The limits of the 100-year floodplain associated with the Santa Fe River fall outside of the existing and proposed development along the southern portion of the property, and flood hazards will not be increased by the proposed development. The drainage easement that runs along the western boundary of the property will be improved such that it will function properly to convey storm water and reduce velocity. The 10-ft wide drainage easement will be reconstructed and rock-lined. A retaining wall will be constructed along its western edge at the property boundary, and check dams will be installed along the easement to slow the flow of water and allow for infiltration. In addition, an existing detention pond at the end of the drainage swale, near the southwest corner of the property, will be utilized and slightly expanded. This detention pond will capture increased runoff that will result from new impervious area and will further slow storm water that is conveyed by the swale such that any water that overflows to the Santa Fe River will not exceed historic flows.

The site generally slopes from north to south, with steep grades from West Alameda Street down to the buildable area of the site. The private driveway off West Alameda will be rebuilt, and retaining walls installed in order to create reasonable driveway, parking, and sidewalk grades. Passive water harvesting will be employed in open areas around buildings, and preservation of

existing mature vegetation will be prioritized. See Terrain Management Report and Grading and Drainage Plan for more detail.

Parking, Landscaping & Lighting

Per SFCC Table 14-8.6-1, two parking spaces are required per residential unit. The total required parking for the proposed 14-unit development is 28 spaces, and 30 spaces are provided.

No new landscaping or site lighting is proposed, as preservation of neighborhood character and existing mature and native vegetation is a top priority.

Water and Wastewater

The Project will be served with existing City water and sewer infrastructure. Five new dwellings are proposed with the Application, and these will create new water demand as follows:

New Indoor Residential Water Demand = 0.16 AFY/DU x 5 DU = 0.8 AFY

Water demand offset fees will be paid upon issuance of building permits for the five proposed dwellings.

Solid Waste

The proposed subdivision will continue to be served by the City of Santa Fe Solid Waste Management Division.

Archaeology

The Project is located in the River and Trails Archaeological District. An archaeological survey was conducted, and an Archaeological Clearance Permit has been issued by the City of Santa Fe Archaeological Review Committee (ARC). See the attached ARC Action Letter for reference.

Fire Protection and Emergency Access

Emergency access requirements are satisfied by the provision of a 20-ft wide driveway and hammerhead turnaround. A fire hydrant is located on the property, and there are additional hydrants in close proximity on West Alameda Street.

Early Neighborhood Notification

An Early Neighborhood Notification meeting was held on July 22, 2021. Five current residents were in attendance, and Homewise staff have continued to meet with and reach out to these attendees and other residents to address questions and concerns. Discussion has included strategies to improve resident collaboration in the entitlement and development process, storm water management concerns, driveway improvements and new parking areas, storage needs,

timeline for construction, and ideas for minimizing resident impacts, particularly in regards to home renovations

In support of these requests, the following documentation is submitted herewith for your review and consideration:

1a. Rezoning Application
1b. Development Plan Application
2. Letter of Owner Authorization
3. Lot of Record Deed and Plat
4. SFHP Proposal
5. Terrain Management Report
6. Archaeological Review Committee Action Letter
7. ENN Notes
8. Development Plan Set

The Application Fees are calculated as follows:

Rezoning	$1,000.00
Development Plan	$7,000.00 (Construction Valuation = $1M)
Posters	$ 0.00 (will re-use ENN poster)
TOTAL:	$8,000.00

Please let us know if you have any questions or need additional information.

Thank you for your consideration.

Sincerely,

Jennifer Jenkins
JenkinsGavin, Inc.

City of Santa Fe
SANTA FE HOMES PROGRAM
P R O P O S A L
"Los Canales"
2190 West Alameda Street
Santa Fe, New Mexico

This Santa Fe Homes Program Proposal ("SFHP Proposal") is made this 17 day of September 2021 by ***Homewise, Inc.*** ("SFHP Developer").

RECITALS

A. SFHP Developer is the developer of ***Los Canales*** hereinafter referred to as the "Property".

B. SFHP Developer desires to ***rezone and develop*** the Property.

C. It is understood that all representations made herein are material to the City and that the City will rely upon these representations in permitting or approving development of the Property.

PROPOSAL

SFHP Developer proposes to comply with the SFHP requirements as follows:

A. DEVELOPMENT REQUEST. SFHP Developer seeks ***rezoning and development plan*** approval.

B. SFHP PLAN. The project has an area of approximately **2.01** acres, proposed zoning is **R-7,** permitting 7 dwelling units per acre. SFHP Developer proposes to build **5 new dwelling units** in addition to the 9 existing dwelling units on site, for a **total of 14 dwelling units**. Developer agrees to comply with the Santa Fe Homes Program ordinance. SFHP which requires that 20% of these homes are affordably-priced, resulting in **3 affordable homes.** The SFHP Plan shall include the number of bedrooms and bathrooms, the minimum square footage and the minimum household size, the income range to be served

and the current SFHP Home price for each SFHP Home as set forth in Section 8.2 of the SFHP Administrative Procedures. If the development is constructed in phases, a SFHP Plan for each phase shall be reviewed and approved by the City and recorded at the County Clerk's office prior to issuance of a building permit by the City for that phase.

C. SUCCESSORS IN TITLE. SFHP Developer proposes to develop the Property consistent with this SFHP Proposal. In the event that SFHP Developer sells, assigns, leases, conveys, mortgages, or encumbers the Property to any third party, the third party shall be required to execute a SFHP Agreement consistent with this Proposal prior to obtaining any City approvals.

D. MONITORING. SFHP Developer proposes to provide such information and documentation as the City may reasonably require in order to ensure that the actual sales were in compliance with the SFHP Agreement.

E. DEVELOPMENT INCENTIVES. SFHP Developer **does not** request a **density** bonus (15%). However, the SFHP Developer does request fee waivers and reduced fees for the affordable units as per SFCC 14.8.11(G)(2), including: Impact Fees, Wastewater UECs and Building, Electrical, Plumbing & Mechanical Permit Fees. Water UECs (not including the construction costs associated with installation) are REDUCED.

E. REVISIONS, MODIFICATIONS AND SUPPLEMENTATION OF THIS PROPOSAL. In the event that the SFHP Developer or the City make material modifications, including modifications to the number of lots or units or the area covered by the Proposal, a revised SFHP Proposal shall be promptly submitted to the Office of Affordable Housing in order to provide a SFHP Proposal that is current and reflects the intended development.

IN WITNESS WHEREOF, this Proposal is made the day and year first written above.

SFHP DEVELOPER:

_____
{Signature}

Daniel J Slavin Director RED
{Print Name & Title of Developer.}

STATE OF NEW MEXICO)
)ss.
COUNTY OF SANTA FE)

ACKNOWLEDGEMENT

The foregoing instrument was acknowledged before me this 17th day of September 2021, by Daniel Slavin .the {title} Director of RED of {entity} Homewise

OFFICIAL SEAL
Norma L. Campos
NOTARY PUBLIC - STATE OF NEW MEXICO
My Commission Expires: July 9th 2024
NOTARY PUBLIC

My Commission Expires:

July 9th 2024

REVIEWED BY:

_____ _____
OFFICE OF AFFORDABLE HOUSING DATE
Alexandra Ladd, Director

Attach: Exhibit 1 - Development layout (proposed)
Exhibit 2 - Pricing Schedule

EXHIBIT 1

Site Plan

EXHIBIT 2

SANTA FE HOMES PROGRAM
SFHP PLAN AND HOME SALES PRICING SCHEDULE
Effective April 2021*

Income Range	*One Bedroom* *1-2 person HH* *(850 sq ft min)*	*Two Bedrooms* *1-2 person HH* *(1,000 sq ft min)*	*Three Bedrooms* *3-4 person HH* *(1,150 sq ft min)*
2 (50-65%AMI)	Max. Price $128,500	Max. Price $146,750	Max. Price $165,250
3 (65-80%AMI)	Max. Price $167,000	Max. Price $190,750	Max. Price $214,750
4 (80-100%AMI)	Max. Price $205,500	Max. Price $235,000	Max. Price $264,250

Prices reflect April 2020 HUD Area Median Incomes for Santa Fe. Refer to Section 26-1.16 (B) and the SFHP Administrative Procedures. For specific requirements contact The Office of Affordable Housing.

AFFORDABILITY CALCULATION
Single Family Building Lots

The project has an area of approximately 2.01 acres, is rezoned to R-7, permitting 7 dwellings per acre. The required number of SFHP units is 20% of the total units, 5% each in Income Ranges 2 and 4 and 10% in Income Range 2. The project proposes to build 5 new residences in addition to the 9 existing dwellings, for a **total of 14 dwelling units**.

CALCULATION for the SFHP requirement:

= Total number of units multiplied by (0.2) = # of Units Required
= **14** total units x 0.2 = **2.8 SFHP unit**(s) are required
= **3 lots/units** delivered

NOTE: The home prices and fractional fee schedule are modified by the City according to Section 8.7.3 of the SFHP Administrative Procedures to reflect annual changes in the median income levels. The SFHP Home prices shown in this SFHP Agreement are the prices in effect at the time this Agreement is made. The current SFHP prices that are in effect at the time the SFHP Home is made available for sale or the fractional fees are paid, determines the actual SFHP Home Price and/or amount of fractional fee. The prices are updated annually.

Rio Vista Area

Land Use Issues/Approach – The Rio Vista Area is primarily developed with city subdivisions of 5 to 7 units per acre using city water and wastewater systems. East of Calle Nopal, West Alameda Street is a semi-urban section of roadway containing sidewalk, curb & gutter, drainage and street lighting on the south side only, while remaining a generally rural section on the north side of the roadway. West Alameda Street, in the Rio Vista Area, should be part of an overall design study and improvement plan, though fewer improvements may be needed east of Calle Nopal. While the current development pattern has transitioned to city subdivisions, such as the Rio Vista subdivision, some residential infill continues (i.e. 5-7 units per acre) with the recent approval of the River Lofts development.

1. **Recommended Future Land Use:** ***Residential, 3-7 Dwellings per Acre*** *(No change recommended)*
2. **Recommended Zoning:** ***Residential, R5 and R7*** *(No change recommended)*
3. **West Alameda Street Design and Improvement Plan:**
   The City should prepare a Design and Improvement Plan for West Alameda Street along the Rio Vista Area to La Joya Road. Most of the improvements in this area may be needed along the north side of West Alameda Street, where topography allows improvements.
4. **Development Plan Requirements:** (Also see "Overlay" standards section)
   A. **West Alameda Street Frontage Requirements:**
      1. **Development Plans –** *Minimum of 250 feet of frontage width along West Alameda Street to be considered for subdivision approval using city water and wastewater systems.*
      2. **West Alameda Street Improvements** – *Landowner/Developer must work with the city's Public Works Department to determine probable future right-of-way needs in relation to the specific property and show necessary development setbacks from West Alameda Street.*
      3. **Pedestrian/Bicycle Accommodations** – *A multi-use trail or sidewalk should be required along the entire width of the development's street frontage along West Alameda Street.*
      4. **Proposed/Improved Streets** – *Proposed streets, or those that were previously private access lanes, must meet city road standards, including possible transfer of streets to the city as public rights-of-way; all proposed streets within the development boundary must be approved by the city traffic engineer.*

   B. **Water & Wastewater** – *Subdivision development/redevelopment plans requesting densities greater than one-acre lots must be served by city water and wastewater systems and all domestic wells on the property(s) that are part of the development application must be transferred to the city for abandonment.*

   C. **Underground Electric Utilities** – *Future development in this area should place electric utilities underground.*

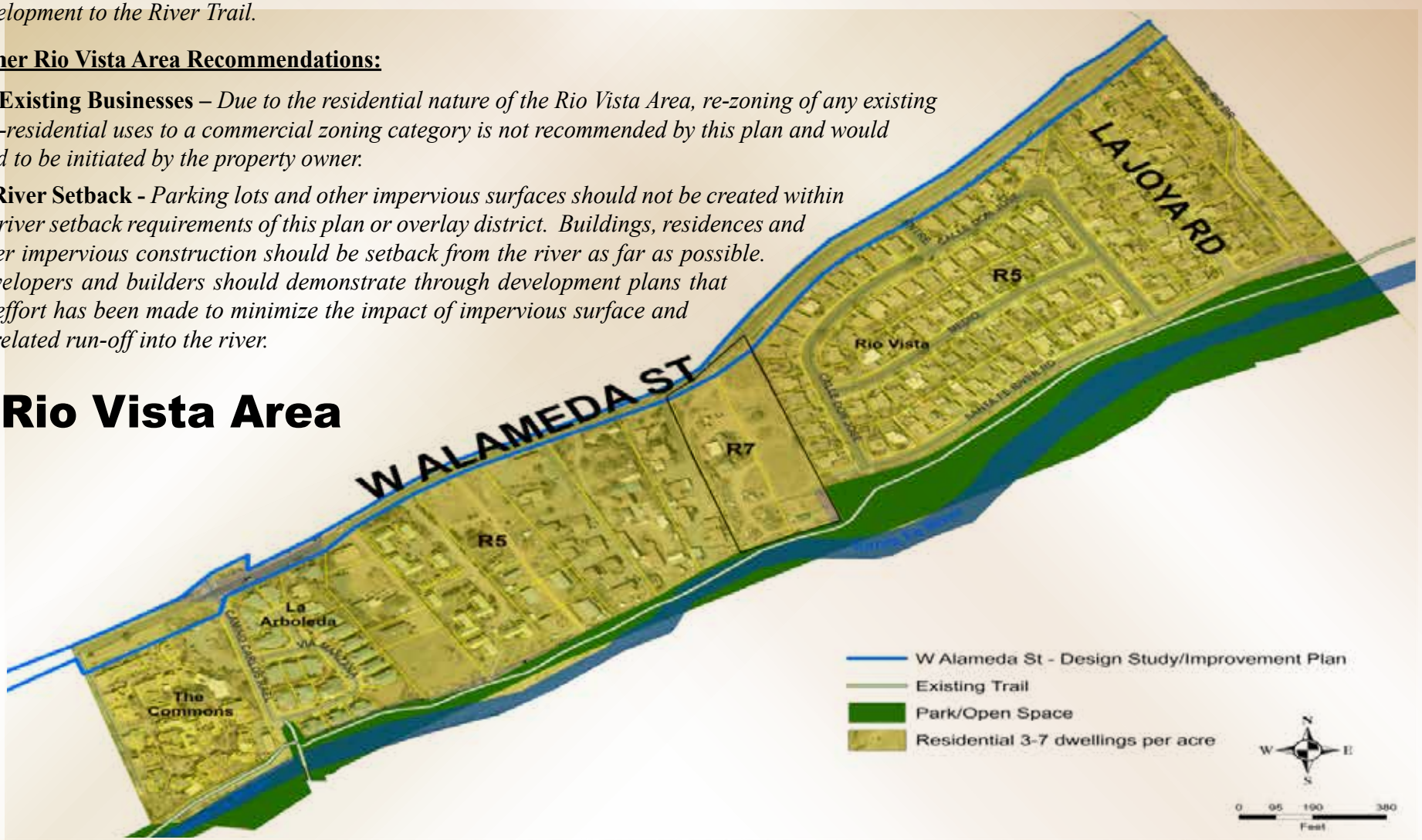
D. Historical Surveys/Archaeology Reconnaissance – *The Rio Vista Area is within the city's "River and Trails Archaeological Review District" and clearance permits are required of all developments over two (2) acres in size where previous archaeological reconnaissance, excavation or other treatment has not already been completed. The existence of archaeology in the vicinity requires investigation for all proposed developments and subdivisions. A survey of the history of existing structures is required of all development applications.*

E. Trail/Public Access Easements Required – *All proposed developments should make provision for an access easement from the proposed development to the River Trail.*

5. <u>Other Rio Vista Area Recommendations:</u>

A. Existing Businesses – *Due to the residential nature of the Rio Vista Area, re-zoning of any existing non-residential uses to a commercial zoning category is not recommended by this plan and would need to be initiated by the property owner.*

B. River Setback - *Parking lots and other impervious surfaces should not be created within the river setback requirements of this plan or overlay district. Buildings, residences and other impervious construction should be setback from the river as far as possible. Developers and builders should demonstrate through development plans that an effort has been made to minimize the impact of impervious surface and its related run-off into the river.*

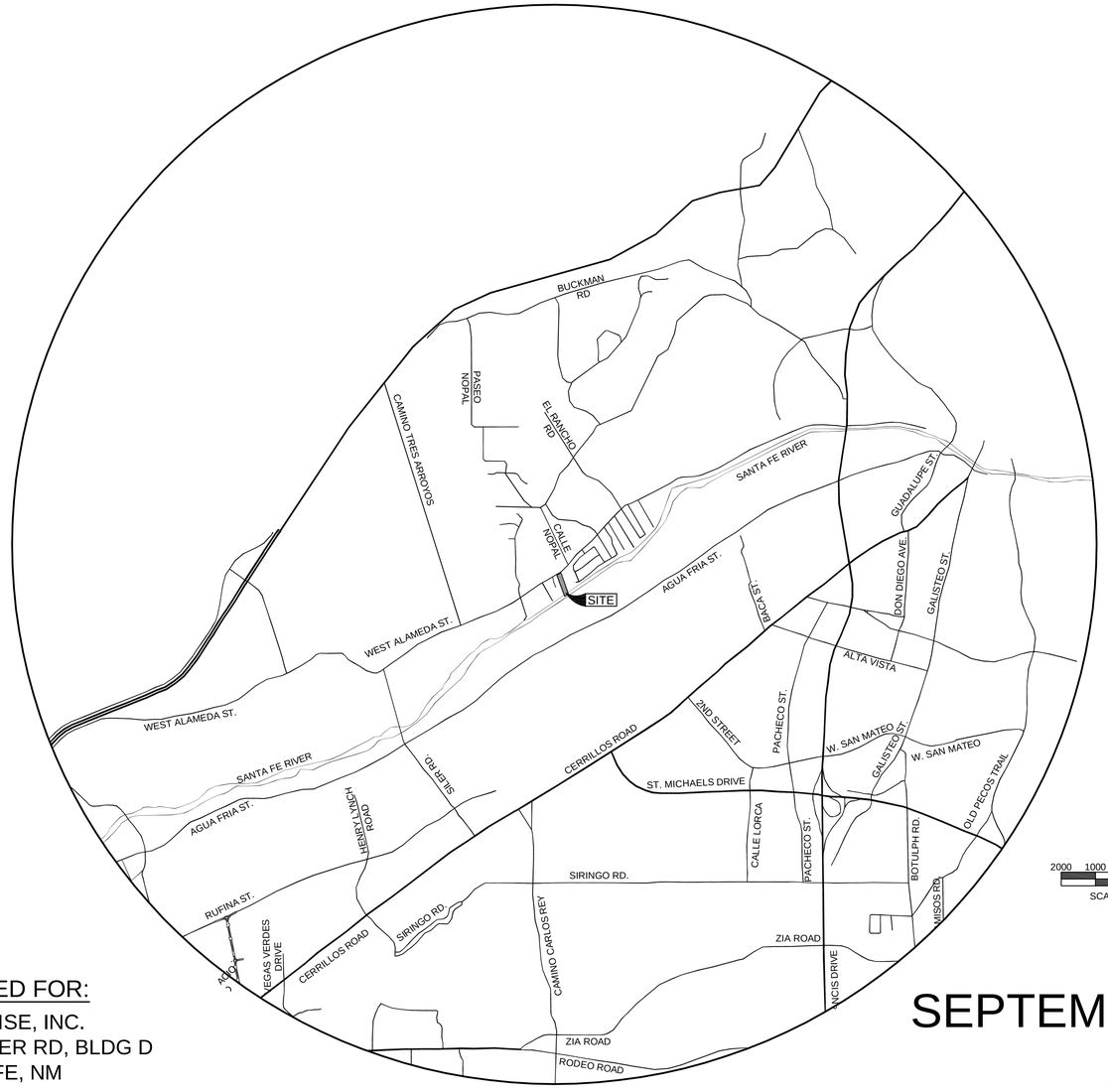


REZONING AND DEVELOPMENT PLAN

SUBMITTAL FOR

LOS CANALES

SANTA FE, NEW MEXICO



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BUILDING PERMIT No's: (GRADING)_____ (LANDSCAPE/UTILITIES)_____

INFRASTRUCTURE CONSTRUCTION ADDRESS_____

ENGINEER'S STORMWATER INFRASTRUCTURE CERTIFICATION

I, UNDERSIGNED, BEING A PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO, DO HEREBY CERTIFY THAT THE RECORD INFORMATION SHOWN HEREON IS BASED ON ACTUAL FIELD MEASUREMENTS AND VISUAL INSPECTIONS PERFORMED BY MYSELF OR UNDER MY DIRECT SUPERVISION.

I FURTHER CERTIFY THAT THE RECORD CONDITION OF THE SITE AS OF _____ IS IN SUBSTANTIAL COMPLIANCE WITH THE APPROVED GRADING AND DRAINAGE PLAN PREPARED BY _____, DATED _____ .

_____
PRINTED NAME, NMPE NO._____, DATE_____.

PROPERTY DEVELOPMENT MUST COMPLY WITH SECTION 14-8.12 (RELOCATION OF GUNNISON'S PRAIRIE DOGS.)

CITY OF SANTA FE DRAINAGE NOTES:

1. SUBJECT TO THE APPROVAL OF CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION STAFF, STORM DRAINAGE AND EROSION/SEDIMENT CONTROL IMPROVEMENTS SHALL BE EXECUTED IN CONJUNCTION WITH THE CONSTRUCTION OF EACH SEGMENT OF ROADS AND UTILITIES. THESE IMPROVEMENTS SHALL BE COMPLETED AND INSPECTED PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
2. MAINTENANCE OF PRIVATE DRAINAGE EASEMENTS AND DRAINAGE FACILITIES IS THE RESPONSIBILITY OF THE OWNER. THE CITY OF SANTA FE IS HEREBY GRANTED THE RIGHT TO ACCESS AND INSPECT THESE EASEMENTS AND DRAINAGE FACILITIES AT THE DISCRETION OF THE CITY. THE OWNER AGREES TO TO INDEMNIFY AND TO HOLD HARMLESS FROM ALL DAMAGE TO PERSONS OR PROPERTY RESULTING FROM THE CITY'S REASONABLE EXERCISE TO THEIR ACCESS AND INSPECTION RIGHT.

I CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF AND BASED UPON INFORMATION PROVIDED BY OTHERS, I ACCEPT THE RECORD DATA AS BEING ACCURATE AND APPLICABLE OR EQUAL.

_____
MICHAEL D. GOMEZ, N.M.P.E. NO. 8731
SANTA FE ENGINEERING CONSULTANTS, LLC.

JENKINSGAVIN
LAND USE|PROJECT MANAGEMENT
130 Grant Avenue, Suite 101
Santa Fe, NM 87501
505.820.7444

RICK CHATROOP
PROFESSIONAL LAND SURVEYOR
NEW MEXICO REGISTRATION NO. 11011
110 WAGON TRAIL RD. CERRILLOS, NM. 87010
(505) 470-0037

Santa Fe Engineering Consultants, LLC
1599 St. Francis Drive, Suite B
Santa Fe, N. M. 87505
(505) 982-2845 Fax (505) 982-2641
http://www.SFENGR.com

REV.	SHEETS	CITY ENGR.	DATE	REV.	SHEETS	CITY ENGR.	DATE
APPROVAL OF REVISIONS							

APPROVED FOR CONSTRUCTION

CITY OF SANTA FE

CITY ENGINEER DATE

COVER SHEET AND INDEX OF SHEETS

SHEET 1-1

PREPARED FOR:

HOMEWISE, INC.
1301 SILER RD, BLDG D
SANTA FE, NM
87507

CITY OF SANTA FE, NEW MEXICO

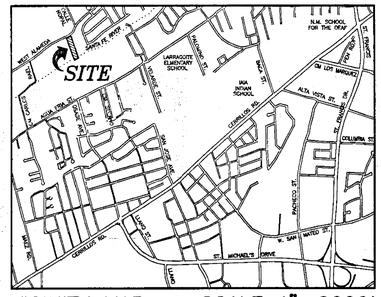
SECTION 27, TOWNSHIP 17N, RANGE 9E

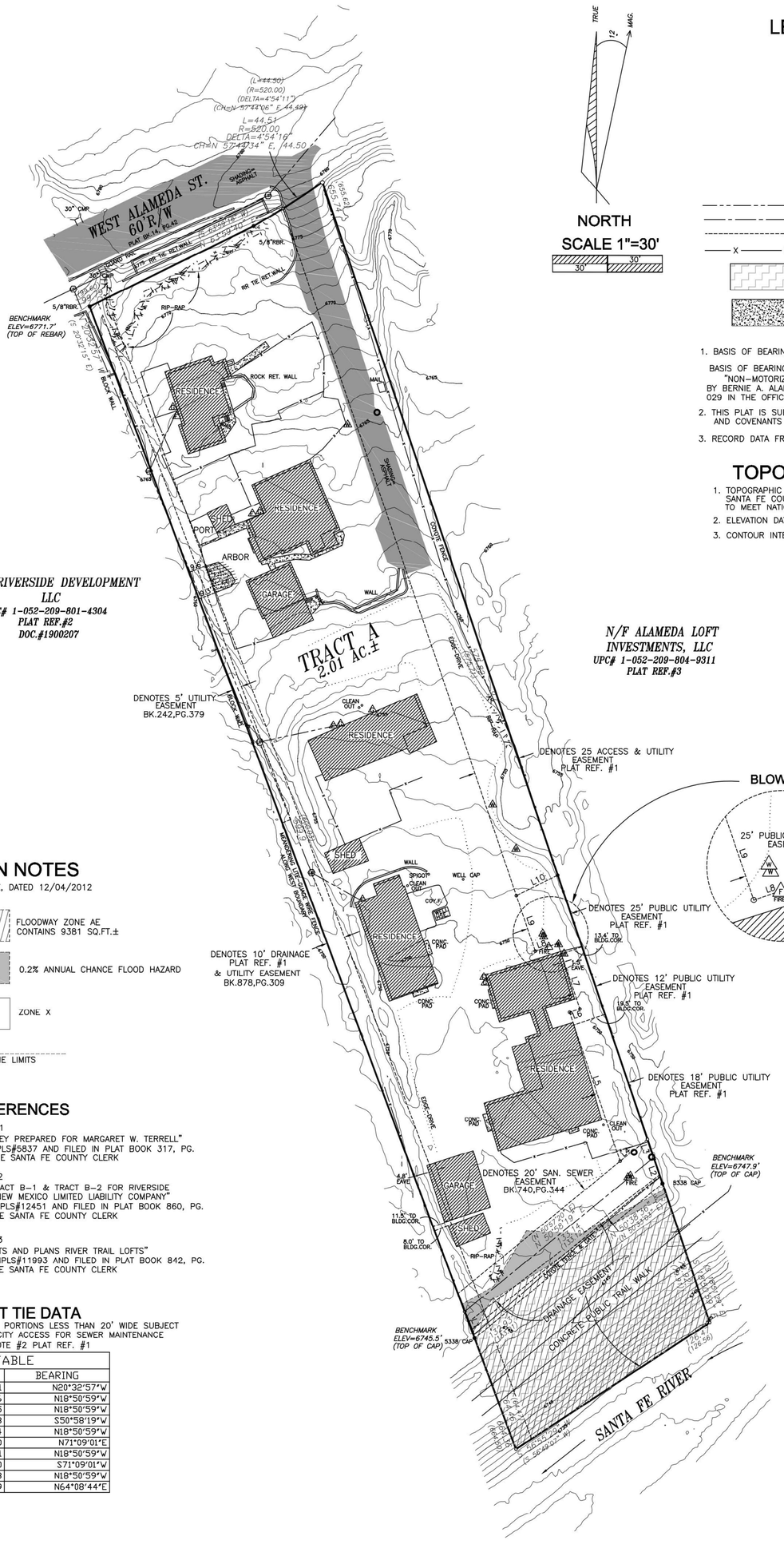
SEPTEMBER 2021

REVISED OCTOBER, 2021

CASE #_____

317017


SITE
N.M. SCHOOL FOR THE DEAF
LARRAGOITE ELEMENTARY SCHOOL
SAN ISIDRO SCHOOL
CAMINO DE LOS MARQUEZ
ALTA VISTA ST.
CAMINO CRISTOBAL
CAMINO ALTO
CAMINO CABALLO
CAMINO CARLOS REY
CAMINO CRUZ ALTA
CAMINO CAPITAN
CAMINO CRISTOBAL



LEGEND AND NOTES

- DENOTES SANITARY SEWER MANHOLE
- DENOTES ELEC. METER
- DENOTES GAS METER
- DENOTES WATER MTR./VALVE
- DENOTES POINT FOUND (AS NOTED)
- DENOTES POINT SET THIS SURVEY
- DENOTES POINT CALCULATED
- DENOTES OVERHEAD LINES
- DENOTES EASEMENT CENTERLINE
- DENOTES EDGE OF EASEMENT
- DENOTES FENCE LINE
- DENOTES PUBLIC TRAIL EASEMENT DOCUMENT# 1634108
- DENOTES CONCRETE PAD/WALKS

1. BASIS OF BEARING IS FROM GSP OBSERVATION WGS84
   BASIS OF BEARING AND IS FROM "NON-MOTORIZED TRAIL EASEMENT SURVEY PLAT" BY BERNIE A. ALARID NMPLS#5338 AND FILED IN PLAT BOOK 712, PG. 029 IN THE OFFICE OF THE SANTA FE COUNTY CLERK
2. THIS PLAT IS SUBJECT TO ANY EASEMENTS, RESTRICTIONS AND COVENANTS OF RECORD.
3. RECORD DATA FROM REFERENCED DOCUMENTS SHOWN IN ( ).

TOPOGRAPHIC NOTES

1. TOPOGRAPHIC INFORMATION PURCHASED DIRECTLY FROM SANTA FE COUNTY GIS DEPARTMENT AND FIELD VERIFIED TO MEET NATIONAL MAP ACCURACY STANDARDS.
2. ELEVATION DATUM IS AS SHOWN (BENCHMARK)
3. CONTOUR INTERVALS = 1'

FLOOD PLAIN NOTES

F.I.R.M. PANEL #35049C0411E, DATED 12/04/2012

- FLOODWAY ZONE AE CONTAINS 9381 SQ.FT.±
- 0.2% ANNUAL CHANCE FLOOD HAZARD
- ZONE X
- FLOOD ZONE LIMITS

PLAT REFERENCES

PLAT REFERENCE#1
"LOT CONSOLIDATION SURVEY PREPARED FOR MARGARET W. TERRELL" BY RICHARD E. SMITH NMPLS#5837 AND FILED IN PLAT BOOK 317, PG. 017 IN THE OFFICE OF THE SANTA FE COUNTY CLERK

PLAT REFERENCE#2
"BOUNDARY SURVEY OF TRACT B-1 & TRACT B-2 FOR RIVERSIDE DEVELOPMENT, LLC, A NEW MEXICO LIMITED LIABILITY COMPANY" BY DEAN L. SCHRADER NMPLS#12451 AND FILED IN PLAT BOOK 860, PG. 014 IN THE OFFICE OF THE SANTA FE COUNTY CLERK

PLAT REFERENCE#3
"CONDOMINIUM PLATS AND PLANS RIVER TRAIL LOFTS" BY LARRY W. MEDRANO NMPLS#11993 AND FILED IN PLAT BOOK 842, PG. 039 IN THE OFFICE OF THE SANTA FE COUNTY CLERK

EASEMENT TIE DATA

& FOR PUBLIC UTILITY EASEMENT, PORTIONS LESS THAN 20' WIDE SUBJECT TO DAMAGE DISCLAIMER FOR CITY ACCESS FOR SEWER MAINTENANCE L3 THRU L10 NOTE #2 PLAT REF. #1

LINE TABLE		
LINE	LENGTH	BEARING
L1	15.51	N20°32'57"W
L2	14.86	N18°50'59"W
L3	10.65	N18°50'59"W
L4	19.18	S50°58'19"W
L5	85.74	N18°50'59"W
L6	6.00	N71°09'01"E
L7	37.61	N18°50'59"W
L8	13.00	S71°09'01"W
L9	32.03	N18°50'59"W
L10	25.19	N64°08'44"E

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT AND THE NOTES HEREON ARE AN ACCURATE DELINEATION OF A FIELD SURVEY COMPLETED BY ME OR UNDER MY DIRECTION ON FEB. 1ST, 2021, AND ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND MEET THE MINIMUM STANDARDS FOR PROFESSIONAL LAND SURVEYORS PRACTICING IN NEW MEXICO.

RICHARD A. CHATROOP N.M.P.L.S. #11011

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO)
I hereby certify that this instrument was filed for record on the _____ day of _____ A.D. 20_____ at _____ o'clock _____ m. and was duly recorded in book _____ of the records of page_____ Santa Fe County.
Witness my Hand and Seal of Office
Katharine Clark
County Clerk, Santa Fe County,N.M.

_____ Deputy

BOUNDARY SURVEY & TOPOGRAPHIC PLAN FOR HOMEWISE OF TRACT A 2.01 AC.±

UPC# 1-052-209-803-0306,

LYING WITHIN SECTION 27, T17N, R9E, NMPM, SANTA FE COUNTY, NEW MEXICO.

RICK CHATROOP
PROFESSIONAL LAND SURVEYOR
NEW MEXICO REGISTRATION NO. 11011
(505) 470-0037 110 WAGON TRAIL RD. CERRILLOS, NM. 87010

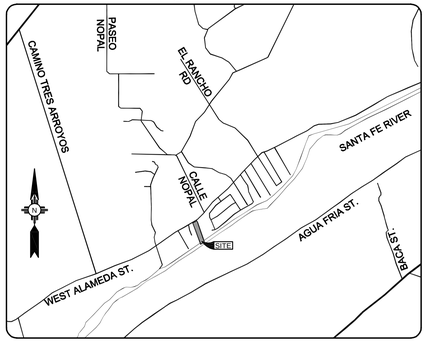
INDEXING INFORMATION FOR THE COUNTY CLERK

OWNER: HOMEWISE

LOCATION: LYING WITHIN SECTION 27, T17N, R9E, NMPM, SANTA FE COUNTY, NEW MEXICO.

LOS CANALES DEVELOPMENT PLAN
2190 WEST ALAMEDA STREET

VICINITY MAP



2000 1000 2000 1000

SCALE: 1" = 2000'

GENERAL NOTES

1. METES AND BOUNDS DESCRIPTIONS OF LOTS, ROADWAYS, DRAINAGE, UTILITY, AND ACCESS RIGHTS-OF-WAYS AND/OR EASEMENTS ARE DESCRIBED ON THE SURVEY PLAT.
2. PER SFCC § 14-7.2, TABLE 14-7.2-1, BUILDING SETBACKS ARE ESTABLISHED BY THIS DEVELOPMENT PLAN AND SHALL APPLY TO ALL PERMANENT STRUCTURES, INCLUDING ACCESSORY STRUCTURES.
3. NEW STRUCTURES AND/OR ADDITIONS ARE NOT LIMITED TO STRUCTURES SHOWN HEREON, AND FUTURE DEVELOPMENT IS SUBJECT TO ESTABLISHED BUILDING SETBACKS, APPLICABLE PROVISIONS OF SFCC CHAPTER 14, AND BUILDING PERMIT REQUIREMENTS.
4. SITE AND INDIVIDUAL UNIT FENCING AND OUTDOOR STORAGE LOCATIONS TO BE DETERMINED AT TIME OF BUILDING PERMIT.
5. PROPERTY WILL BE SUBJECT TO THE WATER ALLOCATION AND/OR WATER OFFSET RETROFIT PROVISIONS OF ORDINANCE NO. 2002-29 AND RESOLUTION 2003-55 AT THE TIME OF PERMIT APPLICATION OR WATER HOOKUP REQUEST. COMPLIANCE SHALL BE ACHIEVED BY USE OF RETROFIT CREDITS OR WATER TRANSFERS, IF APPLICABLE. COMPLIANCE WITH THE CURRENT COSF WATER CONSERVATION STAGE IS REQUIRED.
6. ACCESSIBILITY FEATURE DESIGN WITHIN THE SITE SHALL COMPLY WITH NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT) PEDESTRIAN ACCESS ROUTE DETAILS (SERIAL 608) OR MUST DEMONSTRATE COMPLIANCE WITH APPLICABLE AMERICANS WITH DISABILITIES ACT (ADA) REGULATIONS BY OTHER MEANS AS PROVIDED IN THE PERMITTED CONSTRUCTION DOCUMENTS.
7. FENCES, WALLS OR OTHER OBSTRUCTIONS SHALL NOT BE PLACED OR CONSTRUCTED ACROSS PUBLIC SANTIARY SEWER EASEMENTS.
8. ALL PROPOSED CHANGES TO THE APPROVED IMPROVEMENT PLANS SHALL RECEIVE PRIOR APPROVAL BY THE CITY OF SANTA FE PLANNING AND LAND USE DEPARTMENT BEFORE CONSTRUCTION.
9. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF THE COSF ORDINANCE NO. 2008-02 (IMPACT FEES).
10. PROPERTY DEVELOPMENT, BOTH PUBLIC AND PRIVATE OWNERSHIP, SHALL COMPLY WITH THE COSF ORDINANCE NO. 2002-20 (TERRAIN AND STORMWATER MANAGEMENT) AT THE TIME OF BUILDING PERMIT APPLICATION.
11. PROPERTY DEVELOPMENT IS SUBJECT TO THE PROVISIONS OF SECTION 14-8.4(F)(5), "PLANT MATERIAL STANDARDS," WHEREIN PRESERVATION OF SIGNIFICANT TREES IS REQUIRED.
12. FIRE DEPARTMENT ACCESS SHALL BE MAINTAINED THROUGHOUT ALL DEVELOPMENT CONSTRUCTION PHASES AS PER IFC 1410.1.
13. PERMANENT TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER APPROVED PLAN BY THE DEVELOPER.
14. PRIVATE DRIVEWAYS AND ASSOCIATED PARKING WITHIN THE DEVELOPMENT SHALL BE MAINTAINED BY THE LOS CANALES CONDOMINIUM OWNER'S ASSOCIATION.
15. THIS DEVELOPMENT DOES NOT LIE WITHIN A HISTORIC DISTRICT.
16. THIS DEVELOPMENT LIES WITHIN THE RIVER AND TRAILS ARCHAEOLOGICAL REVIEW DISTRICT.

DUST CONTROL NOTES

ALL ON-SITE SOIL DISTURBING CONSTRUCTION ACTIVITIES SHALL BE ADDRESSED AND PROVIDE MEASURES TO MITIGATE OR CONTROL DUST FROM BEING TRANSPORTED OFFSITE AND POLLUTING NEIGHBORING PROPERTIES.

ANY PERSON, OWNER, CONTRACTOR OR OPERATOR WHO CONDUCTS EARTHMOVING AND/OR DUST GENERATING ACTIVITIES IS RESPONSIBLE FOR IMPLEMENTING BEST MANAGEMENT PRACTICES (BMPs) IN ORDER TO MITIGATE OFF-PROPERTY TRANSPORT OF FUGITIVE DUST EMISSIONS.

A PLAN, OR STORMWATER POLLUTION PREVENTION PLAN (SWPPP) WHEN APPLICABLE, LISTING THE BEST MANAGEMENT PRACTICES SHALL BE PROVIDED TO THE CITY ENGINEER, OR HIS/HER DESIGNEE, FOR REVIEW AND APPROVAL. THE APPROVED BMPs SHALL BE APPLIED TO THE GRADED AND/OR DISTURBED SOIL IN ORDER TO STABILIZE THE SITE.

THE INITIAL BMP SHALL ADDRESS HOW THE CONTRACTOR WILL MINIMIZE THE AMOUNT OF DISTURBED SOIL AND HOW THE CONTRACTOR WILL STABILIZE THE DISTURBED SURFACE AREA EXPOSED TO WIND OR VEHICLE TRAFFIC DURING CONSTRUCTION.

SOME BMPs SHALL INCLUDE:

- THE REDUCTION OF VEHICLE SPEEDS: ESTABLISH A MAXIMUM SPEED LIMIT OR INSTALL TRAFFIC CALMING DEVICES TO REDUCE SPEEDS TO A RATE TO MITIGATE OFF-PROPERTY TRANSPORT OF DUST ENTRAINED BY VEHICLES.
- THE MINIMIZATION OF DROP HEIGHT: DRIVERS AND OPERATORS SHALL UNLOAD TRUCK BEDS AND LOADER OR EXCAVATOR BUCKETS SLOWLY AND MINIMIZE DROP HEIGHT OF MATERIALS TO THE LOWEST HEIGHT POSSIBLE, INCLUDING SCREENING OPERATIONS.
- HIGH WINDS RESTRICTION: TEMPORARILY HALT WORK ACTIVITIES DURING HIGH WIND EVENTS GREATER THAN 30 MPH IF OPERATIONS WOULD RESULT IN OFF-PROPERTY TRANSPORT.
- RESTRICT ACCESS: RESTRICT ACCESS TO THE WORK AREA TO ONLY AUTHORIZED VEHICLES AND PERSONNEL.

IN THE EVENT THE ABOVE PRACTICES ARE INEFFECTIVE TO PREVENT OFF PROPERTY TRANSPORT, THE PERSON, OWNER OR OPERATOR SHALL USE ONE OR MORE OF THE FOLLOWING BMPs:

- WET SUPPRESSION: APPLY WATER TO DISTURBED SOIL SURFACES, BACKFILL MATERIALS, SCREENINGS AND OTHER DUST GENERATING OPERATIONS AS NECESSARY AND APPROPRIATE CONSIDERING CURRENT WEATHER CONDITIONS, AND PREVENT WATER USED FOR DUST CONTROL FROM ENTERING ANY PUBLIC RIGHT-OF-WAY, STORM WATER DRAINAGE FACILITY, OR WATERCOURSE.
- WIND BARRIER: CONSTRUCT A FENCE OR OTHER TYPE OF WIND BARRIER TO PREVENT WIND EROSION OF THE GRADED OR DISTURBED SURFACE.
- VEGETATION: PLANT VEGETATION APPROPRIATE FOR RETAINING SOILS OR CREATING A WIND BREAK.
- SURFACE ROUGHENING: STABILIZE AN ACTIVE CONSTRUCTION AREA DURING PERIODS OF INACTIVITY WHEN VEGETATION CANNOT BE IMMEDIATELY ESTABLISHED.
- COVER: INSTALL COVER MATERIALS SUCH AS TACKIFIERS, EROSION CONTROL BLANKETS, GRAVEL, VEGETATION (WHEN APPROPRIATE), COLD-MILLINGS, ETC. DURING PERIODS OF INACTIVITY AND PROPERLY ANCHOR THE COVER.
- SOIL RETENTION: STABILIZE DISTURBED OR EXPOSED SOIL SURFACE AREAS THAT WILL BE INACTIVE FOR MORE THAN 30 DAYS OR WHILE VEGETATION IS BEING ESTABLISHED.

DEVELOPMENT PLAN SIGNATURES

APPROVED BY THE SANTA FE PLANNING COMMISSION AT THEIR MEETING OF _____
AS PLANNING & DEVELOPMENT REVIEW CASE NO._____

_____ _____
PLANNING COMMISSION CHAIRPERSON DATE

_____ _____
PLANNING COMMISSION SECRETARY DATE

REVIEWED BY THE SANTA FE LAND USE DEPARTMENT

_____ _____
CITY PLANNER DATE

_____ _____
CITY ENGINEER FOR LAND USE DATE

INFRASTRUCTURE CONSTRUCTION ADDRESS:
2190 W ALAMEDA STREET

CASE # _____

AFFIDAVIT

KNOW ALL PERSONS BY THESE PRESENTS THAT THE UNDERSIGNED OWNERS HAVE CAUSED THIS FINAL DEVELOPMENT PLAN TO BE PREPARED. ALL THAT APPEARS ON THIS PLAN IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE OWNER.

_____
HOMEWISE, INC.

THE FOREGOING WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED FEFORE ME BY _____
THIS _____ DAY OF _____, 20_____.

_____
NOTARY PUBLIC

_____
MY COMMISSION EXPIRES

STORMWATER AGREEMENT

PROPERTY OWNER(S) HEREBY AGREE THAT ALL STORMWATER EASEMENTS AND ANY OTHER DRAINAGE IMPROVEMENTS ON PRIVATE PROPERTY WILL BE MAINTAINED AND KEPT FULL Y FUNCTIONAL AS ORIGINALLY DESIGNED AND CONSTRUCTED WITHIN PRIVATE PROPERTY BOUNDARIES; THE CITY HAS THE RIGHT OF ACCESS FOR INSPECTION OF SAID IMPROVEMENTS; THE CITY HAS THE RIGHT, IN THE EVENT OF DRAINAGE FACILITY MAINTENANCE DEVICIENCY AND AFTER TEN (10) DAYS WRITTEN NOTICE TO THE RESPECTIVE PROPERTY OWNER, TO ENTER AND RESTORE FULL FUNCTIONAL CAPACITY OF THE DRAINAGE IMPROVEMENTS; AND TO LIEN THE PROPERTY FOR BOTH DIRECT AND INDIRECT COSTS ASSOCIATED WITH SUCH WORK. BY SIGNATURE AFFIXED TO THIS INSRUMENT, THE PROEPRTY OWNER(S) APPROVE AND AGREE THA TTHIS AGREEMENT IS BINDING PERPETUALLY, RUNNING WITH THE LAND, ON PRESENT AND FUTURE OWNERS, HEIRS, AND ASSIGNS.

_____
HOMEWISE, INC.

THE FOREGOING WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED FEFORE ME BY _____
THIS _____ DAY OF _____, 20_____.

_____
NOTARY PUBLIC

_____
MY COMMISSION EXPIRES

DRAINAGE FACILITY MAINTENANCE SCHEDULE (+30 DAYS) SHALL BE AS FOLLOWS:

1. ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY THE LOS CANALES CONDOMINIUM OWNER'S ASSOCIATION.
2. THE DRAINAGE FACILITIES MAINTENANCE SCHEDULE SHALL BE AS FOLLOWS: MARCH 15TH, SEPTEMBER 15TH AND AFTER STORMS OF ONE INCH OR GREATER.

a. FLUSH ALL CULVERTS AND DRAIN PIPES TO REMOVE SEDIMENT AND VEGETATION.
b. FLUSH STORM DRAIN MANHOLES AND DROP INLETS.
c. IF SEDIMENT IN PONDS IS DEEPER THAN 6 INCHES, REMOVE AND RESEED WITH NATIVE GRASSES.
d. CHECK POND DRAINS AND RIP-RAP INTEGRITY. REPAIR AS NECESSARY.
e. CHECK FOR SOIL EROSION WITHIN AND AROUND ALL SWALES, FILL SLOPES, CUT SLOPES AND RETAINING WALLS. UNSTABILIZED SOILS SHALL BE STABILIZED WITH VEGETATION, ROCK PLATING OR EROSION MATS.

COUNTY OF SANTA FE }
STATE OF NEW MEXICO } SS

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD ON THIS___ DAY OF _____A.D. 20___ AT _____ O'CLOCK___M. AND WAS DULY RECORDED IN BOOK____ PAGE_____ OF THE RECORDS OF SANTA FE COUNTY.

WITNESS MY HAND AND SEAL OF OFFICE
VALERIE ESPINOZA
COUNTY CLERK SANTA FE COUNTY NM

_____
DEPUTY

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		

CITY USE ONLY

ENGINEERS SEAL	
DATE	
REVISIONS	◁ ◁ ◁ ◁ ◁ ◁ ◁ ◁

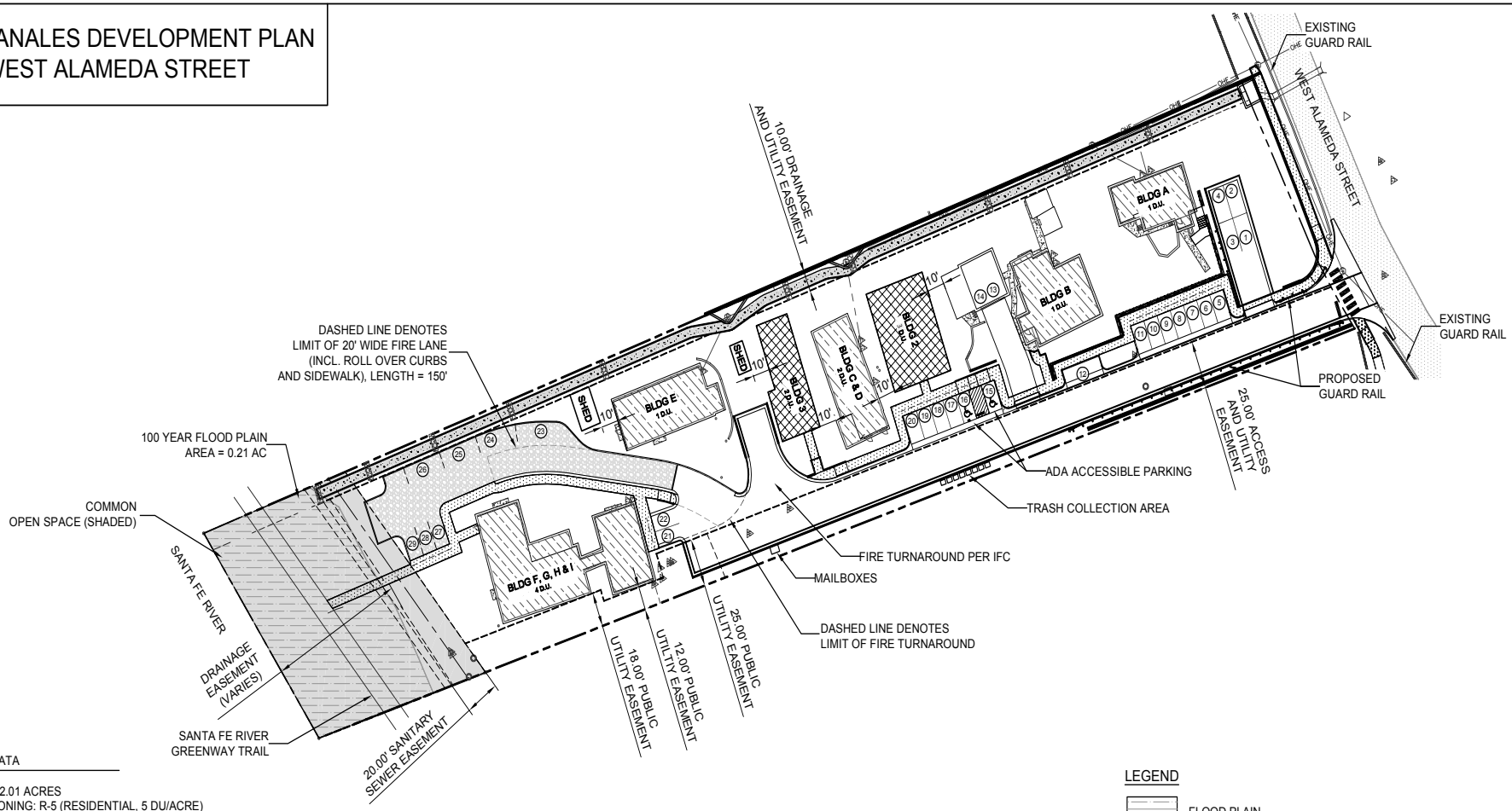
JENKINSGAVIN
LAND USE|PROJECT MANAGEMENT
130 Grant Avenue, Suite 101
Santa Fe, NM 87501
505.820.7444

REZONING AND DEVELOPMENT PLAN
SUBMITTAL FOR
LOS CANALES
SANTA FE, NEW MEXICO

DEVELOPMENT PLAN
SHEET 1 OF 2

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 30'	3-1

LOS CANALES DEVELOPMENT PLAN
2190 WEST ALAMEDA STREET



PROJECT DATA

SITE AREA: 2.01 ACRES
EXISTING ZONING: R-5 (RESIDENTIAL, 5 DU/ACRE)
PROPOSED ZONING: R-7 (RESIDENTIAL, 7 DU/ACRE)
OVERLAY: WEST SANTA FE RIVER CORRIDOR OVERLAY DISTRICT (SFCC § 14-5.11)

DENSITY:
- Gross Lot Area = 2.01 acres
- 100-yr Floodplain = 0.21 acres (9,381 sq.ft.)
- Net Lot Area = 1.79 acres
- Base Density = 1.79 acres x 7 DU/acre = 12.53 DU
- Proposed Density = Base Density + 15% SFHP Density Bonus = 14 DU

LOT COVERAGE:
- Existing Roofed Area = 11,471 sq.ft.
- Proposed Roofed Area = 3,695 sq.ft.
- Total Roofed Area = 15,166 sq.ft.
- Maximum Allowable Lot Coverage = 40%, per SFCC Table 14-7.2-1
- Proposed Lot Coverage = 17.3%

BUILDING HEIGHT:
- Maximum Allowable = 28 feet, per SFCC § 14-5.11(C)
- Proposed Maximum Building Height = 28 feet

BUILDING SETBACKS: (As established by this Development Plan, per SFCC Table 14-7.2-1)
- Alameda Street Setback: 50 feet
- Private Drive Setback: 2 feet for existing structures / 5 feet for new structures
- Rear Yard Setback: 10 feet

PARKING:
- Total Required Parking Spaces = 2 spaces per DU x 14 DU = 28 spaces
- Total Provided Parking Spaces = 29 spaces

COMMON OPEN SPACE:
- Required = 10% of total land area, per SFCC § 14-5.11(G) = 0.201 acres (8,755 sq.ft.)
- Provided = 14.7% of total land area = 0.30 acres (12,941 sq.ft.,)

DEVELOPMENT PLAN
SCALE: 1" = 30'

0 15 30 60
SCALE: 1" = 30'

LEGEND
- FLOOD PLAIN
- ONE STORY BUILDING (EXISTING)
- TWO STORY BUILDING (PROPOSED)
- GRAVEL DRIVEWAY / PARKING
- PROPOSED SIDEWALK
- RESERVED COMMON OPEN SPACE

ENGINEER'S SEAL
DATE
REVISIONS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY USE ONLY		

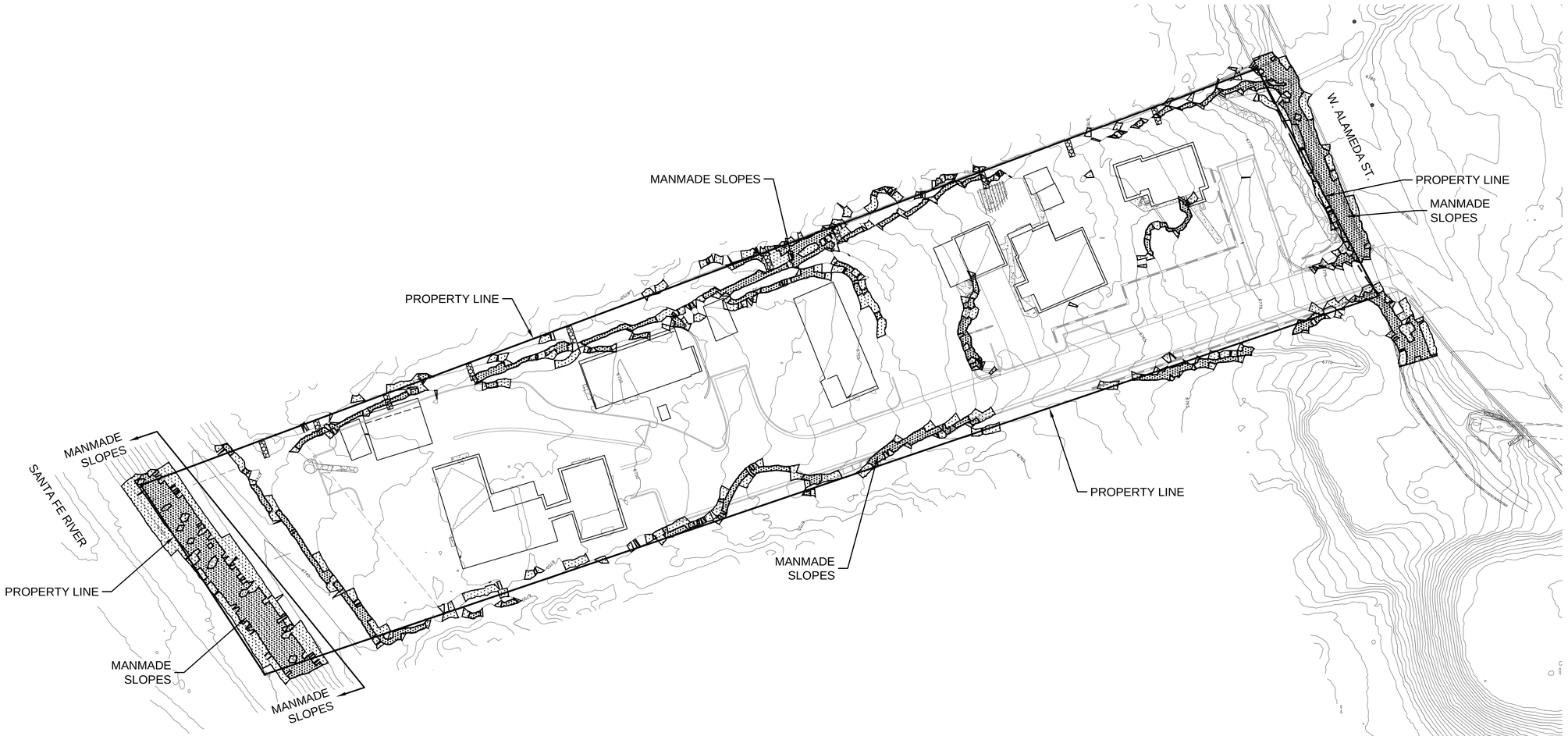
CASE # _____

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT
130 Grant Avenue, Suite 101
Santa Fe, NM 87501
505.820.7444

REZONING AND DEVELOPMENT PLAN SUBMITTAL FOR
LOS CANALES
SANTA FE, NEW MEXICO

DEVELOPMENT PLAN
SHEET 2 OF 2

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 30'	3-2



SLOPE ANALYSIS MAP

SCALE: 1" = 30'
CONTOUR INTERVAL= 1'

0 15 30 60
SCALE: 1" = 30'

LEGEND

- GRADING LIMITS
- AREA OF 20% TO 30% SLOPE
- AREA OF 30% AND GREATER SLOPE

THERE ARE NO 30% AND GREATER NATURAL SLOPES BEING DISTURBED WITHIN THE GRADING LIMITS ON THIS PROJECT.

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		

CITY USE ONLY

Santa Fe Engineering Consultants, LLC
1599 St. Francis Drive, Suite B
Santa Fe, N. M. 87505
(505) 982-2845 Fax (505) 982-2641
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REZONING AND DEVELOPMENT PLAN SUBMITTAL FOR LOS CANALES SANTA FE, NEW MEXICO

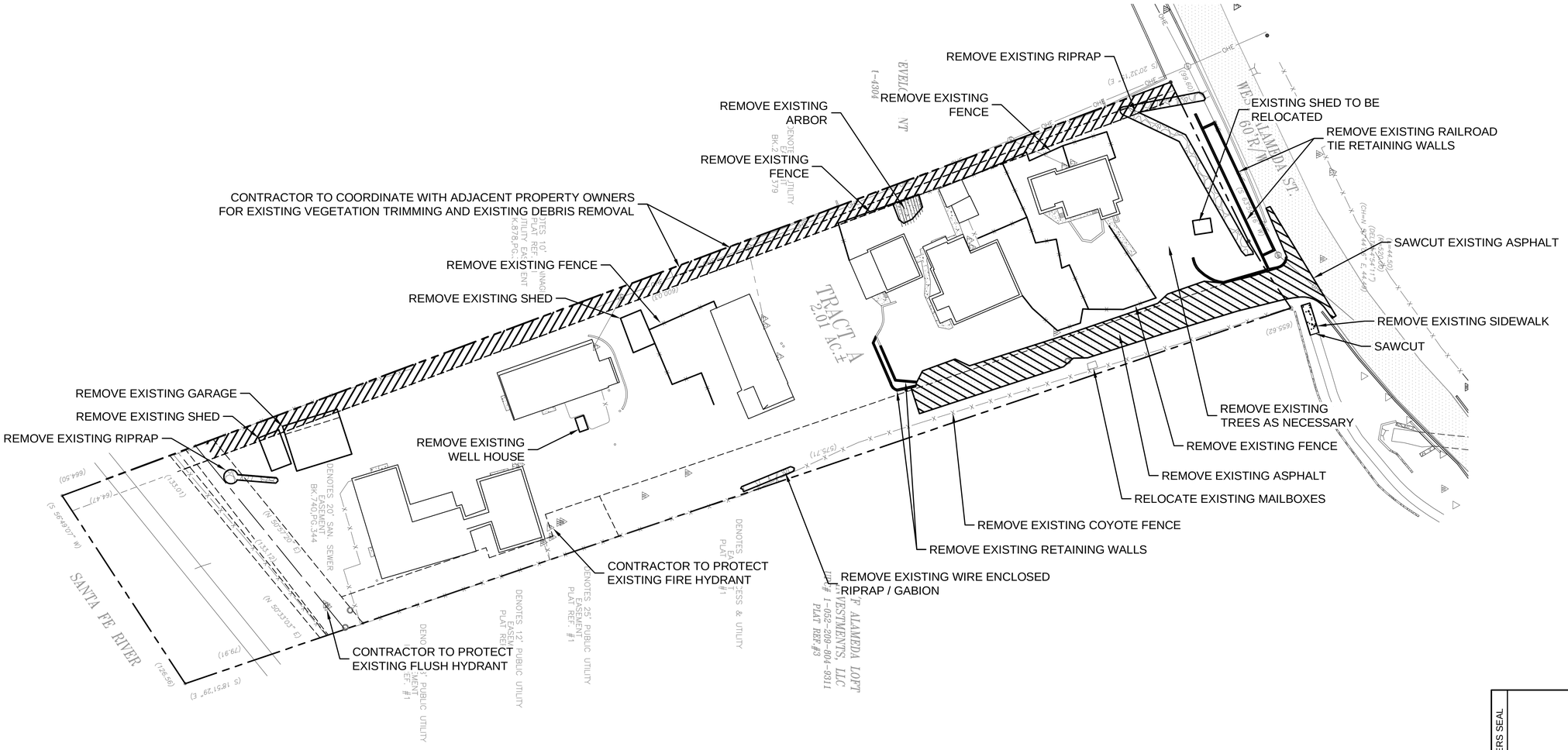
SLOPE ANALYSIS MAP

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 30'	5-1

ENGINEERS SEAL

DATE

REVISIONS



DEMOLITION PLAN
SCALE: 1" = 30'

0 15 30 60
SCALE: 1" = 30'

CASE # _____

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TRAFFIC DIV.		
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SUBMITTAL FOR
LOS CANALES
SANTA FE, NEW MEXICO

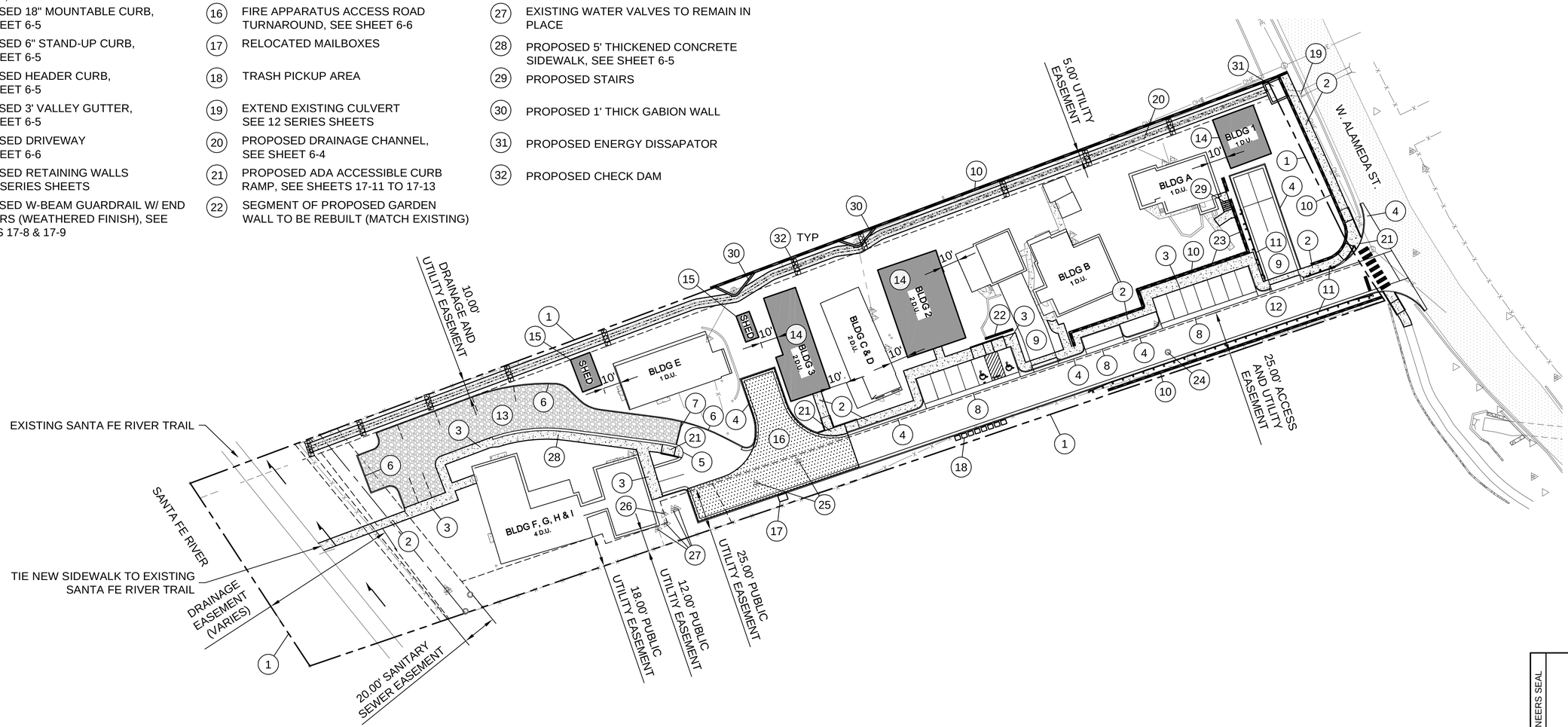
DEMOLITION PLAN

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 30'	5-2

REVISIONS	DATE	ENGINEERS SEAL
◁		

SHEET KEYNOTES

1. PROPERTY LINE
2. PROPOSED 5' CONCRETE SIDEWALK, SEE SHEET 6-5
3. PROPOSED 5.5' TURNDOWN SIDEWALK, SEE SHEET 6-5
4. PROPOSED 2' STANDARD CURB AND GUTTER, SEE SHEET 6-4
5. PROPOSED 18" MOUNTABLE CURB, SEE SHEET 6-5
6. PROPOSED 6" STAND-UP CURB, SEE SHEET 6-5
7. PROPOSED HEADER CURB, SEE SHEET 6-5
8. PROPOSED 3' VALLEY GUTTER, SEE SHEET 6-5
9. PROPOSED DRIVEWAY SEE SHEET 6-6
10. PROPOSED RETAINING WALLS SEE 13 SERIES SHEETS
11. PROPOSED W-BEAM GUARDRAIL W/ END ANCHORS (WEATHERED FINISH), SEE SHEETS 17-8 & 17-9
12. PROPOSED ASPHALT ROADWAY SEE SHEET 6-3
13. PROPOSED GRAVEL ROADWAY SEE SHEET 6-4
14. PROPOSED BUILDING SEE ARCHITECTURAL PLANS
15. PROPOSED STORAGE SHED
16. FIRE APPARATUS ACCESS ROAD TURNAROUND, SEE SHEET 6-6
17. RELOCATED MAILBOXES
18. TRASH PICKUP AREA
19. EXTEND EXISTING CULVERT SEE 12 SERIES SHEETS
20. PROPOSED DRAINAGE CHANNEL, SEE SHEET 6-4
21. PROPOSED ADA ACCESSIBLE CURB RAMP, SEE SHEETS 17-11 TO 17-13
22. SEGMENT OF PROPOSED GARDEN WALL TO BE REBUILT (MATCH EXISTING)
23. PROPOSED PEDESTRIAN GUARDRAIL (HANDRAIL) TO MEET ANSI STANDARDS
24. ADJUST EXISTING MANHOLE
25. ADJUST EXISTING WATER VALVES
26. EXISTING FIRE HYDRANT TO REMAIN IN PLACE
27. EXISTING WATER VALVES TO REMAIN IN PLACE
28. PROPOSED 5' THICKENED CONCRETE SIDEWALK, SEE SHEET 6-5
29. PROPOSED STAIRS
30. PROPOSED 1' THICK GABION WALL
31. PROPOSED ENERGY DISSAPATOR
32. PROPOSED CHECK DAM



CIVIL SITE PLAN

SCALE: 1" = 30'

0 15 30 60

SCALE: 1" = 30'

LEGEND

- PROPERTY LINE
- EASEMENT LINE
- FIRE TURN AROUND AREA
- PROPOSED SIDEWALK

CASE # _____

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CIVIL SITE PLAN

DATE:	SCALE:	SHEET:
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ENGINEER'S SEAL

DATE

REVISIONS

CITY OF SANTA FE PUBLIC INFRASTRUCTURE GENERAL CONSTRUCTION NOTES

1. All construction shall conform to the requirements of City of Santa Fe Standard Drawings and Specifications as applicable.
2. Utility construction shall conform to applicable sections of the APWA's "New Mexico Standard Specifications for Public Works Construction, 2006 edition including latest published amendments.
3. Infrastructure construction shall conform to applicable sections of the New Mexico Department of Transportation's "Standard Specifications for Highway and Bridge Construction, Current Edition (SSHBC).
4. The order of precedence shall be, listed in order of highest precedence, the project specifications, plans, City of Santa Fe Standard Drawings, SSHBC, and APWA.
5. In the case of conflicts between plans and specifications resolution shall be by using the more restrictive requirement as determined by the project engineer and approved by the City.
6. The project plans shall be approved for construction by the City prior to any construction activity and scheduling a pre-construction meeting.
7. The construction Project Engineer shall be a New Mexico licensed Professional Engineer in the appropriate category for the type of work represented by the project plans. The Project Engineer shall arrange for a pre-construction meeting prior to the start of construction or mobilization of equipment on-site and after receipt of the financial guaranty. At the pre-construction meeting, the Project Engineer shall submit a letter providing the name(s) of specific individuals who will be performing what type of inspections and respective telephone contact number(s); this includes preparation of the record drawings. The pre-construction meeting shall be scheduled a minimum of 10 calendar days in advance of the meeting date.
8. Attendance at the pre-construction meeting is mandatory.
9. The Contractor shall provide a list of contact personnel responsible for site construction including position, telephone numbers, and at least one emergency telephone number active on a 24 hour basis.
10. If an EPA Notice of Intent (NOI) is applicable, a copy of the mailed permit application shall be presented at the pre-construction meeting along with a written statement giving the mailing date.
11. The Contractor shall be responsible for maintaining the integrity of all underground utilities during the course of work regardless of any location shown on the plans or other field evidence, or lack thereof. Notification to New Mexico One Call at 1-800-321-2537 for utility locates a minimum of 48 hours in advance of any excavation is required. Maintenance of utility locates shall be continued throughout the project life.
12. The Owner shall be responsible for all changes in construction deemed necessary for any reason and shall have appropriate plans and/or specifications, including applicable design criteria, prepared by a New Mexico Professional Engineer and submitted to the City for approval. Upon approval, said changes may be incorporated into the project.
13. Final Record Drawings, reflecting substantial changes to the original design drawings, shall be submitted by the Contractor's Surveyor for approval to the Engineer.Said plans shall be approved by applicable City Divisions prior to final acceptance of project work for maintenance responsibility and the beginning of the warranty period. Under no circumstances will partial acceptance and/or warranty commencement begin for any component of project scope be provided.
14. All Contractor work activity shall be confined to the construction limits of the project. There shall be no encroachment onto adjacent properties, either construction or marshaling yard(s) unless legal easements(s)/agreement(s) is/are executed and approved by the Engineering Supervisor.
15. Grading shall be completed under the authority of a Building Permit, the application of which shall show the type of work as "Other" with the notation of Grading, Landscaping, and infrastructure shown thereon. Call 505-955-6945 for permit information.
16. All cut and fill slopes, including setback requirements, shall conform to the requirements of:
    a. Santa Fe City Code's Article 14-8 (Development and Design Standards);
    b. Chapter 33 of the Uniform Building Code, 1997 edition unless otherwise noted on the approved construction plans; and
    c. In the case of conflict between these two specifications, City Code shall prevail.
17. The Contractor is responsible for any damage caused by construction activities to public or private property, including utilities.
18. Material quality testing shall be completed by the Contractor, through a recognized testing laboratory. The laboratory shall be under the auspices of a New Mexico Professional Engineer.
19. All material quality test reports shall be provided directly to the City Planning Department, attention Permits and Development Review Division at P.O. Box 909, Santa Fe, New Mexico 87504-0909 within seven (7) calendar days after laboratory material testing is complete unless otherwise directed during the pre-construction meeting. Field test reports shall be provided directly to the P&DR staff at the time of field testing. In the case of P&DR staff absence, the reports shall be Fax'ed to 505-955-6829. In each case, all test reports and other communication shall carry the applicable P&DR Case and Building Permit project numbers which will be provided at the pre-construction meeting if not noted on the approved project plans.
20. Compaction testing of soil and similar materials, including optimum moisture-density relationships, shall be performed in accordance with the referenced specifications and/or plans. Unless specified in individual project plans, the frequency of compaction testing shall be one (1) test per 1.5 vertical feet of fill or backfill of similar material; within two (2) horizontal feet of structures; for each 500 linear feet of trench backfill or each days compactive effort, whichever results in the greatest quantity of tests; or for each 500 cubic yards of fill of similar material; or as directed by the Engineer.
21. Portland cement concrete (Pcc) proposed to be used for the project shall conform to a mix design prepared by a New Mexico Professional Engineer. The design shall be provided to P&DR staff for approval a minimum of 14 calendar days prior to scheduling the initial casting operation or, alternatively, the project plans shall define a specific mix having a prior approval by P&DR. Each mix shall have the following minimum properties:
    a. Compressive strength of 4,000 psi in 28 calendar days
    b. Seven (7.0) bags of cementitious material per cubic yard of concrete
    c. Twenty (20.0) percent or less of flyash material substitution for cement
    d. Maximum aggregate size of ¾"
    e. Air entrainment content ranging between 4.0 and 7.0 percent at the point of concrete delivery into forms
22. Concrete sample set shall consist of a minimum of three (3) cylinders. One sample set shall be obtained for each 500 linear feet cast, 50 cast cubic yards, or one (1) set per calendar day, whichever is greatest; or as directed by the Engineer. Cylinders shall be tested at 7, 28, and 56 day intervals; the 56 day interval need not be tested if any previous test result exceeds the design value.
23. Traffic control devices, as per approved plan, shall be installed, maintained, and removed by the Contractor. Said devices shall conform to the latest published edition of the Manual of Uniform Traffic Control Devices and to written directions from the City Traffic Engineer who may be reached at 505-955-6631.
24. Site erosion and/or sediment control, as per approved plan, shall be installed, maintained, and removed by the Contractor. The Contractor's attention is directed to the SSHBC's Section 603 for other requirements relating to dust abatement and similar issues.
25. Utility lines must be bored under all existing street Pcc street appurtenances. A minimum of 12" separation must be maintained between utility lines. Any curb, gutter, or other damage must be repaired before final inspection will be given.
26. Each City utility division shall provide a letter of completed installation, not necessarily accepted for warranty, at the Contractor's request. Said letters shall be provided to the P&DR staff and received written staff acceptance prior to scheduling either TV inspection of SAS ; and Storm Sewer lines or placement of roadway pavement material.
27. ASTM, ASHTO, or independent laboratory certificates of material compliance are to be provided to P&DR staff prior to bringing applicable material on site.
28. Aggregate base course material shall conform to the SSHBC's Section 304 using Gradation I.
29. Hot Mix Asphalt (HMA) proposed to be used for the project shall conform to a mix design prepared by a New Mexico Professional Engineer conforming to SSHBC's Section 423 using Aggregated Classification(s) called for in the project plans. The design shall be provided to P&DR staff for approval a minimum of 14 calendar days prior to scheduling the initial paving operation or, alternatively, the project plans shall define a specific mix having a prior approval by P&DR.
30. Compaction testing of subgrade, aggregate base course, and each lift of HMA material shall be completed for every 100 linear feet of roadway length excepting for HMA material in which case provide one (1) test for every 100 linear feet of laydown machine pass; or as directed by the Engineer.
31. HMA material quality test samples (wet) shall be obtained and tested for every 500 tons or fraction thereof or one (1) sample per day.
32. Utility appurtenance such as telephone pedestals, electrical transformers, gas, and cable TV pedestals shall be placed outside the public right-of-way and within utility easements. The Owner is responsible for relocating mis-placed utility structures prior to requesting a pre-final inspection. Water meter boxes and fire hydrants may be placed between the sidewalk and curb. Water valve and meter boxes are not to be placed within maintenance areas of semi-improved (gravel or equal) roads.
33. Construction debris and/or excess material shall be stored in an on-site area and appropriately contained. Said debris shall not be a nuisance to the surrounding neighborhood. Disposal of debris shall be either within the city limits under separate grading permit or at a designated NMED approved disposal site. The Contractor shall provide written notice as to proposed debris disposal site location(s). All debris and/or excess material shall be removed from the site prior to scheduling a pre-final inspection with P&DR staff.
34. Interim terrain and stormwater management inspections shall be arranged for at the following events:
    a. Completion of temporary erosion control best management installations and prior to any earthwork (clearing, grubbing, etc.)
    b. Final stormwater management features are constructed
    c. Final site restoration measures are completed
    d. Further construction or issuance of any permit(s) shall not occur until written approval by P&DR staff for each of the above inspections has been obtained. Inspections shall be scheduled by calling 505-955-6646.
35. The Contractor shall make written request for a pre-final inspection of terrain management and infrastructure works a minimum of 14 calendar days in advance with P&DR staff. At this inspection, applicable city division staff will review the final work product. Any deficiencies will be noted in a "punchlist" and provided to the Contractor for correction. When all punchlist items are completed the Contractor shall file a written statement to that effect and a final inspection will be held by P&DR staff. Upon acceptance, an acceptance letter will be provided wherein all work will be accepted for maintenance by the City and the commencement of the warranty period initiated.
36. All surveys to be performed under the supervision of a Professional Land Surveyor, licensed in the State of New Mexico.
37. ADA compliance: The contractor shall ensure ADA compliance for construction of ADA features and appurtenances (including, but not limited to, sidewalk & curb ramp cross slopes, ramp slopes, level landings, etc.) as detailed in the plans and in accordance with referenced standard drawings, specifications and current public right of way accessibility guidelines. The contractor is responsible for field checking slopes and dimensions of all form work for compliance prior to installation of concrete. The City reserves the right to inspect any ADA features and appurtenances at any time before final completion of the project and to have the contractor remove, replace, and/or correct any work at his cost that is not in compliance, as determined by the project manager.

ADDITIONAL CONSTRUCTION NOTES

1. The contractor's surveyor shall coordinate with Rick Chatroop, Professional Land Surveyor. The contractor's surveyor shall verify proposed grades, Invert elevations, Flow lines, Alignments, Property lines, Right of Way, Setbacks, and topography Prior to construction. Any deviations shall be reported to the engineer.
2. The contractor shall maintain existing fencing, or build new fencing to ensure that the site is secure at all times.
3. It is solely the contractor's responsibility to meet OSHA requirements and to maintain a safe working condition.
4. Santa Fe Engineering Consultants, LLC. waives any and all responsibility and is not liable for problems which arise from failure to follow these plans, Specifications and the design intent they convey or for problems which arise from failure to obtain and/or follow SFEC guidance with respect to any errors, omissions, inconsistencies, ambiguities or conflicts.
5. Television inspection to be provided by private contractor, not the City.
6. Pot holing, construction water, T.V. inspections, flushing and cleaning of sanitary sewer lines or storm sewers are incidental to the work and no separate payment will be made.
7. The existing utility locations shown on these plans have been compiled from multiple sources, including utility locates, and field surveys. It is the contractor's responsibility to verify and pothole any potential utility conflicts. The contractor is responsible for any damage caused by construction activities to public or private property, including utilities.
8. The contractor shall maintain an up to date set of as-built plans for the project. These plans shall be kept current, within two weeks, at all times and shall be subject to review by the project manager throughout the project and will be reviewed by the project manager for accuracy and completeness at least once every 30 days. Upon 50% completion of the project, the contractor shall submit progress as-built plans to the project manager for review. The final as-built plans bearing the signed seal and certification of the contractor's surveyor shall be submitted to the project manager prior to any final payment. This work is considered incidental to completion of the project and no measurement or payment shall be made.

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
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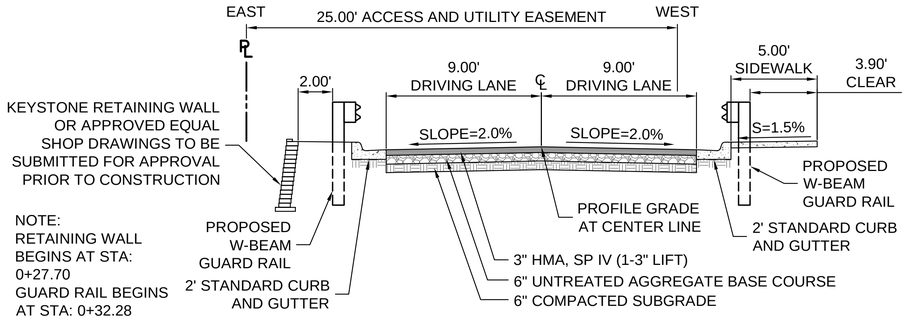
SUBMITTAL FOR
LOS CANALES
SANTA FE, NEW MEXICO

GENERAL NOTES

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	N.T.S.	6-2



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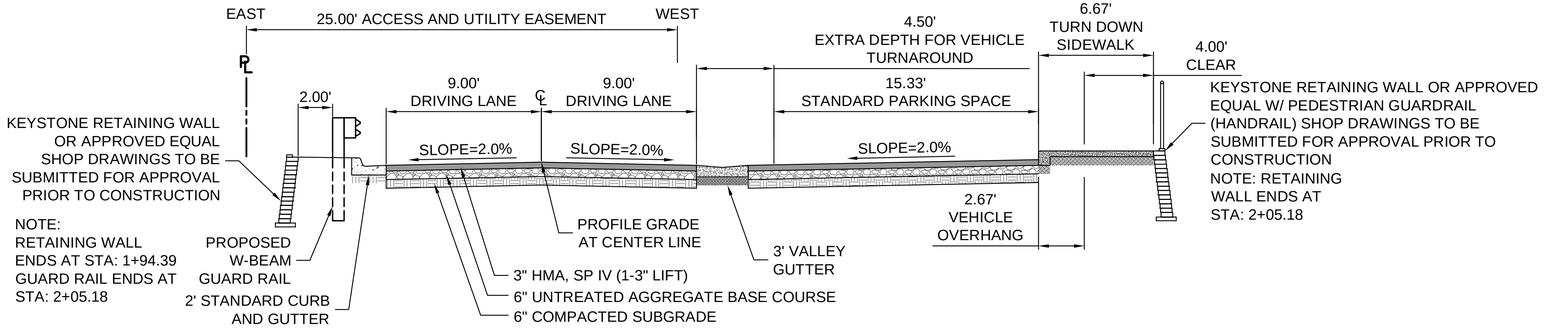
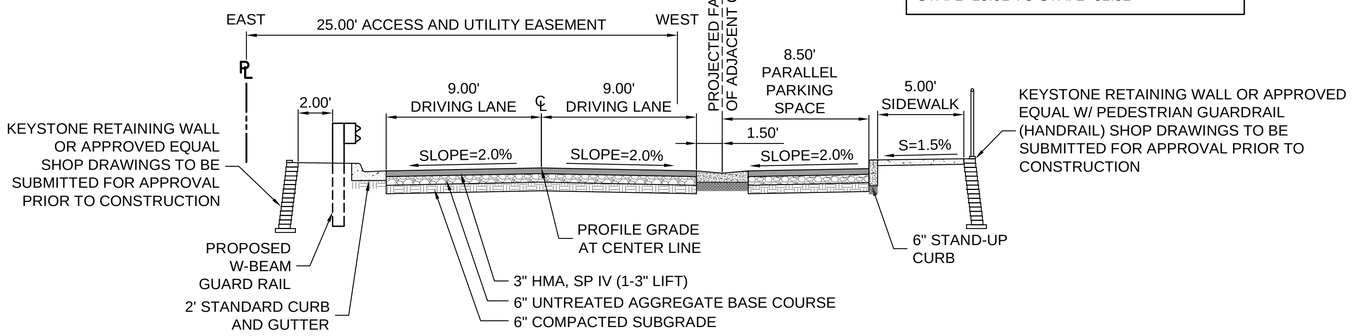
STA: 0+00.00 TO STA: 0+67.34



TYPICAL ROADWAY SECTION - ACCESS DRIVEWAY

STA: 0+87.34 TO STA: 1+58.17
STA: 2+32.52 TO STA: 3+02.18

NOTE:
INTERSECTION W/ PROPOSED DRIVEWAYS,
STA: 0+67.34 TO STA: 0+87.34
STA: 2+15.52 TO STA: 2+32.52



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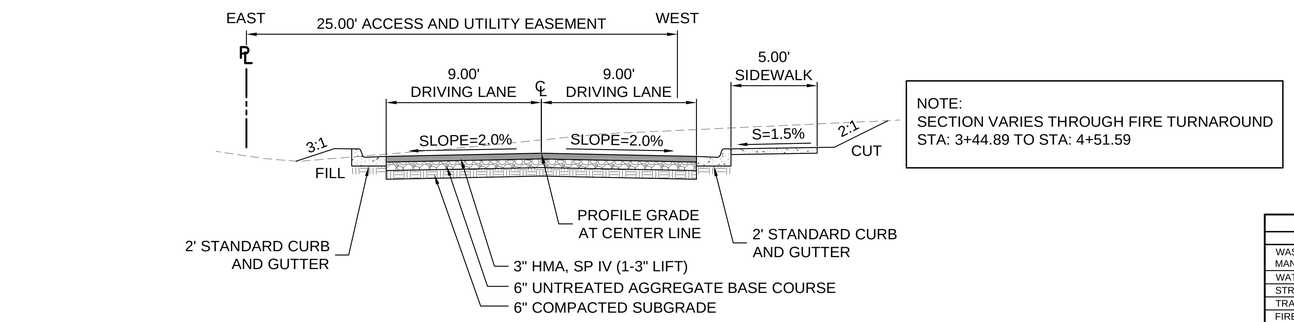
STA: 1+58.17 TO STA: 2+15.52



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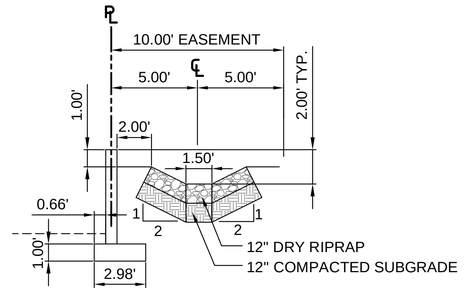
STA: 3+02.18 TO STA: 3+44.89



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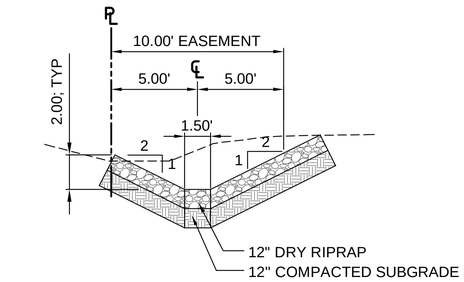

TYPICAL CHANNEL SECTION

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TYPICAL SECTIONS

DATE:	SCALE:	SHEET:
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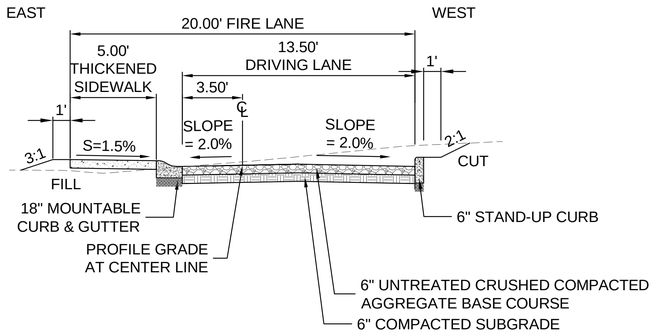
ENGINEER'S SEAL
DATE
REVISIONS



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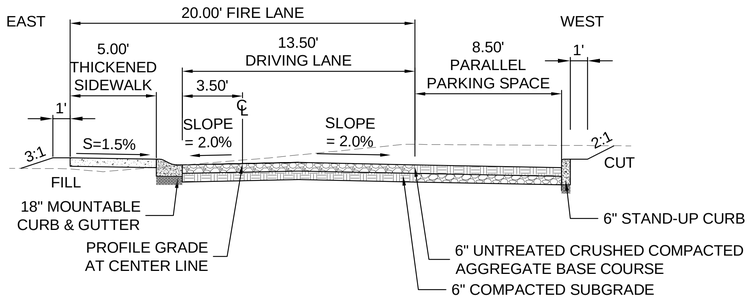

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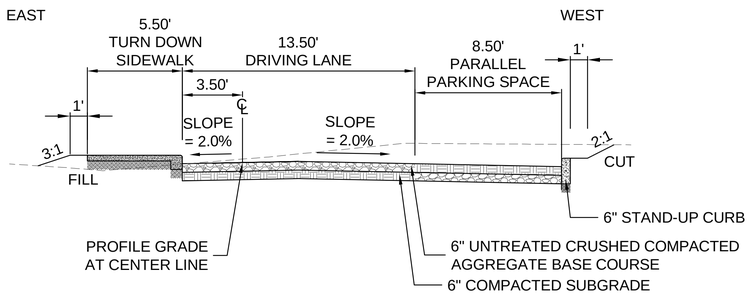
STA: 4+51.59 TO 5+62.04



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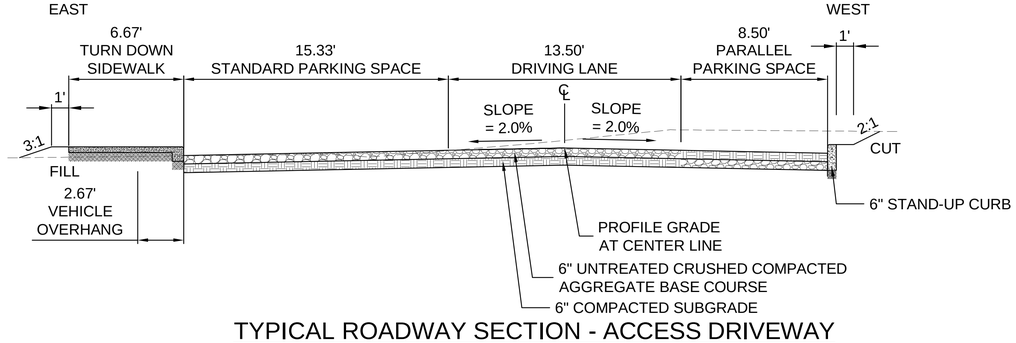
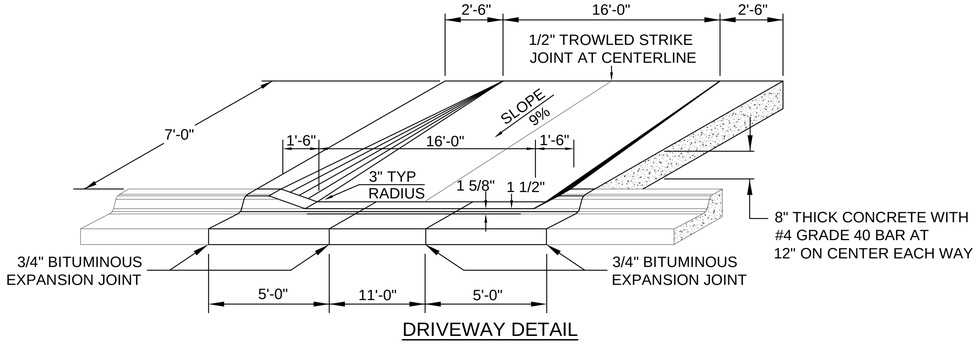
STA: 5+62.04 TO 5+93.62

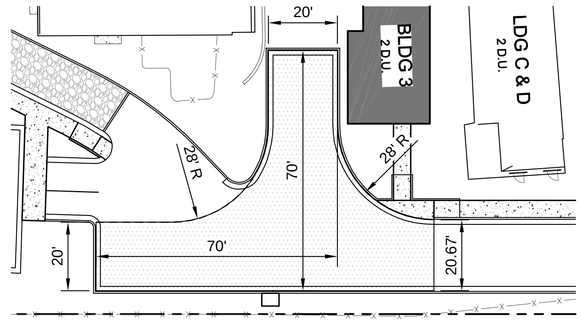


TYPICAL ROADWAY SECTION - ACCESS DRIVEWAY

STA: 5+93.62 TO 6+33.62



DRIVEWAY DETAIL



FIRE APPARATUS ACCESS ROAD TURNAROUND

CASE # _____

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DATE:	SCALE:	SHEET:
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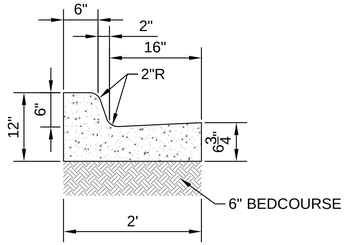
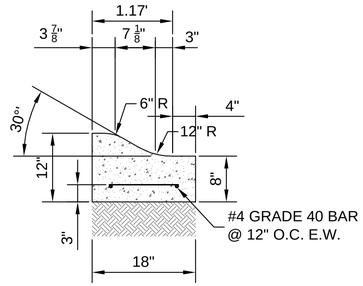
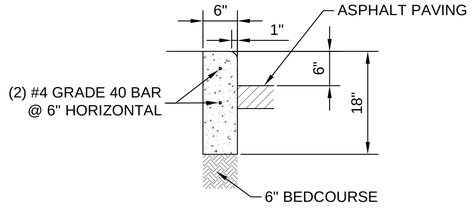
ENGINEERS SEAL	DATE	REVISIONS
		◁ ◁ ◁ ◁ ◁ ◁ ◁



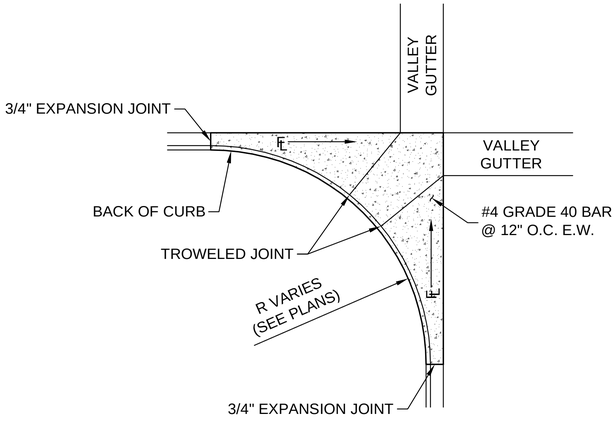
STANDARD 2' CURB AND GUTTER



MOUNTABLE CURB AND GUTTER

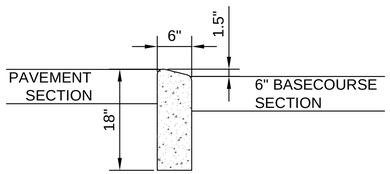


6" STAND-UP CURB

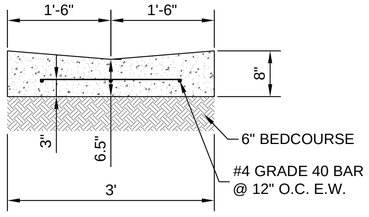


NOTES:
1. POUR FILLETS MONOLITHICALLY
2. PROVIDE A REINFORCING CONTINUATION BETWEEN FILLETS AND VALLEY GUTTERS WITH A 30" REBAR LAP BETWEEN FILLETS AND VALLEY GUTTERS BEING CAST WITHIN 30 CALENDAR DAYS.

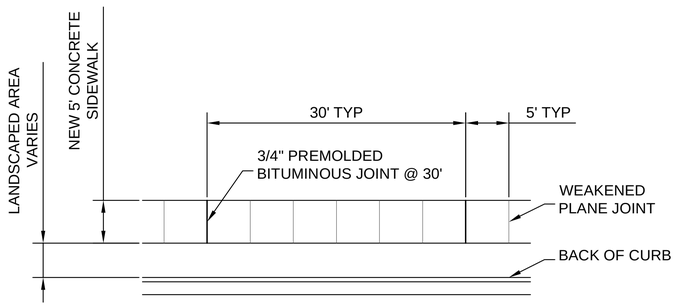
FILLET CURB RETURN



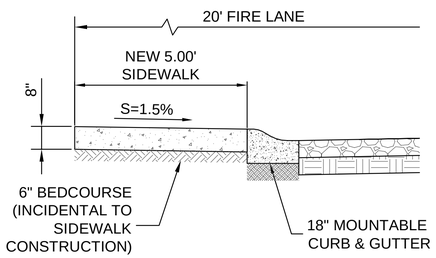
HEADER CURB



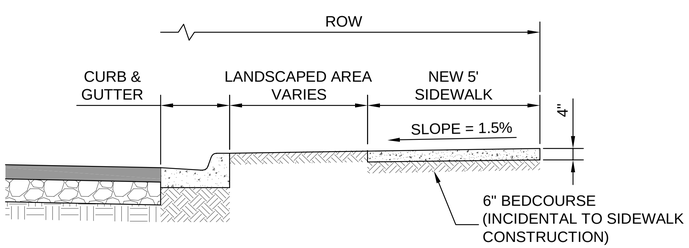
3' VALLEY GUTTER



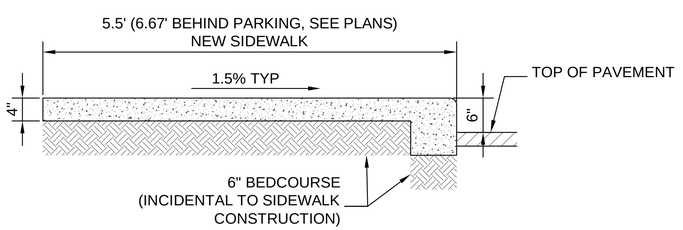
TYPICAL SIDEWALK PLAN



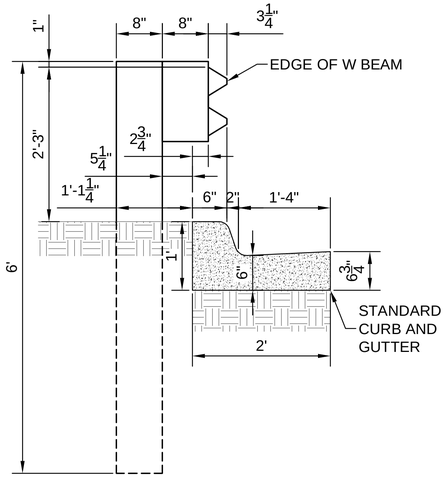
TYPICAL THICKENED SIDEWALK SECTION



TYPICAL SIDEWALK SECTION



TYPICAL TURN DOWN SIDEWALK DETAIL



LOCATION DETAIL FOR
TYPE I GUARD RAIL WITH WOOD POSTS
BEHIND CURB AND GUTTER

ENGINEERS SEAL

DATE

REVISIONS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		

CITY USE ONLY

CASE # _____

Santa Fe Engineering Consultants, LLC
1599 St. Francis Drive, Suite B
Santa Fe, N. M. 87505
(505) 982-2845 Fax (505) 982-2641
http://www.SFENGR.com

REZONING AND DEVELOPMENT PLAN
SUBMITTAL FOR
LOS CANALES
SANTA FE, NEW MEXICO

TYPICAL DETAILS

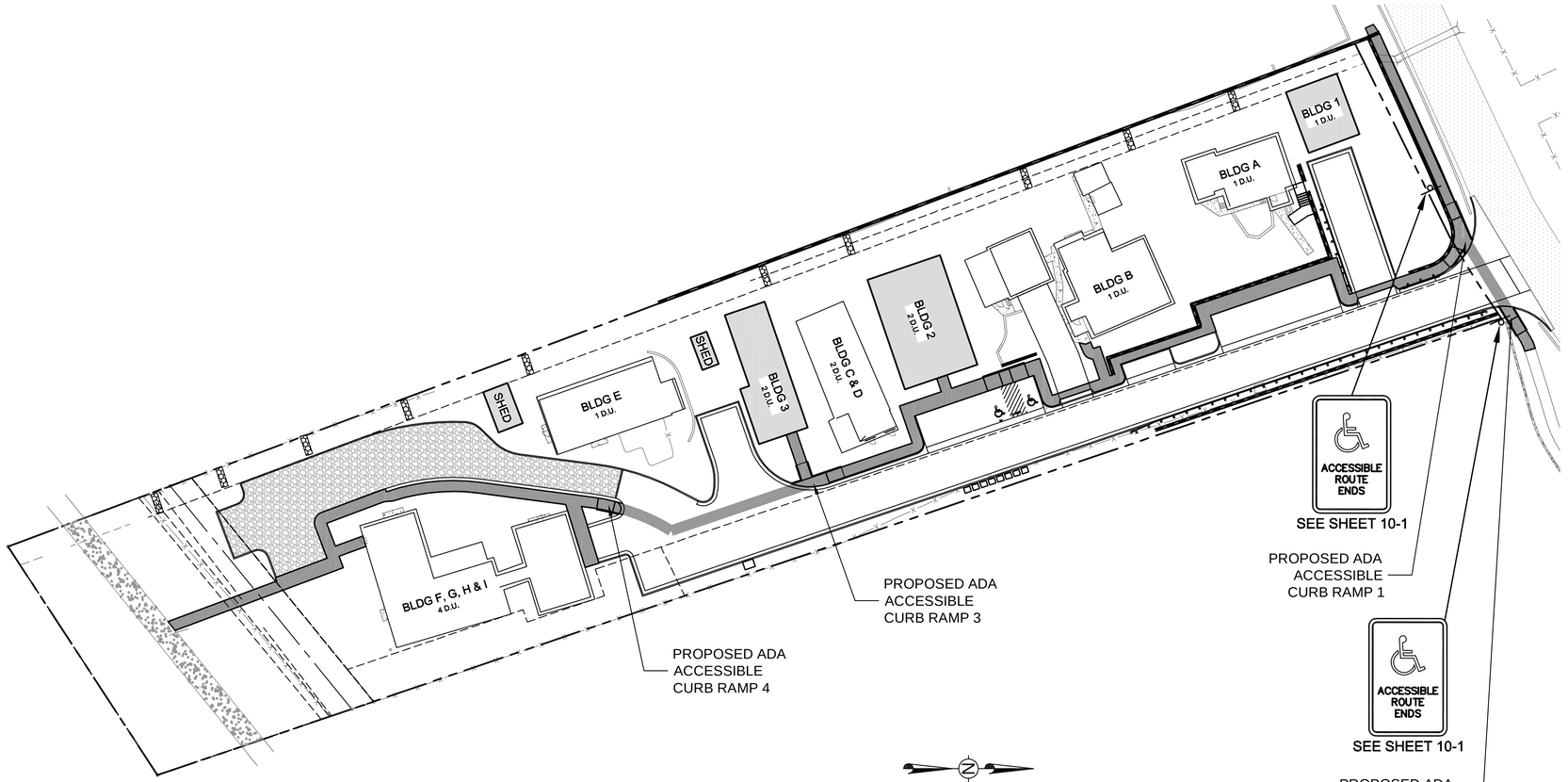
DATE:	SCALE:	SHEET:
SEPTEMBER 2021	N.T.S.	6-5

ADA COMPLIANCE GENERAL NOTES

1. THE CONTRACTOR SHALL ENSURE ADA COMPLIANCE FOR CONSTRUCTION OF REQUIRED ADA ACCESSIBLE FEATURES AND APPURTENANCES, AND AS DETAILED IN THE APPROVED CONSTRUCTION PERMIT DOCUMENTS.
2. ALL CONSTRUCTION WORK SHALL COMPLY WITH, IN ORDER OF PRECEDENCE: SANTA FE CITY CODE, GOVERNOR'S COMMISSION ON DISABILITY (GCD), ICC ANSI A117.1-2009, CHAPTERS 1-5 AND CHAPTER 7, MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CURRENT EDITION), AND AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS.
3. CURB RAMPS SHALL FOLLOW NMDOT PEDESTRIAN ACCESS ROUTE DETAILS (SERIAL 608) WITH REQUIRED TURNING SPACE AND 7% RUNNING SLOPES TYPICAL AND 8.3% MAXIMUM. CURB RAMP LANDING TYPICAL SLOPE IS 1% AND SHALL NOT EXCEED 2% RUNNING AND CROSS SLOPE.
4. SIDEWALK RUNNING SLOPES SHALL NOT EXCEED 5% WITHOUT HANDRAIL(S). CROSS SLOPES SHALL NOT EXCEED 2%.
5. PROVIDE DETECTABLE WARNING SURFACES AT CURB RAMPS AND TRANSITIONS TO DRIVEWAY AND INTERSECTION CROSSINGS ALONG THE ACCESSIBLE PATHS OF TRAVEL.
6. PER ICC ANSI A117.1-2009, SIDEWALKS SHALL COMPLY WITH SECTION 302, FLOOR SURFACE, 303.4 RAMPS, 401 ACCESSIBLE ROUTES, 403 WALKING SURFACES, 405 RAMPS
7. ALL PARKING AND WALK SURFACES ALONG THE ACCESSIBLE PATH OF TRAVEL SHALL BE FIRM, STABLE AND SLIP RESISTANT.
8. ANSI 502.7 SIGNAGE WITH REQUIRED LANGUAGE ARE REQUIRED AT ALL ADA PARKING SPACES. PARKING SIGNAGE HEIGHT PER CITY OF SANTA FE CODE IS 7'-0" TO BOTTOM OF SIGN. LOCATE VAN ACCESSIBLE PARKING SIGN IMMEDIATELY BELOW THE RESERVED PARKING SIGN AT WALL MOUNTED LOCATIONS AND 6'8 TO BOTTOM OF VAN ACCESSIBLE SIGN AT SIGNS LOCATED THE IN PEDESTRIAN WAY. SEE DETAIL, SHEET C-204.
9. ACCESSIBLE PARKING SPACE GRADES SHALL NOT EXCEED 2% IN ANY DIRECTION.
10. VAN ACCESSIBLE PARKING SPACES SHALL BE 8'-0" WIDE WITH AN 8'-0" WIDE ACCESS AISLE OR 11'-0" WIDE WITH A 5'-0" WIDE ACCESS AISLE. SEE DETAIL, SHEET C-204.
11. WHEEL STOPS ARE ENCOURAGED AT ALL ADA ACCESSIBLE PARKING SPACES TO HELP ENSURE REQUIRED CLEARANCE ALONG THE ACCESSIBLE PATH OF TRAVEL IS MAINTAINED.
12. WHERE EXISTING SIDEWALKS ADJOIN NEW ADA ACCESSIBLE FEATURES, THE CONTRACTOR SHALL PROVIDE FOR MODIFICATIONS WHERE POSSIBLE AND AS NECESSARY TO PROVIDE FOR UNINTERRUPTED, CONTINUOUS ACCESS BETWEEN EXISTING AND NEW WORK.

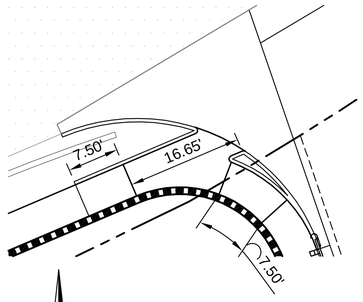
LEGEND

ADA ACCESSIBLE ROUTE

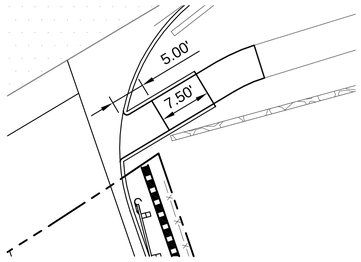


ADA ACCESS PLAN
SCALE: 1" = 30'

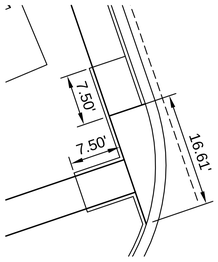
0 15 30 60
SCALE: 1" = 30'



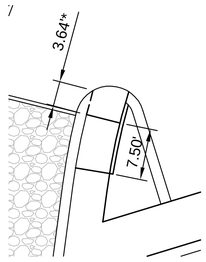
CURB RAMP 1
SCALE: 1" = 10'



CURB RAMP 2
SCALE: 1" = 10'



CURB RAMP 3
SCALE: 1" = 10'



CURB RAMP 4
SCALE: 1" = 10'

*ACCESSIBLE GRADES AT ASPHALT CONSIDERED PART OF LANDING

CITY REVIEW		
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REZONING AND DEVELOPMENT PLAN
SUBMITTAL FOR
LOS CANALES
SANTA FE, NEW MEXICO

ADA ACCESS PLAN

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 30'	6-6

ENGINEERS SEAL
DATE
REVISIONS

CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION GENERAL NOTES

1. Prior to the Wastewater Management Division approval of the plan set, a letter will be required from the project engineer indicating they are providing the inspection and record drawing services for the project.
2. The Contractor must obtain all sewer hookup permits from the City's Building Permits Section (sewer lines) prior to commencing any sewer line construction. A copy of the permit must be kept at the construction site.
3. All manholes shall be constructed in accordance with the “Standard Manhole Detail Sheet" shown on the City Standard Drawings.
4. A copy of the approved plans shall be available at the construction site at all times during working hours.
5. All modifications to the sanitary sewer plans must be reviewed and approved by the City's Wastewater Management Division prior to construction.
6. Additional general notes are contained in the standard City detail sheets for sanitary sewer construction.
7. All public gravity sewer lines shall be a minimum 8 inch diameter with a minimum Class C bedding (2006 New Mexico American Public Works Association).
8. All 4 inch and 6 inch diameter gravity sewer pipe shall be private. No private sewer system shall use larger than a 6 inch diameter pipe. No public gravity sewer line to be accepted by the City of Santa Fe for permanent maintenance shall be less than 8 inches diameter.
9. No concrete encasement of new or existing public sewer pipe will be allowed unless approved by the City of Santa Fe Wastewater Management Division.
10. Core drilling is required for all new connections to an existing manhole.
11. No public sewer main line or manhole will be allowed under or within a storm water detention/retention pond.
12. Prior to paving over any sanitary sewer lines, submit T.V.tapes and logs, pressure tests, and the engineer's certification to the City's Wastewater Management Division. After the Wastewater Management Division reviews the above listed information, a preliminary manhole inspection will be conducted. When all the items listed above are completed to meet the standards of the Wastewater Management Division, a letter approving paving will be issued in relation to the sanitary sewer. Note: A final manhole inspection will be conducted after the final paving is completed.
13. All sewer manholes with sewer lines 12 inches in diameter and larger are required to have approved vented and locking manhole covers.
14. Locate wires shall be installed for all sanitary sewers (gravity/force mains). The locate wire must be visible in the manhole or access structure. This will be verified during the preliminary manhole inspection prior to paving. The locate wire is to be a continuous, 12 gauge, solid strand insulated copper wire.
15. Off-road public sewer access will be provided for all public sewer lines and manholes. Access roads are to be a minimum 12 feet wide with a driving surface of 6 inches of compacted base course. No access road shall have a grade greater than 15%. Manholes are to be aligned with the center line of the access road. Sewer easements are to be a minimum of 20 feet in width.
16. Off road sanitary sewer - Call the Wastewater Management Division at 955-4631 for a field review of the grading of all off road sanitary sewer to ensure that the City's maintenance vehicles can access all manholes. The grades may be required to be adjusted based upon this inspection. Additional bank protection may be required based upon a final inspection by the Wastewater Management Division and the project engineer.
17. For Record Drawings, tie manhole to a City of Santa Fe survey monument as part of the final record drawings. Show corrected as-built bearing and distances, slopes, rim and invert elevations and sewer services along the horizontal alignment of the sanitary sewer.
18. The Owner/Developer will be responsible for maintaining, repairing and locating the sewer system until City acceptance for maintenance. Damages resulting from a stoppage in any gravity and/or pressure sewer system will be the sole responsibility of the Owner/Developer until a final acceptance letter for permanent maintenance has been issued by the Wastewater Management Division.
19. Water meters will not be placed until a final acceptance letter has been issued by the Wastewater Division for all on-site sanitary sewer needed in order for the project to connect to the sanitary sewer system.
20. 20 foot wide access gates shall be provided at all fences, walls or other obstructions that cross a public sewer line. Access gates to be located within the sanitary sewer Easement.
21. The Owner/Developer will be responsible for locating each sewer service at the time each lot is ready to connect to the sewer. It is suggested that the Owner/ Developer retain a copy of the television inspection video along with the video logs. Each service shall be clearly marked for each lot at point of connection. All calls received by this Division regarding the location of service will be forwarded to the Owner/Developer.
22. The Contractor shall call the Wastewater Management Division (Douglas Flores at telephone # 955-4613) for a final manhole inspection. This inspection will be isolated to the manholes. The City's Plumbing and Mechanical Inspector's will conduct all other necessary plumbing inspections. Note: The City's Plumbing and Mechanical Inspectors will inspect the individual sewer service taps and laterals, which connect to the public sanitary sewer.
23. The existing sanitary sewer line must be T.V. taped prior to a new service connection being placed as well as taped after the services have been completed. This is to ensure that the existing sanitary sewer line is not damaged and the new service is installed correctly.
24. All costs associated with the operation, maintenance and replacement of grinder pumps for individual lots shall be the responsibility of the lot owner and/or Owners Association. For grinder pumps that connect to a pressure sewer main, the grinder pump will be a model manufactured by Environment-One or a type approved by the City of Santa Fe Wastewater Management Division. For grinder pumps that connect to a gravity main, the grinder pump shall be of a type approved by the City of Santa Fe Plumbing Code.
25. A minimum 12 inches of vertical clearance shall be provided between the sewer line and any storm drain piping.
26. All pressure sewer systems shall be air or hydrostatically pressure tested @ 120 psi for 2 hours minimum. The test is to be witnessed and certified by the project engineer. Prior to being put into service and acceptance by the City of Santa Fe, all pressure sewer system main lines will be filled with water.
27. No public pressure sewer system piping may be installed in a common trench with other utilities.
28. Sewer backflow check valves will be required for all sewer service lateral connections to sewer mains 12 inches or greater in diameter. The sewer service connection must be made at an existing or new manhole. Sewer service connections to sewer mains with pipe size diameter of 12 inches and greater will not be made without approval from the Wastewater Management Division.
29. Sewer backwater check valves shall be required on private sewer service laterals per the City of Santa Fe Plumbing Code.
30. Any 8 inch public sanitary sewer main line placed with a grade of less than 0.60% shall be removed and reconstructed at the Contractor's expense. All public sanitary sewer main lines with slopes of less than 1% require a minimum Class C bedding with select granular material foundation.
31. All as-built sewer line and manhole data shall be obtained and certified by a licensed surveyor or engineer. As-built data supplied by other than a licensed surveyor or engineer shall not be valid for final as-builts.
32. All existing and new public manholes within a project shall have access for City sewer maintenance equipment. All access is subject to field verification and modification as required by the Wastewater Division prior to final project close out with the City of Santa Fe.
33. All sewer line crossings of rivers, streams, arroyos, drainage channels, etc. shall require a basis of design analysis prepared by a licensed engineer.
34. An approved backflow valve and isolation valve are required on all low pressure sewer service lines as per the City of Santa Fe Standard Sewer Specifications.
35. Terminal flushing connections and in-line flushing connections are required on all low pressure sewer systems. The maximum spacing between in-line flushing connections shall be 500 feet. Distances greater the 500 feet between low pressure sewer in-line flushing connections shall be approved by the Wastewater Division.
36. Sewer backflow check valves are required on private sewer service laterals per the City's Plumbing Code. Final determination shall be made by the City of Santa Fe Plumbing Inspection Division

WASTEWATER NOTES:

WASTEWATER UEC CHARGES SHALL BE PAID AT THE TIME OF BUILDING PERMIT APPLICATION.

SANITARY SEWER NOTE:

NO FENCES, WALLS, OR OTHER STRUCTURES SHALL BE CONSTRUCTED WITHIN OR ACROSS SANITARY SEWER EASEMENTS

STREET LIGHTING NOTE:

PROPOSED LUMINAIRES SHALL BE METERED AND INCLUDE LED TYPE FIXTURES EQUIVALENT TO CONVENTIONAL 250 HIGH PRESSURE SODIUM. THE DESIGN AND FIXTURE TYPES SHALL BE REVIEWED AND APPROVED BY THE CITY OF SANTA FE TRAFFIC ENGINEERING DIVISION.

GENERAL NOTES:

GAS SERVICES AND METERS TO BE DESIGNED BY NEW MEXICO GAS COMPANY.

WATER SERVICES TO BE DESIGNED BY SANGRE DE CRISTO WATER COMPANY.

ELECTRIC TRANSFORMERS AND SERVICES TO BE DESIGNED BY PUBLIC SERVICE COMPANY OF NEW MEXICO.

CABLE TELEVISION SERVICE TO BE DESIGNED BY COMCAST.

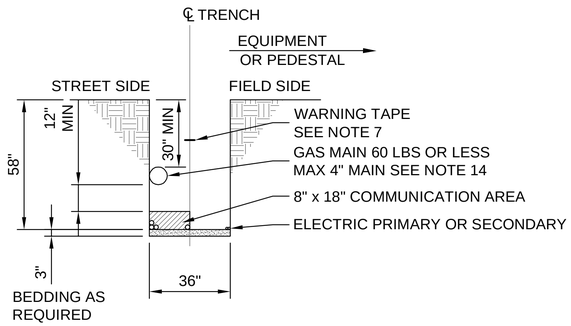
CONTRACTOR TO COORDINATE WITH ALL UTILITY COMPANIES.

JOINT TRENCH NOTES:

1. Compaction in city or state right-of-ways shall meet or exceed minimum specified requirements.
2. Shading and bedding materials to be type IV. Class 1 for direct buried cable and Type IV, Class 2 for cable in conduit. Type III material is suitable for either type of installation. Refer to DS-10-12.4 for fill material requirements.
3. If trench-run material meets back fill material type requirements, 3" bedding may be omitted provided the trench bottom is smooth, flat and without surface irregularities.
4. Maximum change in the trench bottom elevation shall not exceed 2" over a 10' length.
5. Spoil pile shall be placed on the field side a minimum of 2" from the trench edge.
6. Latest OSHA trench safety requirements shall be strictly observed.
7. Warning tape shall be placed a minimum of 12" above gas line.
8. When bringing cables to pedestals, 12" separation must be maintained from the gas line.
9. PNM owned or maintained street lights may be installed in trench, next to electric cable.
10. Private area lighting or private streetlight circuits must maintain 12" separation from all other joint occupants..
11. Gas service must be 12" away from where it will pass equipment or pedestals.
12. All parties agree that 12" separation between electric and communication may not be met when transitioning up to transformers and or pedestals.
13. Typical subdivision where property line is 9' from back of curb and 10' Public Utility Easements (PUE).
14. Depth of gas measured from final grade.

REFERENCES

1. NESC rule 352, 353, 354



TYPICAL JOINT TRENCH DETAIL

CASE # _____

CITY REVIEW		
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LANDSCAPE		
SUBDIVISION ENGINEER		
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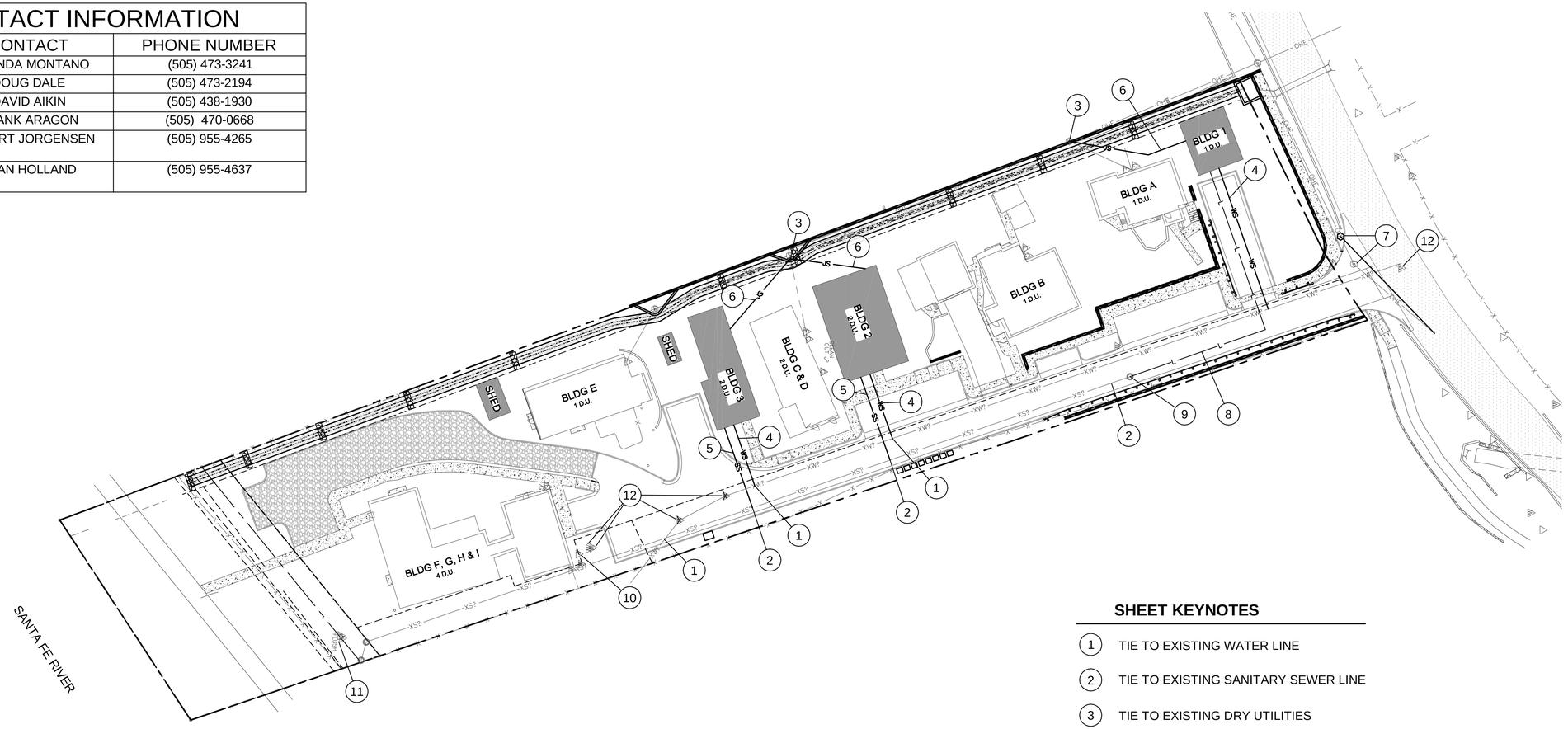
REZONING AND DEVELOPMENT PLAN
SUBMITTAL FOR
LOS CANALES
SANTA FE, NEW MEXICO

UTILITY NOTES AND DETAILS

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 30'	7-1

UTILITY CONTACT INFORMATION

COMPANY	CONTACT	PHONE NUMBER
PNM	AMANDA MONTANO	(505) 473-3241
CENTURY LINK	DOUG DALE	(505) 473-2194
COMCAST	DAVID AIKIN	(505) 438-1930
NM GAS COMPANY	FRANK ARAGON	(505) 470-0668
SANGRE DE CRISTO WATER COMPANY	ROBERT JORGENSEN	(505) 955-4265
CITY OF SANTA FE WASTE WATER DIVISION	STAN HOLLAND	(505) 955-4637



SHEET KEYNOTES

1. TIE TO EXISTING WATER LINE
2. TIE TO EXISTING SANITARY SEWER LINE
3. TIE TO EXISTING DRY UTILITIES
4. PROPOSED WATER SERVICE
5. PROPOSED SEWER SERVICE
6. PROPOSED JOINT UTILITY SERVICE (GAS & ELECTRIC)
7. RELOCATE EXISTING POWER POLE BEHIND PROPOSED CURB
8. PROPOSED LOW PRESSURE SEWER SERVICE (E-ONE GRINDER)
9. TIE TO EXISTING MANHOLE TO BE ADJUSTED TO FINISHED GROUND. CORE DRILL AND EPOXY COAT
10. EXISTING FIRE HYDRANT CONTRACTOR TO PROTECT
11. EXISTING FLUSH HYDRANT CONTRACTOR TO PROTECT
12. EXISTING WATER VALVE TO BE ADJUSTED TO FINISHED GROUND

LEGEND

- EASEMENTS

EXISTING UTILITIES

- EXISTING SANITARY SEWER LINE (ASSUMED)
- EXISTING WATER LINE (ASSUMED)
- EXISTING FIRE HYDRANT
- EXISTING WATER METER/VALVE
- EXISTING GAS METER
- EXISTING ELECTRIC METER
- EXISTING MANHOLE
- EXISTING UTILITY POLE

PROPOSED UTILITIES

- PROPOSED WATER SERVICE
- PROPOSED SANITARY SEWER SERVICE
- PROPOSED JOINT UTILITY SERVICE (ELECTRIC, CABLE, TELE)

MASTER UTILITY PLAN

SCALE: 1" = 30'

0 15 30 60

SCALE: 1" = 30'

NOTE:
CONTRACTOR SHALL FIELD LOCATE ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION

CONTRACTOR SHALL COORDINATE WITH UTILITY FRANCHISES FOR SERVICE AND METER INSTALLATION

GAS SERVICES TO BE RUN TO PROPOSED BUILDINGS AFTER EXISTING LINE IS FIELD LOCATED

METER LOCATIONS TO BE SET AT TIME OF BUILDING PERMIT

CASE # _____

CITY REVIEW		
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REZONING AND DEVELOPMENT PLAN SUBMITTAL FOR
LOS CANALES
SANTA FE, NEW MEXICO

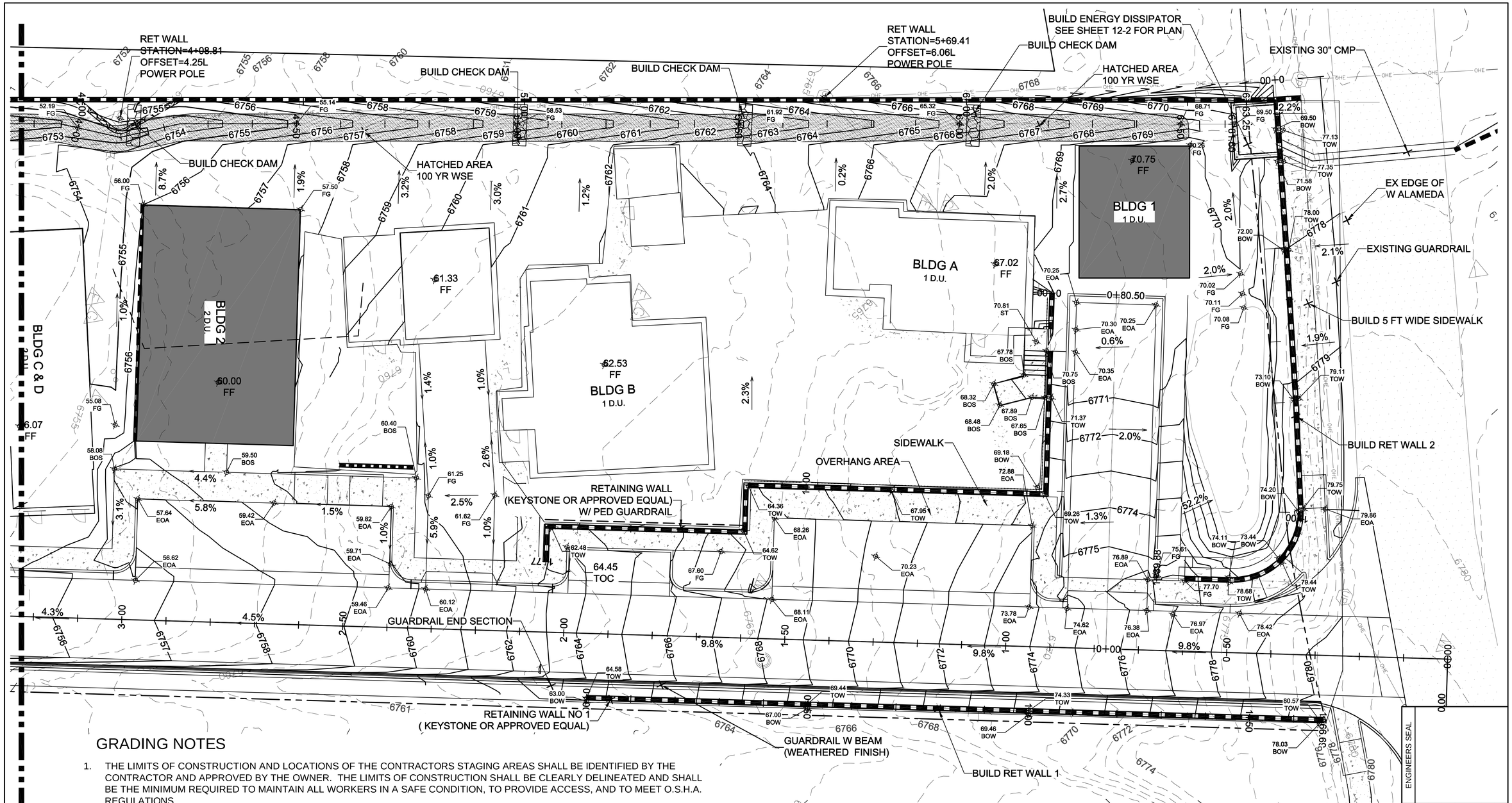
MASTER UTILITY PLAN

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 30'	7-2

ENGINEERS SEAL

DATE

REVISIONS



GRADING NOTES

1. THE LIMITS OF CONSTRUCTION AND LOCATIONS OF THE CONTRACTORS STAGING AREAS SHALL BE IDENTIFIED BY THE CONTRACTOR AND APPROVED BY THE OWNER. THE LIMITS OF CONSTRUCTION SHALL BE CLEARLY DELINEATED AND SHALL BE THE MINIMUM REQUIRED TO MAINTAIN ALL WORKERS IN A SAFE CONDITION, TO PROVIDE ACCESS, AND TO MEET O.S.H.A. REGULATIONS.
2. CONTRACTOR IS REQUIRED TO PROVIDE DUST AND EROSION CONTROL PROTECTION.
3. GRADING SETBACKS TO EXTERIOR PROPERTY LINES ARE AS FOLLOWS:
   TOP OF VERTICAL SLOPE = ONE FIFTH THE VERTICAL HEIGHT OF CUT WITH A MINIMUM OF 2 FEET AND A MAXIMUM OF 15 FEET.
   TOE OF FILL SLOPE = ONE HALF THE HEIGHT OF THE SLOPE WITH A MINIMUM OF 2 FEET AND A MAXIMUM OF 15 FEET.
4. THE SURVEYOR SHALL VERIFY SETBACKS, TIE IN ELEVATIONS, AND TOPOGRAPHY WHEN STAKING PROJECT.
5. UNSUITABLE MATERIAL FROM SITE GRADING AND REMOVAL OPERATIONS, SHALL BE DISPOSED OF AT AN APPROVED LANDFILL.
6. THE VOLUME OF PONDING WILL BE DETERMINED WHEN NEW BUILDINGS ARE PERMITTED.
7. ALL DISTURBED AREAS SHALL BE REVEGETATED AND COORDINATED WITH THE LANDSCAPING PLAN.
8. ALL FILL MATERIAL SHALL MEET THE REQUIREMENTS OF THE N.M.D.O.T. OR SITE SPECIFIC GEOTECHNICAL SPECIFICATIONS. THE FILL SHALL BE COMPACTED AS PER N.M.D.O.T. SPECIFICATIONS.
9. ALL EXTERIOR CONCRETE SIDEWALK ELEVATIONS AT DOOR OPENINGS SHALL BE 1/2" LOWER THAN THE FINISHED FLOOR SLAB ELEVATIONS.
10. THE MAXIMUM CROSS SLOPE OF WALKING SURFACES SHALL NOT EXCEED 2%.
11. INSTALL SILT FENCE AROUND THE SITE.
12. PROPERTY DEVELOPMENT MUST COMPLY WITH SECTION 14-8.12 (RELOCATION OF GUNNISON'S PRAIRIE DOGS.)

CASE # _____

0 5 10 20
SCALE: 1" = 10'

GRADING AND DRAINAGE PLAN

SCALE: 1" = 10'
CONTOUR INTERVAL= 1'

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
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STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
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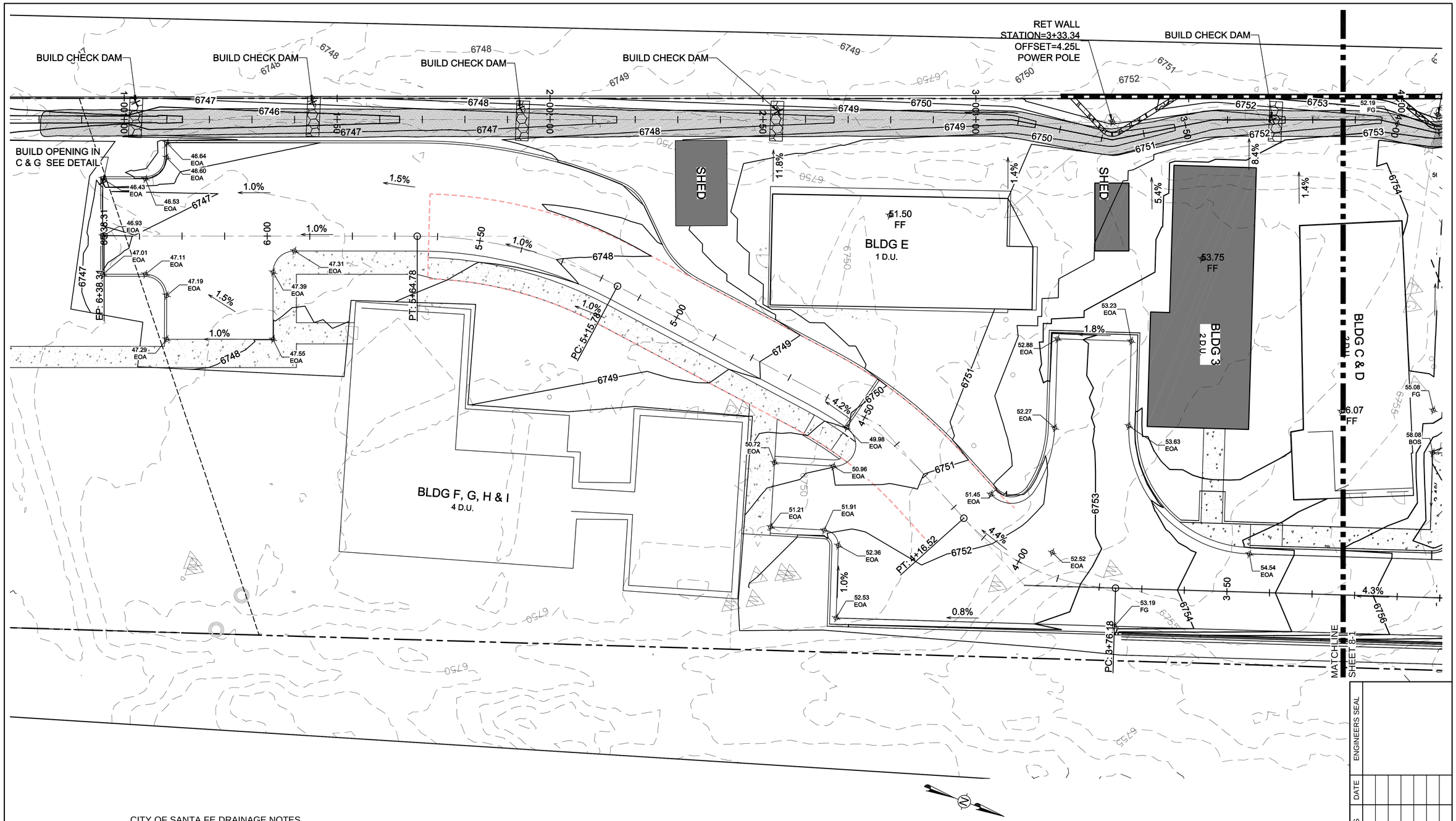
REZONING AND DEVELOPMENT PLAN
SUBMITTAL FOR
LOS CANALES
SANTA FE, NEW MEXICO

GRADING AND DRAINAGE PLAN

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 10'	8-1

ENGINEERS SEAL
DATE
REVISIONS



CITY OF SANTA FE DRAINAGE NOTES

1. SUBJECT TO THE APPROVAL OF CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION STAFF. STORM DRAINAGE AND EROSION/SEDIMENT CONTROL IMPROVEMENTS SHALL BE EXECUTED IN CONJUNCTION WITH THE CONSTRUCTION OF EACH SEGMENT OF ROADS AND UTILITIES. THESE IMPROVEMENTS SHALL BE COMPLETED AND INSPECTED PRIOR TO THE ISSUANCE OF BUILDING PERMITS FOR INDIVIDUAL BUILDINGS.

2. MAINTENANCE OF PRIVATE DRAINAGE EASEMENTS AND DRAINAGE FACILITIES IS THE RESPONSIBILITY OF THE OWNER. THE CITY OF SANTA FE IS HEREBY GRANTED THE RIGHT TO ACCESS AND INSPECT THESE EASEMENTS AND DRAINAGE FACILITIES AT THE DISCRETION OF THE CITY. THE OWNER AGREES TO INDEMNIFY AND TO HOLD HARMLESS FROM ALL DAMAGE TO PERSONS OR PROPERTY RESULTING FROM THE CITY'S REASONABLE EXERCISE TO THEIR ACCESS AND INSPECTION RIGHT.

CASE # _____

0 5 10 20
SCALE: 1" = 10'

GRADING AND DRAINAGE MAP

SCALE: 1" = 10'
CONTOUR INTERVAL= 1'

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
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TRAFFIC DIV.		
FIRE		
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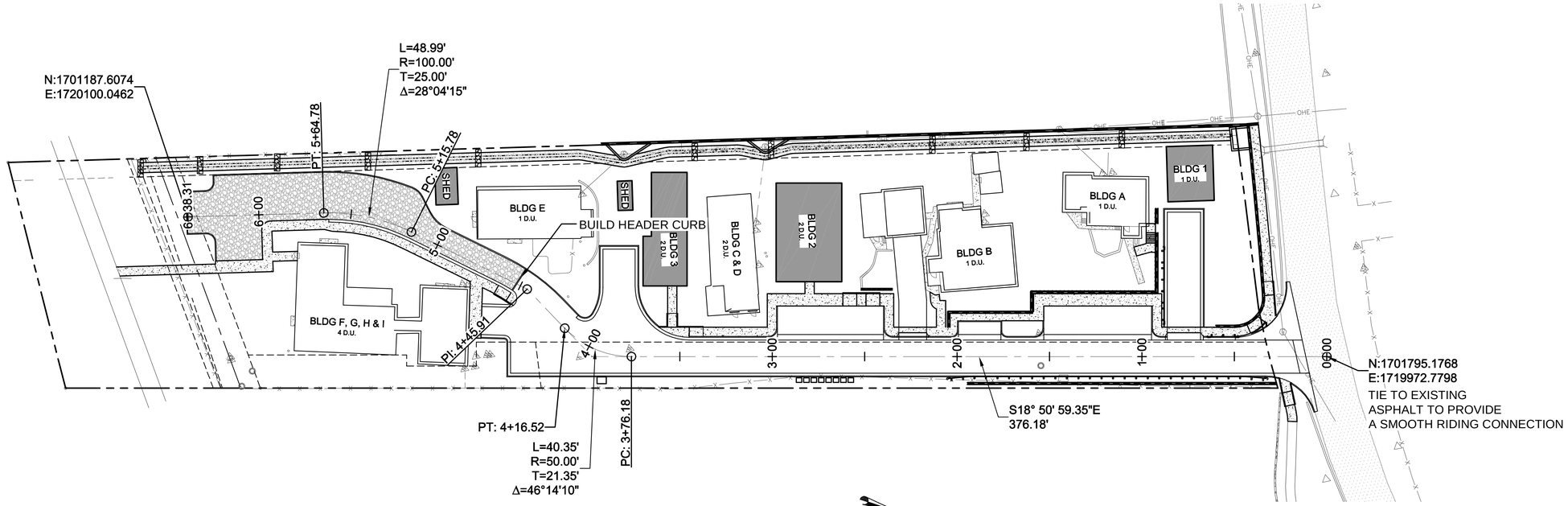
GRADING AND DRAINAGE PLAN

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 10'	8-2

ENGINEERS SEAL
DATE
REVISIONS

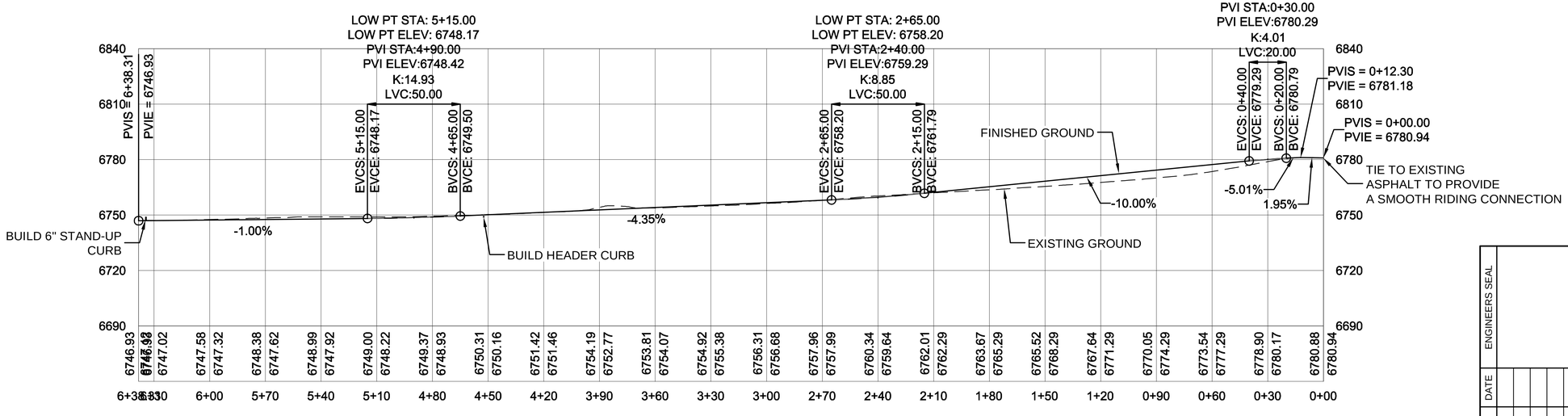


DRIVEWAY - PLAN VIEW

SCALE: 1" = 30' DESIGN SPEED = 15 MPH

0 15 30 60

SCALE: 1" = 30'



DRIVEWAY - PROFILE VIEW

SCALE HORIZ: 1" = 30'
VERT: 1" = 30'

0 15 30 60

SCALE: 1" = 30'

REVISIONS	DATE	ENGINEERS SEAL

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
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DRIVEWAY PLAN AND PROFILE

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 30'	9-1

CITY OF SANTA FE SIGNING AND STRIPING NOTES:

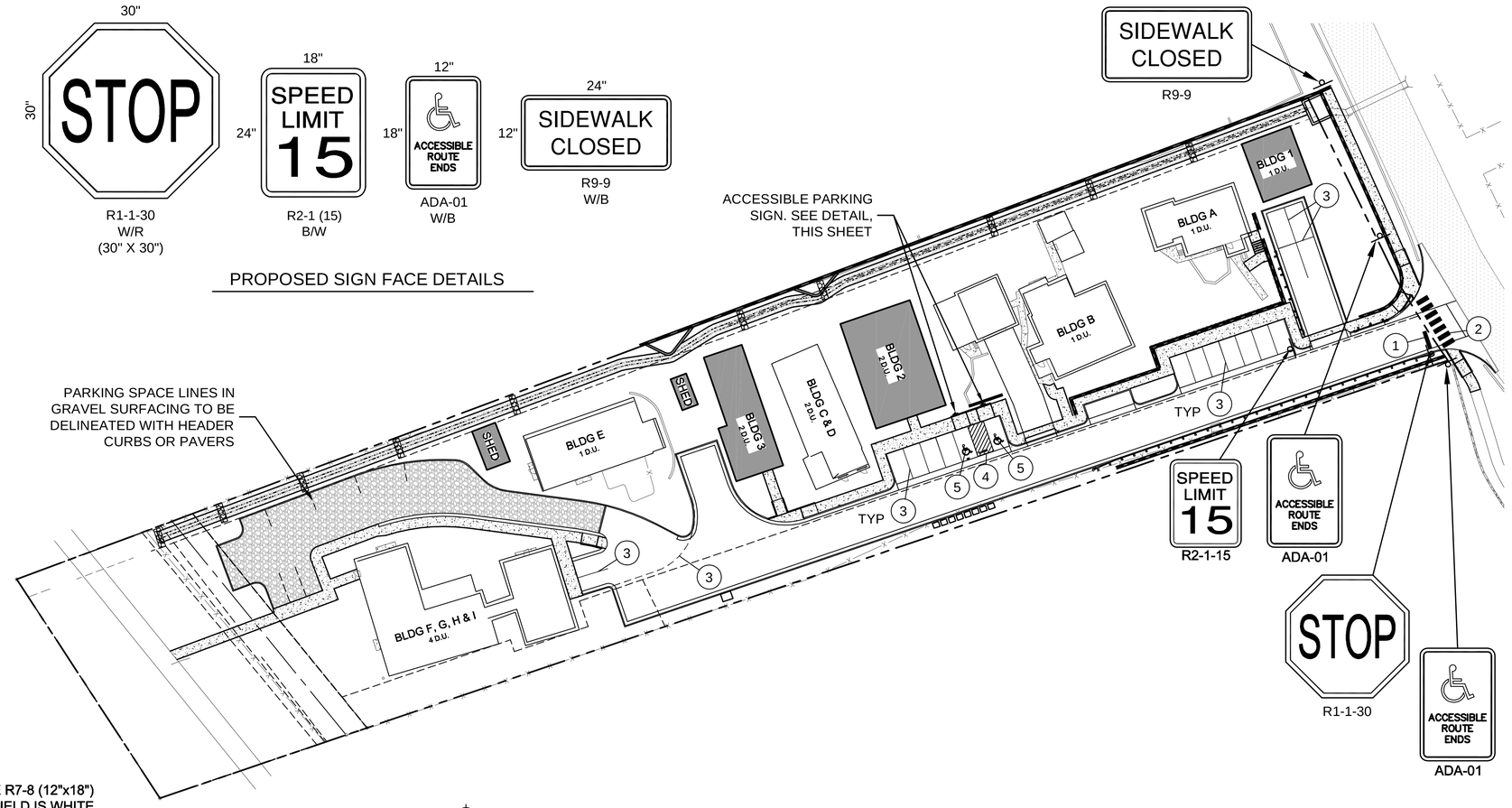
SIGN AND POST REQUIREMENTS

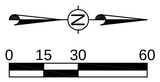
1. ALL ALUMINUM PANEL SIGNING AND STEEL POSTS SHALL COMPLY WITH THE NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT); *CURRENT* EDITION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION (SSHBC).
2. ALL SIGNING SHALL COMPLY WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) - *CURRENT* EDITION.
3. SIGNPOSTS WITH APPROVED BREAKAWAY DEVICE SHALL BE "MARION" BRAND 4 LB. / FT. U CHANNEL - BLACK; NO SUBSTITUTES ALLOWED.
4. SIGN SHEETING SHALL BE "3M" BRAND HIGH INTENSITY; NO SUBSTITUTIONS ALLOWED.
5. SIGN HEIGHT SHALL BE A MINIMUM OF 7' HIGH FROM THE BOTTOM OF THE LOWEST SIGN ABOVE THE TOP OF CURB, UNLESS OTHERWISE NOTED; AND SHALL BE PLACED IN ACCORDANCE WITH NMDOT STANDARD DRAWINGS AND SPECIFICATIONS.
6. STREET NAME LETTERING SHALL COMPLY WITH THE STANDARDS IN THE CURRENT EDITION OF THE MUTCD; THAT IS THE LETTERING SHALL BE LOWER CASE LETTERS WITH UPPERCASE INITIAL LETTERS.

STRIPING AND PAINT NOTES

1. ALL RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
2. STOP BARS SHALL BE A MINIMUM 12" WIDE; WHITE RETROREFLECTIVE PREFORMED PATTERED PAVEMENT STRIPE; AND SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
3. CROSSWALK STRIPES SHALL BE 12" WIDE; WHITE RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE, ARRANGED IN A CONTINENTAL PATTERN, THAT IS, LONGITUDINAL LINES PARALLEL TO THE FLOW OF TRAFFIC AND ARRANGED TO AVOID WHEEL PATHS, (MUTCD P. 384, SECTION 3B.18); AND SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
4. ALL RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT MARKINGS (WORD OR SYMBOL) SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
5. *RETRO-REFLECTORIZED PAINTED PAVEMENT MARKING STRIPES* - FOR HIGH-BUILT *PAINT*, USE TWO COATS AND FOR REGULAR PAINT USE THREE COATS. (DOUBLE APPLICATION TO BE APPLIED WITHIN 14 DAYS.)
6. ALL STRIPING SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD) - CURRENT EDITION, AND THE NMDOT SSHBC.

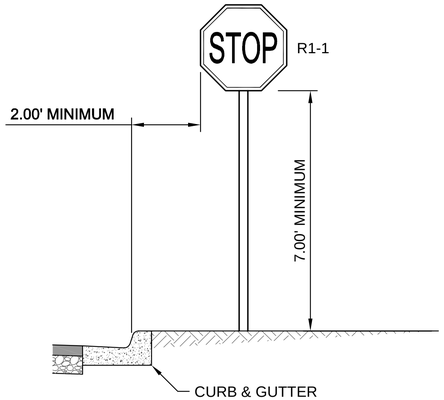
PROPOSED SIGN FACE DETAILS





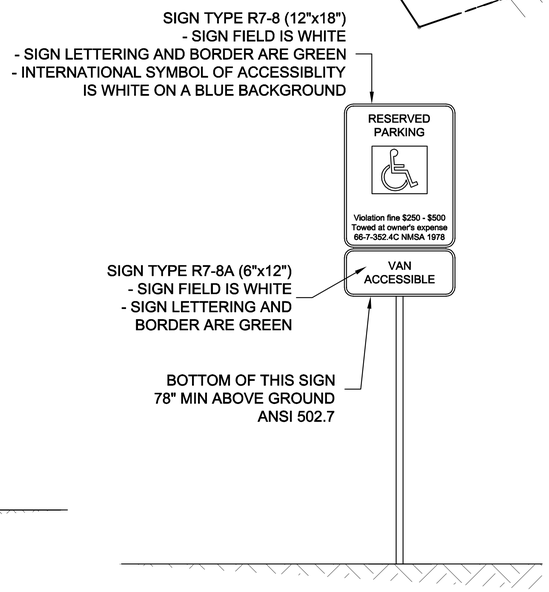
SIGNING AND STRIPING PLAN

SCALE: 1" = 30'



TYPICAL SIGN PLACEMENT

SCALE: N.T.S.



ACCESSIBLE SIGN DETAIL

SCALE: N.T.S.

STRIPING KEY ⓧ	
1	24" WHITE STOP BAR - RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE
2	24" WHITE CROSSWALK - RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE
3	4" WHITE STRIPE [PAINT] DOUBLE APPLICATION AFTER 14 DAYS
4	4" BLUE STRIPE [PAINT] DOUBLE APPLICATION AFTER 14 DAYS
5	PREFORMED MARKING - INTERNATIONAL SYMBOL OF ACCESSIBILITY

ENGINEER'S SEAL

DATE

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TRAFFIC DIV.		
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REZONING AND DEVELOPMENT PLAN
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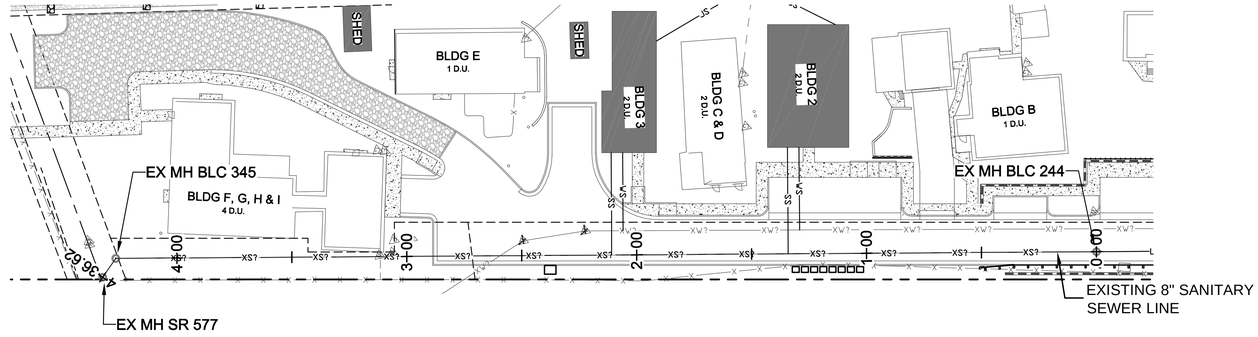
SANTA FE, NEW MEXICO

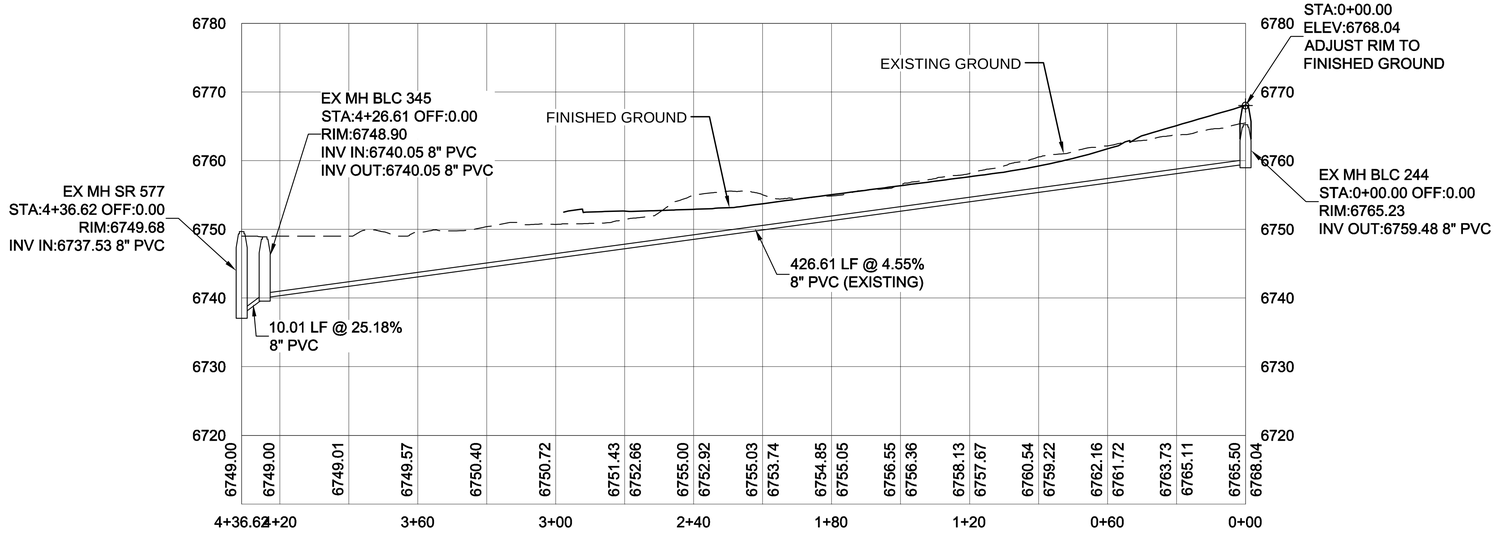
SIGNING AND STRIPING PLAN

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 30'	10-1



EXISTING SANITARY SEWER LINE - PLAN VIEW

SCALE: 1" = 30'



EXISTING SANITARY SEWER LINE - PROFILE VIEW

SCALE HORIZ: 1" = 30'
VERT: 1" = 10'

0 15 30 60
SCALE: 1" = 30'

0 5 10 20
SCALE: 1" = 10'

ENGINEERS SEAL

DATE

REVISIONS

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
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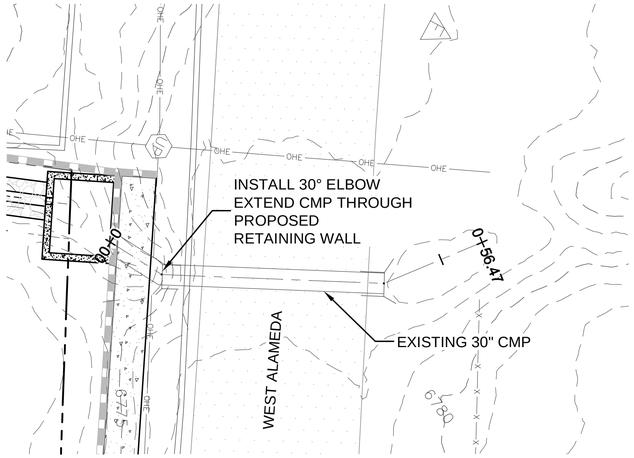
SANTA FE, NEW MEXICO

SANITARY SEWER PLAN AND PROFILE

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 30'	11-1

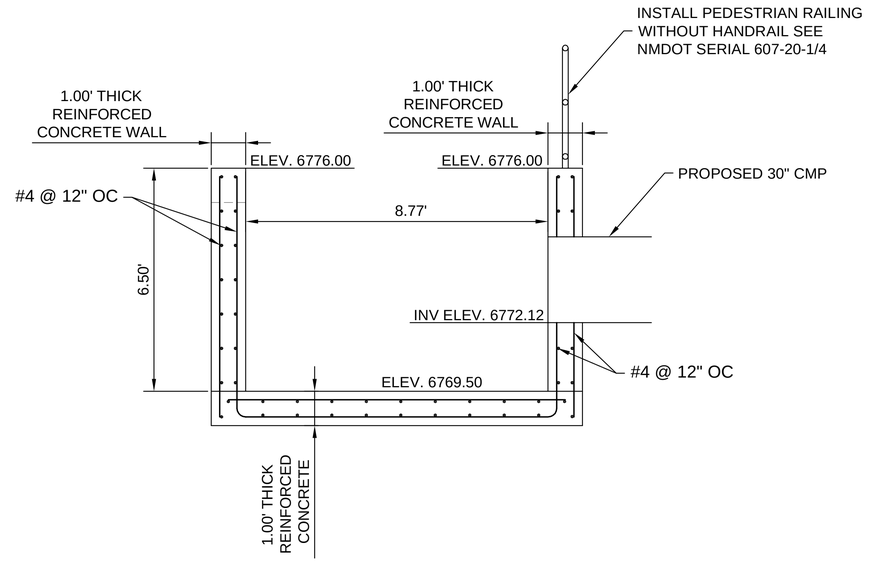


EXISTING 30" CMP - PLAN VIEW

SCALE: 1" = 10'

EXISTING 30" CMP - PROFILE VIEW

SCALE HORIZ: 1" = 10'
VERT: 1" = 10'



ENERGY DISSIPATOR BLOWUP

SCALE: 1" = 2'

0 5 10 20

SCALE: 1" = 10'

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
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REZONING AND DEVELOPMENT PLAN
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SANTA FE, NEW MEXICO

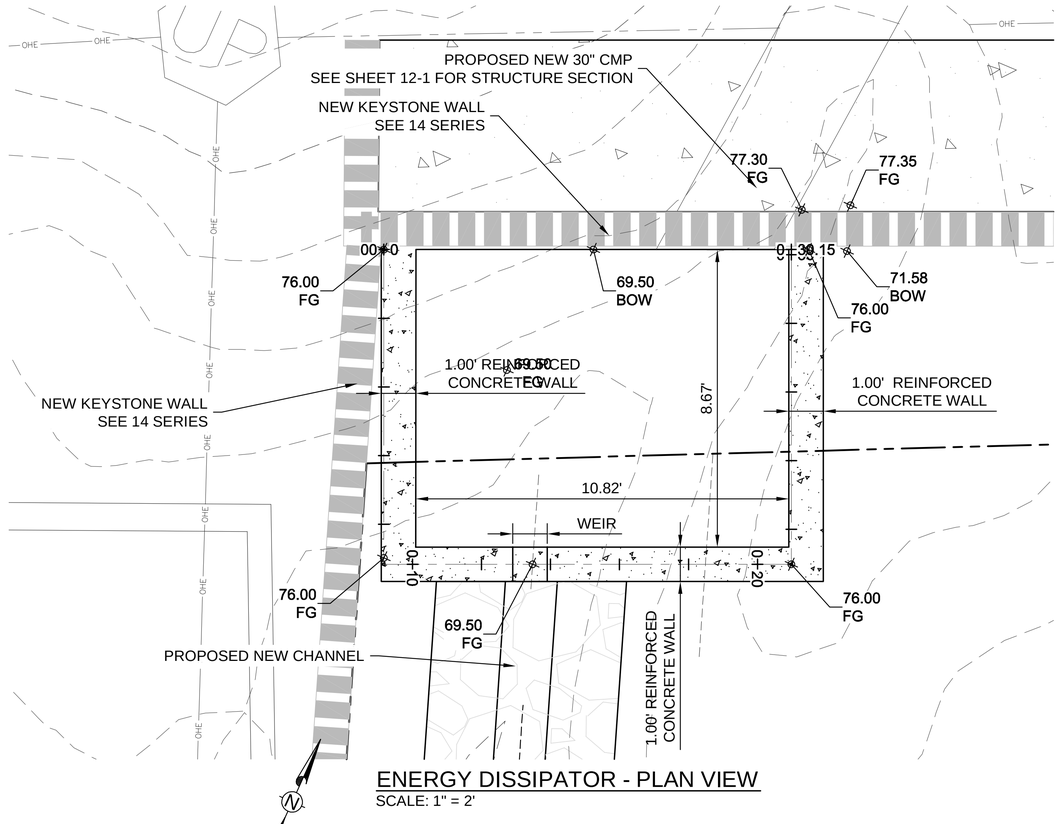
STRUCTURE SECTIONS

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 10'	12-1

ENGINEERS SEAL

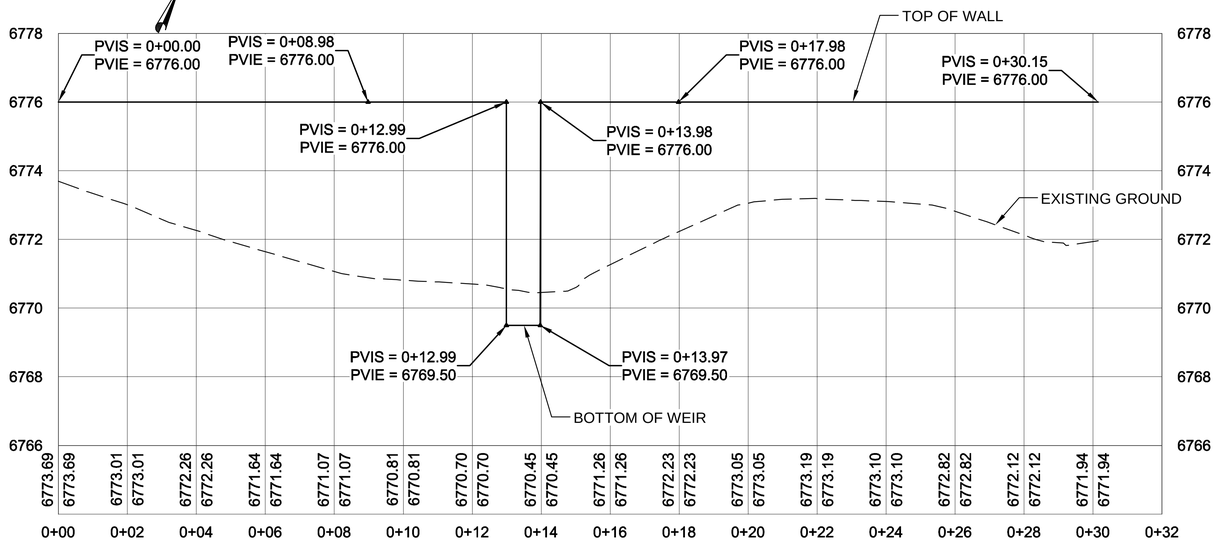
DATE

REVISIONS



ENERGY DISSIPATOR - PLAN VIEW

SCALE: 1" = 2'



ENERGY DISSIPATOR - PROFILE VIEW

SCALE HORIZ: 1" = 2'
VERT: 1" = 2'

0 1 2 4
SCALE: 1" = 2'

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
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FIRE		
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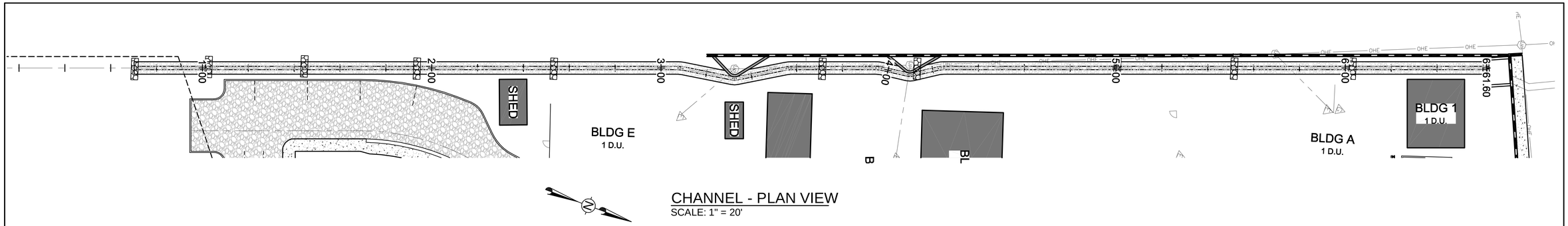
ENERGY DISSIPATOR PLAN AND PROFILE

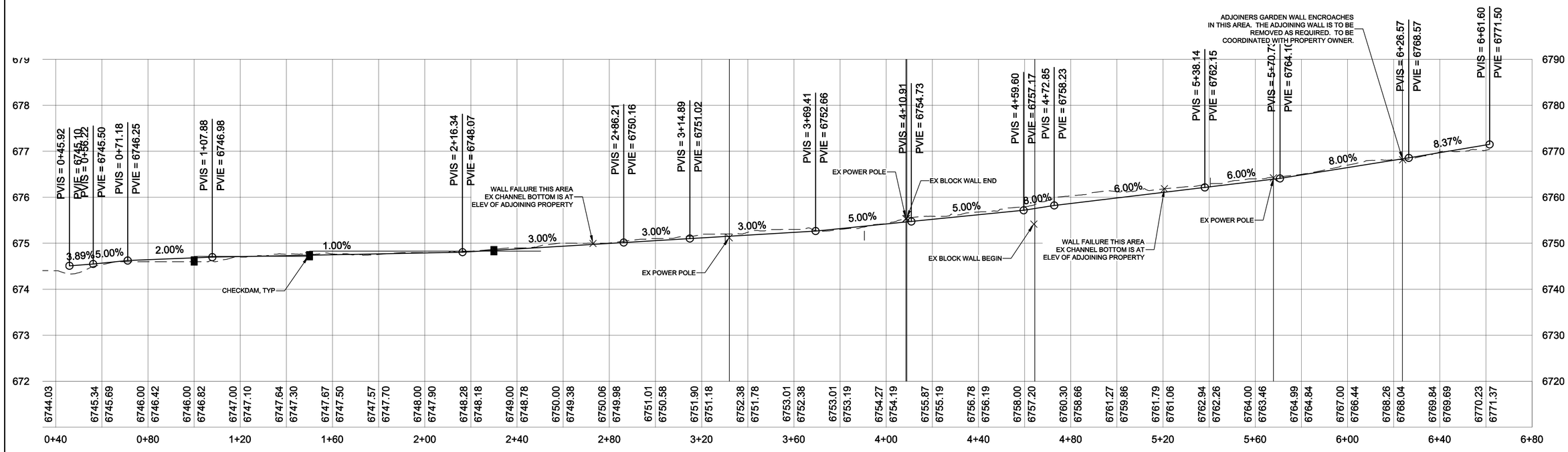
DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 2'	12-2

ENGINEERS SEAL
DATE
REVISIONS



CHANNEL - PLAN VIEW

SCALE: 1" = 20'



CHANNEL - PROFILE VIEW

SCALE HORIZ: 1" = 20'
VERT: 1" = 10'

0 10 20 40
SCALE: 1" = 20'

0 5 10 20
SCALE: 1" = 10'

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
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CHANNEL PLAN AND PROFILE

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 20'	13-1

REVISIONS	DATE	ENGINEERS SEAL
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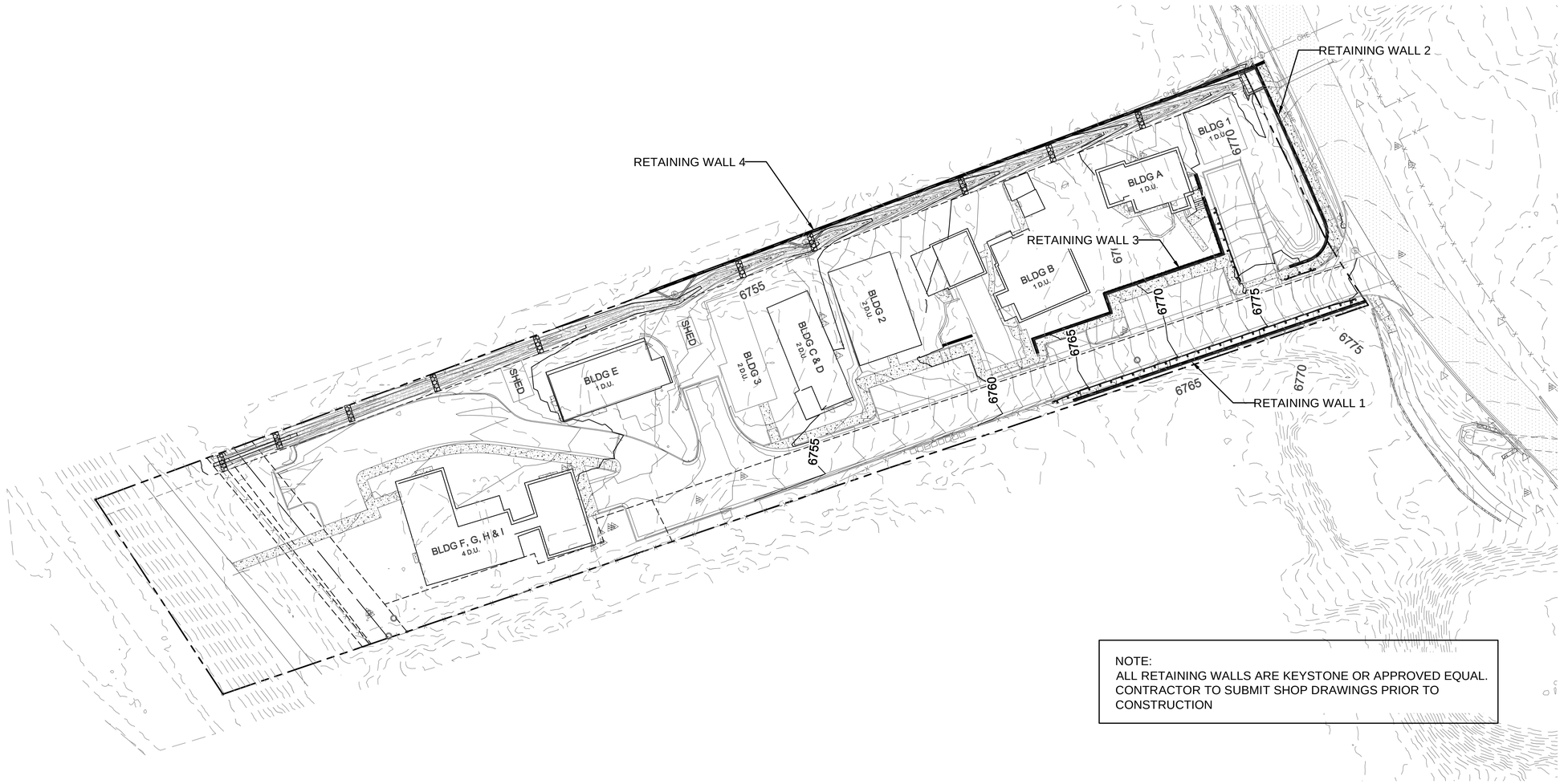

NOTE:
ALL RETAINING WALLS ARE KEYSTONE OR APPROVED EQUAL.
CONTRACTOR TO SUBMIT SHOP DRAWINGS PRIOR TO CONSTRUCTION

0 15 30 60
SCALE: 1" = 30'

RETAINING WALL LOCATION PLAN
SCALE: 1" = 30'

ENGINEERS SEAL

DATE

REVISIONS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
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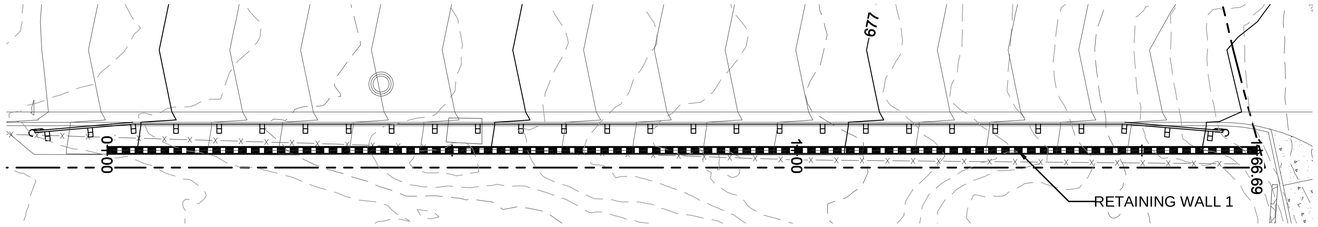
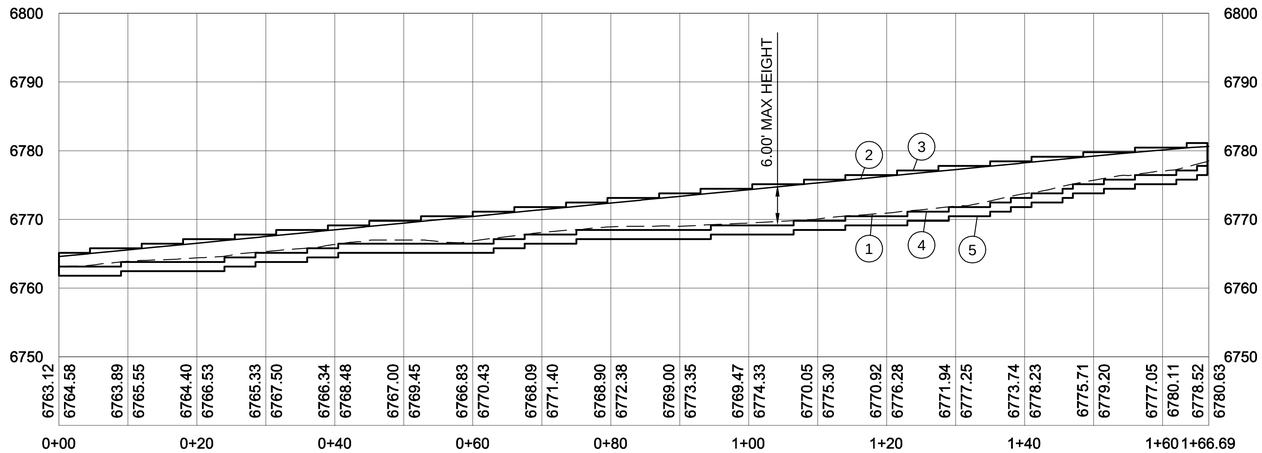
RETAINING WALL LOCATION PLAN

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 30'	14-1



RETAINING WALL 1 - PLAN VIEW

SCALE: 1" = 10'



RETAINING WALL 1 - PROFILE VIEW

SCALE HORIZ: 1" = 10'
VERT: 1" = 10'

SHEET KEYNOTES

1. EXISTING GROUND
2. FINISHED GROUND
3. TOP OF WALL
4. BOTTOM OF WALL (EXPOSED FACE)
5. BOTTOM OF WALL (BELOW GROUND)

0 5 10 20

SCALE: 1" = 10'

NOTE:
ALL RETAINING WALLS ARE KEYSTONE OR APPROVED EQUAL. CONTRACTOR TO SUBMIT SHOP DRAWINGS PRIOR TO CONSTRUCTION

ENGINEERS SEAL	
DATE	
REVISIONS	◁ ◁ ◁ ◁ ◁ ◁ ◁

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
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WATER SERVICES		
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TRAFFIC DIV.		
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REZONING AND DEVELOPMENT PLAN
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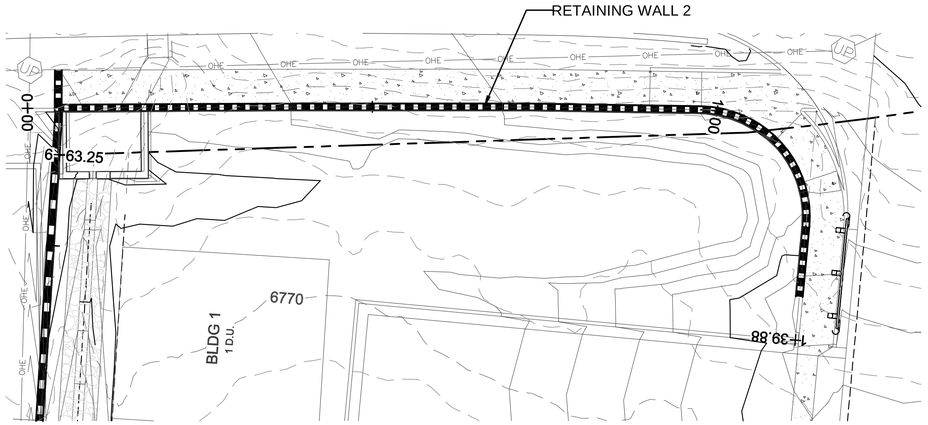
SANTA FE, NEW MEXICO

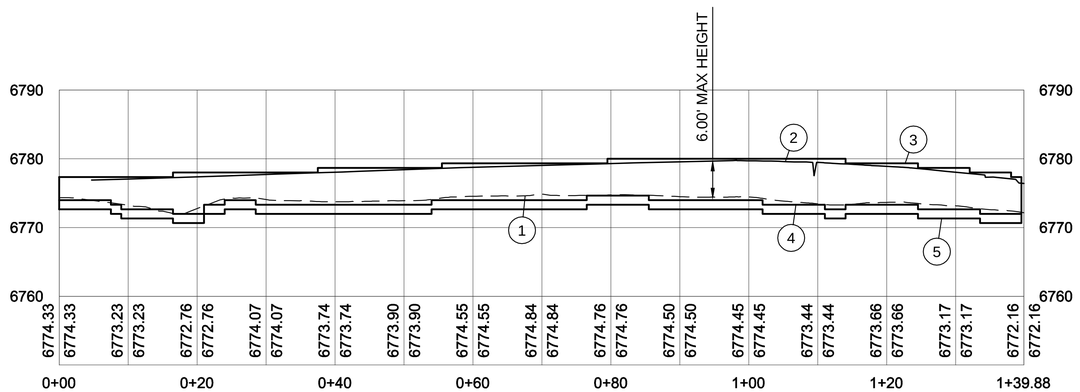
RETAINING WALL PLAN AND PROFILES

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 10'	14-2



RETAINING WALL 2 - PLAN VIEW

SCALE: 1" = 10'



RETAINING WALL 2 - PROFILE VIEW

SCALE HORIZ: 1" = 10'
VERT: 1" = 10'

SHEET KEYNOTES

1. EXISTING GROUND
2. FINISHED GROUND
3. TOP OF WALL
4. BOTTOM OF WALL (EXPOSED FACE)
5. BOTTOM OF WALL (BELOW GROUND)

0 5 10 20
SCALE: 1" = 10'

NOTE:
ALL RETAINING WALLS ARE KEYSTONE OR APPROVED EQUAL. CONTRACTOR TO SUBMIT SHOP DRAWINGS PRIOR TO CONSTRUCTION

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
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STREETS DIV.		
TRAFFIC DIV.		
FIRE		
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REZONING AND DEVELOPMENT PLAN SUBMITTAL FOR
LOS CANALES
SANTA FE, NEW MEXICO

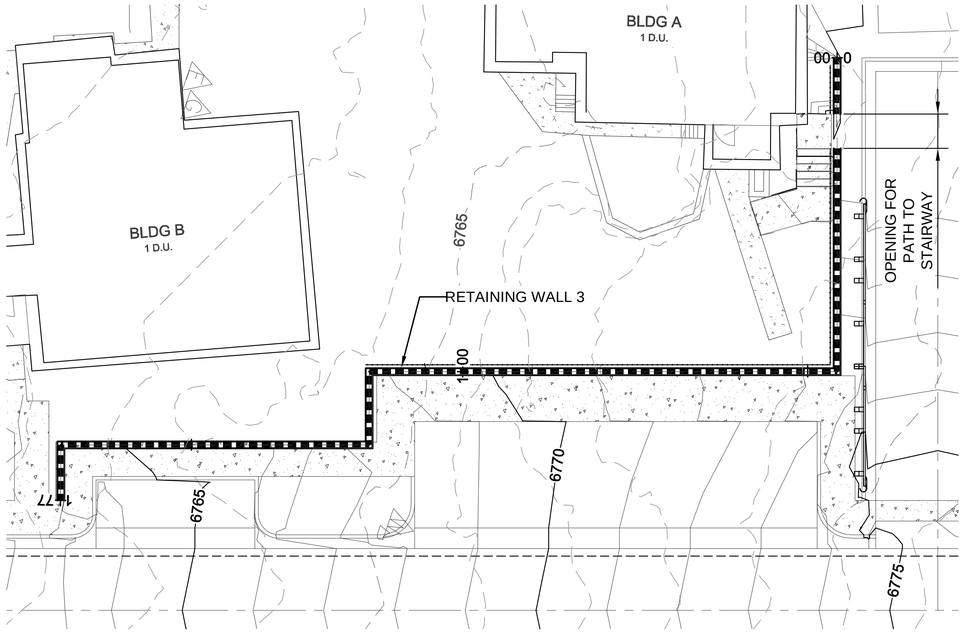
RETAINING WALL PLAN AND PROFILES

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 10'	14-3

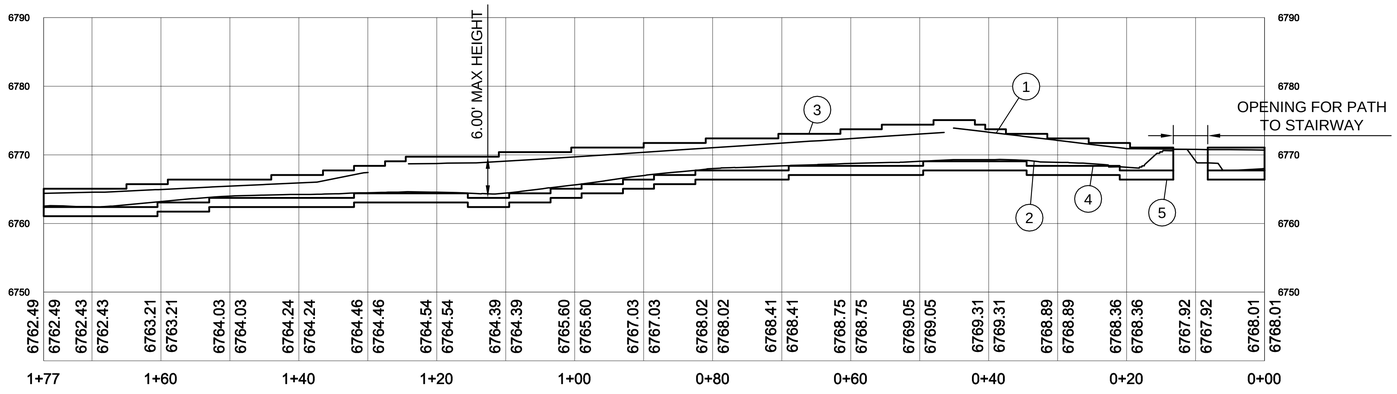
ENGINEERS SEAL

DATE

REVISIONS



RETAINING WALL 3 - PLAN VIEW
SCALE: 1" = 10'



RETAINING WALL 3 - PROFILE VIEW
SCALE HORIZ: 1" = 10'
VERT: 1" = 10'

SHEET KEYNOTES

1. FINISHED GROUND AT TOP OF WALL
2. FINISHED GROUND AT BOTTOM OF WALL
3. TOP OF WALL
4. BOTTOM OF WALL (EXPOSED FACE)
5. BOTTOM OF WALL (BELOW GROUND)

0 5 10 20
SCALE: 1" = 10'

NOTE:
ALL RETAINING WALLS ARE KEYSTONE OR APPROVED EQUAL. CONTRACTOR TO SUBMIT SHOP DRAWINGS PRIOR TO CONSTRUCTION

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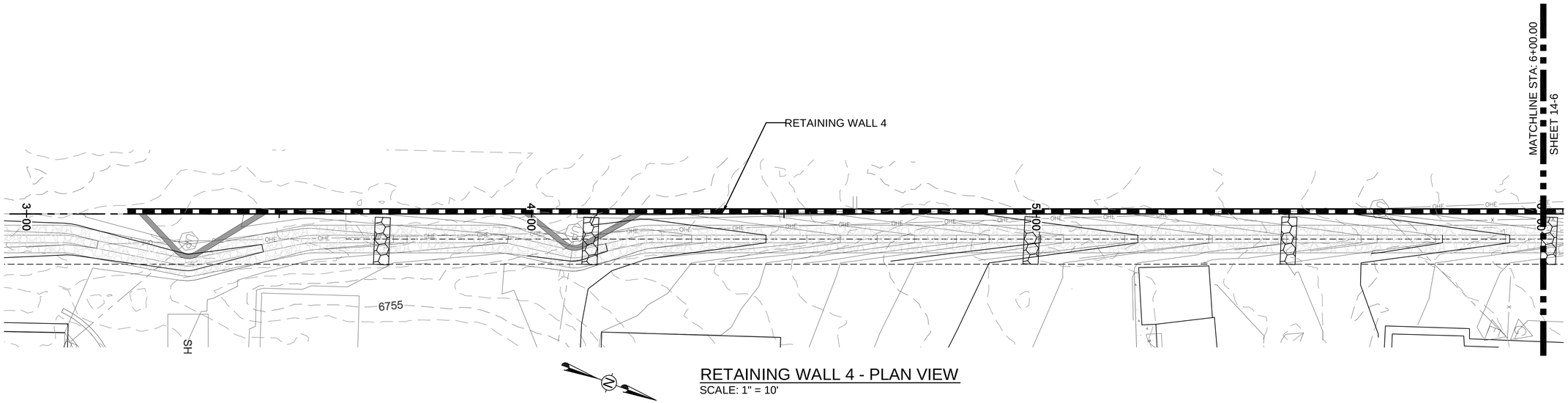
SANTA FE, NEW MEXICO

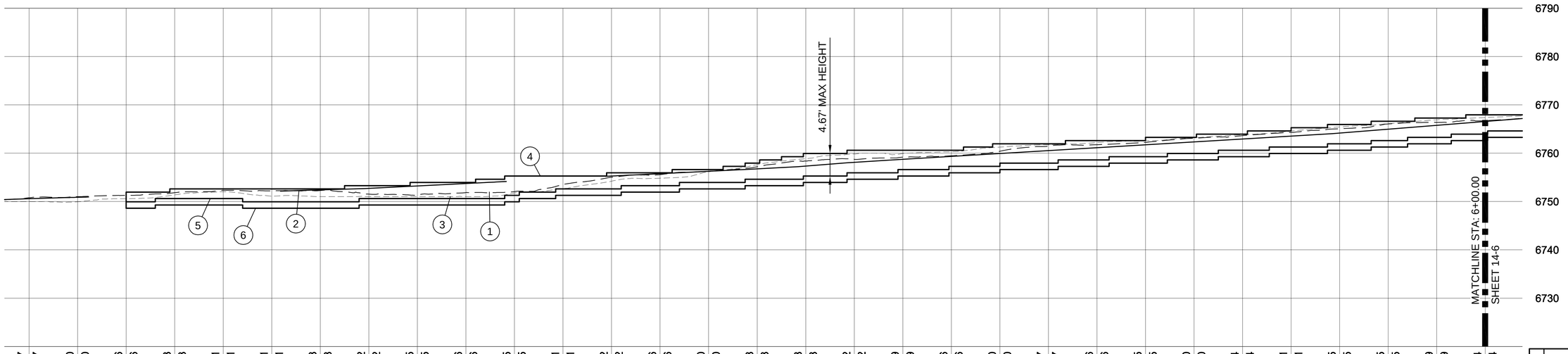
RETAINING WALL PLAN AND PROFILES

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 10'	14-4



RETAINING WALL 4 - PLAN VIEW

SCALE: 1" = 10'



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3+00		3+20		3+40		3+60		3+80		4+00		4+20		4+40		4+60		4+80		5+00		5+20		5+40		5+60		5+80		6+00	

SHEET KEYNOTES

1. FINISHED GROUND AT EDGE OF WALL
2. EXISTING GROUND AT PROPERTY LINE
3. EXISTING GROUND 5' DOWNSTREAM
4. TOP OF WALL
5. BOTTOM OF WALL (EXPOSED FACE)
6. BOTTOM OF WALL (BELOW GROUND)

RETAINING WALL 4 - PROFILE VIEW

SCALE HORIZ: 1" = 10'
VERT: 1" = 10'

0 5 10 20

SCALE: 1" = 10'

NOTE:
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RETAINING WALL PLAN AND PROFILES

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 10'	14-5

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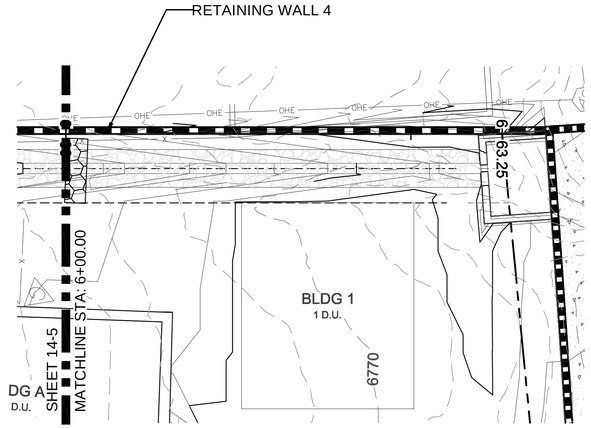
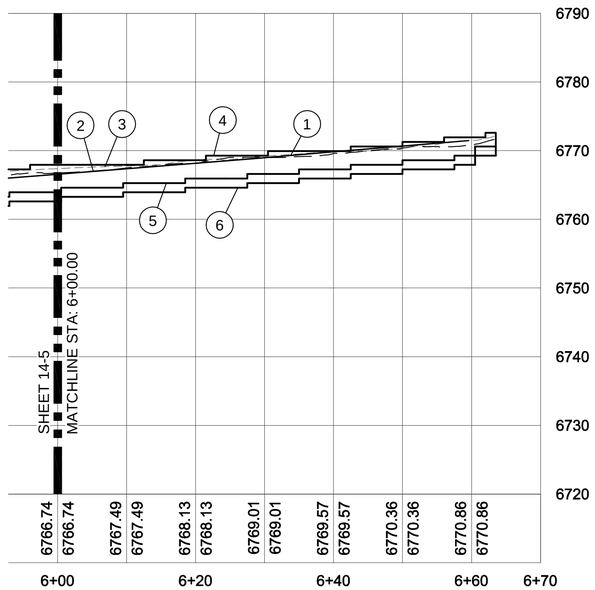


RETAINING WALL 4 - PLAN VIEW (CONT'D)

SCALE: 1" = 10'



RETAINING WALL 4 - PROFILE VIEW (CONT'D)

SCALE HORIZ: 1" = 10'
VERT: 1" = 10'

SHEET KEYNOTES

1. FINISHED GROUND AT EDGE OF WALL
2. EXISTING GROUND AT PROPERTY LINE
3. EXISTING GROUND 5' DOWNSTREAM
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0 5 10 20
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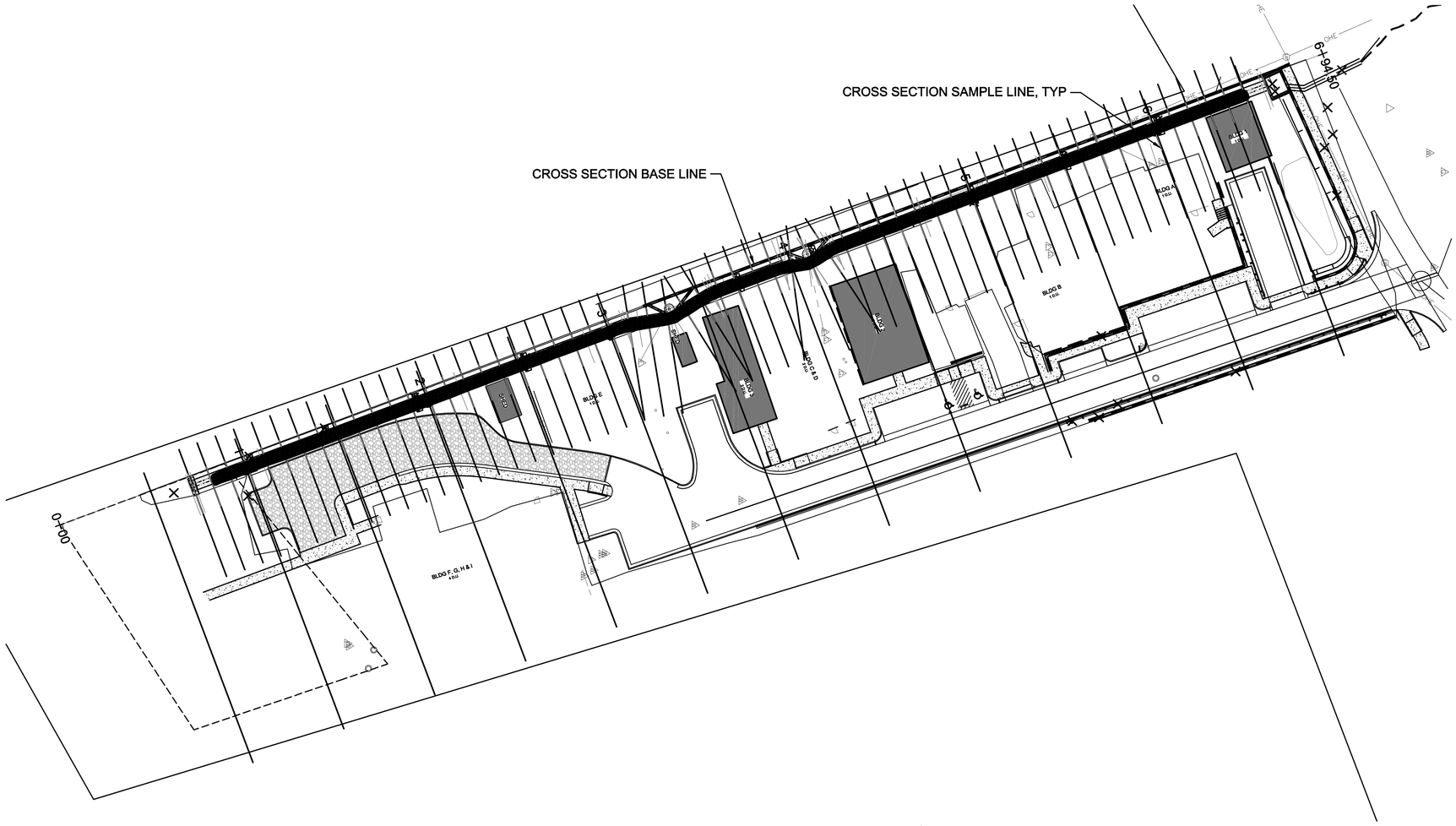
RETAINING WALL PLAN AND PROFILES

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 10'	14-6

ENGINEERS SEAL
DATE
REVISIONS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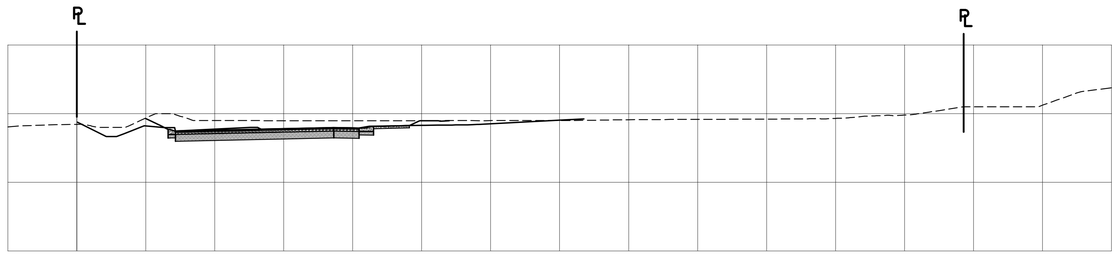
WEST

EAST



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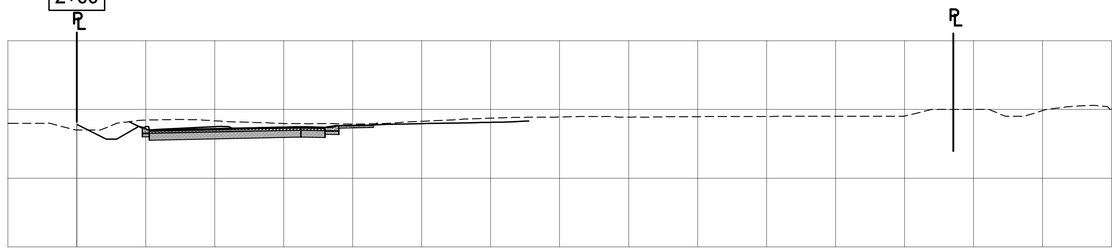

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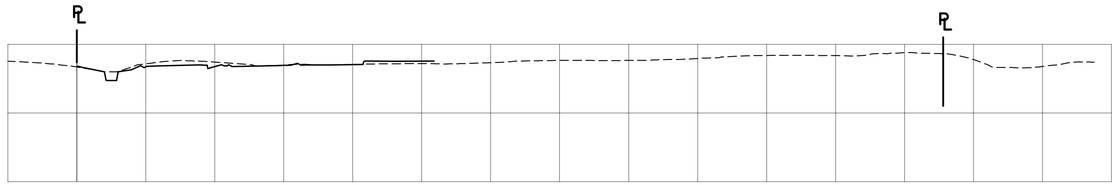

1+00

0 5 10 20

SCALE: 1" = 10'

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
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REZONING AND DEVELOPMENT PLAN
SUBMITTAL FOR
LOS CANALES
SANTA FE, NEW MEXICO

SITE CROSS SECTIONS

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 10'	15-2

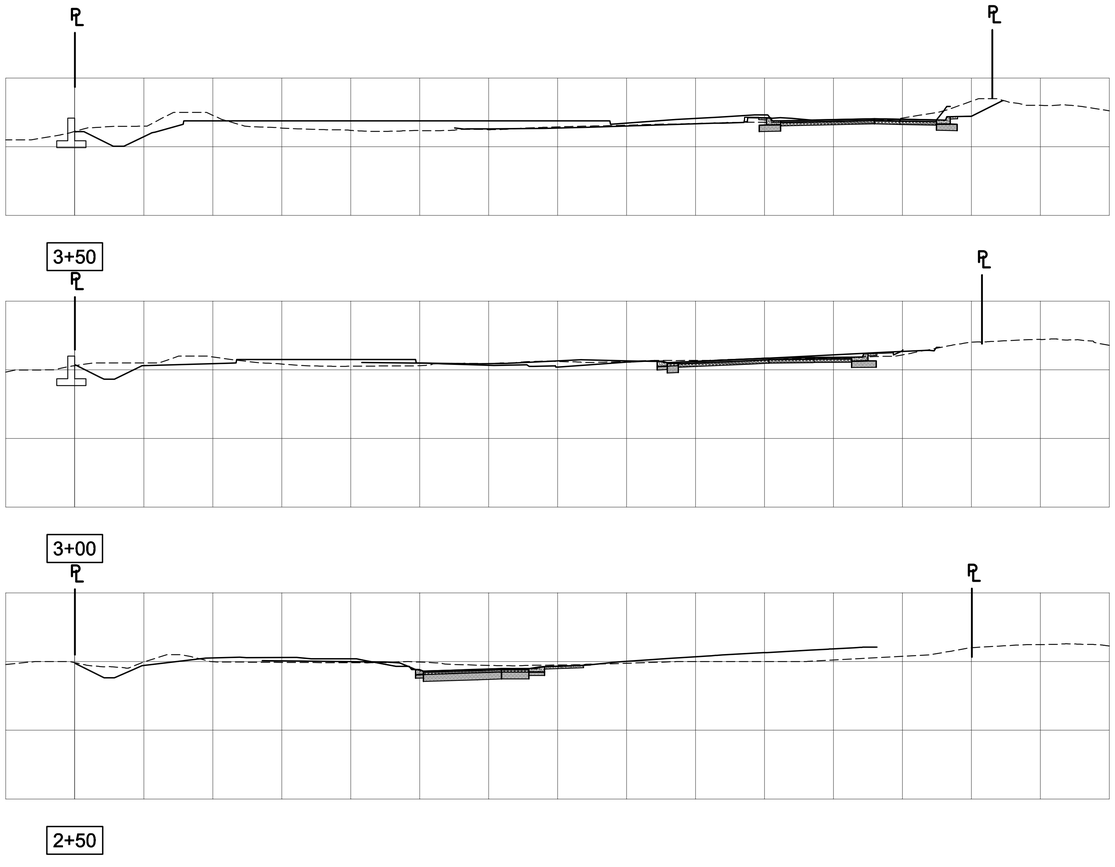
ENGINEERS SEAL

DATE

REVISIONS

WEST

EAST



0 5 10 20

SCALE: 1" = 10'

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
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TRAFFIC DIV.		
FIRE		
LANDSCAPE		
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REZONING AND DEVELOPMENT PLAN
SUBMITTAL FOR
LOS CANALES
SANTA FE, NEW MEXICO

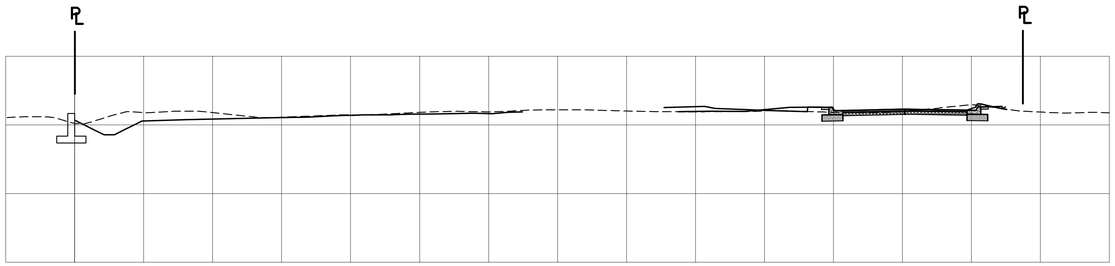
SITE CROSS SECTIONS

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 10'	15-3

ENGINEERS SEAL	
DATE	
REVISIONS	

WEST

EAST



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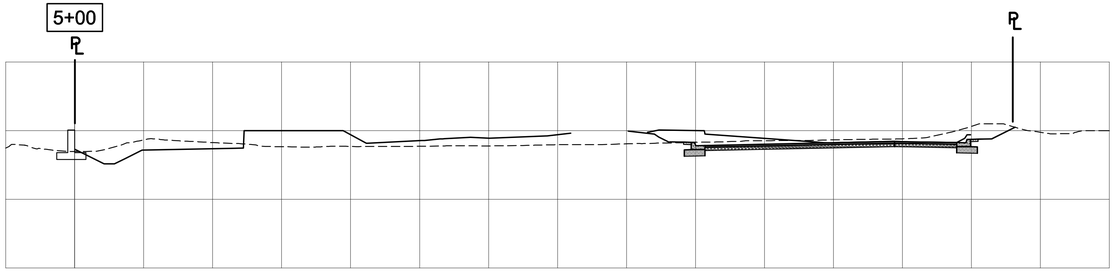

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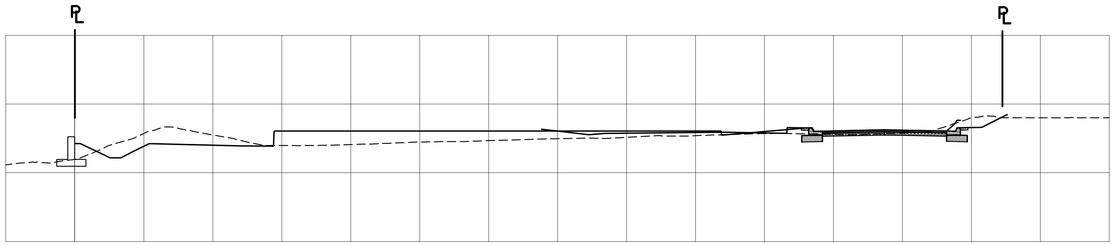

4+00

0 5 10 20

SCALE: 1" = 10'

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
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REZONING AND DEVELOPMENT PLAN
SUBMITTAL FOR
LOS CANALES
SANTA FE, NEW MEXICO

SITE CROSS SECTIONS

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 10'	15-4

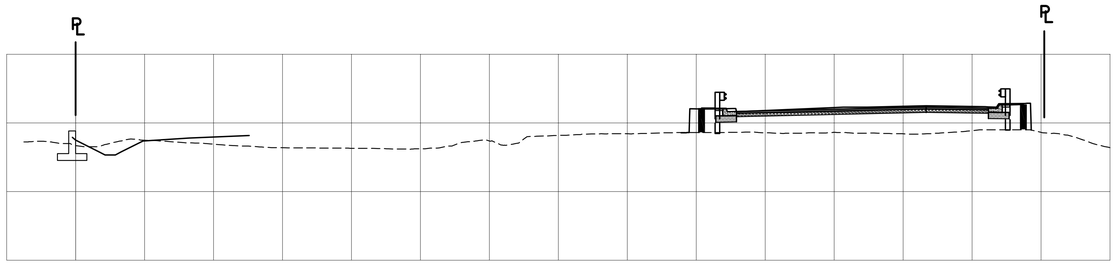
ENGINEERS SEAL

DATE

REVISIONS

WEST

EAST



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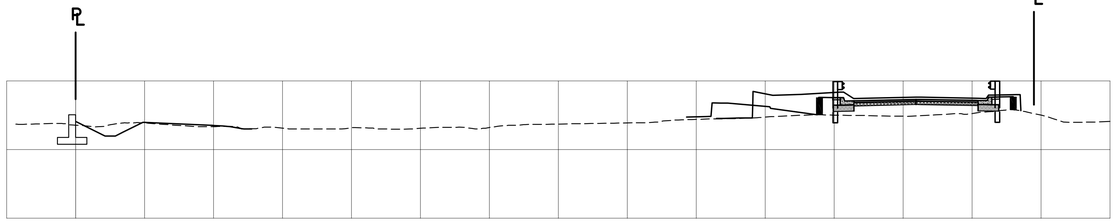

5+50

0 5 10 20

SCALE: 1" = 10'

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
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STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
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REZONING AND DEVELOPMENT PLAN
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LOS CANALES
SANTA FE, NEW MEXICO

SITE CROSS SECTIONS

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 10'	15-5

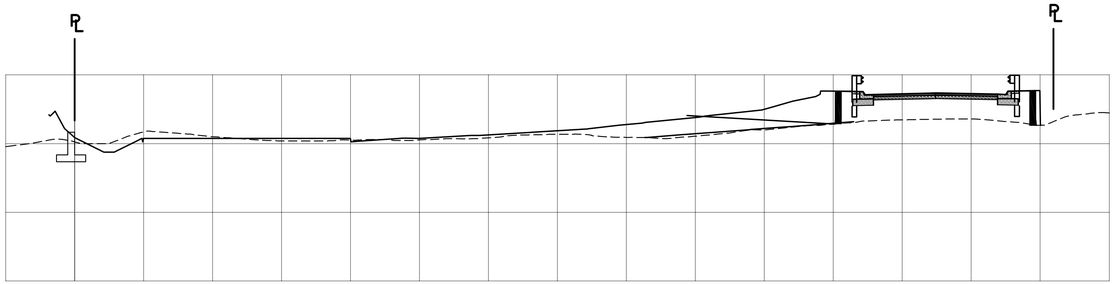
ENGINEERS SEAL

DATE

REVISIONS

WEST

EAST



6+50

0 5 10 20

SCALE: 1" = 10'

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		

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REZONING AND DEVELOPMENT PLAN
SUBMITTAL FOR
LOS CANALES
SANTA FE, NEW MEXICO

SITE CROSS SECTIONS

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 10'	15-6

REVISIONS	DATE	ENGINEER'S SEAL
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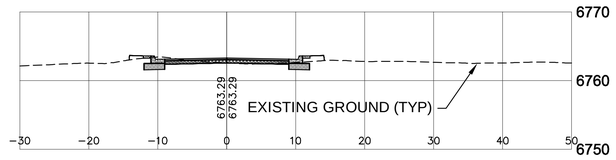

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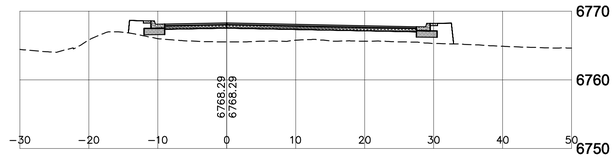

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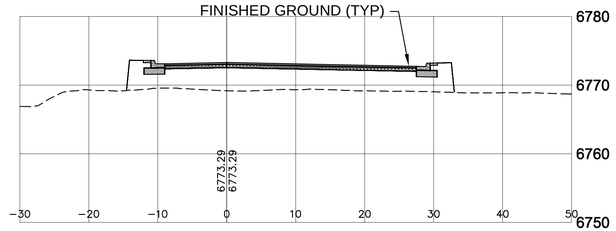

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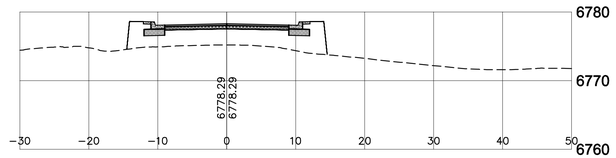

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0 5 10 20

SCALE: 1" = 10'

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		

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REZONING AND DEVELOPMENT PLAN
SUBMITTAL FOR
LOS CANALES
SANTA FE, NEW MEXICO

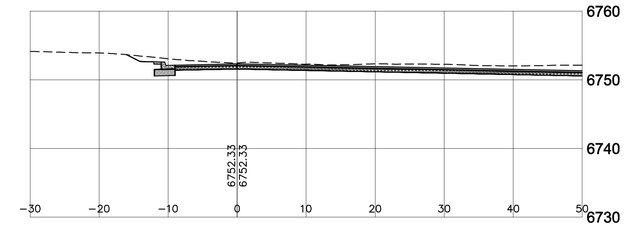
ROADWAY CROSS SECTIONS

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 10'	15-7

ENGINEERS SEAL

DATE

REVISIONS



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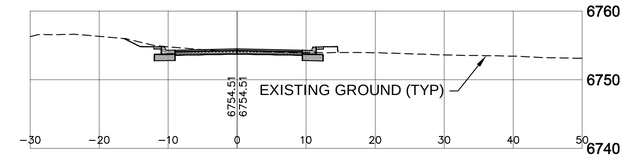

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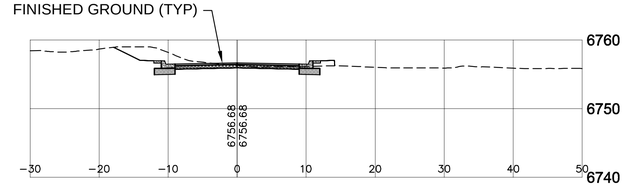

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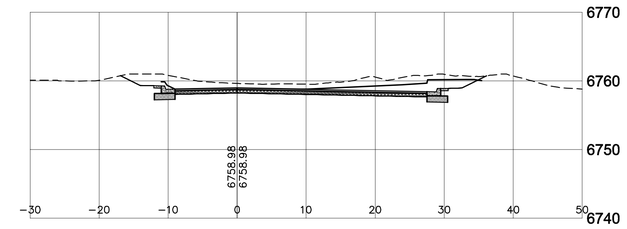

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SCALE: 1" = 10'

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STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		

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REZONING AND DEVELOPMENT PLAN
SUBMITTAL FOR
LOS CANALES
SANTA FE, NEW MEXICO

ROADWAY CROSS SECTIONS

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 10'	15-8

REVISIONS	DATE	ENGINEERS SEAL
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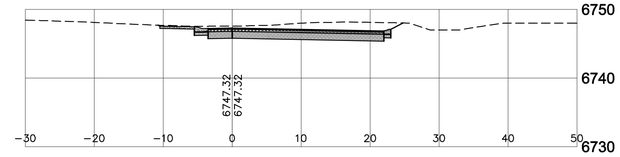

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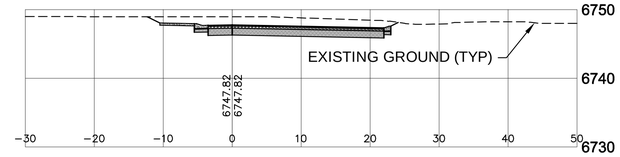

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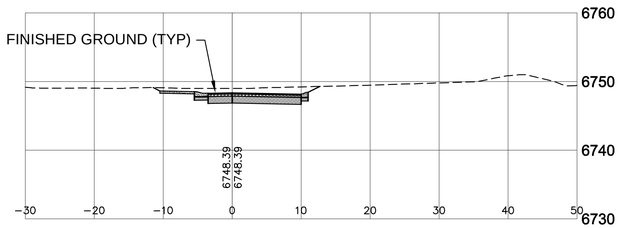

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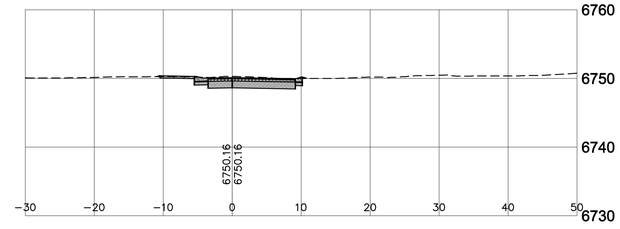

4+50

0 5 10 20

SCALE: 1" = 10'

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
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REZONING AND DEVELOPMENT PLAN
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LOS CANALES
SANTA FE, NEW MEXICO

ROADWAY CROSS SECTIONS

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 10'	15-9

REVISIONS	DATE	ENGINEERS SEAL
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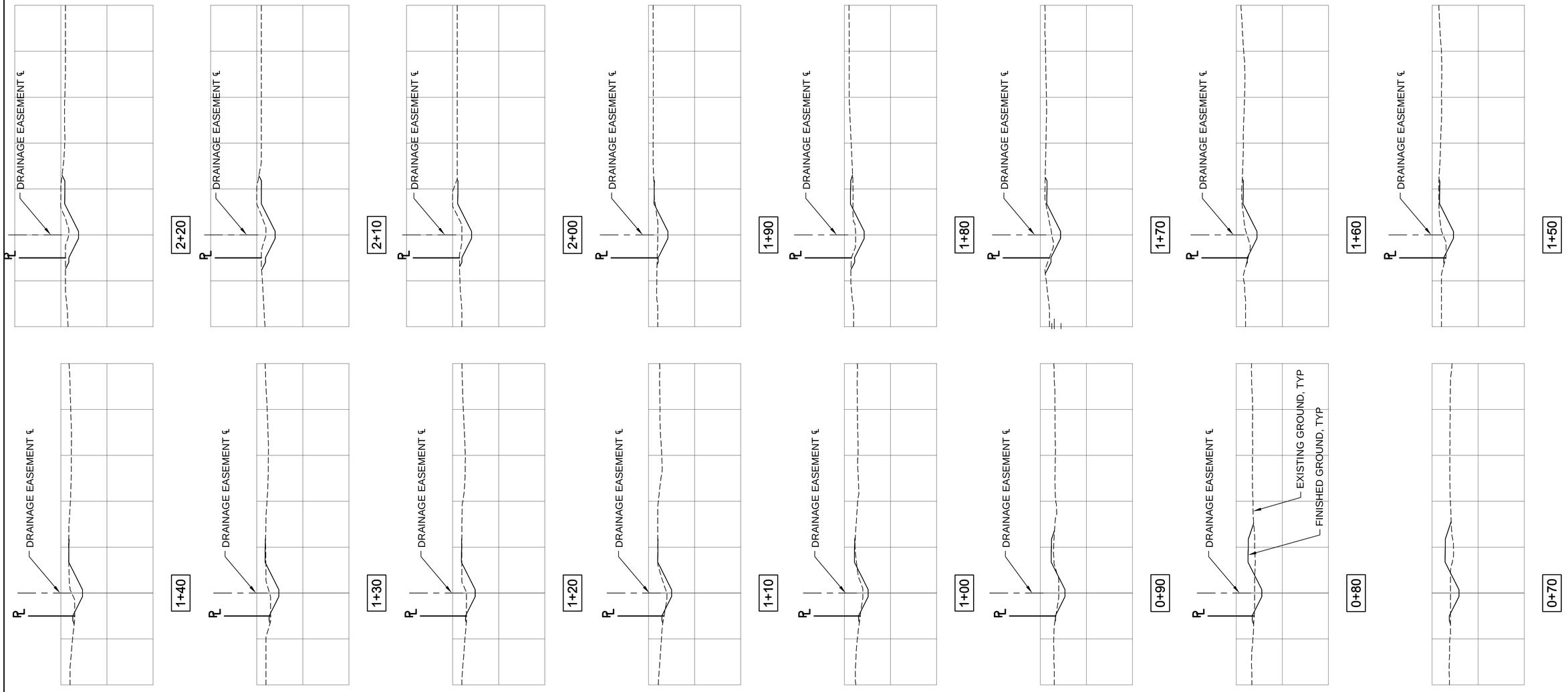

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SCALE: 1" = 10'

CASE # _____

CITY REVIEW		
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REZONING AND DEVELOPMENT PLAN
SUBMITTAL FOR
LOS CANALES
SANTA FE, NEW MEXICO

CHANNEL CROSS SECTIONS

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 10'	15-10

REVISIONS	DATE	ENGINEERS SEAL
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0 5 10 20

SCALE: 1" = 10'

CASE # _____

CITY REVIEW		
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REVISIONS

REZONING AND DEVELOPMENT PLAN
SUBMITTAL FOR
LOS CANALES
SANTA FE, NEW MEXICO

CHANNEL CROSS SECTIONS

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 10'	15-11

0 5 10 20

SCALE: 1" = 10'

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
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LOS CANALES
SANTA FE, NEW MEXICO

CHANNEL CROSS SECTIONS

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 10'	15-12

ENGINEER'S SEAL

DATE

REVISIONS

0 5 10 20

SCALE: 1" = 10'

CASE # _____

CITY REVIEW		
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TRAFFIC DIV.		
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REZONING AND DEVELOPMENT PLAN
SUBMITTAL FOR
LOS CANALES
SANTA FE, NEW MEXICO

CHANNEL CROSS SECTIONS

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 10'	15-13

REVISIONS	DATE	ENGINEER'S SEAL
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STORM WATER POLLUTION PREVENTION PLAN
2190 WEST ALAMEDA STREET
SANTA FE, NEW MEXICO

1. SITE AND PROJECT DESCRIPTION

The project site is currently developed with several residential units. The site is bordered by West Alameda Street to the north, The Santa Fe River to the South, a partially developed residential tract to the West, and a fully developed residential subdivision to the East.

1.1 Owner Operator:
Homewise, Inc.
1301 Siler Road, Bldg D
Santa Fe, NM 87507

Construction Operator (Separate NPDES Permit needed).

_____

_____

_____

_____

Telephone: _____

Fax: _____

1.2 Location of the site:

The site is located in Township 17 North, Range 9 East, Section 27, in Santa Fe, New Mexico.

The latitude and longitude are as follows:

Latitude: 35˚40'32" N
Longitude: 105˚58'54" W

1.3 The total area of the site:

2.01 ± acres

1.4 The area of the site that is expected to be disturbed:

2.01 ± acres

1.5 Endangered Species:

Based on the instruction provided by the EPA Compliance Assurance and Enforcement Division Water Enforcement Branch, Region 6 "Storm Water Region 6 NPDES General Permit for Storm Water Discharge from Construction Activity," there are no endangered or threaten species, or designated critical habitat, which are likely to be adversely affected by the construction activity's storm water discharge or storm water discharge related activities.

1.6 Intended sequence of major construction activities:

1. Install Best Management Practices (BMP's). The contractor shall minimize soil disturbance and insure the proper stockpiling of materials.

2. Site Grading. The contractors shall use site-specific controls as shown on the Temporary Erosion Control Plans and Grading and Drainage Plans. Soil disturbance shall be minimized.

3. Installation of Utilities including trenching, stockpiling of excavated materials and backfilling. The contractors shall use site-specific controls as shown on the Temporary Erosion Control Plans.

4. Stabilization. The contractors shall use site-specific controls as shown on the Permanent Erosion Control Plans.

1.7 The following maps have been prepared:

1.7.1 Vicinity Map

See sheet 1-1.

1.7.2 Drainage patterns:

Grading and Drainage Plans, 8 series.

1.7.3 Approximate slopes after major grading.

Permanent Erosion Control Plan, 16-3.

1.7.4 Outline area of disturbance:

Permanent Erosion Control Plan, sheet 16-3.

1.7.5 Outline of areas which won't be disturbed:

See SWPPP Plan, this sheet.

1.7.6 Location of major structural and non-structural concepts:

Temporary Erosion Control Plan, sheet 16-2.

1.7.7 Areas where stabilization practices are expected to occur.

Permanent Erosion Control Plan, sheet 16-3.

2. DESCRIPTION OF CONTROLS

2.1 Posting Requirements:

The Contractor will post conspicuously near the entrance to the site the following items:

Copies of NOIs
Name and telephone number of contact persons.

2.2 "Good Housekeeping":

The contractors shall practice "Good Housekeeping." This includes the proper disposal of construction and demolition debris on a daily basis, proper wash down methods of construction vehicles, the proper stockpiling of materials. The construction site shall be kept in a neat and orderly manner and exposure of material to storm water will be minimized to the extent practicable.

2.3 Concrete Washout

Concrete washout is a process wastewater and must be controlled in a designated area (e.g. bermed pit) and disposed of properly and noted on the Temporary Erosion Control Plans.

2.4 Minimize Disturbance and Preserve Natural Vegetation:

The Contractor shall minimize disturbance. The limits of construction shall be clearly delineated and enforced. Special attention will be given to protecting established vegetation. The contractor will be responsible for replacing vegetation that is unnecessarily disturbed.

2.5 Inspections:

Disturbed areas, stabilization and structural control measures shall be inspected as required and at least once every two weeks, and within 24 hours or the next working day of the end of a storm event. If a portion of the site has been finally or temporarily stabilized, and runoff is unlikely due to winter conditions, or during seasonal arid periods, inspections shall be conducted on a monthly basis.

Inspections shall be documented on the inspection and maintenance form. Inspections shall be continued by the Owner and final stabilization of an area is achieved and/or the Notice of Termination is submitted.

2.6 Record Keeping:

A copy of the SWPP Plan will be maintained onsite for the use of all Operators and those identified in the SWPP Plan as having on site responsibilities. Items that will be maintained and attached to the SWPPP include:

Inspection Reports: The inspection reports shall be signed by a qualified inspector assigned by the Contractor. The SWPPP package and reports shall be available to EPA representatives at all times during construction.

Land Disturbance Log containing: dates when major soil disturbing activities occur, dates when construction activities temporarily or permanently cease on a portion of the site, and dates when stabilization measures are initiated.

Spill Tracking

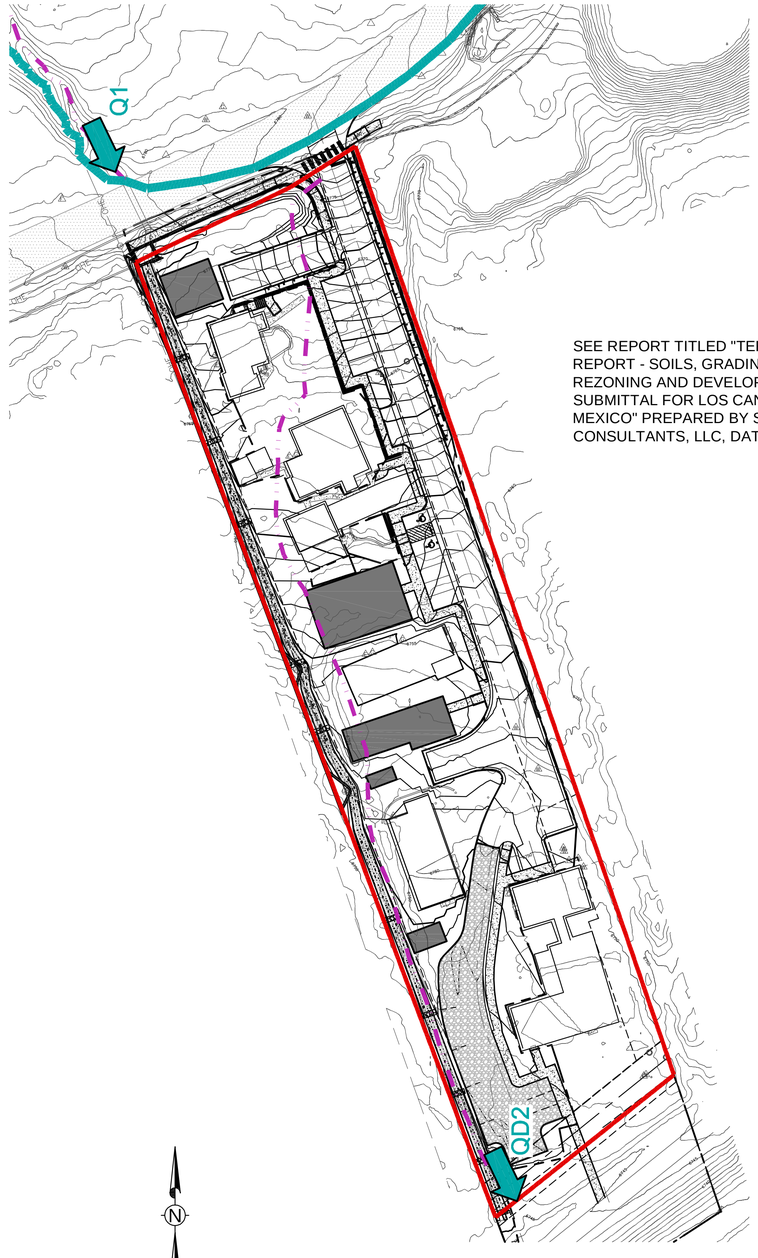
Copies of SWPP Plans, inspection records, spill reports, all reports required by NPDES Permit coverage, and data used to complete the NOI shall be retained by the permitees.

2.7 Plan Amendment:

This SWPP Plan will be amended when:

There is a change in design, construction, operation, or maintenance.

If the inspection report identifies problems or inadequacies with the current BMPs, the SWPP Plan shall be modified as necessary to include additional or modified BMP's designed to correct the problems.



SEE REPORT TITLED "TERRAIN MANAGEMENT REPORT - SOILS, GRADING, AND DRAINAGE FOR REZONING AND DEVELOPMENT PLAN SUBMITTAL FOR LOS CANALES, SANTA FE, NEW MEXICO" PREPARED BY SANTA FE ENGINEERING CONSULTANTS, LLC, DATED SEPEMBER 2021

0 20 40 80
SCALE: 1" = 40'

DEVELOPED CONDITIONS DRAINAGE MAP
SCALE: 1" = 40', CONTOUR INTERVAL = 1'

ENGINEERS SEAL

DATE

REVISIONS

CASE # _____

CITY REVIEW		
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REZONING AND DEVELOPMENT PLAN SUBMITTAL FOR LOS CANALES SANTA FE, NEW MEXICO

STORM WATER POLLUTION PREVENTION PLAN

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 200'	16-1

BEST MANAGEMENT PRACTICES - NOTES

1. DISTURBED AREAS SHALL BE PROTECTED FROM EROSION DURING CONSTRUCTION BY MEANS ADEQUATE TO RETAIN SOIL ON SITE.

2. EXCEPT AS NECESSARY TO INSTALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES, LAND SHALL NOT BE GRADED OR CLEARED UNTIL ALL SUCH TEMPORARY DEVICES HAVE BEEN PROPERLY INSTALLED AND INSPECTED. CONTROL DEVICES SHALL BE KEPT IN PLACE AND USED UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED.

3. SIGNIFICANT TREES, AREAS WITH SUBSTANTIAL GRASS COVERAGE, AND DRAINAGE WAYS THAT ARE TO REMAIN UNDISTURBED SHALL BE FENCED OFF PRIOR TO THE USE OF ANY HEAVY MACHINERY ON-SITE AND DURING THE ENTIRE CONSTRUCTION PROCESS. FENCING SHALL BE PLACED FIVE FEET TO THE OUTSIDE OF THE DRIP LINE OF SIGNIFICANT TREES.

4. SOIL STOCKPILES SHALL BE PROTECTED FROM EROSION THROUGHOUT CONSTRUCTION BY USING APPROPRIATE EROSION CONTROL TECHNIQUES. STAGING AND SOIL STOCKPILE AREAS SHALL BE CLEARLY DESIGNATED ON THE SITE. ALL TOPSOIL SHALL BE KEPT ON SITE, WITHIN THE DISTURBANCE ZONE OF CONSTRUCTION, AND REINTRODUCED IN TO PLANTING AREAS TO THE EXTENT POSSIBLE. THERE ARE NO SOIL STOCKPILES ASSOCIATED WITH THIS PROJECT.

5. WATERING DOWN EXPOSED AREAS IS REQUIRED TO PREVENT THE BLOWING OF DUST OR SEDIMENT.

6. PROTECTION FOR STORM DRAIN INLETS SHALL BE PROVIDED TO PREVENT THE ENTRY OF SEDIMENT WHILE STILL ALLOWING THE ENTRY OF STORM WATER.

7. EROSION AND SEDIMENT CONTROL SHALL BE ACCOMPLISHED BY WATERING AND/OR FIBER MULCH WITH TACKIFIER.

8. ALL CONSTRUCTION TRAFFIC SHALL USE TIRE WASHES.

MAINTENANCE RESPONSIBILITIES AND INSPECTIONS

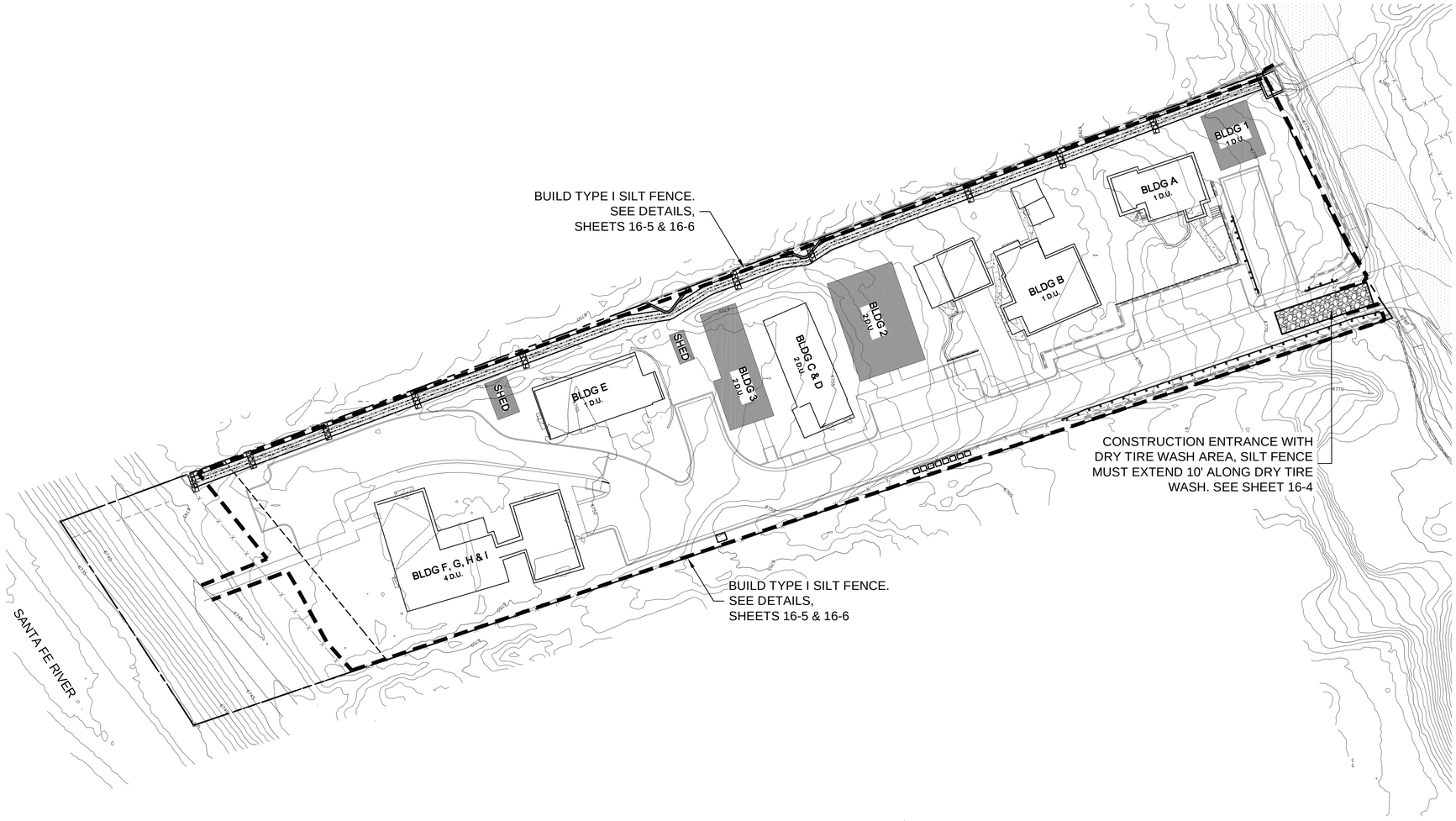
1. DISTURBED AREAS, STABILIZATION AND STRUCTURAL CONTROL MEASURES SHALL BE INSPECTED AS REQUIRED AND AT LEAST ONCE EVERY TWO WEEKS, AND WITHIN 24 HOURS OR THE NEXT WORKING DAY OF THE END OF A STORM EVENT. IF A PORTION OF THE SITE HAS BEEN FINALLY OR TEMPORARILY STABILIZED, AND RUNOFF IS UNLIKELY DUE TO WINTER CONDITIONS, OR DURING SEASONAL ARID PERIODS, INSPECTIONS SHALL BE CONDUCTED ON A MONTHLY BASIS.

2. THE STORM WATER MANAGEMENT SYSTEM SHALL BE MAINTAINED IN GOOD CONDITION AND PROMPTLY REPAIRED TO ENSURE THAT THE SYSTEM IS MAINTAINED IN PROPER WORKING CONDITION.

3. IF AFTER NOTICE BY THE CITY TO CORRECT A VIOLATION REQUIRING MAINTENANCE WORK, SATISFACTORY CORRECTIONS ARE NOT MADE WITHIN A REASONABLE PERIOD OF TIME. THE CITY MAY PERFORM ALL NECESSARY WORK TO PLACE THE FACILITY IN PROPER WORKING CONDITION. THE CONTRACTOR SHALL BE ASSESSED THE ASSOCIATED COSTS OF THE WORK.

LEGEND

AS DIRECTED BY CITY STAFF
TYPE I SILT FENCE TO BE UTILIZED.
SEE SHEETS 16-5 & 16-6 FOR DETAILS



TEMPORARY EROSION CONTROL PLAN
SCALE: 1" = 30'

0 15 30 60
SCALE: 1" = 30'

ENGINEERS SEAL

DATE

REVISIONS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
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FIRE		
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SUBDIVISION ENGINEER		
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REZONING AND DEVELOPMENT PLAN
SUBMITTAL FOR
LOS CANALES
SANTA FE, NEW MEXICO

TEMPORARY EROSION CONTROL PLAN

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 30'	16-2

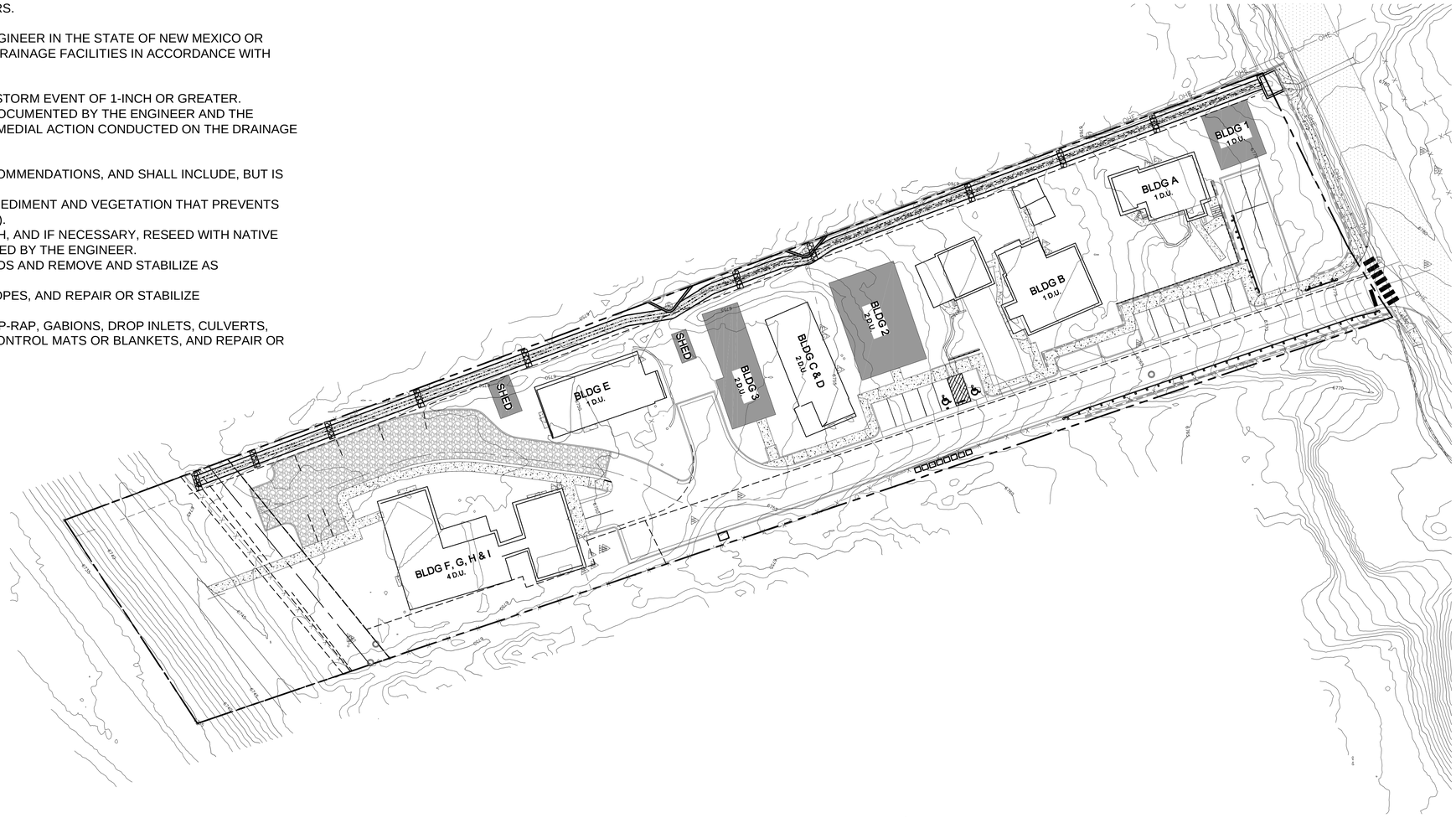
DRAINAGE FACILITIES MAINTENANCE NOTE

ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY ALL PROPERTY OWNERS.

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

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

WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE ENGINEER'S RECOMMENDATIONS, AND SHALL INCLUDE, BUT IS NOT LIMITED TO THE FOLLOWING:
A. FLUSH ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND VEGETATION THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURE(S).
B. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH, AND IF NECESSARY, RESEED WITH NATIVE GRASSES AND INSTALL FILTER FABRIC AND 3 TO 4 INCH COBBLE AS DIRECTED BY THE ENGINEER.
C. INSPECT FOR SEDIMENTATION IN ALL SWALES, DITCHES, DRAINAGE PONDS AND REMOVE AND STABILIZE AS NECESSARY.
D. INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS, CUT AND FILL SLOPES, AND REPAIR OR STABILIZE ACCORDINGLY.
E. INSPECT THE STRUCTURAL INTEGRITY OF DRAINAGE PONDS, SLOPES, RIP-RAP, GABIONS, DROP INLETS, CULVERTS, ENERGY DISSIPATORS, AND RETAINING WALLS, ROCK PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY.



PERMANENT EROSION CONTROL PLAN
SCALE: 1" = 30'

LONG TERM MAINTENANCE RESPONSIBILITIES AND INSPECTIONS

1. THE STORM WATER MANAGEMENT SYSTEM SHALL BE MAINTAINED IN GOOD CONDITION AND PROMPTLY REPAIRED.
2. THE CITY OR ITS AUTHORIZED AGENT MAY ENTER UPON THE PROPERTY, AT REASONABLE TIMES TO ENSURE THAT THE SYSTEM IS MAINTAINED IN PROPER WORKING CONDITION.
3. IF AFTER NOTICE BY THE CITY TO CORRECT A VIOLATION REQUIRING MAINTENANCE WORK, SATISFACTORY CORRECTIONS ARE NOT MADE WITHIN A REASONABLE PERIOD OF TIME. THE CITY MAY PERFORM ALL NECESSARY WORK TO PLACE THE FACILITY IN PROPER WORKING CONDITION. THE OWNER(S) OR RESPONSIBLE PARTY OF THE FACILITY SHALL BE ASSESSED THE ASSOCIATED COSTS OF THE WORK.

INSPECTIONS AND VIOLATIONS DURING CONSTRUCTION PROCESS

1. INSPECTIONS BY CITY ARE DUE WHEN STORM WATER MANAGEMENT MEASURES ARE COMPLETED AND WHEN THE FINAL SITE RESTORATION MEASURES ARE COMPLETED. HOWEVER, IF FINAL SITE RESTORATION MEASURES ARE BEING DELAYED DUE TO THE SEASON, THE CITY SHALL BE NOTIFIED WHEN TEMPORARY EROSION CONTROL MEASURES FOR USE UNTIL RESTORATION IS COMPLETE, IN PLACE AND READY FOR INSPECTION.
2. FURTHER CONSTRUCTION OR ISSUANCE OF ANY PERMITS SHALL NOT OCCUR UNTIL WRITTEN APPROVAL HAS BEEN GRANTED BY THE CITY.

WATER LEVEL MEASUREMENT

1. THE CONTRACTOR SHALL INSTALL A STAFF GAUGE AT EACH POND TO MEASURE SEDIMENT ACCUMULATION. STAFF GAUGE MARKINGS SHALL BE IN 0.25' INCREMENTS WITH 0 AT THE BOTTOM OF THE POND AND LABELED FOOT MARKS TO THE TOP OF THE POND. UV RESISTANT MATERIALS SHALL BE USED INCLUDING: FIBERGLASS, STAINLESS STEEL, PVC, ALUMINUM / DIE-BOND BACKED, LEXAN OR POLYCARBONTE COATED MYLAR. SHOP DRAWING SUBMITTALS ARE REQUIRED PRIOR TO CONSTRUCTION. SEE DETAIL, SHEET 16-4.
2. THE STAFF GAUGE SHALL BE CLEANED DURING SPRING AND FALL MAINTENANCE TO REMOVE ANY ACCUMULATION ON THE GAUGE.

REVISIONS	DATE	ENGINEERS SEAL

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REZONING AND DEVELOPMENT PLAN
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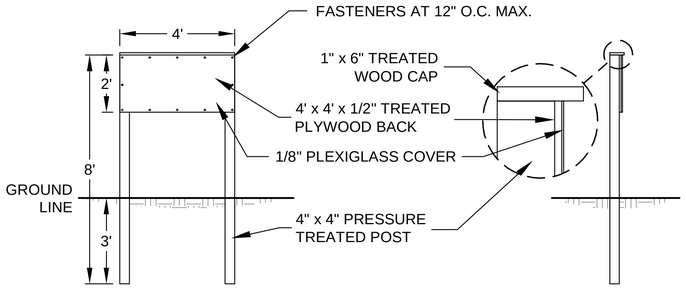
PERMANENT EROSION CONTROL PLAN

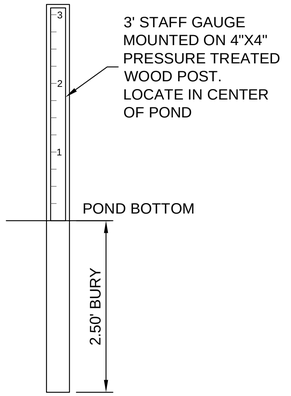
DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 30'	16-3



N.P.D.E.S. PERMIT POSTING BOARD
(LOCATED AT MAIN ENTRANCE)

CITY OF SANTA FE NPDES STORMWATER MANAGEMENT NOTES

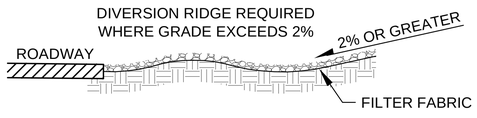
1. DEVELOPMENT IS SUBJECT TO THE REQUIREMENTS OF THE SFCC CHAPTER XIII STORMWATER UTILITY INCLUDING THE STORMWATER UTILITY SERVICE CHARGE AND STORMWATER ILLICIT DISCHARGE CONTROL REQUIREMENTS.
2. DEVELOPMENT IS SUBJECT TO THE REQUIREMENTS OF NPDES GENERAL MS4 DISCHARGE PERMIT NO. NMR040000 AND NPDES CONSTRUCTION GENERAL PERMIT NO. NMR 100000.
3. CONSTRUCTION GENERAL DISCHARGE PERMIT NO. NMR100000- A STORMWATER POLLUTION PREVENTION PLAN MUST BE PREPARED BY A QUALIFIED PROFESSIONAL AND A NOTICE OF INTENT (NOI) FOR COVERAGE MUST BE FILED WITH THE EPA. CONSTRUCTION STORMWATER DISCHARGES ARE NOT PERMITTED UNTIL A MINIMUM OF SEVEN (7) CALENDAR DAYS AFTER EPA ACKNOWLEDGEMENT OF A COMPLETE NOI.
4. CITY OF SANTA FE STORMWATER ILLICIT DISCHARGE CONTROL- SFCC 13-2 PROHIBITS THE DISCHARGE OF POLLUTANTS INCLUDING SEDIMENT, SLURRIES, MUD, PLASTERS, CONCRETE RINSATES AND ANY CONSTRUCTION MATERIALS, WASTES AND GARBAGE, ETC. TO THE STORM DRAIN SYSTEM. THE STORM DRAIN SYSTEM INCLUDES ROADS, STREETS, CURBS, GUTTERS, DROP INLETS, PIPED STORM DRAINS, CULVERTS, RETENTION AND DETENTION BASINS, NATURAL AND MAN-MADE DRAINAGE CHANNELS, ARROYOS, RIVERS AND ANY FACILITY AND APPURTENANCE BY WHICH STORMWATER IS COLLECTED AND/OR CONVEYED.
5. CITY OF SANTA FE TERRAIN AND STORMWATER REGULATIONS- SFCC 14-8.2 REQUIRES THAT CONSTRUCTION DISTURBED AREA SHALL BE PROTECTED AGAINST EROSION. SEDIMENT MUST BE CONTAINED ON THE DISTURBED AREA BY THE USE OF TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES SUCH AS SILT FENCING, SWALES, BERMS, GEOTEXTILES, SEDIMENT BASINS AND TRAPS. PROTECTION FOR STORM DRAIN INLETS SHALL BE PROVIDED TO PREVENT THE ENTRY OF SEDIMENT FROM THE SITE WHILE STILL ALLOWING THE ENTRY OF STORMWATER. CONTROL DEVICES SHALL BE KEPT IN PLACE AND USED UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED.
6. THE CONTRACTOR SHALL NOT REMOVE SILT FENCE AND MULCH SOCKS OR OTHER TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES UNTIL DISTURBED AREAS ARE STABILIZED. SOIL STABILIZATION AND EROSION CONTROL MEASURES SHALL BE COMPLETED WITHIN 21 CALENDAR DAYS AFTER COMPLETION OF CONSTRUCTION OR OTHER SOIL DISTURBANCE ACTIVITIES ON THE SITE. IF THE TIME OF YEAR IS NOT CONDUCIVE TO PLANTING, THEN PLANTING MAY BE DELAYED UNTIL THE NEXT APPROPRIATE PLANTING SEASON PROVIDED THAT ALL TEMPORARY EROSION CONTROL MEASURES ARE MAINTAINED UNTIL PERMANENT EROSION CONTROL MEASURES ARE IMPLEMENTED. TEMPORARY EROSION CONTROL MEASURES SHALL BE SELECTED, DESIGNED AND INSTALLED WITH AN APPROPRIATE SEED BASE TO PROVIDE EROSION CONTROL FOR AT LEAST THREE YEARS WITHOUT ACTIVE MAINTENANCE. TEMPORARY EROSION CONTROL MEASURES SHALL BE SELECTED, DESIGNED AND INSTALLED TO ACHIEVE 70 PERCENT VEGETATIVE COVER WITHIN THREE YEARS.



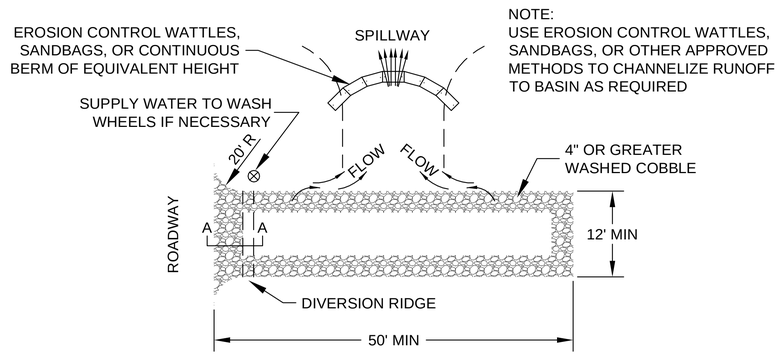
POST AND STAFF GAUGE
SCALE: N.T.S.

NOTES:

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL MINIMIZE SEDIMENT TRACKING OR TRANSPORT ONTO PUBLIC ROADWAYS. THIS MAY REQUIRE ADDING ADDITIONAL LAYERS OF GRAVEL, REPAIR AND/OR CLEANOUT OF MEASURE USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC ROADWAYS.
3. VEHICLE WASHING SHALL BE CONDUCTED IN A STABILIZED AREA WITH APPROPRIATE STORM WATER CONTROLS IN PLACE.



SECTION A-A



PLAN VIEW

TEMPORARY GRAVEL CONSTRUCTION
ENTRANCE / EXIT

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY USE ONLY		

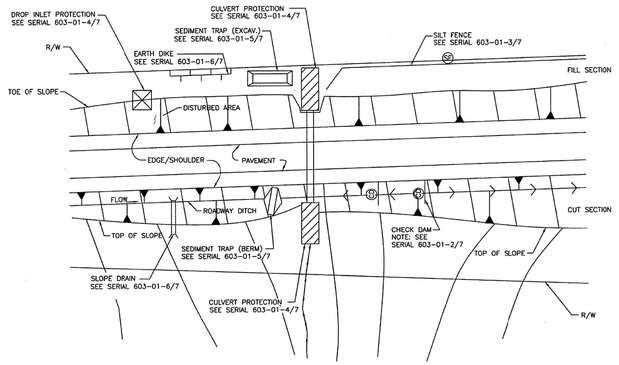
ENGINEERS SEAL
DATE
REVISIONS

Santa Fe Engineering Consultants, LLC
1599 St. Francis Drive, Suite B
Santa Fe, N. M. 87505
(505) 982-2845 Fax (505) 982-2641
http://www.SFENGR.com

REZONING AND DEVELOPMENT PLAN
SUBMITTAL FOR
LOS CANALES
SANTA FE, NEW MEXICO

STORM WATER CONTROL DETAILS

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 30'	16-4



TYPICAL USAGE OF SELECTED EROSION AND SEDIMENT CONTROL MEASURES

STANDARD SYMBOLS FOR EROSION AND SEDIMENT CONTROL MEASURES

SILT FENCE (SF)

STRAW BALE (SB)

EARTH DIKE (ED)

DIVERSION CHANNEL (SWALE) (DC)

PIPE SLOPE DRAIN

DROP INLET PROTECTION

CULVERT PROTECTION

CHECK DAM (CK)

SEDIMENT TRAP, BERM

SEDIMENT TRAP, EXCAVATED

SEDIMENT BASIN (SB)

TRIANGULAR SEDIMENT FILTER DIKE (TSFD)

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES (T.E.S.C.M.)

GENERAL NOTES

1. THE SOIL RETENTION BLANKET INSTALLATION DETAILS SHOWN FOR CULVERT PROTECTION SHALL BE USED FOR ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES UTILIZING SOIL RETENTION BLANKETS UNLESS OTHERWISE NOTED.
2. ROCK PLATING USED IN THE TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THESE SHEETS SHALL HAVE A MINIMUM THICKNESS OF 6 INCHES UNLESS OTHERWISE INDICATED.
3. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES PLACED WITHIN THE CONSTRUCTION CLEAR ZONE SHALL BE INSTALLED WITH 8:1 SLOPES PARALLEL TO TRAFFIC AND 4:1 SLOPES PERPENDICULAR TO TRAFFIC.
4. SEDIMENT TRAPS SHALL BE CLEANED OF ACCUMULATED SEDIMENT WHEN APPROXIMATELY 50% FILLED.
5. CHECK DAMS SHALL BE CLEANED OF ACCUMULATED SEDIMENT WHEN THE DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE CHECK DAM.
6. CULVERT PROTECTIONS SHALL BE INSTALLED UPON INITIATION OF EARTH WORK ACTIVITIES AND MAINTAINED AS MUCH AS PRACTICAL UNTIL STABILIZATION IS COMPLETED AND ACCEPTED. CULVERT PROTECTIONS MAY BE REMOVED FOR PERIODS OF TIME AS REQUIRED DURING CONSTRUCTION TO COMPLETE ADJACENT IMPROVEMENTS.
7. THE CONTRACTOR MAY CONSTRUCT AN EARTH DIKE AS SHOWN, OR RELOCATE THE CHECK DAMS AS CONSTRUCTION PROGRESSES. NO DIRECT PAYMENT SHALL BE MADE FOR RELOCATION OF THE CHECK DAMS.
8. STRAW BALES ARE NOT INTENDED FOR USE ON NEW MEXICO DEPARTMENT OF TRANSPORTATION PROJECTS.

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

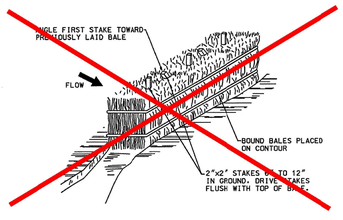
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES SILT FENCE

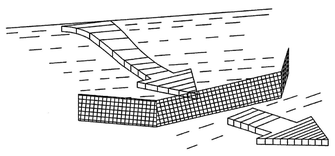
APPROVED Raymunda Van Hoven 11/29/06
DESIGN ENGINEER — DATE

DESIGNED BY___ DRAWN BY___ CHECKED BY___

603-01-1/7 SERIAL 1 OF 7



TYPE II
STRAW BALE OPTION



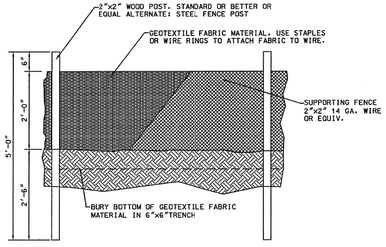
TYPE I
SILT FENCE

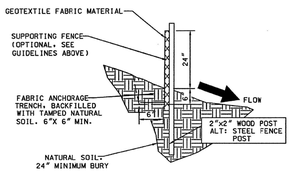
NOTES: SILT FENCE AND CHECK DAM

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE POST SPACING FOR SILT FENCES TO MINIMIZE MAINTENANCE.

1. POST SPACING SHALL BE 4 FT. MAXIMUM WITHOUT SUPPORTING FENCE. 10 FT. MAXIMUM WITH SUPPORTING FENCE.
2. POSTS FOR 4 FT. MAXIMUM POST SPACING SHALL BE 2 INCH SQUARE NOMINAL SIZE OR HEAVIER WOOD POSTS. OR STANDARD "T" OR "U" SECTION STEEL POSTS WEIGHING NOT LESS THAN 2 LBS. PER. LINEAR FOOT.

   POSTS FOR 10 FT. MAXIMUM POST SPACING SHALL BE 4 INCH SQUARE NOMINAL SIZE OR HEAVIER WOOD POSTS. OR STEEL POSTS AS SPECIFIED ABOVE.
3. SUPPORTING FENCE SHALL BE WIRE MESH (14 GA. MIN.. 1 INCH MAX. MESH OPENINGS). SNOW FENCE. PLASTIC FENCE OR APPROVED.
4. SUPPORTING FENCE SHALL BE FASTENED SECURELY TO POSTS WITH STAPLES OR WIRE TIES. GEOTEXTILE FABRIC SHALL BE FASTENED SECURELY TO SUPPORTING FENCE WITH WIRE TIES SPACED AT 2 FT. CENTERS ALONG THE TOP AND MID-SECTION. WHEN A SUPPORTING FENCE IS NOT USED, GEOTEXTILE FABRIC SHALL BE SECURELY FASTENED TO POSTS WITH STAPLES OR WIRE TIES.
5. WHEN SILT FENCE IS USED FOR CHECK DAMS INSTALLED IN DITCHES, A SUPPORTING FENCE SHALL BE PROVIDED. WITH MAXIMUM POST SPACING OF 10 FT.
6. STANDARD "T" OR "U" SECTION STEEL POSTS SHALL NOT BE USED WITHIN THE CONSTRUCTION CLEAR ZONE RECOVERY AREA.
7. STRAW BALES ARE NOT INTENDED FOR USE ON NEW MEXICO DEPARTMENT OF TRANSPORTATION PROJECTS.





NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

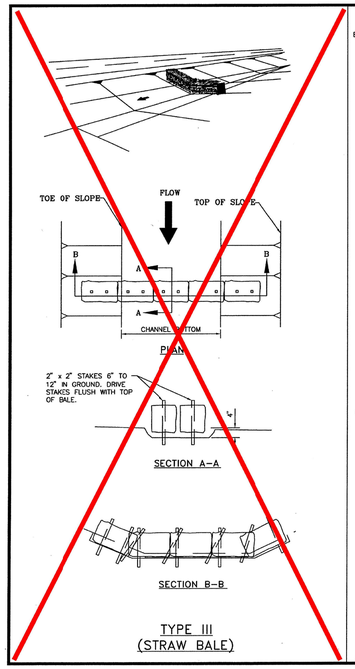
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES CULVERT & DROP INLET PROTECTION

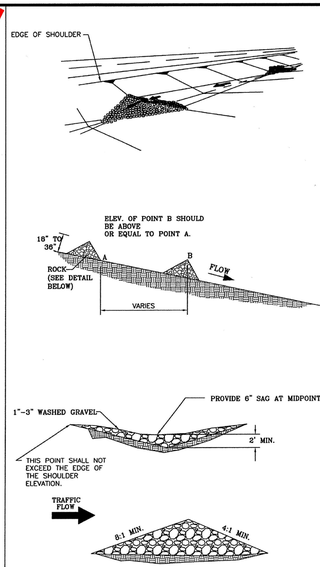
APPROVED Raymunda Van Hoven 11/29/06
DESIGN ENGINEER — DATE

DESIGNED BY___ DRAWN BY___ CHECKED BY___

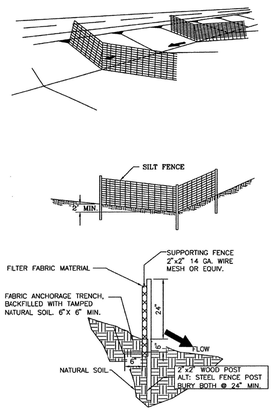
603-01-4/7



TYPE III
(STRAW BALE)



TYPE II
STONE DAM



TYPE I SILT FENCE

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

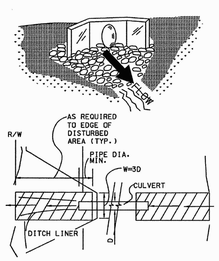
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES CHECK DAMS

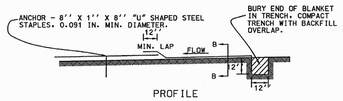
APPROVED Raymunda Van Hoven 11/29/06
DESIGN ENGINEER — DATE

DESIGNED BY___ DRAWN BY___ CHECKED BY___

603-01-2/7 SHEET 2 OF 7



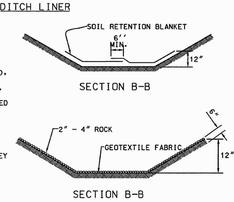
TYPICAL DITCH LINER INSTALLATIONS AT CULVERTS



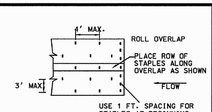
PROFILE
DITCH LINER

NOTES: CULVERT PROTECTION

1. WHEN CULVERT PROTECTION IS SPECIFIED. EITHER SOIL RETENTION BLANKETS OR SOIL RETENTION ROCK MAY BE PROVIDED.
2. THE CULVERT PROTECTION WIDTH REQUIRED SHALL BE IN ACCORDANCE WITH THESE DETAILS UNLESS SPECIFIED OTHERWISE.
3. THE SOIL RETENTION BLANKET INSTALLATION SHOWN OUTLINES MINIMUM REQUIREMENTS. MANUFACTURER'S RECOMMENDATIONS SHALL BE USED IF THEY ARE MORE STRINGENT.

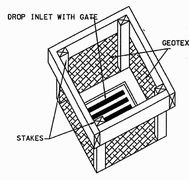


CULVERT PROTECTION



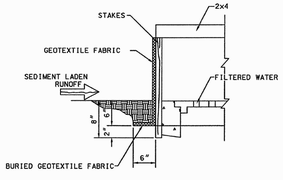
SOIL RETENTION BLANKET
STAPLE PATTERN

OFFSITE FLOW

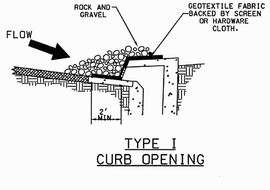


TYPE I

NOTE: WHEN SPECIFIED. ROCKS OR STRAW BALES CAN BE SUBSTITUTED FOR SILT FENCE.



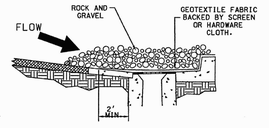
DROP INLET PROTECTION



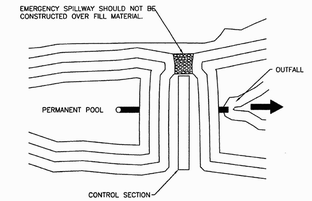
TYPE I
CURB OPENING

NOTES: GRAVEL INLET PROTECTION

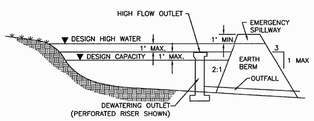
1. THIS INSTALLATION IS FOR A TYPE I CURB DROP INLET ONLY. THE TYPE II, III TO "N" INSTALLATION IS SIMILAR.
2. THE SPACING OF THE LONGITUDINAL BRACING SHALL NOT EXCEED 5 FT.



TYPE II
CURB DROP INLET

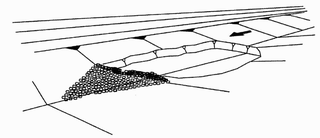


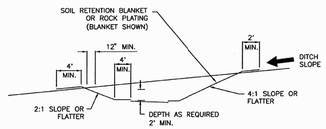
PLAN VIEW



CROSS SECTION

SEDIMENT BASIN



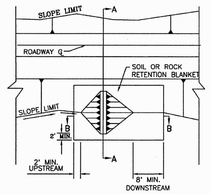


SEDIMENT BASIN, EXCAVATED

NOTES: SEDIMENT TRAP

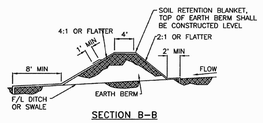
1. TEMPORARY SEDIMENT TRAPS MAY BE CONSTRUCTED BY EXCAVATION ALONE OR BY EXCAVATION IN COMBINATION WITH AN EMBANKMENT.
2. TEMPORARY SEDIMENT TRAPS ARE OFTEN USED IN CONJUNCTION WITH A DIVERSION DIKE OR SWELL.
3. THE DRAINAGE AREA FOR THE SEDIMENT TRAP SHOULD NOT EXCEED 5 DISTURBED ACRES.
4. THE TRAP MUST BE ACCESSIBLE FOR EASE OF REGULAR MAINTENANCE, WHICH IS CRITICAL TO ITS PROPER FUNCTIONING.
5. SEDIMENT TRAPS ARE TEMPORARY MEASURES AND SHOULD NOT REMAIN IN PLACE LONGER THAN 18 TO 24 MONTHS.
6. THE EMBANKMENT MAY NOT EXCEED 5 FT. IN HEIGHT.
7. THE RECOMMENDED MINIMUM WIDTH AT THE TOP OF THE EMBANKMENT IS BETWEEN 2 FT. AND 5 FT.

SEDIMENT TRAP



PLAN

SECTION A–A



SECTION B–B

EARTH DIKE (BERM)

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

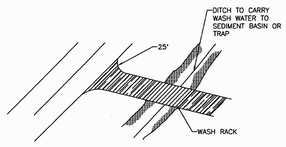
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

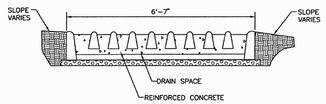
T.E.S.C.M. SEDIMENT BASIN, SEDIMENT TRAP & EARTH DIKE

APPROVED _____ DATE _____
(DESIGN ENGINEER)

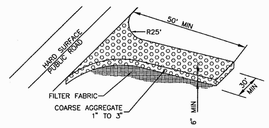
DESIGNED BY___ DRAWN BY ___ CHECKED BY ___

603-01-5/7 SHEET 5 OF 7

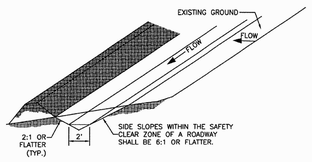




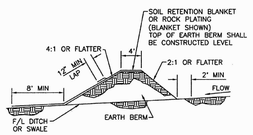
WASH RACK



OFFSITE TRACKING PREVENTION



TYPICAL SWALE CONFIGURATION



FILTER FABRIC DIVERSION DIKE

DIVERSION DIKE

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

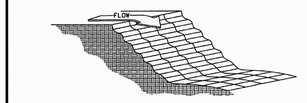
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

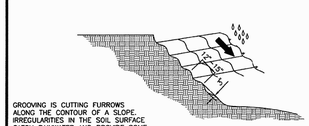
T.E.S.C.M. OFFSITE TRACKING PREVENTION & DIVERSION DIKE

APPROVED _____ DATE _____
(DESIGN ENGINEER)

DESIGNED BY___ DRAWN BY ___ CHECKED BY ___

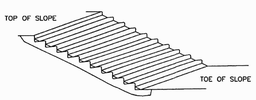
603-01-7/7 SHEET 7 OF 7

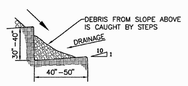




GROOVING IS CUTTING FURROWS ALONG THE CONTOUR OF A SLOPE. IRREGULARITIES IN THE SOIL SURFACE CATCH RAINWATER AND PROVIDE SOME RETENTION OF LIME, FERTILIZER AND SEED.

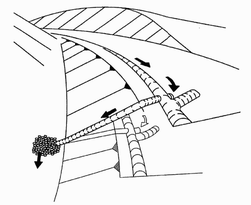
GROOVING SLOPES

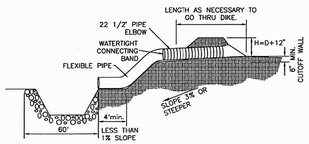


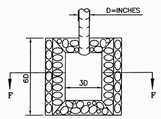


STAIR STEPPING CUT SLOPE

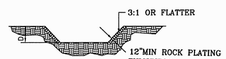
SURFACE ROUGHENING







RIPRAP APPRON PLAN



SECTION F–F

SLOPE DRAIN

NOTES: PIPE SLOPE DRAIN

1. THE FLEXIBLE PIPE SHALL BE THE SAME DIAMETER AS THE INLET PIPE AND SHALL BE CONSTRUCTED OF A DURABLE MATERIAL WITH HOLD-DOWN GROMMETS SPACED AT 10 FT. ON CENTER.
2. THE FLEXIBLE PIPE SHALL BE SECURELY FASTENED TO THE CORRUGATED METAL OR HIGH DENSITY POLYETHYLENE PIPE WITH METAL STRAPPING OR WATERTIGHT CONNECTING COLLARS.
3. THE FLEXIBLE PIPE SHALL BE STAKED AT 10 FT. CENTERS ALONG THE SLOPE USING MINIMUM 4 INCH SQUARE WOOD POSTS OR STANDARD STEEL POSTS DRIVEN 2 FT. MINIMUM INTO THE GROUND.
4. RIGID PIPE SHALL BE ANCHORED AT BENDS. ANCHORAGE SHALL CONSIST OF A MINIMUM 4 INCH SQUARE WOOD POSTS OR STANDARD STEEL POSTS DRIVEN 2 FT. MINIMUM INTO GROUND, OR EARTHEN THRUST BLOCK.
5. PAYMENT OF BASIN ITEMS ARE INCIDENTAL TO THE COST OF FLEXIBLE STORM DRAIN PIPE.
6. FOR PIPE DIAMETER ON TEMPORARY SLOPE DRAIN SEE TABLE BELOW

TEMPORARY SLOPE DRAIN PIPES

Runoff Flow Rate (cfs)	Pipe Diameter Required (inches)
0 – 6.0	18
6.0 – 9.0	21
9.0 – 12.0	24
12.0 – 20.0	30

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

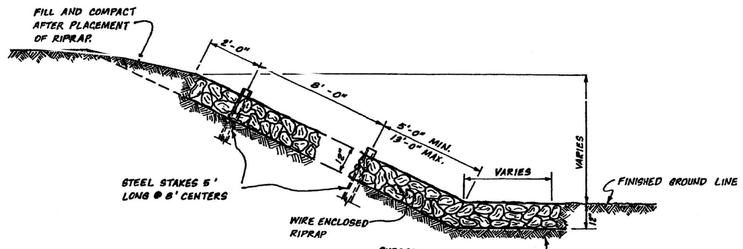
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES PIPE SLOPE DRAIN & SURFACE ROUGHENING

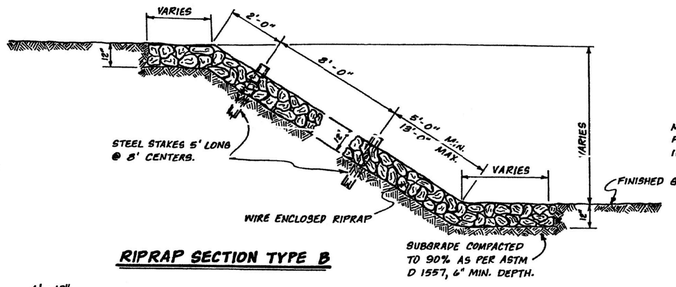
APPROVED _____ DATE _____
(DESIGN ENGINEER)

DESIGNED BY___ DRAWN BY ___ CHECKED BY ___

603-01-6/7 SHEET 6 OF 7



RIPRAP SECTION TYPE A



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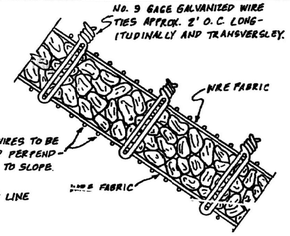
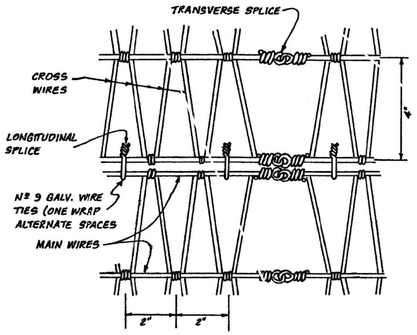
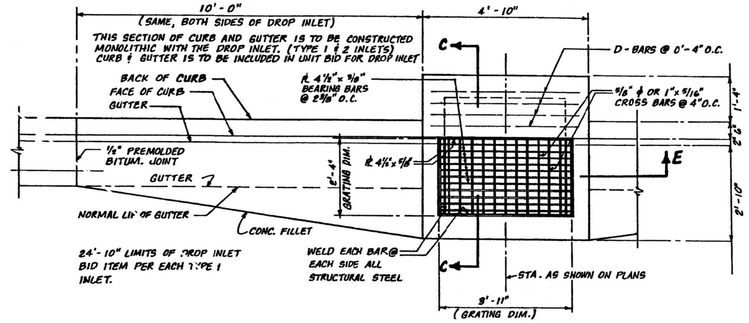


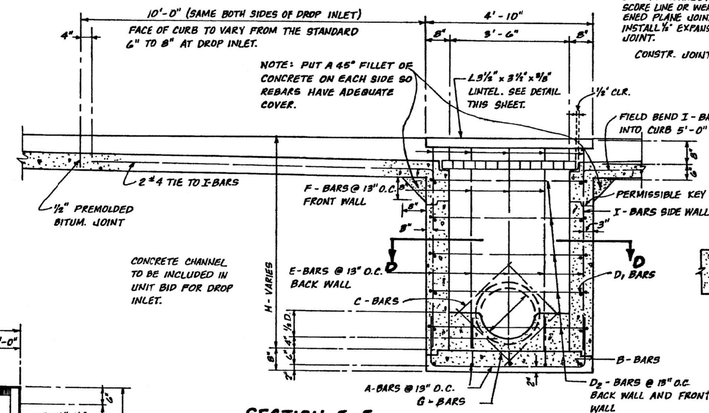
TYPICAL SECTION



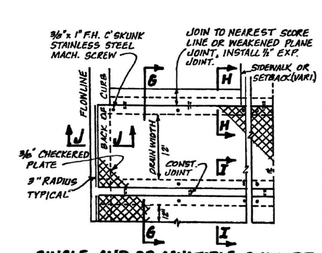
DETAIL OF WIRE FABRIC AND NORMAL SPLICE



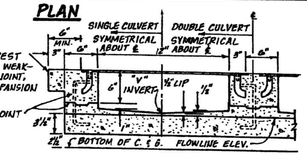
TYPE-1 INLET PLAN



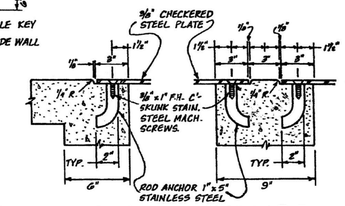
SECTION E-E



SINGLE AND DR MULTIPLE CULVERT PLAN

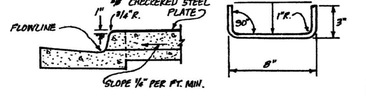


SECTION G-G



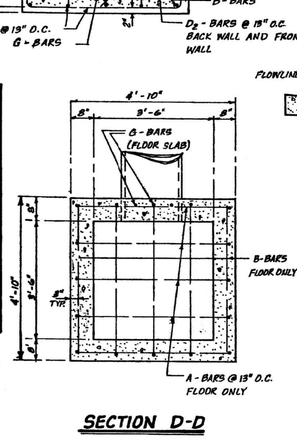
SECTION H-H

SECTION I-I



SECTION J-J DOWEL DETAIL

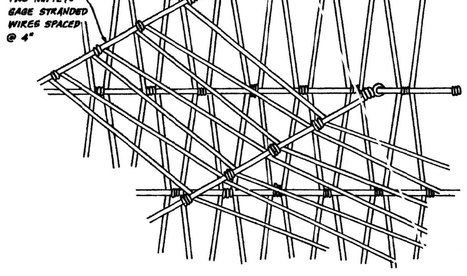
SIDEWALK CULVERT DETAIL



SECTION D-D

GENERAL NOTES:

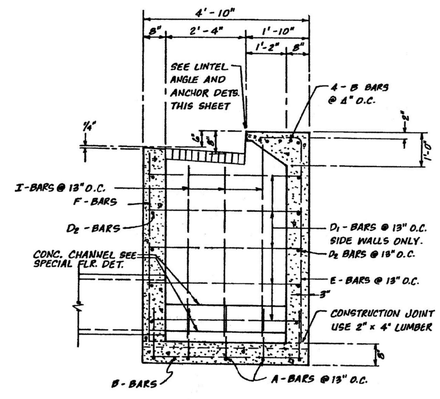
1. PLACING OF DRAIN THRU EXIST. SIDEWALK, C. & G. REQUIRE THAT ENTIRE SIDEWALK, C. & G. STONES BE REMOVED & REPLACED AS DETAILED HEREIN.
2. BOTTOM SLAB OF CULVERT SHALL BE POURED MONOLITHICALLY WITH NEW GUTTER.
3. ALL EXPOSED CONC. SURFACE SHALL MATCH GRADE COLOR, FINISH AND SCORING OF ADJACENT CURB AND SIDEWALK.
4. SIDEWALK REPLACED DURING CONSTRUCTION TO BE POURED MONOLITHICALLY WITH CULVERT WALLS.
5. FOR ALL CONCRETE, THE MINIMUM DESIGN COMPRESSIVE STRENGTH AT 28 DAYS SHALL BE 4000 POUNDS PER SQUARE INCH, 7 - BAG MIX AND THAT THE MINIMUM COARSE AGGREGATE SIZE ALLOWED WILL BE 1 INCH. PERCENTAGE OF AIR - ENTRAINMENT IN THE CONCRETE AT THE PROJECT SITE SHALL BE IN THE RANGE OF 4 TO 7 PERCENT.
6. THE CITY WILL NOT ASSUME RESPONSIBILITY FOR MAINTENANCE OF ANY SIDEWALK CULVERT INSTALLED BY OR FOR PRIVATE PROPERTY OWNERS.



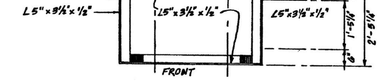
DETAIL OF SPLICE @ SKEWED INTERSECTION

RIPRAP - GENERAL NOTES:

1. WIRE FABRIC IS TO BE GALVANIZED "V" MESH OF THE FOLLOWING CONSTRUCTION:
   MAIN WIRES: TWO No. 12 1/2 GAGE STRANDED WIRES SPACED AT 4".
   CROSS WIRES: SINGLE No. 12 1/2 GAGE WIRES SPACED AT 2" WITH NOT LESS THAN TWO TURNS AROUND THE MAIN WIRES.
   APPROXIMATE WEIGHT: 48 POUNDS PER 100 SQUARE FEET.
2. STEEL STAKES MAY BE RAILROAD RAILS WEIGHING NOT LESS THAN 30 LBS. PER YARD, 4" O.D. STANDARD STRENGTH GALVANIZED STEEL PIPE OR 4 x 4 x 5/16 STEEL ANGLES. STEEL STAKES SHALL PROJECT 6" ABOVE TOP OF RIPRAP. STEEL STAKES ARE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE WORK AND NO DIRECT MEASUREMENT OR PAYMENT WILL BE MADE THEREFOR.
3. IF LENGTH OF SLOPE IS 15 FEET OR LESS ONLY ONE ROW OF STEEL STAKES, 2 FEET FROM THE TOP EDGE OF THE RIPRAP, WILL BE REQUIRED UNLESS OTHERWISE NOTED ON PLANS.
4. AS AN ALTERNATE, WIRE FABRIC MAY BE GALVANIZED STEEL WIRE MEETING THE REQUIREMENTS FOR CLASS 3, FINISH 5, MEDIUM TENSILE STRENGTH COATED WIRE AS SET FORTH IN FEDERAL SPECIFICATION QQ-W-461. THE WIRES SHALL BE CONTINUOUS, HAVE A DIAMETER OF NOT LESS THAN 0.118 INCH AND SHALL BE TRIPLE TWISTED TO FORM A UNIFORM HEXAGONAL MESH PATTERN WITH A MAXIMUM OPENING SIZE OF 3" x 4 1/4".
5. DETAIL FROM H.M.S.H.D. DETAIL, SERIAL BRR-001-05.



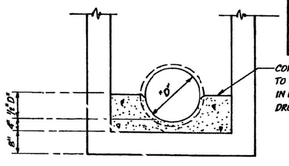
SECTION C-C



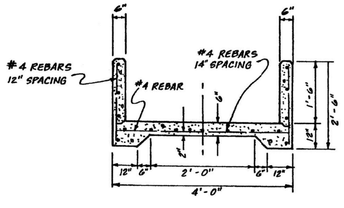
GRATING FRAME DETAIL

RE - BAR SCHEDULE

BAR TYPE	SIZE & SHAPE	BAR No.	BAR TYPE & QUANTITY
A	R 1 1/2" 4'-6" 2'-6"	#4	TYPE -1- 8 REQUIRED TYPE -2- 12 REQUIRED TYPE -3- 4 REQUIRED
B	4'-6" 2'-6"	#4	TYPE -1- 4 REQUIRED TYPE -2- 6 REQUIRED
C	2'-6"	#4	TYPE -1-2 REQ'D PER OUTLET TYPE-2-2 REQ'D PER OUTLET
D_1	4'-6"	#4	TYPE-1-2 REQ'D PER FT. ST. TYPE-2-2 REQ'D PER FT. ST.
D_2	4 1/2" 2'-6" 2'-6"	#4	TYPE-1-2 REQ'D PER FT. ST. TYPE-2-2 REQ'D PER FT. ST.
E	24" LESS 0'-4"	#4	TYPE-1-5 REQUIRED TYPE-2-9 REQUIRED
F	24" LESS 0'-4"	#4	TYPE-1-3 REQUIRED TYPE-2-7 REQUIRED
G	5'-6"	#4	TYPE-1-2 REQ'D. PER OUTLET TYPE-2-2 REQ'D. PER OUTLET
H	6'-0" 4 1/2" 24" LESS 0'-10"	#4	TYPE-1-8 REQ'D FIELD BEND TYPE-2-8 REQ'D INTO CURB



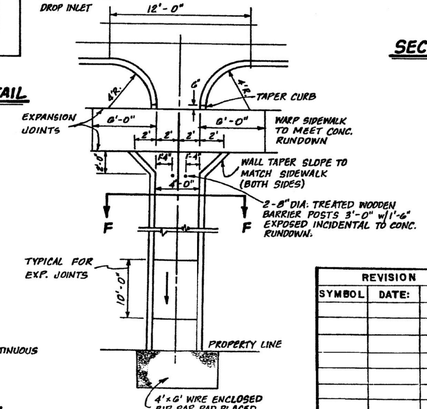
SPECIAL FLOOR DETAIL



NOTE: REINFORCING IS TO BE CONTINUOUS THRU EXPANSION JOINT

TYPICAL RUNDOWN DETAIL

SECTION F-F



CONCRETE DRAINAGE RUNDOWN

REVISION		
SYMBOL	DATE:	BY:

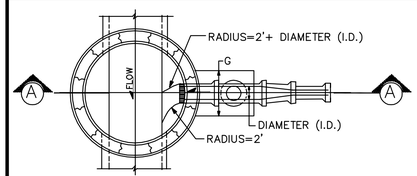
CITY OF SANTA FE

DRAINAGE DETAILS

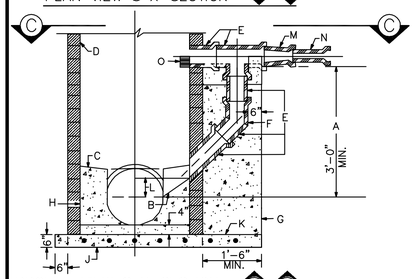
DRAWN BY: Charlie Gonz. CHECKED BY: DATE: SHT

LEGEND

ITEM	DESCRIPTION
1	MANHOLE FRAME & COVER, refer to manhole frame and cover detail Dwg. No. SAS-4
2	CONCRETE ADJUSTMENT RINGS or CONCRETE BRICK, refer to concrete adjustment detail Dwg. No. SAS-5
3	CONCRETE COLLAR, refer to concrete collar detail Dwg. No. SAS-6
4	PRECAST REINFORCED CONCRETE RISER, CONE or FLAT TOP, with 5"(in) wall thickness, refer to general note CM-2
5	PRECAST REINFORCED CONCRETE BASE RISER, with suitable sized openings, refer to general note CM-2A
6	CONCRETE BASE, refer to concrete base detail Dwg. No. SAS-7
7	SEWER PIPE, refer to general note CM-1
8	6"(in) GROUT FILLET, on upper half of pipe and around base
9	ADAPTER, MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
10	PIPE PENETRATION INTO MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
11	PIPE SUPPORT, CONCRETE, shall extend out-side of manhole a maximum of 18"(in) to bell of first joint and shall cradle pipe half pipe
12	CONCRETE FILL, 3000 p.s.i., refer to general note CR-6
13	SHELF, to be 9"(in) minimum width with 1"(in) per 1'-0" slope, from crown of pipe
14	CUT UPPER HALF OF PIPE, after manhole has been completed and inspected by engineer
15	HAND FORMED CHANNELS, shall be on a uniform radius and shall not hold water
16	INVERT ELEVATIONS OF LATERAL LINES, shall be the same as the springline elevation of the sewer main, where possible
17	CHANGE SLOPE OF PIPE, at center of manhole
18	APPROVED WATER STOP, to be with type of pipe



PLAN VIEW @ X-SECTION C C



PROFILE VIEW @ X-SECTION A A

NOT TO SCALE

CONSTRUCTION NOTES

A. 3' (FT) MINIMUM DISTANCE OF VERTICAL DROP. LESS THAN 3'(FT) DISALLOWS DROP MANHOLE.

B. FORM PIPE INVERT IN SHELF. INVERT TO SPRINGLINE.

C. SHELF SLOPE, 1"(IN) PER FT.

D. MANHOLE TYPE FOR UPPER PORTION IS SPECIFIED IN MANHOLE TYPE "E" DETAIL DWG NO. SAS-2.

E. USE D.I. OR P.V.C.(SDR 35) PIPE THROUGHOUT DROP. ALL PIPING IN DROP STRUCTURE FROM THE TEE IS INCREASED ONE PIPE SIZE FROM THE SERVICE LINE. (SERVICE=8" DROP=10")

F. USE BELL AND SPIGOT 45° LONG RADIUS BEND.

G. CONCRETE SUPPORT WIDTH EQUALS PIPE O.D. PLUS 6"(IN) MINIMUM EACH SIDE.

H. CONCRETE FILL.

J. CAST IN PLACE REINFORCED CONCRETE BASE REQUIRED. CONCRETE BASE TO BE POURED IN PLACE USING NO.4 BARS AT 6"(IN) O.C. EACH WAY FOR MANHOLE DEPTH OF 15'(FT) OR GREATER. NO4 BARS AT 12"(IN) O.C. EACH WAY FOR MANHOLE DEPTH LESS THAN 15'(FT) IN DEPTH.

K. FOR NEW DROP ON EXISTING MANHOLE CONSTRUCT 3X3 REINFORCED CONCRETE BASE BEFORE CONSTRUCTING DROP SUPPORT.

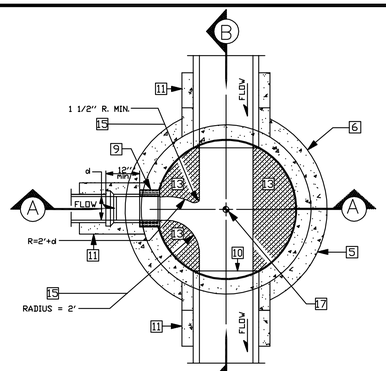
L. MINIMUM 2"(IN) ABOVE SPRINGLINE OR AS SHOWN ON PLAN.

M. REDUCER

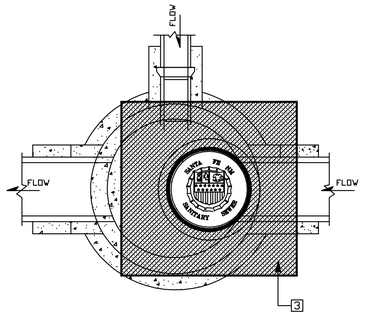
N. SERVICE LINE

O. EXTEND PIPE 3"(IN) MINIMUM 6"(IN) MAXIMUM INTO MANHOLE TOP. 1/2 PIPE REMOVED.

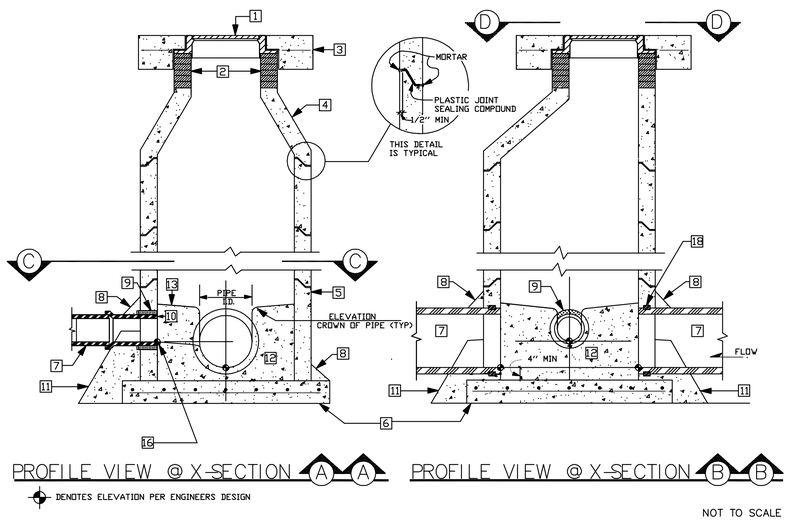
DROP MANHOLE DETAIL
DWG. #: SAS-1



PLAN VIEW @ X-SECTION C C



PLAN VIEW @ X-SECTION D D



PROFILE VIEW @ X-SECTION A A

PROFILE VIEW @ X-SECTION B B

DENOTES ELEVATION PER ENGINEERS DESIGN

NOT TO SCALE

MANHOLE TYPE "E" DETAIL/DWG # SAS-2 (See Dwg. # SAS-14 for Type "C" Flat Top)

GENERAL NOTES

CONSTRUCTION REQUIREMENTS

CR-1 MATERIALS AND WORK:
CURRENT NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (referred to as NM APWA) WITH MODIFICATIONS NOTED BY THE CITY OF SANTA FE.

CR-2 APPROVED PLANS:
USE PLANS BEARING THE OFFICIAL STAMP OF THE DESIGN ENGINEER AND BEARING THE APPROVAL SIGNATURE OF THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. CONSTRUCTION PERFORMED WITHOUT APPROVED PLANS WILL BE REJECTED.

CR-3 SEWER HOOK-UP PERMIT:
OBTAIN PERMITS FOR THE PROJECT BEFORE COMMENCING ANY SEWER CONSTRUCTION. CONSTRUCTION PERFORMED WITHOUT OBTAINING PERMITS SHALL BE REJECTED.
A. CONSTRUCTION PLANS SHALL INDICATE THE CLASS OF BEDDING TO BE USED. CHANGE OF BEDDING MAY REQUIRE A CHANGE IN PIPE CLASSIFICATION OR WALL THICKNESS.

CR-4 SUBSTITUTIONS OR CHANGES:
ALL SUBSTITUTIONS OR CHANGES MUST BE APPROVED BY THE CITY WATER QUALITY DIVISION OR CITY APPROVED REPRESENTATIVE PRIOR TO CONSTRUCTION. ALL SUBSTITUTIONS OR CHANGES MUST BE SUBMITTED BY THE DESIGN ENGINEER TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. WHERE APPROPRIATE, SUBMITTAL MUST INCLUDE FABRICATION DRAWINGS, WORKING DRAWINGS AND MATERIAL SPECIFICATIONS OR TEST DATA TO JUSTIFY SUBSTITUTIONS OR CHANGES. DESIGN ENGINEER SHALL AUTHORIZE ANY DRAWINGS FOR SUBSTITUTIONS AND CHANGES AND SUBMIT THEM TO THE CITY WATER QUALITY DIVISION FOR APPROVAL. UNAUTHORIZED SUBMITTALS WILL BE REJECTED.

CR-5 MANUFACTURER'S CERTIFICATES:
WHEN CERTIFICATES OF COMPLIANCE AND TEST REPORTS ARE REQUIRED FOR MATERIALS, DOCUMENTS SHALL BE SUBMITTED TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE AT THE TIME OF MATERIALS DELIVERY TO THE JOBSITE.

CR-6 CONTRACTOR REQUIREMENTS:
CONTRACTOR PERFORMING WORK ON PUBLIC SEWER LINES SHALL BE A LICENSED UTILITY CONTRACTOR.

INSTALLATION

I-1 LAYING PIPE:
AS PER SECTION 900, NM APWA; PIPE SHALL BE PLACED AND BEDDED IN A FROST FREE TRENCH; GASKET SHALL BE FULLY SEATED AND NOT SLIPPED; PIPE SHALL BE LAID THROUGH MANHOLE LOCATIONS ON STRAIGHT AND UP TO 22 1/2 DEGREE DEFLECTIONS.
A. IF PIPE TRENCH INSTALLATION CONFIGURATION EXCEEDS THE LIMITS OF NM APWA STANDARDS, SECTION 700, OR AS DEFINED ON THE CONSTRUCTION PLANS, THE DESIGN ENGINEER WILL SPECIFY THE NEW PIPE CLASSIFICATION OR WALL THICKNESS.
B. TYPE I TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 8'(FT.) OR LESS. TYPE II TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 9'(FT.) AND OVER, DEPENDING ON SOIL CONDITIONS. REFER TO NM APWA STANDARDS SECTION 700.

I-2 MANHOLE CONSTRUCTION:
A. BASE:
1. CAST IN PLACE: ON UNDISTURBED FROST FREE SUBGRADE
2. PRECAST UNIT: ON PEA GRAVEL WITH COMPLETE EVEN BEARING
B. PRECAST BARREL:
1. JOINTS: FILL COMPLETELY WITH NON-SHRINK GROUT AND TROWEL
2. MANHOLE ADAPTOR: INSTALL OVER PVC PIPE AND FILL IN PENETRATION WITH NON-SHRINK GROUT.
3. CAST IN PLACE BASES: SHALL ACHIEVE A MINIMUM OF 2500 PSI COMPRESSIVE STRENGTH BEFORE SETTING PRECAST BARREL SECTIONS.

I-3 EXCAVATION AND BACKFILL:
AS PER SECTION 700, NM APWA; SATURATION BY FLOODING OR JETTING METHODS IS NOT PERMITTED WITHOUT A SOILS ENGINEERING REPORT RECOMMENDING THESE METHODS. MECHANICAL OR VIBRATORY COMPACTORS SHALL NOT BE USED ON THE BEDDING AND 12"(IN.) OF INITIAL BACKFILL. COMPACTION SHALL BE DETERMINED PER AASHTO T-180.

CONSTRUCTION MATERIALS

CM-1 SEWER PIPE: (CERTIFICATES REQUIRED)
A. VITRIFIED CLAY: REFER TO SECTION 125, NM APWA FOR EXTRA STRENGTH VCP.
B. PLASTIC (PVC): REFER TO SECTION 121, NM APWA, AS MODIFIED BY THE CITY.
1. 4" THRU 15" (Inch) DIAMETER, ASTM D-3034 OR ASTM F-789 PIPE. MINIMUM PS-46 STRENGTH. SDR-35 OR EQUAL.
2. LARGER THAN 15" (IN.) DIAMETER: ASTM F 679 VOL. 08.04.
C. HDPE PIPE PER ASTM D-1248 CLASS III WHEN APPROVED BY WATER QUALITY DIVISION ENGINEER.
D. PVC RESTRAINED JOINTS: SERIES 1350 OR SERIES 1390 FOR COUPLINGS PRODUCED BY UNI-FLANGE CORPORATION, LOCKING COUPLINGS WITH NYLON SPLINE, MARKETED AS "YELLOWMINE" AND PRODUCED BY CERTAINTEED CORPORATION, OR APPROVED EQUAL.
E. MANHOLE ADAPTERS: ASBESTOS CEMENT (AC) MANHOLE ADAPTERS, OR AC/PVC ADAPTER COUPLINGS.
F. BUILDING SERVICE STUBS: CAST IRON DWV, PVC SCH. 40 DWV.
G. SERVICE CONNECTIONS:
1. VCP PIPE: FACTORY TEE FITTINGS; SECTION 125 NM APWA.
2. PVC PIPE: CAST IRON BODIES TAPPING SADDLE WITH STAINLESS STEEL TENSION STRAP AND FITTINGS; FOWLER "QUICKWAY",GENECO, HERSEY "PIONEER", OR APPROVED EQUAL.
H. SOIL CLASSIFICATION: THE UNIFIED SOIL CLASSIFICATION SYSTEM PER ASTM D 2487 TABLE 701.3.5 NM APWA.

CM-2 MANHOLES:
A. CONCRETE MANHOLES: PRECAST REINFORCED CONCRETE RISERS, REDUCING CONES, AND ADJUSTMENT RINGS PER ASTM C 478 VOL. 04.05. BASES MAY BE FIELD PLACED CONCRETE OR PRECAST CONCRETE PER ASTM C 478 VOL. 04.05 (CERTIFICATES REQUIRED). CRACKED OR VISIBLY DEFECTIVE UNITS WILL BE REJECTED.
B. PIPE PENETRATIONS: PRECAST UNITS SHALL HAVE SUITABLE SIZED OPENINGS CAST INTO BARREL AT PROPER ANGLES FOR PIPE AND MANHOLE ADAPTERS.
C. MANHOLE STEPS: REFER TO SECTION 920.4.7 NM APWA POLYPROPYLENE ENCASED GRADE 60 STEEL BY M.A. INC. OR APPROVED EQUAL: 14"(IN.) WIDE, 16"(IN.) MAXIMUM SPACING.
D. FRAMES AND COVERS:
1. CASTING: SHALL CONFORM TO SECTION 160, 161 & 162, NM, APWA CLASS 30B. (CERTIFICATES AND SHOP DRAWINGS REQUIRED)
2. MINIMUM COVER WEIGHT: 165 POUNDS
3. MINIMUM COMBINED WEIGHT: 365 POUNDS +/- 5%
4. BEARING SURFACES: SHALL BE MATCHED FOR A FIRM NON ROCKING SEAT BETWEEN FRAME AND COVER. MINIMUM SEATING WIDTH: 7/8"(IN.)
5. COATING: NONE
6. COVER LETTERINGS: SANTA FE, N.M. SANITARY SEWER
7. CASTINGS: CAST MANUFACTURER AND MODEL NUMBER ON FRAME AND COVER.
8. CASTINGS TOLERANCE: +/- 1/16"(IN.) PER FOOT OF OVERALL DIMENSION. OUT OF ROUND CASTINGS AND LOOSE FITTING UNITS WILL BE REJECTED IN THE FIELD.

CM-3 CONCRETE ENCASEMENT:
A. REQUIREMENTS:
1. WHEN THE PIPE COVER IS 36" (IN.) OR LESS.
2. WHEN VITRIFIED CLAY CROSSES AN ARROYO.
3. WHEN A WATER LINE PASSES BELOW OR LESS THAN 18" (IN.) ABOVE THE EXISTING SEWER LINE.
4. WHEN A PARALLEL WATER LINE IS LESS THAN 10'(FT.) HORIZONTALLY AND LESS THAN 2'(FT.) ABOVE THE SEWER LINE.
5. THE SEWER LINE SHALL BE ENCASED IN CONCRETE 6"(IN.) THICK AS DETAILED, AND EXTEND AT LEAST 10'(FT.) ON EACH SIDE OF THE WATER LINE.

FIELD QUALITY CONTROL

FQC-1 TESTING AND INSPECTION:
A. SUPERVISION: CONDUCTED BY DESIGN ENGINEER.
B. CERTIFICATION: DESIGN ENGINEER SHALL CERTIFY THAT THE PROJECT HAS BEEN COMPLETED IN ACCORDANCE TO PLANS & SPECIFICATIONS AND SHALL SUBMIT A CERTIFICATION OF COMPLIANCE STATEMENT WITH STAMP AND SIGNATURE.
C. EQUIPMENT AND ASSISTANCE: PROVIDED BY CONTRACTOR.

FQC-2 LINE AND GRADE: ALLOWABLE TOLERANCE BETWEEN STRUCTURES FROM DESIGN;
A. LINE: 0.20 FOOT
B. GRADE: 0.02 FOOT; PIPE SHALL NOT HOLD BACK ANY WATER.

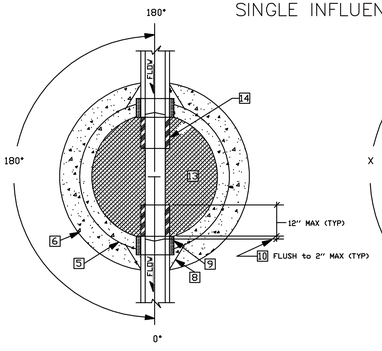
FQC-3 LEAKAGE TEST:
AIR TEST REQUIRED; REFER TO SECTION 901.7 NM APWA.

FQC-4 TELEVISION INSPECTION:
CONTRACTOR SHALL PROVIDE A CERTIFIED CCTV SEWERLINE INSPECTION AND RECORD TAPES AT HIS OWN EXPENSE.

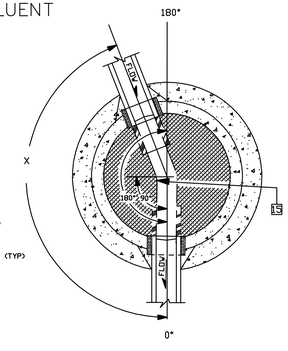
FQC-5 ALL CONNECTIONS TO EXISTING MANHOLES INCLUDES REHABILITATING THE TIE IN MANHOLE TO MEET THESE STANDARD CONSTRUCTION DETAILS.

NOTE: REVISIONS TO THIS SHEET SHALL BE MADE UNDER THE AUTHORITY OF THE CITY OF SANTA FE ONLY.

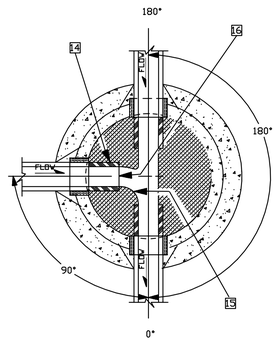
SINGLE INFLUENT



180° or STRAIGHT THROUGH

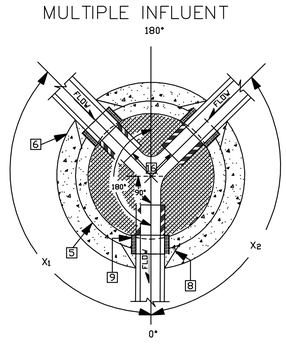


DIRECTIONAL CHANGE
X ≥ 90°
ANGLE X MEASURED FROM EFFLUENT CENTERLINE

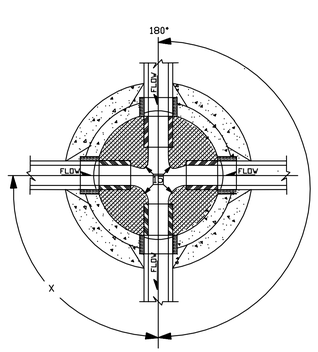


TEE, 90° & 180°
ANGLE MEASURED FROM EFFLUENT CENTERLINE

MULTIPLE INFLUENT



WYE
MINIMUM BEND 90°
MAXIMUM BEND 180°
ANGLE X MEASURED FROM EFFLUENT CENTERLINE



4-WAY TEE
ANGLE X MEASURED FROM EFFLUENT CENTERLINE
MINIMUM BEND 90°

NOT TO SCALE

PLAN VIEW OF MANHOLE BASE CONNECTION/DWG. # SAS-3

SCDT1-4 - 6/7/00

WATER QUALITY DIVISION — UTILITY DEVELOPMENT

CITY OF SANTA FE
WATER QUALITY DIVISION

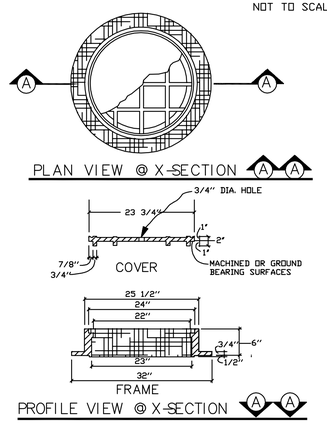
TITLE: SANITARY SEWER STANDARD CONSTRUCTION DETAILS

DATE: JULY 1992	REVISIONS	
DRAWN BY: G. CHAVEZ	1 8-3-92	FILE #: E:\AUTO\DWG\SCDT1-4
CADD RENDITION BY: G. CHAVEZ	2 12-14-92	SHEET 17-2
APPROVED BY: E. BROWN	3 11-16-94	

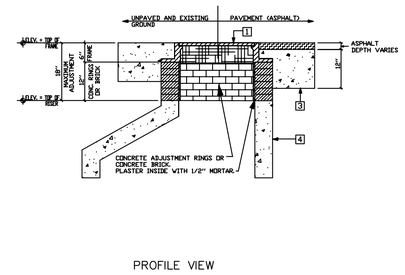
LEGEND

ITEM	DESCRIPTION
1	MANHOLE FRAME & COVER, refer to manhole frame and cover detail Dwg. No. SAS-4
2	CONCRETE ADJUSTMENT RINGS or CONCRETE BRICK, refer to concrete adjustment detail Dwg. No. SAS-5
3	CONCRETE COLLAR, refer to concrete collar detail Dwg. No. SAS-6
4	PRECAST REINFORCED CONCRETE RISER, CONE or FLAT TOP, with 5"(in) wall thickness, refer to general note CM-2
5	PRECAST REINFORCED CONCRETE BASE RISER, with suitable sized openings, refer to general note CM-2A
6	CONCRETE BASE, refer to concrete base detail Dwg. No. SAS-7
7	SEWER PIPE, refer to general note CM-1
8	6"(in) GROUT FILLET, on upper half of pipe and around base
9	ADAPTER, MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
10	PIPE PENETRATION INTO MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
11	PIPE SUPPORT, CONCRETE, shall extend out-side of manhole a maximum of 18"(in) to bell of first joint and shall cradle pipe half pipe
12	CONCRETE FILL, 3000 p.s.i., refer to general note CR-6
13	SHELF, to be 9"(in) minimum width with 1"(in) per 1'-0" slope, from crown of pipe
14	CUT UPPER HALF OF PIPE, after manhole has been completed and inspected by engineer
15	HAND FORMED CHANNELS, shall be on a uniform radius and shall not hold water
16	INVERT ELEVATIONS OF LATERAL LINES, shall be the same as the springline elevation of the sewer main, where possible
17	CHANGE SLOPE OF PIPE, at center of manhole
18	APPROVED WATER STOP, to be with type of pipe

NOT TO SCALE

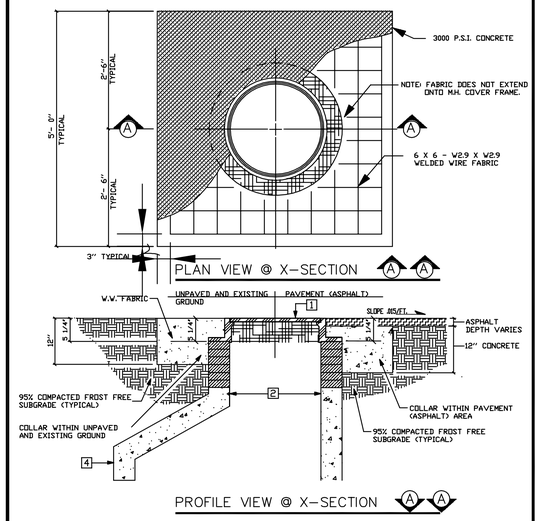


MANHOLE FRAME & COVER DETAIL/DWG # SAS-4

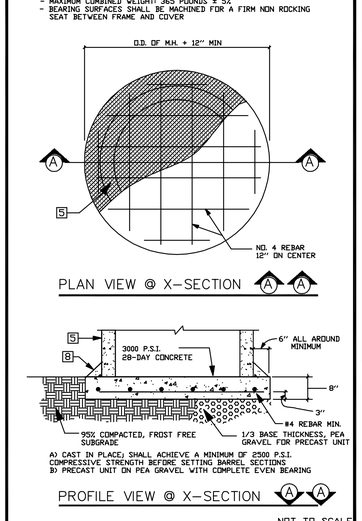


NOT TO SCALE

MANHOLE ADJUSTMENT DETAIL/DWG # SAS-5



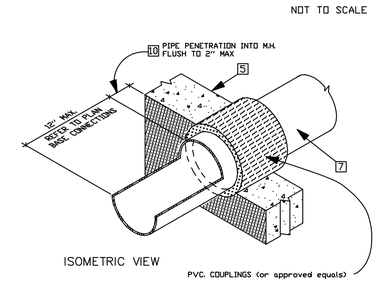
CONCRETE COLLAR DETAIL/DWG. # SAS-6 NOT TO SCALE



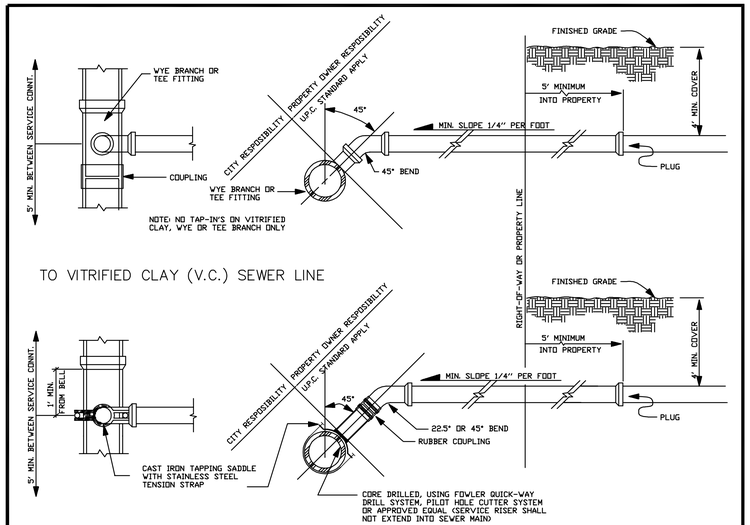
NOT TO SCALE

CONCRETE BASE DETAIL/DWG. # SAS-7

NOT TO SCALE

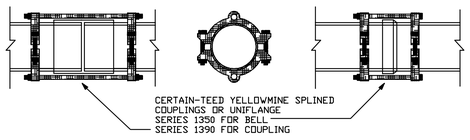


MANHOLE ADAPTER DETAIL/DWG. # SAS-8



NOT TO SCALE

SERVICE CONNECTION DETAILS/DWG. # SAS-10



NOTE: AT RIVER AND ARROYO CROSSINGS

SCDT2-4 - 6/7/00

RESTRAINED JOINT DETAIL/DWG. # SAS-9 NOT TO SCALE

GENERAL NOTES

CONSTRUCTION REQUIREMENTS

CR-1 MATERIALS AND WORK:
CURRENT NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (referred to as NM APWA) WITH MODIFICATIONS NOTED BY THE CITY OF SANTA FE.

CR-2 APPROVED PLANS:
USE PLANS BEARING THE OFFICIAL STAMP OF THE DESIGN ENGINEER AND BEARING THE APPROVAL SIGNATURE OF THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. CONSTRUCTION PERFORMED WITHOUT APPROVED PLANS WILL BE REJECTED.

CR-3 SEWER HOOK-UP PERMIT:
OBTAIN PERMITS FOR THE PROJECT BEFORE COMMENCING ANY SEWER CONSTRUCTION. CONSTRUCTION PERFORMED WITHOUT OBTAINING PERMITS SHALL BE REJECTED.
A. CONSTRUCTION PLANS SHALL INDICATE THE CLASS OF BEDDING TO BE USED. CHANGE OF BEDDING MAY REQUIRE A CHANGE IN PIPE CLASSIFICATION OR WALL THICKNESS.

CR-4 SUBSTITUTIONS OR CHANGES:
ALL SUBSTITUTIONS OR CHANGES MUST BE APPROVED BY THE CITY WATER QUALITY DIVISION OR CITY APPROVED REPRESENTATIVE PRIOR TO CONSTRUCTION. ALL SUBSTITUTIONS OR CHANGES MUST BE SUBMITTED BY THE DESIGN ENGINEER TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. WHERE APPROPRIATE, SUBMITTAL MUST INCLUDE FABRICATION DRAWINGS, WORKING DRAWINGS AND MATERIAL SPECIFICATIONS OR TEST DATA TO JUSTIFY SUBSTITUTIONS OR CHANGES. DESIGN ENGINEER SHALL AUTHORIZE ANY DRAWINGS FOR SUBSTITUTIONS AND CHANGES AND SUBMIT THEM TO THE CITY WATER QUALITY DIVISION FOR APPROVAL. UNAUTHORIZED SUBMITTALS WILL BE REJECTED.

CR-5 MANUFACTURER'S CERTIFICATES:
WHEN CERTIFICATES OF COMPLIANCE AND TEST REPORTS ARE REQUIRED FOR MATERIALS, DOCUMENTS SHALL BE SUBMITTED TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE AT THE TIME OF MATERIALS DELIVERY TO THE JOBSITE.

CR-6 CONTRACTOR REQUIREMENTS:
CONTRACTOR PERFORMING WORK ON PUBLIC SEWER LINES SHALL BE A LICENSED UTILITY CONTRACTOR.

INSTALLATION

I-1 LAYING PIPE:
AS PER SECTION 900, NM APWA; PIPE SHALL BE PLACED AND BEDDED IN A FROST FREE TRENCH. GASKET SHALL BE FULLY SEATED AND NOT SLIPPED; PIPE SHALL BE LAID THROUGH MANHOLE LOCATIONS ON STRAIGHT AND UP TO 22 1/2 DEGREE DEFLECTIONS.
A. IF PIPE TRENCH INSTALLATION CONFIGURATION EXCEEDS THE LIMITS OF NM APWA STANDARDS, SECTION 700, OR AS DEFINED ON THE CONSTRUCTION PLANS, THE DESIGN ENGINEER WILL SPECIFY THE NEW PIPE CLASSIFICATION OR WALL THICKNESS.
B. TYPE I TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 8'(FT.) OR LESS. TYPE II TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 9'(FT.) AND OVER, DEPENDING ON SOIL CONDITIONS. REFER TO NM APWA STANDARDS SECTION 700.

I-2 MANHOLE CONSTRUCTION:
A. BASE:
1. CAST IN PLACE: ON UNDISTURBED FROST FREE SUBGRADE
2. PRECAST UNIT: ON PEA GRAVEL WITH COMPLETE EVEN BEARING
B. PRECAST BARREL:
1. JOINTS: FILL COMPLETELY WITH NON-SHRINK GROUT AND TROWEL
2. MANHOLE ADAPTOR: INSTALL OVER PVC PIPE AND FILL IN PENETRATION WITH NON-SHRINK GROUT.
3. CAST IN PLACE BASES: SHALL ACHIEVE A MINIMUM OF 2500 PSI COMPRESSIVE STRENGTH BEFORE SETTING PRECAST BARREL SECTIONS.

I-3 EXCAVATION AND BACKFILL:
AS PER SECTION 700, NM APWA; SATURATION BY FLOODING OR JETTING METHODS IS NOT PERMITTED WITHOUT A SOILS ENGINEERING REPORT RECOMMENDING THESE METHODS. MECHANICAL OR VIBRATORY COMPACTORS SHALL NOT BE USED ON THE BEDDING AND 12"(IN.) OF INITIAL BACKFILL. COMPACTION SHALL BE DETERMINED PER AASHTO T-180.

CONSTRUCTION MATERIALS

CM-1 SEWER PIPE: (CERTIFICATES REQUIRED)
A. VITRIFIED CLAY: REFER TO SECTION 125, NM APWA FOR EXTRA STRENGTH VCP.
B. PLASTIC (PVC): REFER TO SECTION 121, NM APWA, AS MODIFIED BY THE CITY.
1. 4" THRU 15" (inch) DIAMETER, ASTM D-3034 OR ASTM F-789 PIPE. MINIMUM PS-46 STRENGTH. SDR-35 OR EQUAL
2. LARGER THAN 15" (IN.) DIAMETER: ASTM F 679 VOL. 08.04.
C. HDPE PIPE PER ASTM D-1248 CLASS III WHEN APPROVED BY WATER QUALITY DIVISION ENGINEER.
D. PVC RESTRAINED JOINTS: SERIES 1350 OR SERIES 1390 FOR COUPLINGS PRODUCED BY UNI-FLANGE CORPORATION, LOCKING COUPLINGS WITH NYLON SPLINE, MARKETED AS "YELLOWMINE" AND PRODUCED BY CERTAINTEED CORPORATION, OR APPROVED EQUAL.
E. MANHOLE ADAPTERS: ASBESTOS CEMENT (AC) MANHOLE ADAPTERS, OR AC/PVC ADAPTER COUPLINGS.
F. BUILDING SERVICE STUBS: CAST IRON DWV, PVC SCH. 40 DWV.
G. SERVICE CONNECTIONS:
1. VCP PIPE: FACTORY TEE FITTINGS; SECTION 125 NM APWA.
2. PVC PIPE: CAST IRON BODIES TAPPING SADDLE WITH STAINLESS STEEL TENSION STRAP AND FITTINGS; FOWLER "QUICKWAY",GENECO, HERSEY "PIONEER", OR APPROVED EQUAL.
H. SOIL CLASSIFICATION: THE UNIFIED SOIL CLASSIFICATION SYSTEM PER ASTM D 2487 TABLE 701.3.5 NM APWA.

CM-2 MANHOLES:
A. CONCRETE MANHOLES: PRECAST REINFORCED CONCRETE RISERS, REDUCING CONES, AND ADJUSTMENT RINGS PER ASTM C 478 VOL. 04.05. BASES MAY BE FIELD PLACED CONCRETE OR PRECAST CONCRETE PER ASTM C 478 VOL. 04.05 (CERTIFICATES REQUIRED). CRACKED OR VISIBLY DEFECTIVE UNITS WILL BE REJECTED.
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C. MANHOLE STEPS: REFER TO SECTION 920.4.7 NM APWA POLYPROPYLENE ENCASED GRADE 60 STEEL BY M.A. INC. OR APPROVED EQUAL; 14"(IN.) WIDE, 16"(IN.) MAXIMUM SPACING.
D. FRAMES AND COVERS:
1. CASTING: SHALL CONFORM TO SECTION 160, 161 & 162, NM, APWA CLASS 30B. (CERTIFICATES AND SHOP DRAWINGS REQUIRED)
2. MINIMUM COVER WEIGHT: 165 POUNDS
3. MINIMUM COMBINED WEIGHT: 365 POUNDS +/- 5%
4. BEARING SURFACES: SHALL BE MATCHED FOR A FIRM NON ROCKING SEAT BETWEEN FRAME AND COVER. MINIMUM SEATING WIDTH: 7/8"(IN.)
5. COATING: NONE
6. COVER LETTERINGS: SANTA FE, N.M. SANITARY SEWER
7. CASTINGS: CAST MANUFACTURER AND MODEL NUMBER ON FRAME AND COVER.
8. CASTINGS TOLERANCE: +/- 1/16"(IN.) PER FOOT OF OVERALL DIMENSION. OUT OF ROUND CASTINGS AND LOOSE FITTING UNITS WILL BE REJECTED IN THE FIELD.

CM-3 CONCRETE ENCASEMENT:
A. REQUIREMENTS:
1. WHEN THE PIPE COVER IS 36" (IN.) OR LESS.
2. WHEN VITRIFIED CLAY CROSSES AN ARROYO.
3. WHEN A WATER LINE PASSES BELOW OR LESS THAN 18" (IN.) ABOVE THE EXISTING SEWER LINE.
4. WHEN A PARALLEL WATER LINE IS LESS THAN 10'(FT.) HORIZONTALLY AND LESS THAN 2'(FT.) ABOVE THE SEWER LINE.
5. THE SEWER LINE SHALL BE ENCASED IN CONCRETE 6"(IN.) THICK AS DETAILED, AND EXTEND AT LEAST 10'(FT.) ON EACH SIDE OF THE WATER LINE.

FIELD QUALITY CONTROL

FQC-1 TESTING AND INSPECTION:
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B. CERTIFICATION: DESIGN ENGINEER SHALL CERTIFY THAT THE PROJECT HAS BEEN COMPLETED IN ACCORDANCE TO PLANS & SPECIFICATIONS AND SHALL SUBMIT A CERTIFICATION OF COMPLIANCE STATEMENT WITH STAMP AND SIGNATURE.
C. EQUIPMENT AND ASSISTANCE: PROVIDED BY CONTRACTOR.

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A. LINE: 0.20 FOOT
B. GRADE: 0.02 FOOT; PIPE SHALL NOT HOLD BACK ANY WATER.

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AIR TEST REQUIRED; REFER TO SECTION 901.7 NM APWA.

FQC-4 TELEVISION INSPECTION:
CONTRACTOR SHALL PROVIDE A CERTIFIED CCTV SEWERLINE INSPECTION AND RECORD TAPES AT HIS OWN EXPENSE.

FQC-5 ALL CONNECTIONS TO EXISTING MANHOLES INCLUDES REHABILITATING THE TIE IN MANHOLE TO MEET THESE STANDARD CONSTRUCTION DETAILS.

NOTE: REVISIONS TO THIS SHEET SHALL BE MADE UNDER THE AUTHORITY OF THE CITY OF SANTA FE ONLY.

WATER QUALITY DIVISION UTILITY DEVELOPMENT

CITY OF SANTA FE
WATER QUALITY DIVISION

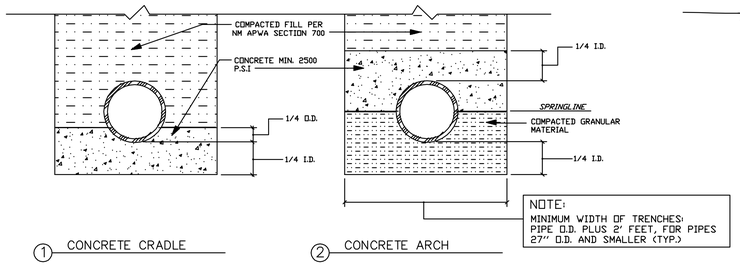
TITLE: SANITARY SEWER STANDARD CONSTRUCTION DETAILS

DATE: JULY 1992	REVISIONS	FILE #: E:\AUTO\DWG\SCDT2-4
DRAWN BY: G. CHAVEZ	1 8-3-92	
CADD RENDITION BY: G. CHAVEZ	2 12-10-92	SHEET 17-3
APPROVED BY: E. BROWN	3 11-16-94	

TRENCH BEDDING AND INSTALLATION DETAILS/DWG. # SAS-11

NOT TO SCALE

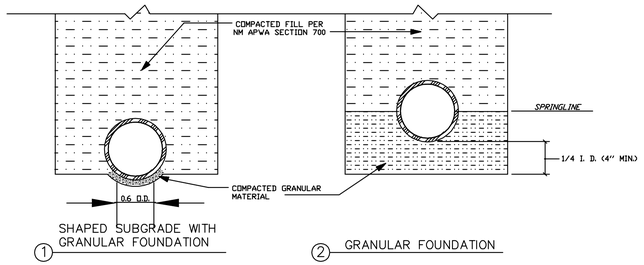
CLASS "A"



NOTE:
MINIMUM WIDTH OF TRENCHES:
PIPE O.D. PLUS 2' FEET, FOR PIPES 27" O.D. AND SMALLER (TYP.)

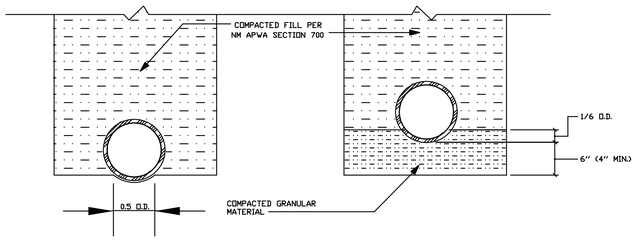
① CONCRETE CRADLE ② CONCRETE ARCH

CLASS "B"

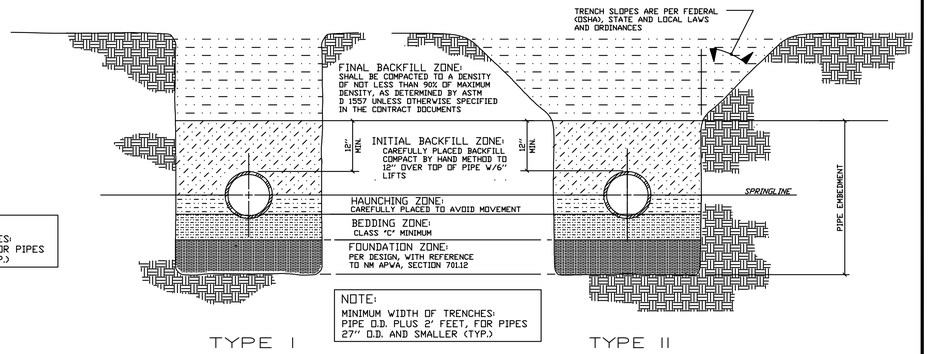


① SHAPED SUBGRADE WITH GRANULAR FOUNDATION ② GRANULAR FOUNDATION

CLASS "C"

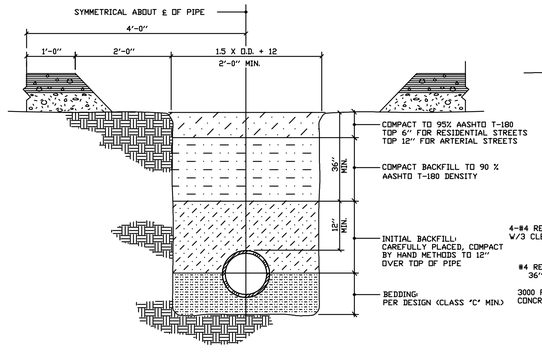


① SHAPED SUBGRADE ② GRANULAR FOUNDATION

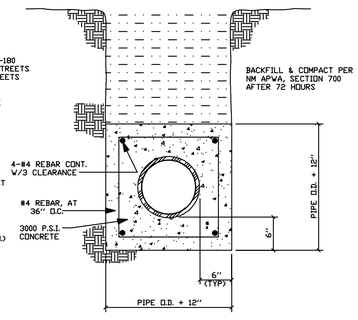


NOTE:
MINIMUM WIDTH OF TRENCHES:
PIPE O.D. PLUS 2' FEET, FOR PIPES 27" O.D. AND SMALLER (TYP.)

TYPE I TYPE II



PAVED AREAS



CONCRETE ENCASEMENT

GENERAL NOTES

CONSTRUCTION REQUIREMENTS

CR-1 MATERIALS AND WORK:
CURRENT NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (referred to as NM APWA) WITH MODIFICATIONS NOTED BY THE CITY OF SANTA FE.

CR-2 APPROVED PLANS:
USE PLANS BEARING THE OFFICIAL STAMP OF THE DESIGN ENGINEER AND BEARING THE APPROVAL SIGNATURE OF THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. CONSTRUCTION PERFORMED WITHOUT APPROVED PLANS WILL BE REJECTED.

CR-3 SEWER HOOK-UP PERMIT:
OBTAIN PERMITS FOR THE PROJECT BEFORE COMMENCING ANY SEWER CONSTRUCTION. CONSTRUCTION PERFORMED WITHOUT OBTAINING PERMITS SHALL BE REJECTED.
A. CONSTRUCTION PLANS SHALL INDICATE THE CLASS OF BEDDING TO BE USED. CHANGE OF BEDDING MAY REQUIRE A CHANGE IN PIPE CLASSIFICATION OR WALL THICKNESS.

CR-4 SUBSTITUTIONS OR CHANGES:
ALL SUBSTITUTIONS OR CHANGES MUST BE APPROVED BY THE CITY WATER QUALITY DIVISION OR CITY APPROVED REPRESENTATIVE PRIOR TO CONSTRUCTION. ALL SUBSTITUTIONS OR CHANGES MUST BE SUBMITTED BY THE DESIGN ENGINEER TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. WHERE APPROPRIATE, SUBMITTAL MUST INCLUDE FABRICATION DRAWINGS, WORKING DRAWINGS AND MATERIAL SPECIFICATIONS OR TEST DATA TO JUSTIFY SUBSTITUTIONS OR CHANGES. DESIGN ENGINEER SHALL AUTHORIZE ANY DRAWINGS FOR SUBSTITUTIONS AND CHANGES AND SUBMIT THEM TO THE CITY WATER QUALITY DIVISION FOR APPROVAL. UNAUTHORIZED SUBMITTALS WILL BE REJECTED.

CR-5 MANUFACTURER'S CERTIFICATES:
WHEN CERTIFICATES OF COMPLIANCE AND TEST REPORTS ARE REQUIRED FOR MATERIALS, DOCUMENTS SHALL BE SUBMITTED TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE AT THE TIME OF MATERIALS DELIVERY TO THE JOBSITE.

CR-6 CONTRACTOR REQUIREMENTS:
CONTRACTOR PERFORMING WORK ON PUBLIC SEWER LINES SHALL BE A LICENSED UTILITY CONTRACTOR.

INSTALLATION

I-1 LAYING PIPE:
AS PER SECTION 900, NM APWA: PIPE SHALL BE PLACED AND BEDDED IN A FROST FREE TRENCH; GASKET SHALL BE FULLY SEATED AND NOT SLIPPED; PIPE SHALL BE LAID THROUGH MANHOLE LOCATIONS ON STRAIGHT AND UP TO 22 1/2 DEGREE DEFLECTIONS.
A. IF PIPE TRENCH INSTALLATION CONFIGURATION EXCEEDS THE LIMITS OF NM APWA STANDARDS, SECTION 700, OR AS DEFINED ON THE CONSTRUCTION PLANS, THE DESIGN ENGINEER WILL SPECIFY THE NEW PIPE CLASSIFICATION OR WALL THICKNESS:
B. TYPE I TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 8'(FT.) OR LESS. TYPE II TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 9'(FT.) AND OVER, DEPENDING ON SOIL CONDITIONS. REFER TO NM APWA STANDARDS SECTION 700.

I-2 MANHOLE CONSTRUCTION:
A. BASE:
1. CAST IN PLACE: ON UNDISTURBED FROST FREE SUBGRADE
2. PRECAST UNIT: ON PEA GRAVEL WITH COMPLETE EVEN BEARING
B. PRECAST BARREL:
1. JOINTS: FILL COMPLETELY WITH NON-SHRINK GROUT AND TROWEL
2. MANHOLE ADAPTOR: INSTALL OVER PVC PIPE AND FILL IN PENETRATION WITH NON-SHRINK GROUT.
3. CAST IN PLACE BASES: SHALL ACHIEVE A MINIMUM OF 2500 PSI COMPRESSIVE STRENGTH BEFORE SETTING PRECAST BARREL SECTIONS.

I-3 EXCAVATION AND BACKFILL:
AS PER SECTION 700, NM APWA; SATURATION BY FLOODING OR JETTING METHODS IS NOT PERMITTED WITHOUT A SOILS ENGINEERING REPORT RECOMMENDING THESE METHODS. MECHANICAL OR VIBRATORY COMPACTORS SHALL NOT BE USED ON THE BEDDING AND 12"(IN.) OF INITIAL BACKFILL. COMPACTION SHALL BE DETERMINED PER AASHTO T-180.

CONSTRUCTION MATERIALS

CM-1 SEWER PIPE: (CERTIFICATES REQUIRED)
A. VITRIFIED CLAY: REFER TO SECTION 125, NM APWA FOR EXTRA STRENGTH VCP.
B. PLASTIC (PVC): REFER TO SECTION 121, NM APWA, AS MODIFIED BY THE CITY.
1. 4" THRU 15" (Inch) DIAMETER, ASTM D-3034 OR ASTM F-789 PIPE. MINIMUM PS-46 STRENGTH. SDR-35 OR EQUAL
2. LARGER THAN 15" (IN.) DIAMETER: ASTM F 679 VOL. 08.04.
C. HDPE PIPE PER ASTM D-1248 CLASS III WHEN APPROVED BY WATER QUALITY DIVISION ENGINEER.
D. PVC RESTRAINED JOINTS: SERIES 1350 OR SERIES 1390 FOR COUPLINGS PRODUCED BY UNI-FLANGE CORPORATION, LOCKING COUPLINGS WITH NYLON SPLINE, MARKETED AS "YELLOWMINE" AND PRODUCED BY CERTAINTEED CORPORATION, OR APPROVED EQUAL.
E. MANHOLE ADAPTERS: ASBESTOS CEMENT (AC) MANHOLE ADAPTERS, OR AC/PVC ADAPTER COUPLINGS.
F. BUILDING SERVICE STUBS: CAST IRON DWV, PVC SCH. 40 DWV.
G. SERVICE CONNECTIONS:
1. VCP PIPE: FACTORY TEE FITTINGS; SECTION 125 NM APWA.
2. PVC PIPE: CAST IRON BODIES TAPPING SADDLE WITH STAINLESS STEEL TENSION STRAP AND FITTINGS; FOWLER "QUICKWAY",GENECO, HERSEY "PIONEER", OR APPROVED EQUAL.
H. SOIL CLASSIFICATION: THE UNIFIED SOIL CLASSIFICATION SYSTEM PER ASTM D 2487 TABLE 701.3.5 NM APWA.

CM-2 MANHOLES:
A. CONCRETE MANHOLES: PRECAST REINFORCED CONCRETE RISERS, REDUCING CONES, AND ADJUSTMENT RINGS PER ASTM C 478 VOL. 04.05. BASES MAY BE FIELD PLACED CONCRETE OR PRECAST CONCRETE PER ASTM C 478 VOL. 04.05 (CERTIFICATES REQUIRED). CRACKED OR VISIBLY DEFECTIVE UNITS WILL BE REJECTED.
B. PIPE PENETRATIONS: PRECAST UNITS SHALL HAVE SUITABLE SIZED OPENINGS CAST INTO BARREL AT PROPER ANGLES FOR PIPE AND MANHOLE ADAPTERS.
C. MANHOLE STEPS: REFER TO SECTION 920.4.7 NM APWA POLYPROPYLENE ENCASED GRADE 60 STEEL BY M.A. INC. OR APPROVED EQUAL; 14"(IN.) WIDE, 18"(IN.) MAXIMUM SPACING.
D. FRAMES AND COVERS:
1. CASTING: SHALL CONFORM TO SECTION 160, 161 & 162, NM, APWA CLASS 30B. (CERTIFICATES AND SHOP DRAWINGS REQUIRED)
2. MINIMUM COVER WEIGHT: 165 POUNDS
3. MINIMUM COMBINED WEIGHT: 365 POUNDS +/- 5%
4. BEARING SURFACES: SHALL BE MATCHED FOR A FIRM NON ROCKING SEAT BETWEEN FRAME AND COVER. MINIMUM SEATING WIDTH: 7/8"(IN.)
5. COATING: NONE
6. COVER LETTERINGS: SANTA FE, N.M. SANITARY SEWER
7. CASTINGS: CAST MANUFACTURER AND MODEL NUMBER ON FRAME AND COVER.
8. CASTINGS TOLERANCE: +/- 1/16"(IN.) PER FOOT OF OVERALL DIMENSION. OUT OF ROUND CASTINGS AND LOOSE FITTING UNITS WILL BE REJECTED IN THE FIELD.

CM-3 CONCRETE ENCASEMENT:
A. REQUIREMENTS:
1. WHEN THE PIPE COVER IS 36" (IN.) OR LESS.
2. WHEN VITRIFIED CLAY CROSSES AN ARROYO.
3. WHEN A WATER LINE PASSES BELOW OR LESS THAN 18" (IN.) ABOVE THE EXISTING SEWER LINE.
4. WHEN A PARALLEL WATER LINE IS LESS THAN 10'(FT.) HORIZONTALLY AND LESS THAN 2'(FT.) ABOVE THE SEWER LINE.
5. THE SEWER LINE SHALL BE ENCASED IN CONCRETE 6"(IN.) THICK AS DETAILED, AND EXTEND AT LEAST 10'(FT.) ON EACH SIDE OF THE WATER LINE.

FIELD QUALITY CONTROL

FQC-1 TESTING AND INSPECTION:
A. SUPERVISION: CONDUCTED BY DESIGN ENGINEER.
B. CERTIFICATION: DESIGN ENGINEER SHALL CERTIFY THAT THE PROJECT HAS BEEN COMPLETED IN ACCORDANCE TO PLANS & SPECIFICATIONS AND SHALL SUBMIT A CERTIFICATION OF COMPLIANCE STATEMENT WITH STAMP AND SIGNATURE.
C. EQUIPMENT AND ASSISTANCE: PROVIDED BY CONTRACTOR.

FQC-2 LINE AND GRADE: ALLOWABLE TOLERANCE BETWEEN STRUCTURES FROM DESIGN:
A. LINE: 0.20 FOOT
B. GRADE: 0.02 FOOT; PIPE SHALL NOT HOLD BACK ANY WATER.

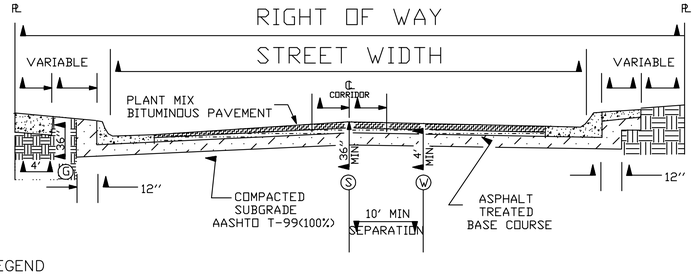
FQC-3 LEAKAGE TEST:
AIR TEST REQUIRED; REFER TO SECTION 901.7 NM APWA.

FQC-4 TELEVISION INSPECTION:
CONTRACTOR SHALL PROVIDE A CERTIFIED CCTV SEWERLINE INSPECTION AND RECORD TAPES AT HIS OWN EXPENSE.

FQC-5 ALL CONNECTIONS TO EXISTING MANHOLES INCLUDES REHABILITATING THE TIE IN MANHOLE TO MEET THESE STANDARD CONSTRUCTION DETAILS.

NOTE: REVISIONS TO THIS SHEET SHALL BE MADE UNDER THE AUTHORITY OF THE CITY OF SANTA FE ONLY.

TYPICAL UTILITIES SEPARATION DETAIL/DWG. # SAS-12



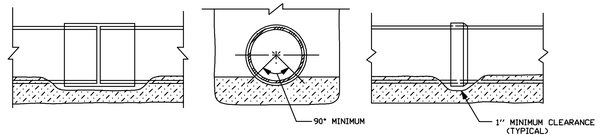
LEGEND

Ⓢ SEWER
Ⓖ GAS
Ⓦ WATER
℄ PROPERTY LINE
℄ CENTER LINE

NOT TO SCALE

SCDT3-4 - 6/7/00

BELL OR COUPLING INSTALLATION DETAIL/DWG. # SAS-13



NOT TO SCALE

WATER QUALITY DIVISION UTILITY DEVELOPMENT

CITY OF SANTA FE
WATER QUALITY DIVISION

TITLE: SANITARY SEWER STANDARD CONSTRUCTION DETAILS

DATE: JULY 1992	REVISIONS	FILE #: E:\AUTO\DWG\SCDT3-4
DRAWN BY: G. CHAVEZ	8-4-92	
CADD RENDITION BY: G. CHAVEZ	12-14-92	SHEET 17-4
APPROVED BY: E. BROWN	11-16-94	

TABLE 1

Pipe Size	Required Inlet Slope
4 in.	0.0060 ft/ft
6	0.0050
8	0.0040
10	0.0028
12	0.0022
15	0.0015
18	0.0012

NOTE

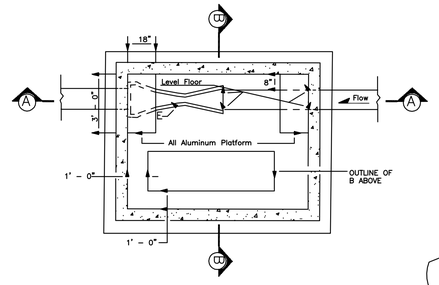
WHEN THE INLET SEWER IS SMALLER OR LARGER, IN DIAMETER THAN THE FLUME ENTRANCE WIDTH, A SMOOTH TRANSITION SHALL BE PROVIDED CHANGING FROM THE INLET SEWER DIAMETER TO THE FLUME ENTRANCE CHANNEL WIDTH OVER THE FIRST FOOT INSIDE THE MH.

GENERAL NOTES

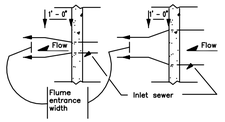
1. THIS DESIGN IS APPLICABLE FOR MANHOLES 8.0 FT. & LESS IN DEPTH MEASURED FROM FLOOR TO CONCRETE COVER. DEPTHS GREATER THAN 8.0 FT. WILL REQUIRE THE 8'x8' DIAMETER, ROUND MANHOLE PER DWG NO. IP-1.
2. INDUSTRIAL MANHOLE SHALL BE LOCATED ON PRIVATE PROPERTY OUTSIDE OF CITY RIGHT-OF-WAY. CITY PERSONNEL SHALL HAVE ACCESS TO THE MANHOLE AT ALL TIMES OF THE DAY OR NIGHT.
3. NOT ALL INSTALLATIONS WILL REQUIRE THE ALUMINUM PLATFORMS. SAMPLER AND FLOW METERING APPARATUS TO BE PROVIDED BY THE INDUSTRIAL USER. FINAL DECISIONS RELATIVE TO THE REQUIREMENT FOR MONITORING EQUIPMENT AND THE SPECIFIC TYPE OF FLUME WILL BE MADE BY THE PRETREATMENT SECTION, WATER QUALITY DIVISION FOR EACH INDIVIDUAL CASE.
4. A PARSHALL FLUME OR PALMER BOWLUS FLUME SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THIS DETAIL. THE FLUME MUST BE SIZED TO ACCURATELY MEASURE ALL ANTICIPATED FLOW LEVELS. PRIOR TO INSTALLATION THE FLUME SIZE, AND TYPE MUST BE APPROVED BY THE PRETREATMENT SECTION, WATER QUALITY DIVISION.
5. IN ORDER TO CONTROL VELOCITIES AT A LEVEL THAT ALLOWS FOR ACCURATE FLOW MEASUREMENT, SLOPES ON THE INLET SEWER LINES FOR 20 FT. OUTSIDE THE MANHOLE MUST BE AS SPECIFIED IN TABLE 1 FOR THE VARIOUS SIZE LINES. OUTLET SEWER LINES MUST BE DESIGNED TO CONVEY THE MAXIMUM DESIGN FLOWS WITHOUT CREATING A SURCHARGE CONDITION IN THE FLUME.

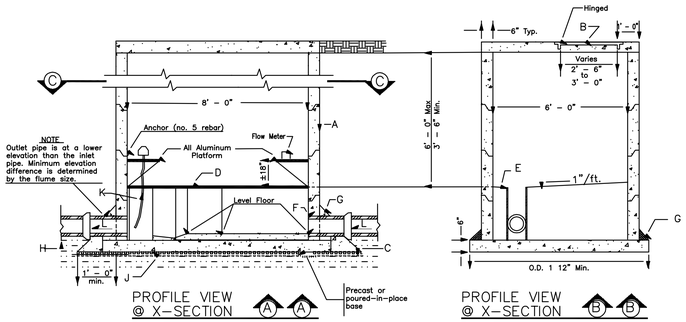
CONSTRUCTION NOTES

A. ALL MANHOLE BASES, RISER SECTIONS AND FLAT SLAB TOP SECTIONS SHALL BE PRECAST REINFORCED CONCRETE IN ACCORDANCE WITH CITY SPECIFICATIONS.
B. FRAME & COVER FOR NON-TRAFFIC AREAS SHALL BE NEENAH R-6661-HN OR EQ. FOR TRAFFIC OR PARKING AREAS, IT SHALL BE NEENAH R-6663-CH OR EQUAL.
C. CONCRETE PIPE SUPPORTS SHALL EXTEND OUTSIDE THE MANHOLE TO BELL OF FIRST JOINT AND SHALL CRADLE PIPE TO THE SPRING LINE.
D. PREFABRICATED MONITORING FLUME TO BE INSTALLED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS AND SHALL BE MANUFACTURED BY MANNING. PLASTI-FAB OR APPROVED EQUAL. A PARSHALL FLUME OR A PALMER BOWLUS FLUME SHALL BE INSTALLED AS DIRECTED BY THE PRETREATMENT SECTION, WATER QUALITY CONTROL DIVISION.
E. CONCRETE FILLETS, USE 3000 PSI CONC. WITH TYPE II CEMENT. FILLETS TO MATCH TOP OF FLUME AND SLOPE ONE INCH PER FOOT.
F. MANHOLE PIPE CONNECTIONS TO BE PER ASTM C-923, STANDARD SPEC. FOR RESILIENT CONNECTORS BETWEEN REINFORCED CONCRETE MANHOLE STRUCTURES AND PIPES. RESILIENT CONNECTORS TO BE A-LOK OR APPROVED EQUAL.
G. 6 IN. GROUT FILLET ON UPPER HALF OF PIPE AND AROUND BASE.
H. 6" SUBGRADE AND BACKFILL COMPACTED TO 95% MODIFIED PROCTOR.
J 2 IN. GRAVEL CRUSHED STONE LEVELING COURSE.
K FLUME OUTLET END ADAPTER, PLASTI-FAB OR APPROVED EQUAK
L SLOPE PER TABLE 1.



PLAN VIEW @ X-SECTION C C





PROFILE VIEW @ X-SECTION A A

PROFILE VIEW @ X-SECTION B B

NOT TO SCALE

SANITARY SEWER SAMPLING & METERING MANHOLE DETAIL (6x8 RECTANGULAR)/DWG # IP-2

TABLE 1

Pipe Size	Required Inlet Slope
4 in.	0.0060 ft/ft
6	0.0050
8	0.0040
10	0.0028
12	0.0022
15	0.0015
18	0.0012

NOTE

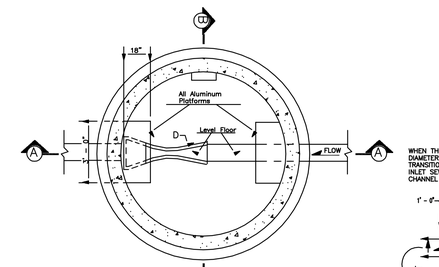
WHEN THE INLET SEWER IS SMALLER OR LARGER, IN DIAMETER THAN THE FLUME ENTRANCE WIDTH, A SMOOTH TRANSITION SHALL BE PROVIDED CHANGING FROM THE INLET SEWER DIAMETER TO THE FLUME ENTRANCE CHANNEL WIDTH OVER THE FIRST FOOT INSIDE THE MH.

GENERAL NOTES

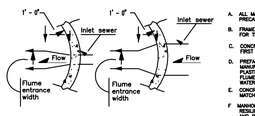
1. THIS DESIGN IS APPLICABLE FOR MANHOLES 8.0 FT. & GREATER IN DEPTH MEASURED FROM FLOOR TO CONCRETE COVER. DEPTHS LESS THAN 8.0 FT. WILL REQUIRE THE 8x8 RECTANGULAR MANHOLE PER DWG. # IP-2.
2. INDUSTRIAL MANHOLE SHALL BE LOCATED ON PRIVATE PROPERTY OUTSIDE OF CITY RIGHT-OF-WAY. CITY PERSONNEL SHALL HAVE ACCESS TO THE MANHOLE AT ALL TIMES OF THE DAY OR NIGHT.
3. NOT ALL INSTALLATIONS WILL REQUIRE THE ALUMINUM PLATFORMS. SAMPLER AND FLOW METERING APPARATUS TO BE PROVIDED BY THE INDUSTRIAL USER. FINAL DECISIONS RELATIVE TO THE REQUIREMENT FOR MONITORING EQUIPMENT AND THE SPECIFIC TYPE OF FLUME WILL BE MADE BY THE PRETREATMENT SECTION, WATER QUALITY DIVISION FOR EACH INDIVIDUAL CASE.
4. A PARSHALL FLUME OR PALMER BOWLUS FLUME SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THIS DETAIL. THE FLUME MUST BE SIZED TO ACCURATELY MEASURE ALL ANTICIPATED FLOW LEVELS. PRIOR TO INSTALLATION THE FLUME SIZE, AND TYPE MUST BE APPROVED BY THE PRETREATMENT SECTION, WATER QUALITY DIVISION.
5. IN ORDER TO CONTROL VELOCITIES AT A LEVEL THAT ALLOWS FOR ACCURATE FLOW MEASUREMENT, SLOPES ON THE INLET SEWER LINES FOR 20 FT. OUTSIDE THE MANHOLE MUST BE AS SPECIFIED IN TABLE 1 FOR THE VARIOUS SIZE LINES. OUTLET SEWER LINES MUST BE DESIGNED TO CONVEY THE MAXIMUM DESIGN FLOWS WITHOUT CREATING A SURCHARGE CONDITION IN THE FLUME.

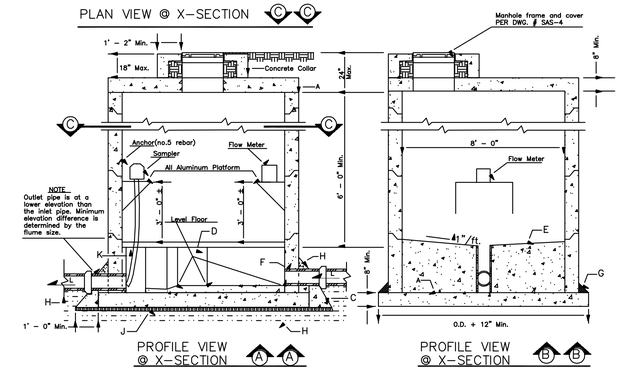
CONSTRUCTION NOTES

A. ALL MANHOLE BASES, RISER SECTIONS AND FLAT SLAB TOP SECTIONS SHALL BE PRECAST REINFORCED CONCRETE IN ACCORDANCE WITH CITY SPECIFICATIONS.
B. FRAME & COVER FOR NON-TRAFFIC AREAS SHALL BE NEENAH R-6661-HN OR EQ. FOR TRAFFIC OR PARKING AREAS, IT SHALL BE NEENAH R-6663-CH OR EQUAL.
C. CONCRETE PIPE SUPPORTS SHALL EXTEND OUTSIDE THE MANHOLE TO BELL OF FIRST JOINT AND SHALL CRADLE PIPE TO THE SPRING LINE.
D. PREFABRICATED MONITORING FLUME TO BE INSTALLED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS AND SHALL BE MANUFACTURED BY MANNING. PLASTI-FAB OR APPROVED EQUAL. A PARSHALL FLUME OR A PALMER BOWLUS FLUME SHALL BE INSTALLED AS DIRECTED BY THE PRETREATMENT SECTION, WATER QUALITY CONTROL DIVISION.
E. CONCRETE FILLETS, USE 3000 PSI CONC. WITH TYPE II CEMENT. FILLETS TO MATCH TOP OF FLUME AND SLOPE ONE INCH PER FOOT.
F MANHOLE PIPE CONNECTIONS TO BE PER ASTM C-923, STANDARD SPEC. FOR RESILIENT CONNECTORS BETWEEN REINFORCED CONCRETE MANHOLE STRUCTURES AND PIPES. RESILIENT CONNECTORS TO BE A-LOK OR APPROVED EQUAL.
G. 6 IN. GROUT FILLET ON UPPER HALF OF PIPE AND AROUND BASE.
H 6" SUBGRADE AND BACKFILL COMPACTED TO 95% MODIFIED PROCTOR.
J. 2 IN. GRAVEL CRUSHED STONE LEVELING COURSE.
K. FLUME OUTLET END ADAPTER, PLASTI-FAB OR APPROVED EQUAK
L. SLOPE PER TABLE 1.



PLAN VIEW @ X-SECTION C C





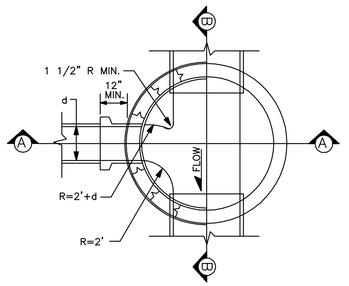
PROFILE VIEW @ X-SECTION A A

PROFILE VIEW @ X-SECTION B B

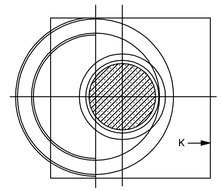
NOT TO SCALE

SANITARY SEWER SAMPLING & METERING MANHOLE DETAIL (8 FT. DIA.)/DWG. # IP-1

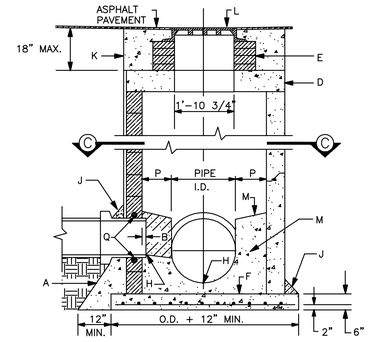
SCDT4-4X - 6/7/00

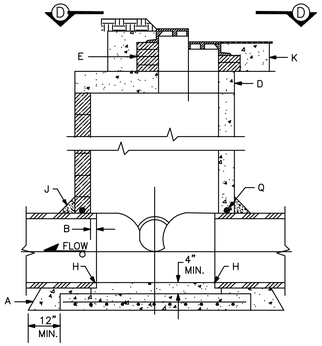


PLAN VIEW @ X-SECTION C C



PLAN VIEW @ X-SECTION D D





PROFILE VIEW @ X-SECTION A A

PROFILE VIEW @ X-SECTION B B

GENERAL NOTES

1. USE APPROVED MASTIC JOINT MATERIAL FOR ALL JOINTS.
2. CONTRACTOR HAS OPTION TO CONSTRUCT TYPE "C" M.H. IN LIEU OF TYPE "E" M.H. FOR DEPTHS OF 6' OR MORE.
3. DESIGN APPLIES TO 4', 6' & 8' MANHOLES.
4. M.H. GREATER THAN 18' IN DEPTH SHALL ONLY BE CONSTRUCTED OF PRECAST CONCRETE SECTION.
5. USE NON-SHRINK GROUT FOR FILLETS AND PENETRATIONS.
6. POSITION M.H. OPENING OVER THE UPSTREAM SIDE OF MAIN LINE.

CONSTRUCTION NOTES

A. CONCRETE PIPE SUPPORT SHALL EXTEND OUTSIDE OF M.H. TO BELL OF FIRST JOINT & SHALL CRADLE PIPE TO SPRING LINE. NOT APPLICABLE FLEXIBLE PIPE.
B. PIPE PENETRATION INTO MANHOLE SHALL BE FLUSH TO 2" MAX., MEASURED AT SPRING LINE OF PIPE.
D. PRECAST CONCRETE COVER
E. USE MAX. 4 COURSES GR. MS BRICK ON UNPAVED STREET FOR FUTURE ADJ. OF M.H. FRAME TO PAVEMENT GRADE. PLASTER INSIDE WITH 1/2" MORTAR.
F. CONCRETE BASE TO BE POURED IN PLACE USING NO. 4 BARS AT 6" O.C. EA. WAY FOR M.H. DEPTH OF 16' OR GREATER. NO 4 BARS AT 12" O.C. EA. WAY FOR M.H. LESS THAN 16' IN DEPTH.
H. INV. ELEV. OF STUB OR LATERAL AS SHOWN ON PLANS.
J. 6" GROUT FILLET ON UPPER HALF OF PIPE AND AROUND BASE.
K. USE A 5'x 5' CONCRETE PAD IN ALL AREAS SLOPE FOR GRADER USE UNPAVED AREAS.
L. FRAME AND COVER, SEE DWG. # SAS-4
M. CONCRETE FILL, 3000 PSI
N. SLOPE 1" PER FT. FROM PIPE CROWN
P. SHELF TO BE 9" WIDE MIN.
Q. APPROVED WATERSTOP TO BE COMPATIBLE WITH TYPE OF PIPE.

MANHOLE TYPE "C" DETAIL/DWG. # SAS-14 NOT TO SCALE

CITY OF SANTA FE
WATER QUALITY DIVISION

TITLE: SANITARY SEWER STANDARD CONSTRUCTION DETAILS

DATE: JULY 1992	REVISIONS	FILE #: E:\AUTO\DWG\SCDT4-4
DRAWN BY: G. CHAVEZ	1 8-4-92	
CADD RENDITION BY: G. CHAVEZ		SHEET 17-5
APPROVED BY: E. BROWN		

TABLE 1–R

HELICAL CORRUGATED STEEL PIPE–2 2/3" X 1/2" CORRUGATION

DIAMETER OF PIPE (INCHES)	MAX. DEPTH OF COVER ABOVE TOP OF PIPE (FEET) 15	16–20	21–25	26–30	31–35	36–40	MIN. CVR (INCHES)
	SPECIFIED WALL THICKNESS (INCH)						
12	0.064	0.064	0.064	0.064	0.064	0.064	12
18	0.064	0.064	0.064	0.064	0.064	0.064	12
24	0.064	0.064	0.064	0.064	0.064	0.064	12
30	0.064	0.064	0.064	0.064	0.064	0.064	12
36	0.064	0.064	0.064	0.064	0.064	0.064	12
42	0.064	0.064	0.064	0.064	0.064	0.064	12
48	0.064	0.064	0.064	0.064	0.064	0.064	12
54	0.079	0.079	0.079	0.079	0.079	0.079	12
60	0.109	0.109	0.109	0.109	0.109	0.109	12
66	0.138	0.138	0.138	0.138	0.138	0.138	12
72	0.138	0.138	0.138	0.138	0.138	0.138	12
78	0.168	0.168	0.168	0.168	0.168	0.168	12
84	0.168	0.168	0.168	0.168	0.168	0.168	12

TABLE 2–R

HELICAL CORRUGATED STEEL PIPE – 3" X 1" CORRUGATION

DIAMETER OF PIPE (INCHES)	MAX. DEPTH OF COVER ABOVE TOP OF PIPE (FEET) 15	16–20	21–25	26–30	31–35	36–40	MIN. CVR (INCHES)
	SPECIFIED WALL THICKNESS (INCH)						
54	0.064	0.064	0.064	0.064	0.064	0.064	12
60	0.064	0.064	0.064	0.064	0.064	0.064	12
66	0.064	0.064	0.064	0.064	0.064	0.064	12
72	0.064	0.064	0.064	0.064	0.064	0.075	12
78	0.064	0.064	0.064	0.064	0.064	0.075	12
84	0.064	0.064	0.064	0.064	0.079	0.075	12
90	0.064	0.064	0.064	0.064	0.079	0.105	12
96	0.079	0.079	0.079	0.079	0.079	0.105	12
102	0.079	0.079	0.079	0.079	0.109	0.105	18
108	0.109	0.109	0.109	0.109	0.109	0.105	18
114	0.109	0.109	0.109	0.109	0.109	0.105	18
120	0.109	0.109	0.109	0.109	0.109	0.105	18
126	0.138	0.138	0.138	0.138	0.138	0.136	18
132	0.138	0.138	0.138	0.138	0.138	0.136	18
138	0.138	0.138	0.138	0.138	0.138	0.136	18
144	0.168	0.168	0.168	0.168	0.168	0.166	18

TABLE 3–R

HELICAL CORRUGATED STEEL PIPE – 5" X 1" CORRUGATION

DIAMETER OF PIPE (INCHES)	MAX. DEPTH OF COVER ABOVE TOP OF PIPE (FEET) 15	16–20	21–25	26–30	31–35	36–40	MIN. CVR (INCHES)
	SPECIFIED WALL THICKNESS (INCH)						
54	0.064	0.064	0.064	0.064	0.064	0.064	12
60	0.064	0.064	0.064	0.064	0.064	0.064	12
66	0.064	0.064	0.064	0.064	0.064	0.075	12
72	0.064	0.064	0.064	0.064	0.064	0.075	12
78	0.064	0.064	0.064	0.064	0.079	0.075	12
84	0.064	0.064	0.064	0.064	0.079	0.109	12
90	0.064	0.064	0.064	0.079	0.079	0.109	12
96	0.079	0.079	0.079	0.079	0.109	0.109	12
102	0.079	0.079	0.079	0.079	0.109	0.109	18
108	0.109	0.109	0.109	0.109	0.109	0.109	18
114	0.109	0.109	0.109	0.109	0.109	0.138	18
120	0.109	0.109	0.109	0.109	0.109	0.138	18
126	0.138	0.138	0.138	0.138	0.138	0.138	18
132	0.138	0.138	0.138	0.138	0.138	0.138	18
138	0.138	0.138	0.138	0.138	0.138	0.138	18
144	0.168	0.168	0.168	0.168	0.168	0.168	18

NOTES:
1. BACKFILL AROUND PIPE MUST BE COMPACTED TO SPECIFIED AASHTO T-99 DENSITY OF 100%.
2. USE REASONABLE CARE IN HANDLING AND INSTALLATION.

TABLE 4–R

STEEL SPIRAL RIB PIPE – 3/4" X 3/4" X 7 1/2"

DIAMETER OF PIPE (INCHES)	MAX. DEPTH OF COVER ABOVE TOP OF PIPE (FEET) 3/4" X 3/4" X 7 1/2" CORRUGATION 0.064	0.079	0.109	0.138	MIN. CVR (INCHES)
24	67	95	158		12
30	54	75	126		12
36	45	63	105		12
42	38	54	90		12
48	* 33	47	78	114	12
54	29	41	70	101	15
60		37	63	91	15
66		* 34	57	83	18
72			52	76	18
78			48	70	21
84			* 44	85	21
90				80	24
96				* 56	24
102				* 56	27

TABLE 5–R

STEEL SPIRAL RIB PIPE – 3/4" X 1" X 11 1/2"

DIAMETER OF PIPE (INCHES)	MAX. DEPTH OF COVER ABOVE TOP OF PIPE (FEET) 3/4" X 1" X 11 1/2" CORRUGATION 0.064	0.079	0.109	MIN. CVR (INCHES)
24	40	40	40	12
30	39	40	40	12
36	32	40	40	12
42	28	39	40	12
48	24	34	40	18
54	21	30	40	18
60		27	40	18
66		25	40	18
72		* 22	38	18
78			35	24
84			33	24
90			* 31	24

NOTES:
1. FOR TABLES 4–R AND 5–R, COVER LIMITS INDICATED WITH * ARE FOR TRENCH INSTALLATION ONLY. FOR EMBANKMENT CONDITIONS, USE NEXT HEAVIER GAGE IF AVAILABLE.
2. SEE "INSTALLATION AND BACKFILL OF SPIRAL RIB PIPE" SECTION OF "HANDBOOK OF STEEL DRAINAGE & HIGHWAY CONSTRUCTION PRODUCTS" BY AISI OF 1994 EDITION FOR MORE DETAILS ON INSTALLATION.

GAUGE	THICKNESS (INCHES)
1	0.280
3	0.249
5	0.218
7	0.188
8	0.168
10	0.138
12	0.108
14	0.079
16	0.064
18	0.052

NOTE:
GAUGES SHOWN ARE "US STANDARD GAUGE" FOR UNCOATED STEEL SHEETS AND PLATES. THICKNESS SHOWN IN INCHES INCLUDE GALVANIZED COATING.

R = ROUND PIPE

DESIGN DATA:

SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS SECTION 12, 2007 EDITION, WITH 2008 INTERIM REVISIONS.

DEAD LOAD: 120 POUNDS PER CUBIC FOOT EARTH.

LIVE LOAD: HL–93

SAFETY FACTORS: APPROXIMATELY 3.0 FOR LONGITUDINAL SEAM STRENGTH 2.0, FOR PIPE WALL BUCKLING.

BACKFILL: SOIL STIFFNESS COEFFICIENT (k) = 0.22.

DENOTES THAT THE FURNISHED TABLE IS STILL BASED ON DESIGN SPECIFICATION OF LFD, NOT LRFD YET.

TABLE 6–R

STRUCTURAL PLATE PIPE – 6" X 2" CORRUGATION

DIAMETER OF PIPE (FEET)	MAX. DEPTH OF COVER ABOVE TOP OF PIPE (FEET) 15	16–20	21–25	26–30	31–35	36–40	MIN. CVR (INCHES)
	SPECIFIED WALL THICKNESS (INCH)						
5.0	0.111	0.111	0.111	0.111	0.111	0.111	12
5.5	0.111	0.111	0.111	0.111	0.111	0.111	12
6.0	0.111	0.111	0.111	0.111	0.111	0.111	12
6.5	0.111	0.111	0.111	0.111	0.111	0.111	12
7.0	0.111	0.111	0.111	0.111	0.111	0.111	12
7.5	0.111	0.111	0.111	0.111	0.111	0.111	12
8.0	0.111	0.111	0.111	0.111	0.111	0.111	12
8.5	0.111	0.111	0.111	0.111	0.111	0.111	18
9.0	0.111	0.111	0.111	0.111	0.111	0.111	18
9.5	0.111	0.111	0.111	0.111	0.111	0.111	18
10.0	0.111	0.111	0.111	0.111	0.111	0.111	18
10.5	0.111	0.111	0.111	0.111	0.111	0.140	18
11.0	0.111	0.111	0.111	0.111	0.111	0.140	18
11.5	0.111	0.111	0.111	0.111	0.111	0.140	18
12.0	0.111	0.111	0.111	0.111	0.111	0.140	18
12.5	0.111	0.111	0.111	0.111	0.111	0.140	24
13.0	0.111	0.111	0.111	0.111	0.111	0.140	24
13.5	0.111	0.111	0.111	0.111	0.140	0.140	24
14.0	0.111	0.111	0.111	0.111	0.140	0.140	24
14.5	0.111	0.111	0.111	0.111	0.140	0.140	24
15.0	0.111	0.111	0.111	0.140	0.140	0.140	24
15.5	0.111	0.111	0.111	0.140	0.140	0.170	24
16.0	0.111	0.111	0.111	0.140	0.140	0.170	24
16.5	0.140	0.140	0.140	0.140	0.140	0.170	30
17.0	0.140	0.140	0.140	0.140	0.140	0.170	30
17.5	0.140	0.140	0.140	0.140	0.140	0.170	30
18.0	0.140	0.140	0.140	0.140	0.140	0.170	30
18.5	0.170	0.170	0.170	0.170	0.170	0.170	30
19.0	0.170	0.170	0.170	0.170	0.170	0.188	30
19.5	0.170	0.170	0.170	0.170	0.170	0.188	30
20.0	0.170	0.170	0.170	0.170	0.170	0.188	30
20.5	0.188	0.188	0.188	0.185	0.188	0.218	36
21.0	0.188	0.188	0.188	0.188	0.188	0.218	36
21.5	0.218	0.218	0.218	0.218	0.218	0.218	36
22.0	0.218	0.218	0.218	0.218	0.218	0.249	36
22.5	0.218	0.218	0.218	0.218	0.218	0.249	36
23.0	0.218	0.218	0.218	0.218	0.218	0.249	36
23.5	0.249	0.249	0.249	0.249	0.249	0.249	36
24.0	0.249	0.249	0.249	0.249	0.249	0.280	42
24.5	0.249	0.249	0.249	0.249	0.249	0.280	42
25.0	0.280	0.280	0.280	0.280	0.280	0.280	42
25.5	0.280	0.280	0.280	0.280	0.280	0.280	42
26.0	0.280	0.280	0.280	0.280	0.280	0.280	42

NOTES:
1. BACKFILL AROUND PIPE MUST BE COMPACTED TO SPECIFIED AASHTO T-99 DENSITY OF 100%.
2. USE REASONABLE CARE IN HANDLING AND INSTALLATION.

DATE	BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

MAXIMUM AND MINIMUM COVER
STEEL–ROUND PIPES
HELICAL CORRUGATED METAL
AND
STRUCTURAL PLATES

DESIGNED BY: DRAWN BY: SKL CHECKED BY: YML/TM

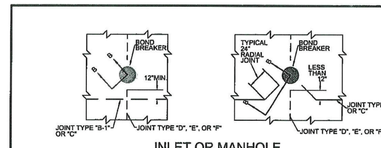
206–03–1/1 1 of 1

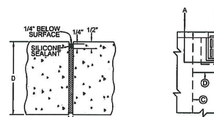
TIMOTHY A. BARROS NEW MEXICO 14072 REGISTERED PROFESSIONAL ENGINEER 4-10

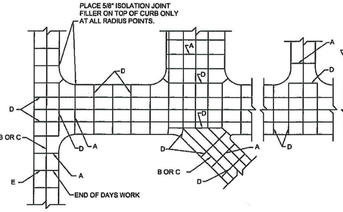
Sheet 206-03

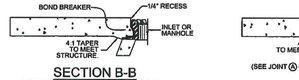
GENERAL NOTES:

1. WHERE ABRASIVE OR CORROSIVE CONDITIONS EXIST, A HEAVIER WALL THICKNESS OR A PROTECTIVE COATING MAY BE REQUIRED. SEE SECTION 570 OF SPECIFICATIONS FOR CORROSION RESISTANCE NUMBER.
2. THE CONTRACTOR MAY FURNISH A HEAVIER WALL THICKNESS THAN THE MINIMUM SHOWN IN THE TABLES AT NO ADDITIONAL COST TO THE DEPARTMENT.
3. ALL PIPES SHALL BE PROTECTED BY A COVER OF AT LEAST 4 FEET BEFORE PERMITTING HEAVY CONSTRUCTION EQUIPMENT TO PASS OVER THEM DURING CONSTRUCTION.
4. MINIMUM COVERS SHOWN IN THE TABLES SHALL BE MEASURED FROM THE TOP OF THE PIPE TO THE BOTTOM OF THE THE FLEXIBLE PAVEMENT OR TO THE TOP OF THE RIGID PAVEMENT. FOR MINIMUM COVERS, A MINIMUM 6" CUSHION OF BACKFILL MATERIAL SHALL BE PROVIDED BETWEEN THE BOTTOM OF THE RIGID PAVEMENT AND THE TOP OF THE PIPE.
5. ALL STEEL CORRUGATED METAL AND AND STRUCTURAL PLATE SHALL CONFORM TO AASHTO SPECIFICATION M–36 AND M–167.
6. ALL PIPES ARE TO BE CAMBERED TO ACCOMMODATE SOIL SETTLEMENT AND CONSOLIDATION. THE AMOUNT OF CAMBER WILL DEPEND ON SOIL CHARACTERISTICS, COVER, LENGTH OF CURVEY, SLOPE, AND OTHER FACTORS AND SHALL BE APPROVED BY THE PROJECT MANAGER.
7. SEE 208–07–1/1 — CORRUGATED METAL CULVERT AND PIPE ARCHES BEDDING AND BACKFILL DETAILS FOR INSTALLATION.
8. SEE SECTION 570 PIPE CULVERT SPECIFICATIONS AND SECTION 571 STRUCTURAL PLATE STRUCTURES SPECIFICATIONS.
9. FOR PIPE SIZES NOT SHOWN, THE GAUGE WILL BE THAT REQUIRED BY THE MINIMUM AND MAXIMUM COVERS FOR THE NEXT LARGER TABULATED PIPE SIZE.
10. COVER HEIGHTS OVER 40 FEET SHALL BE USED ONLY AFTER A THOROUGH INVESTIGATION OF THE FOUNDATION MATERIALS.









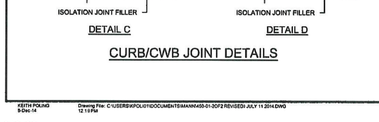
NOTES

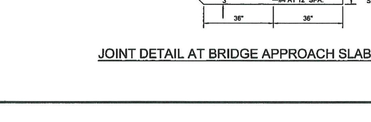
A – ISOLATION JOINTS
B – LONGITUDINAL CONSTRUCTION JOINTS
C – LONGITUDINAL CONTRACTION JOINTS
D – TRANSVERSE CONTRACTION JOINT
E – PLANNED TRANSVERSE CONSTRUCTION JOINT
F – EMERGENCY TRANSVERSE CONSTRUCTION JOINT

* IF PAVEMENT THICKNESS OF ADJACENT SLAB AT JOINT ARE THE SAME, USE JOINT TYPE "D"
IF PAVEMENT THICKNESS IS NOT THE SAME, USE JOINT TYPE "A"

NOTES

1. ALL REINFORCING STEEL SHALL CONFORM TO AASHTO SPECIFICATIONS. ALL DIMENSIONS REFER TO THE CENTERLINE OF BAR.
2. REINFORCING STEEL, SHEET METAL, AND EXTRA CONCRETE FOR SLEEPER ARE INCIDENTAL TO CONSTRUCTION.





NO.	DESCRIPTION	DATE	BY
1	ORIGINAL DRAWING	5/8/14	JSM

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PCCP JOINT DETAILS

RAY M. TRUJILLO NEW MEXICO 13514 REGISTERED PROFESSIONAL ENGINEER

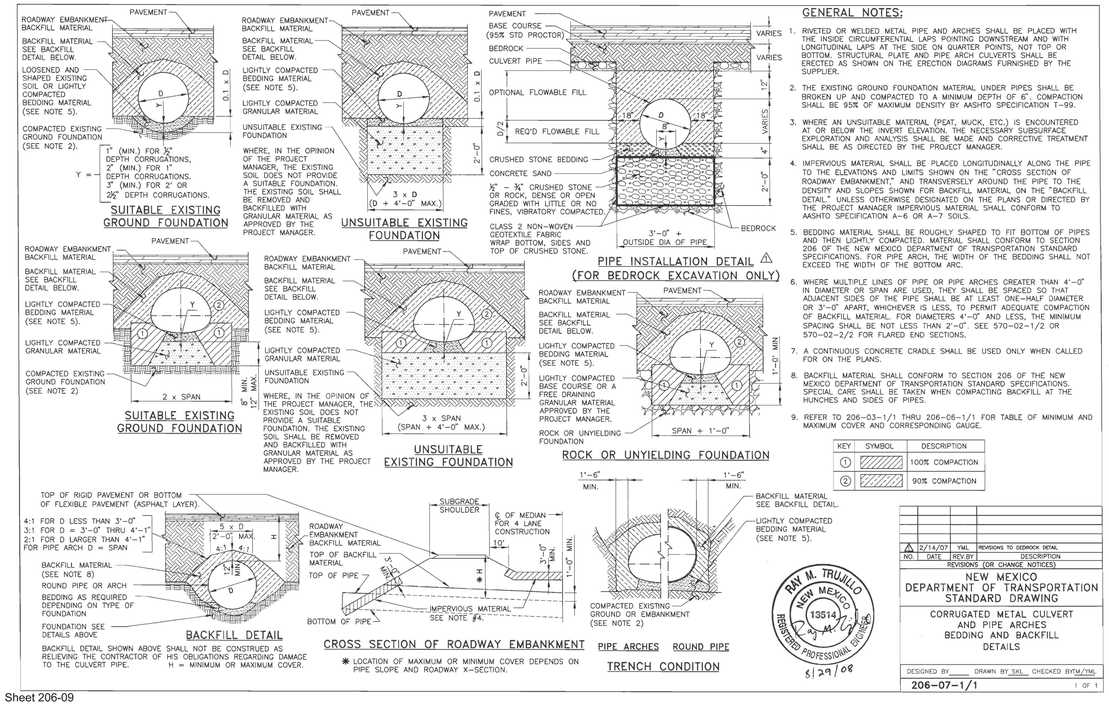
JEFFREY S. ANDERSON NEW MEXICO 17011 REGISTERED PROFESSIONAL ENGINEER 1/28/15

KEITH POLING 9-Dec-14

Drawing File: C:\USERS\KPOLING\DOCUMENTS\MANUALS\01-20\F2 REVISED JULY 11 2014.DWG 12:19 PM

SHEET NO. 450 - 01 - 2/2

Sheet 450-02



GENERAL NOTES:

1. RIVETED OR WELDED METAL PIPE AND ARCHES SHALL BE PLACED WITH THE INSIDE CIRCUMFERENTIAL LAPS POINTING DOWNSTREAM AND WITH LONGITUDINAL LAPS AT THE SIDE ON QUARTER POINTS, NOT TOP OR BOTTOM. STRUCTURAL PLATE AND PIPE ARCH CULVERTS SHALL BE ERECTED AS SHOWN ON THE ERECTION DIAGRAMS FURNISHED BY THE SUPPLIER.
2. THE EXISTING GROUND FOUNDATION MATERIAL UNDER PIPES SHALL BE BROKEN UP AND COMPACTED TO A MINIMUM DEPTH OF 6". COMPACTION SHALL BE 95% OF MAXIMUM DENSITY BY AASHTO SPECIFICATION T–99.
3. WHERE AN UNSUITABLE MATERIAL (PEAT, MUCK, ETC.) IS ENCOUNTERED AT OR BELOW THE INVERT ELEVATION, THE NECESSARY SUBSURFACE EXPLORATION AND ANALYSIS SHALL BE MADE AND CORRECTIVE TREATMENT SHALL BE AS DIRECTED BY THE PROJECT MANAGER.
4. IMPERVIOUS MATERIAL SHALL BE PLACED LONGITUDINALLY ALONG THE PIPE TO THE ELEVATIONS AND LIMITS SHOWN ON THE "CROSS SECTION OF ROADWAY EMBANKMENT," AND TRANSVERSELY AROUND THE PIPE TO THE DENSITY AND SLOPES SHOWN FOR BACKFILL MATERIAL ON THE "BACKFILL DETAIL" UNLESS OTHERWISE DESIGNATED ON THE PLANS OR DIRECTED BY THE PROJECT MANAGER. IMPERVIOUS MATERIAL SHALL CONFORM TO AASHTO SPECIFICATION A–1 OR A–7 SOILS.
5. BEDDING MATERIAL SHALL BE ROUGHLY SHAPED TO FIT BOTTOM OF PIPES AND THEN LIGHTLY COMPACTED. MATERIAL SHALL CONFORM TO SECTION 206 OF THE NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS. FOR PIPE ARCH, THE WIDTH OF THE BEDDING SHALL NOT EXCEED THE WIDTH OF THE BOTTOM ARC.
6. WHERE MULTIPLE LINES OF PIPE OR PIPE ARCHES GREATER THAN 4'–0" IN DIAMETER OR SPAN ARE USED, THEY SHALL BE SPACED SO THAT ADJACENT SIDES OF THE PIPE SHALL BE AT LEAST ONE–HALF DIAMETER OR 3'–0" APART, WHICHEVER IS LESS, TO PERMIT ADEQUATE COMPACTION OF BACKFILL MATERIAL. FOR DIAMETERS 4'–0" AND LESS, THE MINIMUM SPACING SHALL BE NOT LESS THAN 2'–0". SEE 570–02–1/2 OR 570–02–2/2 FOR FLARED END SECTIONS.
7. A CONTINUOUS CONCRETE CRADLE SHALL BE USED ONLY WHEN CALLED FOR ON THE PLANS.
8. BACKFILL MATERIAL SHALL CONFORM TO SECTION 206 OF THE NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS. SPECIAL CARE SHALL BE TAKEN WHEN COMPACTING BACKFILL AT THE HUNCHES AND SIDES OF PIPES.
9. REFER TO 206–03–1/1 THRU 206–06–1/1 FOR TABLE OF MINIMUM AND MAXIMUM COVER AND CORRESPONDING GAUGE.

NO.	DATE	BY	DESCRIPTION
⚠	2/14/07	YML	REVISIONS TO BEDROCK DETAIL

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

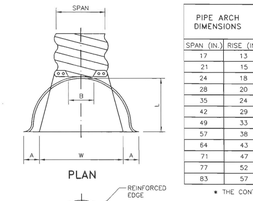
CORRUGATED METAL CULVERT AND PIPE ARCHES BEDDING AND BACKFILL DETAILS

DESIGNED BY: DRAWN BY: SKL CHECKED BY: YML

206–07–1/1 1 OF 1

RAY M. TRUJILLO NEW MEXICO 13514 REGISTERED PROFESSIONAL ENGINEER 5/29/08

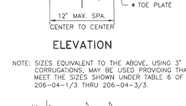
Sheet 206-09

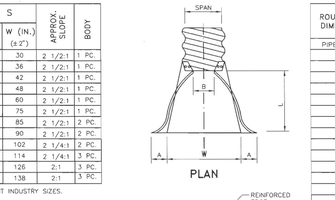


PIPE ARCH DIMENSIONS SPAN (IN.)	RISE (IN.)	GALVANIZED THICKNESS GAUGE	DIMENSIONS A (IN.) (± 1")	B (IN.) (MAX.)	H (IN.) (± 1")	L (IN.) (± 1½")	W (IN.) (± 2")	APPROX. SLOPE	BODY
17	13	16	7	9	6	19	30	2 1/2:1	1 PC.
21	15	16	7	10	6	23	36	2 1/2:1	1 PC.
24	18	16	8	12	6	28	42	2 1/2:1	1 PC.
28	20	16	9	14	6	32	48	2 1/2:1	1 PC.
35	24	14	10	16	6	39	60	2 1/2:1	1 PC.
42	29	14	12	18	6	46	75	2 1/2:1	1 PC.
49	33	12	13	21	9	53	85	2 1/2:1	2 PC.
57	38	12	18	26	12	63	90	2 1/2:1	2 PC.
64	43	12	18	30	12	70	102	2 1/4:1	2 PC.
71	47	12	18	33	12	77	114	2 1/4:1	3 PC.
77	52	12	18	36	12	77	126	2:1	3 PC.
83	57	12	18	39	12	77	138	2:1	3 PC.

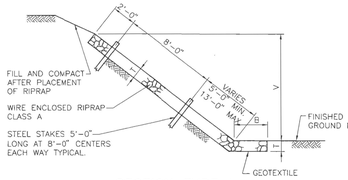
* THE CONTRACTOR SHALL VERIFY WITH PROVIDERS FOR CURRENT INDUSTRY SIZES.

NOTE:
1. ALL 3 PIECE BODIES TO HAVE 12 GAUGE THICK SIDES AND 10 GAUGE THICK CENTER PANELS. WIDTH OF CENTER PANELS TO BE GREATER THAN 20% OF THE PIPE PERIPHERY. MULTIPLE PANEL BODIES TO HAVE LAP SEAMS WHICH ARE TO BE TIGHTLY JOINED BY 3/8" GALVANIZED RIVETS OR BOLTS.
⚠ 2. FOR 77" X 52" AND 83" X 57" SIZES, REINFORCED EDGED TO BE SUPPLEMENTED BY L 2" X 2" X 1/4" GALVANIZED ANGLES. THE ANGLES TO BE ATTACHED BY 3/8" GALVANIZED NUTS AND BOLTS.
3. ANGLE REINFORCEMENT WILL BE PLACED UNDER THE CENTER PANEL SEAMS ON THE 77" X 52" AND 83" X 57" SIZES.
* 4. TOE PLATE TO BE CONSTRUCTED WHERE SHOWN ON PLANS.



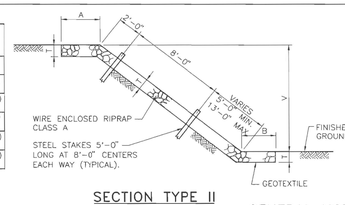


ROUND PIPE DIMENSIONS PIPE DIA. (IN.)	GALVANIZED THICKNESS GAUGE	DIMENSIONS A (IN.) (± 1")	B (IN.) (MAX.)	H (IN.) (± 1")	L (IN.) (± 1½")	W (IN.) (± 2")	APPROX. SLOPE	BODY
12	16	6	6	6	21	24	2 1/2:1	1 PC.
15	16	7	8	6	26	30	2 1/2:1	1 PC.
18	16	8	10	6	31	36	2 1/2:1	1 PC.
21	16	9	12	6	36	42	2 1/2:1	1 PC.
24	16	10	13	6	41	48	2 1/2:1	1 PC



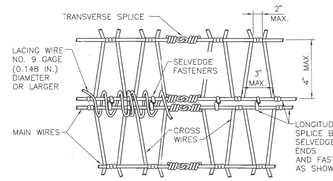
SECTION TYPE I

QUANTITIES PER LINEAR FOOT	
SLOPE	RIPRAP (CU. YDS.)
1.5 : 1	$\frac{1}{27}$ (B + 1.803 V + 0.303 T)
1.75 : 1	$\frac{1}{27}$ (B + 2.016 V + 0.266 T)
2 : 1	$\frac{1}{27}$ (B + 2.236 V + 0.236 T)
3 : 1	$\frac{1}{27}$ (B + 3.162 V + 0.162 T)
4 : 1	$\frac{1}{27}$ (B + 4.123 V + 0.123 T)

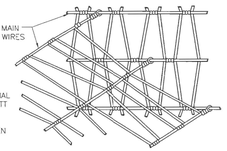


SECTION TYPE II

QUANTITIES PER LINEAR FOOT	
SLOPE	RIPRAP (CU. YDS.)
1 : 1	$\frac{1}{27}$ (A + B + 1.414V)
1.5 : 1	$\frac{1}{27}$ (A + B + 1.803V)
1.75 : 1	$\frac{1}{27}$ (A + B + 2.016V)
2 : 1	$\frac{1}{27}$ (A + B + 2.236V)
3 : 1	$\frac{1}{27}$ (A + B + 3.162V)
4 : 1	$\frac{1}{27}$ (A + B + 4.123V)

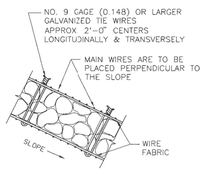


NORMAL INTERSECTION SPLICES



SKEWED INTERSECTION SPLICE

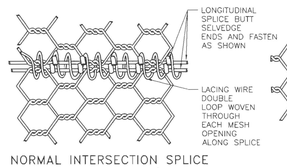
"W" MESH



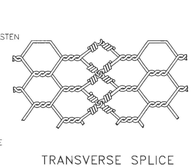
TYPICAL SECTION

GENERAL NOTES

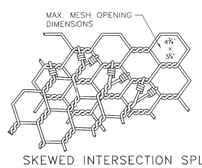
1. WIRE FABRIC FOR RIP RAP SHALL BE "W" OR HEXAGONAL MESH AND MEET THE REQUIREMENTS LISTED IN SECTION 602 OF THE NMDOT STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, CURRENT EDITION.
2. STEEL STAKES MAY BE RAILROAD RAILS WEIGHING NOT LESS THAN 30 LBS. PER YARD, 4" NOMINAL DIAMETER STANDARD STRENGTH GALVANIZED STEEL PIPE, OR L 4" x 4"x 3/8" STEEL ANGLES. STEEL STAKES SHALL PROJECT 6" ABOVE TOP OF RIPRAP. STEEL STAKES ARE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE WORK AND NO DIRECT MEASUREMENT OR PAYMENT WILL BE MADE THEREFORE.
3. IF LENGTH OF SLOPE IS 15 FEET OR LESS, ONLY ONE ROW OF STEEL STAKES 2 FEET FROM THE TOP EDGE OF RIPRAP WILL BE REQUIRED UNLESS OTHERWISE NOTED ON PLANS.
4. FOR DIMENSIONS A, B, V, & T. SEE BRIDGE OR ROADWAY PLANS.
5. T=12" UNLESS OTHERWISE SHOWN ON PLANS; T=18" AT BRIDGES.
6. FASTENERS FOR SPLICES AND/OR SELVEDGE END CONNECTORS MAY BE WIRE TIES, INTERLOCKING WIRE CLIPS, HOG RINGS, OR LACING WIRE. ONLY FASTENERS WHICH APPEAR ON THE DEPARTMENT'S "APPROVED PRODUCTS LIST" MAY BE USED.
7. LACING SHALL BE CONTINUOUS AS FAR AS IS PRACTICAL AND SHALL PASS THROUGH EACH MESH OPENING.
8. WHERE SPLICING IS NECESSARY, AN OVERLAP OF LACING OF AT LEAST 1 FOOT SHALL BE PROVIDED.



NORMAL INTERSECTION SPLICE



TRANSVERSE SPLICE



SKEWED INTERSECTION SPLICE

HEXAGONAL MESH

NO.	DATE	REV.BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

WIRE ENCLOSE RIPRAP
CLASS "A"

DESIGNED BY____ DRAWN BY SKL CHECKED BY YML

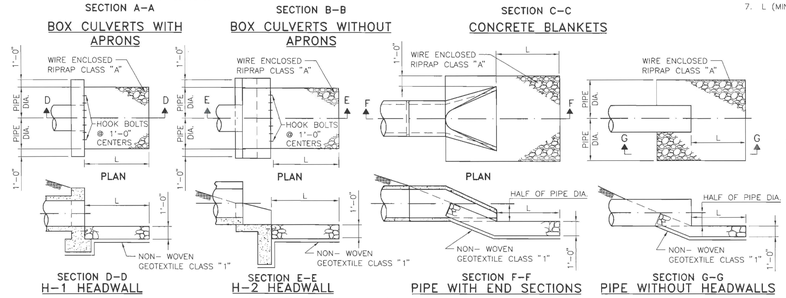
602-01-1/1 1 of 1

RAY M. TRUJILLO NEW MEXICO 10213 REGISTERED PROFESSIONAL ENGINEER 11/16/09

Sheet 602-01

BOX CULVERTS WITH APRONS

BOX CULVERTS WITHOUT APRONS



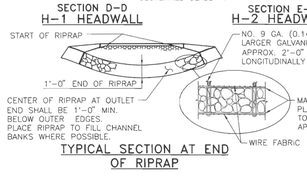
CONCRETE BLANKETS

PIPE WITH END SECTIONS

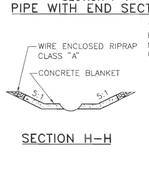
PIPE WITHOUT HEADWALLS

H-1 HEADWALL

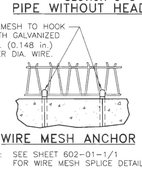
H-2 HEADWALL



TYPICAL SECTION AT END OF RIPRAP



SECTION H-H

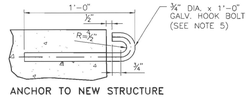


WIRE MESH ANCHOR

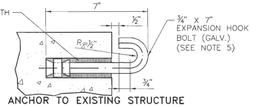
NOTE: SEE SHEET 602-01-1/1 FOR WIRE MESH SPLICE DETAILS.

GENERAL NOTES

1. ALL RIPRAP SHALL BE CLASS "A" UNLESS SPECIFIED OTHERWISE IN THE PLANS. DIMENSIONS OF RIPRAP CLASS "A" SHALL BE VERIFIED IN FIELD.
2. RIPRAP ON THIS STANDARD IS SHOWN FOR SINGLE PIPES AND CULVERTS ONLY. FOR MULTIPLE PIPE AND CULVERT INSTALLATIONS, EXTEND RIPRAP BEYOND OUTLET OPENING AS SHOWN IN PLAN DETAILS AND PLACE RIPRAP BETWEEN OUTLET OPENINGS AS SHOWN IN ELEVATION DETAILS.
3. SERIAL 602-02-1/1 MAY BE REFERENCED FOR DESCRIPTIONS OF WIRE MESH AND ALTERNATE PATTERNS.
4. STEEL STAKES MAY BE RAILROAD RAILS WEIGHING NOT LESS THAN 30 LBS. PER YARD, 4" NOMINAL DIAMETER STANDARD STRENGTH GALVANIZED STEEL PIPE, OR L 4" x 4"x 3/8" STEEL ANGLES. STEEL STAKES SHALL PROJECT 6" ABOVE TOP OF RIPRAP. STEEL STAKES ARE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE WORK AND NO DIRECT MEASUREMENT OR PAYMENT WILL BE MADE THEREFORE.
5. CONTRACTOR MAY SUBSTITUTE CONCRETE CHEMICAL ANCHORS WITH HOOK GEOMETRY SHOWN, WHICH MEET REQUIREMENTS OF SECTION 522.
6. TOE-IN OR PLACE EROSION CONTROL GEOTEXTILE UNDER FOOTINGS OR CUT-OFF WALL.
7. L (MIN.) = 10'-0" OR 1.5 x DIAMETER OR RISE, WHICHEVER IS GREATER.



ANCHOR TO NEW STRUCTURE



ANCHOR TO EXISTING STRUCTURE

HOOK BOLT DETAILS

COST OF HOOK BOLT IN PLACE TO BE INCLUDED IN UNIT BID PRICE FOR RIPRAP.

NO.	DATE	REV.BY	DESCRIPTION
1	8/09/09	YML	GENERAL REVISIONS
			REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

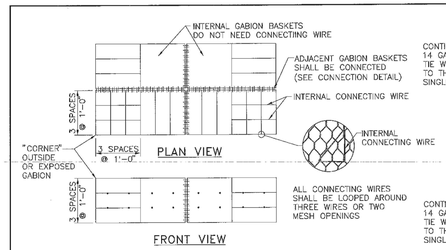
EROSION CONTROL
AT CULVERT OUTLETS

DESIGNED BY____ DRAWN BY_SKL_ CHECKED BY_YML_

602-02-1/1 1 of 1

RAY M. TRUJILLO NEW MEXICO 10213 REGISTERED PROFESSIONAL ENGINEER 11/16/09

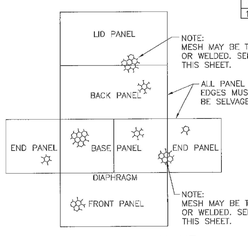
Sheet 602-02



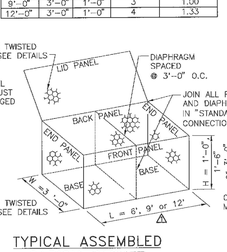
DETAILS OF 9 GAGE INTERNAL CONNECTING WIRES

STANDARD REVEMENT MATTRESS SIZES				
LENGTH	WIDTH	HEIGHT	NUMBER OF CELLS	VOLUME CUBIC YARDS
FEET				
9'-0"	6'-0"	0'-6"	3	1.00
12'-0"	6'-0"	0'-6"	4	1.33
9'-0"	6'-0"	0'-9"	3	1.50
12'-0"	6'-0"	0'-9"	4	2.00

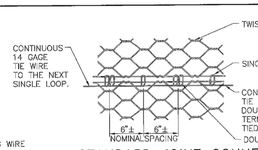
STANDARD GABION SIZES				
LENGTH	WIDTH	HEIGHT	NUMBER OF CELLS	VOLUME CUBIC YARDS
FEET				
6'-0"	3'-0"	3'-0"	2	2.00
9'-0"	3'-0"	3'-0"	3	3.00
12'-0"	3'-0"	3'-0"	4	4.00
6'-0"	3'-0"	1'-6"	2	1.00
9'-0"	3'-0"	1'-6"	3	1.50
12'-0"	3'-0"	1'-6"	4	2.00
6'-0"	3'-0"	1'-0"	2	0.66
9'-0"	3'-0"	1'-0"	3	1.00
12'-0"	3'-0"	1'-0"	4	1.33



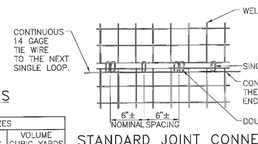
TYPICAL FLAT LAYOUT OF GABION BASKET



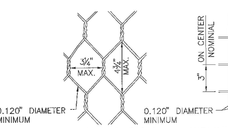
TYPICAL ASSEMBLED GABION BASKET



STANDARD JOINT CONNECTION DETAIL
FOR USE WITH TWISTED MESH.

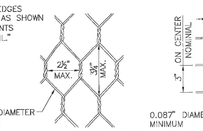


STANDARD JOINT CONNECTION DETAIL
FOR USE WITH WELDED WIRE MESH.



TWISTED MESH GABION

WELDED MESH GABION



TWISTED MESH MATTRESS

WELDED MESH MATTRESS

TYPICAL ACCEPTABLE MESH STYLES

SERIAL 602-05-2/2 SHEET 2 OF 2 MUST ACCOMPANY THIS SHEET.

GENERAL NOTES

1. INTERNAL CONNECTING WIRES ARE TO BE INSTALLED ACROSS WIDTH OF INTERIOR GABIONS AND ACROSS WIDTH AND LENGTH OF END GABIONS.
2. INTERNAL CONNECTING WIRE, CONTINUOUS TIE WIRE AND GABION MESH SHALL BE GALVANIZED.
3. INTERNAL CONNECTING WIRES ARE REQUIRED ON ALL GABIONS 3'-0" HIGH AND ON ALL GABIONS 1'-6" HIGH WHEN USED TO BUILD VERTICAL STRUCTURES.
4. PREFORMED STIFFENERS (11 GAGE OR 9 GAGE) ARE AN ACCEPTABLE ALTERNATIVE TO INTERNAL CONNECTING WIRES. INSTALL THEM AS RECOMMENDED BY THE MANUFACTURER OR AS DIRECTED BY THE PROJECT MANAGER AT ONE THIRD POINTS.
5. PLACE ROCK IN THE END GABION CELL FIRST, AND CONTINUE BY FILLING INTERIOR GABION CELLS.
6. FOR GABION DIMENSIONS, REFER TO THE TABLE "STANDARD GABION SIZES."
7. A JOINT CONNECTION MUST BE MADE WHERE ANY PANEL EDGE MEETS ANOTHER PANEL. THIS INCLUDES ADJACENT GABION BASKETS, INDIVIDUAL PANELS WITHIN A BASKET, DIAPHRAGM EDGES ETC. ALL JOINT CONNECTIONS SHALL BE MADE USING 14 GAGE CONTINUOUS TIE WIRE.
8. ALTERNATE JOINT CONNECTION PROCEDURES MAY BE USED PROVIDED THAT THE COMPLETED JOINT WILL DEVELOP A TENSILE STRENGTH OF NOT LESS THAN 1400 POUNDS PER FOOT. IF ALTERNATE JOINT CONNECTION PROCEDURES ARE USED, THE CONTRACTOR SHALL SUBMIT TO THE PROJECT MANAGER CERTIFIED TEST REPORTS DEMONSTRATING THE ALTERNATE JOINT CONNECTIONS WILL MEET THE MINIMUM TENSILE STRENGTH REQUIREMENTS.

TIMOTHY A. MARTIN NEW MEXICO 14072 REGISTERED PROFESSIONAL ENGINEER 1-9-13

DATE	BY	DESCRIPTION
1/16/08	YML	CORRECTED L = 6', 9' OR 12'
		REVISIONS (OR CHANGE NOTICES)

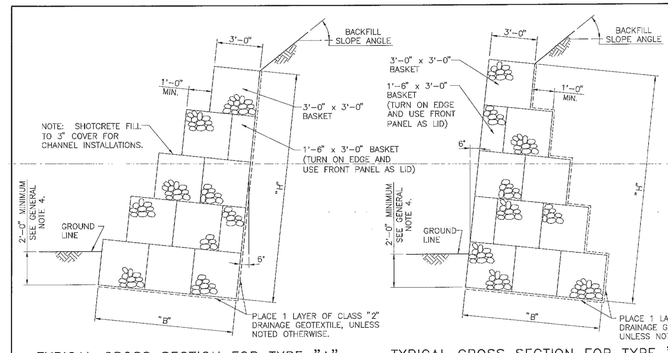
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

GABION
BASKET DETAILS

DESIGNED BY:TM DRAWN BY:SKL CHECKED BY:YML/TM

602-05-1/2 1 of 2

Sheet 602-03

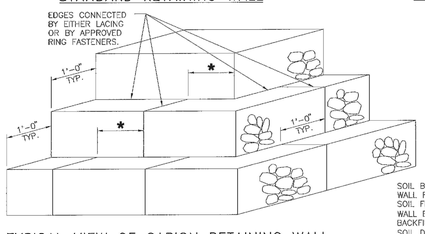


TYPICAL CROSS SECTION FOR TYPE "A" STANDARD RETAINING WALL

TYPICAL CROSS SECTION FOR TYPE "B" STANDARD RETAINING WALL

TYPE "A" GABION RETAINING WALL			
WALL HEIGHT "H"	BASE "B"	NO. OF COURSES	QTY. CU. YD. PER LIN. FT.
6'-0"	4'-6"	2	0.833
9'-0"	6'-0"	3	1.50
12'-0"	7'-6"	4	2.33
15'-0"	9'-0"	5	3.33

TYPE "B" GABION RETAINING WALL			
WALL HEIGHT "H"	BASE "B"	NO. OF COURSES	QTY. CU. YD. PER LIN. FT.
6'-0"	4'-6"	2	0.833
9'-0"	6'-0"	3	1.50
12'-0"	7'-6"	4	2.33
15'-0"	9'-0"	5	3.33



TYPICAL VIEW OF GABION RETAINING WALL

★ NOTE: STAGGER JOINTS AT 3'-0" WHEN PRACTICAL.

BACKFILL TABLE

BACKFILL SLOPE ANGLE	FRICTION ANGLE OF BACKFILL
0°	33°
9.5°	33°
18.4°	33°
26.6°	33°
33.7°	34°

DESIGN DATA

SOIL BEARING PRESSURE	3000 PSF
WALL FRICTION ANGLE	0 DEGREES
SOIL FRICTION ANGLE	SEE BACKFILL TABLE ABOVE
WALL BATTER	NEGATIVE 6 DEGREES
BACKFILL SLOPE ANGLE	SEE BACKFILL TABLE ABOVE
SOIL DENSITY	120 LBS./ CU. FT.
GABION FILL DENSITY	80% OF SOIL DENSITY
SAFETY FACTOR AGAINST OVERTURNING	2.0
SAFETY FACTOR AGAINST SLIDING	1.5
SURCHARGE PRESSURE (LEVEL BACKFILL)	2 FT. x 120 LBS./CU. FT. x 1.25 = 300 LBS./SQ. FT.

TIMOTHY A. MARTIN NEW MEXICO 14072 REGISTERED PROFESSIONAL ENGINEER 1-9-13

DATE	BY	DESCRIPTION
		REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

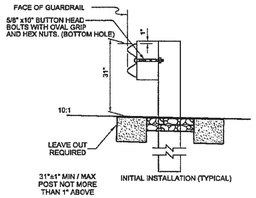
GABION
RETAINING WALL
DETAILS

DESIGNED BY:TM DRAWN BY:SKL CHECKED BY:YML/TM

602-05-2/2 2 of 2

Sheet 602-04

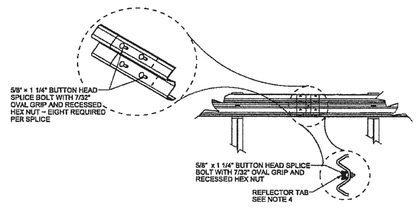
SHEET 17-7



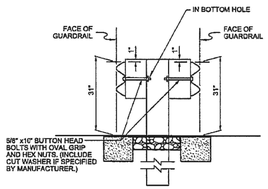
SINGLE FACE W-BEAM GUARDRAIL

NOTES

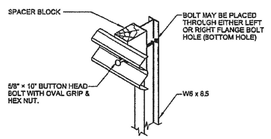
1. SINGLE AND DOUBLE FACE W-BEAM GUARDRAIL POST SPACING SHALL BE 6'-3" ON CENTER.
2. SINGLE AND DOUBLE FACE W-BEAM GUARDRAIL SHALL USE W6 x 8.5 STEEL POSTS FOR SPACER BLOCK DETAILS.
3. EXISTING POSTS SHALL NOT BE RAISED. REPLACE POSTS AS NECESSARY TO ACHIEVE REQUIRED GUARDRAIL HEIGHT.
4. REFLECTOR TABS SHALL BE PLACED AT 25' INTERVALS (EVERY 25 AT SPLICE) ON ALL GUARDRAIL INSTALLATIONS (12'-6" ON 2 LANE HIGHWAY). THE COLOR OF THE REFLECTIVE SHEETING ON THE REFLECTOR TABS SHALL BE THE SAME AS THE COLOR OF THE SHOULDER LINE PAVEMENT MARKING IN FRONT OF THE BARRIER. TABS SHALL HAVE A MINIMUM OF 8.75 SQ. IN. OF TYPE VIII OR BETTER REFLECTIVE SHEETING ON BOTH SIDES AND SHALL ATTACH SECURELY UNDER HEAD OF 5/8" BUTTON HEAD BOLT.
5. SPLICES SHALL BE LAPPED SO THE FREE END DOES NOT FACE TRAFFIC FLOW.
6. CONSTRUCTION TOLERANCE SHALL BE ± 1" FOR GUARDRAIL HEIGHT FOR SINGLE OR DOUBLE FACE.
7. GUARDRAIL FACE MAY BE PLACED AT EDGE OF SHOULDER ONLY WHEN SLOPES BEHIND GUARDRAIL WILL NOT ALLOW FOR 2' TYPICAL SETBACK.
8. CONSTRUCT POST LEAVE OUT FOR EVERY W-BEAMS INSTALLATION.
9. LEAVE OUT SHALL BE USED IN CONCRETE AT ALL TIMES REGARDLESS OF POST FOR W-BEAM OR THRIE BEAM. LEAVE OUT SHALL BE REQUIRED ON ALL GUARDRAIL POSTS IN CONCRETE.



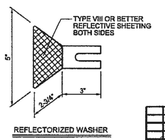
REFLECTOR TABS AT SPLICE



DOUBLE FACE W-BEAM GUARDRAIL



ASSEMBLY DETAIL W-BEAM



REFLECTORIZED WASHER

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

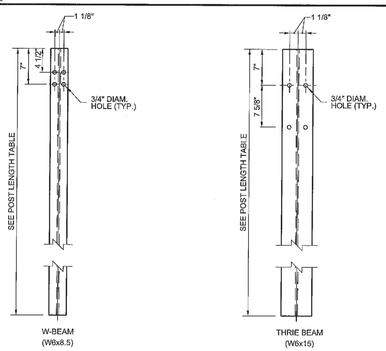
W-BEAM GUARDRAIL

APPROVED _____ DESIGN ENGINEER _____ DATE

606-GR31-1/20

DRAWING SCALE = NOT TO SCALE

edd_trfpreliminary drawings & docs\roadside\Working Folder~GR Type 31 Standards\ GR31-1_Beam Guardrail Types 1-2.dgn



STEEL POST

POST	A	B
W6 × 8.5	8"★	4 1/4"
W6 × 15	8"★	6 1/4"

★ NOMINAL (NOM.)

THRIE BEAM SPACER BLOCK FOR STEEL POST
SEE NOTE

W-BEAM SPACER BLOCK FOR STEEL POST
SEE NOTE

POST LENGTH TABLE	
DESCRIPTION	STEEL
SINGLE FACE W-BEAM	6' - 0"
DOUBLE FACE W-BEAM	6' - 0"
SINGLE FACE THRIE-BEAM	6' - 6"
DOUBLE FACE THRIE-BEAM	7' - 0"

NOTE:
SPACER BLOCKS MAY CONSIST OF WOOD, PLASTIC, OR COMPOSITE MATERIAL ON THE APPROVED PRODUCTS LIST.

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

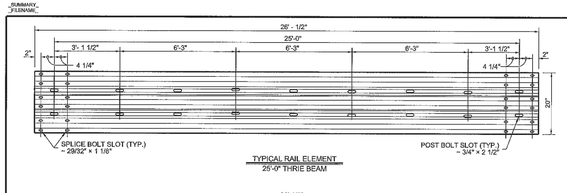
BEAM GUARDRAIL POSTS AND BLOCKS

APPROVED _____ DESIGN ENGINEER _____ DATE

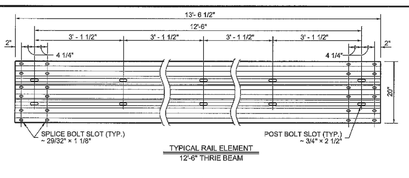
606-GR31-4/20

DRAWING SCALE = NOT TO SCALE

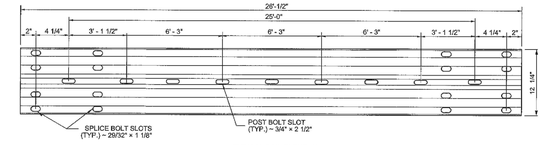
edd_trfpreliminary drawings & docs\roadside\Working Folder~GR Type 31 Standards\ GR31-4_Beam Guardrail Posts and Blocks.dgn



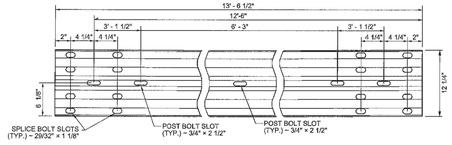
TYPICAL RAIL ELEMENT
25'-0" THRIE BEAM



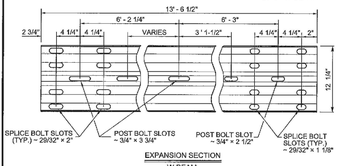
TYPICAL RAIL ELEMENT
12'-6" THRIE BEAM



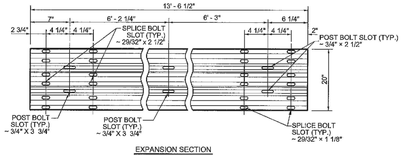
TYPICAL RAIL ELEMENT
25'-0" W-BEAM



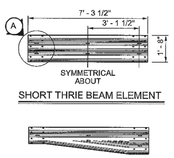
TYPICAL RAIL ELEMENT
12'-6" W-BEAM



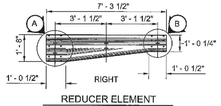
EXPANSION SECTION
W-BEAM



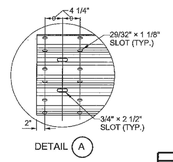
EXPANSION SECTION
THRIE BEAM

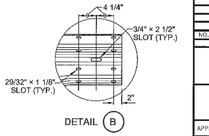


SHORT THRIE BEAM ELEMENT



REDUCER ELEMENT
(PAID AS LIN. FT. OF THRIE BEAM)





DRAWING SCALE = NOT TO SCALE

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

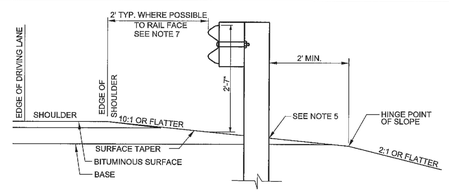
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

BEAM GUARDRAIL ELEMENTS

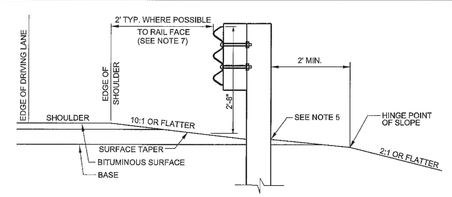
APPROVED _____ DESIGN ENGINEER _____ DATE

606-GR31- 3/20

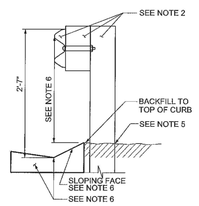
edd_trfpreliminary drawings & docs\roadside\Working Folder~GR Type 31 Standards\ GR31-3_Beam Guardrails Elements.dgn



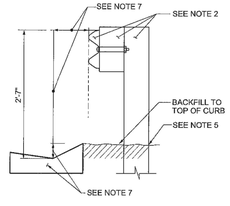
W-BEAM GUARDRAIL STANDARD
INSTALLATION AND SURFACING DETAILS



THRIE BEAM GUARDRAIL STANDARD
INSTALLATION AND SURFACING DETAILS



W-BEAM GUARDRAIL
AT FACE OF CURB
ALL DESIGN SPEEDS



W-BEAM GUARDRAIL
AWAY FROM CURB FACE
DESIGN SPEEDS LESS THAN 45 MPH AND 45 TO 50 MPH

NOTES

1. STANDARD BEAM GUARDRAIL POST SPACING FOR SINGLE AND DOUBLE FACE W-BEAM AND THRIE BEAM SHALL BE 6'-3" ON CENTER.
2. FOR POST AND BLOCK DETAILS, SEE SHEET 606-GR31-4/20.
3. CONSTRUCTION TOLERANCE SHALL BE ± 1/2" FOR GUARDRAIL HEIGHT.
4. GUARDRAIL FACE MAY BE PLACED AT EDGE OF SHOULDER WHEN SLOPES BEHIND GUARDRAIL WILL NOT ALLOW FOR 2' TYPICAL SETBACK WHILE MAINTAINING THE MINIMUM 2' DISTANCE FROM THE SLOPE HINGE POINT.
5. POST LEAVE OUT SHALL BE OBSERVED WHEN POSTS ARE RESTRAINED BY ROCK, ASPHALT OR CONCRETE. SEE SHEET 606-GR31-5/20.
6. SINGLE FACE GUARDRAIL CAN BE USED WITH ANY COMBINATION OF SLOPING FACED CURB THAT IS 6" OR SHORTER IF INSTALLED FLUSH WITH THE FACE OF THE GUARDRAIL ON ROADS WITH DESIGN SPEEDS UP TO 50 MPH. FOR DESIGN SPEEDS FROM 50 MPH TO 60 MPH A 4" OR SHORTER SLOPING CURB IS RECOMMENDED FOR INSTALLATION WHERE THE FACE OF THE CURB IS FLUSH WITH THE FACE OF THE GUARDRAIL. FOR DESIGN SPEEDS ABOVE 60 MPH THE SLOPING FACE OF THE CURB SHALL BE 1V:3H OR FLATTER AND NO TALLER THAN 4" HIGH. THE GUTTER LINE OF THE CURB SHALL BE CONSIDERED TO BE THE SAME LOCATION AS THE FACE OF THE CURB AND SHALL ALSO BE THE LOCATION FROM WHERE GUARDRAIL HEIGHT IS MEASURED.
7. SINGLE FACE GUARDRAIL MAY BE USED WITH 6" HIGH OR SHORTER SLOPING FACED CURB AS LONG AS THE FACE OF THE GUARDRAIL IS LOCATED AT LEAST 8 FT. BEHIND THE FACE OF THE CURB ON ROADS WHERE THE DESIGN SPEED IS UP TO 45 MPH. FOR DESIGN SPEEDS FROM 45 TO 50 MPH GUARDRAILS MAY BE USED WITH 4" HIGH OR SHORTER SLOPING CURBS AS LONG AS THE FACE OF THE METAL BARRIER IS LOCATED AT LEAST 13 FT. BEHIND THE CURB. THE GUTTER LINE OF THE CURB SHALL BE WHERE OFFSET TO RAIL FACE AND RAIL HEIGHT IS MEASURED.

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

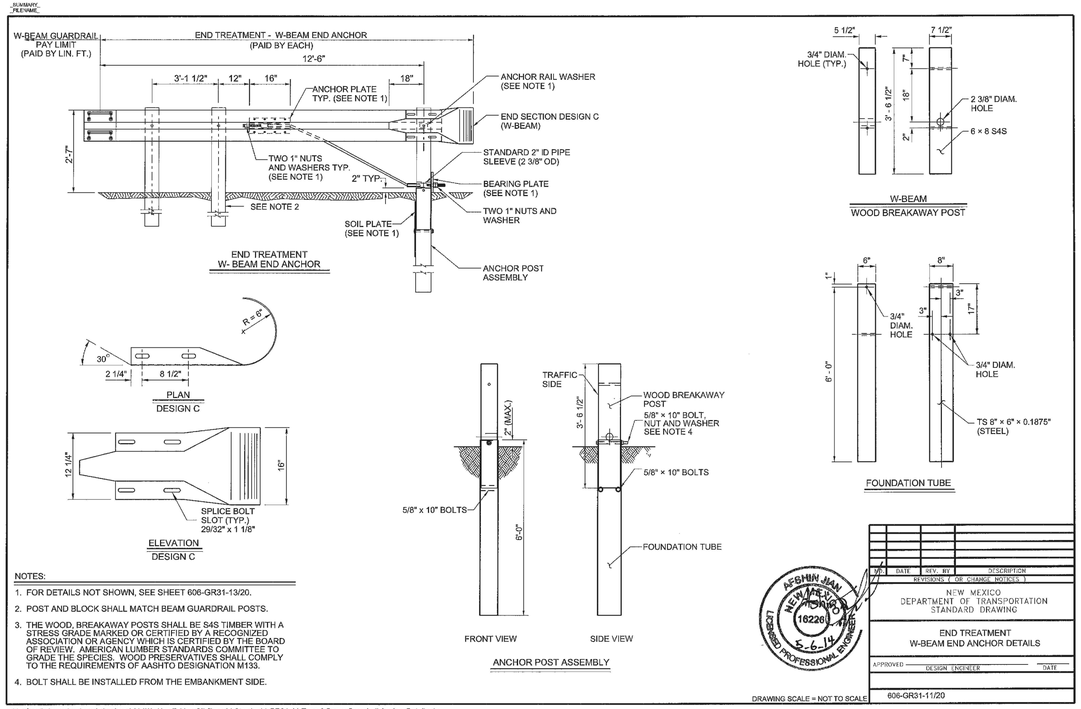
TYPICAL INSTALLATION AND SURFACING DETAILS

APPROVED _____ DESIGN ENGINEER _____ DATE

606-GR31- 5/20

DRAWING SCALE = NOT TO SCALE

edd_trfpreliminary drawings & docs\roadside\Working Folder~GR Type 31 Standards\ GR31-5 Typical Installation & Surfacing Details.dgn



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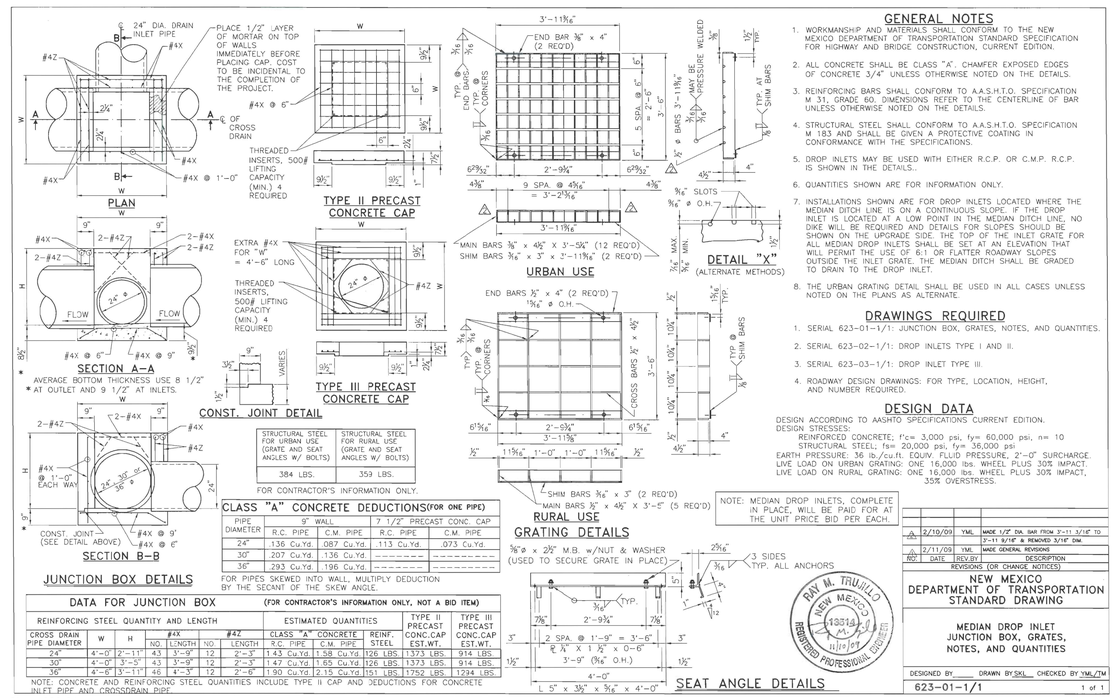
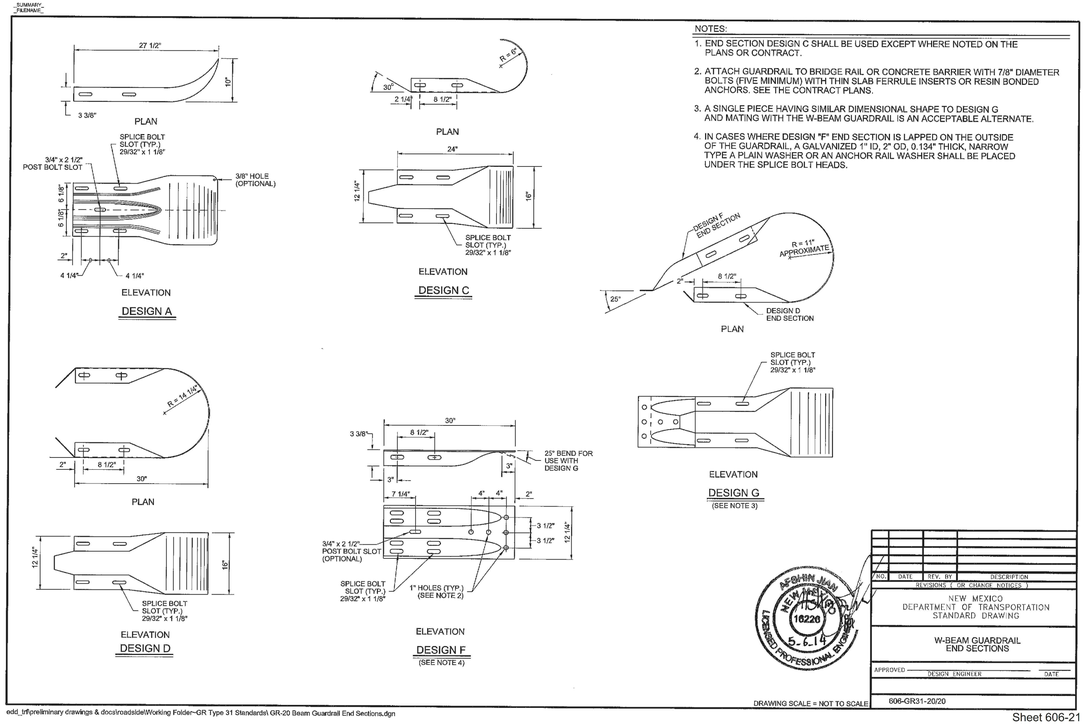
Sheet 606-12



Sheet 623-01



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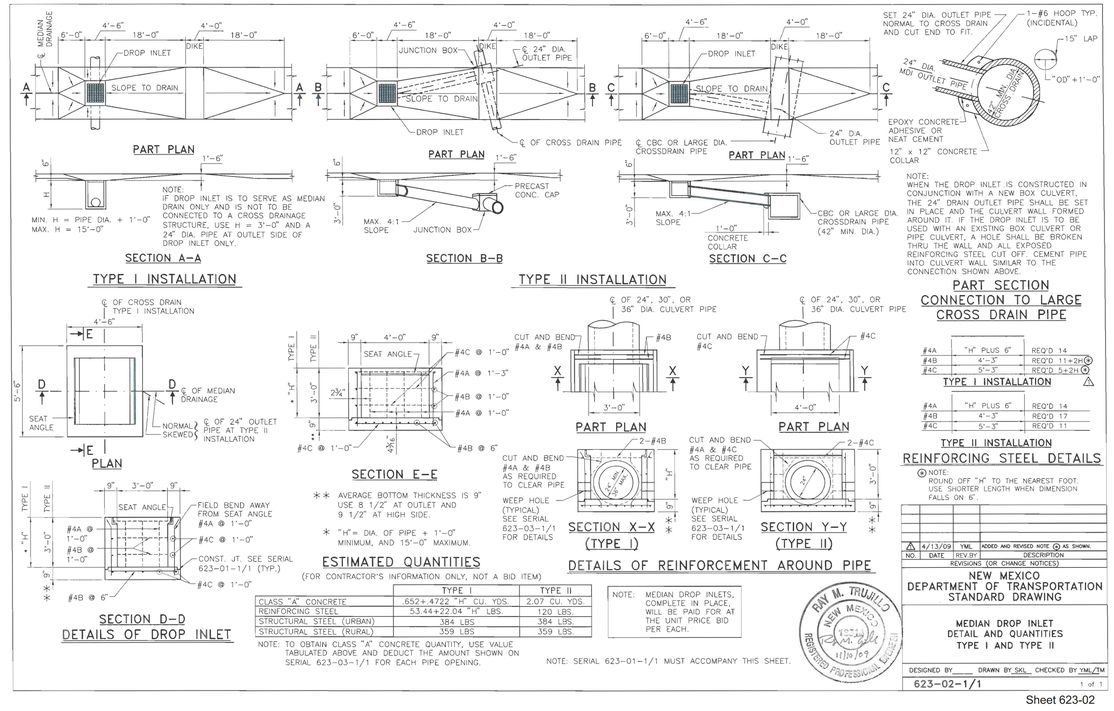
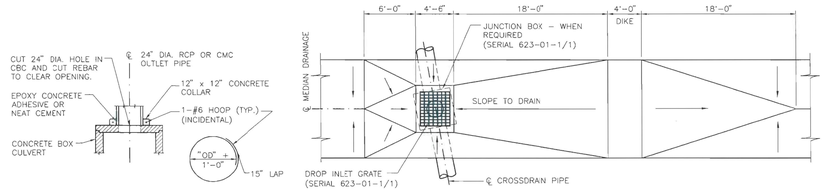
Sheet 606-21



Sheet 623-02

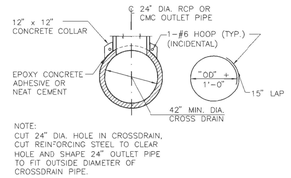
SHEET 17-9



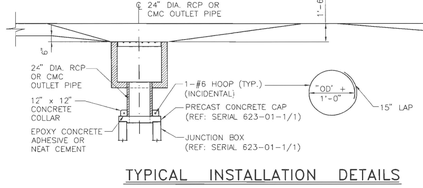
PART PLAN

#4A	2'-6"	REQ'D. 14
#4B	4'-3"	REQ'D. 10
#4C	5'-3"	REQ'D. 8
#4D	3'-6"	REQ'D. 4

REINFORCING STEEL REQUIRED FOR DROP INLET



NOTE:
CUT 24" DIA. HOLE IN CROSSDRAIN, CUT REINFORCING STEEL TO CLEAR HOLE AND SHAPE 24" OUTLET PIPE TO FIT OUTSIDE DIAMETER OF CROSSDRAIN PIPE.



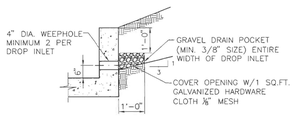
TYPICAL INSTALLATION DETAILS

CLASS "A" CONCRETE:

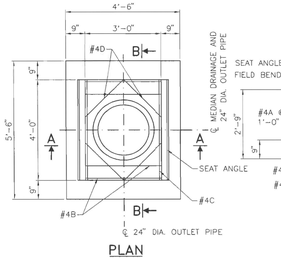
USING R.C. PIPE	1.46 CU.YDS.
USING C.M. PIPE	1.51 CU.YDS.
REINFORCING STEEL	89 LBS.
STRUCTURAL STEEL (URBAN)	384 LBS.
STRUCTURAL STEEL (RURAL)	359 LBS.

ESTIMATED QUANTITIES FOR DROP INLET

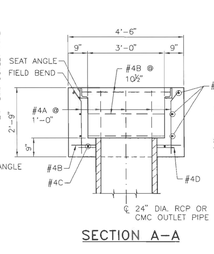
(FOR CONTRACTOR'S INFORMATION ONLY, NOT A BID ITEM).



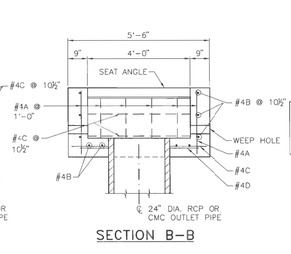
WEEP HOLE DETAIL



PLAN



SECTION A-A



SECTION B-B

DROP INLET DETAILS

NOTE: MEDIAN DROP INLETS, COMPLETE IN PLACE, WILL BE PAID FOR AT THE UNIT PRICE BID PER EACH.

NOTE: SERIAL 623-01-1/1 MUST ACCOMPANY THIS SHEET.

RAY M. TRUJILLO NEW MEXICO 10213 11/16/09 REGISTERED PROFESSIONAL ENGINEER

NO.	DATE	REV.BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

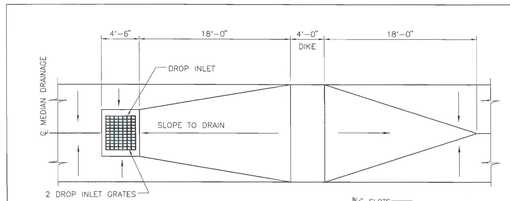
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

MEDIAN DROP INLET
DETAIL AND QUANTITIES
TYPE III

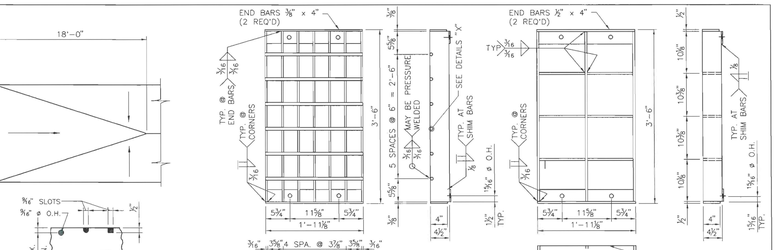
DESIGNED BY____ DRAWN BY SKL CHECKED BY YML/TM

623-03-1/1 1 of 1

Sheet 623-03



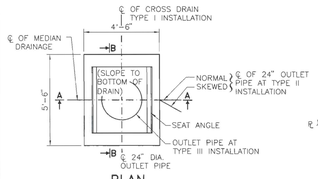
PART PLAN



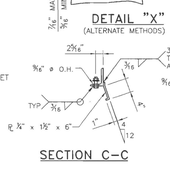
DETAIL "X" (ALTERNATE METHODS)

URBAN USE
2 GRATES REQUIRED PER DROP INLET

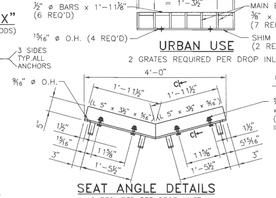
RURAL USE
2 GRATES REQUIRED PER DROP INLET



PLAN



SECTION C-C



SEAT ANGLE DETAILS
2 REQUIRED PER DROP INLET

GRATING DETAILS

NOTE: THE STANDARD GRATING DETAIL SHALL BE USED IN ALL CASES UNLESS CALLED OUT ON THE PLANS.

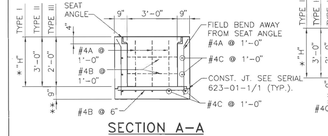
NOTE: MEDIAN DROP INLETS, COMPLETE IN PLACE, WILL BE PAID FOR AT THE UNIT PRICE BID PER EACH.

NOTE: SERIAL 623-01-1/1, 623-02-1/1 AND 623-03-1/1 MUST ACCOMPANY THIS SHEET.

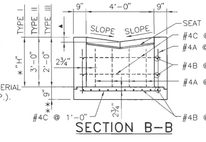
ESTIMATED QUANTITIES

(FOR CONTRACTOR'S INFORMATION ONLY, NOT A BID ITEM)

REQUIRED SLOPE	▲	ADD'L CONCRETE	ADD'L REBAR
3:1 SLOPE	11"	0.32 CU.YDS.	10 LBS.
4:1 SLOPE	8 1/2 "	0.24 CU.YDS.	10 LBS.
5:1 SLOPE	6 5/8 "	0.19 CU.YDS.	10 LBS.
6:1 SLOPE	5 1/2 "	0.16 CU.YDS.	10 LBS.
7:1 SLOPE	4 3/4 "	0.14 CU.YDS.	5 LBS.
8:1 SLOPE	4 1/8 "	0.12 CU.YDS.	5 LBS.
STRUCTURAL STEEL		380 LBS. (URBAN)	80 LBS. (RURAL)



SECTION A-A



SECTION B-B

* * AVERAGE BOTTOM THICKNESS USE 8 1/2" AT OUTLET AND 9 1/2" AT HIGH SIDE.

* "H" = DIA. OF PIPE + 1'-0" MINIMUM, AND 15'-0" MAXIMUM.

▲ DIMENSIONS DEPEND ON SLOPE. SEE TABLE FOR DATA.

NOTE: SEE ROADWAY PLANS FOR SLOPE INFORMATION. WHEN SLOPES ARE NOT SYMMETRICAL, THE SLOPE OF THE DROP INLET AND THE SEAT ANGLES MAY BE CONSTRUCTED TO MATCH THE DIFFERENT SLOPE. ONE HALF OF THE CONCRETE QUANTITY SHOWN FOR EACH OF THE APPROPRIATE SLOPES SHALL BE USED TO ADJUST CONCRETE QUANTITIES.

NOTES:
1. LENGTH OF THE VERTICAL REINFORCING BARS SHALL BE INCREASED BY THE DIMENSION ▲ SHOWN AND FIELD CUT OR BENT AS REQUIRED TO FIT SLOPE.
2. PROVIDE 2 ADDITIONAL "C" BARS WHEN DIMENSION ▲ EXCEEDS 5 1/2".
3. STRUCTURAL STEEL QUANTITY SHOWN SHOULD BE USED IN LIEU OF THAT SHOWN ON SERIAL 623-01-1/1.

RAY M. TRUJILLO NEW MEXICO 10213 11/16/09 REGISTERED PROFESSIONAL ENGINEER

NO.	DATE	REV.BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

MEDIAN DROP INLET VALLEY TYPE
MODIFICATION DETAILS
TYPE I, TYPE II, TYPE III

DESIGNED BY____ DRAWN BY SKL CHECKED BY YML/TM

623-04-1/1 1 of 1

Sheet 623-04

SUMMARY
FILENAME

GENERAL NOTES:

1. *NMDOT IS RECOGNIZED AS A TITLE II PUBLIC ENTITY UNDER THE AMERICANS WITH DISABILITIES ACT (ADA). OF 1990 (PUBLIC LAW 101-336). A TITLE II ENTITY IS DEFINED AS ANY STATE OR LOCAL GOVERNMENT ENTITY AND PROHIBITS DISCRIMINATION ON THE BASIS OF DISABILITY. THE ADA EXTENDS THE PRINCIPLES OF SECTION 504 OF THE REHABILITATION ACT, OF 1973, AS AMENDED, TO PROTECT PERSONS WITH DISABILITIES IN ALL PUBLIC FACILITIES AND PROGRAMS IRRESPECTIVE OF THE FUNDING SOURCE.*
2. *THESE DRAWINGS PROVIDE GUIDANCE FOR COMPLIANCE WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PROWAG), JULY 26, 2011, OR LATEST EDITION . THESE GUIDELINES SHALL APPLY TO ALL NEW AND ALTERED PEDESTRIAN ACCESS ROUTES (PAR).*
3. *REFER TO CONSTRUCTION PLANS FOR THE DETAILED LAYOUTS AND DETAILS.*
4. *PEDESTRIAN ACCESS ROUTES (PAR) SHALL BE FIRM, STABLE, AND SLIP RESISTANT. PROVIDE SLIP RESISTANT TEXTURE ON SIDEWALKS AND CURB RAMPS BY BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP AND OR PERPENDICULAR TO PEDESTRIAN TRAVEL. EXTEND TEXTURE THE FULL WIDTH AND LENGTH OF THE CURB RAMP INCLUDING SIDE FLARES. DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATIONS ONLY.*
5. *VERTICAL SURFACE DISCONTINUITIES SHALL BE 0.5 INCHES MAXIMUM. VERTICAL DISCONTINUITIES BETWEEN 0.25 INCHES AND 0.5 INCHES SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 50 PERCENT. THE BEVEL SHALL BE APPLIED ACROSS THE ENTIRE VERTICAL SURFACE DISCONTINUITY.*
6. *HORIZONTAL OPENINGS IN GRATINGS AND JOINTS SHALL NOT PERMIT PASSAGE OF A SPHERE MORE THAN 0.5 INCHES IN DIAMETER. ELONGATED OPENINGS IN GRATES SHALL BE PLACED SO THAT THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL.*
7. *PROVIDE EXPANSION JOINT MATERIAL 0.5 INCHES THICK WHERE CURB RAMP ADJOINS ANY RIGID PAVEMENT, SIDEWALK OR STRUCTURE WITH THE TOP OF JOINT FILLER FLUSH WITH ADJACENT CONCRETE SURFACE.*
8. *SEAL ALL JOINTS WITH AN APPROVED SEALING MATERIAL.*
9. *INSTALL JOINTS WHERE CURB RAMPS, TURNING SPACES, FLARES, AND SIDEWALKS ABUT. ALL JOINTS AND TRANSITIONS SHALL BE FLUSH*
10. *VERTICAL WALLS OR HEADER CURBS ARE PERMITTED WHEN ADJACENT TO NON-WALK AREAS OR ELEVATION DIFFERENCES CANNOT BE ACCOMMODATED BY CURB RAMP FLARES OR GRADING. GRADE NON-WALK AREAS AT 3:1 OR FLATTER.*
11. *CONSTRUCTION TOP / BOTTOM OF CURB TO BE FLUSH WITH ADJACENT SURFACES (CURB RAMPS, SIDEWALKS, AND FLARES). VERTICAL LIPS NOT PERMITTED AT THE BOTTOM OF CURB RAMP WHERE THE RAMP MEETS STREET LEVEL.*

SIDEWALKS

12. *SIDEWALK, AND CURB AND GUTTER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SERIAL 609-01-1/1.*
13. *SIDEWALK CROSS SLOPE IS RECOMMENDED TO BE CONSTRUCTED FOR CROSS SLOPE OF 1.5% TYPICAL, BUT SHALL NOT EXCEED 2.0% CROSS SLOPE ON THE PEDESTRIAN ACCESS ROUTE (PAR).*
14. *SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 5.0 FT, EXCLUSIVE OF THE WIDTH OF THE CURB RETURN.*
    EXCEPTION: WHERE SIDEWALK WIDTH NEEDS TO BE REDUCED TO NO LESS 4.0 FT, PASSING SPACES SHALL BE PROVIDED AT INTERVALS OF 200 FT MAXIMUM. PASSING SPACES SHALL BE 5.0 FT MINIMUM BY 5.0 FT MINIMUM.
15. *ANY SIGNS POSTS, UTILITY POLES, FIRE HYDRANTS, TRAFFIC SIGNALS, STREET FURNITURE, AND OTHER OBJECTS SHALL NOT REDUCE THE CLEAR WIDTH TO LESS THAN 4.0 FT.*
16. *THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES (PAR) WITHIN MEDIANS AND PEDESTRIAN REFUGE ISLANDS SHALL BE 5.0 FT MINIMUM.*

CURB RAMPS

17. *FOR NEW CONSTRUCTION AND ALTERATIONS, CONSTRUCT CURB RAMP AND FLARE SLOPES WITH THE FLATTEST SLOPE FEASIBLE. THE MAXIMUM SLOPE ALLOWABLE IS INDICATED IN NOTE 11 OF THE CURB RAMP STANDARD DETAILS. SLOPES THAT EXCEED THOSE INDICATED IN THE CURB RAMP STANDARD DETAILS, OR CONSTRUCTION PLANS, WILL NOT BE ACCEPTED AND WILL BE REMOVED AND RECONSTRUCTED.*
18. *RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.*
19. *CONSTRUCT THE CLEAR WIDTH OF CURB RAMP RUNS (EXCLUDING ANY FLARED SIDES), BLENDED TRANSITIONS, AND TURNING SPACES AS TYPICAL 5.0 FT X 5.0 FT AND MINIMUM 4.0 FT X 4.0 FT CLEAR SPACE BEYOND THE CURB FACE, WITHIN THE WIDTH OF THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.*
20. *CURB RAMP AND SIDE FLARE LENGTHS ARE VARIABLE AND BASED ON CURB HEIGHT AND THE SIDEWALK SLOPE.*
21. *THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP AND ADJOINING ROAD SURFACE SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.3%. THE COUNTER SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A CURB RAMP RUNS, TURNING SPACE OR BLENDED TRANSITION IS NOT TO EXCEED 5.0%.*
22. *CONSTRUCT CURB RAMPS FLUSH TO ADJACENT ROADWAY. GRADE EDGE OF ROAD ELEVATIONS AT THE FLOW LINE TO ENSURE POSITIVE DRAINAGE AND PREVENT PONDING. FOR LEVEL TURNING SPACES BEHIND CURB, ADJUST SLOPES TO PROVIDE POSITIVE DRAINAGE.*
23. *GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE CURB RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF CURB RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.*
24. *ALL SLOPES ARE MEASURED WITH RESPECT TO A LEVEL PLANE. THEREFORE, THE LENGTH OF CURB RAMP IS NOT SOLELY DEPENDENT ON THE HEIGHT OF CURB. (FOR EXAMPLE, A 6" CURB DOES NOT NECESSARILY MEAN A RAMP LENGTH OF 6.0 FT FOR AN 8.3% SLOPE).*

CROSSWALKS

25. *PROVIDE A SEPARATE CURB RAMP FOR EACH MARKED OR UNMARKED CROSSWALK. CURB RAMP LOCATIONS SHALL BE PLACED WITHIN THE WIDTH OF THE MARKED OR UNMARKED CROSSWALK AS SHOWN IN THE CONSTRUCTION PLANS.*

DETECTABLE WARNING

26. *DETECTABLE WARNING SURFACES (DWS) CONSISTING OF TRUNCATED DOMES SHALL BE UTILIZED WHERE CURB RAMPS, BLENDED TRANSITIONS, OR TURNING SPACE PROVIDE A FLUSH PEDESTRIAN CONNECTION TO THE STREET OR WHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CROSSES A STREET, ALLEY, TRAFFIC ISLAND, MEDIAN, OR SALROAD. DETECTABLE WARNING SURFACES (DWS) WILL NOT BE INSTALLED AT RESIDENTIAL DRIVEWAYS. DETECTABLE WARNING SURFACE MUST BE PROVIDED AT THE JUNCTION BETWEEN THE PAR AND COMMERCIAL DRIVEWAYS THAT ARE STOP OR YIELD CONTROLLED OR ARE CONTROLLED BY A SIGNAL.*
27. *DETAILS OF DETECTABLE WARNING SURFACE ARE SHOWN IN CONTRACT PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.*

ACCESSIBLE PEDESTRIAN SIGNALS (APS) AND PEDESTRIAN PUSHBUTTONS

28. *FOR ALTERATION PROJECTS, PROVIDE ACCESS TO EXISTING PEDESTRIAN PUSHBUTTONS TO THE MAXIMUM EXTENT PRACTICABLE. INSTALL PEDESTRIAN STUB POLES, WHERE APPLICABLE. SO AS NOT TO CREATE PEDESTRIAN OBSTRUCTIONS. REFER TO THE MUTCD FOR FURTHER GUIDANCE.*
29. *PEDESTRIAN SIGNAL PUSH BUTTONS SHALL COMPLY WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND LOCATED WITHIN A HORIZONTAL REACH OF 9" TO 10" AND SHALL BE WITHIN 36" TO 48" ABOVE THE SIDEWALK SURFACE.*
30. *PEDESTRIAN SIGNAL SHALL HAVE 4FTx4FT MIN TURNING SPACE TO PROVIDE ACCESS TO PUSH BUTTONS.*

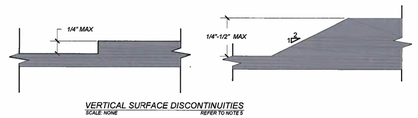
ALTERATIONS TO EXISTING FACILITIES - GENERAL NOTES:

ADDITIONS OR ALTERATIONS TO ANY FACILITY SHALL CONFORM TO THE REQUIREMENTS OF THE NEW CONSTRUCTION STANDARDS WITHIN THE NMDOT PEDESTRIAN ACCESS STANDARDS AND PROWAG 2011 OR LATEST EDITION. ANY DESIGN / CONSTRUCTION DEVIATION THAT IS DEEMED AN VARIANCE OR TECHNICALLY INFEASIBLE BY THE DEFINITION BELOW SHALL REQUIRE SUBMITTAL AND APPROVAL OF ADA DESIGN VARIANCE PROCEDURES.

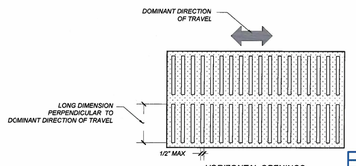
31. *EXCEPTION: IN ALTERATION WORK, IF COMPLIANCE IS TECHNICALLY INFEASIBLE, THE ALTERATION SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OR FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL BE MADE ACCESSIBLE WITHIN THE SCOPE OF THE ALTERATION.*

32. *TECHNICAL INFEASIBILITY: MEANS, WITH RESPECT TO AN ALTERATION OF A BUILDING OR A FACILITY, THAT IT HAS LITTLE LIKELIHOOD OF BEING ACCOMPLISHED BECAUSE EXISTING STRUCTURAL CONDITIONS WOULD REQUIRE REMOVING OR ALTERING A LOAD-BEARING MEMBER WHICH IS AN ESSENTIAL PART OF THE STRUCTURAL FRAME; OR BECAUSE OTHER EXISTING PHYSICAL OR SITE CONSTRAINTS PROHIBIT.*

33. *IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.*



VERTICAL SURFACE DISCONTINUITIES
SCALE: NONE — REFER TO NOTE 5



HORIZONTAL OPENINGS
SCALE: NONE — REFER TO NOTE 6

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

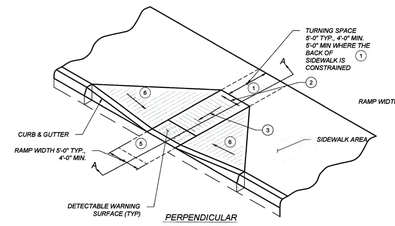
PEDESTRIAN ACCESS ROUTE
GENERAL NOTES

APPROVED: _____ DESIGN ENGINEER — DATE: 1-19-15

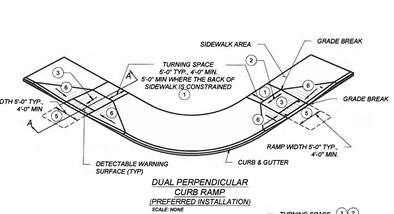
608-001-1 — 608-1 of 12

file path — DRAWING SCALE = NOT TO SCALE

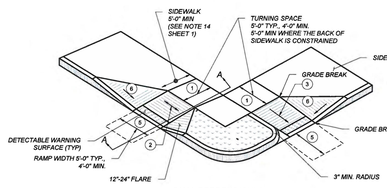
SUMMARY
FILENAME



PERPENDICULAR CURB RAMP
SCALE: NONE



DUAL PERPENDICULAR CURB RAMP
(PREFERRED INSTALLATION)
SCALE: NONE



DUAL PERPENDICULAR CURB RAMP
(ALTERNATE INSTALLATION)
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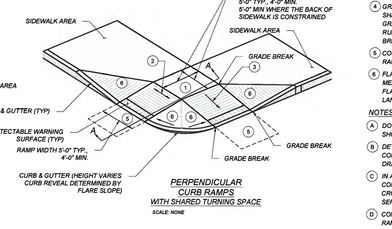


PERPENDICULAR CURB RAMPS
WITH SHARED TURNING SPACE
SCALE: NONE

KEYED NOTES

1. *TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.*
2. *CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.*
3. *RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.*
4. *GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.*
5. *COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.*
6. *FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 9%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.*

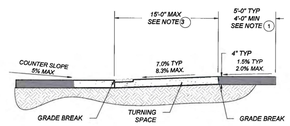
NOTES:

A. *DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.*

B. *DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.*

C. *IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.*

D. *CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.*



SECTION A-A
SCALE: NONE

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

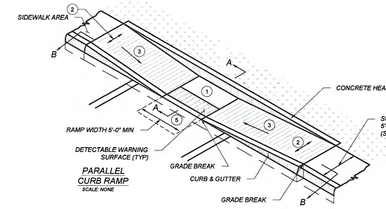
PERPENDICULAR
CURB RAMPS

APPROVED: _____ DESIGN ENGINEER — DATE: 1-19-15

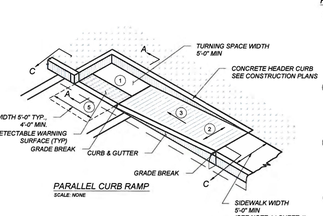
608-001-2 — 608- 2 of 12

file path — DRAWING SCALE = NOT TO SCALE

SUMMARY
FILENAME



PARALLEL CURB RAMP
SCALE: NONE



PARALLEL CURB RAMP
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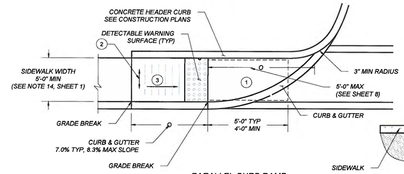
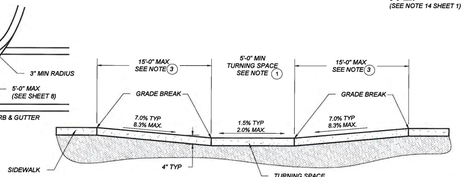


PARALLEL CURB RAMP
SCALE: NONE



SECTION B-B
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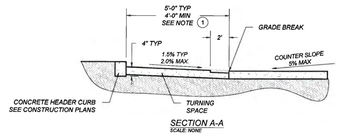

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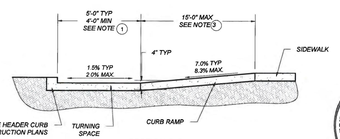
SCALE: NONE



SECTION C-C
SCALE: NONE

KEYED NOTES

1. *TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.*
2. *CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.*
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4. *GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.*
5. *COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.*
6. *FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 9%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.*

NOTES:

A. *DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.*

B. *DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.*

C. *IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.*

D. *CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.*

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

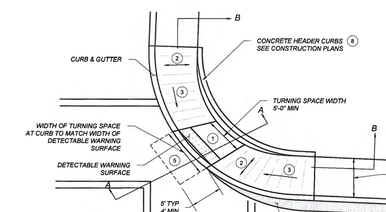
PARALLEL
CURB RAMPS

APPROVED: _____ DESIGN ENGINEER — DATE: 1-19-15

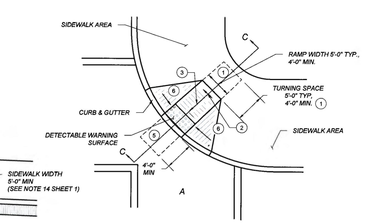
608-001-3 — 608- 3 of 12

file path — DRAWING SCALE = NOT TO SCALE

SUMMARY
FILENAME



SINGLE DIAGONAL
PARALLAL CURB RAMP
SCALE: NONE



SINGLE DIAGONAL
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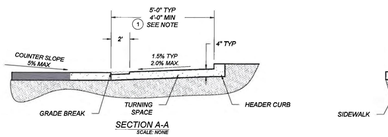
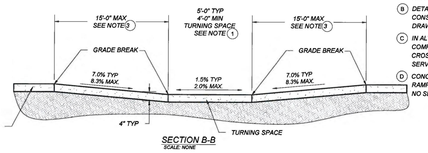
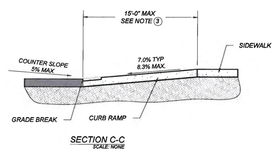


SECTION A-A
SCALE: NONE



SECTION B-B
SCALE: NONE



SECTION C-C
SCALE: NONE

KEYED NOTES

1. *TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.*
2. *CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.*
3. *RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.*
4. *GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.*
5. *COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.*
6. *FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 9%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.*

NOTES:

A. *DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.*

B. *DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.*

C. *IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.*

D. *CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.*

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DIAGONAL
CURB RAMPS

APPROVED: _____ DESIGN ENGINEER — DATE: 1-19-15

608-001-4 — 608- 4 of 12

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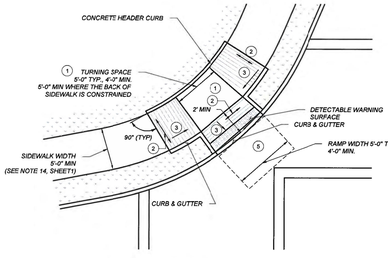
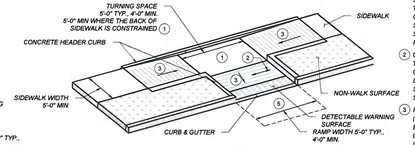
SHEET 17-11

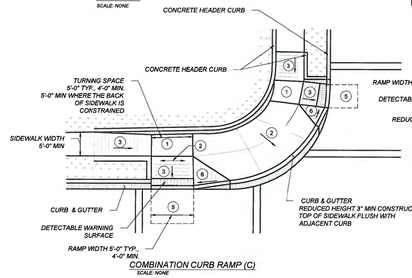
SUMMARY
FILENAME



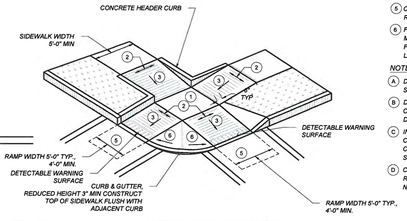
COMBINATION CURB RAMP (A)
DIAGONAL
SCALE: NONE



COMBINATION CURB RAMP (B)
SCALE: NONE



COMBINATION CURB RAMP (C)
SCALE: NONE



COMBINATION CURB RAMP (D)
WITH SHARED TURNING SPACE
SCALE: NONE

KEYED NOTES

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
2. CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.
3. RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
5. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 9%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.

NOTES:

A. DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
B. DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-9/12 OF THE STANDARD DRAWINGS.
C. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
D. CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 609004 AND NO SEPARATE PAYMENT WILL BE MADE.

MICHAEL J. SMELSER NEW MEXICO 15350 LICENSED PROFESSIONAL ENGINEER
1-13-15

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

COMBINATION
CURB RAMPS

APPROVED: _____ 1-13-15
SECRETARY DATE

608-001-5

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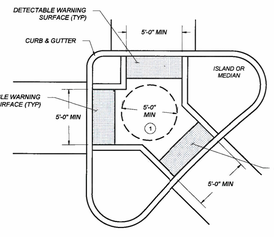
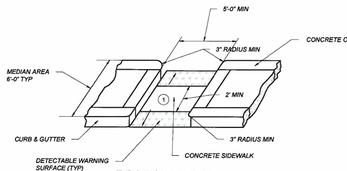
file path

DRAWING SCALE = NOT TO SCALE

SUMMARY
FILENAME



PEDESTRIAN REFUGE ISLAND
CURB RAMP
SCALE: NONE



TYPICAL CUT-THROUGH
PEDESTRIAN REFUGE ISLAND
OPENING WITH CURB SIDES
SCALE: NONE

KEYED NOTES

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
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3. RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
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5. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 9%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.

NOTES:

A. DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
B. DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-9/12 OF THE STANDARD DRAWINGS.
C. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
D. CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 609004 AND NO SEPARATE PAYMENT WILL BE MADE.

MICHAEL J. SMELSER NEW MEXICO 15350 LICENSED PROFESSIONAL ENGINEER
1-13-15

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN REFUGE ISLAND

APPROVED: _____ 1-13-15
SECRETARY DATE

608-001-6

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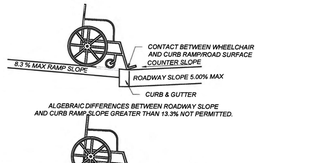
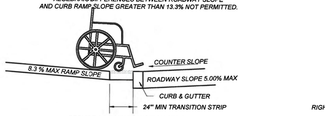
file path

DRAWING SCALE = NOT TO SCALE

SUMMARY
FILENAME



ALGEBRAIC DIFFERENCES BETWEEN ROADWAY SLOPE AND CURB RAMP SLOPE GREATER THAN 13.3% NOT PERMITTED.



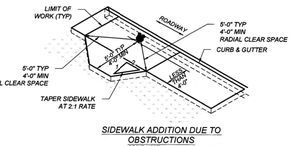
PROVIDE A 24" MIN TRANSITION STRIP IF ALGEBRAIC DIFFERENCES BETWEEN ROADWAY SLOPE AND CURB RAMP SLOPE ARE GREATER THAN 13.33%. TRANSITION STRIP SLOPE NOT TO EXCEED 5.00%

CHANGE OF GRADE
LIMITATIONS
SCALE: NONE

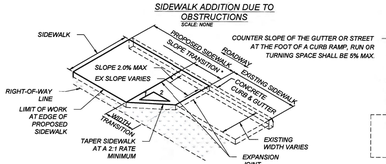
RAMP CROSS SLOPE TRANSITION
TO MATCH ROADWAY PROFILE SLOPE

* SLOPES SHOWN ARE FOR ILLUSTRATION ONLY.

NOTE:
1) CROSS SLOPE OF CURB RAMP AT PEDESTRIAN STREET CROSSING WITHOUT YIELD ON STOP CONTROL, AND AT MID BLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE ARE PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.
2) CROSS SLOPE IF CURB RAMP IS AT YIELD OR STOP CONTROL REQUIRES 2% MAX CROSS SLOPE AT CURB LINE



SIDEWALK ADDITION DUE TO
OBSTRUCTIONS
SCALE: NONE



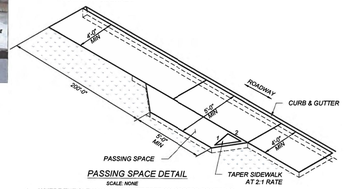
TRANSITION TO EXISTING
SIDEWALK DETAIL
SCALE: NONE

MINIMUM SLOPE TRANSITION LENGTH BASED ON THE DIFFERENCE OF PROPOSED SIDEWALK CROSS SLOPE AND EXISTING SIDEWALK CROSS SLOPE AT THE LOCATION OF TIE IN. THIS MINIMUM LENGTH TO BE DETERMINED BY THE FOLLOWING FORMULA: DELTA % SLOPE X 0.5' OR MIN WIDTH OF 1 FT.

THE MINIMUM WIDTH TRANSITION SHALL BE CALCULATED USING THE FOLLOWING FORMULA CHANGE IN WIDTH X 2.

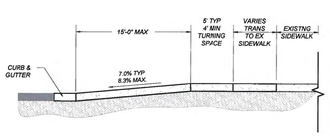
DEPENDING ON WHICH IS LONGEST, EITHER THE SLOPE TRANSITION OR WIDTH TRANSITION WILL CONTROL THE LENGTH OF SIDEWALK TRANSITION.

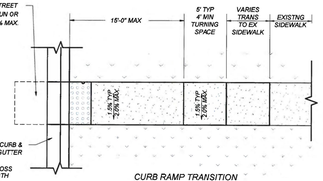
TRANSITION AREAS SERVE AS TEMPCRARY CONNECTIONS OF THE PEDESTRIAN ACCESS ROUTE. FUTURE IMPROVEMENTS TO THE REMAINING PORTION OF EXISTING SIDEWALK SHALL INCLUDE REMOVING THE TRANSITION AREA AND CONSTRUCTING A FULLY COMPLIANT SIDEWALK.



PASSING SPACE DETAIL
SCALE: NONE

1. WHERE THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES IS GREATER THAN 4ft AND LESS THAN 5ft, PASSING SPACES SHALL BE PROVIDED AT INTERVALS 200ft MAXIMUM.
2. PASSING SPACES ARE PERMITTED TO OVERLAP PEDESTRIAN ACCESS ROUTES.





CURB RAMP TRANISITION
TO EXISTING SIDEWALK
DETAIL

MICHAEL J. SMELSER NEW MEXICO 15350 LICENSED PROFESSIONAL ENGINEER
1-13-15

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NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

CURB RAMP AND
SIDEWALK
TRANSITION DETAILS

APPROVED: _____ 1-13-15
SECRETARY DATE

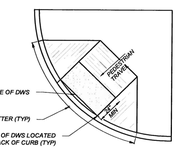
608-001-7

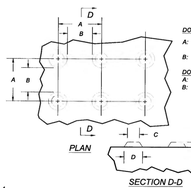
608- 7 of 12

file path

DRAWING SCALE = NOT TO SCALE

SUMMARY
FILENAME





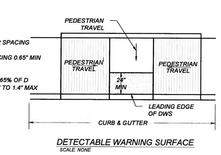
PLAN

SECTION D-D

DETECTABLE WARNING SURFACE (DWS)
TRUNCATED DOME DETAILS
SCALE: NONE

DOME SPACING
A: CENTER TO CENTER SPACING 1.6" MIN TO 2.4" MAX
B: BASE TO BASE SPACING 0.65" MIN

DOME SECTION
A: TOP DIAMETER 50%-65% OF D
B: BASE DIAMETER 0.9" TO 1.4" MAX



DETECTABLE WARNING SURFACE
SCALE: NONE

DETECTABLE WARNING SURFACE
SCALE: NONE

DETECTABLE WARNING SURFACE (DWS):

A STANDARDIZED TRUNCATED DOME GRID SURFACE BUILT IN OR APPLIED TO THE PEDESTRIAN ACCESS ROUTE TO WARN VISUALLY IMPAIRED PEOPLE OF HAZARDS. THE SURFACE IS PLACED WHERE DETECTABLE WARNING SURFACE (DWS): A STANDARDIZED TRUNCATED DOME GRID SURFACE BUILT IN OR APPLIED TO THE PEDESTRIAN ACCESS ROUTE TO WARN VISUALLY IMPAIRED PEOPLE OF HAZARDS. THE SURFACE IS PLACED WHERE PEDESTRIANS WILL ENCOUNTER THE PRESENCE OF HAZARDS IN THE LINE OF TRAVEL, SUCH AS THE EDGE OF ROADWAY AND AT-GRADE RAIL CROSSINGS, INDICATING THEY SHOULD STOP AND DETERMINE THE NATURE OF THE HAZARD BEFORE PROCEEDING.

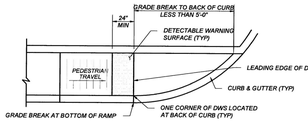
LOCATION:

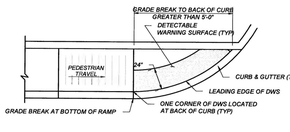
1. THE DETECTABLE WARNING SURFACE (DWS) SHALL BE 2.0 FT MINIMUM WIDTH AND EXTENDED THE FULL WIDTH OF THE CURB RAMP RUN, TURNING SPACE, BLENDED TRANSITION, AN EXCLUDING ANY THE FLARED SIDES
2. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BACK OF THE CURB.
3. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PARALLEL TO THE DIRECTION OF TRAVEL.
4. IF CURB AND GUTTER ARE NOT PRESENT, SUCH AS A SHARED-USE PATH CONNECTION, THE DETECTABLE WARNING SURFACE SHALL BE PLACED AT THE PAVEMENT EDGE.
5. PEDESTRIAN REFUGE ISLANDS SHALL HAVE DETECTABLE WARNINGS. DETECTABLE WARNINGS AT CUT THROUGH ISLANDS SHALL BE SEPARATED BY A 24 INCH MINIMUM LENGTH OF THE WALKWAY WITHOUT MARKINGS.

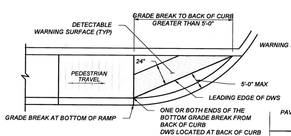
EXCEPTION: DETECTABLE WARNINGS SHALL NOT BE REQUIRED ON CUT THROUGH ISLANDS WHERE THE CROSSING IS LESS THAN 6 FT IN THE DIRECTION OF PEDESTRIAN TRAVEL.

NOTES:

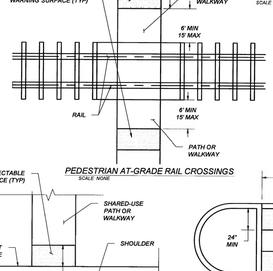
1. DETAILS SPECIFIED ON THIS PLAN APPLY TO ALL CONSTRUCTION OR RECONSTRUCTION OF STREETS, CURBS, OR SIDEWALKS BY ALL PUBLIC AGENCIES AND BY ALL PRIVATE ORGANIZATIONS CONSTRUCTING FACILITIES FOR PUBLIC USE.
2. DETECTABLE WARNING SURFACE SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER, WALKWAY SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT FOR THE FULL WIDTH OF RAMP.
3. ALL PRODUCTS USED FOR DETECTABLE WARNING SURFACES SHALL BE ON THE DEPARTMENT'S APPROVED PRODUCT LIST.



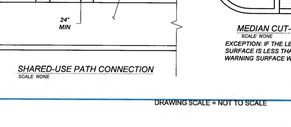




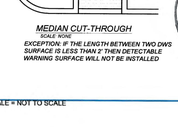
DETECTABLE WARNING SURFACE
(DWS)ON CURVED SURFACES
SCALE: NONE



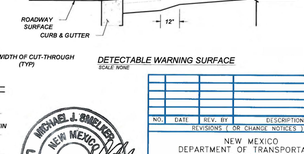
PEDESTRIAN AT-GRADE RAIL CROSSINGS
SCALE: NONE



SHARED-USE PATH CONNECTION
SCALE: NONE



MEDIAN CUT-THROUGH
SCALE: NONE
EXCEPTION: IF THE LENGTH BETWEEN TWO DWS SURFACE IS LESS THAN 2' THEN DETECTABLE WARNING SURFACE WILL NOT BE INSTALLED



DETECTABLE WARNING SURFACE
SCALE: NONE

MICHAEL J. SMELSER NEW MEXICO 15350 LICENSED PROFESSIONAL ENGINEER
1-13-15

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DETECTABLE WARNING
SURFACE

APPROVED: _____ 1-13-15
SECRETARY DATE

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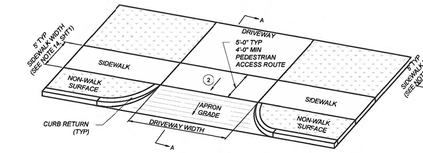
file path

DRAWING SCALE = NOT TO SCALE

SHEET 17-12

SUMMARY
FILENAME



TYPE 2
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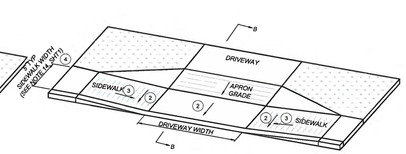
SCALE: NONE



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DRIVEWAY APRON
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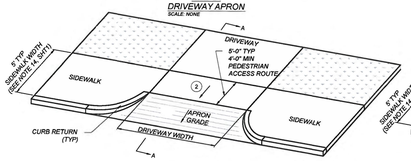
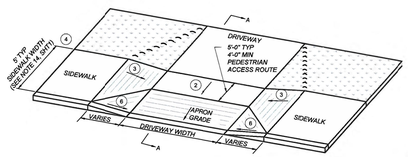
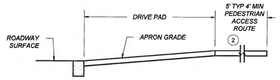


TYPE 2A
DRIVEWAY APRON
SCALE: NONE

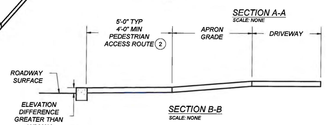
TYPE 2C
DRIVEWAY APRON
SCALE: NONE



TYPE 2B
DRIVEWAY APRON
SCALE: NONE



SECTION A-A
SCALE: NONE



SECTION B-B
SCALE: NONE

KEYED NOTES

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
2. CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.
3. RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES; WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
5. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 9%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.

NOTES:

A. DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
B. DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.
C. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
D. CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.

NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DRIVEWAY APRONS

APPROVED _____ CHIEF ENGINEER — DATE 1-13-15

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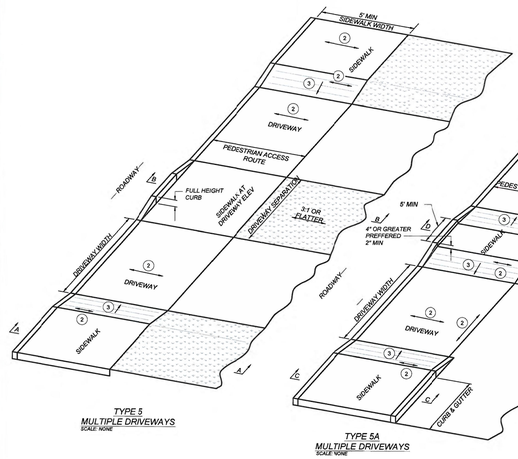
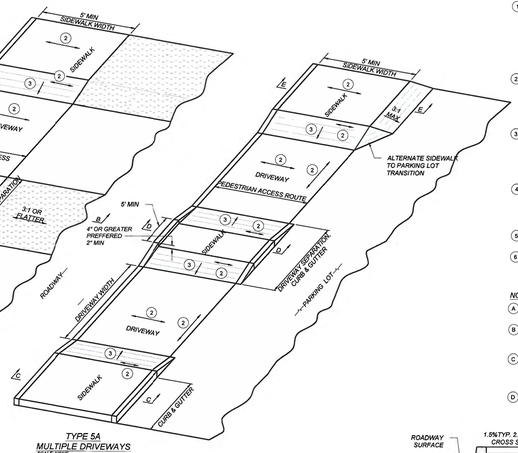
file path

DRAWING SCALE = NOT TO SCALE

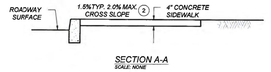
SUMMARY
FILENAME



TYPE 5
MULTIPLE DRIVEWAYS
SCALE: NONE



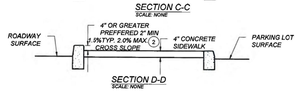
TYPE 5A
MULTIPLE DRIVEWAYS
SCALE: NONE



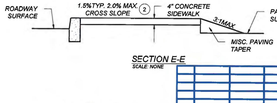
SECTION A-A
SCALE: NONE

SECTION B-B
SCALE: NONE

SECTION C-C
SCALE: NONE



SECTION D-D
SCALE: NONE



SECTION E-E
SCALE: NONE

KEYED NOTES

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
2. CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.
3. RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
5. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 9%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.

NOTES:

A. DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
B. DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.
C. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
D. CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.

NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DRIVEWAY APRONS

APPROVED _____ CHIEF ENGINEER — DATE 1-13-15

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file path

DRAWING SCALE = NOT TO SCALE

SUMMARY
FILENAME

STAIRWAY REQUIREMENTS

1. STAIRWAYS SHALL BE 4 FT WIDE MINIMUM BETWEEN HANDRAILS.
2. ALL STEPS ON A FLIGHT OF STAIRS SHALL HAVE UNIFORM RISER HEIGHTS AND UNIFORM TREAD DEPTH. RISERS SHALL BE 4 INCHES (100mm) HIGH MINIMUM AND 7 INCHES (180mm) MAXIMUM. TREADS SHALL BE 11 INCHES (280mm) DEEP MINIMUM MEASURED FROM RISER TO RISER.
3. OPEN RISERS SHALL NOT BE PERMITTED.
4. STAIR TREADS SHALL BE STABLE, FIRM, AND SLIP RESISTANT.
5. THE RADIUS OF CURVATURE AT THE LANDING EDGE OF THE TREAD SHALL BE ½ INCH (13mm) MAXIMUM. NOSINGS THAT PROJECT BEYOND RISERS SHALL HAVE THE UNDERSIDE OF THE LANDING EDGE CURVED OR BEVELED. RISERS SHALL BE PERMITTED TO SLOPE UNDER THE TREAD AT AN ANGLE OF 30 DEGREES MAXIMUM FROM THE VERTICAL. THE PERMITTED PROJECTION OF THE NOSING SHALL BE 1 INCHES (38mm) MAXIMUM BEYOND THE TREAD BELOW.
6. HANDRAILS SHALL BE PROVIDED ON BOTH SIDES OF STAIRS.
7. OUTDOOR STAIRS AND OUTDOOR APPROACHES TO STAIRS SHALL BE DESIGNED SO THAT WATER WILL NOT ACCUMULATE ON WALKING SURFACES.

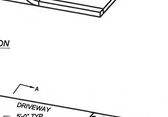
HANDRAIL REQUIREMENTS

1. HANDRAILS SHALL BE PROVIDED ON BOTH SIDES OF STAIRS AND RAMPS.
2. HANDRAILS SHALL BE CONTINUOUS WITHIN THE FULL LENGTH OF EACH STAIR FLIGHT OR RAMP RUN. INSIDE HANDRAILS ON SWITCH BACK OR DOGLEG STAIRS OR RAMPS SHALL BE CONTINUOUS BETWEEN FLIGHTS OR RUNS.
3. TOP GRIPPING SURFACES OF HANDRAILS SHALL BE 34 INCHES (965mm) MINIMUM AND 38 INCHES (965mm) MAXIMUM VERTICALLY ABOVE STAIR NOSINGS AND RAMP SURFACES. HANDRAILS SHALL BE AT A CONSISTENT HEIGHT ABOVE STAIR NOSINGS AND RAMP SURFACES.
4. CLEAR SPACE BETWEEN HANDRAIL AND WALL SHALL BE 1 INCH (38mm) MINIMUM.
5. GRIPPING SURFACES SHALL BE CONTINUOUS WITHOUT INTERRUPTION BY NEW POSTS OTHER CONSTRUCTION ELEMENTS, OR OBSTRUCTIONS.
   EXCEPTION:
   HANDRAIL BRACKETS OR BAUSTERS ATTACHED TO THE BOTTOM SURFACE OF THE HANDRAIL SHALL NOT BE CONSIDERED OBSTRUCTIONS PROVIDED THEY COMPLY WITH THE FOLLOWING CRITERIA:
   A. NOT MORE THAN 20 PERCENT OF THE HANDRAIL LENGTH IS OBSTRUCTED.
   B. HORIZONTAL PROJECTIONS BEYOND THE SIDES OF THE HANDRAIL OCCUR 2 INCHES (64mm) MINIMUM BELOW THE BOTTOM OF THE HANDRAIL AND
   C. EDGES HAVE 11 INCH (32MM) MINIMUM RADIUS.
6. HANDRAILS SHALL HAVE A CIRCULAR CROSS SECTION WITH AN OUTSIDE DIAMETER OF 1-1/4" or 1.25" INCH (32mm) MINIMUM AND 2 INCH (51mm) MAXIMUM OR SHALL PROVIDE EQUIVALENT GRASPABILITY. GRADE 1 HANDRAILS WITH OTHER SHAPES SHALL BE PERMITTED PROVIDED THEY HAVE A PERIMETER DIMENSION OF 4 INCH (100mm) MINIMUM AND 6.25 INCH (160mm) MAXIMUM AND PROVIDED THEIR LARGEST CROSS SECTION DIMENSION IS 2.25 INCH (57mm) MAXIMUM
7. HANDRAILS AND ANY WALL OR OTHER SURFACES ADJACENT TO THEM, SHALL BE FREE OF ANY SHARP OR ABRASIVE ELEMENTS. EDGES SHALL HAVE 1 INCH (32mm) MINIMUM RADIUS.
8. HANDRAILS SHALL NOT ROTATE WITHIN THEIR FITTINGS.
9. HANDRAILS FOR STAIRS AND RAMPS SHALL HAVE EXTENSIONS.
   EXCEPTIONS:
   A. EXTENSIONS ARE NOT REQUIRED FOR CONTINUOUS HANDRAILS AT THE INSIDE TURN OF STAIRS AND RAMPS.
   B. IN ALTERATIONS FULL EXTENSIONS OF HANDRAILS SHALL NOT BE REQUIRED WHERE SUCH EXTENSIONS WOULD BE HAZARDOUS OR IMPOSSIBLE DUE TO PLAN CONFIGURATION.
10. RAMP HANDRAILS SHALL EXTEND HORIZONTALLY 12 INCHES (305mm) MINIMUM BEYOND OF RAMP RUNS. SUCH EXTENSION SHALL RETURN TO WALL GUARD OR THE WALKING SURFACE, OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT RAMP RUN.
11. AT THE TOP OF A STAIR FLIGHT, HANDRAILS SHALL EXTEND HORIZONTALLY ABOVE THE LANDING FOR 12 INCHES (305mm) MINIMUM BEGINNING DIRECTLY ABOVE THE FIRST RISER NOSING. SUCH EXTENSIONS SHALL RETURN TO A WALL, OR THE WALKING SURFACE, OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT STAIR FLIGHT.
12. AT THE BOTTOM OF THE STAIR FLIGHT HANDRAILS SHALL EXTEND AT THE SLOPE OF THE STAIR FLIGHT FOR A HORIZONTAL DISTANCE AT LEAST EQUAL TO ON TREAD DEPTH BEYOND THE LAST RISER NOSING. EXTENSIONS SHALL RETURN TO A WELL, GUARD, OR THE LANDING SURFACE, OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT STAIR FLIGHT.

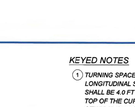
VERTICAL RISER

BEVELED RISER

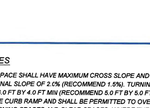
CURVED RISER



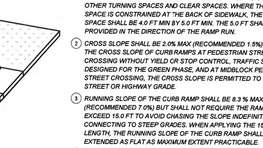
ANGLED RISER



STAIR HANDRAIL HEIGHT

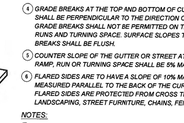


RAMP HANDRAIL HEIGHT



TOP HANDRAIL EXTENSION AT STAIRS

BOTTOM HANDRAIL EXTENSION AT STAIRS



HANDRAIL CLEARANCE

NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN ACCESS DETAILS
STAIRWAY AND HANDRAILS

APPROVED _____ CHIEF ENGINEER — DATE 1-13-15

608-001-11

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file path

DRAWING SCALE = NOT TO SCALE

SUMMARY
FILENAME

ACCESSIBLE ROUTES:

ACCESSIBLE EXTERIOR ROUTES SHALL BE PROVIDED FROM TRANSPORTATION STOPS, ACCESSIBLE PARKING AND ACCESSIBLE PASSENGER LOADING ZONES AND PUBLIC SIDEWALKS TO THE ACCESSIBLE BUILDING ENTRANCE THEY SERVE. ACCESSIBLE PARKING SPACES SHALL BE LOCATED ON THE SHORTEST ACCESSIBLE ROUTE OF TRAVEL FROM ADJACENT PARKING TO AN ACCESSIBLE BUILDING ENTRANCE OR FACILITY

ACCESSIBLE PARKING REQUIREMENTS:

1. EACH FACILITY SHALL PROVIDE ACCESSIBLE PARKING SPACES IN COMPLIANCE WITH THE FOLLOWING TABLE:

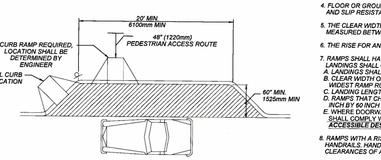
NUMBER OF ACCESSIBLE PARKING SPACES

TOTAL PARKING SPACES	TOTAL REQUIRED ACCESSIBLE PARKING SPACES	NUMBER REQUIRED TO BE VAN ACCESSIBLE
1-25	1	1
26-35	2	1
36-50	3	1
51-100	4	1
101-300	8	2
301-500	12	2
501-800	16	3
801-1000	20	
OVER 1,000	20 SPACES PLUS 1 SPACE FOR EVERY 100 SPACES, OR FRACTION THEREOF, OVER 1,000	1 OF EVERY 6 ACCESSIBLE PARKING SPACES, OR FRACTION THEREOF

2. CAR SPACES SHALL BE 96 INCHES (2440 mm) WIDE MINIMUM AND VAN PARKING SPACES SHALL BE 132 INCHES AND SHALL HAVE AN ADJACENT ACCESS AISLE.
3. ACCESS AISLES SERVING PARKING SPACES SHALL CONNECT TO THE BUILDING OR FACILITY ENTRANCE BY AN ACCESSIBLE SIDEWALK. TWO PARKING SPACES SHALL BE PERMITTED TO SHARE A COMMON ACCESS AISLE. THE VAN ACCESS AISLE IS PREFERRED TO BE AT THE RIGHT SIDE (PASSENGER SIDE) OF THE PARKING SPACE. (AN ACCESSIBLE SIDEWALK IS 60 INCHES (1525mm) MINIMUM CLEAR WIDTH, 50:1 MAXIMUM CROSS SLOPE WITH A RUNNING SLOPE OF 20:1 MAXIMUM OR THE RUNNING SLOPE MAY FOLLOW THE ADJACENT ROAD PROFILE GRADE.) HANDRAILS WITHIN OVERHANGS SHALL NOT REDUCE THE MINIMUM 48 INCH CLEAR WIDTH OF AN ACCESSIBLE ROUTE.
4. ACCESS AISLES SERVING CAR PARKING SPACES SHALL BE 60 INCHES (1525mm) WIDE MINIMUM. ACCESS AISLES SERVING VAN PARKING SPACES SHALL BE 96 INCHES (2440mm) WIDE MINIMUM.
5. ACCESS AISLES SHALL EXTEND THE FULL LENGTH OF THE PARKING SPACES THEY SERVE.
6. PARKING SPACES AND ACCESS AISLES SHALL HAVE SURFACE SLOPES NOT STEEPER THAN 50:1. ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE PARKING SPACES THEY SERVE.
7. PARKING SPACES FOR VANS SHALL HAVE A VERTICAL CLEARANCE OF 98 INCHES (2490mm) MINIMUM AT THE SPACE AND ALONG THE VEHICULAR ROUTE THERETO.
8. EACH ACCESSIBLE PARKING SPACE SHALL BE IDENTIFIED BY A SIGN ON A POST. SIGNS SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY. THE CLEARANCE TO THE BOTTOM OF THE SIGN (R7-8) SHALL BE AT LEAST 7 FEET (2100mm), LOCATED AT THE HEAD OF THE PARKING SPACE. VAN ACCESSIBLE PARKING SPACES SHALL HAVE AN ADDITIONAL SIGN (R7-8A) MOUNTED BELOW THE INTERNATIONAL SYMBOL OF ACCESS IDENTIFYING THE SPACE AS "VAN ACCESSIBLE." SIGNS MUST INCLUDE THE LANGUAGE "VIOLATORS ARE SUBJECT TO A FINE AND/OR TOWING .
9. PARKING SPACE AND ACCESS AISLES SHALL HAVE OSHA SAFETY BLUE STRIPING. STRIPING SHALL BE 4 INCHES (100mm) WIDE. ACCESS AISLES STRIPING SHALL BE 30 INCHES (760mm) ON CENTER ACCESS AISLE SHALL HAVE THE WORDS "NO PARKING" IN CAPITAL LETTER OF WHICH SHALL BE AT LEAST ONE FOOT HIGH AND AT LEAST TWO INCHES WIDE PLACED AT THE REAR OF THE PARKING SPACE SO AS TO BE CLOSE TO WHERE AN ADJACENT VEHICLES REAR TIRES WOULD BE PLACED.
10. EACH ACCESSIBLE PARKING SPACE SHALL INCLUDE, CENTERED AT THE FOOT, A PAVEMENT MARKING OF THE INTERNATIONAL SYMBOL OF ACCESSIBILITY TO BE CLEARLY VISIBLE WHEN THE SPACE IS OCCUPIED.

ACCESSIBLE PASSENGER LOADING ZONE REQUIREMENTS:

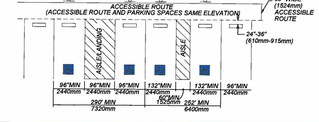
1. PASSENGER LOADING ZONES SHALL PROVIDE A 60 INCH (1525mm) WIDE ACCESS AISLE ADJACENT AND PARALLEL TO A VEHICLE PULL-UP SPACE. ACCESS AISLES SHALL BE 20 FEET (6100mm) LONG MINIMUM.
2. ACCESS AISLES SHALL BE PART OF THE ACCESSIBLE ROUTE TO THE BUILDING OR FACILITY ENTRANCE, AND MARKED TO DISCOURAGE PARKING.
3. VEHICLE PULL-UP SPACES IN PASSENGER LOADING ZONES AND ACCESS AISLES SHALL HAVE SURFACE SLOPES NOT STEEPER THAN 50:1. ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE VEHICLE PULL-UP SPACE THEY SERVE.
4. VERTICAL CLEARANCE OF 114 INCHES (2894mm) MINIMUM SHALL BE PROVIDED AT PASSENGER LOADING ZONES AND ALONG VEHICLE ACCESS ROUTES TO SUCH AREAS FROM SITE ENTRANCES
5. EACH ACCESSIBLE PASSENGER LOADING ZONE SHALL BE IDENTIFIED BY A SIGN ON A POST. SIGNS SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY.

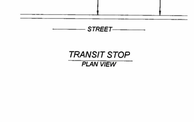


ACCESSIBLE PASSENGER LOADING ZONE
PLAN VIEW

TRANSIT STOP REQUIREMENTS

1. TRANSIT STOPS SHOULD BE LOCATED SO THAT THERE IS A LEVEL AND STABLE SURFACE FOR BOARDING VEHICLES.
2. LOCATING TRANSIT STOPS AT SIGNALIZED INTERSECTIONS INCREASE THE USABILITY FOR PERSONS WITH DISABILITIES.
3. WHERE SECURITY BOLLARDS ARE INSTALLED AT TRANSIT STOPS, THEY MUST NOT OBSTRUCT THE CLEAR SPACE AT BOARDING AND ALIGHTING AREAS OR REDUCE THE REQUIRED CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES.
4. TRANSIT STOPS SHALL COMPLY WITH PROWAG SECTION R 308 TRANSIT STOPS AND TRANSIT SHELTERS.





TRANSIT STOP
PLAN VIEW

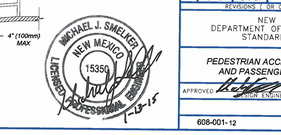
RAMP REQUIREMENTS:

1. RAMP RUNS SHALL HAVE A RUNNING SLOPE GREATER THAN 1:20 AND NOT STEEPER THAN 1:12. THE EXCEPTION SHALL REMAIN AS SHOWN, INCLUDING THE TABLE FOR EXISTING BUILDINGS AND FACILITIES.
2. RAMP PUNS SHALL HAVE A RUNNING SLOPE NOT STEEPER THAN 12:1.
   EXCEPTION: RAMPS IN OR ON EXISTING BUILDINGS OR FACILITIES SHALL BE PERMITTED TO HAVE SLOPES STEEPER THAN 12:1 AND SHALL COMPLY WITH THE FOLLOWING TABLE WHERE SUCH SLOPES STEEPER THAN 8:1 SHALL NOT BE PERMITTED.

TABLE FOR EXISTING SITES, BUILDINGS AND FACILITIES

SLOPE	MAXIMUM RISE
STEEPER THAN 10:1 BUT NOT STEEPER THAN 8:1	3 INCHES (75mm)
STEEPER THAN 12:1 BUT NOT STEEPER THAN 10:1	6 INCHES (150mm)

3. CROSS SLOPE OF RAMP RUNS SHALL NOT BE STEEPER THAN 50:1.
4. FLOOR OR GROUND SURFACES OF RAMP RUN SHALL BE STABLE, FIRM, AND SLIP RESISTANT.
5. THE CLEAR WIDTH OF A RAMP RUN SHALL BE 48 INCHES (915mm) MINIMUM MEASURED BETWEEN HANDRAILS.
6. THE RISE FOR ANY RAMP RUN SHALL BE 30 INCHES (760mm) MAXIMUM.
7. RAMPS SHALL HAVE LANDINGS AT THE BOTTOM AND TOP OF EACH RUN. LANDINGS SHALL COMPLY WITH THE FOLLOWING:
   A. LANDINGS SHALL HAVE A SLOPE NOT STEEPER THAN 50:1.
   B. CLEAR WIDTH OF LANDINGS SHALL BE AT LEAST AS WIDE AS THE RAMP RUN LEADING TO THE LANDING.
   C. LANDING LENGTH SHALL BE 60 INCHES (1525mm) MINIMUM CLEAR.
   D. RAMPS THAT CHANGE DIRECTION AT LANDINGS SHALL HAVE A 60 INCH BY 60 INCH (1525mm) MINIMUM LANDING.
   E. WHERE DOORWAYS ARE ADJACENT TO A RAMP LANDING, MANEUVERING CLEARANCES SHALL COMPLY WITH **2010 AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN** (2010 ADA) SECTION 404.
8. RAMPS WITH A RISE GREATER THAN 6 INCHES (150mm) SHALL HAVE HANDRAILS. HANDRAILS SHALL NOT REDUCE THE REQUIRED CLEARANCES OF A RAMP RUN OR LANDINGS.
9. EDGE PROTECTION SHALL BE PROVIDED ON EACH SIDE OF RAMP RUNS AND AT EACH SIDE OF RAMP LANDINGS.
   EXCEPTIONS:
   A. RAMPS NOT REQUIRED TO HAVE HANDRAILS WHERE SIDE FLARES ARE PROVIDED.
   B. SIDES OF RAMP LANDINGS SERVING AN ADJOINING RAMP RUN OR WALKWAY.
   C. SIDES OF RAMP TURN SPACE HAVING A VERTICAL DROP-OFF OF 1/2 INCH (13mm) MAXIMUM WITHIN 10 INCHES (255mm) HORIZONTALLY OF THE MINIMUM LANDING AREA
10. EDGE PROTECTION MAY BE PROVIDED BY EXTENDING A FLOOR OR GROUND SURFACE, OF THE RAMP RUN OR LANDING, 12 INCHES (305mm) MINIMUM BEYOND THE INSIDE FACE OF A HANDRAIL OR AN EDGE PROTECTION CURB OR BARRIER SHALL BE PROVIDED THAT PREVENTS THE PASSAGE OF A 4-INCH (100mm) DIAMETER SPHERE BELOW A HEIGHT OF 4 INCHES (100mm).
11. OUTDOOR RAMPS AND APPROACHES TO RAMPS SHALL BE DESIGNED SO THAT WATER WILL NOT ACCUMULATE ON WALKING SURFACES.



RAMP

NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN ACCESS DETAILS PARKING
AND PASSENGER LOADING ZONES

APPROVED _____ CHIEF ENGINEER — DATE 1-13-15

608-001-12

608- 12 of 12

file path

DRAWING SCALE = NOT TO SCALE

SHEET 17-13

GURULE, GERALDINE A.

From: LOGSTON, LEE R.
Sent: Monday, November 1, 2021 10:29 AM
To: GURULE, GERALDINE A.
Subject: FW: Email for November 4th Meeting

From: Richard R <remainsmon@hotmail.com>
Sent: Monday, November 1, 2021 8:53 AM
To: LOGSTON, LEE R. <lrlogston@santafenm.gov>
Subject: Email for November 4th Meeting

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

Greetings Lee.
Just wanted to introduce myself to the Planning Commission and everyone involved, and put in writing my concerns about the proposed site plan, and how it will affect my living situation. Firstly, I am serious about purchasing my unit, and have been engaging in the pre-sale process with Homewise advisor Anda Enache. I am 71 years old, have been tenant here for 20 years, and have always loved living here. I welcome the opportunity to purchase this place that I love, and hopefully I can do it. it suits my life perfectly and I feel very connected to it. The site plan, as proposed will place two 2 story units on the north and south sides of me, with 10 foot setbacks. Let me first point out that I have only two windows in my unit (not counting a small bathroom window), a south facing and a north, about 6 feet in length. The proposed buildings will significantly affect the sunlight that gets to my unit, and, in doing so, also effect a major source of heat in the winter. I have a front yard, which extends about 18 feet to the south of my unit. Given the proposed setbacks, this will be shortened, as well as deprived of sunlight. I have expressed my concerns to people working with Homewise. Most recently, I had a good talk with Lee Logston, who helped me greatly to understand the ins and outs of rezoning. I also talked with Jennifer Jenkins, at his recommendation, to express my concerns, and to understand more completely the legal rules affecting setback distances. The talk went well, she was very receptive, and indicated a willingness to engage in a dialog, that might make me feel more comfortable with the changes going forward. Thanks for listening and regards, Richard

P.S. Lee, would you mind shooting me back an email, just acknowledging that you received this. Thanks

GURULE, GERALDINE A.

From: LOGSTON, LEE R.
Sent: Monday, November 1, 2021 5:04 PM
To: GURULE, GERALDINE A.
Subject: FW: Nov. 4th Planning Commission Public Hearing

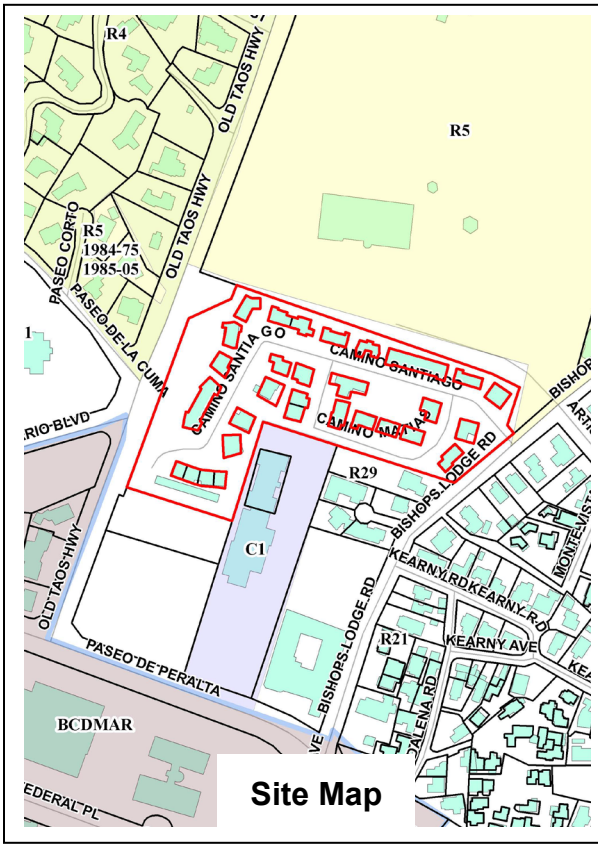
From: Jeanne DiLoreto <jeanne.diloreto@gmail.com>
Sent: Monday, November 1, 2021 3:33 PM
To: LOGSTON, LEE R. <lrlogston@santafenm.gov>
Subject: Nov. 4th Planning Commission Public Hearing

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

Dear Lee Logston,
Regarding the Los Canales Development at 2190 West Alameda, I am concerned that any construction does not violate the Solar Rights I have for my property at 149 Calle Don Jose, Santa Fe, 87501.
Although any violation of my Solar Rights may be unlikely, the developers should be aware of my Solar Rights, granted under the NM Solar Rights Act. These are the details:
- Boundary Survey with Cross Sections for Solar Rights for Jeanne DiLoreto, of Lot 9, Block 1, Rio Vista Subdivision
- County of Santa Fe, NM Instrument # 1784978 filed on January 26, 2016 and duly recorded in Plat Book 798 page 33; witnessed and notarized by the Santa Fe County Clerk
I also remain concerned about violation of the requirements for the River Trail Lofts development at 2180 West Alameda including but not limited to public pedestrian access to the River Trail and dedication to the city of the public sidewalk along West Alameda. The Planning Commission should be aware that these violations are done unilaterally and with impunity by the developer and the HOA, with no enforcement from city authorities. Pedestrians do use the sidewalk along this side of West Alameda, there is no sidewalk on the other side of the street.
Hopefully the requirements for Los Canales will be followed.
Otherwise, I fully support the Los Canales development especially including the 3 of the 14 units to be affordable. Although it appears to be changing, historically Santa Fe residents were not economically segregated, a legacy that makes our city unique and something we should continue and preserve.
Jeanne DiLoreto
149 Calle Don Jose
Santa Fe, NM 87501

Land Use Department
Planning Commission Staff Report

Case No:	2021-4246 & 2021-4247
Hearing Date:	November 4, 2021
Applicant:	Plaza del Monte LLC
Request:	Preliminary Development Plan and Preliminary Subdivision
Location:	Bishop's Lodge Road and Camino Santiago
Case Mgr.:	Lee Logston
Zoning:	R-29 (Residential- twenty-nine dwelling units per acre)
Overlay:	Historic
Pre-app Mtg:	April 8, 2021
ENN Mtg:	July 19, 2021 and August 9, 2021
Proposal:	Conversion of a 26 residential structure condo development into 30 single-family residential lots on approximately 6.62 acres, with development plan to accommodate innovative street design and existing conditions



Case #2021-4246. Plaza del Monte Preliminary Development Plan. JenkinsGavin, Inc., Agent, for Plaza del Monte, LLC, Owner, requests approval of a preliminary development plan to establish development standards for 30 residential lots located at Camino Santiago and Bishop's Lodge Road. The property is zoned R-29 (Residential – twenty-nine dwelling units per acre), is within the Downtown and Eastside Historic District, and is approximately 6.62 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

Case #2021-4247. Plaza del Monte Preliminary Subdivision. JenkinsGavin, Inc., Agent, for Plaza del Monte, LLC, Owner, requests approval of a preliminary subdivision plat for 30 residential lots located at Camino Santiago and Bishop's Lodge Road. The property is zoned R-29 (Residential – twenty-nine dwelling units per acre), is within the Downtown and Eastside Historic District, and is approximately 6.62 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

I. RECOMMENDATION:

Staff recommends **APPROVAL** of the preliminary development plan for Case #2021-4246, subject to conditions of approval and technical corrections outlined in this report.

Staff recommends **APPROVAL** of the preliminary subdivision plat for Case #2020-4247, with the conditions of approval and technical corrections listed in this report.

Five motions will be required, in the following order, for this case:

- *Approve or deny the Preliminary Development Plan (Case #2021-4246), subject to the conditions of approval and technical corrections recommended by staff.*
- *Approve or deny the Preliminary Subdivision (Case #2021-4247), subject to the conditions of approval and technical corrections recommended by staff.*
- *Approve or deny the Applicant's request for a proposed Innovative Street Design*
- *Approve or deny the Findings of Fact and Conclusions of Law for Case #2021-4246 (Exhibit A(1)).*
- *Approve or deny the Findings of Fact and Conclusions of Law for Case #2021-4247 (Exhibit A(2)).*

II. CONDITIONS OF APPROVAL

Staff recommends the following conditions of approval for **the preliminary development plan** (Case #2021-4246) and **the preliminary subdivision** (Case #2021-4247)

#	Condition of Approval	Dept. or Division	To be completed:
1	Design Work shall comply with ICC ANSI A117.1-2009, Chapters 1-5 and Chapter 7 as required, and applicable Federal and State codes and statutes (See review comment sheet for additional comments).	Land Use/ADA Site and Current Planning	Prior to Final Development Plan
2	Water lines are undersized for fire protection. Coordination with SFFD is required for location of additional hydrants. A second feed point (e.g. tie to main in Fort Marcy) should be considered. The developer should provide or share in upgrading water facilities as needed.	Public Utilities/Water	Prior to Final Subdivision Submittal

Following standard practice, redline comments will be provided to the surveyor who shall make any necessary changes to comply with technical corrections, and submit the corrected plat in Mylar. The "technical corrections" that must be made to the development plan and preliminary subdivision plat prior to recordation are listed in Exhibit B(1).

III. EXECUTIVE SUMMARY:

The proposed project is a conversion of a condominium complex into individual properties in a subdivision. Existing structures include 21 detached, single-family homes, two duplexes, three four-

plexes, and one freestanding garage/carport structure. The Applicant proposes to subdivide the property into 30 lots, to include 21 existing detached homes, conversion of duplexes and four-plexes into 8 homes with attached guest units, and the creation of one new vacant lot. Planned site improvements include the creation of a pocket park, reconstruction of the two existing private roadways (Camino Santiago and Camino Matias), construction of sidewalks and guest parking areas, replacement of fencing, and sewer system upgrades.

In order to achieve this, in addition to the preliminary subdivision, the Applicant is proposing a development plan to establish custom dimensional standards in order to work around existing conditions and historic standards.

IV. BACKGROUND

The 6.6-acre subject property is located between Bishop's Lodge Road and Old Taos Highway, south of Fort Marcy Park. According to the Historic Cultural Properties Inventory (HCPI) for the property, the former Plaza del Monte Retirement Center was conceived in the late 1950s as a communal living center for retired Presbyterian pastors, missionaries, and other church officials. After the Allison-James School closed in 1958, the United Presbyterian Church selected the architectural firm of Kenneth S. Clark and Phillippe Register to design it as a large retirement community.

The architects divided the former campus into two parts – the site of the older buildings termed the "South Area" would be developed first with a congregate building and the "North Area" would be developed in a second phase with individual residences. A preliminary layout of the development in 1960 showed a cul-de-sac arrangement of the homes built around two new streets, Camino Santiago and Camino Matias.

Residences were designed as a modified L-plan to which a carport and portal were attached. Architectural details are sympathetic to the Spanish-Pueblo Revival tradition, with room-block stuccoed massing, rounded corners, and vigas, posts and corbels on the portals and carports, but re-framed in mid-century styling. This contemporary influence became more pronounced on the exteriors of the later homes in the development, when the low, horizontal lines of the residences were further accentuated with flat overhanging roofs, at times intersected with vertical planes. The latest homes constructed in Plaza del Monte in the early 1970s experimented with angular walls and a more compact massing, with carport-dominant façades.

In 1987, the Presbyterian Board of Pensions sold the property to Presbyterian Medical Services, who managed the rental of the retirement cottages until the Applicant bought the property in 2015. Between 2017 and 2019, the Historic Districts Review Board reviewed and designated historic status for all structures in the development, and future exterior alterations to these structures will require review and approval through the City's Historic Preservation Division.

The property is zoned R-29 and is located in the Downtown and Eastside Historic District. Properties to the east and west are zoned R-21 (Residential- twenty-one dwelling units per acre) and properties to the north are R-4 (Residential- four dwellings per acre) and R-5 (Residential- five dwellings per acre). To the south are the Masonic and Scottish Rite temples, and La Secoya de El Castillo is under construction.

V. PROJECT ANALYSIS: PRELIMINARY DEVELOPMENT PLAN AND SUBDIVISION

Project Description

As stated above, the Applicant wishes to subdivide the property into 30 individual lots. 21 lots will contain detached homes, and nine lots will be created such that existing duplexes and four-plexes are converted into eight homes with attached guest units. Custom dimensional standards are proposed with the development plan per SFCC Subsection 14-7.2, Table 14-7.2-1. All proposed lots in the subdivision meet or exceed the 3,000 square foot minimum lot area and comply with the maximum 40% lot coverage specified in SFCC Chapter 14. Setbacks established by the development plan reflect existing conditions and will constrain new development and home renovations and additions in order to harmonize with the existing land use patterns of the historic Plaza del Monte community.

Setbacks:	
Front Yard	7 feet from edge of Access & Utility Easement
Side Yard detached homes	5 feet from property line for detached homes; OR 0 feet from property line if adjacent setback is increased to 10 feet.
Side Yard attached homes	0 feet from property line for Attached Homes if fire-rated wall is provided.
Garage/carport	10 feet from edge of Access & Utility Easement, for all lots except Lot 28*
Rear Yard	10 feet from property line

** Lot 28 garage/carport setback shall be 5 feet from edge of Access & Utility Easement to accommodate an existing carport. If this carport is demolished, any new garage or carport shall conform to the 10-foot garage setback.*

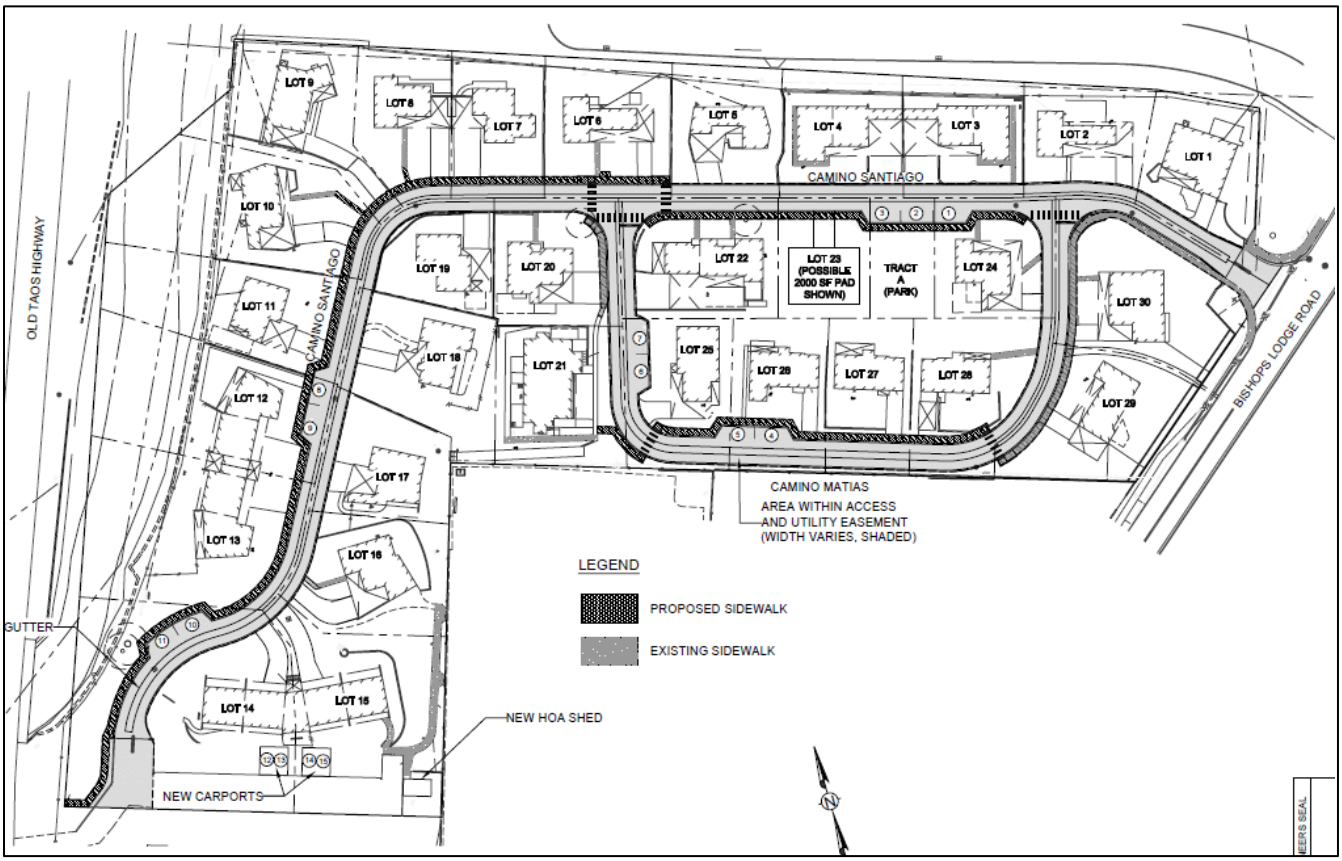
Access and Traffic

The entrance to the project is on Bishop's Lodge Road just south of the Forty Marcy Complex at Camino Santiago. There is a second emergency access off Old Taos Highway via an access easement across the adjacent La Secoya de El Castillo property. Because homes in the proposed subdivision already exist and only one additional unit will be added, a Traffic Impact Analysis was not required.

The subdivision's internal streets, Camino Santiago and Camino Matias, were constructed as private drives that did not follow standard City profiles. They will remain private drives, but will be reconstructed and improved to a higher level of service for both pedestrians and vehicles. To accommodate existing conditions and planned improvements to the roads, the Applicant is proposing an Innovative Street Design per SFCC Subsection14-9.2(B)(3): *"To better achieve the intent of Section 14-9.2, the planning commission … may consider and approve innovative street designs that are not included among the street types and street sections shown or described in this section."*

Proposed lot lines extend to the center of an Access and Utility Easement of variable width, to be created via the proposed Subdivision Plat. All roadway maintenance will be the responsibility of a new Homeowner's Association (HOA). Every effort has been made to preserve existing mature landscaping and to maintain the character of the development during the planning of roadway improvements. As a result, minimal modifications are proposed to the roads. Road sections have nine-foot travel lanes with an inverted crown cross-section, twelve-inch mountable concrete curb/gutter, a five-foot sidewalk on one

side of all internal streets. Interior sidewalks connect to adjacent public pedestrian facilities. Some additional on-street guest parking areas will be added where feasible.



Grading and Drainage/Terrain Management

The site slopes gently to the west, where the Arroyo de Las Mascaras runs along the western boundary of the property. Individual property owners will maintain existing retaining walls on several lots that border this feature. The limits of the associated 100-year floodplain fall outside of the existing development along this feature, and flood hazards will not be increased by the proposed subdivision. The project will result in only a modest increase in impervious area because only one new buildable lot is created. New detention ponding will capture increased runoff that will result from site improvements, and on-lot ponding will be required on the new vacant parcel (Lot 23) in accordance with City standards.

Parking, Landscaping and Lighting

The proposed Subdivision and Development Plan calls for the creation of 15 guest parking spaces, and each residence in the proposed subdivision has at least two required off-street parking spaces. Because the community is already well landscaped with mature vegetation, no new landscaping is proposed. Likewise, no new lighting is proposed in alignment with efforts to preserve the character of the existing development.

Fire Prevention and Emergency Access

The two provided access points, at Bishop's Lodge Road and at Old Taos Highway, provide emergency access. Fire hydrants that serve the development are located along Bishop's Lodge Road, along Old Taos Highway, and at Fort Marcy Park.

Water, Sewer, and Dry Utilities
The public water main currently serving the property is slated for replacement by the City of Santa Fe Water Division in the current fiscal year. Replacement of the existing private sewer system will occur prior to roadway reconstruction, and the Applicant is coordinating with the Water Division on the timing of these infrastructure upgrades. The proposed subdivision will continue to be served by the City of Santa Fe Solid Waste Management Division.

The only new water demand resulting from the proposed subdivision is the one vacant lot (Lot 23) that is being created, which will be required to pay water offset fees upon issuance of a building permit.

Impact on Schools
Because only one new buildable lot is proposed, the Applicant is not required to notify Santa Fe Public Schools per SFCC Subsection14-8.16(B)(1).

Archaeology
The Project is located in the Suburban Archaeological District. As the property comprises less than 10 acres, an archaeological survey is not required.

Santa Fe HOMES Program
Six of the existing homes (20%) will be renovated and sold as affordable homes in compliance with the Santa Fe Homes Program (SFHP) requirements. Affordable homes will be renovated prior to sale, in accordance with SFHP standards. The signed SFHP proposal is found in Exhibit D(2).

Homeowners Association and Private Covenants
Per Subsection 14-9.5(A)(2), Articles of Incorporation, Bylaws, and Homeowners Association Restrictions and Covenants will be reviewed by City Staff and the City Attorney's Office. These will be approved by final subdivision.

VI. DEVELOPMENT PLAN APPROVAL CRITERIA SECTION 14-3.8(D)(1)

The proposed development plan seeks to establish a permitted height of 24 feet at 5 foot side setbacks. SFCC Section 14-3.8 governs the authority, procedures, and restrictions for development plans. The Criteria for approval of Development Plans are detailed below:

Criterion 1: that the Planning Commission has the authority and is empowered to approve the development plan under the section of Chapter 14 described in the application;	**Criterion Met:** (Yes/No) **YES**
Santa Fe City Code (SFCC) Subsection 14-2.3(C)(1) authorizes the Planning Commission to review and approve or disapprove development plans.	
Criterion 2: that approving the development plan will not adversely affect the public interest; and	**Criterion Met:** (Yes/No) **YES**
The Governing Body has implemented the General Plan and ordinances in order to establish minimum standards for health, safety and welfare affecting land uses and developments as a means	

to protect the public interest. Subject to staff recommended conditions of approval, the proposed development plan complies with SFCC Chapter 14 and would not adversely affect the public interest. The proposed development plan establishes predictable parameters for future use of the proposed Plaza del Monte Subdivision. In doing so, the development plan accommodates existing conditions, preserves historic character, and creates homeownership opportunities in close proximity to downtown. These projected outcomes are in the public interest.	
Criterion 3: that the use and any associated buildings are compatible with and adaptable to buildings, structures and uses of the abutting property and other properties in the vicinity of the premises under consideration.	**Criterion Met:** (Yes/No) **YES**
The proposed development plan for a 30-lot residential subdivision is compatible with abutting mixed land uses, which include residential, offices, Fort Marcy Park, and the Scottish Rite Temple. The property has been in residential use for nearly 50 years and will remain so with the approval of this development plan.	

VII. PRELIMINARY SUBDIVISION PLAT

SFCC Section 14-3.7 governs the authority, procedures and restrictions for the division of land. SFCC Subsection 14-3.7(B)(3)(d) states that "The Planning Commission shall review the preliminary plat and other materials submitted for conformity to this article, consider the Land Use Director report and recommendations and require any changes deemed advisable and the kind and extent of improvements to be made by the subdivider."

The criteria for approval of a Preliminary Subdivision are detailed below:

Criterion 1: In all subdivisions, due regard shall be shown for all natural features such as vegetation, water courses, historical sites and *structures*, and similar community assets that, if preserved, will add attractiveness and value to the area or to Santa Fe.	**Criterion Met:** (Yes/No) **YES**
The proposed subdivision will maintain the character of the development, retaining both contributing and non-contributing historic homes. Future owners will be required to renovate in strict compliance with the City of Santa Fe's Historic Districts Ordinance. Roadways, guest parking and sidewalks are designed in order to preserve as many of the mature trees and other existing vegetation as possible. A private pocket park has been identified for the retention of a significant portion of the central open space that has characterized Plaza del Monte for decades.	
Criterion 2: The planning commission shall give due regard to the opinions of public agencies and shall not approve the *plat* if it determines that in the best interest of the public health, safety or welfare the land is not suitable for *platting* and *development* purposes of the kind proposed. Land subject to *flooding* and land deemed to be topographically unsuited for building, or for other reasons uninhabitable, shall not be *platted* for *residential* occupancy, nor for other uses that may increase danger to health, safety or welfare or aggravate *erosion* or *flood* hazard. Such land shall be set aside within the *plat* for uses that will not be endangered by periodic or occasional inundation or produce unsatisfactory living	**Criterion Met:** (Yes/No) **YES**

conditions. See also Section 14-5.9 (Ecological Resource Protection Overlay District) and Section 14-8.3 (Flood Regulations).	
The Arroyo de Las Mascaras runs along the western boundary of the property and is recorded as a drainage easement. The limits of the associated 100-year floodplain fall outside of the existing development along this feature, and flood hazards will not be increased by the proposed subdivision. The remainder of the land within the proposed subdivision is of gentle grade and topographically well-suited for both existing and proposed development.	
Criterion 3: All *plats* shall comply with the standards of Chapter 14, Article 9 (Infrastructure Design, Improvements and Dedication Standards).	**Criterion Met:** (Yes/No) **YES**
In order to accommodate existing conditions while still achieving the intent of Section 14-9.2, an Innovative Street Design is proposed for the reconstruction of Camino Santiago and Camino Matias in accordance with SFCC Subsection14-9.2(B)(3). No new infrastructure will be dedicated to the City as part of the proposed Plaza del Monte Subdivision. The Development Review Team (DRT) has reviewed the Applicant's proposed subdivision design. The DRT includes the following City Divisions: Traffic, Terrain Management, Water, Sewer, Fire and Land Use. Review comments and conditions from the DRT provide necessary changes to the proposal to conform to the City Code in order to meet standards for public health, safety or welfare. The engineering design for terrain management, roads and utilities complies with all requirements of Chapter 14, Article 9.	
Criterion 4: A *plat* shall not be approved that creates nonconformity or increases the extent or degree of an existing nonconformity with the provisions of Chapter 14 unless a variance is approved concurrently with the *plat*.	**Criterion Met:** (Yes/No) **YES**
No existing nonconformities are increased, nor are any nonconformities created by the approval of this subdivision. The Applicant is not requesting any variances with this proposal.	
Criterion 5: A *plat* shall not be approved that creates a nonconformity or increases the extent or degree of an existing nonconformity with applicable provisions of other chapters of the Santa Fe City Code unless an exception is approved pursuant to the procedures provided in that chapter prior to approval of the *plat*.	**Criterion Met:** (Yes/No) **YES**
No existing nonconformities are increased, nor are any nonconformities created by the approval of this subdivision. The Applicant is not requesting any variances with this proposal.	

VIII. EARLY NEIGHBORHOOD NOTIFICATION

Early Neighborhood Notification meetings were held on July 19, 2021 and on August 9, 2021. A total of 19 neighbors or current residents attended. Discussion included an explanation of the affordable housing program, impacts to existing residents relative to proposed infrastructure upgrades, park space and pedestrian connectivity, guest parking, maintenance and retention of existing mature landscaping, and historic preservation.

IX. EXPIRATION

Per SFCC Section 14-3.19(B)(4) "Approval of a final development plan, or any development plan for which no preliminary development plan was required, shall expire three years after final action approving

it unless actual development of the site or offsite improvements has begun and is continued pursuant to Subsection 14-3.19(B)(6).” Therefore, should the Commission approve the preliminary development plan and adopt Findings of Fact and Conclusions of Law at this hearing, the expiration date would be November 4, 2024.

According to SFCC Subsection 14-3.19(B)(2) “Approval of a preliminary subdivision plat … shall expire three years after final action approving it unless the final plat … is approved.” Should the Commission approve the preliminary subdivision plat and adopt the recommended Findings of Fact and Conclusions of Law at this hearing, the expiration date would be November 4, 2024.

X. ATTACHMENTS:

EXHIBIT A: Draft Findings of Fact and Conclusions of Law
1. Case #2021-4246 Preliminary Development Plan
2. Case #2021-4247 Preliminary Subdivision

EXHIBIT B: Development Review Team Memoranda
1. Compiled Technical Corrections
2. ADA Site Review
3. Fire Prevention Review
4. Water Review
5. Wastewater Review

EXHIBIT C: Maps and Photos
1. Future Land Use
2. Current Zoning
3. Aerial
4. Street Views

EXHIBIT D: Applicant Materials
1. Project Report
2. Santa Fe Homes Proposal
3. Proposed Development Plan & Subdivision

APPROVED BY:

Title	Name	Initials
Interim Planning and Land Use Director	Jason Kluck	*jmk*
Land Use Planner Manager	Noah Berke, AICP	NLB
Land Use Department Case Manager	Lee Logston. AICP	*LL*

City of Santa Fe, New Mexico

Case #2021-4246 4247
Plaza del Monte Preliminary Development Plan
and Preliminary Subdivision
Planning Commission
November 4, 2021

Exhibit A

Draft Findings of Fact and Conclusions of Law

1. **Case #2021-4246 Preliminary Development Plan**
2. **Case #2021-4247 Preliminary Subdivision**

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

Case #2021-4246
Plaza del Monte Preliminary Development Plan

Owner's/Applicant's Name- Plaza del Monte, LLC
Agent's Name- JenkinsGavin, Inc.

THIS MATTER came before the Planning Commission (Commission) for public hearing on November 4, 2021 (Hearing) upon the application (Application) of JenkinsGavin, Inc., as agent for Plaza del Monte, LLC (Applicant).

The Application pertains to a property located at Camino Santiago and Bishop's Lodge Road totaling approximately 6.6 acres (Property). The Applicant requests approval of a preliminary development plan to establish custom dimensional standards for 30 residential lots (Project) and to account for existing conditions. The Property is zoned R-29 (Residential-twenty-nine dwelling units per acre).

In related Case #2021-4247, the Applicant requests preliminary subdivision plat approval for 30 residential lots for a property located at Camino Santiago and Bishop's Lodge Road.

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

FINDINGS OF FACT

General

1. SFCC 1987 Section14-3.1 sets out certain procedures to be followed on the Application, including, without limitation, (a) a pre-application conference [SFCC 1987 § 14-3.l(E)]; (b) an Early Neighborhood Notification (ENN) meeting [SFCC 1987 §1 4-3.1(F)(2)(a)(iv)]; and (c) compliance with notice and public hearing requirements [SFCC 1987 § 14-3.1(H)-(I)].
2. A pre-application conference was held on April 8, 2021 in accordance with SFCC 1987 Section 14-3.l(E)(1).
3. Pursuant to SFCC 1987 Section 14-3.1(H), notice of the ENN meeting was properly given.
4. Pursuant to SFCC 1987 Section 14-3.1(F), virtual ENN meetings were held on the Application on July 19, 2021 and August 9, 2021. The ENN meeting was attended the Project team, members of City staff, and approximately 19 members of the public. Discussion included an explanation of the affordable housing program, impacts to existing residents relative to proposed infrastructure upgrades, park space and pedestrian connectivity, guest parking, maintenance and retention of existing mature landscaping, and historic preservation.
5. City staff reviewed the preliminary development plan Application, and the related materials and information submitted by the Applicant, for conformity with applicable SFCC

requirements and provided the Planning Commission with a written report of its findings (Staff Report), which evaluates the factors relevant to the Application.

6. Staff recommended that the Commission approve the preliminary development plan, subject to certain conditions (the Conditions) and the technical corrections set forth in the Staff Report and exhibits.

Development Plan

7. Pursuant to SFCC 1987 Section 14-2.3(C)(1) and Section 1987 14-3.8(B)(4), the Commission has the authority to review and approve development plans.
8. At the Hearing, the Commission considered the Application in this case concurrently with the applications in Case No. 2021-4247; and the Commission received reports from staff, testimony and evidence from the Applicant, and testimony offered by any interested members of the public prior to making a decision.
9. Under SFCC 1987 Section 14-7.2(D), minimum yard requirements in the R-10, R-12, R-21 and R-29 districts shall be established by an approved development plan.
10. In this case, the Applicant wishes to establish custom setbacks through the development plan to account for existing conditions.
11. SFCC 1987 Section 14-3.8 establishes certain procedures for development plan approval including, without limitation, a public hearing by the Commission and a decision based on the criteria set out in SFCC 1987 Section 14-3.8(D).
12. SFCC 1987 Section 14-3.8(C)(1) requires the Applicant to submit plans and other documentation that demonstrates conformance with applicable provisions of the SFCC (Submittal Requirements).
13. The information contained in the Staff Report and exhibits is sufficient to establish that the Submittal Requirements have been met.
14. SFCC 1987 Section 14-3.8(D)(1) sets out approval criteria and requires the Commission to make complete findings of fact sufficient to show that these criteria have been met before approving a development plan.
15. Pursuant to SFCC 1987 Section 14-3.8(D)(1)(a), the Commission finds that it has the authority to review the development plan under SFCC 1987 Sections 14-2.3(C)(1), 14-3.8(B)(4), and Table 14-2.1-1.
16. Pursuant to SFCC 19987 Section 14-3.8(D)(1)(b), the Commission finds that the development plan will not adversely affect the public interest. The Governing Body has implemented the General Plan and ordinances to establish minimum standards for health, safety and welfare affecting land uses and developments as a means to protect the public interest. The proposed development plan establishes predictable parameters for future use of the proposed Plaza del Monte Subdivision. In doing so, the development plan accommodates existing conditions, preserves historic character, and creates homeownership opportunities in close proximity to downtown. These projected outcomes are in the public interest.
17. Pursuant to SFCC 1987 Section 14-3.8(D)(1)(c), the Commission finds that the use and any associated buildings are compatible with and adaptable to buildings, structures, and uses of the abutting property and other properties in the vicinity of the premises under consideration. The proposed development plan for a 30-lot residential subdivision is compatible with abutting mixed land uses, which include residential, offices, Fort Marcy Park, and the Scottish

Rite Temple. The property has been in residential use for nearly 50 years and will remain so with the approval of this development plan.

18. Pursuant to SFCC 1987 Section 14-3.8(D)(2), the Commission "may specify conditions of approval that are necessary to accomplish the proper development of the area and to implement the policies of the general plan."
19. The Commission finds that the Conditions and technical corrections set forth in the Staff Report and exhibits are necessary to accomplish the proper development of the area and to implement the policies of the general plan.

CONCLUSIONS OF LAW

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

General

1. Pursuant to SFCC 1987 Section 14-3.1, all procedural requirements regarding the pre-application conference, ENN meeting, and notice of public hearing have been met.

Development Plan

2. The Commission has the authority to review and approve the preliminary development plan, subject to conditions.
3. The Applicant met the applicable Submittal Requirements.
4. The Commission approves the preliminary development plan subject to the conditions and technical corrections recommended by staff because all applicable code requirements and criteria for preliminary development plan approval have been met.

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

Considering the foregoing findings and conclusions, the Commission approves the preliminary development plan for the Property, as requested in the Application for Case #2021-4246, subject to the Conditions and the technical corrections set forth in the Staff Report and exhibits. The preliminary development plan shall expire three years after issuance of this final action unless the final development plan is approved pursuant to SFCC 1987 Section 14-3.19(B)(2).

_____ _____
Brian Gutierrez, Chair Date

FILED:

_____ _____
Kristine Bustos-Mihelcic Date
City Clerk

APPROVED AS TO FORM:

_____ _____

Patricia Feghali Date
Assistant City Attorney

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

Case #2021-4247
Plaza del Monte Preliminary Subdivision Plat

Owner's/Applicant's Name- Plaza del Monte, LLC
Agent's Name- JenkinsGavin, Inc.

THIS MATTER came before the Planning Commission (Commission) for public hearing on November 4, 2021 (Hearing) upon the application (Application) of JenkinsGavin, Inc., as agent for Plaza del Monte, LLC (Applicant).

The Application pertains to a property located at Camino Santiago and Bishop's Lodge Road totaling approximately 6.6 acres (Property). The Applicant requests approval of a preliminary subdivision plat for 30 residential lots (Project). The Property is zoned R-29 (Residential-twenty-nine dwelling units per acre).

In related Case #2021-4246, the Applicant requests preliminary development plan approval for 30 residential lots for a property located at Camino Santiago and Bishop's Lodge Road.

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

FINDINGS OF FACT

General

1. Santa Fe City Code (SFCC) 1987 Section 14-3.1 sets out certain procedures to be followed on the Application, including, without limitation, (a) a pre-application conference [SFCC 1987 Section 14-3.l(E)]; (b) an Early Neighborhood Notification (ENN) meeting [SFCC 1987 Section 14-3.1(F)(2)(a)(v)]; and (c) compliance with notice and public hearing requirements [SFCC 1987 Section 14-3.1(H)-(I)].
2. A pre-application conference was held on April 8, 2021 in accordance with SFCC 1987 Section 14-3.l(E).
3. Pursuant to SFCC 1987 Section 14-3.1(H)(1), notice of the ENN meeting was properly given.
4. Pursuant to SFCC 1987 Section 14-3.1(F), virtual ENN meetings were held on the Application on July 19, 2021 and August 9, 2021. The ENN meeting was attended the Project team, members of City staff, and approximately 19 members of the public. Discussion included an explanation of the affordable housing program, impacts to existing residents relative to proposed infrastructure upgrades, park space and pedestrian connectivity, guest parking, maintenance and retention of existing mature landscaping, and historic preservation.
5. City staff reviewed the Application and related materials and information submitted by the Applicant for conformity with applicable SFCC requirements and provided the Commission

with a written report of its findings (Staff Report), which evaluates the factors relevant to the Application.

6. Staff recommended that the Commission should approve the preliminary subdivision plat, subject to certain conditions (the Conditions) and technical corrections set out in the Staff Report and exhibits.

Preliminary Subdivision Plat

7. Pursuant to SFCC 1987 Sections 14-2.3(C)(1) and 14-3.7(B)(3)(d), the Commission has the authority to review and approve or disapprove preliminary subdivision plats.
8. At the Hearing, the Commission considered the Application in this case concurrently with the application in Case No. 2021-4246; and the Commission received reports from staff, testimony and evidence from the Applicant, and testimony offered by any interested members of the public prior to making a decision.
9. SFCC 1987 Section 14-3.7(B) establishes certain procedures for preliminary subdivision plat approval including, without limitation, a public hearing by the Commission, review of the preliminary plat, and a decision based on the criteria set out in SFCC Section 14-3.7(C).
10. SFCC 1987 Section 14-3.7(B)(3)(b) requires the Applicant to submit a preliminary plat prepared by a professional land surveyor, together with improvement plans and other specified supplementary material that demonstrates conformance with the standards of SFCC 1987 Section 14-9 (Submittal Requirements).
11. SFCC 1987 Section 14-3.7(C) sets out approval criteria and requires the Commission to make complete findings of fact sufficient to show that these criteria have been met before approving a preliminary subdivision.
12. Pursuant to SFCC 1987 Section 14-3.7(C)(1), the Commission finds that due regard has been shown for all natural features, historical sites and structures, and community assets. The proposed subdivision will maintain the character of the development, retaining both contributing and non-contributing historic homes. Future owners will be required to renovate in strict compliance with the City of Santa Fe's Historic Districts Ordinance. Roadways, guest parking and sidewalks are designed in order to preserve as many of the mature trees and other existing vegetation as possible. A private pocket park has been identified for the retention of a significant portion of the central open space that has characterized Plaza del Monte for decades.
13. Pursuant to SFCC 1987 Section 14-3.7(C)(2), the Commission finds that the land is suitable for platting and development purposes of the kind proposed. The Arroyo de Las Mascaras runs along the western boundary of the property and is recorded as a drainage easement. The limits of the associated 100-year floodplain fall outside of the existing development along this feature, and flood hazards will not be increased by the proposed subdivision. The remainder of the land within the proposed subdivision is of gentle grade and topographically well-suited for both existing and proposed development.
14. Pursuant to SFCC 1987 Section 14-3.7(C)(3), the Commission finds that the plat complies with the infrastructure design, improvement, and dedication standards set forth in SFCC 1987 Section 14-9.2(B)(3). In order to accommodate existing conditions while still achieving the intent of Section 14-9.2, an Innovative Street Design. No new infrastructure will be dedicated to the City as part of the proposed Plaza del Monte Subdivision.

15. Pursuant to SFCC 1987 Section 14-3.7(C)(4)-(5), the Commission finds that no existing nonconformities are increased, nor are any nonconformities created by the approval of this subdivision. The Applicant is not requesting any variances with this proposal.

CONCLUSIONS OF LAW

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

General

1. Pursuant to SFCC 1987 Section 14-3.1, all procedures regarding the pre-application conference, ENN meeting, notice, and public hearing requirements have been followed.

Preliminary Subdivision

2. The Commission has the authority to review and approve the preliminary subdivision plat subject to conditions.
3. The Applicant met the applicable Submittal Requirements.
4. The preliminary subdivision plat should be approved, along with the Innovative Street Design, subject to the Conditions and technical corrections set forth in the Staff Report because all applicable code requirements and criteria for preliminary subdivision plat approval have been met.

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

Considering the foregoing findings and conclusions, the Commission approves the preliminary subdivision plat and Innovative Street Design for the Project, subject to the Conditions and the technical corrections set forth in the Staff Report and exhibits. The preliminary subdivision plat shall expire three years after issuance of this final action unless an extension is granted or a final subdivision plat is approved pursuant to SFCC 1987 Section 14-3.19(C).

_____ _____
Brian Gutierrez, Chair Date

FILED:

_____ _____
Kristine Bustos-Mihelcic Date
City Clerk

APPROVED AS TO FORM:

_____ _____
Patricia Feghali Date
Assistant City Attorney

City of Santa Fe, New Mexico

Case #2021-4246 4247
Plaza del Monte Preliminary Development Plan
and Preliminary Subdivision
Planning Commission
November 4, 2021

Exhibit B

Development Review Team

1. **Compiled Technical Corrections**
2. **ADA Site Review**
3. **Fire Prevention Review**
4. **Water Review**
5. **Wastewater Review**

EXHIBIT B1
Technical Corrections
Case #2021-4246 4247
Plaza del Monte Preliminary Development Plan & Preliminary Subdivision

TECHNICAL CORRECTIONS	Department	Staff
1. ADA accessible route from the street does not appear to meet the required maximum running slope of the walking surfaces. Multi-family developments must comply with the maximum 1:20 running slope. ADA note on sheet 6-6 states the running slopes shall not exceed 5% without handrail, but no handrail locations are detailed in these plans. Detail all areas with running slopes greater than 5% and all handrail locations on sheet 6-6. Show that the ramps do not exceed the maximum of 30" rise. Show compliant landing areas. Show that all ramps will not exceed a running slope of 1:12. 2. Striping plan to include crosswalk area to adequately delineate the continuation of the accessible route across the driving area. 3. Other comments will be provided on these plans at the time of the building permit and changes may be required during permitting process.	Technical Review Division/Terrain Management	Dee Beingessner
1. Indicate slopes along the accessible path of travel, including driveway and intersection crossings. 2. Include Keyed note/tag/sheet reference for NMDOT curb ramp types and other applicable NMDOT design standards on construction plans. 3. Incorporate dimensions into construction plans for all features required for ADA accessibility. These may be on shown on an enlarged plan and as typical. 4. Provide Design Professional Seal and signature with date signed on all drawing sheets.	Land Use/ADA Site	Dee Beingessner
1. Clearly identify on the Development Plan set that the new sewer system serving the Development is PRIVATE and will not be owned or maintained by the City of Santa Fe.	Public Utilities/Wastewater	Stan Holland
1. Fire apparatus access shall have an unobstructed width of not less than 20 feet exclusive of shoulders and an unobstructed vertical clearance of not less than 13 feet 6 inches (IFC 2009 Section 503.2.1). 2. 150 feet driveway requirements must be met as per IFC, or an emergency turn-around that meets the IFC requirements shall be provided (Appendix D Table D103.4). 3. Fire Department shall have 150 feet distance to any portion of the building on any new construction. (IFC 2009 section 503.1.1). 4. Shall comply with table D103.4 Requirements for Dead-End Fire Apparatus Access Roads. 5. 507.5 Fire hydrant systems: Fire hydrant systems shall comply with Sections 507.5.1 through 507.5.6, 507.5.1 where required: Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building. 6. Shall have water supply that meets fire flow requirements as per IFC (Appendix B).	Fire Prevention	Geronimo Griego

7. Shall comply with Section D102.1: Access and Loading (75,000 lbs). 8. Shall comply with IFC 2009 Section D103.2 Grade: Fire apparatus access roads shall not exceed 10 percent in grade. 9. Shall comply with IFC 2009 Section D103.5 Fire apparatus access road gates. 10. Shall comply with Section D106 Multiple-Family Residential Developments. 11. Shall meet the IFC code requirements 2015 edition or the most current edition the governing body has adopted at the time of permitting.		

Development Review Team (FINAL SUBMITTAL)

Comment Form

Date: 10/18/21

Staff person: Dee Beingessner

Dept/Div: Land Use – ADA Site Review

Case: **Case #2021-4246 thru 4247 Plaza del Monte Preliminary Development Plan and Subdivision**

Case Mgr: Lee Logston

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

Conditions of Approval:	Must be completed by:
1 Design Work shall comply with ICC ANSI A117.1-2009, Chapters 1-5 and Chapter 7 as required, and applicable Federal and State codes and statutes. (See below for additional comments).	Prior to construction permit application

Technical Corrections*:	Must be completed by:
1 Indicate slopes along the accessible path of travel, including driveway and intersection crossings.	Prior to construction permit application
2 Include Keyed note/tag/sheet reference for NMDOT curb ramp types and other applicable NMDOT design standards on construction plans	Prior to construction permit application
3 Incorporate dimensions into construction plans for all features required for ADA accessibility. These may be on shown on an enlarged plan and as typical.	Prior to construction permit application
4 Provide Design Professional Seal and signature with date signed on all drawing sheets.	Prior to recording

*Must made prior to recording and/or permit issuance

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

Explanation of Conditions or Corrections (if needed):

ADA Compliance: At time of construction, the Contractor shall ensure ADA compliance for construction of required ADA accessible features and appurtenances, and as detailed in the approved construction permit documents. These features and appurtenances shall be detailed in the plans to comply with referenced standards, drawings, specifications and all other applicable ADA guidelines and standards.

1. All Construction Work shall comply with ICC ANSI A117.1-2009, Chapters 1-5 and Chapter 7 as required, and MUTCD, DOJ and NM State Statute and Code as required.

2. Curb Ramps shall follow NMDOT Pedestrian Access Route Details (Serial 608) with required turning space and 7% running slopes typical and 8.3% maximum. Curb Ramp landing typical slope is 1.5% and shall not exceed 2% running and cross slope.

3. Sidewalk running slopes shall not exceed 5% without handrail(s). Cross slopes shall not exceed 2% staff recommends 1% to 1.5% as a target cross slope.

4. Provide detectable warning surfaces at curb ramps and transitions to driveway and intersection crossings along the accessible paths of travel.

5. Sidewalks shall comply with Section 302, floor surface, 303.4 Ramps, 401 Accessible routes, 403 Walking surfaces, 405 ramps

6. All walk surfaces along the accessible path of travel shall be firm, stable and slip resistant.

7. Please consider existing conditions adjoining new ADA accessible features and provide for modifications where possible and as necessary to provide for uninterrupted, continuous access between existing and new work.

Development Review Team

Comment Form

Date: 10/18/2021

Staff person: Geronimo Griego

Dept/Div: Fire Prevention

Case: 2021-4246 4247 Plaza del Monte Subdivision and Development Plan

Case Mgr: Lee Logston

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

Conditions of Approval:	Must be completed by:
1. Shall confirm emergency access easement off of Old Taos Highway for secondary access.	Prior to Final Approval

Technical Corrections*:	Must be completed by:
1. Fire apparatus access shall have an unobstructed width of not less than 20 feet exclusive of shoulders and an unobstructed vertical clearance of not less than 13 feet 6 inches (IFC 2015 Section 503.2.1). 2. Shall comply with table D103.4: Requirements for Dead-End Fire Apparatus Access Roads. 3. Fire Department shall have 150 feet distance to any portion of the building on any new construction. (IFC 2015 section 503.1.1) 4. 507.5 Fire hydrant systems: Fire hydrant systems shall comply with Sections 507.5.1 through 507.5.6. 507.5.1 Where required. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building. 5. Shall have water supply that meets fire flow requirements as per IFC (Appendix B). 6. Shall comply with Section D102.1: Access and Loading (75,000 lbs).	At the time of any new construction or remodel.

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

*Must made prior to recording and/or permit issuance

From: JORGENSEN, ROBERT N.
To: LOGSTON, LEE R.
Cc: JOHN P. DELMAR
Subject: Plaza Del Monte
Date: Thursday, October 14, 2021 1:21:50 PM
Attachments: Los Canales 2190 W Alameda WFL 10.06.2021.pdf
Plaza Del Monte WFL 10.06.2021.pdf

Lee,

Please see the Plaza Del Monte notes below and the attached location map (my DRT comments for Los Canales sent in separate email).

Please contact me or John Del Mar if any questions. Thanks.

Robert Jorgensen, PE
Engineer, Water Division
City of Santa Fe
(o) 505.955.4265
rnjorgensen@santafenm.gov

From: JORGENSEN, ROBERT N.
Sent: Thursday, October 7, 2021 12:50 PM
To: JOHN P. DELMAR <jpdelmar@santafenm.gov>
Subject: DRT Cases for Review at Friday Development Meeting

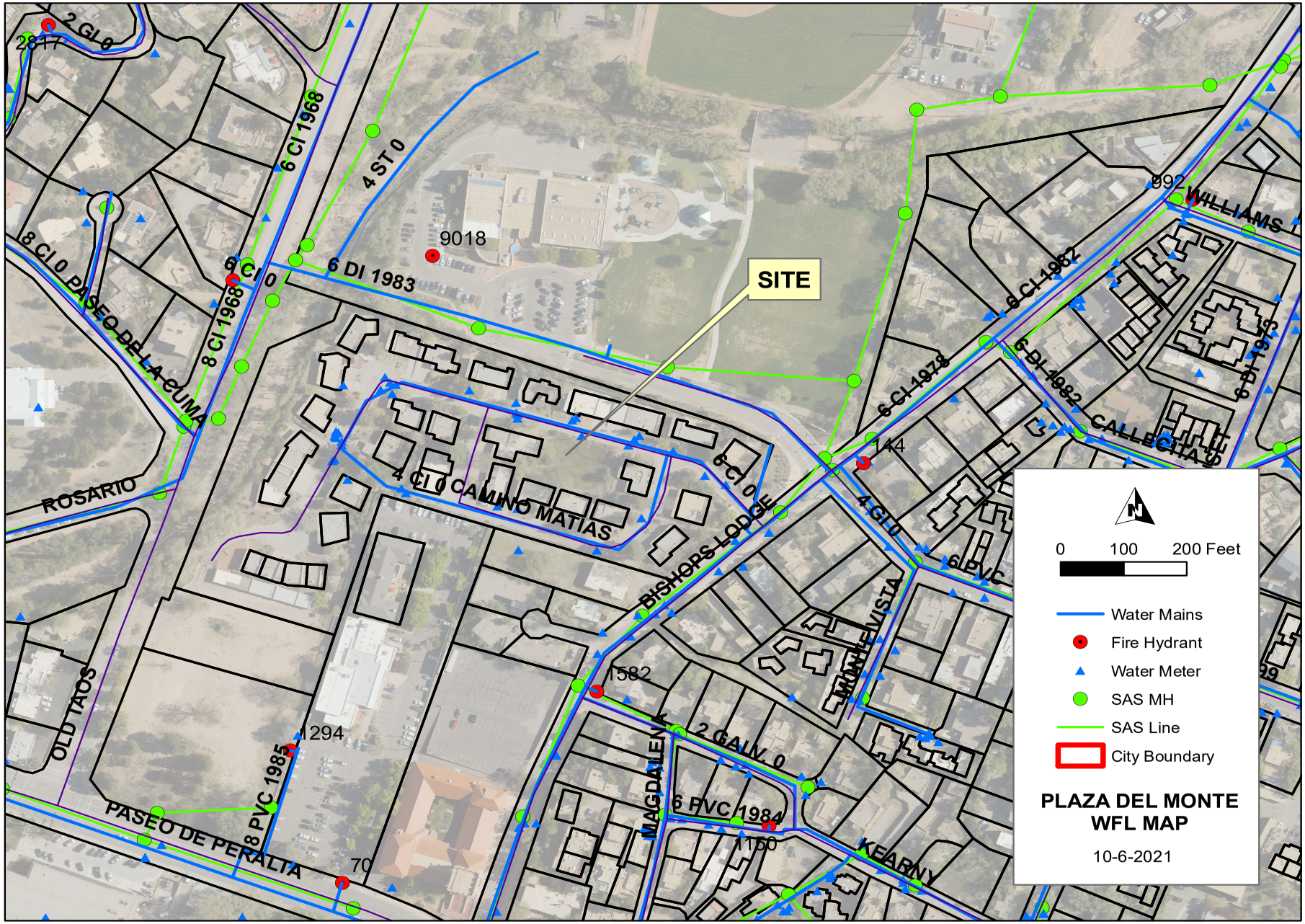
John,

I have two DRT cases that I would like to go over in tomorrow's Development meeting.

Los Canales – 2190 W. Alameda Case 2021 – 4244 & 4245
This is a Homewise project that has an existing 6" main along easterly property boundary.
Issue: Extend main along southerly boundary for future looping of developments to west.

Plaza Del Monte – Case 2021-4246 & 4247
This development is a conversion from a Presbyterian owned tract with multiple housing units to a subdivision. The subdivision has City water mains and meters through most of site. Mains are in poor shape and Bill Huey is currently working on a rehab.
Issue: Water lines are undersized for fire protection. Coordination with SFFD is required for location additional FH's. A second feed point (e.g. tie to main in Fort Marcy) should be considered. As a condition subdivision approval, I bellieve that the developer be required to provide or share in upgrading water facilities as needed.

Robert Jorgensen, PE
Engineer, Water Division
City of Santa Fe


SITE
2817
2 GI 0
6 CI 1968
4 ST 0
9018
6 DI 1983
8 CI 0 PASEO DE LA CUMA
8 CI 1968
6 CI 0
ROSARIO
4 CI 0 CAMINO MATIAS
6 CI 0
BISHOPS LODGE
992
WILLIAMS
9 CI 1982
6 CI 1978
6 DI 1982
6 DI 1973
CALLE CITAS
144
4 CI 0
6 PVC
MONTE VISTA
1582
OLD TAOS
1294
8 PVC 1985
PASEO DE PERALTA
70
2 GALV. 0
MAGDALENA
6 PVC 1984
1150
KEARNY
0 100 200 Feet
Water Mains
Fire Hydrant
Water Meter
SAS MH
SAS Line
City Boundary
PLAZA DEL MONTE
WFL MAP
10-6-2021

Development Review Team

Comment Form

Date: October 18, 2021

Staff person: Stan Holland, Engineer

Dept/Div: Public Utilities/Wastewater

Case: **Case #2021-4246-4247 Plaza de Monte Dev Plan and Prelim Sub**

Case Mgr: Lee Logston, Case Manager

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

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

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

Technical Corrections*:	Must be completed by:
1. Clearly identify on the Development Plan set that the new sewer system serving the Development is PRIVATE and will not be owned or maintained by the City of Santa Fe	Prior to Sign Off for Final Subdivision Plan.

*Must made prior to recording and/or permit issuance

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

1. [None]

City of Santa Fe, New Mexico

Case #2021-4246 4247
Plaza del Monte Preliminary Development Plan
and Preliminary Subdivision
Planning Commission
November 4, 2021

Exhibit C

Maps and Photos

1. Future Land Use
2. Current Zoning
3. Aerial Photo
4. Street Views

Exhibit C1: Future Land Use Map

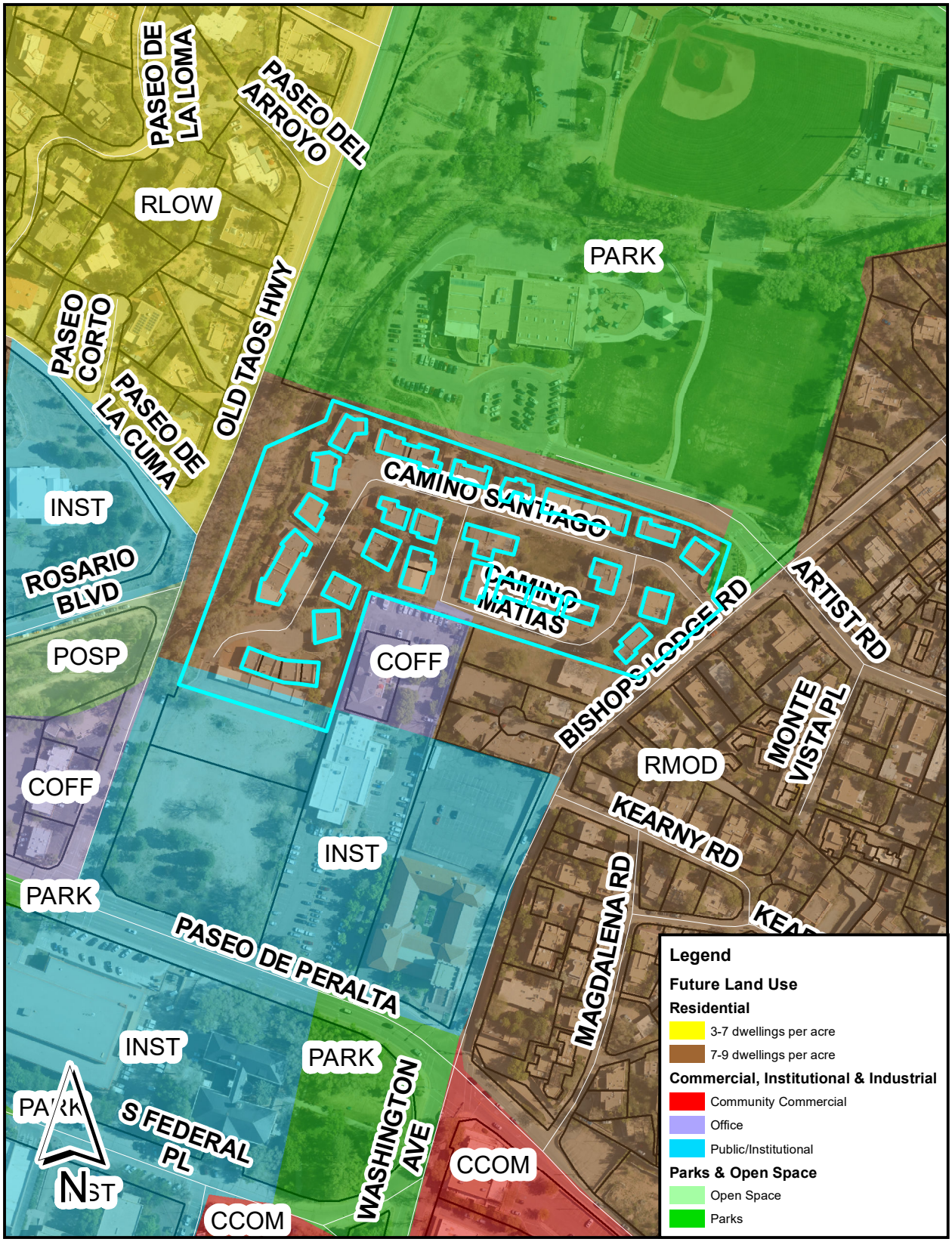


Exhibit C2: Current Zoning Map

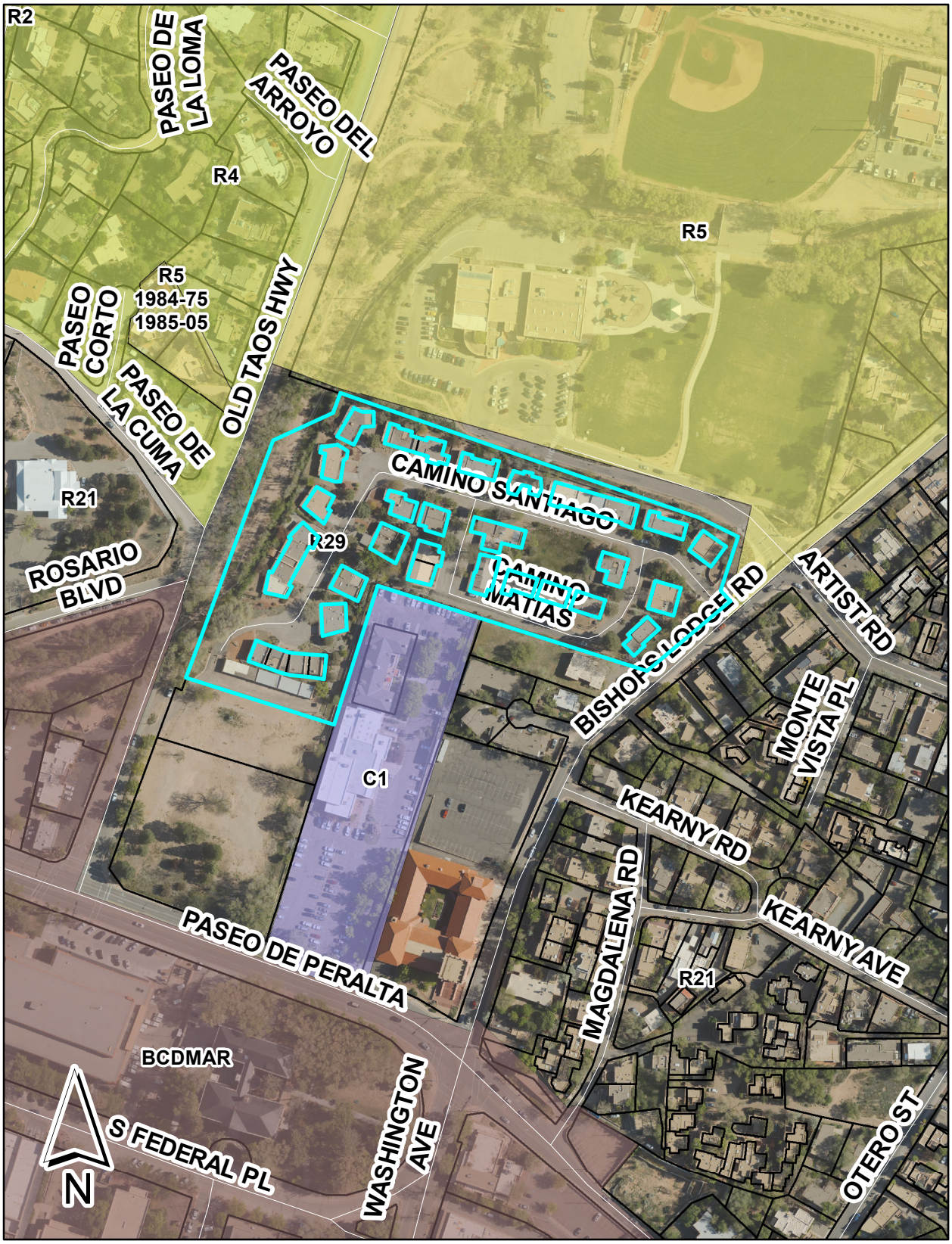


Exhibit C3: Aerial View

Exhibit C4: Google Views

Entrance at Bishop's Lodge Road

At Camino Matias and Camino Santiago

City of Santa Fe, New Mexico

Case #2021-4246 4247
Plaza del Monte Preliminary Development Plan
and Preliminary Subdivision
Planning Commission
November 4, 2021

Exhibit D

Applicant Materials

1. **Project Report**
2. **Santa Fe Homes Proposal**
3. **Proposed Development Plan & Subdivision (compressed set without construction detail sheets)**

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

September 20, 2021

Lee Logston, Senior Planner
City of Santa Fe Current Planning Division
200 Lincoln Ave.
Santa Fe, NM 87501

RE: Letter of Application
Plaza del Monte Preliminary Development Plan and Preliminary Subdivision Plat

Dear Lee:

This letter is respectfully submitted on behalf of Plaza del Monte, LLC (the "Applicant") in application for Preliminary Development Plan and Preliminary Subdivision Plat approval for a 30-lot residential subdivision, for consideration by the Planning Commission at their meeting of November 4, 2021.

Project Description

The ±6.625-acre subject property is located between Bishop's Lodge Road and Old Taos Highway, south of Fort Marcy Park. The property is zoned R-29 and is located in the Downtown and Eastside Historic District. Existing structures include 21 detached single-family homes, two duplexes, three fourplexes, and one free-standing garage/carport structure, the demolition of which has been previously approved by the Historic Districts Review Board. The Applicant proposes to subdivide the property into 30 lots, to include 21 existing detached homes, conversion of duplexes and fourplexes into 8 homes with attached guest units, and the creation of one new vacant lot. Planned site improvements include the creation of a pocket park, reconstruction of the two existing private roadways (Camino Santiago and Camino Matias), construction of sidewalks and guest parking areas, replacement of fencing, and sewer system upgrades. Six of the existing homes (20%) will be renovated and sold as affordable homes in compliance with the Santa Fe Homes Program requirements.

Property History

According to the Historic Cultural Properties Inventory (HCPI) for the property, the Plaza del Monte Retirement Center, as it was formerly known, was originally conceived in the late 1950s as a communal living center for retired Presbyterian pastors, missionaries, and other church officials. After the Allison-James School closed in 1958, the United Presbyterian Church decided to plan for redevelopment of the site and they selected the architectural firm of Kenneth S. Clark and Phillippe Register to design it as a large retirement community. The architects divided the former campus into two parts – the site of the older buildings termed the "South Area" would be

developed first with a congregate building and the "North Area" would be developed in a second phase with individual residences. A preliminary layout of the development in 1960 showed a cul-de-sac arrangement of the homes built around two new streets. Camino Santiago would run along the northern portion of the property, turning south and terminating in a cul-de-sac, and Camino Matias would be a loop off of Camino Santiago, running through the older residences at the southern portion of the property.

As is described in the HCPI, Clark and Register conceived the design of the residences as a modified L-plan to which a carport and portal were attached. Architectural details are sympathetic to the Spanish-Pueblo Revival tradition – with room-block stuccoed massing, rounded corners, and vigas, posts and corbels on the portals and carports – but re-framed in mid-century styling. This contemporary influence became more pronounced on the exteriors of the later homes in the development, when the low, horizontal lines of the residences were further accentuated with flat overhanging roofs, at times intersected with vertical planes. The latest homes constructed in Plaza del Monte in the early 1970s experimented with angular walls and a more compact massing, with carport-dominant façades.

In 1987, the Presbyterian Board of Pensions sold the property to Presbyterian Medical Services, who managed the rental of the retirement cottages until the property was sold to the Applicant in 2015. Between 2017 and 2019, the Historic Districts Review Board reviewed and designated historic status for all structures in the development, and future exterior alterations to these structures will require review and approval through the City's Historic Preservation Division.

Zoning Compliance

As stated above, the Property is zoned R-29 (Residential – medium-to-high density). Per SFCC § 14-7.2, Table 14-7.2-1, custom dimensional standards are established with the proposed Development Plan. All proposed lots in the subdivision meet or exceed the 3,000 square foot minimum lot area and comply with the maximum 40% lot coverage specified in SFCC Chapter 14. Setbacks established by the proposed Development Plan are intended to reflect existing conditions and to constrain new development and home renovations/additions in order to harmonize with the existing land use patterns of the historic Plaza del Monte community.

Front Yard Setback:	7 feet from edge of Access & Utility Easement.
Side Yard Setback:	5 feet from property line for Detached Homes; OR 0 feet from property line if adjacent setback is increased to 10 feet. 0 feet from property line for Attached Homes if fire-rated wall is provided.
Garage Setback:	10 feet from edge of Access & Utility Easement, for all lots except Lot 28, where the setback shall be 5 feet from edge of Access & Utility Easement to accommodate an existing carport. If this carport is demolished, any new garage or carport shall conform to the 10-foot garage setback that applies to the Subdivision.
Rear Yard Setback:	10 feet from property line.

Subdivision Approval Criteria

The Subdivision approval criteria outlined in §14-3.7(C) are addressed below:

(1) In all subdivisions, due regard shall be shown for all natural features such as vegetation, water courses, historical sites and structures, and similar community assets that, if preserved, will add attractiveness and value to the area or to Santa Fe.

Response: A primary intent of the proposed subdivision is to maintain the character of the development, retaining both contributing and non-contributing historic homes and allowing for future owners to renovate in strict compliance with the City of Santa Fe's Historic Districts Ordinance. In addition, every effort has been made in the layout of roadways, guest parking and sidewalks to preserve as many of the mature trees and other existing vegetation as possible, and a private pocket park has been identified for the retention of a significant portion of the central open space that has characterized Plaza del Monte for decades.

(2) The planning commission shall give due regard to the opinions of public agencies and shall not approve the plat if it determines that in the best interest of the public health, safety or welfare the land is not suitable for platting and development purposes of the kind proposed. Land subject to flooding and land deemed to be topographically unsuited for building, or for other reasons uninhabitable, shall not be platted for residential occupancy, nor for other uses that may increase danger to health, safety or welfare or aggravate erosion or flood hazard. Such land shall be set aside within the plat for uses that will not be endangered by periodic or occasional inundation or produce unsatisfactory living conditions. See also Section 14-5.9 (Ecological Resource Protection Overlay District) and Section 14-8.3 (Flood Regulations).

Response: The Arroyo de Las Mascaras runs along the western boundary of the property and has been recorded as a Drainage Easement in Plat Book 207, Page 35. The limits of the associated 100-year floodplain fall outside of the existing development along this feature, and flood hazards will not be increased by the proposed subdivision. The remainder of the land within the proposed subdivision is of gentle grade and topographically well-suited for both existing and proposed development.

(3) All plats shall comply with the standards of Chapter 14, Article 9 (Infrastructure Design, Improvements and Dedication Standards).

Response: The Preliminary Subdivision Plat complies with the standards of Chapter 14, Article 9 (Infrastructure Design, Improvements and Dedication Standards). In order to accommodate existing conditions while still achieving the intent of Section 14-9.2, an Innovative Street Design is proposed for the reconstruction of Camino Santiago and Camino Matias in accordance with SFCC §14-9.2(B)(3). No new infrastructure will be dedicated to the City as part of the proposed Plaza del Monte Subdivision.

(4) A plat shall not be approved that creates a nonconformity or increases the extent or degree of an existing nonconformity with the provisions of Chapter 14 unless a variance is approved concurrently with the plat.

Response: No new nonconformities will be created, nor will existing nonconformities be intensified by the proposed subdivision and custom setbacks associated with the proposed development plan.

(5) A plat shall not be approved that creates a nonconformity or increases the extent or degree of an existing nonconformity with applicable provisions of other chapters of the Santa Fe City Code unless an exception is approved pursuant to the procedures provided in that chapter prior to approval of the plat.

Response: See response to item 4, above.

Development Plan Approval Criteria

The Development Plan approval criteria outlined in §14-3.8(D)(1) are addressed below:

a) *that the land use board is empowered to approve the plan under the section of Chapter 14 described in the application*

   Response: The Planning Commission has the authority to approve the Development Plan in accordance with §14-2.3(C)(1).

b) *that approving the development plan does not adversely affect the public interest*

   Response: The proposed development plan establishes predictable parameters for future use of the proposed Plaza del Monte Subdivision. In doing so, the development plan accommodates existing conditions, preserves historic character, and creates homeownership opportunities in close proximity to downtown. These projected outcomes are in the public interest.

c) *that the use and any associated buildings are compatible with and adaptable to buildings, structures and uses of the abutting property and other properties in the vicinity of the premises under consideration.*

   Response: The proposed development plan for a 30-lot residential subdivision is compatible with abutting mixed land uses, which include residential, offices, Fort Marcy Park, and the Scottish Rite Temple. The property has been in residential use for nearly 50 years and will remain so with the approval of this development plan.

Access and Traffic

The Project is accessed through two entrances – one off Bishop's Lodge Road and a second via an access easement across the adjacent La Secoya de El Castillo property to Old Taos Highway. Because the majority of the units in the proposed subdivision already exist, no Traffic Impact Analysis was required by City Staff.

The streets internal to the proposed subdivision – Camino Santiago and Camino Matias – will remain private drives and will be reconstructed and improved to a higher level of service, for both pedestrians and vehicles. An Innovative Street Design is proposed per SFCC §14-9.2(B)(3), which states that *"to better achieve the intent of Section 14-9.2, the planning commission … may consider and approve innovative street designs that are not included among the street types and street sections shown or described in this section."* Proposed lot lines extend to the center of an Access and Utility Easement of variable width, which will be created via the proposed Subdivision Plat. All roadway maintenance will be the responsibility of a new Homeowner's Association (HOA). Every effort has been made to preserve existing mature landscaping and to maintain the character of the development during the planning of roadway improvements. As a result, minimal modifications are proposed. These include 9-foot travel lanes with an inverted crown cross-section and 12-inch mountable concrete curb/gutter, a 5-foot sidewalk on one side of all internal streets, which will connect to adjacent pedestrian facilities, and the addition of on-street guest parking areas where feasible. Proposed typical street sections are provided in the attached Development Plan Set.

Terrain Management

All terrain management regulations will be met. The Arroyo de Las Mascaras runs along the western boundary of the property and has been recorded as a Drainage Easement in Plat Book 207, Page 35. The limits of the associated 100-year floodplain fall outside of the existing development along this feature, and flood hazards will not be increased by the proposed subdivision. The remainder of the land within the proposed subdivision is of gentle grade and topographically well-suited for both existing and proposed development. The site slopes gently to the west and several homes have existing retaining walls, which define yard space and will be maintained by individual property owners. The Project will result in only a modest increase in impervious area because all but one of the lots being created have existing homes. New detention ponding is proposed to capture increased runoff that will result from site improvements, and on-lot ponding will be required on the new vacant parcel (Lot 23) in accordance with City standards. See the attached Plaza del Monte Terrain Management Report and Grading and Drainage Plans for more details.

Parking, Landscaping & Lighting

The proposed Subdivision and Development Plan calls for the creation of 15 guest parking spaces (0.5 per residence), and each residence in the proposed subdivision has at least 2 off-street parking spaces, in accordance with SFCC §14-8.6. Because the community is already well

landscaped with mature vegetation, no new landscaping is proposed. Likewise, no new lighting is proposed in alignment with efforts to preserve the character of the existing development.

Water and Wastewater

The property is currently served by a public water main, which is slated for replacement by the City of Santa Fe Water Division in the current fiscal year. The only new water demand resulting from the proposed subdivision is the one vacant lot (Lot 23) that is being created, which will be required to pay water offset fees upon issuance of a building permit. The existing private sewer system will be replaced prior to roadway reconstruction, and the Applicant is coordinating with the Water Division with regards to the timing of these infrastructure upgrades.

Solid Waste

The proposed subdivision will continue to be served by the City of Santa Fe Solid Waste Management Division.

Archaeology

The Project is located in the Suburban Archaeological District. As the property comprises less than 10 acres, an archaeological survey is not required.

Santa Fe Homes Program

In accordance with the provisions of the Santa Fe Homes Program ("SFHP"), the Project will provide six affordable homes (20% of the total). Affordable homes will be renovated prior to sale, in accordance with SFHP standards. Please refer to the attached SFHP Proposal for more information.

Fire Protection and Emergency Access

Emergency access requirements are satisfied by the two provided access points, at Bishop's Lodge Road and at Old Taos Highway. Fire hydrants that serve the development are located along Bishop's Lodge Road, along Old Taos Highway, and at Fort Marcy Park (adjacent to the north).

Early Neighborhood Notification

Early Neighborhood Notification meetings were held on July 19, 2021 and on August 9, 2021. A total of 19 neighbors or current residents were in attendance. Discussion included an explanation of the affordable housing program, impacts to existing residents relative to proposed infrastructure upgrades, park space and pedestrian connectivity, guest parking, maintenance and retention of existing mature landscaping, and historic preservation.

In support of these requests, the following documentation is submitted herewith for your review and consideration:

1a. Subdivision Application
1b. Development Plan Application
2. Letter of Owner Authorization
3. Lot of Record Deed and Plat
4. SFHP Proposal
5. Terrain Management Report
6. ENN Meeting Notes
7. Preliminary Development Plan and Preliminary Plat Submittal Plans

The Application Fees are calculated as follows:

Preliminary Development Plan	$5,000.00 (Construction Valuation = $500k)
Preliminary Subdivision Plat	$3,750.00 ($150 per lot after 5)
Posters	$0.00 (will re-use posters from ENNs)
TOTAL:	$8,750.00

Please let us know if you have any questions or need additional information.

Thank you for your consideration.

Sincerely,

Jennifer Jenkins
JenkinsGavin, Inc.

City of Santa Fe
SANTA FE HOMES PROGRAM
P R O P O S A L
"Plaza del Monte Subdivision"
Camino Santiago and Camino Matias
Santa Fe, New Mexico

This Santa Fe Homes Program Proposal ("SFHP Proposal") is made this 20th day of September 2021 by ***Plaza del Monte, LLC*** ("SFHP Developer").

RECITALS

A. SFHP Developer is the developer of ***Plaza del Monte Subdivision*** hereinafter referred to as the "Property".

B. SFHP Developer desires to ***subdivide and develop*** the Property.

C. It is understood that all representations made herein are material to the City and that the City will rely upon these representations in permitting or approving development of the Property.

PROPOSAL

SFHP Developer proposes to comply with the SFHP requirements as follows:

A. DEVELOPMENT REQUEST. SFHP Developer seeks ***preliminary and final subdivision plat*** approval.

B. SFHP PLAN. The project has an area of approximately 6.625 acres, is zoned **R-29,** permitting **up to 29** dwelling units per acre. SFHP Developer proposes to subdivide the property into 30 residential lots, of which 29 have existing dwellings and 1 is vacant. Developer agrees to comply with the Santa Fe Homes Program ordinance. SFHP requires that 20% of these homes are affordably-priced, resulting in ***6*** **affordable homes.** The SFHP Plan shall include the number of bedrooms and bathrooms, the minimum square footage and the minimum household size, the income range to be served and the current SFHP Home price

for each SFHP Home as set forth in Section 8.2 of the SFHP Administrative Procedures.

C. SUCCESSORS IN TITLE. SFHP Developer proposes to develop the Property consistent with this SFHP Proposal. In the event that SFHP Developer sells, assigns, leases, conveys, mortgages, or encumbers the Property to any third party, the third party shall be required to execute a SFHP Agreement consistent with this Proposal prior to obtaining any City approvals.

D. MONITORING. SFHP Developer proposes to provide such information and documentation as the City may reasonably require in order to ensure that the actual sales were in compliance with the SFHP Agreement.

E. DEVELOPMENT INCENTIVES. SFHP Developer **does not** request a **density** bonus (15%). However, SFHP Developer does request fee waivers and reduced fees for the affordable units as per SFCC 14.8.11(G)(2), including: Impact Fees, Wastewater UECs and Building, Electrical, Plumbing & Mechanical Permit Fees. Water UECs (not including the construction costs associated with installation) are REDUCED.

E. REVISIONS, MODIFICATIONS AND SUPPLEMENTATION OF THIS PROPOSAL. In the event that the SFHP Developer or the City make material modifications, including modifications to the number of lots or units or the area covered by the Proposal, a revised SFHP Proposal shall be promptly submitted to the Office of Affordable Housing in order to provide a SFHP Proposal that is current and reflects the intended development.

IN WITNESS WHEREOF, this Proposal is made the day and year first written above.

SFHP DEVELOPER:

_____
{Signature}

Plaza Del Monte LLC
{Print Name & Title of Developer.}

STATE OF NEW MEXICO)
)ss.
COUNTY OF SANTA FE)

ACKNOWLEDGEMENT

The foregoing instrument was acknowledged before me this 20 day of September, 2021, by Paul S. Cauwels .the {title} _____ of {entity} Plaza del Monte LLC

_____
NOTARY PUBLIC

My Commission Expires:

7-21-22

OFFICIAL SEAL
Corrie Dana Layer
NOTARY PUBLIC
STATE OF NEW MEXICO
My Commission Expires: 7-21-22

REVIEWED BY:

_____ _____
OFFICE OF AFFORDABLE HOUSING DATE
Alexandra Ladd, Director

Attach: Exhibit 1 - Subdivision layout (proposed)
Exhibit 2 - Pricing Schedule

EXHIBIT 1

Site Plan

EXHIBIT 2

SANTA FE HOMES PROGRAM
SFHP PLAN AND HOME SALES PRICING SCHEDULE
Effective April 2021*

Income Range	*One Bedroom* *1-2 person HH* *(850 sq ft min)*	*Two Bedrooms* *1-2 person HH* *(1,000 sq ft min)*	*Three Bedrooms* *3-4 person HH* *(1,150 sq ft min)*
2 (50-65%AMI)	Max. Price $128,500 0 Units	Max. Price $146,750 2 Units	Max. Price $165,250 0 Units
3 (65-80%AMI)	Max. Price $167,000 0 Units	Max. Price $190,750 3 Units	Max. Price $214,750 0 Units
4 (80-100%AMI)	Max. Price $205,500 0 Units	Max. Price $235,000 1 Units	Max. Price $264,250 0 Units

Prices reflect April 2021 HUD Area Median Incomes for Santa Fe. Refer to Section 26-1.16 (B) and the SFHP Administrative Procedures. For specific requirements contact The Office of Affordable Housing.

AFFORDABILITY CALCULATION
Single Family Building Lots

The project has an area of approximately 6.625 acres, zoned R-29, permitting up to 29 dwellings per acre. The required number of SFHP units is 20% of the total units, 5% each in Income Ranges 2 and 4 and 10% in Income Range 2. The project proposes **30 total lots** to include 29 existing single-family homes (21 detached homes and 8 homes with attached guest units) and one vacant lot.

CALCULATION for the SFHP requirement:

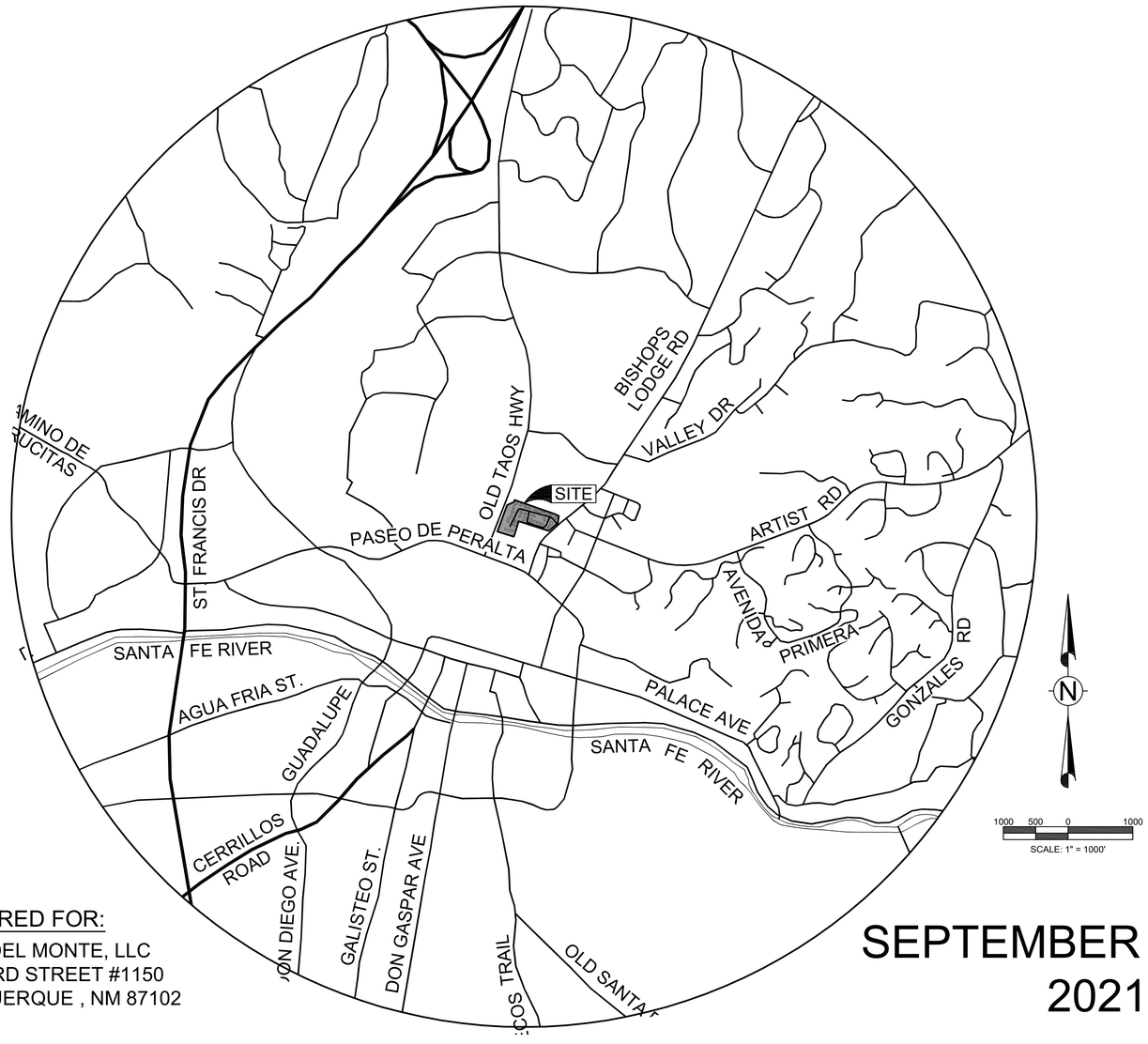
= Total number of units multiplied by (0.2) = # of Units Required
= **30** total units x 0.2 = **6 SFHP unit**(s) are required
= **6 lots/units** delivered

NOTE: The home prices and fractional fee schedule are modified by the City according to Section 8.7.3 of the SFHP Administrative Procedures to reflect annual changes in the median income levels. The SFHP Home prices shown in this SFHP Agreement are the prices in effect at the time this Agreement is made. The current SFHP prices that are in effect at the time the SFHP Home is made available for sale or the fractional fees are paid, determines the actual SFHP Home Price and/or amount of fractional fee. The prices are updated annually.

PRELIMINARY DEVELOPMENT PLAN AND PRELIMINARY SUBDIVISION PLAT SUBMITTAL

PLAZA DEL MONTE

SANTA FE, NEW MEXICO



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BUILDING PERMIT No's: (GRADING)_____ (LANDSCAPE/UTILITIES)_____

INFRASTRUCTURE CONSTRUCTION ADDRESS_____

ENGINEER'S STORMWATER INFRASTRUCTURE CERTIFICATION

I, UNDERSIGNED, BEING A PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO, DO HEREBY CERTIFY THAT THE RECORD INFORMATION SHOWN HEREON IS BASED ON ACTUAL FIELD MEASUREMENTS AND VISUAL INSPECTIONS PERFORMED BY MYSELF OR UNDER MY DIRECT SUPERVISION.

I FURTHER CERTIFY THAT THE RECORD CONDITION OF THE SITE AS OF _____ IS IN SUBSTANTIAL COMPLIANCE WITH THE APPROVED GRADING AND DRAINAGE PLAN PREPARED BY _____, DATED _____.

_____

PRINTED NAME, NMPE NO._____, DATE_____.

PROPERTY DEVELOPMENT MUST COMPLY WITH SECTION 14-8.12 (RELOCATION OF GUNNISON'S PRAIRIE DOGS.)

CITY OF SANTA FE DRAINAGE NOTES:

1. SUBJECT TO THE APPROVAL OF CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION STAFF, STORM DRAINAGE AND EROSION/SEDIMENT CONTROL IMPROVEMENTS SHALL BE EXECUTED IN CONJUNCTION WITH THE CONSTRUCTION OF EACH SEGMENT OF ROADS AND UTILITIES. THESE IMPROVEMENTS SHALL BE COMPLETED AND INSPECTED PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
2. MAINTENANCE OF PRIVATE DRAINAGE EASEMENTS AND DRAINAGE FACILITIES IS THE RESPONSIBILITY OF THE OWNER. THE CITY OF SANTA FE IS HEREBY GRANTED THE RIGHT TO ACCESS AND INSPECT THESE EASEMENTS AND DRAINAGE FACILITIES AT THE DISCRETION OF THE CITY. THE OWNER AGREES TO TO INDEMNIFY AND TO HOLD HARMLESS FROM ALL DAMAGE TO PERSONS OR PROPERTY RESULTING FROM THE CITY'S REASONABLE EXERCISE TO THEIR ACCESS AND INSPECTION RIGHT.

I CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF AND BASED UPON INFORMATION PROVIDED BY OTHERS, I ACCEPT THE RECORD DATA AS BEING ACCURATE AND APPLICABLE OR EQUAL.

_____

MICHAEL D. GOMEZ, N.M.P.E. NO. 8731
SANTA FE ENGINEERING CONSULTANTS, LLC.

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT
130 Grant Avenue, Suite 101
Santa Fe, NM 87501
505.820.7444

ARMIJO SURVEYS INC.
PAUL A. ARMIJO N.M.P.S. NO. 13604
P. O. BOX 24438, SANTA FE, NM 87502-9438
PH. (505) 471-1955 FAX. (505) 471-1925

Santa Fe Engineering Consultants, LLC
1599 St. Francis Drive, Suite B
Santa Fe, N. M. 87505
(505) 982-2845 Fax (505) 982-2641
http://www.SFENGR.com

REV.	SHEETS	CITY ENGR.	DATE	REV.	SHEETS	CITY ENGR.	DATE
APPROVAL OF REVISIONS							

CITY OF SANTA FE

APPROVED FOR CONSTRUCTION

CITY ENGINEER DATE

COVER SHEET AND INDEX OF SHEETS

SHEET 1-1

PREPARED FOR:
PLAZA DEL MONTE, LLC
201 THIRD STREET #1150
ALBUQUERQUE , NM 87102

SEPTEMBER 2021

CITY OF SANTA FE, NEW MEXICO

SECTION 24, TOWNSHIP 17N, RANGE 9E

CASE #_____

132413

207035

TRACT A

A certain tract of land lying and being situate within the City of Santa Fe, within the Santa Fe Grant, Santa Fe County, New Mexico and being more particularly described by metes and bounds as follows:

BEGINNING at a drill hole with plug in concrete at the southwesterly corner of the tract at the intersection of Paseo de Peralta and the Old Taos Highway from whence the City of Santa Fe Sewer Manhole #X24-1 in Paseo de Peralta bears S78°20'27"W,146.19 feet; thence along the R/W line of the Old Taos Highway,
N20°11'00"E, 330.62 feet to a capped rebar #10277 found; thence,
S69°08'39"E, 11.68 feet to a capped rebar #10277 found; thence,
N20°12'44"E, 23.00 feet to a capped #4 rebar set; thence leaving said R/W,
S72°23'27"E, 267.36 feet to a capped #4 rebar set; thence,
S17°28'05"W, 390.44 feet to a drill hole with plug in concrete at the northerly R/W of Paseo de Peralta; thence along said R/W,
N69°42'47"W, 261.68 feet to a drill hole with plug in concrete; thence,
N35°47'06"W, 42.95 feet to the point and place of beginning.

CONTAINING 109,813 Square Feet or 2.5210 Acres, more or less

TRACT B

A certain tract of land lying and being situate within the City of Santa Fe, within the Santa Fe Grant, Santa Fe County, New Mexico and being more particularly described by metes and bounds as follows:

BEGINNING at the southeasterly corner of the tract marked by a capped rebar #10277 found on the westerly R/W of Bishop's Lodge Road from whence the City of Santa Fe Sewer Manhole #X5-5 bears S34°36'18"W, 83.88 feet; thence from said point of beginning,

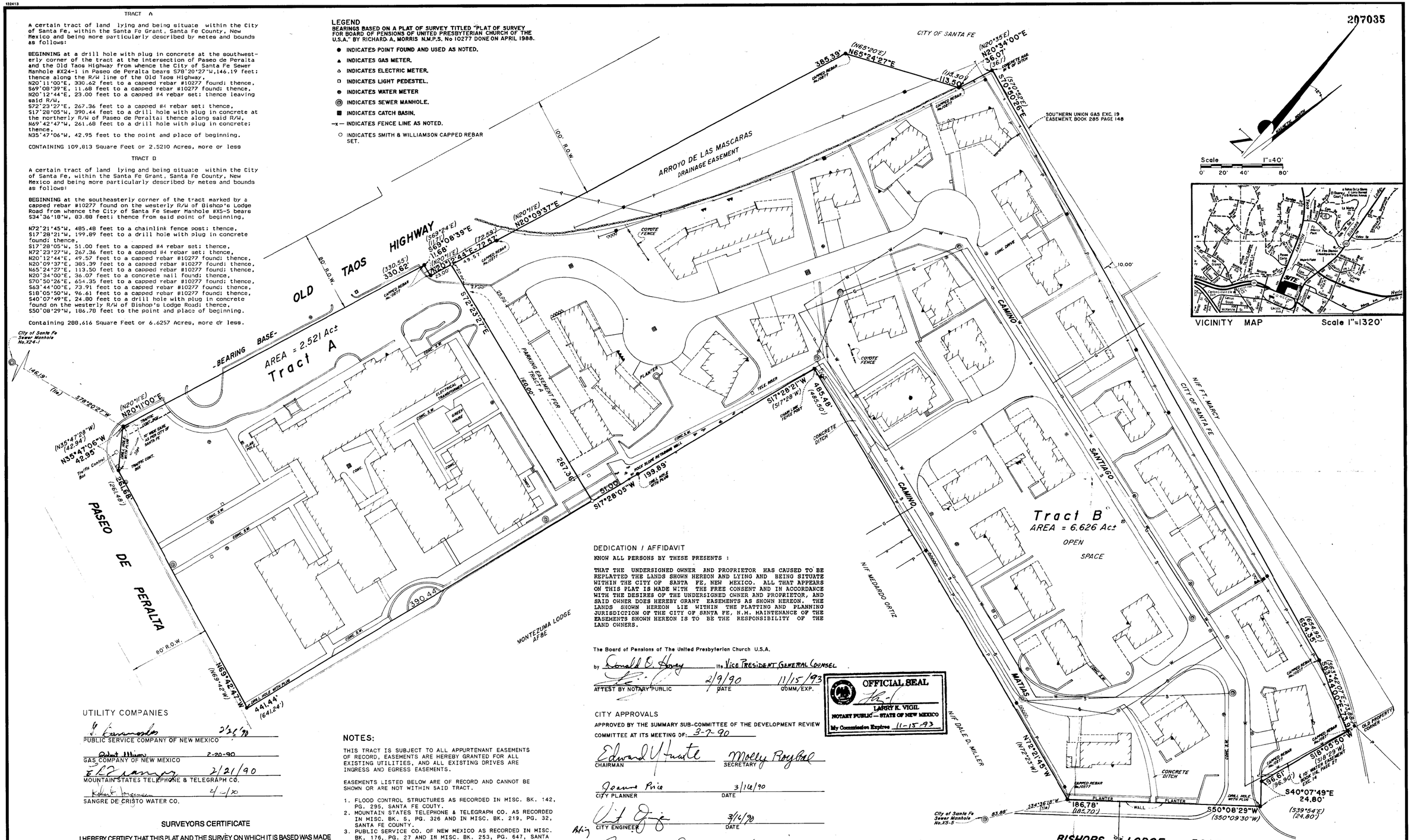
N72°21'45"W, 485.48 feet to a chainlink fence post; thence,
S17°28'21"W, 199.89 feet to a drill hole with plug in concrete found; thence,
S17°28'05"W, 51.00 feet to a capped #4 rebar set; thence,
N72°23'27"W, 267.36 feet to a capped #4 rebar set; thence,
N20°12'44"E, 49.57 feet to a capped rebar #10277 found; thence,
N20°09'37"E, 385.39 feet to a capped rebar #10277 found; thence,
N65°24'27"E, 113.50 feet to a capped rebar #10277 found; thence,
N20°34'00"E, 36.07 feet to a concrete nail found; thence,
S70°50'26"E, 654.35 feet to a capped rebar #10277 found; thence,
S63°44'00"E, 73.91 feet to a capped rebar #10277 found; thence,
S18°05'50"W, 96.61 feet to a capped rebar #10277 found; thence,
S40°07'49"E, 24.80 feet to a drill hole with plug in concrete found on the westerly R/W of Bishop's Lodge Road; thence,
S50°08'29"W, 186.78 feet to the point and place of beginning.

Containing 288,616 Square Feet or 6.6257 Acres, more or less.

LEGEND

BEARINGS BASED ON A PLAT OF SURVEY TITLED "PLAT OF SURVEY FOR BOARD OF PENSIONS OF UNITED PRESBYTERIAN CHURCH OF THE U.S.A." BY RICHARD A. MORRIS N.M.P.S. No 10277 DONE ON APRIL 1988.

- ● INDICATES POINT FOUND AND USED AS NOTED.
- ▲ INDICATES GAS METER.
- △ INDICATES ELECTRIC METER.
- □ INDICATES LIGHT PEDESTEL.
- ⊕ INDICATES WATER METER
- ◎ INDICATES SEWER MANHOLE.
- ■ INDICATES CATCH BASIN.
- —x— INDICATES FENCE LINE AS NOTED.
- ○ INDICATES SMITH & WILLIAMSON CAPPED REBAR SET.



VICINITY MAP

DEDICATION / AFFIDAVIT

KNOW ALL PERSONS BY THESE PRESENTS :

THAT THE UNDERSIGNED OWNER AND PROPRIETOR HAS CAUSED TO BE REPLATTED THE LANDS SHOWN HEREON AND LYING AND BEING SITUATE WITHIN THE CITY OF SANTA FE, NEW MEXICO. ALL THAT APPEARS ON THIS PLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNER AND PROPRIETOR, AND SAID OWNER DOES HEREBY GRANT EASEMENTS AS SHOWN HEREON. THE LANDS SHOWN HEREON LIE WITHIN THE PLATTING AND PLANNING JURISDICTION OF THE CITY OF SANTA FE, N.M. MAINTENANCE OF THE EASEMENTS SHOWN HEREON IS TO BE THE RESPONSIBILITY OF THE LAND OWNERS.

The Board of Pensions of The United Presbyterian Church U.S.A.

by Donald E. Hovey its VICE PRESIDENT, GENERAL COUNSEL

ATTEST BY NOTARY PUBLIC — DATE 2/9/90 — COMM/EXP. 11/15/93

OFFICIAL SEAL
LARRY K. VIGIL
NOTARY PUBLIC — STATE OF NEW MEXICO
My Commission Expires 11-15-93

CITY APPROVALS

APPROVED BY THE SUMMARY SUB-COMMITTEE OF THE DEVELOPMENT REVIEW COMMITTEE AT ITS MEETING OF: 3-7-90

Edward Hunter — CHAIRMAN
Molly Roybal — SECRETARY

Joanne Price — CITY PLANNER — DATE 3/16/90

— CITY ENGINEER — DATE 3/6/90 (Actg)

— PUBLIC WORKS DIRECTOR — DATE 3/16/90

UTILITY COMPANIES

PUBLIC SERVICE COMPANY OF NEW MEXICO — 3/26/90

GAS COMPANY OF NEW MEXICO — 2-20-90

MOUNTAIN STATES TELEPHONE & TELEGRAPH CO. — 2/21/90

SANGRE DE CRISTO WATER CO. — 2-1-90

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT AND THE SURVEY ON WHICH IT IS BASED WAS MADE BY ME OR UNDER MY PERSONAL DIRECTION AND CONTROL DURING THE MONTH OF JANUARY 1990, AND THAT THE DATA SHOWN HEREON IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. I FURTHER CERTIFY THAT THIS SURVEY MEETS OR EXCEEDS THE MINIMUM REQUIREMENTS OF THE STANDARDS FOR LAND SURVEYS IN NEW MEXICO AS ADOPTED BY THE NEW MEXICO STATE BOARD FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS.

Richard E. Smith
RICHARD E. SMITH, N.M.P.L.S. #5837

NEW MEXICO 5537 REGISTERED PROFESSIONAL SURVEYOR

NOTES:

THIS TRACT IS SUBJECT TO ALL APPURTENANT EASEMENTS OF RECORD, EASEMENTS ARE HEREBY GRANTED FOR ALL EXISTING UTILITIES, AND ALL EXISTING DRIVES ARE INGRESS AND EGRESS EASEMENTS.

EASEMENTS LISTED BELOW ARE OF RECORD AND CANNOT BE SHOWN OR ARE NOT WITHIN SAID TRACT.

1. FLOOD CONTROL STRUCTURES AS RECORDED IN MISC. BK. 142, PG. 295, SANTA FE COUTY.
2. MOUNTAIN STATES TELEPHONE & TELEGRAPH CO. AS RECORDED IN MISC. BK. S, PG. 326 AND IN MISC. BK. 219, PG. 32, SANTA FE COUNTY.
3. PUBLIC SERVICE CO. OF NEW MEXICO AS RECORDED IN MISC. BK. 176, PG. 27 AND IN MISC. BK. 253, PG. 647, SANTA FE COUNTY.
4. SOUTHERN UNION GAS CO. AS RECORDED IN MISC. BK. 200, PG. 429, SANTA FE COUNTY.
5. EASEMENTS FOR POWER LINES AND TELEPHONE LINES AS RECORDED IN PLAT BK. 8, PG. 146, SANTA FE COUNTY.
6. STATE HIGHWAY DEPT. AS RECORDED IN MISC. BK. 283, PG. 940, SANTA FE COUNTY.

THIS PLAT DOES NOT CONSTITUTE APPROVAL BY THE CITY OF SANTA FE OF ANY LOT LINE ENCHROACHMENT SHOWN, IF ANY.

COUNTY CLERK SANTA FE COUNTY NEW MEXICO JONA G. ARMIJO

COUNTY OF SANTA FE
STATE OF NEW MEXICO } SS
I hereby certify that this instrument was filed for record on the 16 day of MAR A.D. 19 90 at 1:40 o'clock p.m. and was duly recorded in book 207 page 830 of the records of Santa Fe County.
Witness my Hand and Seal of Office
Jona G. Armijo
County Clerk, Santa Fe County, N.M.
Deputy

701

SMITH WILLIAMSON & ASSOCIATES
1210 Luisa Street Suite 3 Santa Fe, New Mexico 87501
505/983-5234

LOT SPLIT OF SURVEY OF

THE BOARD OF PENSIONS OF THE UNITED PRESBYTERIAN CHURCH U.S.A.
CITY OF SANTA FE, NEW MEXICO

SCALE:	DATE:	DRAWN BY:	CHECKED BY:	PROJECT No.:
1" = 40'	2/5/1990	LARRY V.		3329

SHEET 2-1

Topographic Survey prepared for Plaza Del Monte, LLC of Tract B on Camino Santiago and Camino Matias, City of Santa Fe, NM

TOPOGRAPHIC SURVEY TRACT B LAST DESCRIBED ON SURVEY FILED IN SANTA FE COUNTY CLERK PLAT BOOK 785, PAGES 023–024, INSTRUMENT NO. 1759,727
SAID TRACT B LYING AND BEING WITHIN THE SANTA FE GRANT
PROJECTED SECTION 24, T17N, R9E, NMPM
TRACT B IS LOCATED ON CAMINO SANTIAGO AND CAMINO MATIAS IN THE CITY OF SANTA FE
COUNTY OF SANTA FE, STATE OF NEW MEXICO

ARMIJO SURVEYS INC
PAUL A. ARMIJO N.M.P.S. NO. 13604
P. O. BOX 24438, SANTA FE, NM 87502–9438
PH. (505) 471–1955 FAX. (505) 471–1925

TOPOGRAPHIC SURVEY PREPARED FOR
PLAZA DEL MONTE, LLC
TRACT B, CAMINO SANTIAGO/CAMINO MATIAS, SANTA FE, NM

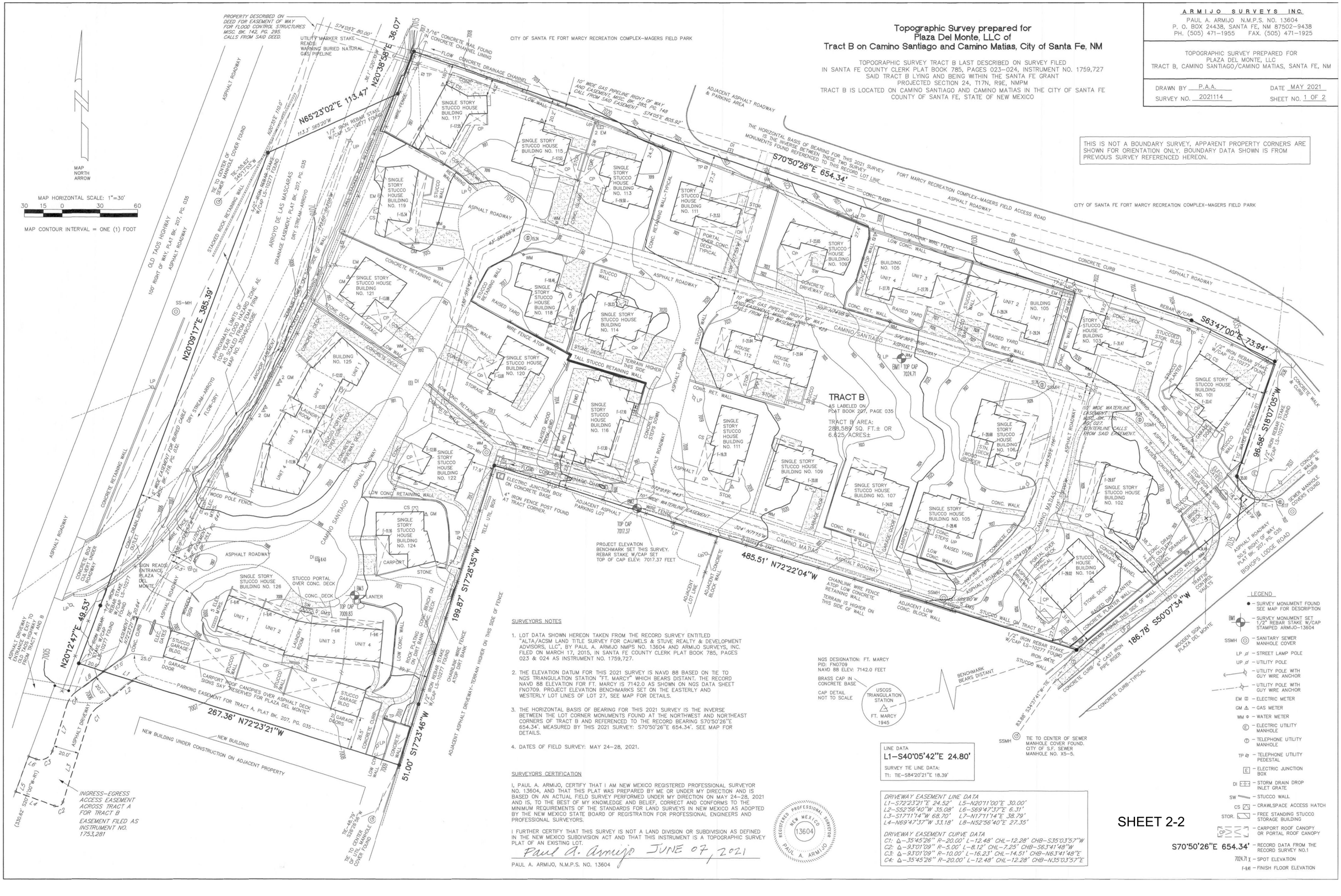
DRAWN BY P.A.A. DATE MAY 2021
SURVEY NO. 2021114 SHEET NO. 1 OF 2

THIS IS NOT A BOUNDARY SURVEY, APPARENT PROPERTY CORNERS ARE SHOWN FOR ORIENTATION ONLY. BOUNDARY DATA SHOWN IS FROM PREVIOUS SURVEY REFERENCED HEREON.

MAP NORTH ARROW

MAP HORIZONTAL SCALE: 1"=30'
30 15 0 30 60

MAP CONTOUR INTERVAL = ONE (1) FOOT


TRACT B
AS LABELED ON PLAT BOOK 207, PAGE 035
TRACT B AREA: 288,589 SQ. FT.± OR 6.625 ACRES±
CAMINO SANTIAGO
CAMINO MATIAS
OLD TAOS HIGHWAY
100' RIGHT OF WAY, PLAT BK. 207, PG. 035
ASPHALT ROADWAY
ARROYO DE LAS MASCARAS
DRAINAGE EASEMENT, PLAT BK. 207, PG. 035
DRY STREAM–ARROYO
CITY OF SANTA FE FORT MARCY RECREATION COMPLEX–MAGERS FIELD PARK
FORT MARCY RECREATION COMPLEX–MAGERS FIELD ACCESS ROAD
ADJACENT ASPHALT ROADWAY & PARKING AREA
THE HORIZONTAL BASIS OF BEARING FOR THIS 2021 SURVEY IS THE INVERSE BETWEEN THESE TWO SURVEY MONUMENTS FOUND REFERENCED TO THIS RECORD LOT LINE.
S70°50'26"E 654.34'
N65°23'02"E 113.47'
N20°38'58"E 36.07'
N20°09'17"E 385.39'
N20°12'47"E 49.53'
S17°28'35"W 199.87'
S17°23'46"W 51.00'
N72°23'21"W 267.36'
S63°47'00"E 73.94'
S18°07'05"W 96.58'
N72°22'04"W 485.51'
S50°07'34"W 186.78'
10' WIDE GAS PIPELINE RIGHT OF WAY AND EASEMENT, MISC. BK. 285, PG. 148
10' WIDE WATERLINE EASEMENT, MISC. BK. 776, PG. 027
PROJECT ELEVATION BENCHMARK SET THIS SURVEY. REBAR STAKE W/CAP SET TOP OF CAP ELEV: 7017.37 FEET
BM1 TOP CAP 7024.71
BM2 TOP CAP 7017.37
BM3 TOP CAP 7009.83
SINGLE STORY STUCCO HOUSE BUILDING NO. 101
SINGLE STORY STUCCO HOUSE BUILDING NO. 102
SINGLE STORY STUCCO HOUSE BUILDING NO. 103
SINGLE STORY STUCCO HOUSE BUILDING NO. 104
SINGLE STORY STUCCO HOUSE BUILDING NO. 105
SINGLE STORY STUCCO HOUSE BUILDING NO. 106
SINGLE STORY STUCCO HOUSE BUILDING NO. 107
SINGLE STORY STUCCO HOUSE BUILDING NO. 109
SINGLE STORY STUCCO HOUSE BUILDING NO. 110
SINGLE STORY STUCCO HOUSE BUILDING NO. 111
SINGLE STORY STUCCO HOUSE BUILDING NO. 112
SINGLE STORY STUCCO HOUSE BUILDING NO. 113
SINGLE STORY STUCCO HOUSE BUILDING NO. 114
SINGLE STORY STUCCO HOUSE BUILDING NO. 115
SINGLE STORY STUCCO HOUSE BUILDING NO. 116
SINGLE STORY STUCCO HOUSE BUILDING NO. 117
SINGLE STORY STUCCO HOUSE BUILDING NO. 118
SINGLE STORY STUCCO HOUSE BUILDING NO. 119
SINGLE STORY STUCCO HOUSE BUILDING NO. 120
SINGLE STORY STUCCO HOUSE BUILDING NO. 121
SINGLE STORY STUCCO HOUSE BUILDING NO. 122
SINGLE STORY STUCCO HOUSE BUILDING NO. 124
SINGLE STORY STUCCO HOUSE BUILDING NO. 125
SINGLE STORY STUCCO HOUSE BUILDING NO. 126
STUCCO PORTAL OVER CONC. DECK
PORTAL OVER CONC. DECK TYPICAL
CARPORT
STUCCO GARAGE BLDG.
STUCCO SHED & JANITOR
STUCCO PORTAL OVER CONC. DECK
STUCCO HOUSE BUILDING NO. 104
STUCCO PORTAL OVER CONC. DECK
STUCCOED STOR. BLDG.
BUILDING NO. 105 UNIT 1
BUILDING NO. 105 UNIT 2
BUILDING NO. 105 UNIT 3
BUILDING NO. 105 UNIT 4
HOUSE NO. 110
HOUSE NO. 112
BUILDING NO. 125 UNIT 1
BUILDING NO. 125 UNIT 2
BUILDING NO. 125 UNIT 3
BUILDING NO. 125 UNIT 4
SINGLE STORY STUCCO HOUSE BUILDING NO. 126 UNIT 1
SINGLE STORY STUCCO HOUSE BUILDING NO. 126 UNIT 2
SINGLE STORY STUCCO HOUSE BUILDING NO. 126 UNIT 3
SINGLE STORY STUCCO HOUSE BUILDING NO. 126 UNIT 4
STONE DECK
CONCRETE DECK
CONCRETE DRIVEWAY DECK
CONCRETE PLANTER WALL
RAISED YARD
STONE PLANTER
BRICK WALK
CONCRETE WALK
CONCRETE CURB & GUTTER
CONCRETE CURB–TYPICAL
CONCRETE DRAINAGE CHANNEL
CONCRETE STEPS DOWN
CONCRETE STEPS UP
CONC. RET. WALL
CONC. RETAINING WALL–TYPICAL
CONC. BLOCK WALL
LOW CONC. WALL
LOW CONC. RETAINING WALL
STUCCO WALL
STUCCO RETAINING WALL
TALL STUCCO RETAINING WALL
CHAINLINK WIRE FENCE ATOP LOW CONCRETE RETAINING WALL
WIRE FENCE ATOP WALL
WIRE FENCE
WOOD POLE FENCE
WOOD BORDER
WOODEN SIGN PLAZA DEL MONTE
SIGN READS: ENTRANCE, PLAZA DEL MONTE
IRON GATE
IRON GATES
ELEC. GATES
GARAGE DOORS
CARPORT ROOF CANOPIES OVER ASPHALT DECK SIGNS SAY "RESERVED FOR PLAZA DEL MONTE"
PARKING EASEMENT FOR TRACT A, PLAT BK. 207, PG. 035
NEW BUILDING UNDER CONSTRUCTION ON ADJACENT PROPERTY
NEW BUILDING
INGRESS–EGRESS ACCESS EASEMENT ACROSS TRACT A FOR TRACT B EASEMENT FILED AS INSTRUMENT NO. 1753,281
ASPHALT DRIVEWAY
ASPHALT DRIVEWAY CENTRAL & EXIT TO OLD TAOS HWY FROM TRACT A AND B
ADJACENT ASPHALT DRIVEWAY
ADJACENT ASPHALT PARKING LOT
ADJACENT CONCRETE BLOCK WALL
ADJACENT LOT LINE
ADJACENT DRIVEWAY–TERRAIN HIGHER ON THIS SIDE OF FENCE
TERRAIN HIGHER THIS SIDE OF WALL
TERRAIN IS HIGHER ON THIS SIDE OF WALL
TERRAIN HIGHER THIS SIDE OF WALL
STACKED ROCK RETAINING WALL
ROCK PLATING ON DIRT BANK
CONC. BENCH ON CONC. DECK
CONC. DRAIN PIPE OUTLETS TO CONC. DRAINAGE CHANNEL
CONC. DRAIN PIPE OUTLET TO CONC. DRAINAGE CHANNEL
CONC. STEPS UP
CONC. WALK
CONC. RAMP
CONC. CURB
CONC. DECK
CONC. RET. WALL
CONC. RETAINING WALL
CONC. WALK & CURB
CONCRETE WALK & CURB
CONCRETE CURB & GUTTER
CONCRETE CURB–TYPICAL
CONCRETE DRAINAGE CHANNEL
CONCRETE PLANTER WALL
CONCRETE RETAINING WALL
CONCRETE STEPS DOWN
CONCRETE WALK
CONCRETE WALK & CURB
CONCRETE WALK & CURB
CONCRETE WALK & GUTTER
CONCRETE WALK & SEWER MANHOLE COVERS FOUND
CONCRETE WALK & STOP SIGN
CONCRETE WALK & TRAFFIC CONTROL VAULTS
CONCRETE WALK & WATER METER
CONCRETE WALK & WOOD POLE
CONCRETE WALK & WOOD POLE
CONCRETE WALK & WOOD POLE

LOT	LOT AREA	ROOF AREA	COVERAGE
1	8,449 SF.	1,881 SF.	22%
2	6,864 SF.	1,664 SF.	24%
3	7,209 SF.	2,646 SF.	37%
4	7,620 SF.	2,662 SF.	35%
5	7,306 SF.	1,664 SF.	22%
6	8,824 SF.	1,650 SF.	19%
7	6,756 SF.	1,597 SF.	24%
8	6,777 SF.	1,621 SF.	24%
9	8,978 SF.	1,918 SF.	21%
10	13,366 SF.	2,002 SF.	15%
11	11,005 SF.	1,747 SF.	16%
12	13,588 SF.	1,935 SF.	14%
13	15,681 SF.	2,175 SF.	14%
14	22,568 SF.	4,463 SF.	20%
15	14,214 SF.	3,672 SF.	26%
16	8,819 SF.	1,895 SF.	21%
17	6,988 SF.	1,740 SF.	25%
18	9,438 SF.	1,781 SF.	19%
19	6,243 SF.	1,625 SF.	26%
20	8,112 SF.	1,764 SF.	22%
21	9,102 SF.	2,232 SF.	23%
22	9,552 SF.	2,678 SF.	28%
23	6,031 SF.	0 SF.	N/A
24	8,098 SF.	1,964 SF.	24%
25	8,058 SF.	2,079 SF.	26%
26	7,352 SF.	1,451 SF.	20%
27	6,658 SF.	1,435 SF.	22%
28	8,617 SF.	1,529 SF.	18%
29	9,601 SF.	1,825 SF.	19%
30	13,305 SF.	2,306 SF.	17%

BUILDING SETBACKS:

Front Yard Setback: 7 feet from edge of Access & Utility Easement.
Side Yard Setback: 5 feet from property line for Detached Homes; OR
0 feet from property line if adjacent setback is increased to 10 feet.
0 feet from property line for Attached Homes if fire-rated wall is provided.

Garage Setback: 10 feet from edge of Access & Utility Easement, for all lots except Lot 28, where the setback shall be 8 feet from edge of Access & Utility Easement to accommodate an existing carport. If this carport is demolished, any new garage or carport shall conform to the 10-foot garage setback that applies to the Subdivision.

Rear Setback: 10 feet from property line.

SUBDIVISION PLAT
09/17/2021

ARMIJO SURVEYS INC.
PAUL A. ARMIJO N.M.P.S. NO. 13604
P. O. BOX 24438, SANTA FE, NM 87502-9438
PH. (505) 471-1955 FAX. (505) 471-1925

DRAWN BY _____ EXISTING DATA DATE MAR. 2015
JOB NO. N/A SHEET NO. N/A

NOTES:

1. DATA IN PARENTHESIS (R1-DATA) IS RECORD DATA TAKEN FROM REFERENCE DOCUMENT NO. 1 LISTED ON SHEET 1 OF THIS NEW SURVEY.
2. DATA SHOWN ON ADJOINING PROPERTIES IS BACKGROUND OR INFORMATIONAL IN NATURE AND IS NOT A SURVEY OF ADJOINING PROPERTIES.

EX. NO. 12. PROPERTY DESCRIBED ON DEED FOR EASEMENT OF WAY FOR FLOOD CONTROL STRUCTURES MISC. BK. 142, PG. 295. CALLS FROM SAID DEED. EXCEPTION NO. 12.

EX. NO. 18. 10' WIDE GAS PIPELINE RIGHT OF WAY AND EASEMENT, MISC. BK. 285, PG. 148 CALL TYPICAL SAID EASEMENT. EX. NO. 18

NOW OR FORMER OWNER: THE CITY OF SANTA FE S.F.C. U.P.C. NO. 1-054-099-348-435

NOW OR FORMER OWNER: THE CITY OF SANTA FE S.F.C. U.P.C. NO. 1-054-099-348-435 NO DEED OR PLAT DATA ON FILE

THE BASIS OF BEARING FOR THIS NEW SURVEY IS THE INVERSE BETWEEN THESE TWO SURVEY MONUMENTS FOUND REFERENCED TO THIS RECORD LOT LINE (R1-S70°50'26"E 654.34')

CITY OF SANTA FE FORT MARCY RECREATION COMPLEX-MAGERS FIELD PARK

OLD TAOS HIGHWAY 100' RIGHT OF WAY, PLAT BK. 207, PG. 035 ASPHALT ROADWAY

ARROYO DE LAS MASCARAS DRAINAGE EASEMENT PLAT BK. 207, PG. 035 DRY STREAM-ARROYO

APPROXIMATE LIMITS OF 100 YEAR FLOOD HAZARD ZONE AE AS SCALED FROM FEMA MAP NO. 35049C0408E PRM

ANCHOR EASEMENT EX. NO. 8

EX. NO. 16

5' WIDE EASEMENT MISC. BK. 719 PG. 002 EX. NO. 6

ACCESS, UTILITY & DRAINAGE EASEMENT. WIDTH VARIES

10' WIDE WATERLINE EASEMENT

CAMINO SANTIAGO

CAMINO MATIAS

PARK TRACT A? 3,412 SF.

10' WIDE NO BUILD ZONE

TRACT A PLAT BOOK 207, PAGE 035 DOCUMENT NO. 701,830

NOW OR FORMER OWNER: THE BOARD OF PENSIONS OF THE UNITED PRESBYTERIAN CHURCH DEED, MISC. BOOK 167, PAGE 530 DOCUMENT NO. 241,274

NOW OR FORMER OWNER: MONTEZUMA LODGE NO. 1, A.P. & A.M. SPECIAL WARRANTY DEED MISC. BOOK 246, PAGE 237, DOCUMENT NO. 246,234

NOW OR FORMER OWNER: LINDA ANN PAYNE PERSONAL REPRESENTATIVE'S DEED MISC. BOOK 806, PAGE 348, DOCUMENT NO. 769,419

RECORD SURVEY MONUMENT NOT FOUND IN THIS LOCATION NEW MONUMENT SET BY THIS NEW SURVEY

ACCESS & UTILITY EMST WIDTH VARIES

PARKING EASEMENT FOR TRACT A— PLAT BK 207, PG. 035

ASPHALT DRIVEWAY & PARKING LOT

CONCRETE WALKS TO ADJACENT OFFICE COMPLEX

ASPHALT DRIVEWAY & ENTRANCE TO OLD TAOS HIGHWAY FROM TRACT A AND B

WOOD POLE FENCE

WOODEN SIGN READS: ENTRANCE PLAZA DEL MONTE

WOODEN SIGN READS: PRESBYTERIAN MEDICAL SERVICES PMS PRESBYTERIAN HOSPITAL PLAZA DEL MONTE PLAZA DEL MONTE CAMINO DEL MONTE

WOODEN SIGN READS: BISHOPS LODGE ROAD

CHAINLINK WIRE FENCE ATOP LOW CONCRETE RETAINING WALL

TERRAIN IS HIGHER ON THIS SIDE OF WALL

ADJACENT ASPHALT DRIVEWAY-TERRAIN HIGHER ON THIS SIDE OF FENCE

ADJACENT ASPHALT PARKING LOT

ADJACENT ASPHALT ROADWAY & PARKING AREA

ADJACENT CONCRETE BLOCK WALL

ADJACENT LOW CONC. BLOCK WALL

LINE TABLE		
LINE	LENGTH	BEARING
L5	105.11	N42°37'05"W
L6	15.13	N69°14'53"W
L7	13.44	N76°09'41"W
L8	22.70	N76°09'41"W
L9	8.51	N76°09'41"W
L10	54.70	N73°58'41"W
L11	21.84	N73°58'41"W
L12	87.69	N73°58'41"W
L13	1.14	N73°58'41"W
L14	75.84	N73°58'41"W
L15	37.27	N73°58'41"W
L16	52.58	N73°58'41"W
L17	25.03	N73°58'41"W
L18	27.68	N74°44'35"W
L19	11.19	N74°44'35"W
L20	18.71	S28°51'50"W
L21	5.85	S28°51'50"W
L22	1.47	S28°51'50"W
L23	19.60	S28°51'50"W
L24	27.24	S28°51'50"W
L25	3.74	S61°12'57"E
L26	4.51	S28°47'03"W
L27	2.93	S28°47'03"W
L28	5.44	S14°12'51"W
L29	14.19	S19°09'34"W
L30	7.34	S01°25'41"E
L31	37.62	S17°10'08"W
L32	10.81	S39°38'13"W
L33	22.60	S12°06'44"W
L34	23.96	N17°37'56"E
L35	10.93	N45°03'46"E
L36	6.70	N25°16'31"E
L37	76.91	N16°01'19"E
L38	47.34	S66°00'14"E
L39	5.47	S39°52'26"E
L40	18.17	S17°28'11"W
L41	57.14	N12°14'05"E

CURVE TABLE					
CURVE	DELTA	LENGTH	RADIUS	CH. BEARING	CHORD
C5	6°42'09"	5.91	50.50	N45°58'09"W	5.90
C6	19°55'39"	17.56	50.50	N59°17'03"W	17.48
C7	6°54'48"	10.92	90.50	N72°42'17"W	10.91
C8	0°35'44"	10.39	1000.00	N74°16'33"W	10.39
C9	0°10'10"	2.96	1000.00	N74°39'30"W	2.96
C10	27°17'00"	23.81	50.00	N88°23'05"W	23.58
C11	23°04'32"	20.14	50.00	S66°26'09"W	20.00
C12	26°02'03"	22.72	50.00	S41°52'51"W	22.52
C13	26°01'12"	36.33	80.00	N41°52'26"E	36.02
C14	11°30'26"	16.07	80.00	N60°38'15"E	16.04
C15	30°16'51"	35.30	66.79	N60°12'12"E	34.89
C16	19°47'15"	29.82	86.35	N35°10'09"E	29.67
C17	0°45'19"	2.43	184.50	N24°53'51"E	2.43
C18	8°29'53"	27.37	184.50	N20°16'15"E	27.34
C19	26°07'48"	57.82	126.78	N52°56'20"W	57.32

DRIVEWAY EASEMENT LINE DATA
L1-S72°23'21"E 24.52' L5-N20°11'00"E 30.00'
L2-S52°56'40"W 35.08' L6-S69°47'37"E 6.31'
L3-S17°11'14"W 68.70' L7-N17°11'14"E 38.79'
L4-N69°47'37"W 33.18' L8-N52°56'40"E 27.35'

DRIVEWAY EASEMENT CURVE DATA
C1: Δ=35°45'26" R=20.00' L=12.48' CHL=12.28' CHB=S35°03'57"W
C2: Δ=9°31'09" R=5.00' L=8.12' CHL=7.25' CHB=S63°41'48"W
C3: Δ=9°31'09" R=10.00' L=16.23' CHL=14.51' CHB=N63°41'48"E
C4: Δ=35°45'26" R=20.00' L=12.48' CHL=12.28' CHB=N35°03'57"E

EASEMENT KEY

(A) 10' WIDE WATERLINE EASEMENT MISC. BK. 176, PG. 027. CENTERLINE CALLS FROM SAID EASEMENT. EXCEPTION NO. 14. EX. NO. 14.

(B) 10' WIDE GAS PIPELINE RIGHT OF WAY AND EASEMENT, MISC. BK. 200, PG. 429 CALLS FROM SAID EASEMENT EX. NO. 15. EX. NO. 15.

(C) 5' WIDE UTILITY LINE EASEMENT MISC. BK. 253, PG. 647 EX. NO. 17. EX. NO. 17.

(D) INGRESS-EGRESS ACCESS EASEMENT ACROSS TRACT A FOR TRACT B EASEMENT FILED AS INSTRUMENT NO. 1753,281 EX. NO. 11. EX. NO. 11.

LINE DATA
L1-S40°05'42"E 24.80'
(RECORD DATA R1-S40°07'49"E 24.80')

SURVEY TIE LINE DATA:
T1: T1E-S84°20'21"E 18.39'

SHEET 2-3

LEGEND

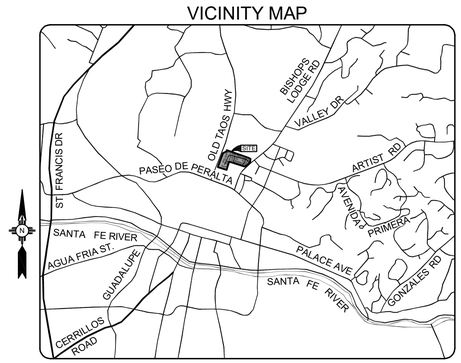
- ● – SURVEY MONUMENT FOUND
- ○ – SURVEY MONUMENT 1/2" REBAR STAKE W/CAP STAMPED ARMIJO-13604
- ○ – SURVEY MONUMENT SET 1/2" REBAR STAKE W/CAP STAMPED ARMIJO-13604
- ◦ – CACULATED POINT NOT SET
- SSMH – SANITARY SEWER MANHOLE COVER
- LP – STREET LAMP POLE
- UP – UTILITY POLE
- UTILITY POLE WITH GUY WIRE ANCHOR
- UTILITY POLE WITH GUY WIRE ANCHOR
- EM – ELECTRIC METER
- GM – GAS METER
- WM – WATER METER
- E – ELECTRIC UTILITY MANHOLE
- T – TELEPHONE UTILITY MANHOLE
- TP – TELEPHONE UTILITY PEDESTAL
- E – ELECTRIC JUNCTION BOX
- DI – STORM DRAIN DROP INLET GRATE
- SW – STUCCO WALL
- CS – CRAWLSPACE ACCESS HATCH
- STOR. – FREE STANDING STUCCO STORAGE BUILDING
- CP – CARPORT ROOF CANOPY OR PORTAL ROOF CANOPY
- S70°50'26"E 654.34' – NEW MEASURED DATA BY THIS NEW SURVEY
- (R1-S70°50'26"E 654.35') – RECORD DATA BY OTHERS
- EX. NO. 11. – NOTE TO TITLE COMMITMENT EXCEPTION NUMBER

SSMH TIE TO CENTER OF SEWER MANHOLE COVER FOUND. CITY OF S.F. SEWER MANHOLE NO. X5-5.

HORIZONTAL SCALE: 1"=30'
30 15 0 30 60

PLAZA DEL MONTE DEVELOPMENT PLAN TRACT B ON CAMINO SANTIAGO AND CAMINO MATIAS

VICINITY MAP



2000 1000 2000 1000

SCALE: 1" = 2000'

GENERAL NOTES

1. METES AND BOUNDS DESCRIPTIONS OF LOTS, ROADWAYS, DRAINAGE, UTILITY, AND ACCESS RIGHTS-OF-WAYS AND/OR EASEMENTS ARE DESCRIBED ON THE SUBDIVISION PLAT.
2. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
3. PER SFCC § 14-7.2, TABLE 14-7.2-1, BUILDING SETBACKS ARE ESTABLISHED BY THIS DEVELOPMENT PLAN AND SHALL APPLY TO ALL PERMANENT STRUCTURES, INCLUDING ACCESSORY STRUCTURES.
4. NEW STRUCTURES AND/OR ADDITIONS ARE NOT LIMITED TO STRUCTURES SHOWN HEREON, AND FUTURE DEVELOPMENT IS SUBJECT TO ESTABLISHED BUILDING SETBACKS, APPLICABLE PROVISIONS OF SFCC CHAPTER 14, AND BUILDING PERMIT REQUIREMENTS.
5. SITE AND INDIVIDUAL LOT FENCING LOCATIONS TO BE DETERMINED AT TIME OF BUILDING PERMIT.
6. DEVELOPMENT OF LOT 23 IS SUBJECT TO THE WATER ALLOCATION AND/OR WATER OFFSET RETROFIT PROVISIONS OF ORDINANCE NO. 2002-29 AND RESOLUTION 2003-55 AT THE TIME OF PERMIT APPLICATION OR WATER HOOKUP REQUEST.
7. ACCESSIBILITY FEATURE DESIGN WITHIN THE SITE SHALL COMPLY WITH NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT) PEDESTRIAN ACCESS ROUTE DETAILS (SERIAL 608) OR MUST DEMONSTRATE COMPLIANCE WITH APPLICABLE AMERICANS WITH DISABILITIES ACT (ADA) REGULATIONS BY OTHER MEANS AS PROVIDED IN THE PERMITTED CONSTRUCTION DOCUMENTS.
8. FENCES, WALLS OR OTHER OBSTRUCTIONS SHALL NOT BE PLACED OR CONSTRUCTED ACROSS PUBLIC SANITARY SEWER EASEMENTS.
9. ALL PROPOSED CHANGES TO THE APPROVED IMPROVEMENT PLANS SHALL RECEIVE PRIOR APPROVAL BY THE CITY OF SANTA FE PLANNING AND LAND USE DEPARTMENT BEFORE CONSTRUCTION.
10. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF THE COSF ORDINANCE NO. 2008-02 (IMPACT FEES).
11. PROPERTY DEVELOPMENT, BOTH PUBLIC AND PRIVATE OWNERSHIP, SHALL COMPLY WITH THE COSF ORDINANCE NO. 2002-20 (TERRAIN AND STORMWATER MANAGEMENT) AT THE TIME OF BUILDING PERMIT APPLICATION.
12. PROPERTY DEVELOPMENT IS SUBJECT TO THE PROVISIONS OF SECTION 14-8.4(F)(5), “PLANT MATERIAL STANDARDS,” WHEREIN PRESERVATION OF SIGNIFICANT TREES IS REQUIRED.
13. FIRE DEPARTMENT ACCESS SHALL BE MAINTAINED THROUGHOUT ALL DEVELOPMENT CONSTRUCTION PHASES AS PER IFC 1410.1.
14. PERMANENT TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER APPROVED PLAN BY THE DEVELOPER.
15. PRIVATE ROADS AND ASSOCIATED PARKING WITHIN THE SUBDIVISION SHALL BE MAINTAINED BY THE PLAZA DEL MONTE HOMEOWNER’S ASSOCIATION.
16. THIS DEVELOPMENT LIES WITHIN THE DOWNTOWN AND EASTSIDE HISTORIC DISTRICT.
17. THIS DEVELOPMENT LIES WITHIN THE SUBURBAN ARCHAEOLOGICAL REVIEW DISTRICT.

DUST CONTROL NOTES

ALL ON-SITE SOIL DISTURBING CONSTRUCTION ACTIVITIES SHALL BE ADDRESSED AND PROVIDE MEASURES TO MITIGATE OR CONTROL DUST FROM BEING TRANSPORTED OFFSITE AND POLLUTING NEIGHBORING PROPERTIES.

ANY PERSON, OWNER, CONTRACTOR OR OPERATOR WHO CONDUCTS EARTHMOVING AND/OR DUST GENERATING ACTIVITIES IS RESPONSIBLE FOR IMPLEMENTING BEST MANAGEMENT PRACTICES (BMPs) IN ORDER TO MITIGATE OFF-PROPERTY TRANSPORT OF FUGITIVE DUST EMISSIONS.

A PLAN, OR STORMWATER POLLUTION PREVENTION PLAN (SWPPP) WHEN APPLICABLE, LISTING THE BEST MANAGEMENT PRACTICES SHALL BE PROVIDED TO THE CITY ENGINEER, OR HIS/HER DESIGNEE, FOR REVIEW AND APPROVAL. THE APPROVED BMPs SHALL BE APPLIED TO THE GRADED AND/OR DISTURBED SOIL IN ORDER TO STABILIZE THE SITE.

THE INITIAL BMP SHALL ADDRESS HOW THE CONTRACTOR WILL MINIMIZE THE AMOUNT OF DISTURBED SOIL AND HOW THE CONTRACTOR WILL STABILIZE THE DISTURBED SURFACE AREA EXPOSED TO WIND OR VEHICLE TRAFFIC DURING CONSTRUCTION.

SOME BMPs SHALL INCLUDE:

- THE REDUCTION OF VEHICLE SPEEDS: ESTABLISH A MAXIMUM SPEED LIMIT OR INSTALL TRAFFIC CALMING DEVICES TO REDUCE SPEEDS TO A RATE TO MITIGATE OFF-PROPERTY TRANSPORT OF DUST ENTRAINED BY VEHICLES.
- THE MINIMIZATION OF DROP HEIGHT: DRIVERS AND OPERATORS SHALL UNLOAD TRUCK BEDS AND LOADER OR EXCAVATOR BUCKETS SLOWLY AND MINIMIZE DROP HEIGHT OF MATERIALS TO THE LOWEST HEIGHT POSSIBLE, INCLUDING SCREENING OPERATIONS.
- HIGH WINDS RESTRICTION: TEMPORARILY HALT WORK ACTIVITIES DURING HIGH WIND EVENTS GREATER THAN 30 MPH IF OPERATIONS WOULD RESULT IN OFF-PROPERTY TRANSPORT.
- RESTRICT ACCESS: RESTRICT ACCESS TO THE WORK AREA TO ONLY AUTHORIZED VEHICLES AND PERSONNEL.

IN THE EVENT THE ABOVE PRACTICES ARE INEFFECTIVE TO PREVENT OFF PROPERTY TRANSPORT, THE PERSON, OWNER OR OPERATOR SHALL USE ONE OR MORE OF THE FOLLOWING BMPs:

- WET SUPPRESSION: APPLY WATER TO DISTURBED SOIL SURFACES, BACKFILL MATERIALS, SCREENINGS AND OTHER DUST GENERATING OPERATIONS AS NECESSARY AND APPROPRIATE CONSIDERING CURRENT WEATHER CONDITIONS, AND PREVENT WATER USED FOR DUST CONTROL FROM ENTERING ANY PUBLIC RIGHT-OF-WAY, STORM WATER DRAINAGE FACILITY, OR WATERCOURSE.
- WIND BARRIER: CONSTRUCT A FENCE OR OTHER TYPE OF WIND BARRIER TO PREVENT WIND EROSION OF THE GRADED OR DISTURBED SURFACE.
- VEGETATION: PLANT VEGETATION APPROPRIATE FOR RETAINING SOILS OR CREATING A WIND BREAK.
- SURFACE ROUGHENING: STABILIZE AN ACTIVE CONSTRUCTION AREA DURING PERIODS OF INACTIVITY WHEN VEGETATION CANNOT BE IMMEDIATELY ESTABLISHED.
- COVER: INSTALL COVER MATERIALS SUCH AS TACKIFIERS, EROSION CONTROL BLANKETS, GRAVEL, VEGETATION (WHEN APPROPRIATE), COLD-MILLINGS, ETC. DURING PERIODS OF INACTIVITY AND PROPERLY ANCHOR THE COVER.
- SOIL RETENTION: STABILIZE DISTURBED OR EXPOSED SOIL SURFACE AREAS THAT WILL BE INACTIVE FOR MORE THAN 30 DAYS OR WHILE VEGETATION IS BEING ESTABLISHED.

AFFIDAVIT

KNOW ALL PERSONS BY THESE PRESENTS THAT THE UNDERSIGNED OWNERS HAVE CAUSED THIS FINAL DEVELOPMENT PLAN TO BE PREPARED. ALL THAT APPEARS ON THIS PLAN IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE OWNER.

_____
PLAZA DEL MONTE, LLC

THE FOREGOING WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY _____
THIS _____ DAY OF _____, 20_____.

_____
NOTARY PUBLIC

_____
MY COMMISSION EXPIRES

STORMWATER AGREEMENT

PROPERTY OWNER(S) HEREBY AGREE THAT ALL STORMWATER EASEMENTS AND ANY OTHER DRAINAGE IMPROVEMENTS ON PRIVATE PROPERTY WILL BE MAINTAINED AND KEPT FULL Y FUNCTIONAL AS ORIGINALLY DESIGNED AND CONSTRUCTED WITHIN PRIVATE PROPERTY BOUNDARIES; THE CITY HAS THE RIGHT OF ACCESS FOR INSPECTION OF SAID IMPROVEMENTS; THE CITY HAS THE RIGHT, IN THE EVENT OF DRAINAGE FACILITY MAINTENANCE DEFICIENCY AND AFTER TEN (10) DAYS WRITTEN NOTICE TO THE RESPECTIVE PROPERTY OWNER, TO ENTER AND RESTORE FULL FUNCTIONAL CAPACITY OF THE DRAINAGE IMPROVEMENTS; AND TO LIEN THE PROPERTY FOR BOTH DIRECT AND INDIRECT COSTS ASSOCIATED WITH SUCH WORK. BY SIGNATURE AFFIXED TO THIS INSTRUMENT, THE PROPERTY OWNER(S) APPROVE AND AGREE THAT THIS AGREEMENT IS BINDING PERPETUALLY, RUNNING WITH THE LAND, ON PRESENT AND FUTURE OWNERS, HEIRS, AND ASSIGNS.

_____
PLAZA DEL MONTE, LLC

THE FOREGOING WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY _____
THIS _____ DAY OF _____, 20_____.

_____
NOTARY PUBLIC

_____
MY COMMISSION EXPIRES

DRAINAGE FACILITY MAINTENANCE SCHEDULE (+30 DAYS) SHALL BE AS FOLLOWS:

1. ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY THE HOME OWNERS ASSOCIATION.
2. THE DRAINAGE FACILITIES MAINTENANCE SCHEDULE SHALL BE AS FOLLOWS: MARCH 15TH, SEPTEMBER 15TH AND AFTER STORMS OF ONE INCH OR GREATER.

a. FLUSH ALL CULVERTS AND DRAIN PIPES TO REMOVE SEDIMENT AND VEGETATION.
b. FLUSH STORM DRAIN MANHOLES AND DROP INLETS.
c. IF SEDIMENT IN PONDS IS DEEPER THAN 6 INCHES, REMOVE AND RESEED WITH NATIVE GRASSES.
d. CHECK POND DRAINS AND RIP-RAP INTEGRITY. REPAIR AS NECESSARY.
e. CHECK FOR SOIL EROSION WITHIN AND AROUND ALL SWALES, FILL SLOPES, CUT SLOPES AND RETAINING WALLS. UNSTABILIZED SOILS SHALL BE STABILIZED WITH VEGETATION, ROCK PLATING OR EROSION MATS.

COUNTY OF SANTA FE } SS
STATE OF NEW MEXICO }

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD ON THIS___ DAY OF _____A.D. 20____ AT _____ O'CLOCK___M. AND WAS DULY RECORDED IN BOOK____ PAGE_____ OF THE RECORDS OF SANTA FE COUNTY.

WITNESS MY HAND AND SEAL OF OFFICE
VALERIE ESPINOZA
COUNTY CLERK SANTA FE COUNTY NM

_____
DEPUTY

REVISIONS	DATE	ENGINEERS SEAL
◁		
◁		
◁		
◁		
◁		
◁		
◁		

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		

CITY USE ONLY

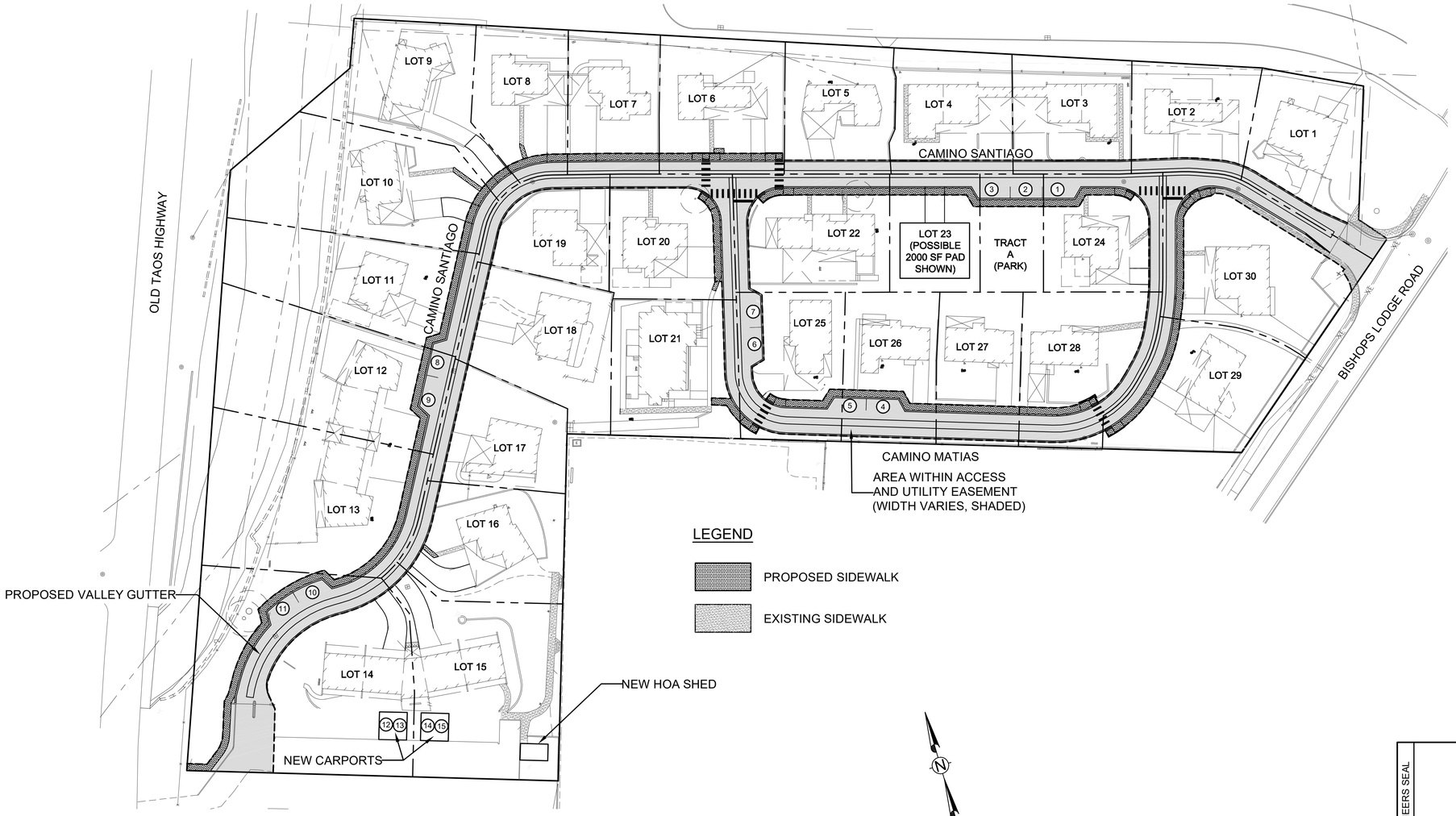
JENKINSGAVIN
LAND USE|PROJECT MANAGEMENT
130 Grant Avenue, Suite 101
Santa Fe, NM 87501
505.820.7444

PRELIMINARY DEVELOPMENT PLAN AND PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR PLAZA DEL MONTE

DEVELOPMENT PLAN
SHEET 1 OF 2

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 50'	3-1

PLAZA DEL MONTE DEVELOPMENT PLAN
TRACT B ON CAMINO SANTIAGO AND CAMINO MATIAS



LEGEND

- PROPOSED SIDEWALK
- EXISTING SIDEWALK

PROJECT DATA

SITE AREA: 6.625 ACRES
ZONING: R-29 (RESIDENTIAL)
OVERLAY: DOWNTOWN AND EASTSIDE HISTORIC DISTRICT

DENSITY:
- Gross Lot Area = 6.625 acres
- 100-yr Floodplain = 0.452 acres (19,671 sq.ft.)
- Net Lot Area = 6.173 acres
- Maximum Allowable Density = 6.173 acres x 10 DU/acre = 61 DU
- Proposed Density = 30 DU/6.625 acres = 4.5 DU/acre

LOT COVERAGE:
- Maximum Allowable Lot Coverage = 40%, per SFCC Table 14-7.2-1
- Proposed Lot Coverage = Not to exceed 40% per lot

BUILDING SETBACKS: (As established by this Development Plan, per SFCC Table 14-7.2-1)
- Front Yard Setback: 7 feet from edge of Access & Utility Easement.
- Side Yard Setback: 5 feet from property line for Detached Homes; OR 0 feet from property line if adjacent setback is increased to 10 feet. 0 feet from property line for Attached Homes if fire-rated wall is provided.
- Garage Setback: 10 feet from edge of Access & Utility Easement, for all lots except Lot 28, where the setback shall be 8 feet from edge of Access & Utility Easement to accommodate an existing carport. If this carport is demolished, any new garage or carport shall conform to the 10-foot garage setback that applies to the Subdivision.
- Rear Setback: 10 feet from property line.

PARKING:
- Total Required Parking = 2 off-street spaces per residence
- Total Provided Parking = 2 off-street spaces per residence (60 spaces)
- Total Required Guest Parking = 0.5 guest spaces per DU x 30 DU = 14 guest spaces
- Total Provided Guest Parking = 15 guest spaces

COMMON OPEN SPACE:
- Required = None required
- Provided = 3,412 sq.ft (Pocket Park – Tract A)

DEVELOPMENT PLAN
SCALE: 1" = 40'

N

0 20 40 80
SCALE: 1" = 40'

REVISIONS	DATE	ENGINEERS SEAL

CASE # _____

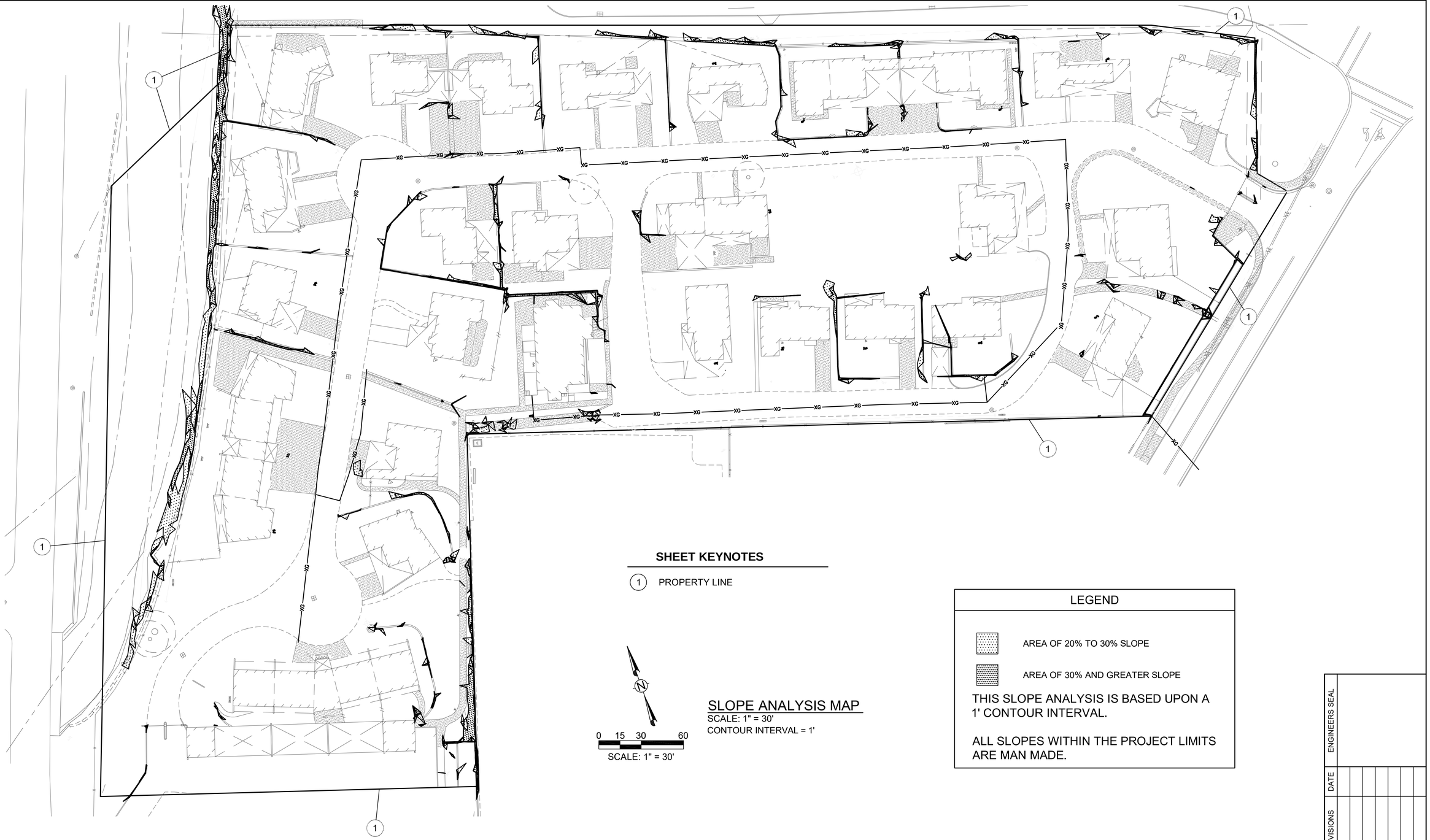
CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY USE ONLY		

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT
130 Grant Avenue, Suite 101
Santa Fe, NM 87501
505.820.7444

PRELIMINARY DEVELOPMENT PLAN AND PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR PLAZA DEL MONTE

DEVELOPMENT PLAN
SHEET 2 OF 2

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 50'	3-2



SHEET KEYNOTES

1. PROPERTY LINE

LEGEND

- AREA OF 20% TO 30% SLOPE
- AREA OF 30% AND GREATER SLOPE

THIS SLOPE ANALYSIS IS BASED UPON A 1' CONTOUR INTERVAL.

ALL SLOPES WITHIN THE PROJECT LIMITS ARE MAN MADE.

N

0 15 30 60

SCALE: 1" = 30'

SLOPE ANALYSIS MAP

SCALE: 1" = 30'
CONTOUR INTERVAL = 1'

ENGINEERS SEAL

DATE

REVISIONS

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		

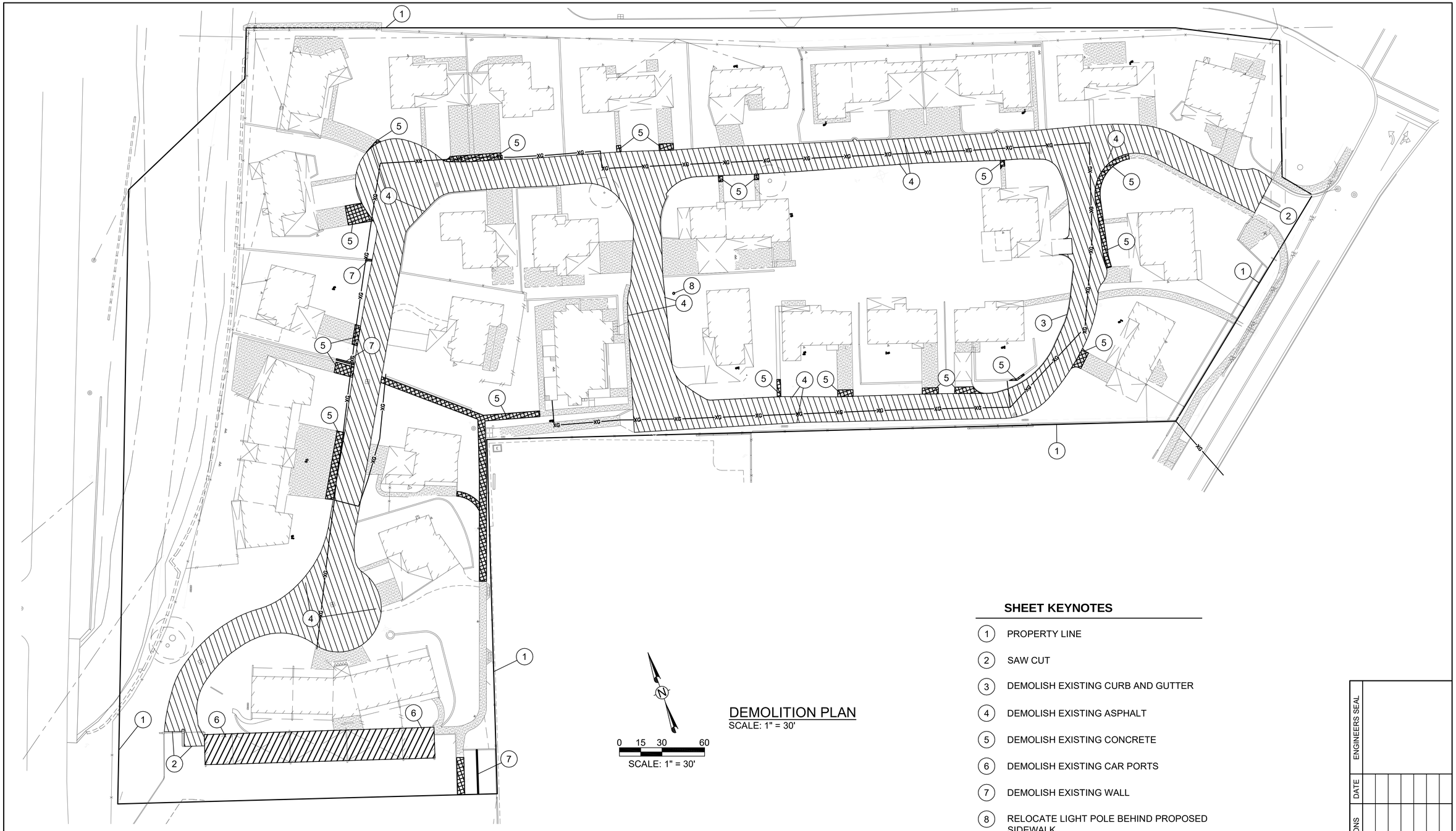
CITY USE ONLY

Santa Fe Engineering Consultants, LLC
1599 St. Francis Drive, Suite B
Santa Fe, N. M. 87505
(505) 982-2845 Fax (505) 982-2641
http://www.SFENGR.com

PRELIMINARY DEVELOPMENT PLAN AND PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR PLAZA DEL MONTE

SLOPE ANALYSIS MAP

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 30'	5-1



0 15 30 60

SCALE: 1" = 30'

DEMOLITION PLAN

SCALE: 1" = 30'

SHEET KEYNOTES

1. PROPERTY LINE
2. SAW CUT
3. DEMOLISH EXISTING CURB AND GUTTER
4. DEMOLISH EXISTING ASPHALT
5. DEMOLISH EXISTING CONCRETE
6. DEMOLISH EXISTING CAR PORTS
7. DEMOLISH EXISTING WALL
8. RELOCATE LIGHT POLE BEHIND PROPOSED SIDEWALK

REVISIONS	DATE	ENGINEERS SEAL

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		

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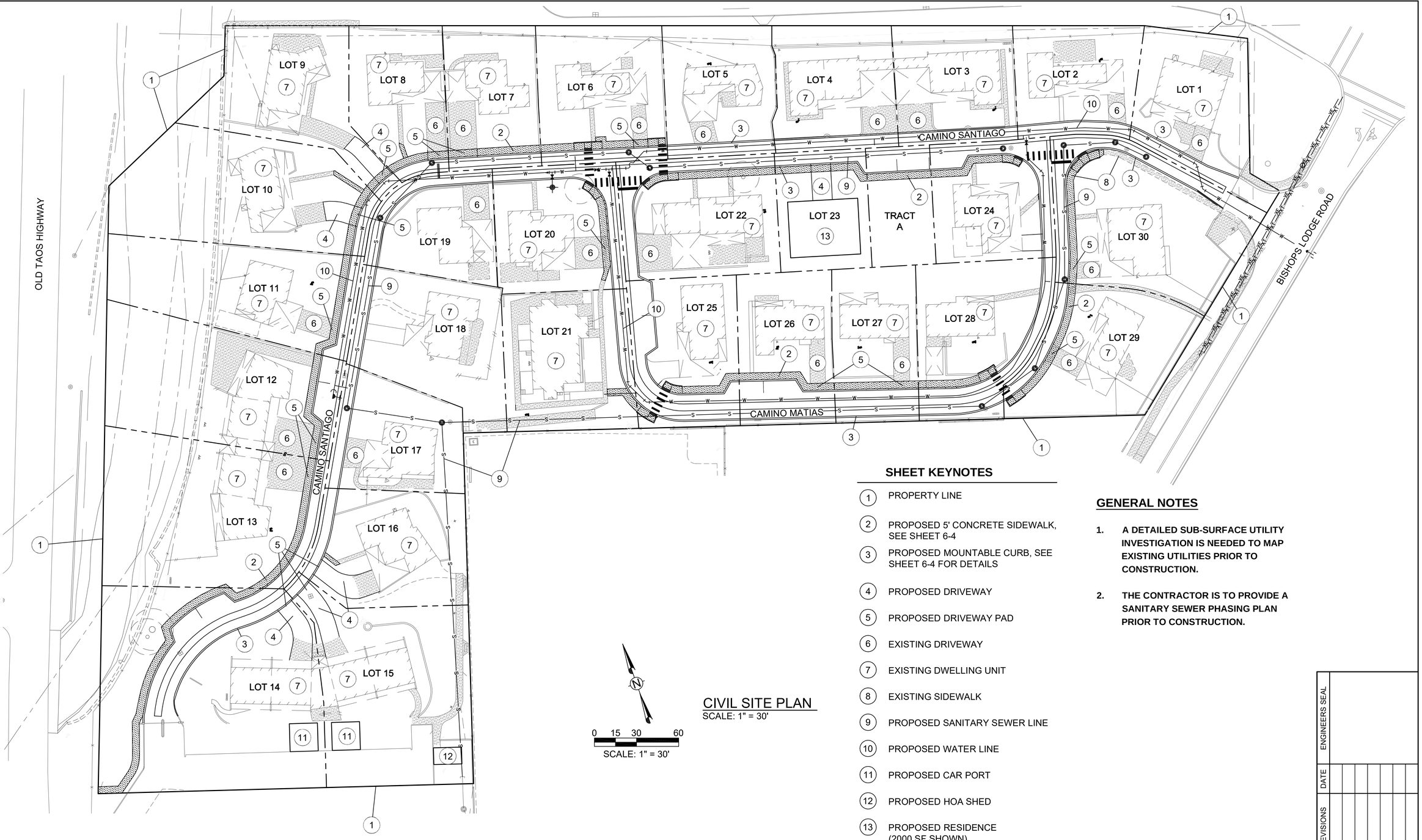
PRELIMINARY DEVELOPMENT PLAN AND PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR PLAZA DEL MONTE

DEMOLITION PLAN

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 30'	5-2



SHEET KEYNOTES

1. PROPERTY LINE
2. PROPOSED 5' CONCRETE SIDEWALK, SEE SHEET 6-4
3. PROPOSED MOUNTABLE CURB, SEE SHEET 6-4 FOR DETAILS
4. PROPOSED DRIVEWAY
5. PROPOSED DRIVEWAY PAD
6. EXISTING DRIVEWAY
7. EXISTING DWELLING UNIT
8. EXISTING SIDEWALK
9. PROPOSED SANITARY SEWER LINE
10. PROPOSED WATER LINE
11. PROPOSED CAR PORT
12. PROPOSED HOA SHED
13. PROPOSED RESIDENCE (2000 SF SHOWN)

GENERAL NOTES

1. **A DETAILED SUB-SURFACE UTILITY INVESTIGATION IS NEEDED TO MAP EXISTING UTILITIES PRIOR TO CONSTRUCTION.**
2. **THE CONTRACTOR IS TO PROVIDE A SANITARY SEWER PHASING PLAN PRIOR TO CONSTRUCTION.**

0 15 30 60

SCALE: 1" = 30'

CIVIL SITE PLAN

SCALE: 1" = 30'

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		

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PRELIMINARY DEVELOPMENT PLAN AND PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR PLAZA DEL MONTE

CIVIL SITE PLAN

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 30'	6-1

REVISIONS	DATE	ENGINEERS SEAL

CITY OF SANTA FE PUBLIC INFRASTRUCTURE GENERAL CONSTRUCTION NOTES

1. All construction shall conform to the requirements of City of Santa Fe Standard Drawings and Specifications as applicable.
2. Utility construction shall conform to applicable sections of the APWA's "New Mexico Standard Specifications for Public Works Construction, 2006 edition including latest published amendments.
3. Infrastructure construction shall conform to applicable sections of the New Mexico Department of Transportation's "Standard Specifications for Highway and Bridge Construction, Current Edition (SSHBC).
4. The order of precedence shall be, listed in order of highest precedence, the project specifications, plans, City of Santa Fe Standard Drawings, SSHBC, and APWA.
5. In the case of conflicts between plans and specifications resolution shall be by using the more restrictive requirement as determined by the project engineer and approved by the City.
6. The project plans shall be approved for construction by the City prior to any construction activity and scheduling a pre-construction meeting.
7. The construction Project Engineer shall be a New Mexico licensed Professional Engineer in the appropriate category for the type of work represented by the project plans. The Project Engineer shall arrange for a pre-construction meeting prior to the start of construction or mobilization of equipment on-site and after receipt of the financial guaranty. At the pre-construction meeting, the Project Engineer shall submit a letter providing the name(s) of specific individuals who will be performing what type of inspections and respective telephone contact number(s); this includes preparation of the record drawings. The pre-construction meeting shall be scheduled a minimum of 10 calendar days in advance of the meeting date.
8. Attendance at the pre-construction meeting is mandatory.
9. The Contractor shall provide a list of contact personnel responsible for site construction including position, telephone numbers, and at least one emergency telephone number active on a 24 hour basis.
10. If an EPA Notice of Intent (NOI) is applicable, a copy of the mailed permit application shall be presented at the pre-construction meeting along with a written statement giving the mailing date.
11. The Contractor shall be responsible for maintaining the integrity of all underground utilities during the course of work regardless of any location shown on the plans or other field evidence, or lack thereof. Notification to New Mexico One Call at 1-800-321-2537 for utility locates a minimum of 48 hours in advance of any excavation is required. Maintenance of utility locates shall be continued throughout the project life.
12. The Owner shall be responsible for all changes in construction deemed necessary for any reason and shall have appropriate plans and/or specifications, including applicable design criteria, prepared by a New Mexico Professional Engineer and submitted to the City for approval. Upon approval, said changes may be incorporated into the project.
13. Final Record Drawings, reflecting substantial changes to the original design drawings, shall be submitted by the Contractor's Surveyor for approval to the Engineer.Said plans shall be approved by applicable City Divisions prior to final acceptance of project work for maintenance responsibility and the beginning of the warranty period. Under no circumstances will partial acceptance and/or warranty commencement begin for any component of project scope be provided.
14. All Contractor work activity shall be confined to the construction limits of the project. There shall be no encroachment onto adjacent properties, either construction or marshaling yard(s) unless legal easements(s)/agreement(s) is/are executed and approved by the Engineering Supervisor.
15. Grading shall be completed under the authority of a Building Permit, the application of which shall show the type of work as "Other" with the notation of Grading, Landscaping, and infrastructure shown thereon. Call 505-955-6945 for permit information.
16. All cut and fill slopes, including setback requirements, shall conform to the requirements of:
    a. Santa Fe City Code's Article 14-8 (Development and Design Standards);
    b. Chapter 33 of the Uniform Building Code, 1997 edition unless otherwise noted on the approved construction plans; and
    c. In the case of conflict between these two specifications, City Code shall prevail.
17. The Contractor is responsible for any damage caused by construction activities to public or private property, including utilities.
18. Material quality testing shall be completed by the Contractor, through a recognized testing laboratory. The laboratory shall be under the auspices of a New Mexico Professional Engineer.
19. All material quality test reports shall be provided directly to the City Planning Department, attention Permits and Development Review Division at P.O. Box 909, Santa Fe, New Mexico 87504-0909 within seven (7) calendar days after laboratory material testing is complete unless otherwise directed during the pre-construction meeting. Field test reports shall be provided directly to the P&DR staff at the time of field testing. In the case of P&DR staff absence, the reports shall be Fax'ed to 505-955-6829. In each case, all test reports and other communication shall carry the applicable P&DR Case and Building Permit project numbers which will be provided at the pre-construction meeting if not noted on the approved project plans.
20. Compaction testing of soil and similar materials, including optimum moisture-density relationships, shall be performed in accordance with the referenced specifications and/or plans. Unless specified in individual project plans, the frequency of compaction testing shall be one (1) test per 1.5 vertical feet of fill or backfill of similar material; within two (2) horizontal feet of structures; for each 500 linear feet of trench backfill or each days compactive effort, whichever results in the greatest quantity of tests; or for each 500 cubic yards of fill of similar material; or as directed by the Engineer.
21. Portland cement concrete (PCC) proposed to be used for the project shall conform to a mix design prepared by a New Mexico Professional Engineer. The design shall meet SSHBC Section 509 requirements for Class AA or Class F concrete and be provided to P&DR staff for approval a minimum of 14 calendar days prior to scheduling the initial casting operation or, alternatively, the project plans shall define a specific mix having a prior approval by P&DR. Each mix shall have the following minimum properties:
    a. Compressive strength of 4,000 psi in 28 calendar days for Class AA concrete or 3,000 psi in 14 days for Class F concrete
    b. Seven (7.0) bags of cementitious material per cubic yard of concrete
    c. Twenty (20.0) percent or less of flyash material substitution for cement
    d. Maximum aggregate size of 3/4"
    e. Air entrainment content ranging between 4.0 and 7.0 percent at the point of concrete delivery into forms
22. Concrete sample set shall consist of a minimum of three (3) cylinders. One sample set shall be obtained for each 500 linear feet cast, 50 cast cubic yards, or one (1) set per calendar day, whichever is greatest; or as directed by the Engineer. Cylinders shall be tested at 7, 28, and 56 day intervals; the 56 day interval need not be tested if any previous test result exceeds the design value.
23. Traffic control devices, as per approved plan, shall be installed, maintained, and removed by the Contractor. Said devices shall conform to the latest published edition of the Manual of Uniform Traffic Control Devices and to written directions from the City Traffic Engineer who may be reached at 505-955-6631.
24. Site erosion and/or sediment control, as per approved plan, shall be installed, maintained, and removed by the Contractor. The Contractor's attention is directed to the SSHBC's Section 603 for other requirements relating to dust abatement and similar issues.
25. Utility lines must be bored under all existing street Pcc street appurtenances. A minimum of 12" separation must be maintained between utility lines. Any curb, gutter, or other damage must be repaired before final inspection will be given.
26. Each City utility division shall provide a letter of completed installation, not necessarily accepted for warranty, at the Contractor's request. Said letters shall be provided to the P&DR staff and received written staff acceptance prior to scheduling either TV inspection of SAS ; and Storm Sewer lines or placement of roadway pavement material.
27. ASTM, ASHTO, or independent laboratory certificates of material compliance are to be provided to P&DR staff prior to bringing applicable material on site.
28. Aggregate base course material shall conform to the SSHBC's Section 304 using Gradation I.
29. Hot Mix Asphalt (HMA) proposed to be used for the project shall conform to a mix design prepared by a New Mexico Professional Engineer conforming to SSHBC's Section 423 using Aggregated Classification(s) called for in the project plans. The design shall be provided to P&DR staff for approval a minimum of 14 calendar days prior to scheduling the initial paving operation or, alternatively, the project plans shall define a specific mix having a prior approval by P&DR.
30. Compaction testing of subgrade, aggregate base course, and each lift of HMA material shall be completed for every 100 linear feet of roadway length excepting for HMA material in which case provide one (1) test for every 100 linear feet of laydown machine pass; or as directed by the Engineer.
31. HMA material quality test samples (wet) shall be obtained and tested for every 500 tons or fraction thereof or one (1) sample per day.
32. Utility appurtenance such as telephone pedestals, electrical transformers, gas, and cable TV pedestals shall be placed outside the public right-of-way and within utility easements. The Owner is responsible for relocating mis-placed utility structures prior to requesting a pre-final inspection. Water meter boxes and fire hydrants may be placed between the sidewalk and curb. Water valve and meter boxes are not to be placed within maintenance areas of semi-improved (gravel or equal) roads.
33. Construction debris and/or excess material shall be stored in an on-site area and appropriately contained. Said debris shall not be a nuisance to the surrounding neighborhood. Disposal of debris shall be either within the city limits under separate grading permit or at a designated NMED approved disposal site. The Contractor shall provide written notice as to proposed debris disposal site location(s). All debris and/or excess material shall be removed from the site prior to scheduling a pre-final inspection with P&DR staff.
34. Interim terrain and stormwater management inspections shall be arranged for at the following events:
    a. Completion of temporary erosion control best management installations and prior to any earthwork (clearing, grubbing, etc.)
    b. Final stormwater management features are constructed
    c. Final site restoration measures are completed
    d. Further construction or issuance of any permit(s) shall not occur until written approval by P&DR staff for each of the above inspections has been obtained. Inspections shall be scheduled by calling 505-955-6646.
35. The Contractor shall make written request for a pre-final inspection of terrain management and infrastructure works a minimum of 14 calendar days in advance with P&DR staff. At this inspection, applicable city division staff will review the final work product. Any deficiencies will be noted in a "punchlist" and provided to the Contractor for correction. When all punchlist items are completed the Contractor shall file a written statement to that effect and a final inspection will be held by P&DR staff. Upon acceptance, an acceptance letter will be provided wherein all work will be accepted for maintenance by the City and the commencement of the warranty period initiated.
36. All surveys to be performed under the supervision of a Professional Land Surveyor, licensed in the State of New Mexico.
37. ADA compliance: The contractor shall ensure ADA compliance for construction of ADA features and appurtenances (including, but not limited to, sidewalk & curb ramp cross slopes, ramp slopes, level landings, etc.) as detailed in the plans and in accordance with referenced standard drawings, specifications and current public right of way accessibility guidelines. The contractor is responsible for field checking slopes and dimensions of all form work for compliance prior to installation of concrete. The City reserves the right to inspect any ADA features and appurtenances at any time before final completion of the project and to have the contractor remove, replace, and/or correct any work at his cost that is not in compliance, as determined by the project manager.

ADDITIONAL CONSTRUCTION NOTES

1. The contractor's surveyor shall coordinate with Armijo Surveyor Inc. The contractor's surveyor shall verify proposed grades, Invert elevations, Flow lines, Alignments, Property lines, Right of Way, Setbacks, and topography Prior to construction. Any deviations shall be reported to the engineer.
2. The contractor shall maintain existing fencing, or build new fencing to ensure that the site is secure at all times.
3. It is solely the contractor's responsibility to meet OSHA requirements and to maintain a safe working condition.
4. Santa Fe Engineering Consultants, LLC. waives any and all responsibility and is not liable for problems which arise from failure to follow these plans, Specifications and the design intent they convey or for problems which arise from failure to obtain and/or follow SFEC guidance with respect to any errors, omissions, inconsistencies, ambiguities or conflicts.
5. Television inspection to be provided by private contractor, not the City.
6. Pot holing, construction water, T.V. inspections, flushing and cleaning of sanitary sewer lines or storm sewers are incidental to the work and no separate payment will be made.
7. The existing utility locations shown on these plans have been compiled from multiple sources, including utility locates, and field surveys. It is the contractor's responsibility to verify and pothole any potential utility conflicts. The contractor is responsible for any damage caused by construction activities to public or private property, including utilities.
8. The contractor shall maintain an up to date set of as-built plans for the project. These plans shall be kept current, within two weeks, at all times and shall be subject to review by the project manager throughout the project and will be reviewed by the project manager for accuracy and completeness at least once every 30 days. Upon 50% completion of the project, the contractor shall submit progress as-built plans to the project manager for review. The final as-built plans bearing the signed seal and certification of the contractor's surveyor shall be submitted to the project manager prior to any final payment. This work is considered incidental to completion of the project and no measurement or payment shall be made.

REVISIONS	DATE	ENGINEERS SEAL
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CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		

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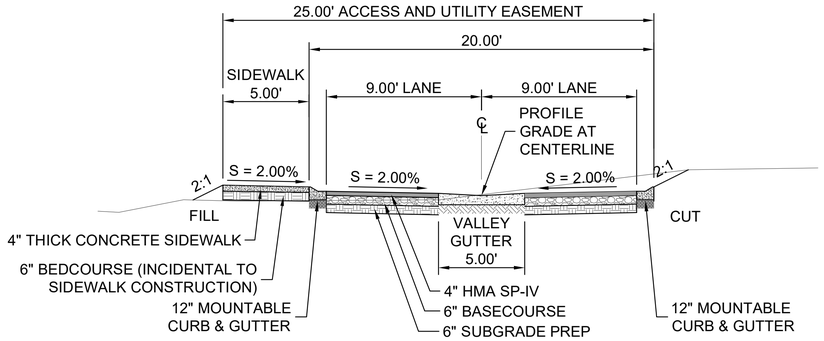
http://www.SFENGR.com

PRELIMINARY DEVELOPMENT PLAN AND PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR PLAZA DEL MONTE

GENERAL NOTES

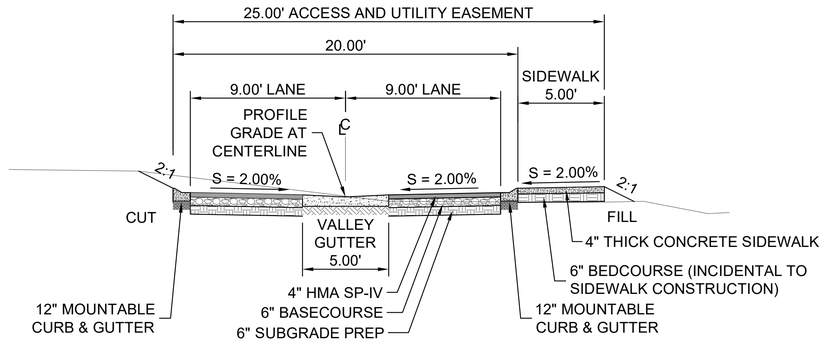
DATE:	SCALE:	SHEET:
SEPTEMBER 2021	N.T.S.	6-2



TYPICAL LANE SECTION

CAMINO MATIAS STA: 1+74.48 TO STA: 4+29.16
CAMINO SANTIAGO STA: 0+70.36 TO STA: 1+69.96*
CAMINO SANTIAGO STA: 2+43.98 TO STA: 4+83.52

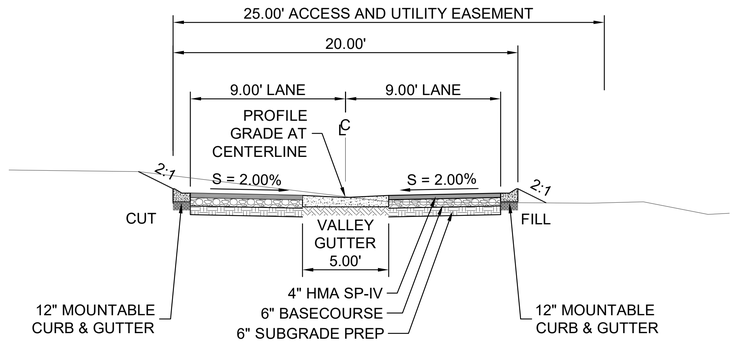
*DENOTES PORTION OF
SIDEWAK IS EXISTING



TYPICAL LANE SECTION

CAMINO MATIAS STA: 0+33.43 TO STA: 0+71.79
CAMINO MATIAS STA: 4+29.16 TO STA: 5+81.19*
CAMINO SANTIAGO STA: 4+83.52 TO STA: 10+74.20

*DENOTES PORTION OF
SIDEWAK IS EXISTING



TYPICAL LANE SECTION

CAMINO MATIAS STA: 0+71.79 TO STA: 1+74.48

ENGINEERS SEAL

DATE

REVISIONS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
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TRAFFIC DIV.		
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LANDSCAPE		
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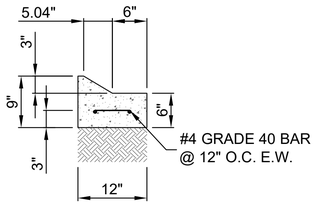
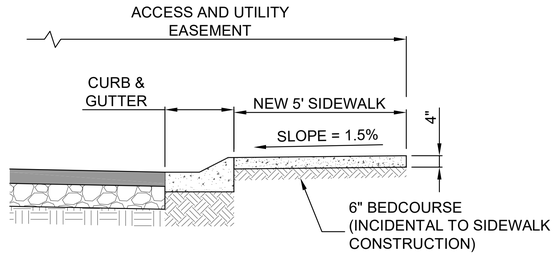
PRELIMINARY DEVELOPMENT PLAN AND PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR PLAZA DEL MONTE

TYPICAL SECTIONS

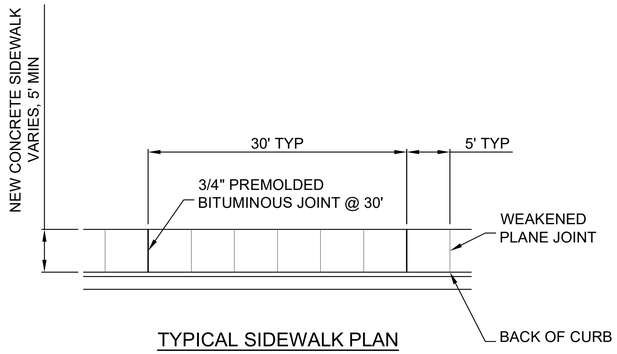
DATE:	SCALE:	SHEET:
SEPTEMBER 2021	N.T.S.	6-3



MOUNTABLE CURB AND GUTTER

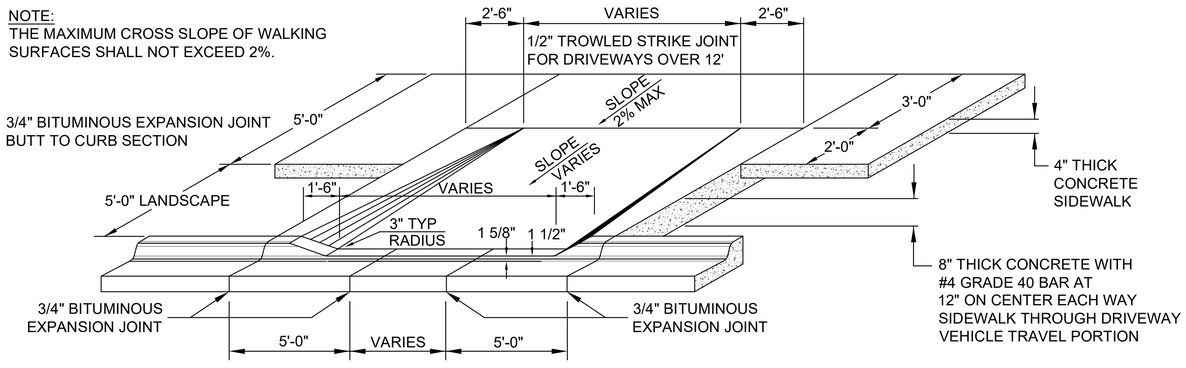


TYPICAL SIDEWALK SECTION



TYPICAL SIDEWALK PLAN

NOTE:
THE MAXIMUM CROSS SLOPE OF WALKING SURFACES SHALL NOT EXCEED 2%.



TYPICAL DRIVEWAY DETAIL

CASE # _____

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PRELIMINARY DEVELOPMENT PLAN AND PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR PLAZA DEL MONTE

TYPICAL DETAILS

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	N.T.S.	6-4

REVISIONS	DATE	ENGINEERS SEAL
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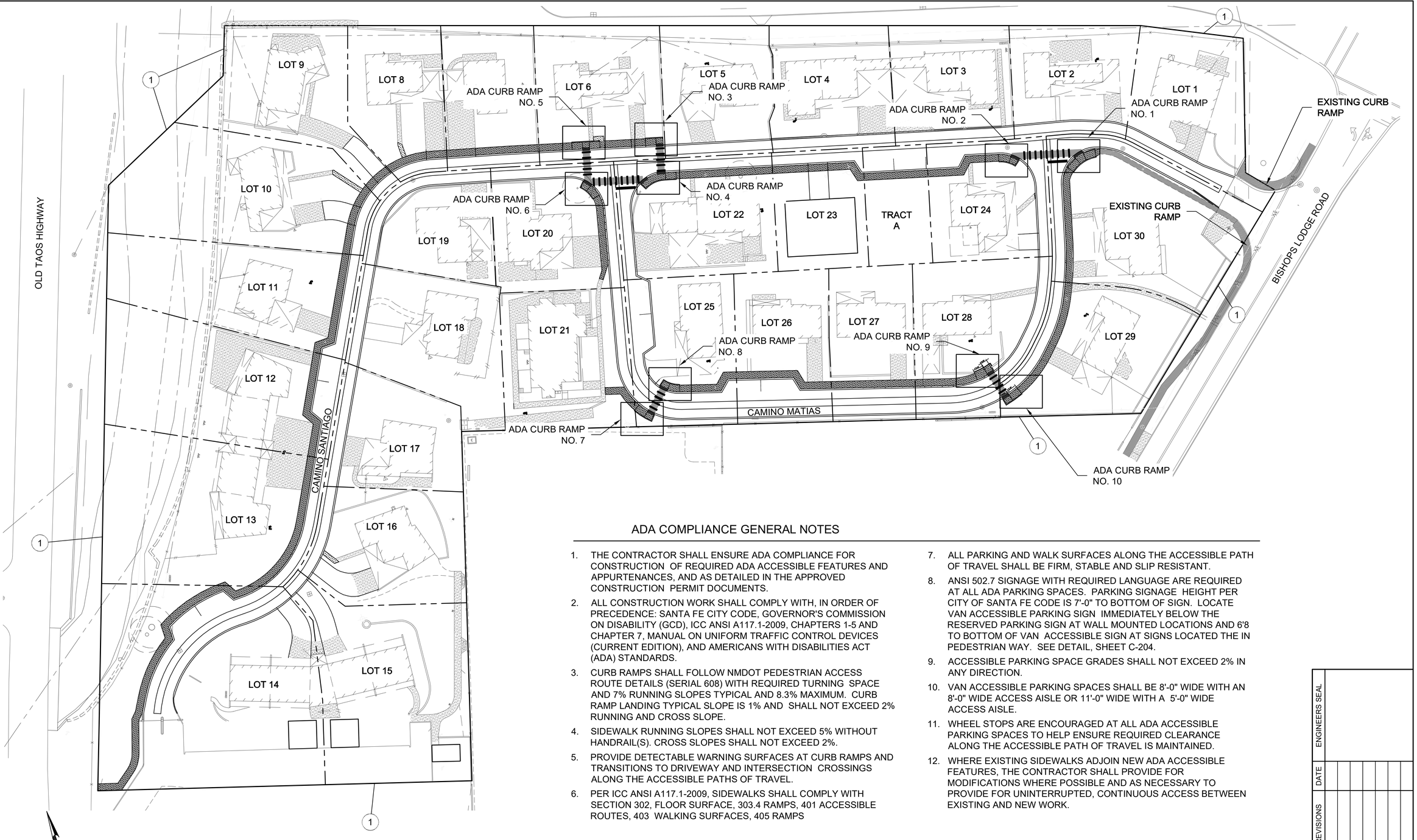

ADA COMPLIANCE GENERAL NOTES

1. THE CONTRACTOR SHALL ENSURE ADA COMPLIANCE FOR CONSTRUCTION OF REQUIRED ADA ACCESSIBLE FEATURES AND APPURTENANCES, AND AS DETAILED IN THE APPROVED CONSTRUCTION PERMIT DOCUMENTS.
2. ALL CONSTRUCTION WORK SHALL COMPLY WITH, IN ORDER OF PRECEDENCE: SANTA FE CITY CODE, GOVERNOR'S COMMISSION ON DISABILITY (GCD), ICC ANSI A117.1-2009, CHAPTERS 1-5 AND CHAPTER 7, MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CURRENT EDITION), AND AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS.
3. CURB RAMPS SHALL FOLLOW NMDOT PEDESTRIAN ACCESS ROUTE DETAILS (SERIAL 608) WITH REQUIRED TURNING SPACE AND 7% RUNNING SLOPES TYPICAL AND 8.3% MAXIMUM. CURB RAMP LANDING TYPICAL SLOPE IS 1% AND SHALL NOT EXCEED 2% RUNNING AND CROSS SLOPE.
4. SIDEWALK RUNNING SLOPES SHALL NOT EXCEED 5% WITHOUT HANDRAIL(S). CROSS SLOPES SHALL NOT EXCEED 2%.
5. PROVIDE DETECTABLE WARNING SURFACES AT CURB RAMPS AND TRANSITIONS TO DRIVEWAY AND INTERSECTION CROSSINGS ALONG THE ACCESSIBLE PATHS OF TRAVEL.
6. PER ICC ANSI A117.1-2009, SIDEWALKS SHALL COMPLY WITH SECTION 302, FLOOR SURFACE, 303.4 RAMPS, 401 ACCESSIBLE ROUTES, 403 WALKING SURFACES, 405 RAMPS
7. ALL PARKING AND WALK SURFACES ALONG THE ACCESSIBLE PATH OF TRAVEL SHALL BE FIRM, STABLE AND SLIP RESISTANT.
8. ANSI 502.7 SIGNAGE WITH REQUIRED LANGUAGE ARE REQUIRED AT ALL ADA PARKING SPACES. PARKING SIGNAGE HEIGHT PER CITY OF SANTA FE CODE IS 7'-0" TO BOTTOM OF SIGN. LOCATE VAN ACCESSIBLE PARKING SIGN IMMEDIATELY BELOW THE RESERVED PARKING SIGN AT WALL MOUNTED LOCATIONS AND 6'8 TO BOTTOM OF VAN ACCESSIBLE SIGN AT SIGNS LOCATED THE IN PEDESTRIAN WAY. SEE DETAIL, SHEET C-204.
9. ACCESSIBLE PARKING SPACE GRADES SHALL NOT EXCEED 2% IN ANY DIRECTION.
10. VAN ACCESSIBLE PARKING SPACES SHALL BE 8'-0" WIDE WITH AN 8'-0" WIDE ACCESS AISLE OR 11'-0" WIDE WITH A 5'-0" WIDE ACCESS AISLE.
11. WHEEL STOPS ARE ENCOURAGED AT ALL ADA ACCESSIBLE PARKING SPACES TO HELP ENSURE REQUIRED CLEARANCE ALONG THE ACCESSIBLE PATH OF TRAVEL IS MAINTAINED.
12. WHERE EXISTING SIDEWALKS ADJOIN NEW ADA ACCESSIBLE FEATURES, THE CONTRACTOR SHALL PROVIDE FOR MODIFICATIONS WHERE POSSIBLE AND AS NECESSARY TO PROVIDE FOR UNINTERRUPTED, CONTINUOUS ACCESS BETWEEN EXISTING AND NEW WORK.

N

0 15 30 60

SCALE: 1" = 30'

ADA ACCESS PLAN

SCALE: 1" = 30'

SHEET KEYNOTES

(1) PROPERTY LINE

LEGEND

ADA ACCESSIBLE ROUTE

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
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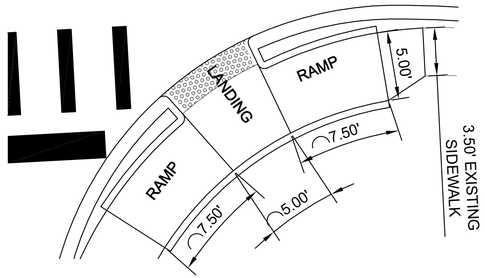
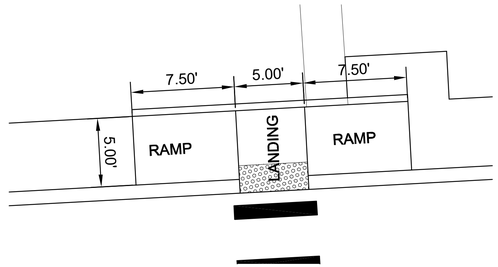
PRELIMINARY DEVELOPMENT PLAN AND PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR PLAZA DEL MONTE

ADA ACCESS PLAN

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 30'	6-5



ADA CURB RAMP NO. 1
SCALE: 1" = 5'



ADA CURB RAMP NO. 5
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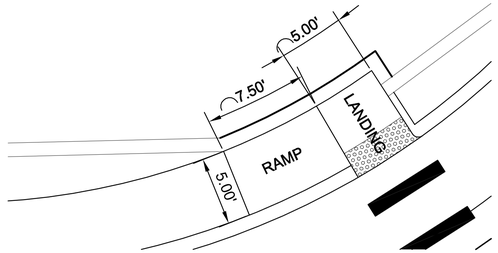

ADA CURB RAMP NO. 9
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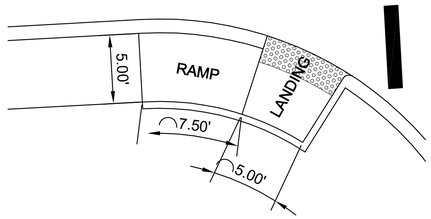

ADA CURB RAMP NO. 2
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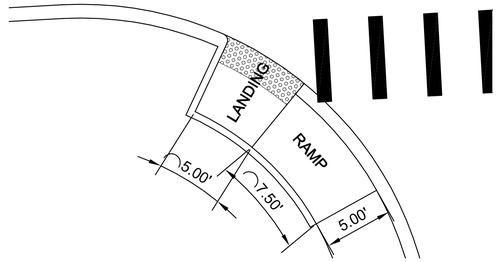
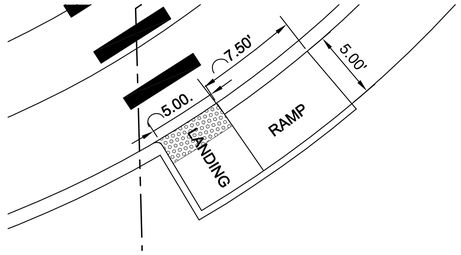
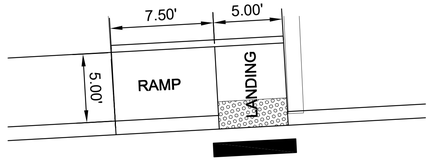


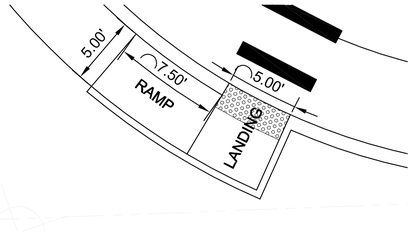
ADA CURB RAMP NO. 6
SCALE: 1" = 5'



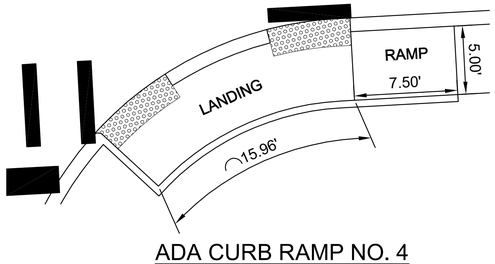
ADA CURB RAMP NO. 10
SCALE: 1" = 5'



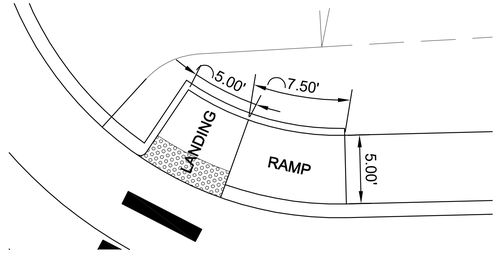
ADA CURB RAMP NO. 3
SCALE: 1" = 5'



ADA CURB RAMP NO. 7
SCALE: 1" = 5'



ADA CURB RAMP NO. 4
SCALE: 1" = 5'



ADA CURB RAMP NO. 8
SCALE: 1" = 5'

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
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PRELIMINARY DEVELOPMENT PLAN AND PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR PLAZA DEL MONTE

CURB RAMP DETAILS

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 5'	6-6

CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION GENERAL NOTES

1. Prior to the Wastewater Management Division approval of the plan set, a letter will be required from the project engineer indicating they are providing the inspection and record drawing services for the project.
2. The Contractor must obtain all sewer hookup permits from the City's Building Permits Section (sewer lines) prior to commencing any sewer line construction. A copy of the permit must be kept at the construction site.
3. All manholes shall be constructed in accordance with the “Standard Manhole Detail Sheet" shown on the City Standard Drawings.
4. A copy of the approved plans shall be available at the construction site at all times during working hours.
5. All modifications to the sanitary sewer plans must be reviewed and approved by the City's Wastewater Management Division prior to construction.
6. Additional general notes are contained in the standard City detail sheets for sanitary sewer construction.
7. All public gravity sewer lines shall be a minimum 8 inch diameter with a minimum Class C bedding (2006 New Mexico American Public Works Association).
8. All 4 inch and 6 inch diameter gravity sewer pipe shall be private. No private sewer system shall use larger than a 6 inch diameter pipe. No public gravity sewer line to be accepted by the City of Santa Fe for permanent maintenance shall be less than 8 inches diameter.
9. No concrete encasement of new or existing public sewer pipe will be allowed unless approved by the City of Santa Fe Wastewater Management Division.
10. Core drilling is required for all new connections to an existing manhole.
11. No public sewer main line or manhole will be allowed under or within a storm water detention/retention pond.
12. Prior to paving over any sanitary sewer lines, submit T.V.tapes and logs, pressure tests, and the engineer's certification to the City's Wastewater Management Division. After the Wastewater Management Division reviews the above listed information, a preliminary manhole inspection will be conducted. When all the items listed above are completed to meet the standards of the Wastewater Management Division, a letter approving paving will be issued in relation to the sanitary sewer. Note: A final manhole inspection will be conducted after the final paving is completed.
13. All sewer manholes with sewer lines 12 inches in diameter and larger are required to have approved vented and locking manhole covers.
14. Locate wires shall be installed for all sanitary sewers (gravity/force mains). The locate wire must be visible in the manhole or access structure. This will be verified during the preliminary manhole inspection prior to paving. The locate wire is to be a continuous, 12 gauge, solid strand insulated copper wire.
15. Off-road public sewer access will be provided for all public sewer lines and manholes. Access roads are to be a minimum 12 feet wide with a driving surface of 6 inches of compacted base course. No access road shall have a grade greater than 15%. Manholes are to be aligned with the center line of the access road. Sewer easements are to be a minimum of 20 feet in width.
16. Off road sanitary sewer - Call the Wastewater Management Division at 955-4631 for a field review of the grading of all off road sanitary sewer to ensure that the City's maintenance vehicles can access all manholes. The grades may be required to be adjusted based upon this inspection. Additional bank protection may be required based upon a final inspection by the Wastewater Management Division and the project engineer.
17. For Record Drawings, tie manhole to a City of Santa Fe survey monument as part of the final record drawings. Show corrected as-built bearing and distances, slopes, rim and invert elevations and sewer services along the horizontal alignment of the sanitary sewer.
18. The Owner/Developer will be responsible for maintaining, repairing and locating the sewer system until City acceptance for maintenance. Damages resulting from a stoppage in any gravity and/or pressure sewer system will be the sole responsibility of the Owner/Developer until a final acceptance letter for permanent maintenance has been issued by the Wastewater Management Division.
19. Water meters will not be placed until a final acceptance letter has been issued by the Wastewater Division for all on-site sanitary sewer needed in order for the project to connect to the sanitary sewer system.
20. 20 foot wide access gates shall be provided at all fences, walls or other obstructions that cross a public sewer line. Access gates to be located within the sanitary sewer Easement.
21. The Owner/Developer will be responsible for locating each sewer service at the time each lot is ready to connect to the sewer. It is suggested that the Owner/ Developer retain a copy of the television inspection video along with the video logs. Each service shall be clearly marked for each lot at point of connection. All calls received by this Division regarding the location of service will be forwarded to the Owner/Developer.
22. The Contractor shall call the Wastewater Management Division (Douglas Flores at telephone # 955-4613) for a final manhole inspection. This inspection will be isolated to the manholes. The City's Plumbing and Mechanical Inspector's will conduct all other necessary plumbing inspections. Note: The City's Plumbing and Mechanical Inspectors will inspect the individual sewer service taps and laterals, which connect to the public sanitary sewer.
23. The existing sanitary sewer line must be T.V. taped prior to a new service connection being placed as well as taped after the services have been completed. This is to ensure that the existing sanitary sewer line is not damaged and the new service is installed correctly.
24. All costs associated with the operation, maintenance and replacement of grinder pumps for individual lots shall be the responsibility of the lot owner and/or Owners Association. For grinder pumps that connect to a pressure sewer main, the grinder pump will be a model manufactured by Environment-One or a type approved by the City of Santa Fe Wastewater Management Division. For grinder pumps that connect to a gravity main, the grinder pump shall be of a type approved by the City of Santa Fe Plumbing Code.
25. A minimum 12 inches of vertical clearance shall be provided between the sewer line and any storm drain piping.
26. All pressure sewer systems shall be air or hydrostatically pressure tested @ 120 psi for 2 hours minimum. The test is to be witnessed and certified by the project engineer. Prior to being put into service and acceptance by the City of Santa Fe, all pressure sewer system main lines will be filled with water.
27. No public pressure sewer system piping may be installed in a common trench with other utilities.
28. Sewer backflow check valves will be required for all sewer service lateral connections to sewer mains 12 inches or greater in diameter. The sewer service connection must be made at an existing or new manhole. Sewer service connections to sewer mains with pipe size diameter of 12 inches and greater will not be made without approval from the Wastewater Management Division.
29. Sewer backwater check valves shall be required on private sewer service laterals per the City of Santa Fe Plumbing Code.
30. Any 8 inch public sanitary sewer main line placed with a grade of less than 0.60% shall be removed and reconstructed at the Contractor's expense. All public sanitary sewer main lines with slopes of less than 1% require a minimum Class C bedding with select granular material foundation.
31. All as-built sewer line and manhole data shall be obtained and certified by a licensed surveyor or engineer. As-built data supplied by other than a licensed surveyor or engineer shall not be valid for final as-builts.
32. All existing and new public manholes within a project shall have access for City sewer maintenance equipment. All access is subject to field verification and modification as required by the Wastewater Division prior to final project close out with the City of Santa Fe.
33. All sewer line crossings of rivers, streams, arroyos, drainage channels, etc. shall require a basis of design analysis prepared by a licensed engineer.
34. An approved backflow valve and isolation valve are required on all low pressure sewer service lines as per the City of Santa Fe Standard Sewer Specifications.
35. Terminal flushing connections and in-line flushing connections are required on all low pressure sewer systems. The maximum spacing between in-line flushing connections shall be 500 feet. Distances greater the 500 feet between low pressure sewer in-line flushing connections shall be approved by the Wastewater Division.
36. Sewer backflow check valves are required on private sewer service laterals per the City's Plumbing Code. Final determination shall be made by the City of Santa Fe Plumbing Inspection Division

WASTEWATER NOTES:

WASTEWATER UEC CHARGES SHALL BE PAID AT THE TIME OF BUILDING PERMIT APPLICATION.

SANITARY SEWER NOTE:

NO FENCES, WALLS, OR OTHER STRUCTURES SHALL BE CONSTRUCTED WITHIN OR ACROSS SANITARY SEWER EASEMENTS

STREET LIGHTING NOTE:

PROPOSED LUMINAIRES SHALL BE METERED AND INCLUDE LED TYPE FIXTURES EQUIVALENT TO CONVENTIONAL 250 HIGH PRESSURE SODIUM. THE DESIGN AND FIXTURE TYPES SHALL BE REVIEWED AND APPROVED BY THE CITY OF SANTA FE TRAFFIC ENGINEERING DIVISION.

GENERAL NOTES:

GAS SERVICES AND METERS TO BE DESIGNED BY NEW MEXICO GAS COMPANY.

WATER SERVICES TO BE DESIGNED BY SANGRE DE CRISTO WATER COMPANY.

ELECTRIC TRANSFORMERS AND SERVICES TO BE DESIGNED BY PUBLIC SERVICE COMPANY OF NEW MEXICO.

CABLE TELEVISION SERVICE TO BE DESIGNED BY COMCAST.

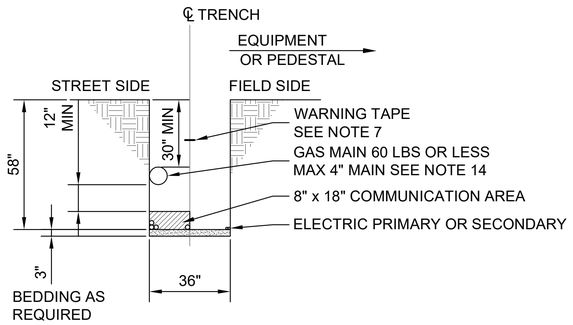
CONTRACTOR TO COORDINATE WITH ALL UTILITY COMPANIES.

JOINT TRENCH NOTES:

1. Compaction in city or state right-of-ways shall meet or exceed minimum specified requirements.
2. Shading and bedding materials to be type IV. Class 1 for direct buried cable and Type IV, Class 2 for cable in conduit. Type III material is suitable for either type of installation. Refer to DS-10-12.4 for fill material requirements.
3. If trench-run material meets back fill material type requirements, 3" bedding may be omitted provided the trench bottom is smooth, flat and without surface irregularities.
4. Maximum change in the trench bottom elevation shall not exceed 2" over a 10' length.
5. Spoil pile shall be placed on the field side a minimum of 2" from the trench edge.
6. Latest OSHA trench safety requirements shall be strictly observed.
7. Warning tape shall be placed a minimum of 12" above gas line.
8. When bringing cables to pedestals, 12" separation must be maintained from the gas line.
9. PNM owned or maintained street lights may be installed in trench, next to electric cable.
10. Private area lighting or private streetlight circuits must maintain 12" separation from all other joint occupants..
11. Gas service must be 12" away from where it will pass equipment or pedestals.
12. All parties agree that 12" separation between electric and communication may not be met when transitioning up to transformers and or pedestals.
13. Typical subdivision where property line is 9' from back of curb and 10' Public Utility Easements (PUE).
14. Depth of gas measured from final grade.

REFERENCES

1. NESC rule 352, 353, 354



TYPICAL JOINT TRENCH DETAIL

NOTE:

-SEE SHEET 17-1 FOR CITY OF SANTA FE WATER DIVISION DESIGNED WATER PLAN.

A DETAILED SUB-SURFACE UTILITY INVESTIGATION IS REQUIRED TO MAP EXISTING UTILITIES PRIOR TO CONSTRUCTION.

THE CONTRACTOR IS TO PROVIDE A SANITARY SEWER PHASING PLAN PRIOR TO CONSTRUCTION.

ENGINEERS SEAL | DATE | REVISIONS

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
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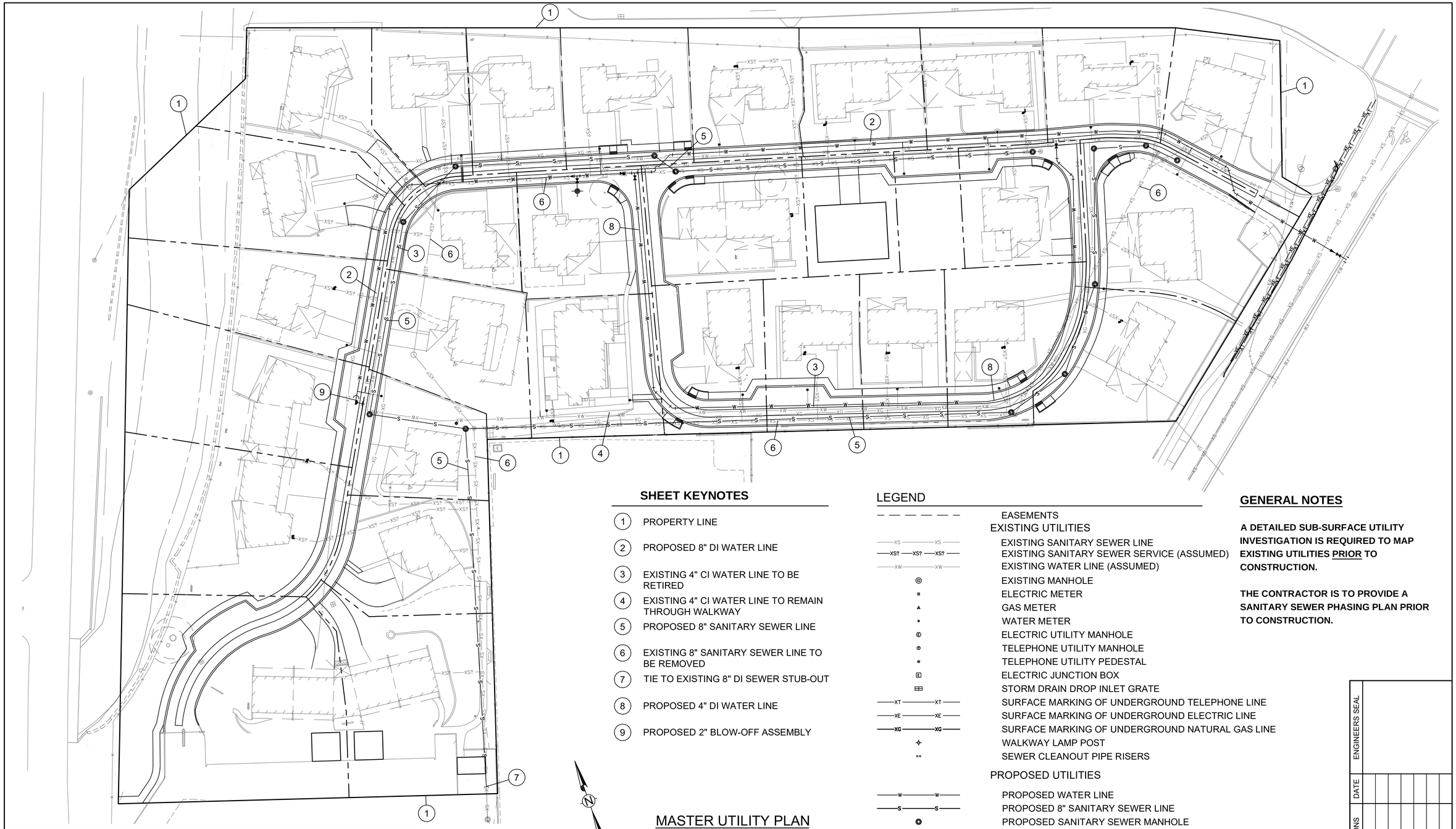
PRELIMINARY DEVELOPMENT PLAN AND PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR PLAZA DEL MONTE

UTILITY NOTES AND DETAILS

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	N.T.S.	7-1



SHEET KEYNOTES

1. PROPERTY LINE
2. PROPOSED 8" DI WATER LINE
3. EXISTING 4" CI WATER LINE TO BE RETIRED
4. EXISTING 4" CI WATER LINE TO REMAIN THROUGH WALKWAY
5. PROPOSED 8" SANITARY SEWER LINE
6. EXISTING 8" SANITARY SEWER LINE TO BE REMOVED
7. TIE TO EXISTING 8" DI SEWER STUB-OUT
8. PROPOSED 4" DI WATER LINE
9. PROPOSED 2" BLOW-OFF ASSEMBLY

LEGEND

- EASEMENTS

EXISTING UTILITIES

- EXISTING SANITARY SEWER LINE
- EXISTING SANITARY SEWER SERVICE (ASSUMED)
- EXISTING WATER LINE (ASSUMED)
- EXISTING MANHOLE
- ELECTRIC METER
- GAS METER
- WATER METER
- ELECTRIC UTILITY MANHOLE
- TELEPHONE UTILITY MANHOLE
- TELEPHONE UTILITY PEDESTAL
- ELECTRIC JUNCTION BOX
- STORM DRAIN DROP INLET GRATE
- SURFACE MARKING OF UNDERGROUND TELEPHONE LINE
- SURFACE MARKING OF UNDERGROUND ELECTRIC LINE
- SURFACE MARKING OF UNDERGROUND NATURAL GAS LINE
- WALKWAY LAMP POST
- SEWER CLEANOUT PIPE RISERS

PROPOSED UTILITIES

- PROPOSED WATER LINE
- PROPOSED 8" SANITARY SEWER LINE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED 5/8" WATER SERVICE W/ SINGLE METER
- PROPOSED SANITARY SEWER SERVICE

GENERAL NOTES

A DETAILED SUB-SURFACE UTILITY INVESTIGATION IS REQUIRED TO MAP EXISTING UTILITIES PRIOR TO CONSTRUCTION.

THE CONTRACTOR IS TO PROVIDE A SANITARY SEWER PHASING PLAN PRIOR TO CONSTRUCTION.

UTILITY CONTACT INFORMATION

COMPANY	CONTACT	PHONE NUMBER
PNM	ERIC WRINKLER	(505) 473-3221
CENTURY LINK	DOUG DALE	(505) 473-2194
COMCAST	DAVID AIKIN	(505) 438-1930
NM GAS COMPANY	FRANK ARAGON	(505) 470-0668
SANGRE DE CRISTO WATER COMPANY	ROBERT JORGENSEN	(505) 955-4265
CITY OF SANTA FE WASTE WATER DIVISION	STAN HOLLAND	(505) 955-4637

N

0 15 30 60

SCALE: 1" = 30'

MASTER UTILITY PLAN

SCALE: 1" = 30'

NOTE:
PROPOSED WATER DESIGN IS BASED UPON SANGRE DE CRISTO WATER DRAWING 31 OF 2019, BY OTHERS. CONTRACTOR SHALL COORDINATE WITH SANGRE DE CRISTO TO PROVIDE MIN. 10' HORIZONTAL CLEARANCE WITH PROPOSED SEWER LINE

CASE # _____

CITY REVIEW		
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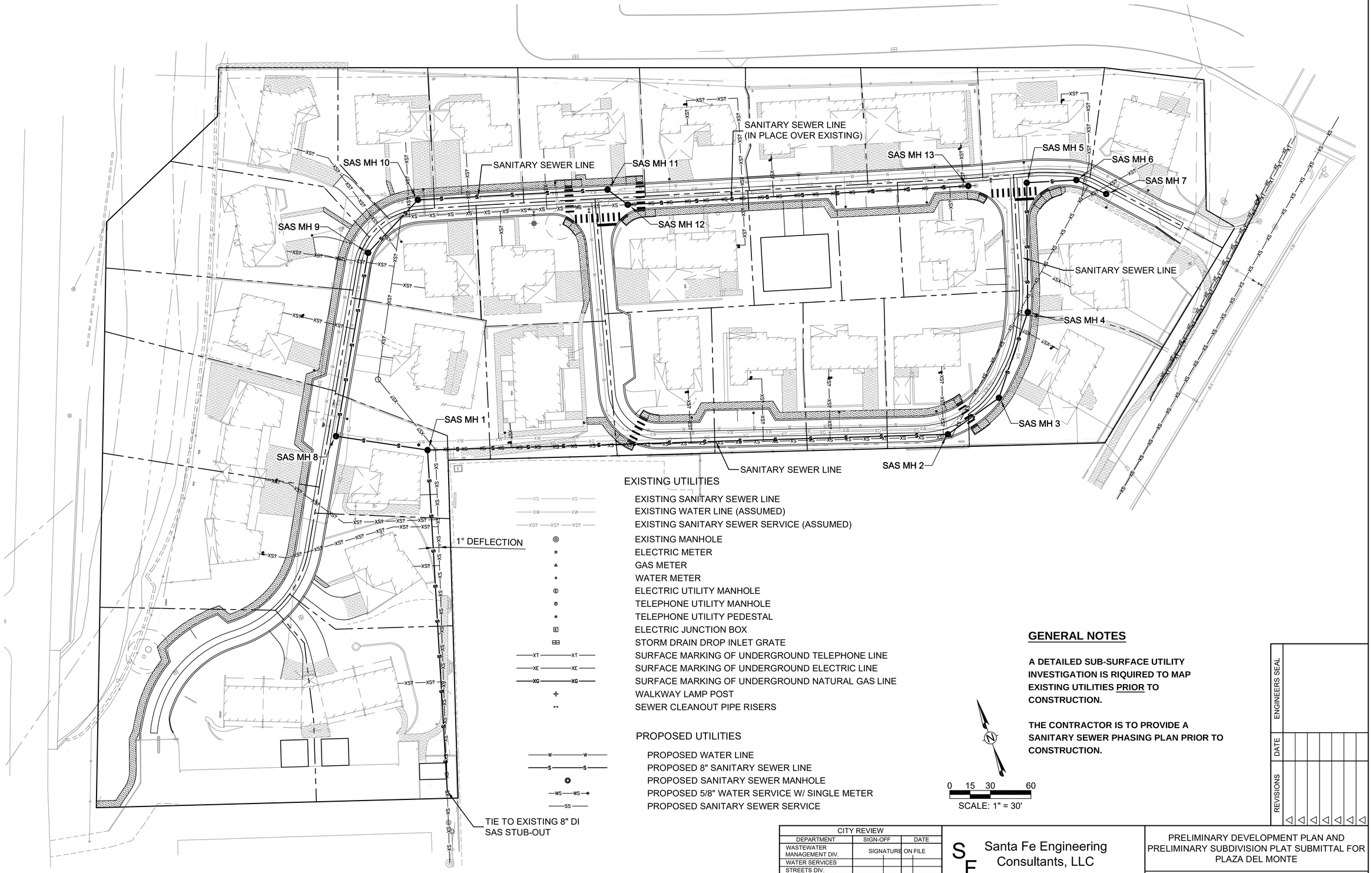
MASTER UTILITY PLAN

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 30'	7-2



EXISTING UTILITIES

- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE (ASSUMED)
- EXISTING SANITARY SEWER SERVICE (ASSUMED)
- EXISTING MANHOLE
- ELECTRIC METER
- GAS METER
- WATER METER
- ELECTRIC UTILITY MANHOLE
- TELEPHONE UTILITY MANHOLE
- TELEPHONE UTILITY PEDESTAL
- ELECTRIC JUNCTION BOX
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- SURFACE MARKING OF UNDERGROUND NATURAL GAS LINE
- WALKWAY LAMP POST
- SEWER CLEANOUT PIPE RISERS

PROPOSED UTILITIES

- PROPOSED WATER LINE
- PROPOSED 8" SANITARY SEWER LINE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED 5/8" WATER SERVICE W/ SINGLE METER
- PROPOSED SANITARY SEWER SERVICE

GENERAL NOTES

A DETAILED SUB-SURFACE UTILITY INVESTIGATION IS RIQUIRED TO MAP EXISTING UTILITIES PRIOR TO CONSTRUCTION.

THE CONTRACTOR IS TO PROVIDE A SANITARY SEWER PHASING PLAN PRIOR TO CONSTRUCTION.

0 15 30 60

SCALE: 1" = 30'

MASTER SEWER PLAN

SCALE: 1" = 30'

CASE # _____

CITY REVIEW		
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PRELIMINARY DEVELOPMENT PLAN AND PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR PLAZA DEL MONTE

MASTER SEWER PLAN

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 30'	7-3

ENGINEERS SEAL

DATE

REVISIONS

GRADING NOTES

1. THE LIMITS OF CONSTRUCTION AND LOCATIONS OF THE CONTRACTORS STAGING AREAS SHALL BE IDENTIFIED BY THE CONTRACTOR AND APPROVED BY THE OWNER. THE LIMITS OF CONSTRUCTION SHALL BE CLEARLY DELINEATED AND SHALL BE THE MINIMUM REQUIRED TO MAINTAIN ALL WORKERS IN A SAFE CONDITION, TO PROVIDE ACCESS, AND TO MEET O.S.H.A. REGULATIONS.
2. CONTRACTOR IS REQUIRED TO PROVIDE DUST AND EROSION CONTROL PROTECTION.
3. GRADING SETBACKS TO EXTERIOR PROPERTY LINES ARE AS FOLLOWS:
   TOP OF VERTICAL SLOPE = ONE FIFTH THE VERTICAL HEIGHT OF CUT WITH A MINIMUM OF 2 FEET AND A MAXIMUM OF 15 FEET.
   TOE OF FILL SLOPE = ONE HALF THE HEIGHT OF THE SLOPE WITH A MINIMUM OF 2 FEET AND A MAXIMUM OF 15 FEET.
4. THE SURVEYOR SHALL VERIFY SETBACKS, TIE IN ELEVATIONS, AND TOPOGRAPHY WHEN STAKING PROJECT.
5. UNSUITABLE MATERIAL FROM SITE GRADING AND REMOVAL OPERATIONS, SHALL BE DISPOSED OF AT AN APPROVED LANDFILL.
6. THE VOLUME OF PONDING REQUIRED IS 10,361 CUBIC FEET.
7. THE VOLUME OF PONDING PROVIDED IS CUBIC FEET.
8. ALL DISTURBED AREAS SHALL BE REVEGETATED AND COORDINATED WITH THE LANDSCAPING PLAN.
9. ALL FILL MATERIAL SHALL MEET THE REQUIREMENTS OF THE N.M.D.O.T. OR SITE SPECIFIC GEOTECHNICAL SPECIFICATIONS. THE FILL SHALL BE COMPACTED AS PER N.M.D.O.T. SPECIFICATIONS.
10. ALL EXTERIOR CONCRETE SIDEWALK ELEVATIONS AT DOOR OPENINGS SHALL BE 1/2" LOWER THAN THE FINISHED FLOOR SLAB ELEVATIONS.
11. THE MAXIMUM CROSS SLOPE OF WALKING SURFACES SHALL NOT EXCEED 2%.
12. INSTALL SILT FENCE AROUND THE SITE.
13. PROPERTY DEVELOPMENT MUST COMPLY WITH SECTION 14-8.12 (RELOCATION OF GUNNISON'S PRAIRIE DOGS.)

CITY OF SANTA FE DRAINAGE NOTES

1. SUBJECT TO THE APPROVAL OF CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION STAFF. STORM DRAINAGE AND EROSION/SEDIMENT CONTROL IMPROVEMENTS SHALL BE EXECUTED IN CONJUNCTION WITH THE CONSTRUCTION OF EACH SEGMENT OF ROADS AND UTILITIES. THESE IMPROVEMENTS SHALL BE COMPLETED AND INSPECTED PRIOR TO THE ISSUANCE OF BUILDING PERMITS FOR INDIVIDUAL BUILDINGS.

2. MAINTENANCE OF PRIVATE DRAINAGE EASEMENTS AND DRAINAGE FACILITIES IS THE RESPONSIBILITY OF THE OWNER. THE CITY OF SANTA FE IS HEREBY GRANTED THE RIGHT TO ACCESS AND INSPECT THESE EASEMENTS AND DRAINAGE FACILITIES AT THE DISCRETION OF THE CITY. THE OWNER AGREES TO INDEMNIFY AND TO HOLD HARMLESS FROM ALL DAMAGE TO PERSONS OR PROPERTY RESULTING FROM THE CITY'S REASONABLE EXERCISE TO THEIR ACCESS AND INSPECTION RIGHT.

0 5 10 20
SCALE: 1" = 10'

GRADING AND DRAINAGE PLAN
SCALE: 1" = 10'

CASE # _____

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TRAFFIC DIV.		
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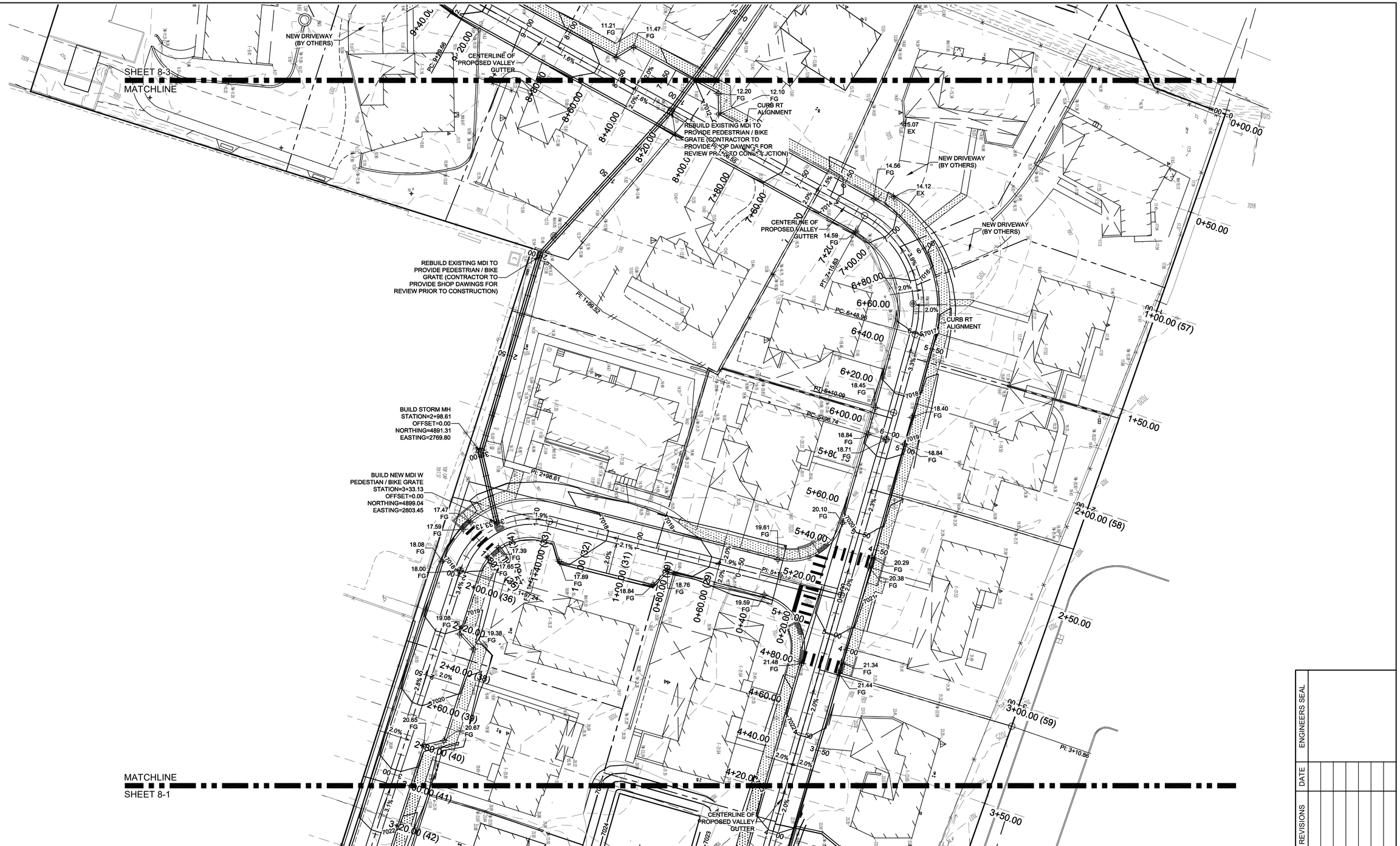
GRADING AND DRAINAGE PLAN

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 10'	8-1

ENGINEERS SEAL
DATE
REVISIONS



0 5 10 20

SCALE: 1" = 10'

GRADING AND DRAINAGE PLAN

SCALE: 1" = 10'

CASE # _____

CITY REVIEW		
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GRADING AND DRAINAGE PLAN

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 10'	8-2

ENGINEERS SEAL

DATE

REVISIONS

0 5 10 20

SCALE: 1" = 10'

GRADING AND DRAINAGE PLAN

SCALE: 1" = 10'

CASE # _____

CITY REVIEW		
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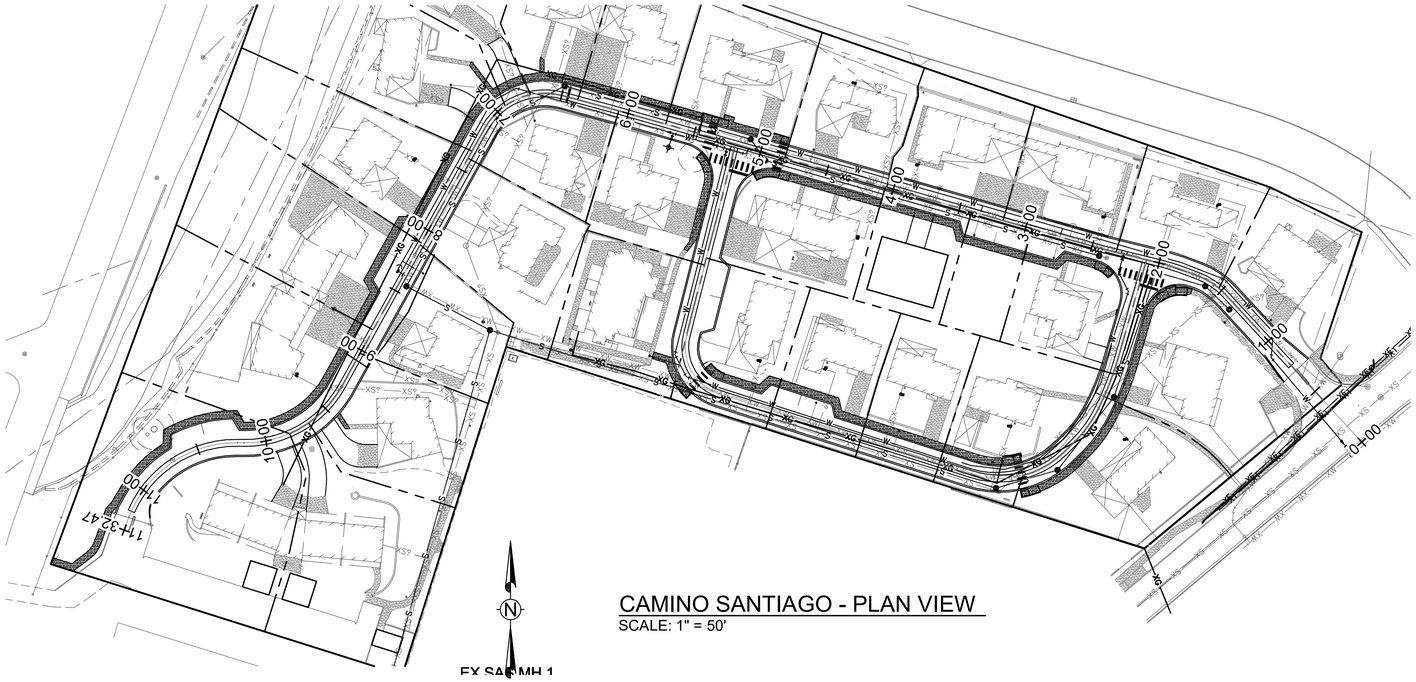
GRADING AND DRAINAGE PLAN

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 10'	8-3

ENGINEERS SEAL

DATE

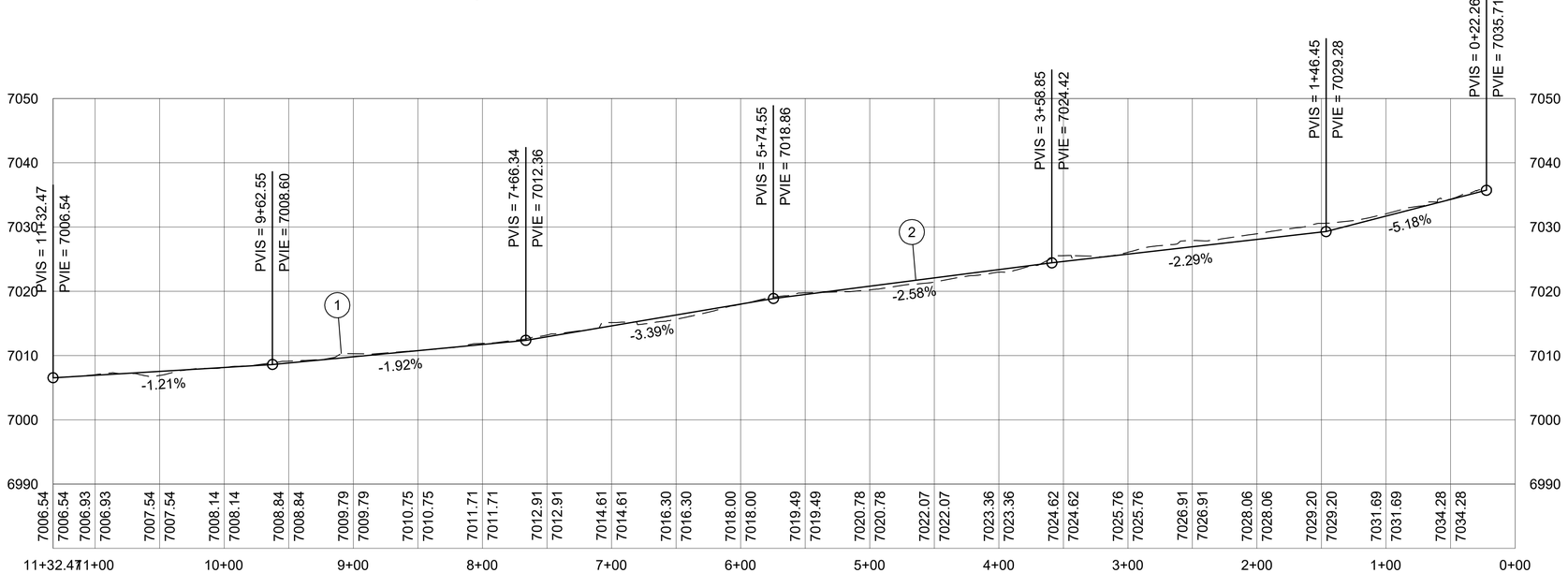
REVISIONS



CAMINO SANTIAGO - PLAN VIEW
SCALE: 1" = 50'

SHEET KEYNOTES

1. EXISTING GROUND
2. FINISHED GROUND



CAMINO SANTIAGO - PROFILE VIEW
SCALE HORIZ: 1" = 50'
VERT: 1" = 10'

0 25 50 100
SCALE: 1" = 50'

0 5 10 20
SCALE: 1" = 10'

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
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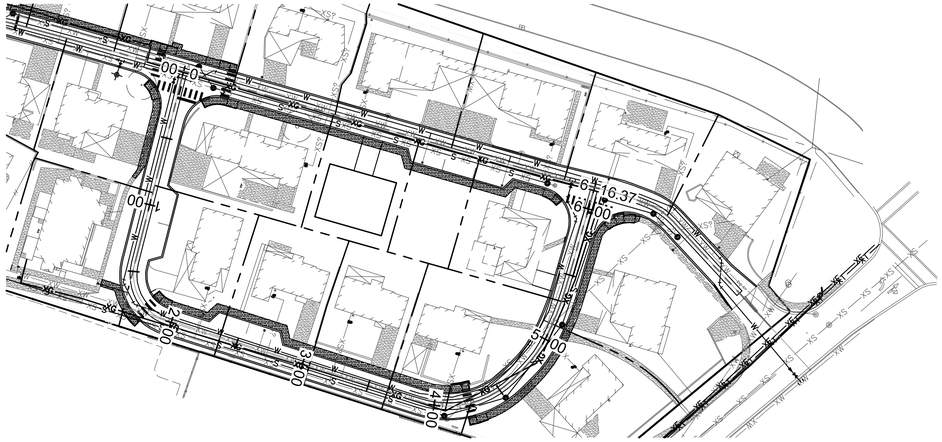
PRELIMINARY DEVELOPMENT PLAN AND PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR PLAZA DEL MONTE

ROADWAY PLAN AND PROFILE - CAMINO SANTIAGO

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 50'	9-1

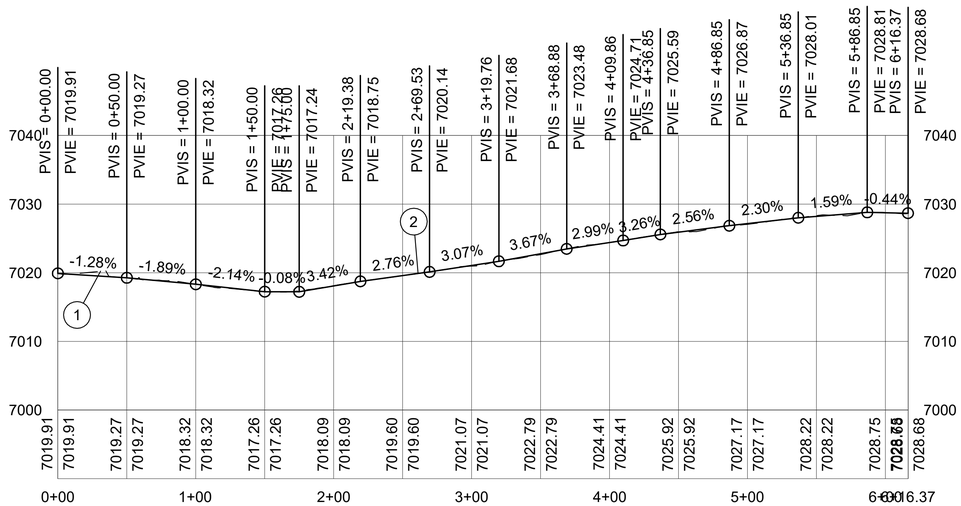
REVISIONS	DATE	ENGINEERS SEAL



CAMINO MATIAS - PLAN VIEW
SCALE: 1" = 50'

SHEET KEYNOTES

1. EXISTING GROUND
2. FINISHED GROUND



CAMINO MATIAS - PROFILE VIEW
SCALE HORIZ: 1" = 50'
VERT: 1" = 10'

0 5 10 20
SCALE: 1" = 10'

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
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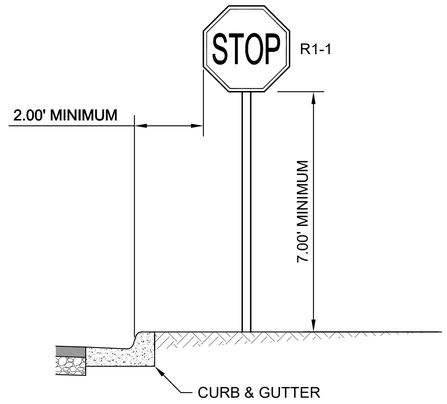
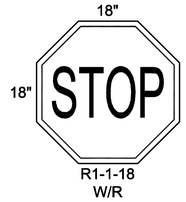
ROADWAY PLAN AND PROFILE - CAMINO MATIAS

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 50'	9-2

REVISIONS | DATE | ENGINEERS SEAL



TYPICAL SIGN PLACEMENT
SCALE: N.T.S.



SIGN FACE DETAIL
SCALE: N.T.S.

CITY OF SANTA FE SIGNING AND STRIPING NOTES:

SIGN AND POST REQUIREMENTS

1. ALL ALUMINUM PANEL SIGNING AND STEEL POSTS SHALL COMPLY WITH THE NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT); *CURRENT* EDITION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION (SSHBC).
2. ALL SIGNING SHALL COMPLY WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) - *CURRENT* EDITION.
3. SIGNPOSTS WITH APPROVED BREAKAWAY DEVICE SHALL BE "MARION" BRAND 4 LB. / FT. U CHANNEL - BLACK; NO SUBSTITUTES ALLOWED.
4. SIGN SHEETING SHALL BE "3M" BRAND HIGH INTENSITY; NO SUBSTITUTIONS ALLOWED.
5. SIGN HEIGHT SHALL BE A MINIMUM OF 7' HIGH FROM THE BOTTOM OF THE LOWEST SIGN ABOVE THE TOP OF CURB, UNLESS OTHERWISE NOTED; AND SHALL BE PLACED IN ACCORDANCE WITH NMDOT STANDARD DRAWINGS AND SPECIFICATIONS.
6. STREET NAME LETTERING SHALL COMPLY WITH THE STANDARDS IN THE CURRENT EDITION OF THE MUTCD; THAT IS THE LETTERING SHALL BE LOWER CASE LETTERS WITH UPPERCASE INITIAL LETTERS.

STRIPING AND PAINT NOTES

1. ALL RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
2. STOP BARS SHALL BE A MINIMUM 12" WIDE; WHITE RETROREFLECTIVE PREFORMED PATTERED PAVEMENT STRIPE; AND SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
3. CROSSWALK STRIPES SHALL BE 12" WIDE; WHITE RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE, ARRANGED IN A CONTINENTAL PATTERN, THAT IS, LONGITUDINAL LINES PARALLEL TO THE FLOW OF TRAFFIC AND ARRANGED TO AVOID WHEEL PATHS, (MUTCD P. 384, SECTION 3B.18); AND SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
4. ALL RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT MARKINGS (WORD OR SYMBOL) SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
5. *RETRO-REFLECTORIZED PAINTED PAVEMENT MARKING STRIPES* - FOR HIGH-BUILT *PAINT*, USE TWO COATS AND FOR REGULAR PAINT USE THREE COATS. (DOUBLE APPLICATION TO BE APPLIED WITHIN 14 DAYS.)
6. ALL STRIPING SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD) - CURRENT EDITION, AND THE NMDOT SSHBC.

REVISIONS	DATE	ENGINEERS SEAL

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY USE ONLY		

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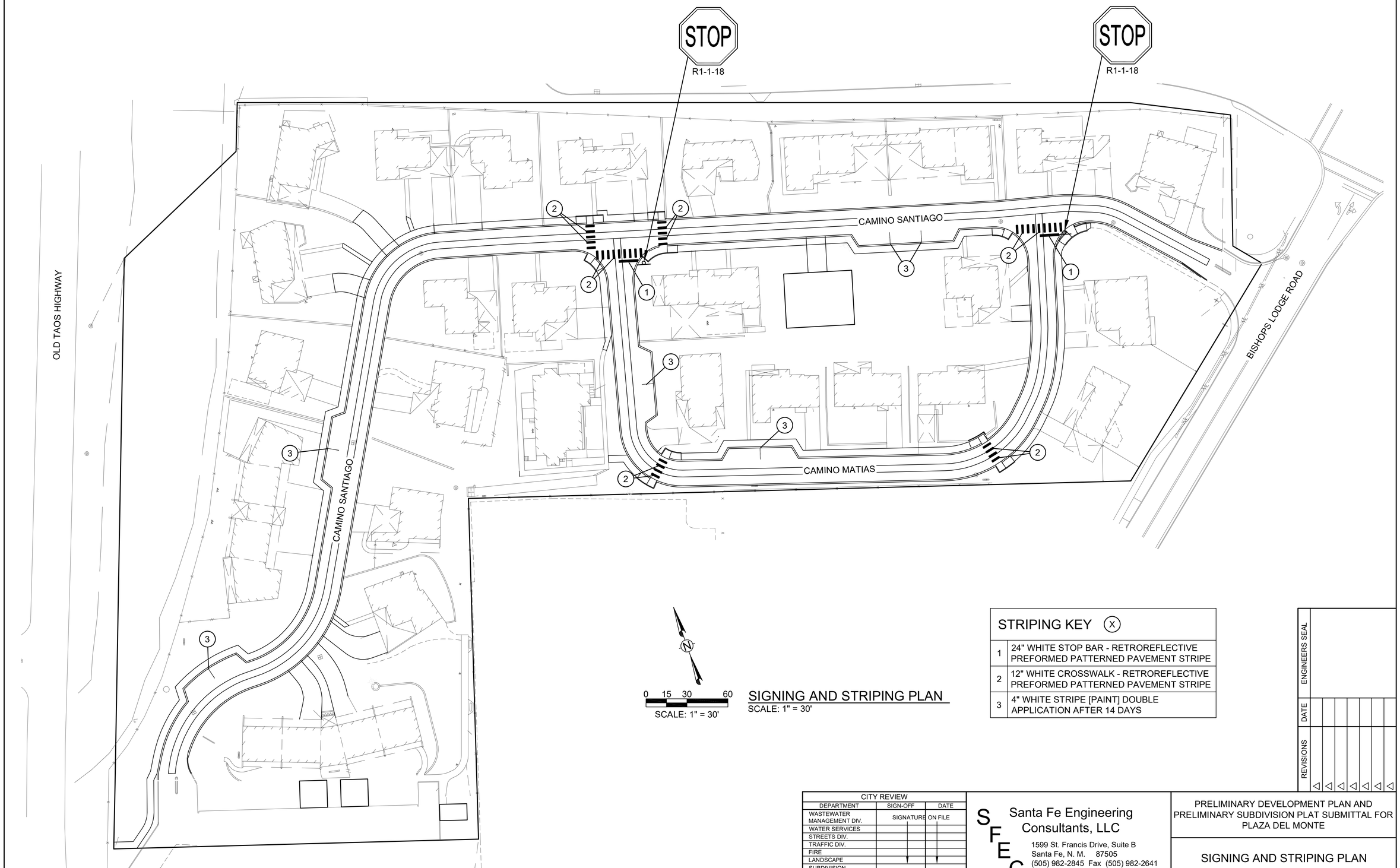
(505) 982-2845 Fax (505) 982-2641
http://www.SFENGR.com

PRELIMINARY DEVELOPMENT PLAN AND PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR PLAZA DEL MONTE

SIGNING AND STRIPING NOTES AND DETAILS

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	N.T.S.	10-1



0 15 30 60

SCALE: 1" = 30'

SIGNING AND STRIPING PLAN

SCALE: 1" = 30'

STRIPING KEY (X)	
1	24" WHITE STOP BAR - RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE
2	12" WHITE CROSSWALK - RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE
3	4" WHITE STRIPE [PAINT] DOUBLE APPLICATION AFTER 14 DAYS

ENGINEERS SEAL

DATE

REVISIONS

CASE # _____

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WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
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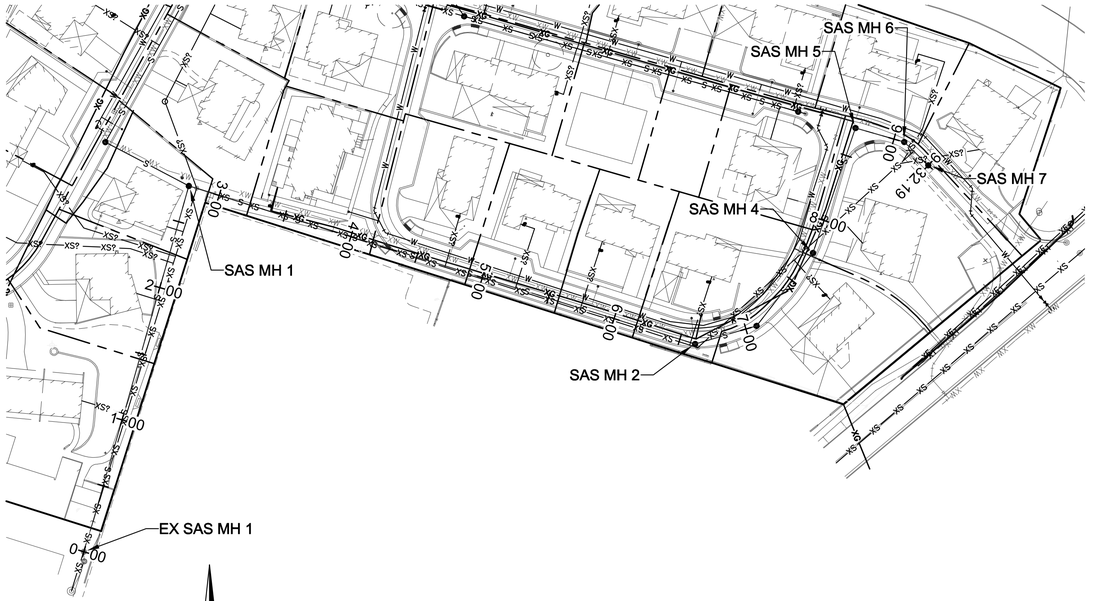
SIGNING AND STRIPING PLAN

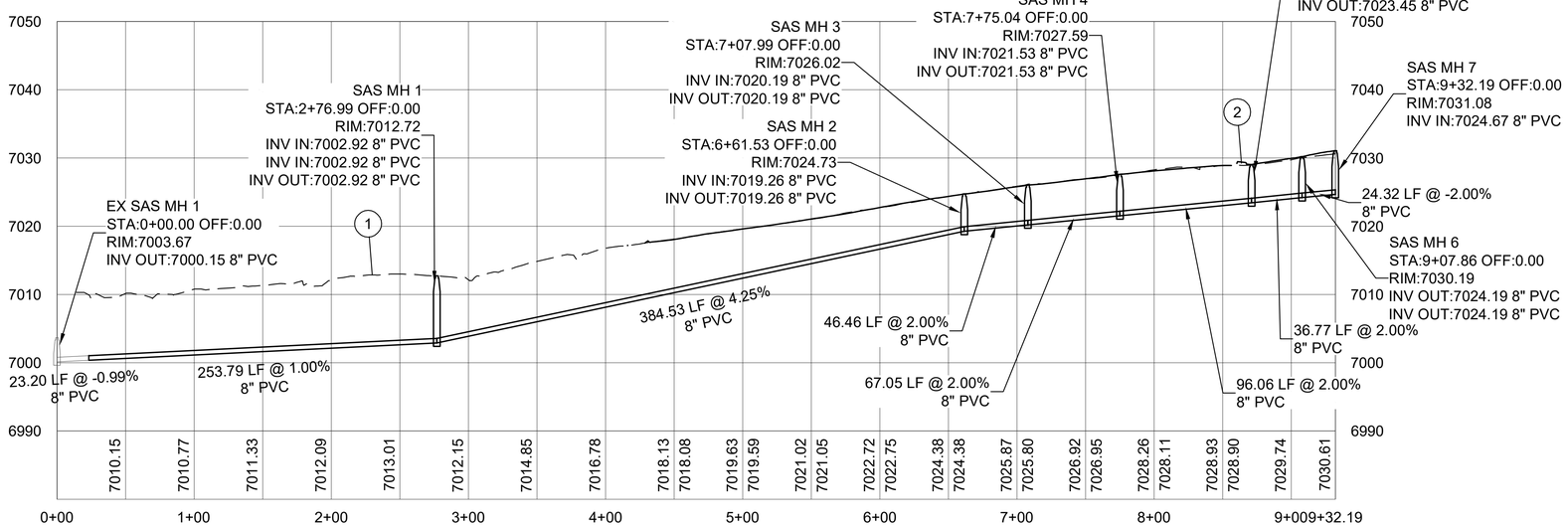
DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 30'	10-2



EAST SANITARY SEWER LINE - PLAN VIEW
SCALE: 1" = 50'

SHEET KEYNOTES

1. EXISTING GROUND
2. FINISHED GROUND



EAST SANITARY SEWER LINE - PROFILE VIEW
SCALE HORIZ: 1" = 50'
VERT: 1" = 10'

0 25 50 100
SCALE: 1" = 50'

0 5 10 20
SCALE: 1" = 10'

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
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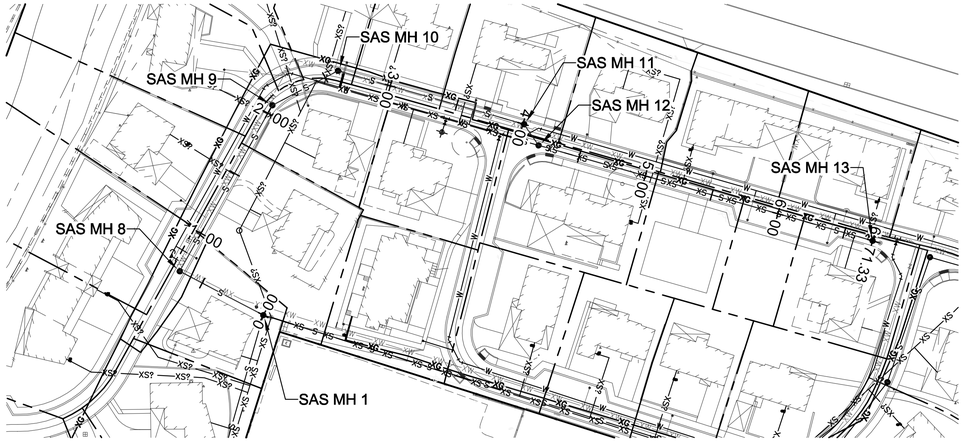
DATE

REVISIONS

PRELIMINARY DEVELOPMENT PLAN AND PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR PLAZA DEL MONTE

SANITARY SEWER PLAN AND PROFILES

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 50'	11-1



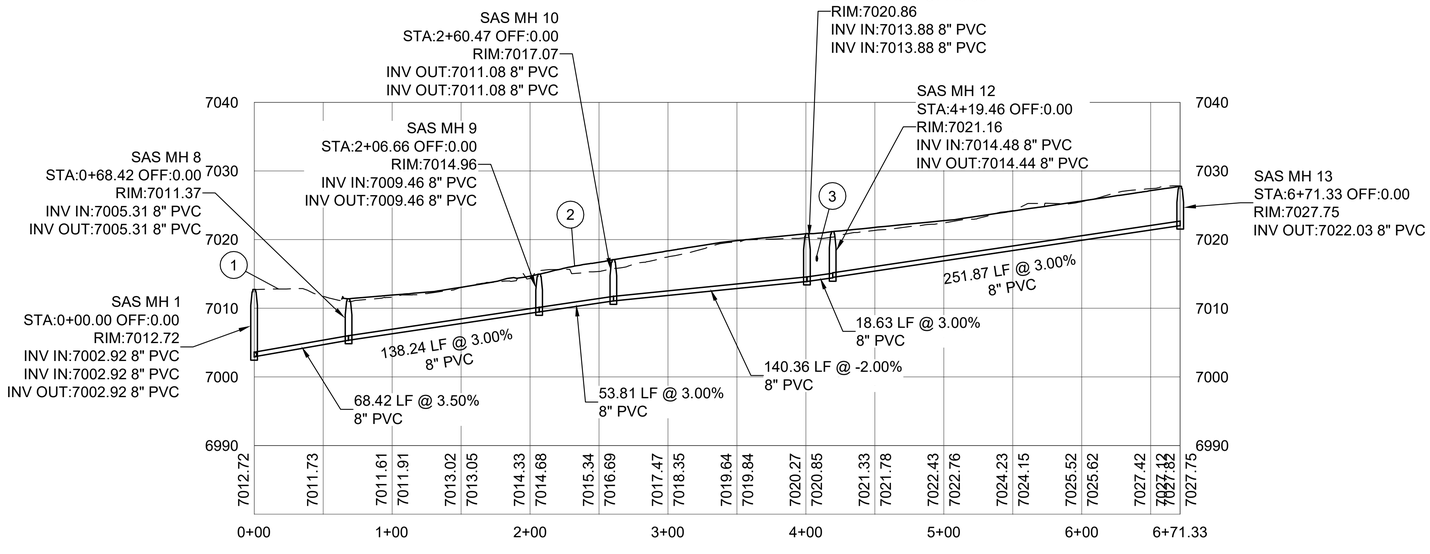
N

WEST SANITARY SEWER LINE - PLAN VIEW

SCALE: 1" = 50'

SHEET KEYNOTES

1. EXISTING GROUND
2. FINISHED GROUND
3. PROPOSED 8" WATER CROSSING



WEST SANITARY SEWER LINE - PROFILE VIEW

SCALE HORIZ: 1" = 50'
VERT: 1" = 10'

0 5 10 20
SCALE: 1" = 10'

CASE # _____

CITY REVIEW		
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SANITARY SEWER PLAN AND PROFILES

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 50'	11-2

REVISIONS	DATE	ENGINEERS SEAL
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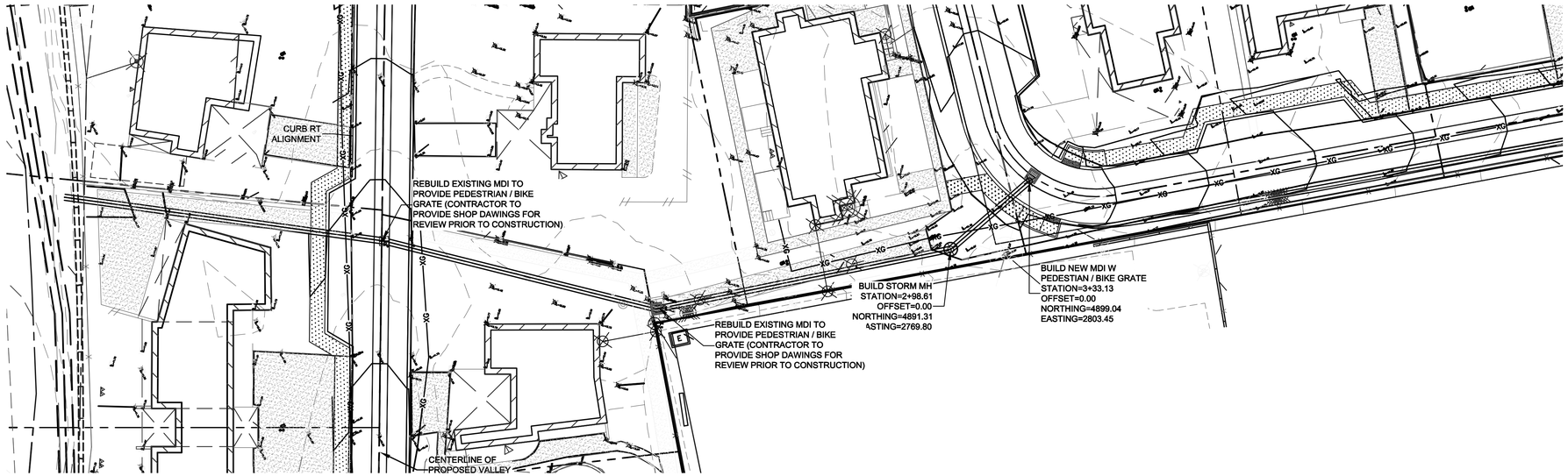
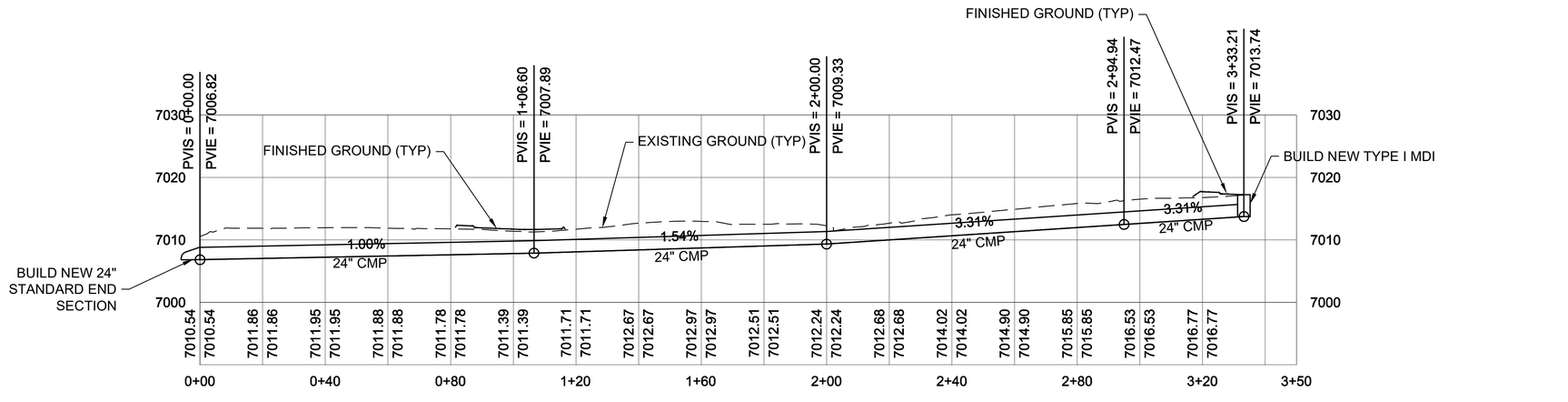


STRUCTURE SECTION

SCALE: 1" = 20'



STRUCTURE SECTION

SCALE HORIZ: 1" = 20'
VERT: 1" = 10'

0 15 30 60

SCALE: 1" = 30'

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
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STREETS DIV.		
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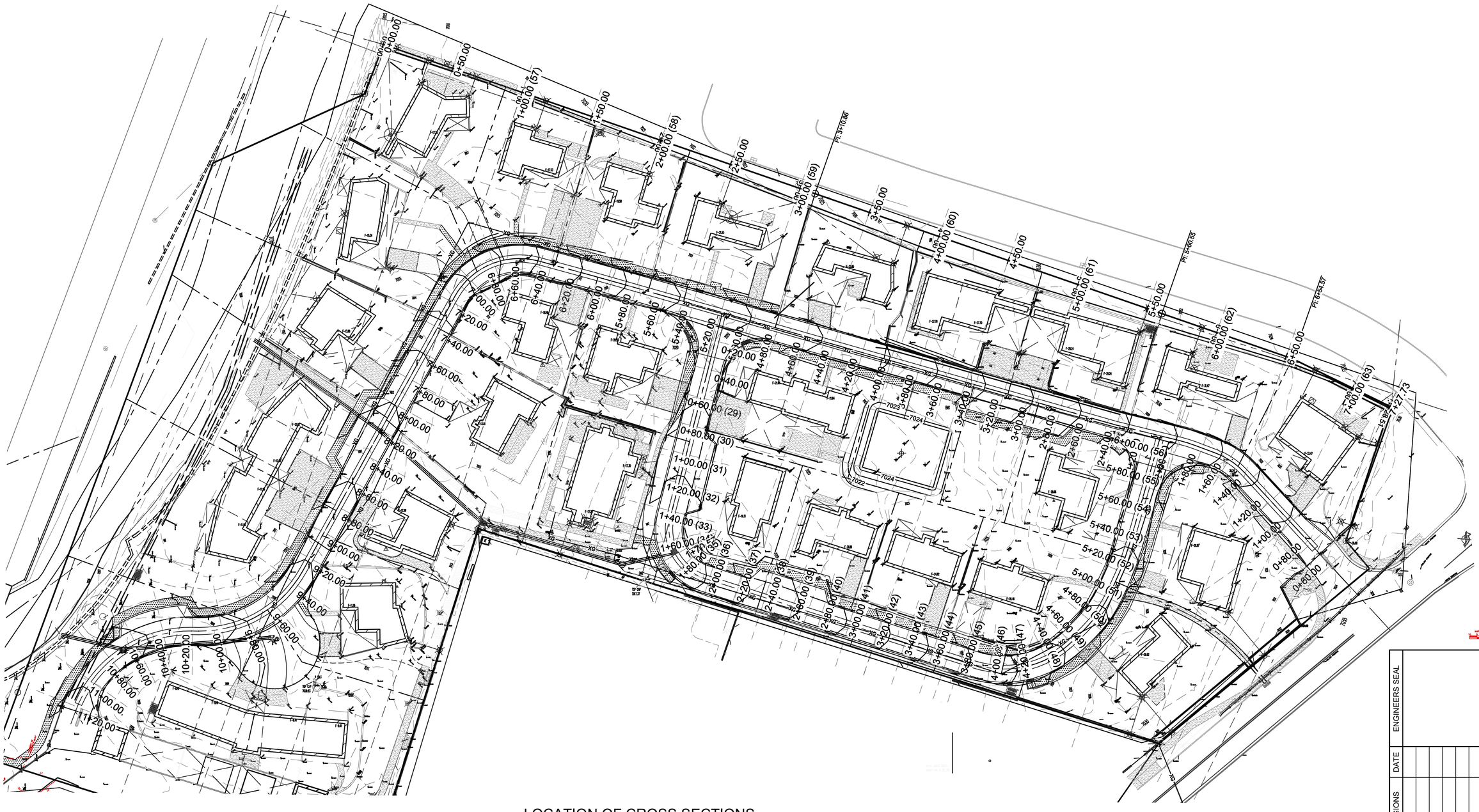
STRUCTURE SECTION

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 30'	12-1



LOCATION OF CROSS SECTIONS

SCALE: 1" = 30'

0 15 30 60

SCALE: 1" = 30'

CASE # _____

CITY REVIEW		
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STREETS DIV.		
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PRELIMINARY DEVELOPMENT PLAN AND PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR PLAZA DEL MONTE

LOCATION OF CROSS SECTIONS

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 30'	14-1

ENGINEERS SEAL

DATE

REVISIONS

STORM WATER POLLUTION PREVENTION PLAN
AT ROMERO SUBDIVISION
SANTA FE, NEW MEXICO

1. SITE AND PROJECT DESCRIPTION

The project site for Plaza del Monte Subdivision is currently fully developed. The property is bordered by Fort Marcy Athletic Complex to the north, Bishops Lodge Road and Montezuma Lodge #1 to the east, Montezuma Lodge #1 to the south, and Old Taos Highway land to the west. The site generally drains from north to south.

1.1 Owner Operator:
PLAZA DEL MONTE, LLC
201 THIRD STREET #1150
ALBUQUERQUE, NM 87102

Construction Operator (Separate NPDES Permit needed).

_____

_____

_____

_____

Telephone: _____

Fax: _____

1.2 Location of the site:

The site is located in Township 17 North, Range 9 East, Section 24 in Santa Fe, New Mexico.

The latitude and longitude are as follows:

Latitude: 35˚41'35" N
Longitude: 105˚56'12" W

1.3 The total area of the site:

6.62 ± acres

1.4 The area of the site that is expected to be disturbed:

0.83 ± acres

1.5 Endangered Species:

Based on the instruction provided by the EPA Compliance Assurance and Enforcement Division Water Enforcement Branch, Region 6 "Storm Water Region 6 NPDES General Permit for Storm Water Discharge from Construction Activity," there are no endangered or threaten species, or designated critical habitat, which are likely to be adversely affected by the construction activity's storm water discharge or storm water discharge related activities.

1.6 Intended sequence of major construction activities:

1. Install Best Management Practices (BMP's). The contractor shall minimize soil disturbance and insure the proper stockpiling of materials.

2. Site Grading. The contractors shall use site-specific controls as shown on the
Temporary Erosion Control Plans and Grading and Drainage Plans. Soil disturbance shall be minimized.

3. Stabilization. The contractors shall use site-specific controls as shown on the
Permanent Erosion Control Plans.

1.7 The following maps have been prepared:

1.7.1 Vicinity Map

See Sheet No. 1-1.

1.7.2 Drainage patterns:

See Grading and Drainage Plan, 8 Series.

1.7.3 Approximate slopes after major grading.

See Permanent Erosion Control, Sheet 15-3.

1.7.4 Outline area of disturbance:

See Permanent Erosion Control, Sheet 15-3.

1.7.5 Outline of areas which won't be disturbed:

See Permanent Erosion Control, Sheet 15-3.

1.7.6 Location of major structural and non-structural concepts:

See Temporary Erosion Control Plan, Sheet 15-2.

1.7.7 Areas where stabilization practices are expected to occur.

See Permanent Erosion Control Plan, Sheet 15-3.

2. DESCRIPTION OF CONTROLS

2.1 Posting Requirements:

The Contractor will post conspicuously near the entrance to the site the following items:

Copies of NOIs
Name and telephone number of contact persons.

2.2 "Good Housekeeping":

The contractors shall practice "Good Housekeeping." This includes the proper disposal of construction and demolition debris on a daily basis, proper wash down methods of construction vehicles, the proper stockpiling of materials. The construction site shall be kept in a neat and orderly manner and exposure of material to storm water will be minimized to the extent practicable.

2.3 Concrete Washout

Concrete washout is a process wastewater and must be controlled in a designated area (e.g. bermed pit) and disposed of properly and noted on the Temporary Erosion Control Plans.

2.4 Minimize Disturbance and Preserve Natural Vegetation:

The Contractor shall minimize disturbance. The limits of construction shall be clearly delineated and enforced. Special attention will be given to protecting established vegetation. The contractor will be responsible for replacing vegetation that is unnecessarily disturbed.

2.5 Inspections:

Disturbed areas, stabilization and structural control measures shall be inspected as required and at least once every two weeks, and within 24 hours or the next working day of the end of a storm event. If a portion of the site has been finally or temporarily stabilized, and runoff is unlikely due to winter conditions, or during seasonal arid periods, inspections shall be conducted on a monthly basis.

Inspections shall be documented on the inspection and maintenance form. Inspections shall be continued by the Owner and final stabilization of an area is achieved and/or the Notice of Termination is submitted.

2.6 Record Keeping:

A copy of the SWPP Plan will be maintained onsite for the use of all Operators and those identified in the SWPP Plan as having on site responsibilities. Items that will be maintained and attached to the SWPP include:

Inspection Reports: The inspection reports shall be signed by a qualified inspector
assigned by the Contractor. The SWPP package and reports shall be available to EPA representatives at all times during construction.

Land Disturbance Log containing: dates when major soil disturbing activities occur, dates when construction activities temporarily or permanently cease on a portion of the site, and dates when stabilization measures are initiated.

Spill Tracking

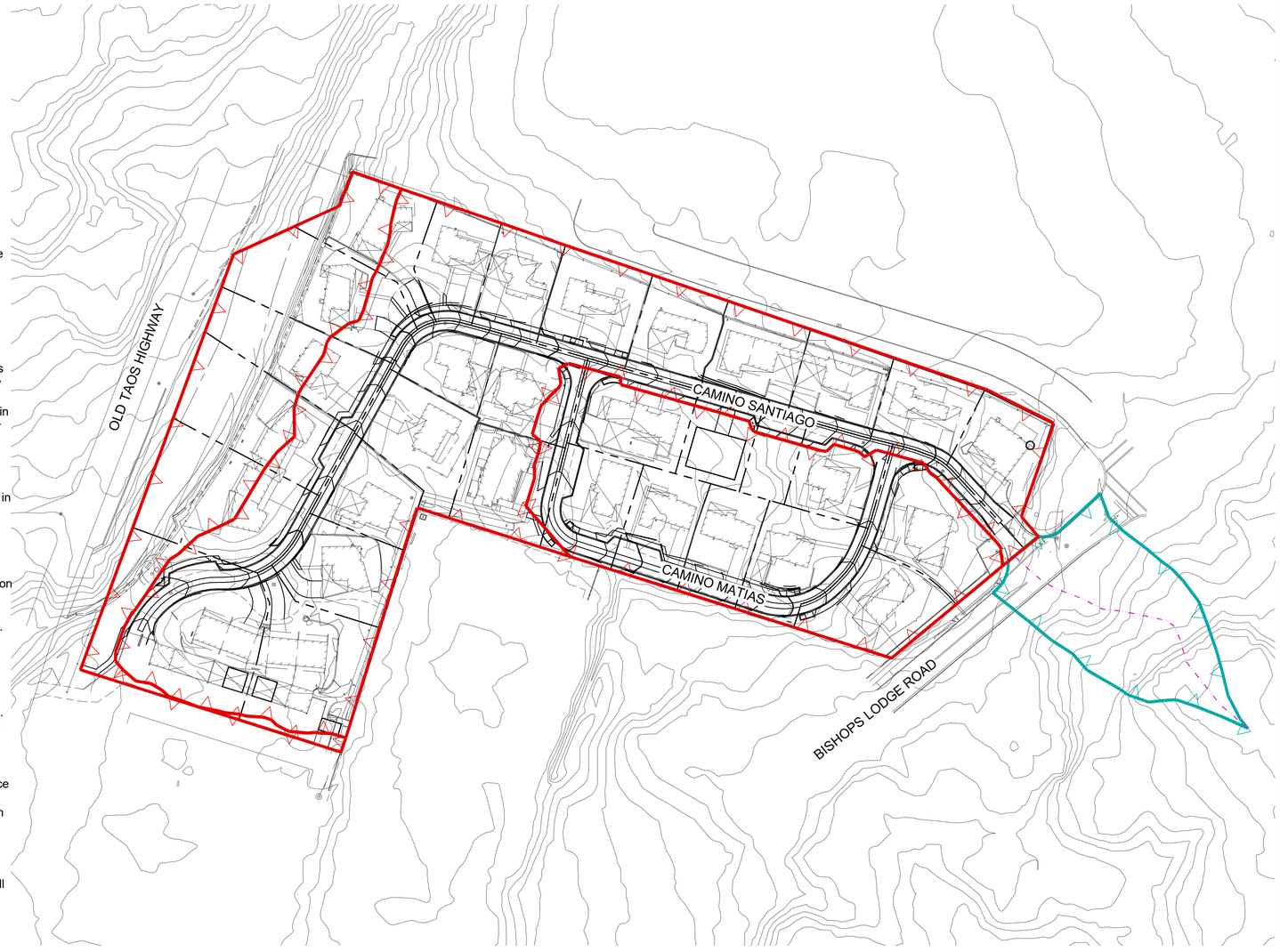
Copies of SWPP Plans, inspection records, spill reports, all reports required by NPDES Permit coverage, and data used to complete the NOI shall be retained by the permitees.

2.7 Plan Amendment:

This SWPP Plan will be amended when:

There is a change in design, construction, operation, or maintenance.

If the inspection report identifies problems or inadequacies with the current BMPs, the SWPP Plan shall be modified as necessary to include additional or modified BMP's designed to correct the problems.



SEE REPORT TITLED "TERRAIN MANAGEMENT REPORT - SOILS, GRADING, AND DRAINAGE FOR PRELIMINARY PLAT SUBMITTAL FOR PLAZA DEL MONTE, SANTA FE, NEW MEXICO" PREPARED BY SANTA FE ENGINEERING CONSULTANTS, LLC, DATED SEPEMBER 2021

N

0 30 60 120
SCALE: 1" = 60'

DEVELOPED CONDITIONS DRAINAGE MAP

SCALE: 1" = 60'

REVISIONS	DATE	ENGINEERS SEAL
◁ ◁ ◁ ◁ ◁ ◁ ◁ ◁		

CASE # _____

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PRELIMINARY DEVELOPMENT PLAN AND PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR PLAZA DEL MONTE

STORM WATER POLLUTION PREVENTION PLAN

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 60'	15-1

DUST CONTROL:

All onsite soil disturbing construction activities shall be addressed and provide measures to mitigate or control dust from being transported offsite and polluting neighboring properties.

Any person, owner, contractor, or operator who conducts earthmoving and/or dust generating activities is responsible for implementing Best Management Practices (BMPs) in order to mitigate off-property transport of fugitive dust emissions.

A plan, or storm water prevention plan (SWPPP) when applicable, listing the Best Management Practices (BMPs), shall be provided to the City Engineer or his designee for review and approval. The approved BMPs shall be applied to the graded and/or disturbed soil in order to stabilize the site.

The initial BMP shall address how the Contractor will minimize the amount of disturbed soil and how the Contractor will stabilize the disturbed surface area exposed to wind or vehicle traffic during construction.

Some BMPs shall include:

- The reduction of vehicle speeds: establish a maximum speed limit or install traffic calming devices to reduce speeds to a rate to mitigate off-property transport of dust entrained by vehicles.
- The minimization of drop height: Drivers and operators shall unload truck beds and loader or excavator buckets slowly and minimize drop height of materials to the lowest height possible, including screening operations.
- High winds restriction: temporarily halt work activities during high wind events greater than 30 mph if operations would result in off-property transport.
- Restrict access: restrict access to the work area to only authorized vehicles and personnel.

In the event the above practices are ineffective to prevent off-property transport, the contractor, owner, or operator shall use at leat one or more of the following Best Management Practices (BMPS):

- Wet suppression: apply water to disturbed soil surfaces, backfill materials, screenings, and other dust generating operations as necessary and appropriate considering current weather conditions, and prevent water used for dust control from entering any public right-of-way, storm water drainage facility, or watercourse.
- Wind barrier: construct a fence or other type of wind barrier to prevent wind erosion of the graded or disturbed surface.
- Vegetation: plant vegetation appropriate for retaining soils or creating a wind break.
- Surface roughening: stabilize an active construction area during periods of inactivity or when vegetation cannot be immediately established.
- Cover: install cover materials such as tackifiers, erosion control blankets, gravel, vegetation (when appropriate), cold-millings, etc., during periods of inactivity and properly anchor the cover.
- Soil retention: stabilize disturbed or exposed soil surface areas that will be inactive for more than 30 days or while vegetation is being established.

BEST MANAGEMENT PRACTICES - NOTES

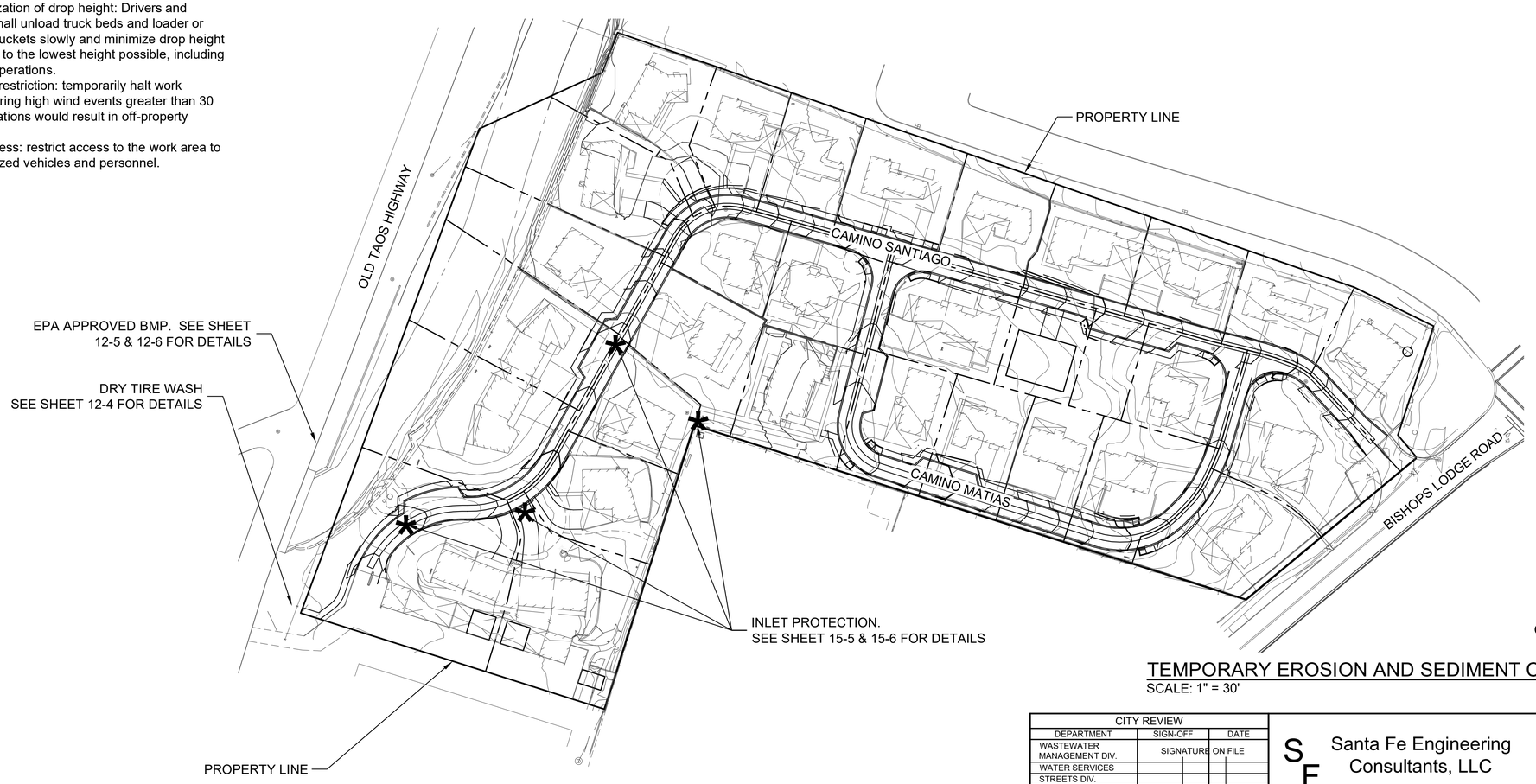
1. DISTURBED AREAS SHALL BE PROTECTED FROM EROSION DURING CONSTRUCTION BY MEANS ADEQUATE TO RETAIN SOIL ON SITE.
2. EXCEPT AS NECESSARY TO INSTALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES, LAND SHALL NOT BE GRADED OR CLEARED UNTIL ALL SUCH TEMPORARY DEVICES HAVE BEEN PROPERLY INSTALLED AND INSPECTED. CONTROL DEVICES SHALL BE KEPT IN PLACE AND USED UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED.
3. SIGNIFICANT TREES, AREAS WITH SUBSTANTIAL GRASS COVERAGE, AND DRAINAGE WAYS THAT ARE TO REMAIN UNDISTURBED SHALL BE FENCED OFF PRIOR TO THE USE OF ANY HEAVY MACHINERY ON-SITE AND DURING THE ENTIRE CONSTRUCTION PROCESS. FENCING SHALL BE PLACED FIVE FEET TO THE OUTSIDE OF THE DRIP LINE OF SIGNIFICANT TREES. THERE ARE NO SIGNIFICANT TREES.
4. SOIL STOCKPILES SHALL BE PROTECTED FROM EROSION THROUGHOUT CONSTRUCTION BY USING APPROPRIATE EROSION CONTROL TECHNIQUES. STAGING AND SOIL STOCKPILE AREAS SHALL BE CLEARLY DESIGNED ON THE SITE. ALL TOPSOIL SHALL BE KEPT ON SITE, WITHIN THE DISTURBANCE ZONE OF CONSTRUCTION, AND REINTRODUCED IN TO PLANTING AREAS TO THE EXTENT POSSIBLE. THERE ARE NO SOIL STOCKPILES ASSOCIATED WITH THIS PROJECT.
5. WATERING DOWN EXPOSED AREAS IS REQUIRED TO PREVENT THE BLOWING OF DUST OR SEDIMENT.
6. PROTECTION FOR STORM DRAIN INLETS SHALL BE PROVIDED TO PREVENT THE ENTRY OF SEDIMENT WHILE STILL ALLOWING THE ENTRY OF STORM WATER.
7. EROSION AND SEDIMENT CONTROL SHALL BE ACCOMPLISHED BY WATERING AND/OR FIBER MULCH WITH TACKIFIER.
8. ALL CONSTRUCTION TRAFFIC SHALL USE TIRE WASHES.

MAINTENANCE RESPONSIBILITIES AND INSPECTIONS

1. DISTURBED AREAS, STABILIZATION AND STRUCTURAL CONTROL MEASURES SHALL BE INSPECTED AS REQUIRED AND AT LEAST ONCE EVERY TWO WEEKS, AND WITHIN 24 HOURS OR THE NEXT WORKING DAY OF THE END OF A STORM EVENT. IF A PORTION OF THE SITE HAS BEEN FINALLY OR TEMPORARILY STABILIZED, AND RUNOFF IS UNLIKELY DUE TO WINTER CONDITIONS, OR DURING SEASONAL ARID PERIODS, INSPECTIONS SHALL BE CONDUCTED ON A MONTHLY BASIS.
2. THE CITY OR ITS AUTHORIZED AGENT MAY ENTER UPON THE PROPERTY, AT REASONABLE TIMES ALL STORMWATER FACILITIES SHALL BE MAINTAINED BY THE CONTRACTOR.
3. THE STORMWATER MANAGEMENT SYSTEM SHALL BE MAINTAINED IN GOOD CONDITION AND PROMPTLY REPAIRED.
4. TO ENSURE THAT THE SYSTEM IS MAINTAINED IN PROPER WORKING CONDITION.
5. IF AFTER NOTICE BY THE CITY TO CORRECT A VIOLATION REQUIRING MAINTENANCE WORK, SATISFACTORY CORRECTIONS ARE NOT MADE WITHIN A REASONABLE PERIOD IF TIME. THE CITY MAY PERFORM ALL NECESSARY WORK TO PLACE THE FACILITY IN PROPER WORKING CONDITION. THE OWNER(S) OR RESPONSIBLE PARTY OF THE FACILITY SHALL BE ASSESSED THE ASSOCIATED COSTS OF THE WORK.

LEGEND

- EPA APPROVED BMP. SEE SHEET 12-5 & 12-6 FOR DETAILS
- GRADING LIMITS
- * INLET PROTECTION (TYP) SEE SHEET 12-5 & 12-6 FOR DETAILS
- DRAINAGE FLOW ARROW
- DRY TIRE WASH SEE SHEET 12-4 FOR DETAILS



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0 25 50 100

SCALE: 1" = 50'
CONTOUR INTERVAL = 1'

TEMPORARY EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1" = 30'

CITY REVIEW		
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PRELIMINARY DEVELOPMENT PLAN AND PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR PLAZA DEL MONTE

TEMPORARY EROSION CONTROL PLAN

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 50'	15-2

ENGINEERS SEAL

DATE

REVISIONS

LONG TERM MAINTENANCE RESPONSIBILITIES AND INSPECTIONS

1. ALL STORM WATER FACILITIES SHALL BE MAINTAINED BY THE DOS ACEQUIAS HOA.
2. THE STORM WATER MANAGEMENT SYSTEM SHALL BE MAINTAINED IN GOOD CONDITION AND PROMPTLY REPAIRED.
3. THE CITY OR ITS AUTHORIZED AGENT MAY ENTER UPON THE PROPERTY, AT REASONABLE TIMES TO ENSURE THAT THE SYSTEM IS MAINTAINED IN PROPER WORKING CONDITION.
4. IF AFTER NOTICE BY THE CITY TO CORRECT A VIOLATION REQUIRING MAINTENANCE WORK, SATISFACTORY CORRECTIONS ARE NOT MADE WITHIN A REASONABLE PERIOD OF TIME. THE CITY MAY PERFORM ALL NECESSARY WORK TO PLACE THE FACILITY IN PROPER WORKING CONDITION. THE OWNER(S) OR RESPONSIBLE PARTY OF THE FACILITY SHALL BE ASSESSED THE ASSOCIATED COSTS OF THE WORK.

INSPECTIONS AND VIOLATIONS DURING CONSTRUCTION PROCESS

1. INSPECTIONS BY CITY ARE DUE WHEN STORM WATER MANAGEMENT MEASURES ARE COMPLETED AND WHEN THE FINAL SITE RESTORATION MEASURES ARE COMPLETED. HOWEVER, IF FINAL SITE RESTORATION MEASURES ARE BEING DELAYED DUE TO THE SEASON, THE CITY SHALL BE NOTIFIED WHEN TEMPORARY EROSION CONTROL MEASURES FOR USE UNTIL RESTORATION IS COMPLETE, IN PLACE AND READY FOR INSPECTION.
2. FURTHER CONSTRUCTION OR ISSUANCE OF ANY PERMITS SHALL NOT OCCUR UNTIL WRITTEN APPROVAL HAS BEEN GRANTED BY THE CITY.

DRAINAGE FACILITIES MAINTENANCE

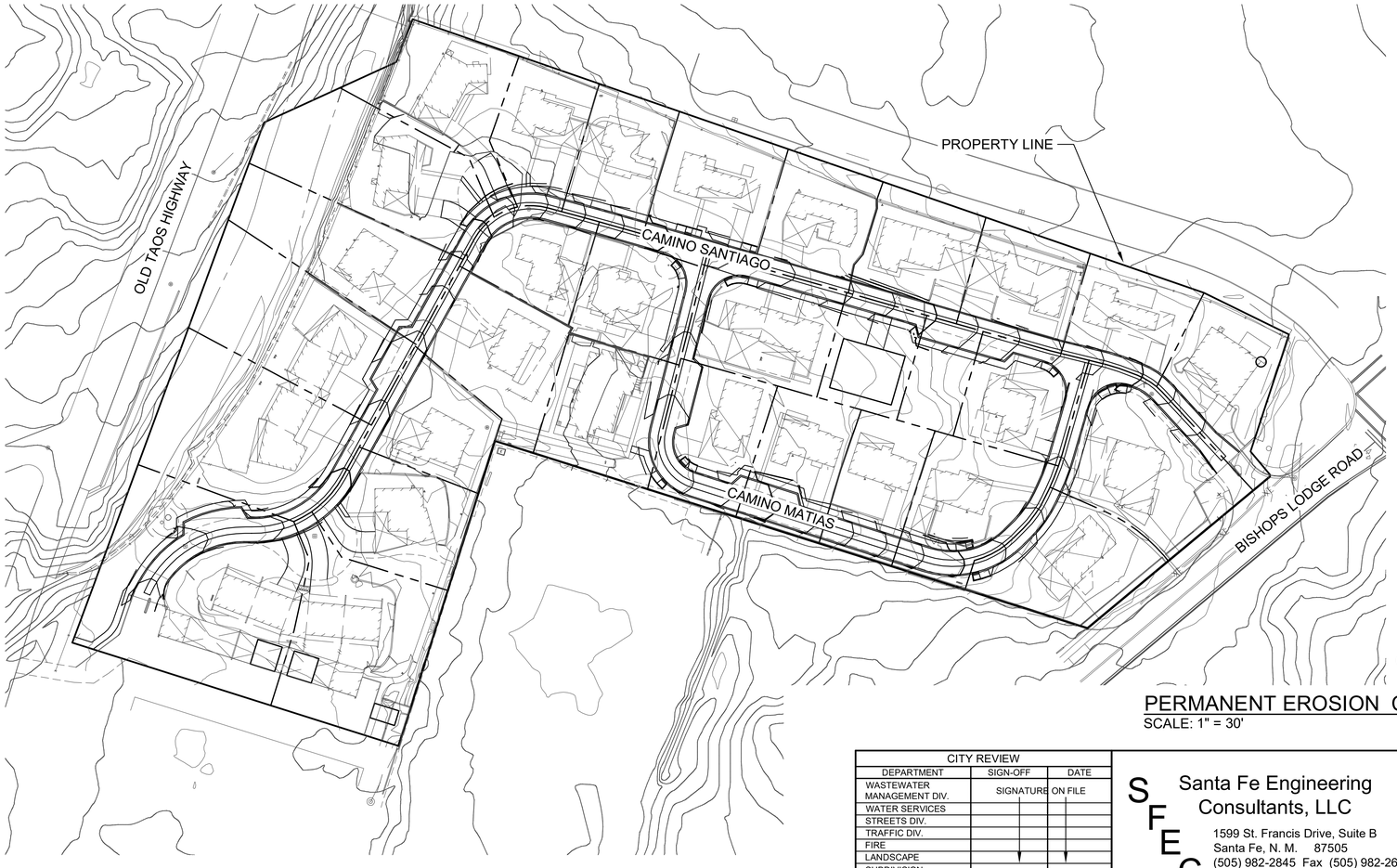
1. THE DRAINAGE FACILITIES ARE PRIVATE AND SHALL BE MAINTAINED BY THE PROPERTY OWNERS.
2. INSPECTIONS OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:

   ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1-INCH OR GREATER. THE OWNERS SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.
3. THE REMEDIAL ACTION SHALL CONSIST OF (1) REMOVAL AND DISPOSAL OF SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH; (2) FLUSHING ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND POLLUTANTS THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURES; AND, (3) INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS AND INSPECT FOR THE STRUCTURAL INTEGRITY OF ALL APPURTENANT DRAINAGE STRUCTURES AND REPAIR OR STABILIZE ACCORDINGLY.

DRAINAGE FACILITIES MAINTENANCE SCHEDULE

SPRING MAINTENANCE:	MARCH 15th	CLEARING AND MAINTENANCE FOR ALL STORMWATER MANAGEMENT FACILITIES SHALL OCCUR WITHIN 30 DAYS OF DATE. REMOVE SEDIMENT BUILD UP IN ALL PONDS AND RESEED.
FALL MAINTENANCE:	SEPTEMBER 15th	CLEARING AND MAINTENANCE FOR ALL STORMWATER MANAGEMENT FACILITIES SHALL OCCUR WITHIN 30 DAYS OF DATE.
PERIODIC MAINTENANCE:	AFTER SIGNIFICANT STORMS (1" OR GREATER)	CLEARING AND MAINTENANCE FOR ALL STORMWATER MANAGEMENT FACILITIES SHALL OCCUR WITHIN 30 DAYS OF STORM.

SFCC 13-2 PROHIBITS THE DISCHARGE OF POLLUTANTS INCLUDING SEDIMENT, VEGETATION, SLURRIES, MUD, PLASTERS, CONCRETE RINSATES AND ANY CONSTRUCTION MATERIALS, WASTES AND GARBAGE, ETC. TO THE STORM DRAIN SYSTEM. THE STORM DRAIN SYSTEM INCLUDES ROADS, STREETS, CURBS, GUTTERS, DROP INLETS, PIPED STORM DRAINS, CULVERTS, RETENTION AND DETENTION BASINS, NATURAL AND MAN-MADE DRAINAGE CHANNELS, ARROYOS, RIVERS, AND ANY FACILITY AND APPURTENANCE BY WHICH STORMWATER IS COLLECTED AND/OR CONVEYED. CULVERT AND DRAIN FLUSHING SHALL BE CAREFULLY DONE. POLLUTANTS AND DEBRIS SHALL BE CAREFULLY REMOVED AND DISPOSED OF AT THE LANDFILL.



PERMANENT EROSION CONTROL PLAN
SCALE: 1" = 30'

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		

CITY USE ONLY

Santa Fe Engineering Consultants, LLC
1599 St. Francis Drive, Suite B
Santa Fe, N. M. 87505
(505) 982-2845 Fax (505) 982-2641
http://www.SFENGR.com

PRELIMINARY DEVELOPMENT PLAN AND PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR PLAZA DEL MONTE

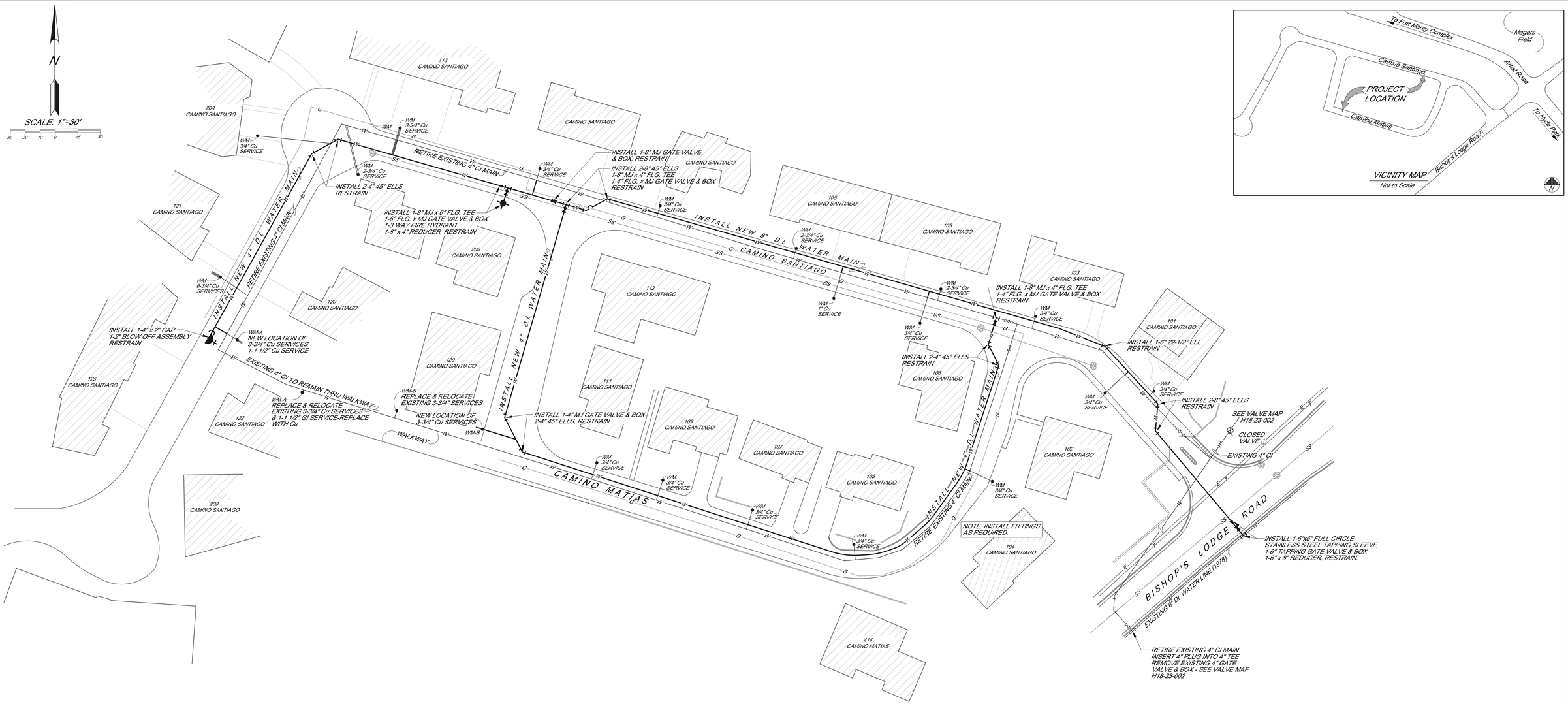
PERMANENT EROSION CONTROL PLAN

DATE:	SCALE:	SHEET:
SEPTEMBER 2021	1" = 50'	15-3

ENGINEERS SEAL

DATE

REVISIONS



SHEET 17-1

LEGEND

- EXISTING GAS LINE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING WATER VALVE
- EXISTING FIRE HYDRANT
- EXISTING SERVICE TO BE TRANSFERRED, AS NOTED
- NEW WATER LINE
- NEW WATER VALVE
- NEW FIRE HYDRANT

NOTE:
ACTUAL LOCATION OF NEW WATER LINE INSTALLATION TO BE DETERMINED IN THE FIELD.

NOTE:
INSTALL 870'± OF 8" POLY WRAPPED DUCTILE IRON PIPE
15'± OF 6" POLY WRAPPED DUCTILE IRON PIPE AND 920'± OF POLY WRAPPED DUCTILE IRON PIPE, ALL AS SHOWN ON THIS SHEET.

TRANSFER 2-3/4" SERVICES AND 1-1" SERVICE AS NOTED ON THIS SHEET. REPLACE AND RELOCATE 6-3/4" SERVICES AND 1-1 ½" SERVICE AS NOTED ON THIS SHEET.

RECORD DRAWINGS

THIS RECORD DOCUMENT HAS BEEN "AS-BUILT" BASED ON THE BEST AVAILABLE INFORMATION PROVIDED BY OTHERS.

SIGNATURE DATE

RECORD MAPPING

	INITIALS	DATE
AS BUILT		/ /
VALVE MAPS		/ /
GIS (MAPPING)		/ /
INSPECTOR APPROVED		/ /

SANGRE DE CRISTO WATER
SANTA FE
2019 CONSTRUCTION DRAWINGS

TITLE
CAMINO SANTIAGO & CAMINO MATIAS
WATER MAIN REPLACEMENT

DATE 09/2018 BY LC/EBY
DATE 09/2018 CK LC
DATE 09/2018 APP DB

2019
31
(1 OF 1)

YEAR	AERIAL	TOWNSHIP RANGE SECTION	WORK ORDER NO.
19	H-18	17.09.24	