City of Santa Fe

AGENDA

REGULAR MEETING OF THE PLANNING COMMISSION DECEMBER 02, 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/88934452321?pwd=Ync5eE1ia0ExcUQ4eXF5em5ZZW5Fdz09 and use password: **786484**.

Attending Zoom by Phone: Members of the public can attend the Zoom meeting by phone by dialing:
US: **(253) 215-8782** or **(346) 248-7799** or **(929) 205-6099**
Webinar ID: **810 0507 2259.**

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. November 4, 2021

2. November 18, 2021

E. APPROVAL OF FINDINGS/CONCLUSIONS

F. OLD BUSINESS

G. NEW BUSINESS

1. **Case #2021-4375. 2868 Rufina Street General Plan Amendment.** Jennifer Jenkins of JenkinsGavin, Inc., Agent, for Homewise, Inc., Applicant, requests approval of a General Plan Future Land Use Map Amendment to change the Future Land Use Classification from Industrial to Community Commercial. The property is approximately 2.39 acres of land and is located at 2868 Rufina Street. (Donna Wynant, Case Manager, djwynant@santafenm.gov, 955-6325).

2. **Case #2021-4376. 2868 Rufina Street Rezoning.** Jennifer Jenkins of JenkinsGavin, Inc., Agent, for Homewise, Inc., Applicant, requests approval of a rezoning from I-1 (Light Industrial) to C-2 (Commercial) for future development of a mixed-use site development, including 12,237 square feet of commercial space and 68 dwelling units. The property is approximately

2.39 acres of land and is located at 2868 Rufina Street. (Donna Wynant, Case Manager, djwynant@santafenm.gov, 955-6325).

3. **Case #2021-4377. Caja del Oro Subdivision General Plan Amendment.** James Siebert, of James W. Siebert and Associates, Inc., Agent, for the Pulte ~~Group~~ Homes of New Mexico, Applicant, requests approval of a General Plan Future Land Use Map Amendment to change the Future Land Use Classification from Very Low Density Residential (1-3 dwelling units per acre) to Medium Density Residential (7-12 dwelling units per acre). The property is approximately 16.21 acres of land on eight individual lots (to be consolidated). The properties are located at 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road. (Donna Wynant, Case Manager, djwynant@santafenm.gov , 955-6325).

4. **Case #2021-4378. Caja del Oro Subdivision Rezoning.** James Siebert, of James W. Siebert and Associates, Inc., Agent, for the Pulte ~~Group~~ Homes of New Mexico, Applicant, requests rezoning approval from R-1 (Residential- 1 dwelling unit per acre) to R-10 (Residential- 10 dwelling units per acre) and C-2 (General Commercial) to R-10 (Residential-10 dwelling units per acre). The property is approximately 16.21 acres of land on eight individual lots (to be consolidated). The properties are located at 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road. (Donna Wynant, Case Manager, djwynant@santafenm.gov , 955-6325).

5. **Case #2021-4379. Caja del Oro Subdivision Preliminary Development Plan.** James Siebert, of James W. Siebert and Associates, Inc., Agent, for the Pulte ~~Group~~ Homes of New Mexico, Applicant, requests approval of a Development Plan for an 88 single-family home development. The property is approximately 16.21 acres of land on eight individual lots (to be consolidated). The properties are located at 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road. (Donna Wynant, Case Manager, djwynant@santafenm.gov , 955-6325).

6. **Case #2021-4381. Caja del Oro Subdivision Preliminary Subdivision Plat.** James Siebert, of James W. Siebert and Associates, Inc., Agent, for the Pulte ~~Group~~ Homes of New Mexico, Applicant, requests approval of a Preliminary Subdivision Plat for 88 single-family lots. The property is approximately 16.21 acres of land on eight individual lots (to be

consolidated). The properties are located at 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road. (Donna Wynant, Case Manager, djwynant@santafenm.gov , 955-6325).

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.

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PLANNING COMMISSION MINUTES
NOVEMBER 4, 2021

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MINUTES OF THE CITY OF SANTA FE PLANNING COMMISSION
Thursday, November 4, 2021 - 6:00 pm
VIRTUAL HEARING

CALL TO ORDER

Chair Gutierrez was having technical difficulties; therefore, Vice Chair Hogan began the meeting.

A regular meeting of the City of Santa Fe Planning Commission was called to order by Vice Chair Hogan 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 Pilar Faulkner
Commissioner Jessica Lawrence
Commissioner Dan Pava

Members Absent
Commissioner Lee Garcia
Commissioner Dominic Sategna
One vacancy

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 Faulkner led the pledge of allegiance.

Mr. Berke introduced the new Planning Commissioner, Dan Pava.

Commissioner Pava said he served on the Commission from 2013 to 2015 and is looking forward to joining the Commission. He is a retired from the Labs and an environmental planner who has worked in California and Oregon and for Albuquerque, Los Alamos and Rio Rancho. He has associations with the American Planning Association and is a Fellow of the American Institute of Certified Planners. He said this is a crucial time to work for the Planning Commission in Santa Fe and take part in the important decisions, not just case-by-case, but the direction of the city.

Vice Chair Hogan welcomed Commissioner Pava and was glad he joined them. He asked Chair Gutierrez to let him know when he is connected.

C. APPROVAL OF AGENDA

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

VOTE: The motion passed by majority roll call vote with Commissioners Clow, Faulkner and Lawrence voting in favor, none voting against and Commissioner Pava abstaining.

D. APPROVAL OF MINUTES

1. October 21, 2021

MOTION: Commissioner Faulkner moved, seconded by Commissioner Lawrence to approve the minutes of September 21, 2021, as presented.

VOTE: The motion passed by majority roll call vote with Commissioners Clow, Faulkner and Lawrence voting in favor, none voting against and Commissioner Pava abstaining.

E. APPROVAL OF FINDINGS/CONCLUSIONS

None.

F. OLD BUSINESS

None.

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).

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).

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.

STAFF RECOMMENDATION

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, with the conditions of approval listed in the staff report.

APPLICANT'S PRESENTATION

Oralynn Guerrerortiz, Design Enginuity, 1421 Luisa St., Suite E, was sworn. She showed the location and noted Phase 1 is under construction to the southwest. Another subdivision that is completely built is to the northeast. The project is on the far west side of the Tierra Contenta subdivision and 20 lots are proposed. The roads have 45 feet rights-of-way with public utilities and sidewalks and will use the innovative road design seen on Agua Fria and Phase 1. She doesn't like the City standards for parking and intends to provide a wider planter strip to make it easier for people to get out of their cars. The plan was reviewed with staff and by John Romero, and approved several times. The

drive lanes will remain at 10 and parking is at six feet, and there will be a consistent 45-foot right-of-way.

Ms. Guerrerortiz said the applicant has agreed to all staff's conditions.

PUBLIC HEARING

Vice Chair Hogan closed the public hearing seeing no one wanting to comment.

COMMISSION DISCUSSION

Commissioner Pava noted that looking at the renderings, streetscapes don't need to be provided and the setbacks are minimized. He asked for more description of how the setbacks would look and if there was a nearby frame of reference.

Ms. Guerrerortiz displayed the site plan. She pointed out the setbacks are the standard for zones R-1 through R6, 5 foot sides and 15 foot rear setbacks. She said she just noticed that the site plan had been mislabeled, but they did meet the City's standard for 7.5 feet for setback. There will be landscaping and street trees between the curb and gutter. Trees will be behind the sidewalks where the sidewalk is directly against parking spaces. There is no loss of trees or changes in setbacks, they are just making the sidewalk adjacent to the parking, which is considered innovative.

Commissioner Pava said he was interested in the appearance of the streetscape, but similar subdivisions will give him a good idea what can be done with this lot configuration.

Commissioner Faulkner said she liked the idea of removing the landscaping because if turned over to the City or residents, weeds will be a problem. She asked if they would look at the line adjustments.

Ms. Guerrerortiz said she could show all of it. She displayed a diagram showing the open space will be taken from existing open space. The changes requested are because the lot is unusually shaped. The net result is a gain of open space.

MOTION: In Case #2021-4240, Tierra Contenta Tract 50A Arroyo Oeste Phase 2 Preliminary Subdivision, Commissioner Lawrence moved to approve, subject to conditions of approval and technical corrections recommended by staff. Commissioner Faulkner seconded the motion.

MOTION: In Case #2021-4240, Tierra Contenta Tract 50A Arroyo Oeste Phase 2, Street Design, Commissioner Lawrence moved to approve as included in the plans. Commissioner Faulkner seconded the motion.

VOTE: The motions for the Preliminary Subdivision and Street Design passed by unanimous roll call vote with Commissioners Clow, Faulkner, Lawrence, Pava and Chair Gutierrez voting in favor, and none voting against.

MOTION: In Case #2021-4240, Tierra Contenta Tract 50A Arroyo Oeste Phase 2, Findings of Fact and Conclusions of Law, Commissioner Lawrence moved to approve as presented. Commissioner Faulkner seconded the motion.

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

Chair Gutierrez resumed the position of chair at this time.

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). (**POSTPONED ON 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). (**POSTPONED ON 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). **(POSTPONED ON SEPTEMBER 2, 2021) (WITHDRAWN)**

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). 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.

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 RECOMMENDATION

Staff's analysis identified that 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 of the staff report.

Staff removed conditions 3 and 4 from their conditions of approval because an archaeological clearance will be provided by the City and the applicant is moving forward with the State Historic Preservation and federal government.

APPLICANT'S PRESENTATION

Jennifer Jenkins, 130 Grant Avenue, Suite 101, was sworn. She introduced Cody Hartley, Executive Director of the Georgia O'Keeffe Museum, Lorn Tryk, and the architects, landscape designers, engineering, and planning team and the owners.

Cody Hartley, 217 Johnson Street, was sworn. He said the museum will celebrate 25 years next summer and has been immensely popular and visitation exceeded expectation. The museum is often filled to capacity. The museum is among one of the most visited art museums in the country, but their gallery size is one of the smallest at 5,000 square feet. Their collections have also grown from 118 works of art, 94 by Georgia O'Keeffe, to more than 7000 objects. Storage is a struggle but most importantly they can no longer meet their obligations to the community. This will allow them to welcome school tours with a safe loading zone and expand educational community programming indoors and out. The project includes significant green space. The proposal allows them to serve the needs of the audiences as well as tourists with an approach to public engagement reflecting the values and needs of the community. They have called upon donors across the nation to fund the project and have received support from The National Endowment for Humanities. Their vision is to create a facility to meet the needs of the community and visitors that is worthy of New Mexico, Santa Fe and Georgia O'Keeffe.

Ms. Jenkins indicated since June 2020; people are able to get information on the project. Early Neighborhood Notification meetings were held, and they met with neighboring businesses, public schools and held public meetings throughout the City. No modifications are proposed to the Berger House, only to the landscaping. The property is in the Business Capitol District and Downtown Historic District and the preliminary design review was done with the Historic Districts Review Board with positive feedback.

Ms. Jenkins reviewed the existing conditions. The site is non-compliant with current design regulations. The building is three sided with the front door on Grant Avenue and an entrance also on the north side. This will make an open pedestrian connection between Grant Avenue and Sheridan Street and 45% will be dedicated to landscaped open space. Many of the gardens will evoke those of Georgia O'Keefe's home with natural native landscaping, and the existing lawn will be reduced. Stormwater will be collected; the sidewalks will be widened and the street trees on Grant Ave will be supplemented. The building design was inspired by traditional Northern New Mexico architecture and the O'Keeffe home in Abiquiu. Both sites total just under 2 acres together and the Museum is just over 55,000 square feet, about 60% lot coverage. The maximum allowable height is 34' 8" inches, and this is 33' 8". There is a partial basement for curation and preservation of the collection. The current building and streetscape were shown with the parking and then a view of the proposed design once completed.

Ms. Jenkins addressed traffic and the parking analysis, noting that none of the downtown museums provide parking. The analysis shows a parking demand of 24 spaces, but 92 spaces will be provided in two off-site parking lots. The ITE (Institute for Transportation Engineers) national standards for conducting traffic analyses and parking had no local data. The ITE used similar data from other states to predict the parking demand which shows an estimate on weekdays at 48 spaces at peak hours and 50 spaces for weekends. Off-site parking is required by Code to be within 600 linear feet, and is why there is a request for variance. The Chapelle lot is just over 816 feet and will provide 100% of the required parking. They will have a second parking area with 67 spaces on San Francisco Street.

PUBLIC HEARING

Chair Gutierrez closed the public hearing seeing no one wanting to comment.

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COMMISSION DISCUSSION

Vice Chair Hogan was surprised there was not more public input. He congratulated Mr. Hartley for a great job. He said he loved the connections over to Sheridan. He thought they could create a natural pedestrian connection in the alleyway since it is almost a continuation of Johnson Street.

Ms. Jenkins said the alley is narrow and a public right-of-way. They felt it would be conflictive to put pedestrians where trucks would unload. Also, others utilize the alley, so it isn't a good fit.

Vice Chair Hogan thanked her for the explanation. He confirmed that the gardens were open to the public but would be closed at night.

Commissioner Pava said this is a huge improvement. He asked if the large cottonwood in front of 135 Grant, is susceptible to damage during to construction.

Ms. Jenkins explained they are taking great pains during construction to protect the trees. The work will be limited to landscape improvements and fencing, and a big effort is around preservation of the existing landscaping.

Commissioner Pava asked the species of the street trees on Grant and Sheridan, noting respectfully that the landscape architects are from Connecticut.

Ms. Jenkins said the landscape design focuses on native vegetation of New Mexico, waterwise and drought tolerant. Everything is to authentically honor Georgia O'Keeffe's life, work, and her home in Abiquiu.

Mr. Hartley added that the lead landscape architect grew up in the Galisteo Basin and has local appreciation and understanding.

Commissioner Pava asked if they had collaborated with the Santa Fe Botanical Gardens.

Mr. Hartley said the Gardens have advised them on plant selection.

Commissioner Pava said the variance and reason is compelling for the parking but there are two major garages, Sandoval and the Convention Center Garage with over 900 spaces. He has never seen them full. He asked if that was considered because the San Francisco Street lot has great development potential. Also, he thought Guadalupe dangerous because of the traffic and speed.

Ms. Jenkins explained both City parking lots as well as the surrounding lots, were pursued. They were told there are no long-term leases available.

Lorn Tryk , 436 W. San Francisco St., was sworn. He said he takes the pathway from West San Francisco to downtown all the time. It is safe and has a signalized intersection with crosswalks. He found the path very usable. He agreed they had pursued a closer option but did not find one.

Commissioner Pava said he still thinks it is an issue but it is the reason there is a variance. He said for the record, the staff report explains that every option had been pursued.

Commissioner Faulkner commended them on a really nice project. She said she likes what was designed for the outdoor space.

MOTION: In Case #2021-3976, 123 and 135 Grant Avenue Development Plan, Vice Chair Hogan moved to approve subject to the conditions of approval and technical corrections recommended by staff. Commissioner Clow seconded the motion.

Ms. Jenkins asked to confirm that the deleted conditions were reflected in the record.

Mr. Esquibel said they were included in the record.

Chair Gutierrez asked how the parking lots will be policed and if the lots will only be used for the museum gallery.

Ms. Jenkins said both lots are for exclusive use by the museum and there will be proper signage and the standard enforcement. Also, they will have a barcode on the ticket to open the gate among other great mechanisms, to ensure the parking is designated for the museum.

Chair Gutierrez asked the location of the bus stop where students will be dropped off and picked up.

Ms. Jenkins showed the area on Grant Avenue.

Chair Gutierrez confirmed it is equivalent to a loading zone.

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

MOTION: In Case #2021-3977, 123 and 135 Grant Avenue Variance to Subsection 14-8.6(C)(2)(b), Vice Chair Hogan moved to approve. Commissioner Faulkner seconded the motion.

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

MOTION: Commissioner Hogan moved to approve the Findings of Fact and Conclusions of Law in Case #2021-3976 and Case #2021-3977 as shown in Exhibit B. Commissioner Clow seconded the motion.

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

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.

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).

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.

STAFF RECOMMENDATION

Staff recommended approval of the final development plan (Case #2021-4242), subject to conditions of approval and technical corrections outlined in the report, and Governing Body approval of the rezoning request. Staff recommends approval of the variance (Case #2021-4243).

APPLICANT'S PRESENTATION

Eric Enfield, 612 Old Santa Fe Trail, was sworn. He provided a brief history of the site. The proposal is to confirm the Annex in the main office building. He pointed out the current parking and fire access. The landscaping is the entrance to their property and a variance requested to do the open space and front yard in a different area, fronting on Otero Street.

He reviewed the site where they will add a casita and portal. The historic entry to the property has been maintained along with the access to the property. There is no car access from Washington Street. The second floor has about 60,000 square feet. There are no lot coverage restrictions and all setbacks for the subdistricts are met and final approval was received from the Historic Districts Review Board (HDRB).

Mr. Enfield said the infrastructure is in place. He said they agree with the staff report, but he wanted to address a few issues. A variance is required to put open space in the front yard but not along the property line, with the E. Marcy subdistrict. They meet the open space requirement for the project, but the current front yard of the office building is not along the property line. The proposal will keep it where it has been since the 1950s.

Irrigation plans will be provided, and they will do cisterns and they will maintain the three large pine trees in the northwest corner of the main building. The proposed water budget for estimated hotel use is about 605,437 gallons annually. The applicant will have to make up the difference based on the previous water bills. He will provide the difference of 318,688 gallons per year. The net water offset is required in the form of an option of water rights or retrofits.

They will meet all ADA requirements and provide the proper amount of bike racks, which is not shown on the site plan. Parking will be on site as well as off-site lease agreement with the adjacent neighbor who owns Marcy Plaza Parking. A total of 31 spaces is required and they provide 15 spaces, and the balance is the adjacent parking structure. Per Land Use Code they have provided a trip generation showing existing offices generate 17 cars in peak a.m. hours and 16 cars at peak p.m. hours. The proposal

generates only 12 cars in peak morning hours and 12 at peak p.m. A traffic study was not required. They will provide all code requirements for fire sprinklers and the fire department, and all utility infrastructure is in place. The site was approved by the Archaeological Committee, which is in the packet.

Mr. Enfield introduced Hunter Redman who would describe the character of the building and answer questions.

Hunter Redman, 612 old Santa Fe Trail, was sworn. She started working on the project 15 years ago with the previous owner. The main building was developed in the 1950s in a contemporary Territorial style. The additions were designed to complement, without upstaging, the existing historic building to honor the building's history. The materials are compatible with the existing building and complements the adjacent two buildings. She said she is looking forward to this being part of the downtown community.

PUBLIC HEARING

Chair Gutierrez closed the public hearing seeing no one to comment.

COMMISSION DISCUSSION

Commissioner Pava asked for additional description of the connection between the Marcy Garage and the site; if there will be a ramp or a dedicated passageway.

Mr. Enfield said the site plan indicates stairs and they will tie into that to bring you down to the parking structure. Parking will probably be on the lower level that serves the Marcy Plaza building. They hope to provide pedestrian access to the site from the courtyard behind that, but another option is valet parking.

Mr. Pava thanked him for the clarification. He said he had a hard time visualizing how to get from the garage to the site.

Mr. Enfield added the applicant has to prove that all of the required parking is not already taken by the two Marcy Plaza buildings.

Vice Chair Hogan thought the variance a reasonable solution that would not compromise the character of the block. The landscaping gives the building room to breathe and is a valuable solution. He was also glad to see they will maintain the historical walkway entrance off Washington Street. He asked what functions would go into the existing building.

Mr. Enfield said hotel rooms and a lobby for the hotel which will be where the existing office building is, with the dual entrances.

Ms. Redman added the existing entrances will be maintained in the reception area. The first floor will have rooms and the bottom floor a small fitness facility and secondary

housekeeping/staff space. There is also a small addition to the south that is attached to the building, but not publicly visible.

Vice Chair Hogan said from a design standpoint scrutiny, if the H-Board was happy, he is happy.

Mr. Enfield said they are proud of the massing of the building and the pedestrian access from Otero and Washington. The building will look like it did when it was built in 1950, with minor modifications.

MOTION: In Case #2021-4243, 220 Otero Street Open Space Variance, Vice Chair Hogan moved to approve. Commissioner Clow seconded the motion.

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

MOTION: In Case #2021-4242, 220 Otero Street Final Development Plan, Vice Chair Hogan moved to approve subject to the conditions of approval and technical corrections recommended by staff. Commissioner Clow seconded the motion.

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

MOTION: Vice Chair Hogan moved to approve the Findings of Fact and Conclusions of Law in Case #2021-4242 in Exhibit A1 and Case #2021-4243 in Exhibit A2. Commissioner Clow seconded the motion.

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

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).

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).

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.

STAFF 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.

APPLICANT'S PRESENTATION

Jennifer Jenkins, previously sworn, said she represented Homewise. She introduced Jamie Jaramillo and Daniel Slavin from Homewise and the remaining team. The property is about 2 acres and the Santa Fe River runs through the southern boundary. The existing compound is nine dwelling units. Homewise requests rezoning from R-5 to R-7 to add home ownership opportunities. Density is 3 - 7 dwellings per acre and the request is consistent with the general plan land use designation. She noted a recent

property rezoned R-7 in the area and combination zoning up the hill. This complies with design standards established for the overlay standards. The site was shown with the surrounding area of existing and planned developments.

Ms. Jenkins said the goal of Homewise is to create affordable home ownership opportunities. They are working closely with existing residents wanting to purchase a home. Improvements include rebuilding the steep driveway that is not adequate for emergency access and adding retaining walls. They will ensure there is adequate parking for residents and guests. Homewise would like to add five new dwelling units, making a total of 14 units, which is the basis of the rezoning request. They are working to preserve an existing community garden and plan to create a direct connection to the River Trail. There is no pedestrian amenity so they will add a sidewalk to connect to a new sidewalk they will build on Alameda. They will also connect to sidewalk constructed along Alameda by the River Trail Walk project. With the property next to them there may be more opportunities to extend the sidewalk even further west. They will keep the existing drainage swell and make improvements to ensure it functions properly and eventually overflows into the Santa Fe River. Developed flows in ponding areas and within the swell will be maintained. Existing units will be renovated and given a facelift and brought up to code. A private grant will enable Homewise to achieve 50% affordability with the two new buildings.

Ms. Jenkins summarized the site improvements again and noted they are providing almost 15% open space or 5% over the required.

PUBLIC HEARING

Richard Rochlin, 2190 West Alameda, Unit D, was sworn. He said his comments are directed to his unit, D, which is part of a duplex. The proposal for two, two-story buildings on either side of him is cause for concern. He is interested in purchasing his unit but has only two windows in his unit and that would create a cave-like atmosphere in his unit. He read a prepared a statement stating that he wanted to put his concerns in writing and how the proposed site plan will affect his living situation. He is 71 and has lived in his unit 20 years and feels very connected to it. He has only two windows and the proposal will significantly affect the light in his unit, which is also a major source of his heat in the winter. He has expressed concerns to Homewise, and Mr. Logston has helped him understand the zoning. He expressed his concerns with Jennifer Jenkins, who was receptive and willing to discuss changes in the future. He said the Solar Rights Act fortifies solar energy rights for property owners and a provision of the Act established a solar easement. He read excerpts from the Act. He said the Legislature declared that the state recognizes economic benefits from the use of solar energy and encourages implementation when possible. He continued reading that the Legislature findings and regulations said this must be encouraged for the benefit of the state as a whole as a viable energy source. The Act was bolstered by the 2007 Definitions and Restrictions Bill and a key provision was to crack down on codes preventing homeowner's from installing solar panels. Recently, the Community Solar Act of 2021, was signed into law by the Governor.

Mr. Rochlin said the proposed site plan would make it difficult for anyone interested in solar panels or purchasing a unit. He didn't think the laws applied to his unit but thought the spirit of the law is applicable. He added that the rezoning plan allows opportunity for the Commission to reflect on solar access and if new buildings should deny that access to older buildings.

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

COMMISSION DISCUSSION

Commissioner Pava asked Attorney Feghali to comment on solar rights.

Attorney Feghali said she understood that the state statute protects the right of an owner who has a solar collector, etc., that has been recorded. She thought in this case the law was not applicable.

Mr. Logston confirmed that Mr. Rochlin did not have a recorded, vested right and was suggesting possibly modifying the site plan in honor of the spirit of the law. The setback is 10 feet between the buildings and his unit. Mr. Rochlin was suggesting possibly shrinking the setback. Mr. Logston wasn't sure if that was realistic.

Commissioner Pava thought the site plan allowed some flexibility beyond what was suggested by Mr. Logston, but he wasn't sure if anything prohibited reconfiguring the site plan.

Ms. Jenkins said they have spent an enormous amount of time on the site plan, which has a lot of existing constraints. The new building was originally at the south end of the site, but they couldn't squeeze a driveway. There is a sewer easement, and community garden the existing residents want preserved and a 15-foot drainage easement on the west side. That makes the south end very constrained.

She said she and Mr. Rochlin discussed opportunities to play with the shape of the building since buildings 2 and 3 have not been designed yet.

Commissioner Pava confirmed buildings 2 and 3 would be two-story.

Chair Gutierrez asked if there was impact as a final development plan, that the applicant is still playing with the designs of the buildings.

Mr. Logston said generally they have to establish the square footage, and there is some room for the layout of the buildings.

Mr. Berke added they have a requirement for architectural points for the district but in addition there is flexibility for minor changes to the footprint. They are locked into square feet, but the building could be moved slightly and could be done administratively,

if it does not affect neighboring properties or public welfare. There is also flexibility in the location of the parking layouts.

Chair Gutierrez asked if the building could be made into an L shape administratively.

Mr. Berke said yes, if added as a condition of approval.

Chair Gutierrez asked Ms. Jenkins if she was working to find a solution with Mr. Rochlin.

Ms. Jenkins indicated she had several conversations with Mr. Rochlin. She assured him as they move into the architectural design, they will look for opportunities for adjustments. She said a condition of approval is welcomed to work with Mr. Rochlin and make modifications that could be approved administratively. She asked if Mr. Berke agreed.

Mr. Berke did not agree. He said the condition would give the applicant too much leeway for disagreement, but he appreciated Ms. Jenkins willingness. The Commission has to make a specific finding in the conditions, and staff has to have clear direction of what should be done.

Daniel Slavin,125 Sena Street, Director of Homewise, was sworn. He said they have all talked with Mr. Rochlin a number of times. He noted that the shed was because Mr. Rochlin had requested a shed and there had been a number of other modifications. They are considering changing the doors and windows of Mr. Rochlin's current location. The hope is to make this work for all of the residents and homeowners in the community, but in concert with the renovation. Mr. Rochlin's unit is a side entry that will probably come to the front and in a new development with the rehab will be in concert.

Commissioner Faulkner asked to confirm Mr. Rochlin's building will be different.

Mr. Slavin said all of the units will be rehabilitated. There is storage at the front of the building where it makes more sense to be an entry. Everything will be renovated, and light will be added where currently there is a front entry and a storage shed.

Ms. Jenkins explained the entries currently are on the south side with storage closets. Each dwelling was assessed as to what renovations made sense to improve livability, etc. A new entry on the east side is an opportunity to add windows where there are none now and gain solar.

Vice Chair Hogan said he wanted a better idea of the trail connection. He recalled a change of grade between the development area and bike path and the drainage would go down the west side. He asked if there is a drainage structure currently intersecting with the river.

Ms. Jenkins explained there is a swell that will be better defined and slow the water velocity. Closer to the bottom there is an informal ponding area that will be improved as an energy dissipater. She introduced civil engineer Mike Gomez to talk about outflow management. She clarified that the applicant would formalize a footpath regarding the trail access, nothing is there currently.

Michael Gomez, 1599 South St. Francis Drive, was sworn. He showed the drainage plan and described the basin. All of the calculations have been done and a channel has been engineered to slow the flows under the trail into a ponding area.

Vice Chair Hogan said that answered his question. He asked if the units are rentals or would be for sale.

Mr. Slavin said currently all are rentals. Homewise wants to have homeownerships for all 14 units.

Commissioner Faulkner asked if the access point to the river will be ADA accessible.

Ms. Jenkins said there is no current accessible access, it is an informal path. They plan to make a crusher fine type surface and work closely with staff to ensure accessibility.

Mr. Berke confirmed that the trail is required to be ADA accessible.

Chair Gutierrez asked Ms. Jenkins if they have determined on the remodel, how to mitigate the displacement of people in their homes.

Ms. Jenkins said the degree of remodel for each unit is different. Some have had recent work and it is a case-by-case basis. They are working closely with the residents renting and those interested in purchasing to determine whether they need to temporarily vacate and what makes sense. People who choose not to purchase will be given plenty of time for relocation.

Chair Gutierrez asked for more information on the grant to increase affordable housing.

Mr. Slavin said a grant was received from a Santa Fean wanting to support infill. He did not know the overall budget, but the goal is 50% affordability or greater.

MOTION: In Case #2021-4244. 2190 West Alameda Street Los Canales Rezoning, Commissioner Clow moved to recommend approval to the Governing Body. Commissioner Faulkner seconded the motion.

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

MOTION: In Case #2021-4245. 2190 West Alameda Street Los Canales Final Development Plan, Commissioner Clow moved to recommend approval to the Governing Body. Commissioner Faulkner seconded the motion.

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

MOTION: Commissioner Clow moved to approve the findings of Fact and Conclusions of Law in Case #2021-4244 and Case #2021-4245. Commissioner Faulkner seconded the motion.

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

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).

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).

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.

STAFF 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.

APPLICANT'S PRESENTATION

Ms. Jenkins, previously sworn, introduced the team. She provided a presentation of the property, which is a little over 6 acres and known as a residential compound. The surrounding area was shown. She reviewed the zoning of the property and the surrounding area. An existing Santa Fe water line and a private sewer line serves the property. There are 21 small, detached homes of duplexes and four-plexes. A garage structure has been approved for demolition. This is not a condominium but is presented that way in the mapping system. The improvements will preserve the existing mature vegetation as much as possible. The owners have established historic status of contributing designation for the structures. Future renovations are required to be based on those design guidelines with review by the State Historic Preservation Office and Historic Design Review Board. Noncontributing structures still have to meet design standards but are not as limited.

The site plan was displayed. The improvements proposed include the replacement of the private sewer system, which entails a new road. They will add a sidewalk along all internal roads, which are private and will remain so. Some historic elements cannot be altered, and they want to be respectful of the character of the compound. This will put the dwellings on their own lots and create homeowner opportunities. The four-plexes will be converted to duplexes with an attached guest unit.

The duplexes will become single primary units with a guest unit and the balance will remain as is. Lots range from 6000 square feet up to 13,000 square feet. They will create one vacant lot for a new structure and establish a community park area and provide more on-street guest parking. The drivable road surface is in accordance with emergency access at 20 feet. Per the Santa Fe Homes Program, there will be six affordably priced homes with a proposed total of 30 lots in the subdivision. They are working closely with the City's water division on infrastructure improvements. They are working with residents interested in purchasing their homes through Homewise and local housing trusts. The existing residents will have 30 days before other offers are accepted.

There are two units priced just under $147,000; three units priced at $190,000 and one unit priced at $235,000.

PUBLIC HEARING

Penelope Perriman, 109 Camino Matias, was sworn. She said this has been reviewed a couple of times by the Historic Districts Review Board. She asked if this had been before the Historic Board before this meeting. She said this is a historic development developed by the Presbyterian Church in 1949 for retired ministers and missionaries. The homes around the pocket park were designed to face the park to accentuate opportunities for community. She said she opposes the development of a vacant lot that will be three times the size of the existing communal park space. There is wildlife and comforts of the country only yards away from the Plaza. She wanted to know when this would be discussed with the H-Board. She stated this is a neighborhood developed in the 1950s; it is not individual parcels. She said this proposition is new. This has always been rentals. She has not heard of a timetable or what happens to the existing tenants, of which she is one.

Ms. Jenkins said she thought the question was whether the HDRB has opined on the current applications. She explained these types of applications are within the Planning Commission and not the HDRB's jurisdiction. HDRB does not have authority over zoning or a subdivision's infrastructure improvements. She said the owner will be communicating with the HDRB a lot as renovations of units move forward. And the new home on the new lot will also go before them, but this component they do not have jurisdiction. She noted this was the beginning of the process and the schedule had not been developed yet. They will return to the Planning Commission with a final plat and development plan and then schedule the infrastructure. She said everyone will be kept informed about when that work starts, and everyone was given opportunity for a six month lease renewal. The applicant is happy to have people continue to reside there as progress moves forward. If people choose to vacate or not to purchase their unit, they will be given plenty of time to make those decisions.

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

COMMISSION DISCUSSION

Commissioner Faulkner asked if the open space proposed is adequate for the housing.

Ms. Jenkins explained this type of neighborhood has no open space requirement. They are retaining a pocket park, and these are generous lots ranging from 6,000 to 13,000 square feet. And they are next to Fort Marcy Park, so there are plenty of outdoor recreation opportunities. This complies with any applicable Code provisions.

Commissioner Faulkner said generally the word "affordable" depends on context. She asked Ms. Jenkins to review what is considered affordable.

Ms. Jenkins said the definition of affordability came straight from the City of Santa Fe Homes Program Ordinance. The Ordinance establishes the affordability requirement and sales prices required for affordable homes. They have to provide homes within 3 income ranges. Of the 20%, 5% have to be 50-65% of annual medium income; 10% at 65 to 80% medium income; and 5% at 80 to 100%. They have to be sure that the lowest income range has to be increased. There is only one unit proposed at the highest income range. The balance of the units are the lower two income ranges based on the two-bedroom units.

Commissioner Faulkner said other developers, including Homewise, are taking advantage of density increases in other districts of the City. She asked if the goal is affordable housing, is zoning the reason this development is not as dense as it could be.

Ms. Jenkins explained the driving factor is that a vast majority of the structures have historic status and there is no space to increase density. She said R29 zoning in this location is a lost opportunity.

Commissioner Faulkner said she isn't familiar with how the HDRB does things or if changing density in historic districts is something the Planning Commission can consider. She feels that infill has to be one of the solutions to ensure density and affordability is shared throughout the City and not isolated in specific districts. She asked staff what authority the Commission has if they wanted to recommend the HDRB consider more density in this historic area.

Mr. Berke replied that the consideration of density for the historic district is more at the Council level and could be in the form of a recommendation.

Commissioner Faulkner said she understands it may not be appropriate to do a blanket policy change, but it should be considered case by case. She said as the chair for the Policy Subcommittee that is something she will suggest looking at more in depth. She doesn't want to just get rid of historic buildings but having an opportunity to look at it, case by case, especially in this area where walkability has ample access to food etc., it should be in a place where the infrastructure can handle the density already. She is concerned because they are putting density in areas that don't have amenities or adequate transportation or access to food. But in areas that have all of that, other cities permit density; we are not allowed to consider it.

Commissioner Lawrence asked to hear more about the innovative street design.

Ms. Jenkins said there are existing conditions with historic buildings. The City's lane standard applies for up to 30 buildings. That requires 42 feet of ROW; up 22 feet of drivable surface, a five-foot sidewalk and a five foot planting strip. Physically that doesn't fit and motivated the innovative street design. This provides adequate drivable surface with emergency access, pedestrian access through the site that connects the sidewalks, and some guest parking is provided where currently there is none. The retaining wall and grade changes prevent sidewalks on both sides of the street. They have created

opportunities to connect to existing sidewalks, which is more a response and attempt to preserve the character of what already exists.

Commissioner Lawrence asked if the right-of-way will be expanded.

Ms. Jenkins said there is no ROW now, just an asphalt driveway. The road will not be significantly wider, but curb improvements and sidewalk are being added.

Commissioner Lawrence confirmed the sidewalk would connect with the adjacent property.

Commissioner Pava asked if the affordable units will be on lots 3 and 4 and 14 and15, or if a combination thereof.

Ms. Jenkins said the final location for affordable units has not been identified. They work closely with the Affordable Housing to ensure the units are spread out and is a variety of unit types. They will identify those when they return with the final development plan and plat.

Commissioner Pava said for the record, he was on the Commission when the Manderfield School Project was approved. The units sell now for more than one million dollars each and this has some similarities. He loves that the City can require 20% affordable, but said he would venture the remaining 23 or 24 units will be advertised in the New Mexican in the one million dollar plus range. He said it is a sign of many factors and he is not pointing fingers. He preferred having these units than almost 180 units they would have if allowed to tear this down and build at R-29 zoning.

MOTION: In Case #2021-4246, Plaza del Monte Preliminary Development Plan, Commissioner Lawrence moved to approve, subject to the conditions of approval and technical corrections recommended by staff. Commissioner Clow seconded the motion.

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

MOTION: In Case #2021-4247, Plaza del Monte Preliminary Subdivision, Commissioner Lawrence moved to approve, subject to the conditions of approval and technical corrections recommended by staff. Commissioner Clow seconded the motion.

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

MOTION: Commissioner Lawrence moved to approve the Findings of Fact and Conclusions of Law in Case #2021-4246 and Case #2021-4247. Commissioner Clow seconded the motion.

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

H. STAFF COMMUNICATIONS

Mr. Berke thanked the Commissioners for getting through this amount of cases. A second meeting will be on November 18th for a text amendment change. Sponsors requested it be back on the agenda. He anticipated the hearing would take longer than tonight's hearing. He asked that Commissioners who cannot be present to let him know.

Mr. Berke congratulated Commissioner Garcia for his election to the District 3 City Council seat. He said he would anticipate Commissioner Garcia most likely will resign from the Planning Commission to avoid conflicts in voting. He didn't know if there would be meetings in December.

He thanked Commissioner Pava for returning to the Commission, and patience with the technical issues.

Director Kluck welcomed Commissioner Pava and thanked Commissioners for completing all of the cases.

Commissioner Clow confirmed the Planning Commission minutes for October 21 had been approved.

I. MATTERS FROM THE COMMISSION

Chair Gutierrez apologized for missing Commissioner Pava's speech. He acknowledged everyone's good work. He asked Mr. Berke to add the dates the cases will be heard by other bodies to the agenda.

J. ADJOURNMENT

Chair Gutierrez adjourned the meeting at 9:30 pm.

Submitted by:

Melissa D Byers

Melissa D. Byers, Stenographer for
Byers Organizational Support Services

Approved by:

_____

Brian Gutierrez, Chair

SUMMARY INDEX
PLANNING COMMISSION MINUTES
NOVEMBER 18, 2021

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B. Pledge of Allegiance	Recited	1
C. Approval of Agenda	Approved as published	3
D. Approval of Minutes	None	3
E. Findings & Conclusions	None	3
F. Old Business Bill 2021-____. Qualifying Innovation Projects and Qualifying Innovation Village Projects	Withdrawn by Sponsor	4
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J. Adjournment	Adjourned at 9:56 pm	6

MINUTES OF THE CITY OF SANTA FE PLANNING COMMISSION
Thursday, November 18, 2021 - 6:00 pm
VIRTUAL HEARING

CALL TO ORDER

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

A. ROLL CALL

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

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

Members Absent
Two vacancies

Others Present:
City Councilor Elect Lee Garcia
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

Councilor Elect Garcia led the pledge of allegiance.

Chair Gutierrez recognized Councilor Elect Garcia.

Councilor Elect Garcia said he has enjoyed being on the Commission and gave everyone his heartfelt thanks and looks forward to still work together. With that, effective immediately he would count this as his resignation from the Planning Commission.

Chair Gutierrez thanked Councilor Elect Garcia and told him he was going to be missed.

Commissioner Faulkner said she appreciated his thoughtfulness that he brought to the Commission. She looks forward to working with him on the Council.

Vice Chair Hogan thanked him for the time, effort and energy he put into the many cases that he's reviewed and had input on. He said he hated to see him go from the Planning Commission and understands its for a higher calling and that he would still be doing good for the community.

Mr. Berke said it's been a pleasure serving with Commissioner Garcia. He wished him the best of luck in his new role.

Director Kluck seconded that as well. He said he's looking forward to working with him on the Council.

Commissioner Garcia thanked everyone and signed off.

Chair Gutierrez thanked him and wished him the best of luck.

C. APPROVAL OF AGENDA

Mr. Berke said the Item F(1) has been withdrawn by the sponsor. That is the ordinance relating to the Land Development Code, Chapter 14, establishing permitted uses definitions standards and incentives for qualifying innovation projects and qualifying innovation village projects.

MOTION: Commissioner Faulkner moved, seconded by Commissioner Pava to approve the agenda, as amended.

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

Chair Gutierrez announced to everyone in attendance in the waiting room or viewing online that the proposed ordinance on the agenda had been withdrawn by the sponsor.

D. APPROVAL OF MINUTES

None

E. APPROVAL OF FINDINGS/CONCLUSIONS

None

F. OLD BUSINESS

1. **Consideration of Bill No. 2021- .** (Councilor Abeyta) An Ordinance Relating to the Land Development Code, Chapter 14 SFCC 1987; Establishing Permitted Uses, Definitions, Standards, and Incentives for Qualifying Innovation Projects and Qualifying Innovation Village Projects, Located Within Planned Unit Development Districts, That Allow for Building Heights of up to Seventy-Five (75) Feet, Administrative Approval of Final Development Plans, and the Same Architectural Design Standards That Apply to Qualifying Projects in the Midtown LINC Overlay for Projects That Consist Primarily of Economic Base Jobs and Adjacent Residential Development; Amending the Following Sections to Add Provisions for Qualifying Innovation Projects and Qualifying Innovation Village Projects: 14-3.1(H), Notice Requirements; 14-3.8(B) and (C), Development Plan Applicability and Procedures; 14-3.17(C), Time for Appeal; 14-5.7, Planed Unit Development Districts; Table 14-7.3-1, Table of Dimensional Standards for Non-Residential and Mixed Use Districts; and Table 14-8.7-2, Table of Architectural Design Standards and Point Allocation; Amending Section 14-12.1 to Add a Definition for Economic Base Job; and Making Such Other Changes as are Neccesary to Carry out the Purpose of this Ordinance.

Withdrawn by sponsor.

G. NEW BUSINESS

None

H. STAFF COMMUNICATIONS

Mr. Berke said the next meeting will be on December 2, 2021. There will be two cases, with six captions. There probably will not be a second meeting in December.

I. MATTERS FROM THE COMMISSION

Vice Chair Hogan asked if there was any background on what happened with the presentation tonight.

Mr. Berke said the sponsor decided to withdraw the bill “today” and remove it from any committee or Governing Body schedule.

Vice Chair Hogan said it was a substantial effort to abandon at the eleventh hour.

Commissioner Pava said he too was surprised with the late withdrawal. He asked if they are talking about Councilor Abeyta as the sponsor.

Mr. Berke said Councilor Abeyta was the sole sponsor.

Commissioner Pava said he, as a new Commissioner and a returning Commissioner and as a planner for over 40 years and a Fellow of the American institute of Certified Planning, he didn't think that a text amendment was the appropriate way to approach this subject. He said he was surprised how this would have been presented. He was fully prepared to express his opinions as to why the bill should not move forward to Council at this time because there may be other appropriate venues with due process, procedurally, to have a full public hearing.

Commissioner Pava said he's written in the New Mexican about the need for a new comprehensive plan. The City's is 22 years old. The surveys that comprise the plan about public attitudes go back to 1994. He suggested that what we do forward as a Planning Commission is recommend to Governing Body and anybody else who wants to hear, start to engage with a fresh start, the process of a new General Plan and to reinvigorate long-range planning in this city. So that we when we do come up with a situation like this, we are fully prepared to engage with an informed public who can understand the issues, participate in the issues and we can move forward as a community as a city.

Commissioner Sategna asked, for the community members present, if there was any intention for these text amendments to be modified or be sent to any committee or is there any intention from the applicant to continue to pursue this.

Mr. Berke said there is only a sponsor, because it's a bill as a text amendment so there's not an applicant. The sponsor has withdrawn it.

Attorney Feghali agreed with Mr. Berke. The bill is currently withdrawn, it currently does not have a sponsor to push it forward. It cannot go to the Governing Body without a sponsor. At this point it essentially is not going anywhere. It doesn't mean that there won't be another sponsor or it won't be amended. It doesn't mean you won't see it again. It just means for right now it essentially doesn't exist on any agenda.

Commissioner Sategna said he knows there are interested parties. He thinks that this is not the end of this and that the public should know that this could resurface again in the future.

Chair Gutierrez said he wanted to expand on Commissioner Pava's thoughts on the General Plan. He said Section 10-2-1 of the General Plan says "there should be a process for semi-annual amendments to the General Plan". Section 10-2-1-2 says to "prepare annual and 5-year reports on the General Plan". In 10-2-1-3 says to "maintain a General Plan information program that reflects priorities for public action is accessible to all residents". It's there and it's spelled out in Section 10. There's room to start some sort of work on it.

Mr. Berke confirmed that is in the General Plan. He said staff is currently working on the growth management plan which may guide what the General Plan would look like as a rewrite.

Chair Gutierrez asked what the timeline is for the growth management plan.

Mr. Berke said it has to be done through a Request for Proposal (RFP). The RFP has to include a scope and define what the vision is for this. One of the steps is ensuring that every department is going to be participating in this before an RFP is created for something where there aren't commitments from everyone who's going to be involved. Staff is working on that right now. The RFP should be done within the next couple months. Staff just finished the RFP for the Chapter 14 rewrite which will do a Code hygiene update which is long overdue. They are looking at condensing Chapter 14 and making it consistent with the growth management initiative and then as well as consistent with the General Plan.

Chair Gutierrez asked if they would be looking at it in the first quarter of 2022.

Mr. Berke said yes, that was a fair statement.

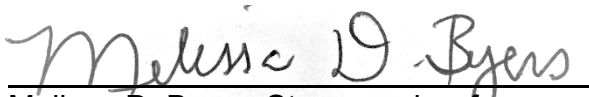
Commissioner Faulkner echoed what staff is saying. Addressing Commissioner Pava, she said one of the things that happened is that they are trying to get the long-range planning committee up and going. In the meantime, the Commission has a Policy Committee to start working on issues until the long-range planning committee gets up and going. She said policy is a big priority to all the Commissioners. She just wanted to update Commissioner Pava on what's being worked on with regards to policy which has become a big consideration because they run into things like innovation, triangle concepts and other issues that don't necessarily have policy that can contend with those things. So rather than be reactive, we're hoping that if we can get policy nailed down, we're going to be proactive in this decision making instead of reactive.

Commissioner Pava said from his perspective before policy there needs to be city-wide visioning. There needs to be surveys that are scientifically accurate by people like Research and Polling, not politicians. The public of this city needs to weigh in, in ways that weren't even dreamed of in 1994. It can be done. That will lead to the creation of the right policies that will guide things like an idea, *like* an innovation center and innovation villages or anything else the city wants to move forward in the future with.

J. ADJOURNMENT

There being no further matters, Chair Gutierrez adjourned the meeting at 6:23 pm.

Submitted by:



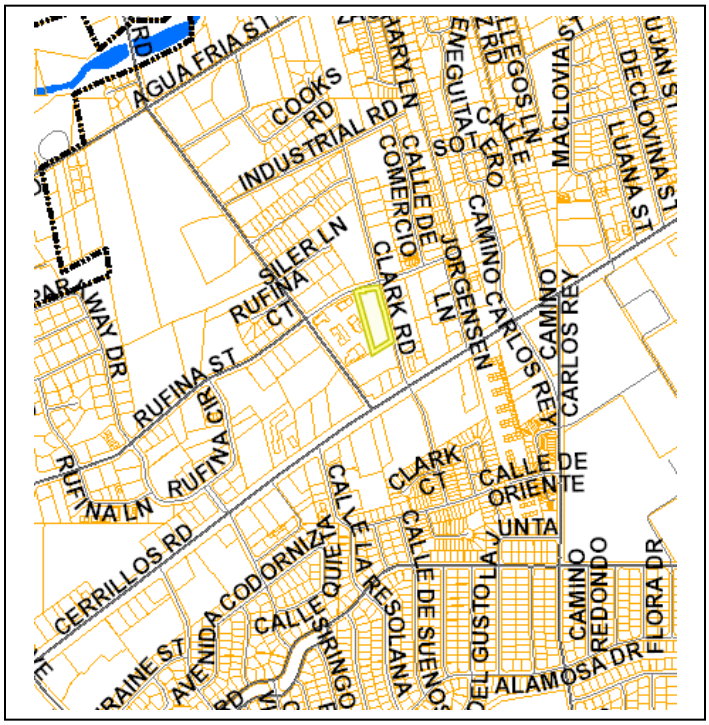
Melissa D. Byers, Stenographer for
Byers Organizational Support Services

Approved by:

Brian Gutierrez, Chair

Land Use Department
Planning Commission Staff Report

Case No:	2021-4375 and 2021-4376
PC Hearing:	December 2, 2021
Applicant:	Jennifer Jenkins, Agent, for Homewise, Inc. Applicant
Request:	General Plan Amendment and Rezoning
Location:	2868 Rufina Street
Case Mgr.:	Donna Wynant, AICP
Zoning:	I-1 (Light Industrial)
Pre-app.:	July 8, 2021
ENN Mtg.:	September 28, 2021
Proposal:	Request for a General Plan Amendment to change the future land use designation to Community Commercial and Rezone to C-2 (General Commercial)



Case #2021-4375. 2868 Rufina Street General Plan Amendment. Jennifer Jenkins of JenkinsGavin, Inc., Agent, for Homewise, Inc., Applicant, requests approval of a General Plan Future Land Use Map Amendment to change the Future Land Use Classification from Industrial to Community Commercial. The property is approximately 2.39 acres of land and is located at 2868 Rufina Street. (Donna Wynant, Case Manager, djwynant@santafenm.gov, 955-6325).

Case #2021-4376. 2868 Rufina Street Rezoning. Jennifer Jenkins of JenkinsGavin, Inc., Agent, for Homewise, Inc., Applicant, requests approval of a rezoning from I-1 (Light Industrial) to C-2 (Commercial) for future development of a mixed-use site development, including 12,237 square feet of commercial space and 68 dwelling units. The property is approximately 2.39 acres of land and is located at 2868 Rufina Street. (Donna Wynant, Case Manager, djwynant@santafenm.gov, 955-6325).

I. RECOMMENDATION

The Commission should recommend **APPROVAL** of the general plan amendment request (Case #2021-4375) and the rezoning request (Case #2021-4376) with the conditions of approval and technical corrections listed in this report.

Four motions will be required in this case:

- *Recommend approval or denial of the general plan amendment request for Case 2021-4375.*
- *Recommend approval or denial of the rezoning request for Case 2021-4376.*

- *Approve or deny the Findings of Fact and Conclusions of Law for Case 2021-4375, as proposed in Exhibit A.*
- *Approve or deny the Findings of Fact and Conclusions of Law for Case 2021-4376, as proposed in Exhibit A.*

II. CONDITIONS OF APPROVAL

The following are the staff-recommended conditions of approval for this project:

#	**Condition of approval**	**Dept/Division**	**To be completed by:**
1	An approved Development Water Budget shall provide 9.8% contingency per SFCC 14-8.13(E)(1).	Water Division	Final Development Plan
2	Applicant shall obtain water rights through the water rights transfer program per SFCC 14-8.13(E)(2)(a).	Water Division	Final Development Plan
3	Shall comply with D105 Aerial Fire Apparatus Access Roads	Fire	Final Development Plan

III. EXECUTIVE SUMMARY

The Applicant requests a General Plan Amendment from "Industrial" to "Community Commercial" and Rezoning from I-1 (Light Industrial) to C-2 (General Commercial) for a ±2.39-acre parcel at 2868 Rufina Street located at the southwest corner of Rufina Street and Clark Road. The property is zoned I-1 and is presently vacant. The Applicant proposes to rezone the property to C-2, which would permit a mixed-use development.

The Application materials include a conceptual site plan to show how the property could be developed if rezoned. The General Plan amendment and rezoning cases will proceed to the Governing Body for final decision, and if approved, a separate development plan application will be submitted for Planning Commission review and approval prior to actual development. Compliance with development standards such as setbacks, height and open space will be determined when the development plan application is submitted.

Because the Application includes a conceptual site plan and not a specific development plan at this point, review by the Commission should focus more on General Plan and rezoning amendment criteria, rather than on details of future development. The approval criteria include:

- determining appropriate land use patterns
- evaluating whether infrastructure, such as roads and utilities, will be able to support the proposed type and intensity of development.

The Applicant's conceptual site plan shows the following:

Building #1 (Mixed-Use)
Commercial: 12,237 sq. ft. (first floor, GFA)
Residential: 17,622 sq. ft. (second & third floors) with 23 dwelling units

Building #2 (Residential)
± 21,072 sq.ft. 2-story building with 25 dwelling units

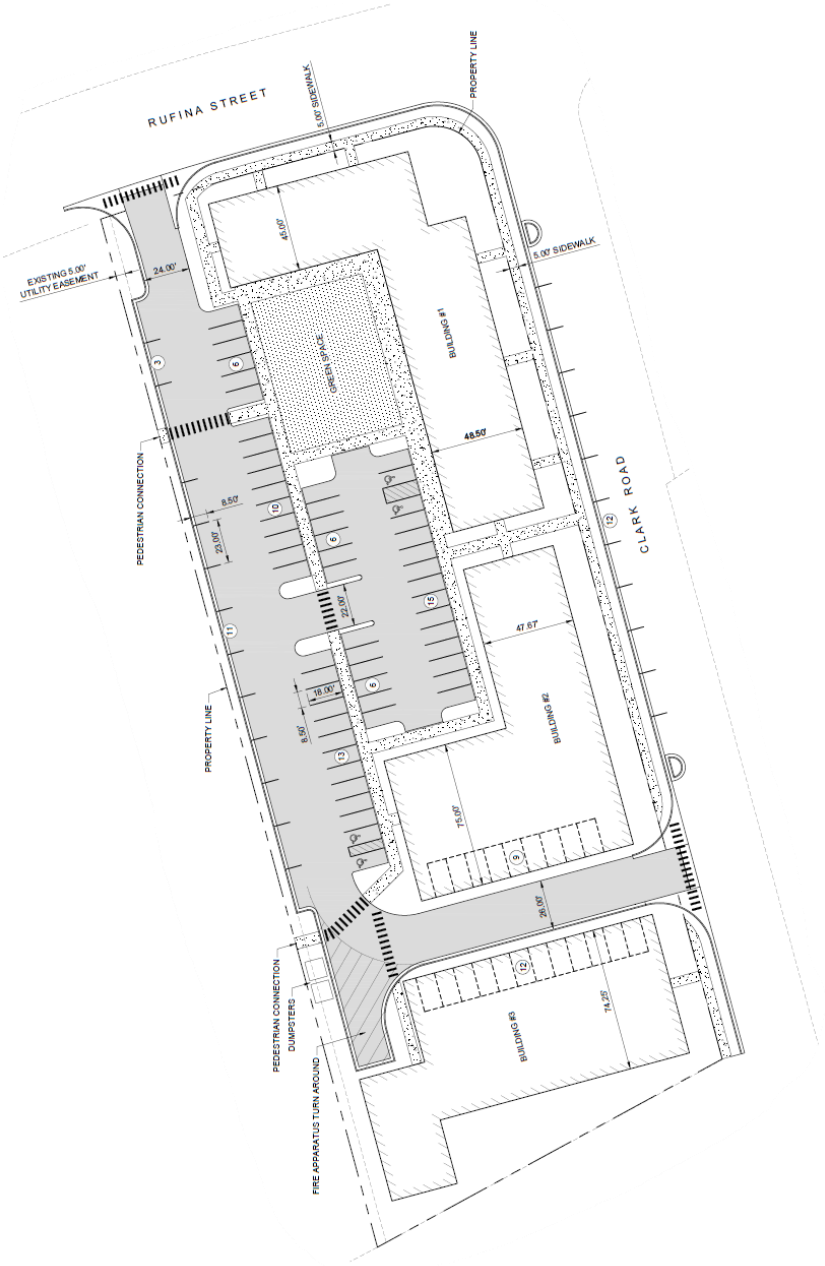
Building #3 (Residential)
± 24,497 sq.ft. 3-story building with 20 dwelling units

TOTAL
Commercial = 12,237 square feet
Residential = 63,191 square feet (68 dwelling units)

Planned site improvements include site circulation, a centralized open green space for residents, business tenants, and visitors, tuck-under podium parking for residents, on-site surface parking areas and on-street parking along Clark Road, sidewalks and pedestrian connections to adjoining pedestrian facilities, landscaping and streetscape and drainage upgrades. Santa Fe Homes Program requirements will be met, The Applicant intends to exceed Santa Fe Homes Program requirements by providing up to 50% of the homes as affordable within the development.

Analysis by staff has determined that the proposed rezoning would be part of an appropriate land use pattern for future development, consistent with applicable General Plan policies and approval criteria.





IV. PROJECT ANALYSIS

Access and Traffic

The Project is located at the southwest corner of Rufina Street and Clark Road and will have primary access points from each of those roadways which are both public streets. Rufina Street is a two lane paved road along the north side of the site, approximately 65 feet in width with a 22 foot wide paved road. Clark Road runs along the property's east side and has a 45' wide right-of-way with a 20 foot paved street lined with a thick row of tall trees along both sides of the right-of-way just south of Rufina.

The Traffic Impact Analysis studied the intersections at Rufina Street and Clark Road, Rufina Street and Siler Road, and Cerrillos Road and Clark Road. Traffic counts and capacity analyses were performed for the existing conditions, and projections were made for the implementation year (2025). Currently, the intersections studied operate at an acceptable level of service, with the exception of Cerrillos and Clark, which fails in the PM for the eastbound left-turning movement. In the build condition, all intersections will continue to meet operational requirements, and the existing delay in the eastbound left-turning movement at Cerrillos and Clark will be extended by only 2.6 seconds (4.4% increase). Recommendations are provided in the TIA as to how the Public Works Department could improve this intersection; however, the study indicates that despite the failing condition, the "delays are small and the queues are manageable."

According to the TIA, Rufina Street and Clark Road will require improvements to accommodate the proposed development. Curb/gutter, sidewalks and street trees will be provided along both street frontages, and on-street parking will be constructed along Clark Road. Further, improvements to Clark Road will center the road within the existing right-of-way, and the intersection of Rufina Street and Clark Road will be modified to fit the re-centered roadway.



Shared Parking Plan

Per SFCC §14-8.6(B)(4)(a), parking requirements must equal the total of each use separately for mixed-use developments *UNLESS* a shared parking plan is approved. Further, SFCC § 14-8.6(B)(4)(c) goes on to state: *"Cumulative parking space requirements for mixed-use occupancies or adjoining mixed uses may be reduced if the applicant demonstrates that the peak requirements of the occupancies occur at different times, such as mid-day for office uses and evening for residential uses, as supported by a parking demand study."* The Applicant proposes a shared parking plan for the proposed mixed-use development and provides a Parking Demand Study to show how actual parking demand can be accommodated by additional spaces on the adjoining property and by reduced demand during different times of the day. Their

Parking Demand Study will be more closely evaluated, along with a required shared parking agreement, by staff with their submittal for Development Plan approval.
Shared parking allows multiple land uses to share a common facility for their parking needs. Because peak commercial use is during the day and peak residential use is at night, proposed land uses are complimentary and generate parking demand at different times of the day.

Parking requirements per SFCC §14-8.6 for the proposed mixed-use site program are as follows:

Residential Parking Requirements

	Dwelling Units	*Required Spaces/Unit*	*Total Parking Spaces Required*
Studio (500 sq.ft.)	7	1.25	8.75
1 Bedroom (750 sq.ft.)	26	1.25	31.25
2 Bedroom (900 -1,200 sq.ft.)	35	1.5	54.0
Total	68		94

Commercial Parking Requirements

	NLA (sq.ft.)	*Required Spaces/1,000 sq.ft. NLA*	*Total Parking Spaces Required*
Commercial Space	9,790	5	49

A combined total of 143 parking spaces are required by Chapter 14 for each proposed use separately; however, the Parking Demand Study demonstrates a reduced parking demand through shared parking strategies.

The proposed development will include 91 off-street parking spaces located on-site and 13 leased off-street parking spaces located in the parking lot adjacent to the property, for a total of 104 off-street parking spaces provided. Of the total proposed off-street parking spaces, 21 will be podium parking and reserved for residential use. The remaining 83 spaces are flexible and could be used to support residential or commercial needs. An additional 12 public on-street parking spaces will be constructed and made available for site visitors. Although these on-street spaces do not count toward the required total number of parking spaces, the additional public parking supply created by the project will help to offset the need to provide visitor parking or commercial parking for the site. As recommended in the Parking Demand Study, time limits could be placed upon these spaces to maximize turnover.

The actual maximum parking demand for the proposed development, as predicted by the Parking Demand Study, using industry-standard methodology and reputable data sources, is 85 parking spaces (25% fewer than required by code). Actual parking demand for the site will therefore be amply served by the 104 spaces of proposed off-street parking supply, in addition to the 12 new on-street parking spaces. Furthermore, the additional shared parking strategies recommended by the Parking Demand Study will be considered by the Applicant in order to optimize the parking provided.

Santa Fe Homes Program
The Applicant ensures that twenty percent of the homes in the residential component of the future development will be affordable homes in the income ranges specified by the SFHP: 50-65% AMI, 66-80% AMI, and 81-100% AMI. The Applicant further states that Homewise generally strives to exceed this minimum standard in working to achieve affordability for up to 50% of the homes in its developments.

Water, Wastewater and Solid Waste
The Project will be served with existing City water and sewer infrastructure and will be served by the City of Santa Fe Solid Waste Management Division. New water demand will be offset in accordance with City code requirements.

Fire
The Fire Marshall will more closely evaluate the development plan when it is submitted, presuming the rezoning is approved by the Governing Body.

Terrain Management
The project site is flat with a gentle slope from northwest to southeast with a grade of less than 3%. There are no significant drainage channels and is not in the flood plain. If the Governing Body approves the rezoning as requested, the applicant will then return to the Planning Commission for Development Plan review with their grading and drainage plan to show any required drainage ponds to accommodate runoff.

Archaeology
The Project is located in the Suburban Archaeological District, and because the site is less than 10 acres in size, archaeological clearance is not required prior to development.

V. GENERAL PLAN AMENDMENT

The Applicant is requesting an amendment to the property's designation on the Future Land Use Map of Industrial to Community Commercial in conjunction with the Rezoning request from I-1 (Light Industrial) to C-2 (General Commercial).

The purpose and intent of general plan amendments per Section 14-3.8 is to guide the city's land use decisions. The regulations, restrictions and policies of the city affecting development of Santa Fe shall be in accordance with the general plan as provided in Section 3-21-5 NMSA 1978.

General Plan Approval Criteria [Subsection 14-3.2(E)]

Criterion 1: ***consistency with growth projections for Santa Fe, economic development goals as set forth in a comprehensive economic development plan for Santa Fe and existing land use conditions such as access and availability of infrastructure;***	**Criterion Met:** (Yes/No/Conditional/N/A) **Yes**

The future proposal for development of the property, as a mixed use, is consistent with the city's Affordable Housing Needs Assessment and the economic development goals of the city's Economic Development Division. It is consistent with current growth trends and projections for the area and economic development goals as evidenced by Santa Fe's designation of the property and its surrounding areas as an Opportunity Zone. The proposal goes toward increasing the supply of housing to help address Santa Fe's significant housing shortage. The mixed-use proposal provides a more unique type of housing that will be set up as condos, most of which will be affordable, on a site that itself will include some office/retail in an area central to jobs and transportation. The applicant's traffic impact study indicates access from Siler Road for commercial and residential development would be feasible. Existing trails systems and bus routes are also available to service the proposed site. Connection to the City sewer and water systems is available.

Criterion 2: ***Consistency with other parts of the general plan;***	**Criterion Met:** (Yes/No/Conditional/N/A) **Yes**

The proposed general plan amendment to Community Commercial is consistent with numerous sections of the 1999 General Plan and will allow for a rezoning to C-2 (General Commercial) which allows a mixed-use development of residential and commercial. Other themes/goals of the General Plan that are satisfied by this proposed amendment include 1.7.1 "Affordable Housing" and Section 1.7.4 "Economic Diversity" and is consistent with the goals listed in Sections 1.7.5 "Sustainable Growth", 1.7.7 "Water", 1.7.9 "Urban Form", and 1.7.12 "Mixed Use". The project is compatible with surrounding community character and is in alignment with recent shifts towards mixed-use, arts-based commercial, and residential development in this recently designated Siler-Rufina Nexus Opportunity Zone., The proposal as depicted in the conceptual plan efficiently utilizes existing infrastructure through infill development. The Further, the proposal is responsive both to Santa Fe's substantial housing demand and to the recent designation of the area as an Opportunity Zone and City of Santa Fe promotion of mixed-use development in the vicinity of the project which includes the Arts and Creativity Center on Siler Road.

Criterion 3: ***the amendment does not:*** • ***allow uses or a change that is significantly different from or inconsistent with the prevailing use and character in the area; or*** • ***affect an area of less than two acres, except when adjusting boundaries between districts; or*** • ***benefit one or a few landowners at the expense of the surrounding landowners or the general public***	**Criterion Met:** (Yes/No/Conditional/N/A) **Yes**

- The requested amendment to Community Commercial does not allow uses or a change that is significantly different from or inconsistent with the prevailing use and character in the area which is comprised of mixed-use, light industrial, commercial. The General Plan specifically supports a mixture of uses and housing types in all neighborhoods, and this proposal aligns well with these policy objectives. The proposed project will therefore have broad community benefit.
- The proposed site is 2.39 acres, which is larger than minimum 2 acre requirement.
- The conceptual site plan includes the development of 68 for-sale multi-family homes, of which at least 20% and up to 50% will be priced affordably, as well as 12,237 square feet (GFA) of commercial space, which will be available for a variety of businesses. Therefore the requested amendment will not just benefit one or a few landowners at the expense of the surrounding landowners or the general public.

Criterion 4: ***an amendment is not required to conform with Criterion 3 [Subsection 14-3.2(E)(1)(c)] if it promotes the general welfare or has other adequate public advantage or justification;***	**Criterion Met:** (Yes/No/Conditional/N/A) **Yes**
The proposed General Plan amendment will promote the general welfare and will benefit the community by increasing the supply of affordable housing options, creating much needed commercial space for a fast-growing area of the City, and by efficiently utilizing existing infrastructure through mixed-use infill development. The amendment does conform with Subsection 14-3.2(E)(1)(c), as it is not inconsistent with the prevailing use or character of the area, is not less than 2 acres as it is adjusting the property boundary of adjacent industrial uses, and does not benefit one or a few landowners at the expense of surrounding landowners or the general public.	
Criterion 5: compliance with extraterritorial zoning ordinances and extraterritorial plans;	**Criterion Met:** (Yes/No/Conditional/N/A) **N/A**
Not Applicable.	
Criterion 6: ***contribution to a coordinated, adjusted and harmonious development of Santa Fe that in accordance with existing and future needs best promotes health, safety, morals, order, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development.***	**Criterion Met:** (Yes/No/Conditional/N/A) **Yes**
The application contributes to harmonious development of Santa Fe by responding to recent development trends and economic development goals for the Siler-Rufina Nexus Opportunity Zone. The conceptual site plan represents an infill project that will meet these community needs while efficiently utilizing existing infrastructure and services. The proposed amendment will allow for rezoning from I-1 to C-2. The existing I-1 zoning does not allow both residential and commercial uses. The applicant proposes an affordable mixed use development, which satisfies the needs and goals of affordable housing and promoting economic development. The applicant indicates that the housing units will be set up for condo ownership.	
Criterion 7: ***consideration of conformity with other city policies, including land use policies, ordinances, regulations and plans.***	**Criterion Met:** (Yes/No/Conditional/N/A) **Yes**
In addition to the conformance with the General Plan Themes and Policies described above, the following land use policies and plans are supportive of the type of mixed-use infill that the proposed General Plan amendment will allow: • City of Santa Fe Affordable Housing Plan • City of Santa Fe Land Use & Urban Design Plan • Santa Fe MPO Metropolitan Transportation Plan • Land of Enchantment, Land of Opportunity – A Prospectus on Five Unique Opportunity Zones in the City Different (COSF Economic Development Department)	

Criterion 8: ***In addition to complying with the general criteria set forth in Subsection 14-3.2(E)(1), amendments to the land use policies section of the general plan shall be made only if evidence shows that the effect of the proposed change in land use shown on the future land use map of the general plan will not have a negative impact on the surrounding properties. The proposed change in land use must be related to the character of the surrounding area or a provision must be made to separate the proposed change in use from adjacent properties by a setback, landscaping, or other means, and a finding must be made that:*** • ***the growth and economic projections contained within the general plan are erroneous or have changed;*** • ***no reasonable locations have been provided for certain land uses for which there is a demonstrated need; or*** • ***conditions affecting the location or land area requirements of the proposed land use have changed, for example the cost of land space requirements, consumer acceptance, and market or building technology.***	**Criterion Met:** (Yes/No/Conditional/N/A) **Yes**
The proposal and all future development of the site is subject to Chapter 14 and all City codes, policies, ordinances, regulations and plans and thus does and will conform as required. Criterion 8 is not applicable, since no change to land use policies are proposed. According to the Housing Needs Assessment from the Office of Affordable Housing, there is a large gap in the need for affordable housing and its availability. The proposed general plan amendment and rezoning requests are needed to provide a zoning that would allow for affordable housing development. The conditions of the housing market have changed in such that the proposed general plan amendment and rezoning, is needed by the community to satisfy the demands of the affordable housing market.	

VI. REZONING

The subject parcel is presently zoned I-1 (Light Industrial), and the Applicant requests to rezone the subject property to C-2 (General Commercial to accommodate a mixed-use type of development as shown in the conceptual site plan. The rezoning criteria are evaluated below per Section 14-3.5.

Rezoning Approval Criteria [Subsection 14-3.5(C)]

Criterion 1: ***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; or*** ***(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/conditional/N/A) **Yes**

(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.*

The Applicant had the property rezoned several years ago from I-2 to the I-1 district to expand their Homewise offices located in the Siler Studios development immediately to the west onto the subject property. The rezoning to the I-1 was needed since the use was not allowed in the I-1 district. Since then, they added onto their existing office building, and no longer needed to expand onto the subject site. They are now proposing a mixed use development on the site which has been identified as a result of recent trends towards arts-related small business and residential development in the area. The Project addresses needs and opportunities which the Santa Fe Economic Development Department has identified for this area, including mixed-use development, commercial space, green space, and affordable and middle-market housing.

(iii) *a different use category is more advantageous to the community, as articulated in the general plan or other adopted city plans.*

This area predominantly industrial in the past has shifted to being more geographically central to the city and closer to the population centers. Development in the area has shifted from industrial to more general commercial uses. This change in much of the land use in the area has changed the neighborhood to a point that justifies the request for rezoning. Recent transportation infrastructure improvements have also allowed for easier connectivity to the area.

The project aligns with General Plan Themes and Policies, such as Affordable Housing, Economic Diversity, Urban Form/Higher Densities, Community Oriented Development, and Mixed-Use. Furthermore, the General Plan Land Use Framework includes the following elements: Compact Urban Form, Mix of Uses in All New and Existing Neighborhoods, Mix of Housing Types in All Neighborhoods, and Transit Supportive Development. The proposed change to C-2 zoning will allow the property to better align with General Plan objectives, as well as the mixed-use economic development and housing goals of the Siler-Rufina Nexus Opportunity Zone.

Criterion 2: ***all the rezoning requirements of Chapter 14 have been met;***	**Criterion Met:** (Yes/No/Conditional/N/A) **Yes**
All rezoning requirements of Chapter 14 have been met including an Early Neighborhood Notification meeting and other public notice requirements. They have submitted their required application submittals and a Traffic Impact Analysis. Although not required for C-2 zoning, they have also provided a conceptual site plan to show how they propose to develop the property when they return for their Development Plan approval.	
Criterion 3: ***the rezoning is consistent with the applicable policies of the general plan, including the future land use map;***	**Criterion Met:** (Yes/No/Conditional/N/A) **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 and recent shifts in the character of development in the Siler-Rufina area. The Future Land Use Map designation for the parcel is Industrial; however, a General Map Amendment to Community Commercial is also proposed with this Application.

Criterion 4: ***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/Conditional/N/A) **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 and is made feasible only by rezoning the property to allow for mixed-use development.

Criterion 5: ***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/Conditional/N/A) **Yes**

The subject parcel is currently served by existing roadways, public water and sewer infrastructure, and fire stations. In addition, the proposed project will result in the construction of roadway improvements to Clark Road and Rufina Street, enhancing the existing roadway and pedestrian infrastructure, and the proposed green space internal to the site will add to the accessibility of open space/parks for future residents and commercial tenants.

Criterion 6: ***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:*** ***allow uses or a change in character significantly different from or inconsistent with the prevailing use and character in the area;*** ***affect an area of less than two acres, unless adjusting boundaries between districts;*** ***or benefit one or a few landowners at the expense of the surrounding landowners or general public.***	**Criterion Met:** (Yes/No/Conditional/N/A) **Yes**

The proposed project aligns well with numerous General Plan policies and principles, as addressed above. Further, it is a model of the type of mixed-use infill development that both the General Plan and the Siler-Rufina Nexus Opportunity Zone specifically encourage.

Criterion 7: ***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/Conditional/N/A) **Yes**
The Applicant states that they are prepared to construct necessary infrastructure upgrades, as necessary to accommodate future development on the property, in accordance with the Traffic Impact Analysis and with applicable City regulations.	
Criterion 8: ***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/Conditional/N/A) **Yes**
The Applicant states that they are prepared to fund roadway and sidewalk improvements as part of the project, in addition to paying any impact fees that may be required.	

VII. EARLY NEIGHBORHOOD NOTIFICATION

An Early Neighborhood Notification meeting was held virtually via Zoom on September 28, 2021. No members of the public were in attendance.

VIII. EXPIRATION

A General Plan Future Land Use Map amendment does not expire, and remains in effect unless superseded by another amendment. Also, rezoning to C-2 does not expire. If the applicant's request is approved by the Governing Body, the applicant will then return to the Planning Commission for development plan approval.

IX. EXHIBITS

EXHIBIT A: Draft Findings of Fact and Conclusions of Law
1. Case #2021-4375 General Plan Amendment
2. Case #2021-4376 Rezoning

EXHIBIT B: Development Review Team Memoranda
1. Compilation of DRT Memoranda
2. Fire Prevention Review
3. Water Review
4. Wastewater Review
5. Technical Review (includes ADA Site Review)
6. Traffic Review

EXHIBIT C: Maps and Photos

1. Future Land Use Map
2. Zoning Map
3. Aerial Photo
4. Google Earth and Street Views

EXHIBIT D: Applicant Materials

1. Application Letter – GP Amendment & Rezone
2. Land of Enchantment Land of Opportunity Zone Prospectus
3. 2868 Rufina Street TIA
4. 2868 Rufina Street Parking Demand Study
5. 2868 Rufina Street Conceptual Site Plan

APPROVED AS TO FORM:

Title	**Name**	**Initials**
Interim Planning and Land Use Director	Jason Kluck,	jmk
Land Use Planner Manager	Noah Berke, AICP, CFM	NLB
Land Use Department Case Manager	Donna Wynant, AICP	*DJW*

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

Case #2021-4375 – 2868 Rufina General Plan Amendment
Owner's/Applicant's Name – Homewise, Inc.
Agent's Name – Jennifer Jenkins of JenkinsGavin, Inc.

THIS MATTER came before the Planning Commission (Commission) for hearing on December 2, 2021 upon the application (Application) of Jennifer Jenkins of JenkinsGavin, Inc., Agent, for Homewise, Inc., Owner. The Applicant requests approval of a general plan future land use map amendment to change the designation from Industrial to Community Commercial for approximately 2.93 acres of land located at 2868 Rufina Street, at the southwest corner of Rufina and Clark Street (Property). The Property is zoned I-1 (Light Industrial).

In related Case #2021-4376, the Applicant seeks a rezoning from I-1 (Light Industrial) to C-2 (Commercial).

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. The Applicant seeks a rezoning from I-1 to C-2, which would allow for the proposed mixed-use development, as shown in their conceptual site plan.
2. Under the Santa Fe City Code (SFCC) 1987 Section 14-3.2(B)(2)(b), the general plan must first be amended before approval of a change in zoning district designation that is inconsistent with the land use classification shown on the general plan's future land use map.
3. Under SFCC 1987 Section 14-3.2(D)(1), the Application for a general plan amendment may be considered by the planning commission and the governing body concurrently with other applications.
4. 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)(xii)]; and (c) compliance with notice and public hearing requirements [SFCC 1987 § 14-3.1(H)-(I)].
5. A pre-application conference was held on July 8, 2021.
6. The Applicant conducted a virtual ENN meeting on September 28, 2021, using Zoom.
7. Pursuant to SFCC 1987 Section 14-3.1(H), notice of the ENN meeting was properly given.
8. The ENN meeting was attended by representatives of the Applicant and City staff where no members of the public were in attendance.
9. City staff reviewed the general plan amendment Application, and the related materials and information submitted by the Applicant, for conformity with applicable SFCC requirements (Submittal Requirements) and provided the Commission with a written report of its findings (Staff Report), which evaluates the factors relevant to the Application.

10. Staff recommended that the Commission recommend approval of the amendment to the general plan to Governing Body.
11. Pursuant to SFCC 1987 Sections 14-2.3(C)(7)(a) and 14-3.2(D)(2), the Commission has the authority to review and make recommendations to the Governing Body regarding amendments to the general plan.
12. At the Hearing, the Commission considered the Application in this case concurrently with the applications in Case Nos. 2021-4376; 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.
13. SFCC 1987 Section 14-3.2 sets out certain procedures for amendments to the general plan, including, without limitation, submittal of an application for review, a public hearing by the Commission, and a recommendation to the Governing Body based upon the criteria set out in SFCC 1987 Section 14-3.2(E).
14. SFCC 1987 Section 14-3.2(E)(1) sets out approval criteria and requires the Commission to make complete findings of fact sufficient to show that these criteria have been met before recommending approval of an amendment to the general plan to the Governing Body.
15. Pursuant to SFCC 1987 14-3.2(E)(1)(a), the Commission finds that the Project is consistent with growth projections for Santa Fe, economic development goals, and existing land use conditions such as access and availability of infrastructure. The Commission further finds that this proposal is consistent with current growth trends and projections for the immediate area and economic development goals as evidenced by Santa Fe's designation of the property and its surrounding areas as a Federal Opportunity Zone, designed to stimulate economic investment in real estate development through Federal and State Tax Credits
16. Pursuant to SFCC 1987 Section 14-3.2(E)(1)(b), the Commission finds that the proposed general plan amendment would be consistent with other parts of the general plan and supports General Plan themes of Affordable Housing, Quality of Life, Sustainable Growth, and Mixed Use.
17. The Future Land Use Map designation for the parcel is Industrial; however, in accordance with recent development shifts in the Siler-Rufina Nexus area, a General Map Amendment to "Community Commercial" is proposed in order to support the future mixed-use development of the property in alignment with General Plan policies and community needs.
18. Pursuant to SFCC 1987 Section 14-3.2(E)(1)(c) the Commission finds the amendment does not:
    (i) allow uses or a change that is significantly different from or inconsistent with the prevailing use and character in the area, characterized by mixed-use, light industrial, and commercial development to the south along Cerrillos Road and mixed-use, industrial and residential development in the surrounding neighborhoods north of Cerrillos.
    (ii) affect an area of less than two acres, except when adjusting boundaries between districts; the property exceeds the minimum requirement since it is 2.39 acres in size.
    (iii) benefit one or a few landowners at the expense of the surrounding landowners or the general public. The General Plan specifically supports a mixture of uses and housing types in all neighborhoods, and this proposal aligns well with these policy objectives. The conceptual site program includes the development of 68 for-sale multi-family homes, of which at least 20% and up to 50% will be priced affordably, as well as 12,237 square feet (GFA) of commercial space, which will be available for a variety of businesses. The proposed project will therefore have broad community benefit.

19. The Commission finds that the criterion in SFCC 1987 Section 14-3.2(E)(1)(d) is not applicable because the criterion in SFCC 1987 Section 14-3.2(E)(1)(c) is met.
20. The Commission finds that the criterion in SFCC 1987 Section 14-3.2(E)(1)(e) is not applicable to this case.
21. Pursuant to SFCC 1987 Section 14-3.2(E)(1)(f), the Commission finds that approving a proposal for mixed-use development on the Property would promote the general welfare and contribute to the harmonious development of Santa Fe by responding to recent development trends and economic development goals for the Siler-Rufina Nexus Opportunity Zone. The conceptual site plan represents an infill project that will meet these community needs while efficiently utilizing existing infrastructure and services.
22. Pursuant to SFCC 1987 Section 14-3.2(E)(1)(g), the Commission has considered conformity with other city policies.
23. The Commission finds that the additional criteria in SFCC 1987 Section 14-3.2(E)(2) are not applicable to this case because the proposal would not amend the land use policies section of the general plan.
24. The Commission finds that the additional criteria in SFCC 1987 Section 14-3.2(E)(3) are not applicable to this case because the proposal does not involve the adoption of a neighborhood plan.

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

WHEREFORE, IT IS ORDERED ON THE 2nd DAY OF DECEMBER 2021 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE:

Considering the foregoing findings and conclusions, the Commission recommends that the Governing Body approve the general plan amendment, as requested in the Application for Case #2021-4375.

Brian Gutierrez
Chairperson

Date:

FILED:

_____

Kristine Bustos-Mihelcic
City Clerk

_____
Date:

APPROVED AS TO FORM:

_____

Patricia Feghali
Assistant City Attorney

_____
Date:

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

Case #2021-4376 – 2868 Rufina Street Rezoning
Owner's/Applicant's Name – Homewise, Inc.
Agent's Name – Jennifer Jenkins of JenkinsGavin, Inc.

THIS MATTER came before the Planning Commission (Commission) for hearing on December 2, 2021 upon the application (Application) of Jennifer Jenkins of JenkinsGavin, Inc., Agent, for Homewise, Inc., Owner. The Applicant requests approval of a rezoning from I-1 (Light Industrial) to C-2 (Commercial) for approximately 2.39 acres of land located at 2868 Rufina Street. (Property).

In related Case #2021-4375, the Applicant requests approval of a general plan future land use map amendment to change the designation from Industrial to Community Commercial.

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. The Applicant seeks a rezoning from I-1 to C-2, which would allow for a mixed-use development including 12,237 square feet of commercial space and 68 dwelling units on approximately 2.39 acres of land at 2868 Rufina Street (Project).
2. Santa Fe City Code (SFCC) 1987 Section 14-3.2(D)(1) provides that an application for amendments to the general plan may be considered concurrently with an application for rezoning.
3. 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 § 14-3.1(F)(2)(a)(iii)]; and (c) compliance with notice and public hearing requirements [SFCC 1987 §14-3.1(H)-(I)].
4. A pre-application conference was held on July 8, 2021,
5. The Applicant conducted a virtual ENN meeting on September 28, 2021, using Zoom.
6. Pursuant to SFCC 1987 Section 14-3.1(H), notice of the ENN meeting was properly given.
7. The ENN meeting was attended by representatives of the Applicant and City staff. No members of the public attended.
8. 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).
9. 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.

10. Staff recommended that the Commission recommend approval of the rezoning to the Governing Body.
11. Pursuant to SFCC 1987 Sections 14-2.3(C)(7)(c) and 14-3.5(B)(1), the Commission has the authority to review and make recommendations to the Governing Body regarding rezonings.
12. At the Hearing, the Commission considered the Application in this case concurrently with the applications in Case Nos. 2021-4375; 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.
13. SFCC 1987 Section 14-3.5(B)(1) 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.
14. 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.
15. Pursuant to SFCC 1987 Section 14-3.5(C)(1)(a)(ii)-(iii), the Commission finds that Santa Fe is experiencing a significant housing shortage, and increasing the supply of all types of housing is critical to accommodating projected growth and addressing affordability. Providing an adequate supply of housing and commercial space are key components of economic development, which are addressed by the proposed applications. Additionally, as an infill site, the subject property is served by existing utility and roadway infrastructure.
16. 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.
17. 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, Quality of Life, Sustainable Growth, and Mixed Use. Additionally, the rezoning will be consistent with the future land use map if the proposed general plan amendment is approved by the Governing Body.
18. Pursuant to SFCC 1987 Section 14-3.5(C)(1)(d), the Commission finds that rezoning the property to accommodate infill by creating a mixed-use development, comprised of 68 dwelling units and 12,127 square feet of commercial space is consistent with city policies.
19. Pursuant to SFCC 1987 Section 14-3.5(C)(1)(e), the Commission finds that 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.
20. Pursuant to SFCC 1987 Section 14-3.5(C)(2)(a), the Commission finds that the proposed change in zoning will not result in a change in character inconsistent with the prevailing use and character of the area, and that the C-2 zoning is consistent with the surrounding area.
21. Pursuant to SFCC 1987 Section 14-3.5(C)(2)(b), the Commission finds that the proposed rezoning is permissible because it would not affect an area of less than two acres.
22. 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 general public.
23. Pursuant to SFCC 1987 Section 14-3.5(D), the Commission finds that the proposed development can be accommodated by the existing and proposed road infrastructure.

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

WHEREFORE, IT IS ORDERED ON THE 2nd DAY OF DECEMBER 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 proposed rezoning from I-1 to C-2, as requested in the Application for Case #2021-4376.

_____ _____
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, New Mexico

Planning Commission

Exhibit B

Development Review Team Memoranda

1. Compilation of DRT Memoranda
2. Water Division Review
3. Terrain Management Review
4. Wastewater Management Review
5. Fire Review
6. Traffic Engineering Review

Technical Corrections

2868 Rufina Street
General Plan Amendment and Rezoning

#	DRT Comments	Dept. or Division	To be completed by:
1	An approved Development Water Budget shall provide 9.8% contingency per SFCC 14-8.13(E)(1).	Public Utilities/Water Division	Prior to final plan approval
2	Applicant shall obtain water rights through the water rights transfer program per SFCC 14-8.13(E)(2)(a).	Public Utilities/Water Division	Prior to final plan approval
3	See email (see below) from traffic engineer, Audra Gallegos, for comments regarding the applicant's TIA. Applicant shall obtain water rights through the water rights transfer program per SFCC 14-8.13(E)(2)(a).	Public Utilities/Water Division	Prior to final plan approval
4	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 review	At the time of any new construction or remodel.
5	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)	Fire review	At the time of any new construction or remodel.
6	Shall comply with table D103.4 Requirements for Dead-End Fire Apparatus Access Roads.	Fire review	At the time of any new construction or remodel.
7	Fire Department shall have 150 feet distance to any portion of the building on any new construction. (IFC 2015 section 503.1.1)	Fire review	At the time of any new construction or remodel.
8	507.5 Fire hydrant systems. Fire hydrant systems shall comply with Sections 507.5.1 through 507.5.6.	Fire review	At the time of any new construction or remodel.
9	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.	Fire review	At the time of any new construction or remodel.
10	Shall have water supply that meets fire flow requirements as per IFC (Appendix B) Shall comply with Section D102.1 Access and Loading (75,000 lbs.).	Fire review	At the time of any new construction or remodel.

11	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 Table D103.4)	Fire review	At the time of any new construction or remodel.
12	Shall comply with IFC 2015 Section D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.	Fire review	At the time of any new construction or remodel.
13	Shall comply with IFC 2015 Section D103.5 Fire apparatus access road gates.	Fire review	At the time of any new construction or remodel.
14	Shall comply with D105 Aerial Fire Apparatus Access Roads	Fire review	At the time of any new construction or remodel.
15	Shall comply with Section D106 Multiple-Family Residential Developments.	Fire review	At the time of any new construction or remodel.
16	Shall meet the IFC code requirements 2015 edition or the most current edition the governing body has adopted at the time of permitting.	Fire review	At the time of any new construction or remodel.

Comments from Audra Gallegos, Traffic Engineer from Wilson and Company

2868 Rufina Street Mixed Use Development Traffic Impact Analysis, dated October 2021

1. The report states within the executive summary that the posted speed limit on Rufina Street and Clark Road is 30 mph adjacent to the site. On page III-2 of the report, it is stated that Clark Road has no posted speed limit but is assumed to be 30 mph. However, Google imagery shows speed limit signs of 25 mph on both streets in the vicinity of the site. Verification of posted speed limits is needed.
2. The existing traffic count data for the PM peak at Cerrillos Road/Clark Road contains an apparent error, as the EB left-turn and SB right-turn movements drop to zero vehicles beginning at 4:00 p.m. and remain at zero through the remainder of the count to 6:00 p.m. The intersection should be re-counted in the PM period and all LOS analyses of the intersection redone.
3. The SB right-turn volume at Rufina Street/Clark Road is incorrect in the analysis of the AM peak for all scenarios (existing, 2025 No Build, 2025 Build, 2035 No Build, 2035 Build).
4. In Table 1, the following discrepancies were noted in comparison to the values in the LOS output reports in the appendix:

a. At Rufina Street/Clark Road in the AM peak, the SB thru queue should be 0.0 and the delay should be 9.1.

b. At Siler Road/Rufina Street in the PM peak, the EB left-turn queue should be 7.3 and the EB thru/right-turn queue should be 9.5.

5. The intersection of Cerrillos Road/Clark Road has been analyzed with a channelized WB right-turn lane for all analysis time periods, which serves to improve the LOS for the EB left-turn movement. However, the intersection does not have a channelized right-turn lane in any direction of travel. This error in the LOS analysis needs to be corrected.
6. Can additional details about the crashes that have occurred at Cerrillos Road/Clark Road be obtained and included in the report, such as direction/movement of involved vehicles? Additional details would help determine if there are any crash patterns associated with particular movements at the intersection.
7. Further justification for the estimation of the distribution of site-generated traffic is needed. The traffic distribution appears too low for Cerrillos Road, particularly to/from the east (but also for the

EB left-turn at Cerrillos/Clark at only 10%), and too high for Rufina Street, particularly to/from the east given that the street ends at Harrison Road, which does not provide left-turn access to Cerrillos Road. Furthermore, it is not apparent why the entering and exiting percentages are not equal for each direction.
8. The assignment of site-generated traffic as shown in Figure 17 does not account for all traffic estimated to be generated by the development. The traffic volumes do not match the trip generation estimate shown in Table 2, and appear to be missing the residential trip generation. The trip generation assignment needs to be corrected and all Build scenarios need to be re-analyzed with the revised traffic volumes.
9. In the analysis of 2025 No Build conditions, the SB right-turn volume at Siler Road/Rufina Street is incorrect in the PM peak.
10. In the analysis of 2025 and 2035 Build conditions, the traffic volumes at the site driveways on Rufina Street and Clark Road should be balanced with the volumes at Rufina Street/Clark Road since there are no other driveways in between them. It appears the thru traffic at the driveways may have been balanced with the intersections farther from the site.
11. In the discussion of the speed change lanes, the report simply states that the traffic volumes do not meet the thresholds for turn lanes. The specific thresholds should be indicated, as well as how they compare with the projected traffic volumes. The turn lane requirements need to be re-evaluated after correcting the site-generated traffic volumes (see comment #8).
12. On page VI-4, Section 5b states “At the intersection of Siler Road/Rufina Street there is a failure on the southbound thru/right turn movement.” It is not apparent what this statement is referring to, as the LOS reports show the movement operates at LOS D.
13. On Figure 19, in the typical roadway section for Rufina Street, the callout for the center stripe needs to be revised to show “double yellow stripe” instead of “double white stripe.”

2868 Rufina St Parking Demand Study (undated)

1. The amount of commercial space assumed in the parking study (9,790 SF) is less than that indicated in the application letter and traffic study (12,237 SF). The commercial square-footage needs to be corrected and resulting analysis revised.
2. What is the basis for the assumption that 80% of the GFA is equal to the NLA (page 10)?
3. The ITE shopping center land use code is likely more applicable to large retail centers with a mix of business types. A comparison of parking demand should be included assuming the commercial space is used for office or restaurant uses rather than general shopping center.
4. In general, the parking demand analysis appears reasonable and in consideration with the estimated trip generation contained within the separate traffic study, the proposed number of parking spaces may be adequate, particularly if the commercial space is developed as offices, which would be a complementary land use with the residential units. However, if the commercial space is developed with higher intensity uses, such as restaurants, the parking demand could exceed the provided number of parking spaces, especially during the evening time period.

Development Review Team
Comment Form

Date: 11/8/21

Staff person: Alan Hook

Dept/Div.: Public Utilities/Water Division/Water Resources

Case: **Case #2021-4375, 4376, 2868 Rufina Street, Homewise**

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:
An approved Development Water Budget shall provide 9.8% contingency per SFCC 14-8.13(E)(1).	Prior to Final Subdivision Approval
Applicant shall obtain water rights through the water rights transfer program per SFCC 14-8.13(E)(2)(a).	Prior to Building Permit Application

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:

Chapter 25, Section 4: Water rights proposed to be transferred to the city's water system for dedication to a development shall be tendered to the city not later than sixty (60) days after the final land use approval of the final development plan by the planning and land use department, the planning commission or the governing body.

Development Review Team

Comment Form

Date: 11/19/21

Staff person: Dee Beingessner

Dept/Div: Land Use/Terrain Management

Case: **Case #2021-4375 & 4376. 2868 Rufina Street General Plan Amendment and Rezoning**

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	
2	
3	

Technical Corrections*:	Must be completed by:
1 Development shall comply with all requirements of Section 14-8 Development and Design Standards	When submitting for Development Plan
2	
3	
4	
5	
6	
7	

*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: 11/24/2021

Staff person: Geronimo Griego

Dept/Div: Fire Prevention

Case: 2021-4375. 2868 Rufina Street General Plan Amendment.

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:
Shall comply with D105 Aerial Fire Apparatus Access Roads	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 D105 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

Development Review Team

Comment Form

Date: 11/24/2021

Staff person: Stan Holland, Engineer

Dept/Div: Public Utilities/Wastewater

Case: Case#2021-4375 and 4376 Rufina Street GPA, Rezoning, Prelim Sub & Dev Plan

Case Mgr: Donna Wynant, Case Manager

The subject property is 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. Will reserve comment with the submittal of the Final Development Plan	Prior to Sign Off for Final Subdivision Plat.

Technical Corrections:	Must be completed by:
1. None at this time. Will reserve comment with the submittal of the Final Development Plan.	

1.

The comments below are for the **2868 Rufina development**.

Audra V. Gallegos, PE
Civil Engineer | Wilson & Company, Inc., Engineers & Architects

2868 Rufina Street Mixed Use Development Traffic Impact Analysis, dated October 2021

1. The report states within the executive summary that the posted speed limit on Rufina Street and Clark Road is 30 mph adjacent to the site. On page III-2 of the report, it is stated that Clark Road has no posted speed limit but is assumed to be 30 mph. However, Google imagery shows speed limit signs of 25 mph on both streets in the vicinity of the site. Verification of posted speed limits is needed.
2. The existing traffic count data for the PM peak at Cerrillos Road/Clark Road contains an apparent error, as the EB left-turn and SB right-turn movements drop to zero vehicles beginning at 4:00 p.m. and remain at zero through the remainder of the count to 6:00 p.m. The intersection should be re-counted in the PM period and all LOS analyses of the intersection redone.
3. The SB right-turn volume at Rufina Street/Clark Road is incorrect in the analysis of the AM peak for all scenarios (existing, 2025 No Build, 2025 Build, 2035 No Build, 2035 Build).
4. In Table 1, the following discrepancies were noted in comparison to the values in the LOS output reports in the appendix:
    a. At Rufina Street/Clark Road in the AM peak, the SB thru queue should be 0.0 and the delay should be 9.1.
    b. At Siler Road/Rufina Street in the PM peak, the EB left-turn queue should be 7.3 and the EB thru/right-turn queue should be 9.5.
5. The intersection of Cerrillos Road/Clark Road has been analyzed with a channelized WB right-turn lane for all analysis time periods, which serves to improve the LOS for the EB left-turn movement. However, the intersection does not have a channelized right-turn lane in any direction of travel. This error in the LOS analysis needs to be corrected.
6. Can additional details about the crashes that have occurred at Cerrillos Road/Clark Road be obtained and included in the report, such as direction/movement of involved vehicles? Additional details would help determine if there are any crash patterns associated with particular movements at the intersection.
7. Further justification for the estimation of the distribution of site-generated traffic is needed. The traffic distribution appears too low for Cerrillos Road, particularly to/from the east (but also for the EB left-turn at Cerrillos/Clark at only 10%), and too high for Rufina Street, particularly to/from the east given that the street ends at Harrison Road, which does not provide left-turn access to Cerrillos Road. Furthermore, it is not apparent why the entering and exiting percentages are not equal for each direction.

8. The assignment of site-generated traffic as shown in Figure 17 does not account for all traffic estimated to be generated by the development. The traffic volumes do not match the trip generation estimate shown in Table 2, and appear to be missing the residential trip generation. The trip generation assignment needs to be corrected and all Build scenarios need to be re-analyzed with the revised traffic volumes.

9. In the analysis of 2025 No Build conditions, the SB right-turn volume at Siler Road/Rufina Street is incorrect in the PM peak.

10. In the analysis of 2025 and 2035 Build conditions, the traffic volumes at the site driveways on Rufina Street and Clark Road should be balanced with the volumes at Rufina Street/Clark Road since there are no other driveways in between them. It appears the thru traffic at the driveways may have been balanced with the intersections farther from the site.

11. In the discussion of the speed change lanes, the report simply states that the traffic volumes do not meet the thresholds for turn lanes. The specific thresholds should be indicated, as well as how they compare with the projected traffic volumes. The turn lane requirements need to be re-evaluated after correcting the site-generated traffic volumes (see comment #8).

12. On page VI-4, Section 5b states "At the intersection of Siler Road/Rufina Street there is a failure on the southbound thru/right turn movement." It is not apparent what this statement is referring to, as the LOS reports show the movement operates at LOS D.

13. On Figure 19, in the typical roadway section for Rufina Street, the callout for the center stripe needs to be revised to show "double yellow stripe" instead of "double white stripe."

2868 Rufina St Parking Demand Study (undated)

1. The amount of commercial space assumed in the parking study (9,790 SF) is less than that indicated in the application letter and traffic study (12,237 SF). The commercial square-footage needs to be corrected and resulting analysis revised.

2. What is the basis for the assumption that 80% of the GFA is equal to the NLA (page 10)?

3. The ITE shopping center land use code is likely more applicable to large retail centers with a mix of business types. A comparison of parking demand should be included assuming the commercial space is used for office or restaurant uses rather than general shopping center.

4. In general, the parking demand analysis appears reasonable and in consideration with the estimated trip generation contained within the separate traffic study, the proposed number of parking spaces may be adequate, particularly if the commercial space is developed as offices, which would be a complementary land use with the residential units. However, if the commercial space is developed with higher intensity uses, such as restaurants, the parking demand could exceed the provided number of parking spaces, especially during the evening time period.

City of Santa Fe, New Mexico

Planning Commission

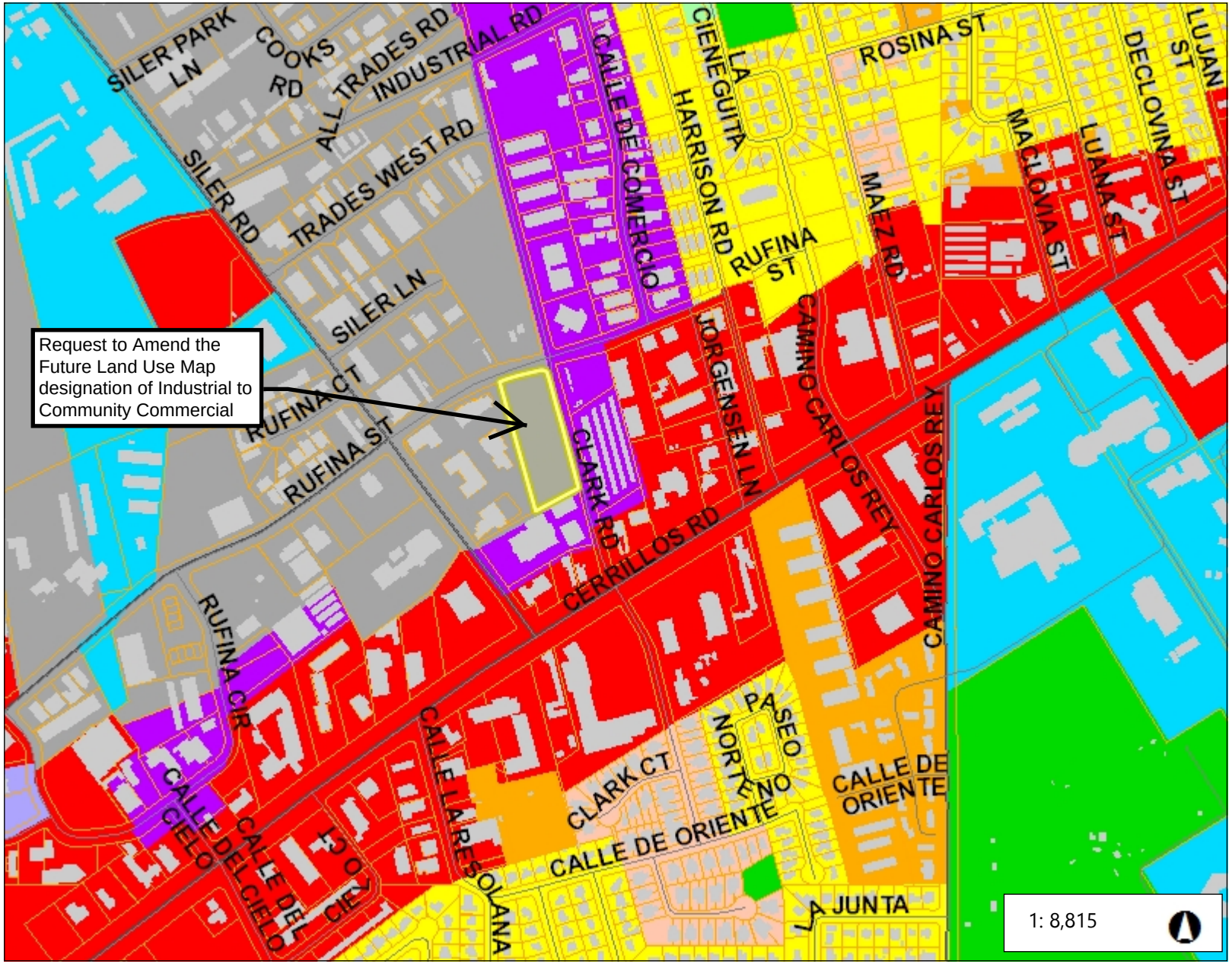
Exhibit C

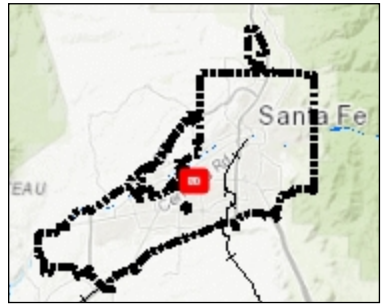
Maps and Photos

1. Future Land Use Map Aerial Photo
2. Current Zoning Map
3. Aerial Map
4. Google Earth and Street Views

Santa Fe
Mapping the City Different

2868 Rufina - Future Land Use Map





Legend

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

Future Land Use

- 1 dwelling per acre
- 1-3 dwellings per acre
- 3-7 dwellings per acre
- 7-9 dwellings per acre
- 7-12 dwellings per acre
- 12-29 dwellings per acre
- Regional Commercial
- Community Commercial
- Neighborhood Center
- Transitional Mixed Use
- Business Park
- Office
- Industrial
- Public/Institutional
- Open Space
- Parks

Notes

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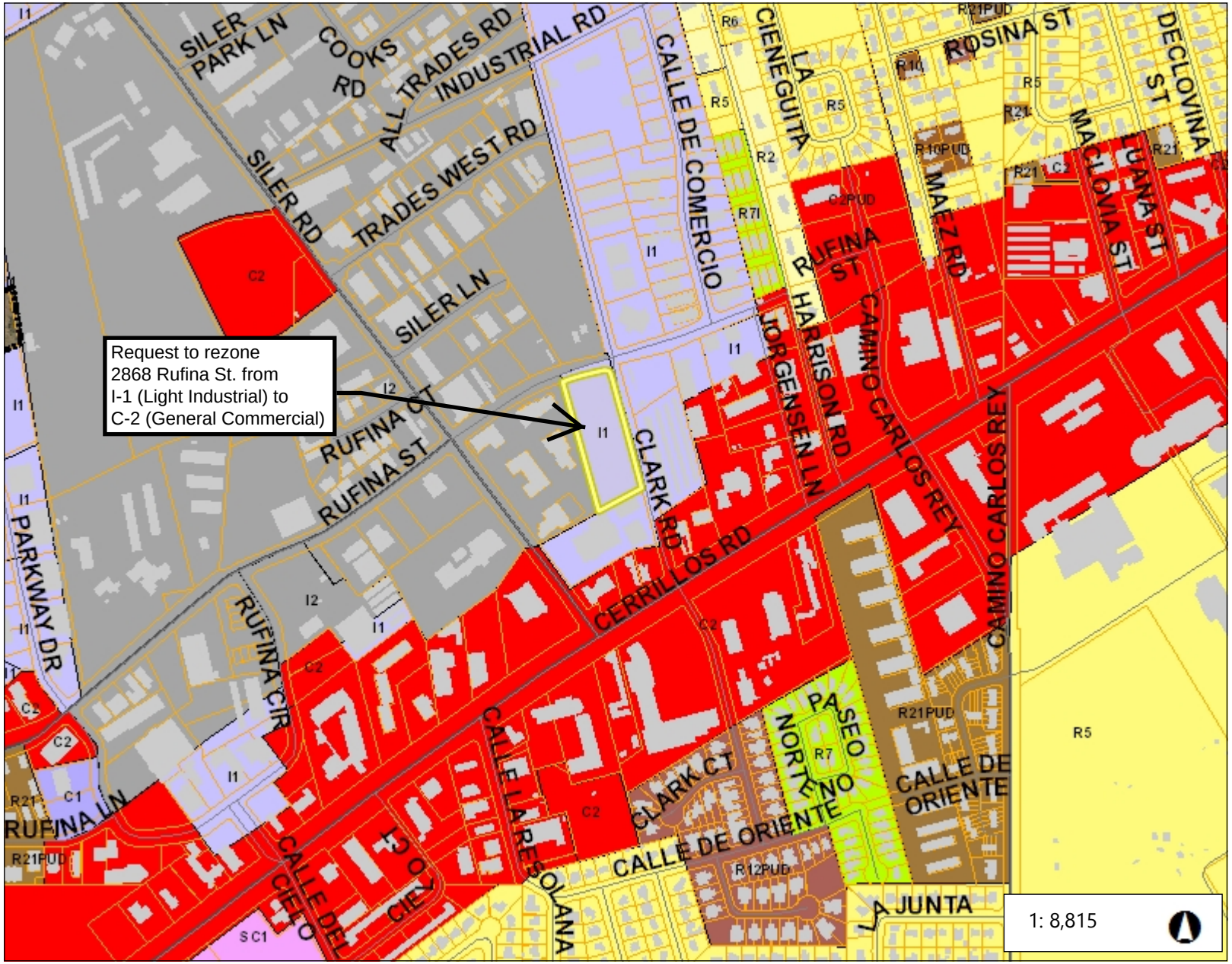
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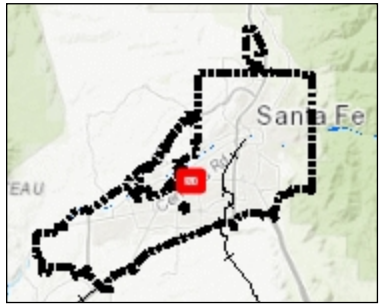
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THIS MAP IS NOT TO BE USED FOR NAVIGATION

Santa Fe
Mapping the City Different

2868 Rufina - Zoning Map





Legend

- City Limits
- Address Points
- Building Footprint
- Roads
- Major Roads
- Santa Fe County Parcels

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

Notes

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Santa Fe
Mapping the City Different

2868 Rufina - Aerial Map





Legend

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

Notes

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WGS_1984_Web_Mercator_Auxiliary_Sphere

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

2868 Rufina Street

Google Earth and Street Views



Bird's eye view of the overall area.



Closer bird's eye view of the project site.

2868 Rufina Street

Google Earth and Street Views



View of the site from Rufina Street along the site's west property line.



View of the site from Rufina Street along the site's east property line from the Rufina Street/Clark Road intersection.

City of Santa Fe, New Mexico

Planning Commission

Exhibit D

Applicant Materials

1. Application Letter
2. Conceptual Site Plan
3. ENN Notes
4. Opportunity Zone report
5. Traffic Impact Analysis
6. Parking Demand Study

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

October 18, 2021

Donna Wynant, Senior Planner
City of Santa Fe Current Planning Division
200 Lincoln Ave.
Santa Fe, NM 87501

RE: Letter of Application
2868 Rufina Street – General Plan Amendment and Rezoning

Dear Donna:

This letter is respectfully submitted on behalf of Homewise, Inc. (the "Applicant") in application for a General Plan Amendment from "Industrial" to "Community Commercial" and Rezoning from I-1 (Light Industrial) to C-2 (General Commercial) for a ±2.39-acre parcel at 2868 Rufina Street, for consideration by the Planning Commission at their meeting of December 2, 2021.

Project Description

The ±2.39-acre subject property is located at the southwest corner of Rufina Street and Clark Road. The property is zoned I-1 and is presently vacant. The Applicant proposes to rezone the property to C-2, which would permit a mixed-use development program. The proposed site program as depicted on the attached Conceptual Site Plan includes the following:

Building #1 (Mixed-Use)
Commercial: 12,237 sq.ft. (first floor, GFA)
Residential: 17,622 sq.ft. (second & third floors) with 23 dwelling units

Building #2 (Residential)
± 21,072 sq.ft., 2-story building with 25 dwelling units

Building #3 (Residential)
± 24,497 sq.ft., 3-story building with 20 dwelling units

TOTAL
Commercial = 12,237 square feet
Residential = 63,191 square feet (68 dwelling units)

Planned site improvements include site circulation, a centralized open green space for residents, business tenants, and visitors, tuck-under podium parking for residents, on-site surface parking areas and on-street parking along Clark Road, sidewalks and pedestrian connections to adjoining pedestrian facilities, landscaping and streetscape and drainage upgrades. Santa Fe Homes

Program requirements will be met, and the Applicant intends to exceed these requirements in the achievement of improved affordability for up to 50% of the homes within the development.

Siler-Rufina Nexus Opportunity Zone

The Project is located in the Siler-Rufina Nexus Opportunity Zone, in which demand for mixed-use development and housing has been identified as a result of recent trends towards arts-related small business and residential development in the area. Opportunity Zones are federally-designated census tracts identified as under-invested areas in which economic development is encouraged through tax benefits. According to the Economic Development Department, the Siler-Rufina Nexus describes a mixed-use neighborhood with significant opportunity for economic and community development. The neighborhood, emanating outward from the intersection of commercial corridors Siler Road and Rufina Street, sits roughly at the population center of the City of Santa Fe and has been identified as one of three key employment centers within Santa Fe city limits.

The Siler-Rufina Nexus neighborhood lies between Cerrillos Road and the Santa Fe River and between Harrison Road and the Agua Fria Village boundary. A long-time industrial area, a shift in neighborhood development has been stimulated in recent years by the presence of Meow Wolf and several new businesses, including eateries, manufacturing operations, new retail and live/work development. The project area also hosts a diverse array of community organizations, non-profits, performing arts venues and a diverse assemblage of artists, craftspeople and innovators. As defined in the Santa Fe Economic Development Department's "Land of Enchantment, Land of Opportunity" prospectus on the five Opportunity Zones in the city, the Project addresses needs and opportunities identified for this area, including mixed-use development, commercial space, green space, and affordable and middle-market housing.

General Plan Amendment Approval Criteria

The Applicant requests an amendment to change the Future Land Use Map designation for the subject parcels from "Industrial" to "Community Commercial."

The General Plan Amendment approval criteria in §14-3.2(E) are addressed below:

(a) consistency with growth projections for Santa Fe, economic development goals as set forth in a comprehensive economic development plan for Santa Fe and existing land use conditions such as access and availability of infrastructure;

Applicant Response: Santa Fe is experiencing a significant housing shortage, and increasing the supply of all types of housing is critical to accommodating projected growth and addressing affordability. Providing an adequate supply of housing and commercial space are key components of economic development, which are addressed by the proposed applications. Additionally, as an infill site, the subject property is served by existing utility and roadway infrastructure.

(b) consistency with other parts of the general plan;

Applicant Response: The proposed General Plan amendment and conceptual development program supports General Plan themes of Affordable Housing, Quality of Life, Sustainable Growth, and Mixed Use. As it is conceptualized, the project harmonizes with surrounding community character in alignment with recent shifts towards mixed-use, arts-based commercial, and residential development in the Siler-Rufina Nexus Opportunity Zone. Further, the proposed site program efficiently utilizes existing infrastructure through infill development. In addition, the proposal is responsive both to Santa Fe's substantial housing demand and to the recent federal designation of the area as an Opportunity Zone and City of Santa Fe promotion of mixed-use development in the vicinity of the project. The Future Land Use Map designation for the parcel is Industrial; however, in accordance with recent development shifts in the Siler-Rufina Nexus area, a General Map Amendment to "Community Commercial" is proposed in order to support the future mixed-use development of the property in alignment with General Plan policies and community needs.

(c) the amendment does not:

(i) allow uses or a change that is significantly different from or inconsistent with the prevailing use and character in the area; or

(ii) affect an area of less than two acres, except when adjusting boundaries between districts; or

(iii) benefit one or a few landowners at the expense of the surrounding landowners or the general public;

Applicant Response: The prevailing use of the area is characterized by mixed-use, light industrial, and commercial development to the south along Cerrillos Road and mixed-use, industrial and residential development in the surrounding neighborhoods north of Cerrillos. The proposed "Community Commerical" designation is consistent with prevailing uses in the area and will create an opportunity for the expansion of mixed-use infill development in the area, as is desired for the Siler-Rufina Nexus Opportunity Zone. The General Plan specifically supports a mixture of uses and housing types in all neighborhoods, and this proposal aligns well with these policy objectives. The conceptual site program includes the development of 68 for-sale multi-family homes, of which at least 20% and up to 50% will be priced affordably, as well as 12,237 square feet (GFA) of commercial space, which will be available for a variety of businesses. The proposed project will therefore have broad community benefit.

(d) an amendment is not required to conform with Subsection 14-3.2(E)(1)(c) if it promotes the general welfare or has other adequate public advantage or justification;

Applicant Response: The proposed General Plan amendment will promote the general welfare and will benefit the community by increasing the supply of affordable housing

options, creating much needed commercial space for a fast-growing area of the City, and by efficiently utilizing existing infrastructure through mixed-use infill development.

(e) compliance with extraterritorial zoning ordinances and extraterritorial plans;

Applicant Response: N/A

(f) contribution to a coordinated, adjusted and harmonious development of Santa Fe that in accordance with existing and future needs best promotes health, safety, morals, order, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development; and

Applicant Response: The application contributes to harmonious development of Santa Fe by responding to recent development trends and economic development goals for the Siler-Rufina Nexus Opportunity Zone. The conceptual site plan represents an infill project that will meet these community needs while efficiently utilizing existing infrastructure and services.

(g) consideration of conformity with other city policies, including land use policies, ordinances, regulations and plans.

Applicant Response: In addition to the conformance with the General Plan Themes and Policies described above, the following land use policies and plans are supportive of the type of mixed-use infill that the proposed General Plan amendment will allow:

- City of Santa Fe Affordable Housing Plan
- City of Santa Fe Land Use & Urban Design Plan
- Santa Fe MPO Metropolitan Transportation Plan
- Land of Enchantment, Land of Opportunity – A Prospectus on Five Unique Opportunity Zones in the City Different (COSF Economic Development Department)

Rezoning Approval Criteria

The subject parcel is presently zoned I-1 (Light Industrial), and the Applicant proposed to down-zone the property to C-2 (General Commercial) to accommodate the proposed mixed-use site program. C-2 zoning permits multi-family residential development and the types of neighborhood-serving commercial uses that support a vibrant mixed-use development, including office and retail. In addition, C-2 zoning is compatible with other zoning in the vicinity and affords maximum flexibility in the development of the site, in order to respond meaningfully to market conditions.

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.*

Applicant Response: Recent development shifts in the project area necessitate a zoning change in order to align with the types of development that are currently desired. The Project is located in the Siler-Rufina Nexus Opportunity Zone, in which demand for mixed-use development and housing has been identified as a result of recent trends towards arts-related small business and residential development in the area. The Project addresses needs and opportunities which the Santa Fe Economic Development Department has identified for this area, including mixed-use development, commercial space, green space, and affordable and middle-market housing. Branding and marketing of the Siler-Rufina Nexus as an important area for mixed-use infill and redevelopment also recently gained momentum through a grant of design and promotional assistance from the Urban Neighborhood Commercial Corridor Initiative of the New Mexico MainStreet Program.

(iii) *a different use category is more advantageous to the community, as articulated in the general plan or other adopted city plans.*

Applicant Response: C-2 zoning is more advantageous to the community than I-1, as it will allow the site to better align with the General Plan and development objectives for the Siler-Rufina Nexus Opportunity Zone that are being promoted by the City of Santa Fe Economic Development Department. The project aligns with General Plan Themes and Policies, such as Affordable Housing, Economic Diversity, Urban Form/Higher Densities, Community Oriented Development, and Mixed-Use. Furthermore, the General Plan Land Use Framework includes the following elements: Compact Urban Form, Mix of Uses in All New and Existing Neighborhoods, Mix of Housing Types in All Neighborhoods, and Transit Supportive Development. While the present I-1 zoning is extremely limiting in use and incompatible with the recent shifts in area development trends as stated above, the proposed change to C-2 zoning will allow the property to better align with General Plan objectives, as well as the mixed-use economic development and housing goals of the Siler-Rufina Nexus Opportunity Zone. Furthermore, the City of Santa Fe Economic Development Department has identified C-2 zoning as uniquely advantageous and supportive of these mixed-use development opportunities that have been specifically identified for the Siler-Rufina Nexus.

(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 and recent shifts in the character of development in the Siler-Rufina area. The Future Land Use Map designation for the parcel is Industrial; however, a General Map Amendment to Community Commercial is also proposed with this Application.

(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 and is made feasible only by rezoning the property to allow for mixed-use development.

(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, public water and sewer infrastructure, and fire stations. In addition, the proposed project will result in the construction of roadway improvements to Clark Road and Rufina Street, enhancing the existing roadway and pedestrian infrastructure, and the proposed green space internal to the site will add to the accessibility of open space/parks for future residents and commercial tenants.

(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

(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 mixed-use infill development that both the General Plan and the Siler-Rufina Nexus Opportunity Zone 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 Applicant is prepared to construct necessary infrastructure upgrades, as necessary to accommodate future development on the property, in accordance with the Traffic Impact Analysis and with applicable City regulations.

(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: The Applicant is prepared to fund roadway and sidewalk improvements as part of the project, in addition to paying any impact fees that may be required.

Access and Traffic

The Project is located at the southwest corner of Rufina Street and Clark Road and will have primary access points from each of those roadways. The Traffic Impact Analysis studied the intersections at Rufina Street and Clark Road, Rufina Street and Siler Road, and Cerrillos Road and Clark Road. Traffic counts and capacity analyses were performed for the existing conditions, and projections were made for the implementation year (2025). Currently, the intersections studied operate at an acceptable level of service, with the exception of Cerrillos and Clark, which fails in the PM for the eastbound left-turning movement. In the build condition, all intersections will continue to meet operational requirements, and the existing delay in the eastbound left-turning movement at Cerrillos and Clark will be extended by only 2.6 seconds (4.4% increase). Recommendations are provided in the TIA as to how the Public Works Department could

improve this intersection; however, the study indicates that despite the failing condition, the "delays are small and the queues are manageable."

According to the TIA, Rufina Street and Clark Road will require improvements to accommodate the proposed development. Curb/gutter, sidewalks and street trees will be provided along both street frontages, and on-street parking will be constructed along Clark Road. Further, improvements to Clark Road will center the road within the existing right-of-way, and the intersection of Rufina Street and Clark Road will be modified to fit the re-centered roadway.

Shared Parking Plan

Per SFCC §14-8.6(B)(4)(a), parking requirements must equal the total of each use separately for mixed-use developments *UNLESS* a shared parking plan is approved. Further, SFCC § 14-8.6(B)(4)(c) goes on to state: *"Cumulative parking space requirements for mixed-use occupancies or adjoining mixed uses may be reduced if the applicant demonstrates that the peak requirements of the occupancies occur at different times, such as mid-day for office uses and evening for residential uses, as supported by a parking demand study."* A shared parking plan is hereby proposed for the mixed-use development program on the Property, and a Parking Demand Study is submitted in support of this request. Shared parking allows multiple land uses to share a common facility for their parking needs. Because peak commercial use is during the day and peak residential use is at night, proposed land uses are complimentary and generate parking demand at different times of the day, making the proposed project the ideal candidate for a shared parking approach.

Parking requirements per SFCC §14-8.6 for the proposed mixed-use site program are as follows:

Residential Parking Requirements

	Dwelling Units	*Required Spaces/Unit*	*Total Parking Spaces Required*
Studio (500 sq.ft.)	7	1.25	8.75
1 Bedroom (750 sq.ft.)	26	1.25	31.25
2 Bedroom (900 -1,200 sq.ft.)	35	1.5	54.0
Total	68		94

Commercial Parking Requirements

	NLA (sq.ft.)	*Required Spaces/1,000 sq.ft. NLA*	*Total Parking Spaces Required*
Commercial Space	9,790	5	49

A combined total of **143 parking spaces** are required by Chapter 14 for each proposed use separately; however, the Parking Demand Study demonstrates a reduced parking demand through shared parking strategies.

The proposed development will include **91 off-street parking spaces** located on-site and **13 leased off-street parking spaces** located in the parking lot adjacent to the property, for a total of **104 off-street parking spaces provided**. Of the total proposed off-street parking spaces, 21 will be podium parking and reserved for residential use. The remaining 83 spaces are flexible and could be used to support residential or commercial needs. An additional 12 public on-street parking spaces will be constructed and made available for site visitors. Although these on-street spaces do not count toward the required total number of parking spaces, the additional public parking supply created by the project will help to offset the need to provide visitor parking or commercial parking for the site. As recommended in the Parking Demand Study, time limits could be placed upon these spaces to maximize turnover.

The actual maximum parking demand for the proposed development, as predicted by the Parking Demand Study using industry-standard methodology and reputable data sources, is **85 parking spaces (25% fewer than required by code)**. Actual parking demand for the site will therefore be amply served by the 104 spaces of proposed off-street parking supply, in addition to the 12 new on-street parking spaces. Furthermore, the additional shared parking strategies recommended by the Parking Demand Study will be considered by the Applicant in order to optimize the parking provided.

Santa Fe Homes Program

In accordance with the current provisions of the Santa Fe Homes Program ("SFHP"), the Applicant will ensure that twenty percent of the homes in the residential component of the future development will be affordable homes in the income ranges specified by the SFHP: 50-65% AMI, 66-80% AMI, and 81-100% AMI. Additionally, Homewise generally strives to exceed this minimum standard in working to achieve affordability for up to 50% of the homes in its developments.

Water, Wastewater and Solid Waste

The Project will be served with existing City water and sewer infrastructure and will be served by the City of Santa Fe Solid Waste Management Division. New water demand will be offset in accordance with City Code requirements.

Archaeology

The Project is located in the Suburban Archaeological District, and because the site is less than 10 acres in size, archaeological clearance is not required prior to development.

Early Neighborhood Notification

An Early Neighborhood Notification meeting was held on September 28, 2021. Although the project team and city staff were available to provide a presentation of the project and respond to questions and comments, no community members were in attendance.

In support of these requests, the following documentation is submitted herewith for your review and consideration:

1a. General Plan Application
1b. Rezoning Application
2. Letter of Owner Authorization
3. Lot of Record Plat and Deed
4. Opportunity Zone Prospectus (COSF Economic Development Dept)
5. Traffic Impact Analysis
6. Parking Demand Study
7. ENN Notes
8. Conceptual Site Plan

The Application Fees are calculated as follows:

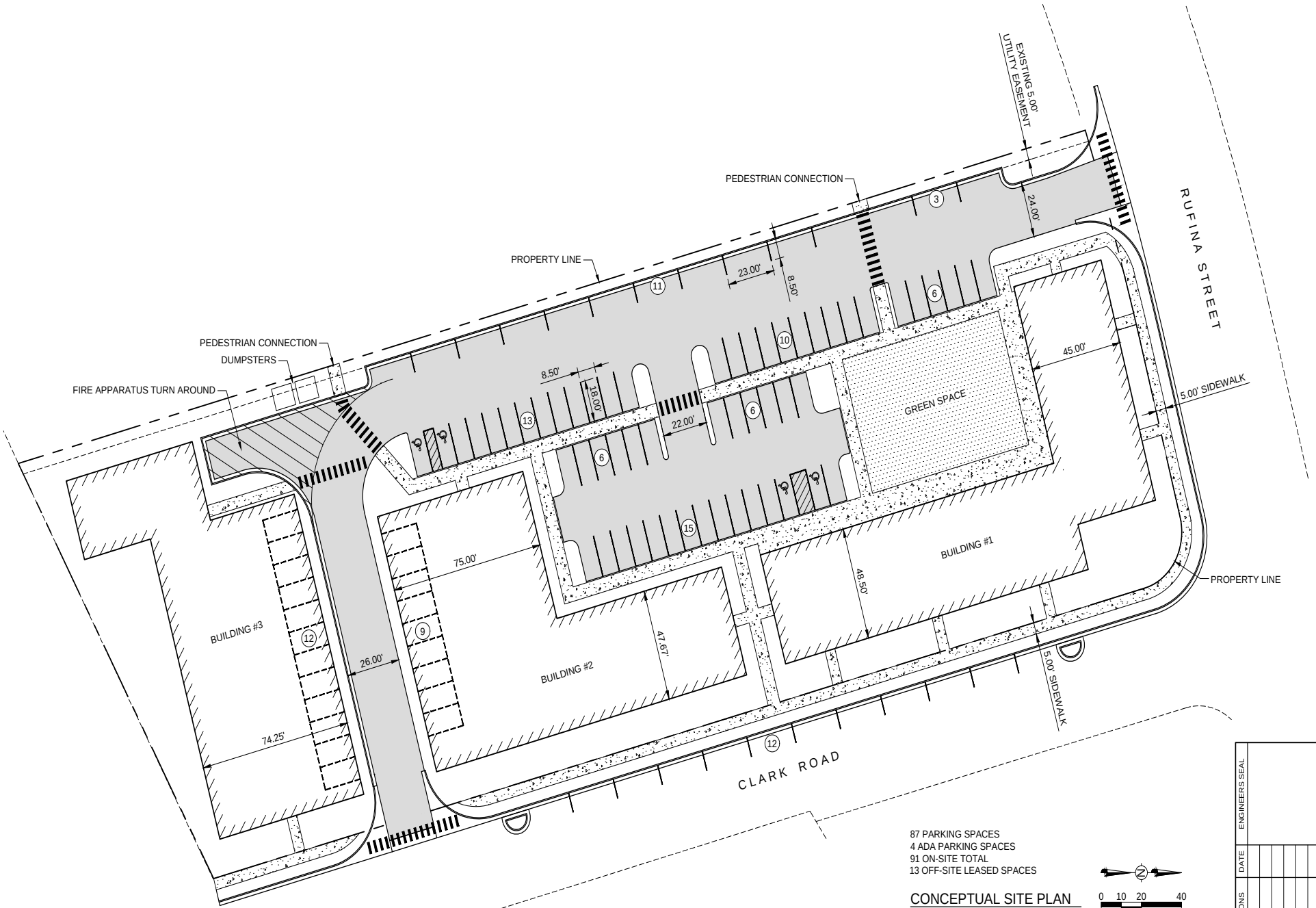
General Plan Amendment	$1,000.00
Rezoning	$1,000.00
Posters	$ 0.00 (*will re-use ENN posters*)
TOTAL:	$2,000.00

Please let us know if you have any questions or need additional information.

Thank you for your consideration.

Sincerely,

Jennifer Jenkins
JenkinsGavin, Inc.



87 PARKING SPACES
4 ADA PARKING SPACES
91 ON-SITE TOTAL
13 OFF-SITE LEASED SPACES

CONCEPTUAL SITE PLAN

SCALE: 1" = 20'

0 10 20 40

SCALE: 1" = 20'

ENGINEERS SEAL

DATE

REVISIONS

SITE DATA

LOT AREA : 2.39 ACRES ±
CURRENT ZONING : I-1
PROPOSED ZONING : C-2
PROPOSED USES : MIXED-USE, COMMERCIAL & RESIDENTIAL
PARKING : SHARED PARKING PLAN, INCLUDING 13 OFF-SITE LEASED SPACES

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT
130 Grant Avenue, Suite 101
Santa Fe, NM 87501
505.820.7444

2868 RUFINA STREET REZONE

CONCEPTUAL SITE PLAN

DATE:	SCALE:	SHEET:
OCTOBER 2021	1" = 20'	C-101

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

EARLY NEIGHBORHOOD NOTIFICATION MEETING NOTES
2868 RUFINA

Date:	September 28, 2021
Time:	5:30 to 6:00 pm
Location:	Virtual Meeting held via Zoom
Attendees:	City Land Use Department Representative (Donna Wynant, Senior Planner) JenkinsGavin, Inc. (Jennifer Jenkins) Homewise (Jaime Jaramillo, Daniel Slavin) Santa Fe Engineering (Mike Gomez) 0 Neighborhood Attendees

---

A presentation was given by Jennifer Jenkins of JenkinsGavin, Inc. regarding the upcoming applications to the City of Santa Fe for General Plan Amendment and Rezoning for a Homewise project to develop ±70 dwelling units and ±12,237 square feet of commercial space at 2868 Rufina Street. Following the presentation, a brief conversation was held between the project team and City of Santa Fe Senior Planner Donna Wynant. However, no members of the neighborhood were in attendance, and the meeting concluded at 6:00pm.

SANTA FE
New Mexico

LAND OF ENCHANTMENT, LAND OF OPPORTUNITY.

A PROSPECTUS ON FIVE UNIQUE
OPPORTUNITY ZONES IN THE CITY DIFFERENT



What is an Opportunity Zone?

An Opportunity Zone is a federally-designated census tract identified as underinvested and therefore eligible for temporary tax deferment on qualifying investment projects. The purpose of an Opportunity Zone is to spur economic development in underinvested neighborhoods.

City goals and community values for Opportunity Zones

Five census tracts in the City of Santa Fe have been identified as Opportunity Zones, and each has a unique story and set of needs and assets. The City encourages investment in this zones from developers and impact initiatives that acknowledge and respect Santa Fe's cultural standards and diversity with projects that improve equity and inclusion. Contact the Santa Fe Office of Economic Development to learn more.

DIRECTOR OF ECONOMIC DEVELOPMENT

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CITY OF SANTA FE
ECONOMIC DEVELOPMENT

Developed in partnership with Santa Fe community members and organizations.

Cover Photo El Corazon: JC Ramirez/Rainy Media

Investing in The City Different

We've always been different— a city of deep contrasts in history, culture, arts, technology, and environment. How?

- We're the oldest capital city in the U.S., and one of the most progressive.
- We have one of the world's most renowned arts economies in the world, and a rapidly-growing science & technology sector.
- We're second only to our close neighbor, Albuquerque, in number of women and minorities in political and business leadership.
- We're steeped in tradition, and defined by entrepreneurial spirit.
- Geographically, we're located in some of the most stunning and unique natural landscape in the country, and also uniquely positioned on the I-25 corridor between two major metropolitan cities with growing economies.
- Philosophically, we're positioned at the threshold of past and future —and under award-winning leadership in economic development, we're inviting you to be a part of Santa Fe's most exciting era in 50 years.



Photo Midtown District: JC Ramirez/Rainy Media

ZONE 1002

EL CORAZÓN

This proud, familial, majority LatinX neighborhood with intimate streets and long family histories is home to some of Santa Fe's oldest residences—and also to some of its most exciting new entrepreneurial ventures.





The Rail Runner—a modern commuter rail line with service between Santa Fe and Albuquerque—cuts through this neighborhood of modest residences and family-owned small businesses. Photo: JC Ramirez/Rainy Media

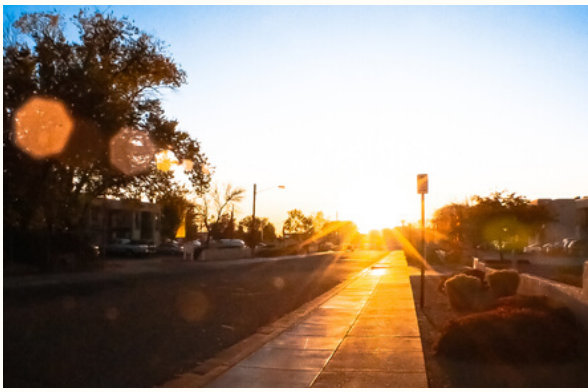
OVERVIEW

North of St. Michael's Drive, east of Cerrillos Road, and adjacent to the Midtown District, El Corazón once marked the southern edge of Santa Fe. Now this dense, tight-knit neighborhood sits at the geographic and perhaps philosophical heart of town, where residents—the city's second-highest LatinX and second-youngest demographic—are navigating how Santa Fe's past can best inform its future.

El Corazón comprises an eclectic mix of long-time families, small businesses, artists and entrepreneurs. Its commercial district is home to a co-working space, art studios, Iconik Coffee Roasters (a local icon), a modern-rustic office park, restaurants, a brewery, and other local shops and hangouts. Residents of El Corazón are passionate and civically-active, championing community equity and uplift.

Investments in this neighborhood should be centered around quality of life and opportunity.









KEY ATTRIBUTES

1. Triangulated by three major arteries and located across from shopping and commercial services.
2. Less subject to height, density, and design covenants than other parts of the city.
3. Young, dynamic vibe in the neighborhood's commercial pockets.
4. Low-vacancy, high-traffic area

COMMUNITY NEEDS & OPPORTUNITIES

Affordable housing
Community farms
Education & activities center
Public parks
Community clinic & shelter
Safe, walkable streets
Transit hub

EL CORAZÓN

ZONE 1103

THE MIDTOWN DISTRICT

Increasingly known as the locals' "plaza," this mixed-use, center-of-town district is home to modest residential areas and a range of commercial services from retail and restaurants to offices and healthcare — and it's undergoing an exciting transformation.





This former art & design university campus with 32 existing structures on 64 acres is currently being redeveloped into a mixed-use, creative community hub for the Midtown District. Photo: JC Ramirez/Rainy Media

OVERVIEW

The Midtown Campus District has been home to a variety of health and higher education institutions for nearly six decades, changing hands and configurations several times since it served as an Army hospital in the 1940s until, most recently, it was home to the internationally-renowned Santa Fe University of Art and Design. Now this historic and beloved 64-acre campus is preparing to undergo its most radical and exciting transformation yet into a dynamic urban center.

A public engagement campaign in 2018 narrowed community interest to six key development categories: Mixed Use & Residential, Technology & Innovation, Higher Education, Film & Multimedia, Public Open Space, Arts & Culture.









KEY ATTRIBUTES

1. Pastoral 64-acre site with 33 existing structures
2. High and growing momentum for modern, mixed-use development.
3. Represents a chance to positively impact Santa Fe's future, and improve socioeconomic equality.
4. Low-vacancy, high-traffic area

COMMUNITY NEEDS & OPPORTUNITIES

Housing (including affordable and live-work housing)
Higher education facilities
Dining and entertainment
Tech/innovation
Paths and public spaces
Community services
Transportation links/hub

MIDTOWN DISTRICT

ZONE 1202

THE SILER-RUFINA NEXUS

Home to a high concentration of Santa Fe's makers, artists, fabricators, mechanics, and master craftspeople, the residents and small businesses of the Siler-Rufina Nexus are the pistons in the engine that runs the city.





You may have heard of Meow Wolf—the ultra-creative artist collective at the fore of experiential art. They're expanding to Las Vegas and Denver, but their flagship is right here in Siler-Rufina. Photo: JC Ramirez/Rainy Media

OVERVIEW

There's a saying in the Siler-Rufina neighborhood: "If it helps run Santa Fe's economy, it was probably made here."

Indeed, this neighborhood tucked just off Cerrillos Road—Santa Fe's primary corridor—is polka-dotted with small fabrication, woodworking, sculpture, art, and other maker spaces—and home to Santa Fe's preeminent maker org, Make Santa Fe.

It's also home to the now world-renowned artists collective Meow Wolf—a surreal and wildly-popular immersive experience that's led the movement questioning what an art museum can or should be. Meow Wolf's success has led to the collective's branching out into new markets, but their home base in Santa Fe growing fast. In fact, they're outgrowing their current square footage and in need of additional space.

Development in this neighborhood should enhance the community of arts-related small business that's already thriving here.









KEY ATTRIBUTES

1. Prime industrial space with connection to major artery.
2. Community eager for development of goods and services.
3. Highly-engaged and self-sufficient maker community with a cool DIY vibe.
4. Pent-up demand for affordable and middle-market housing and mixed-use commercial space.

COMMUNITY NEEDS & OPPORTUNITIES

Mixed-use space (live-work, microcommercial...)
Community center
Dining, coffee
Infrastructure improvements
Green space/open space
Warehouse & manufacturing
Tech/innovation

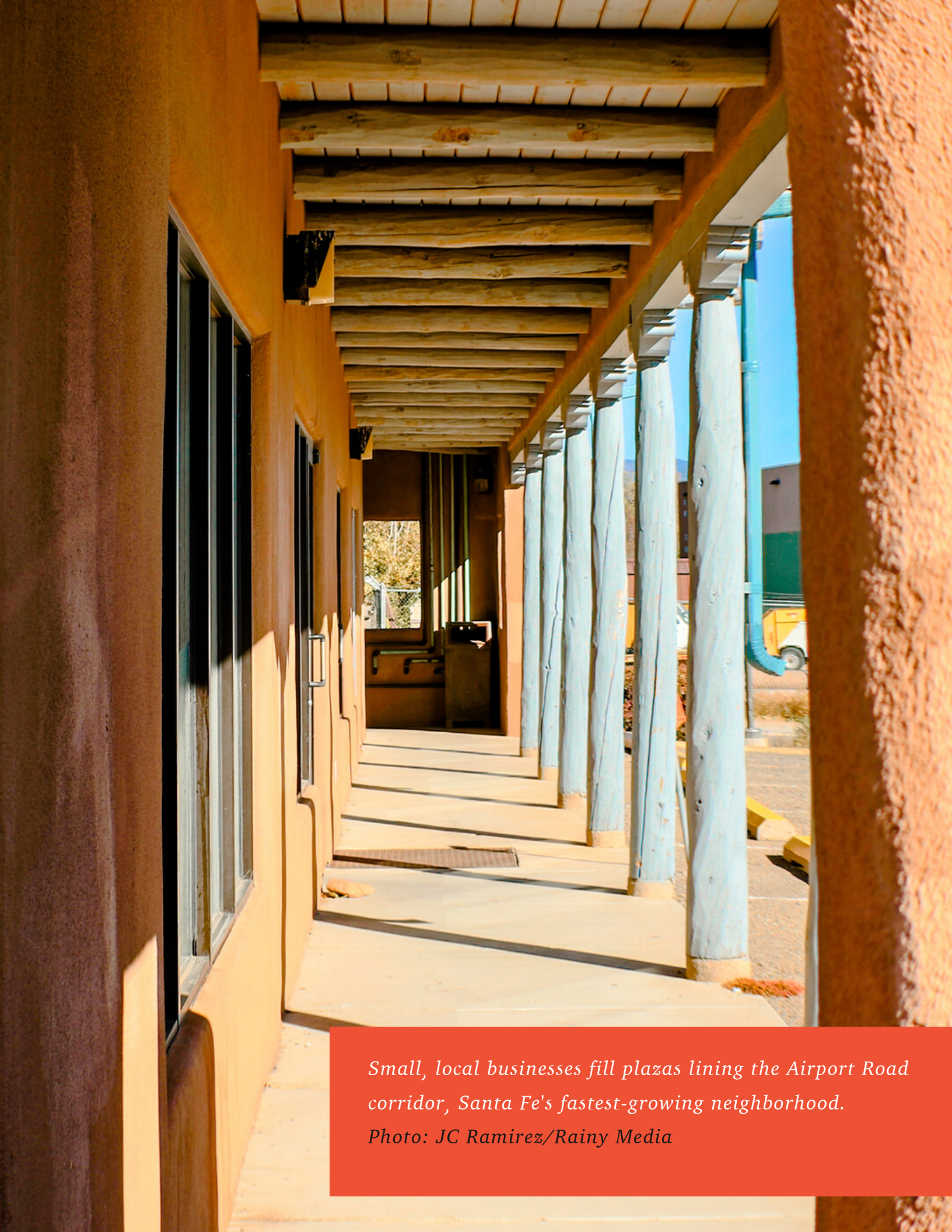
SILER-RUFINA NEXUS

ZONE 1302

LOS ARCOS

Santa Fe's youngest neighborhood is rapidly expanding, and its denizens have built a vibrant multicultural community of families, entrepreneurs, and immigrants working to balance a close-knit community feeling with access to opportunities.





Small, local businesses fill plazas lining the Airport Road corridor, Santa Fe's fastest-growing neighborhood.
Photo: JC Ramirez/Rainy Media

OVERVIEW

Many of the residents in this growing neighborhood adjacent to the Santa Fe Regional Airport remember when Airport Road, now a major four-lane artery on Santa Fe's south side, was a dirt road. As rising real estate costs pushed families south from Santa Fe's core, Los Arcos—"The Arches"—emerged as a lively and distinctive home for Santa Fe's young families, and its highest LatinX demographic. These families have created a small business economy of food and service industries and are anxious to see the growth of their own efforts.

Development in this neighborhood should empower and enliven existing businesses, provide or augment core services for young and low-income families, and bring opportunities to this community that often feels disconnected from central Santa Fe.









KEY ATTRIBUTES

1. Adjacent to the airport, many visitors to Santa Fe pass through.
2. Tight-knit community of immigrant-owned businesses.
3. Neighborhood leaders are trying to form a MainStreet USA program.
4. Lack of affordable housing and fear of displacement are critical issues.

COMMUNITY NEEDS & OPPORTUNITIES

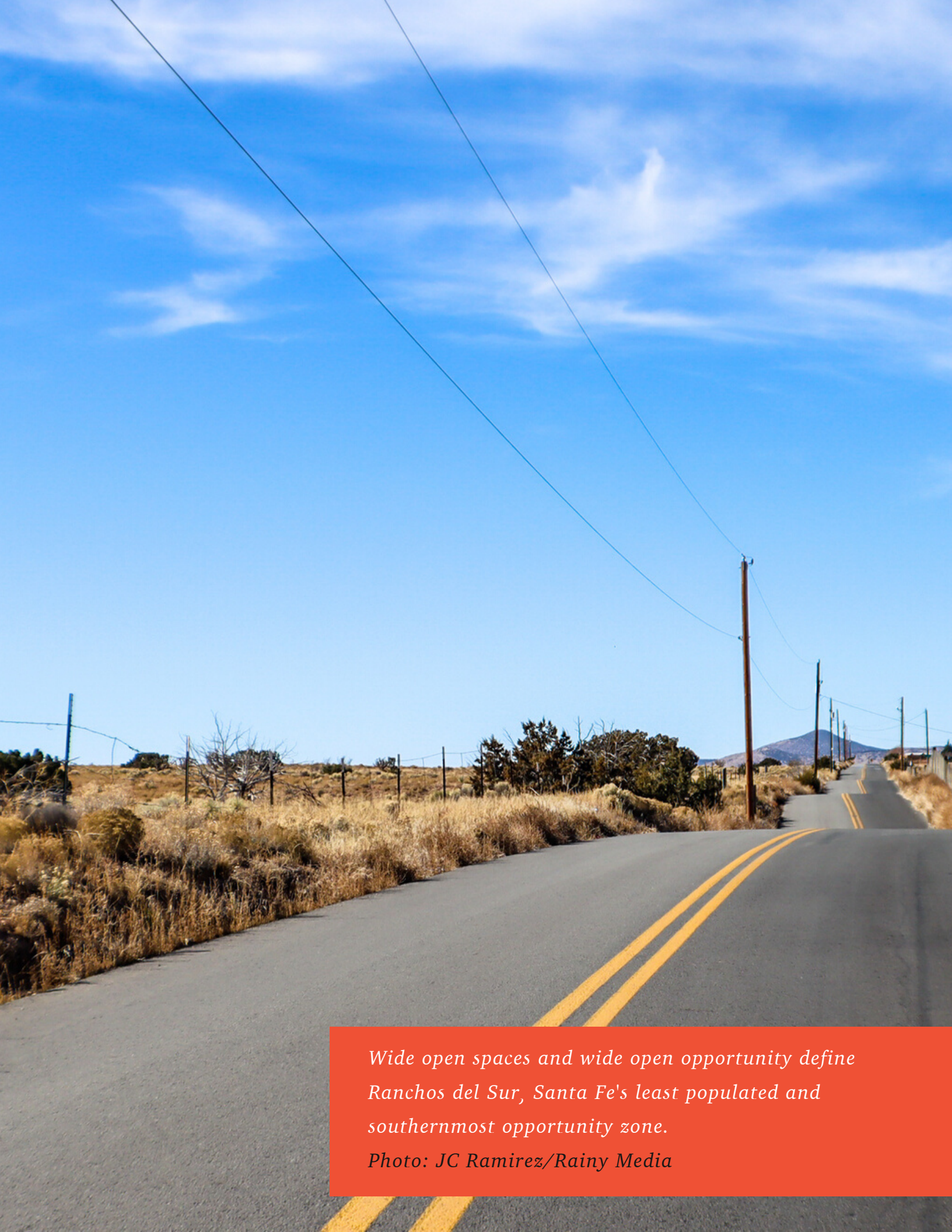
Affordable housing
Community farm
Entertainment / nightlife
Education & activities center
Public parks and green space
Infrastructure and transit improvements
High-quality job development

LOS ARCOS

RANCHOS DEL SUR

Annexed from Santa Fe County in 2012, this large tract of mostly-open land is the quintessential New Mexico landscape, with rolling hills, open skies, and mountain views—but close enough to the bustling city to enjoy the best of both worlds.





Wide open spaces and wide open opportunity define Ranchos del Sur, Santa Fe's least populated and southernmost opportunity zone.
Photo: JC Ramirez/Rainy Media

OVERVIEW

This sleepy, community on Santa Fe's south side is a postcard for what many of us think of when we think of the wide-open Southwest USA and its limitless opportunities. Here, big skies, sunsets, silence, and forever-views rule.

Residents who grew up here are nostalgic for the idyllic family life they enjoyed, but admit there was little for kids and teenagers to do. Recreation and activities for tomorrow's generation would be a welcome change. This area is also ideal for larger housing and commercial developments that require room to breathe and grow.

Development opportunities here are among the most open in Santa Fe, and it's prime real estate to serve commuters between Albuquerque and Los Alamos.









KEY ATTRIBUTES

1. Little resistance to development, less chance of displacement
2. Plentiful open space and little height/design restriction
3. Close to south-side shopping, proximity to commuters from Albuquerque
4. ideally situated for larger developments.

COMMUNITY NEEDS & OPPORTUNITIES

Dining and entertainment
Tech/innovation/business parks
"Missing middle" housing
Recreation and activities
Transit connections
Larger employers/warehousing

RANCHOS DEL SUR

The moment I saw the brilliant proud morning shine high up over the deserts of Santa Fe, something stood still in my soul and I started to attend."

—D.H. Lawrence

Back Cover Photo El Corazon: JC Ramirez/Rainy Media



SFOPPORTUNITY.COM

Santa Fe Engineering Consultants, LLC

Civil and Traffic Engineering
Construction Management
Land Development

TRAFFIC IMPACT ANALYSIS
2868 RUFINA STREET
MIXED USE DEVELOPMENT
SANTA FE, NEW MEXICO

Prepared For:

Homewise, Inc.
1301 Siler Road, Bldg. D
Santa Fe, NM 87507

Prepared By:

Santa Fe Engineering Consultants, LLC.
1599 S. St. Francis Drive, Suite B
Santa Fe, New Mexico 87505

October 2021

TRAFFIC IMPACT ANALYSIS
2868 RUFINA STREET
MIXED USE DEVELOPMENT
SANTA FE, NEW MEXICO

EXECUTIVE SUMMARY

Homewise, Inc. is proposing to develop a mixed-use project to be located on a 2.39 ± acre site at the southwest quadrant of the intersection of Rufina Street and Clark Road in Santa Fe, NM. The site is currently vacant. Access to the development will be provided by two new driveways, one on Clark Road and one on Rufina Street. The proposed development will consist of 68 condominiums and 12,387 square feet commercial space. According to the project planners, the commercial space will be 50% office and 50% retail. The project will be completed in one phase. It is anticipated that the development will begin construction in 2023 and be fully occupied by the year 2025.

The project will directly impact Clark Road and a portion of Rufina Street. Based upon the scoping meeting, traffic counts were performed at the following intersections:

- Rufina Street / Clark Road
- Rufina Street / Siler Road
- Cerrillos Road / Clark Road

Clark Road is an unclassified roadway according to the MPO Functional Classification Map. It could be functionally classified as a sub-collector road. Clark Road is a two-way, two-lane rural type road with no sidewalks or curb and gutter. The asphalt width is approximately 20-feet wide. The right of way varies from 50-55 feet. Clark Road is not centered in the right of way. It is a north-south road that ties Cerrillos Road on the south to Rufina Street, Trades West Road, and Industrial Road.

Rufina Street east of Siler Road is classified as a minor collector according to the MPO Classification Map. From Siler Road east, Rufina Street has curb and gutter on both sides of the street. Sidewalk is provided only on the southside of the street adjacent to the New Mexico Department of Health. The curb and gutter on the north side of Rufina Street ends at the New Mexico Department of Health east driveway. The curb and gutter on the south side of Rufina Street ends at the common property line at the proposed mixed-use site. The Rufina Street right of way is 66-feet wide. The pavement width is approximately 30 feet wide. The excess area is utilized for on street parking, mainly on the north side of the street.

Capacity analyses were performed for the existing condition. All the existing intersections meet NMDOT capacity requirements except the intersection of Cerrillos Road / Clark Road. The intersection of Cerrillos Road / Clark Road has a level of service F in the PM for the existing eastbound left turn movement.

Rufina Street and Clark Road adjacent to the proposed project will require some improvements to accommodate the development and to meet City of Santa Fe Code. The existing curb and gutter and sidewalk on Rufina Street should be extended along the frontage of the property. Clark Road along the frontage of the property should be improved to add on street parking, to

center the road within the existing right of way, and to add curb and gutter and sidewalk adjacent to the development on the west side of the street. The intersection of Rufina Street / Clark Road should be modified to fit the new roadways.

Crash data was obtained from the NMDOT for the years 2016 through 2019. The data shows that in the four-year period from 2016 to 2019, there were a total of 3 crashes at the intersection of Rufina Street / Clark Road. The data shows that in the four-year period from 2016 to 2019, there were a total of 3 crashes at the intersection of Rufina Street / Clark Road. There were no crashes that involved fatalities. Of the 3 crashes, 2 crashes involved another vehicle and 1 crash with a fixed object. The severity of injuries ranged from possible injuries to no apparent injuries. The main contributing factors are alcohol/drug involved; failed to yield right-of-way (1 crash); and made improper turn (1 crash).

The data shows that in the four-year period from 2016 to 2019, there were a total of 11 crashes at the intersection of Rufina Street / Siler Road. There were no crashes that involved fatalities. The severity of injuries ranged from suspected minor injuries to no apparent injuries. The main contributing factors are following too closely (4 crashes); failed to yield right-of-way (2 crashes); driver inattention (1 crash); avoid no contact (1 crash); made improper turn (1 crash); other improper driving (1 crash).

The data shows that in the four-year period from 2016 to 2019, there were a total of 25 crashes at the intersection of Cerrillos Road / Clark Road. There were no crashes that involved fatalities. There were no crashes that involved fatalities. The severity of injuries ranged from possible injuries to no apparent injuries. The main contributing factors are following too closely (9 crashes); driver inattention (7 crashes); failed to yield right-of-way (2 crashes); improper overtaking (2 crashes); excessive speed (1 crash); speed too fast for conditions (1 crash); made improper turn (1 crash); improper lane change (1 crash); and improper backing (1 crash).

The speed limit on Rufina Street east of Siler Road and on Clark Road is 30 MPH. According to Table 18.C-1, “Access Spacing Standards for Intersections and Driveways,” the driveway spacing for urban collector streets for full access driveways is 330 feet and 150 feet for a partial access driveway. Rufina Street and Clark Road are not NMDOT highways and they are not arterial streets. On Clark Road and Rufina Street, access is more important than mobility. The spacing requirements are not considered reasonable due to the existing driveways in this existing commercial area.

The access driveway off Clark Road on the west side of the street meets NMDOT spacing requirements. The driveway on Rufina Street has been set to maximize the spacing to the Rufina Street / Cark Road intersection. However, it does not meet the NMDOT spacing requirements (220 feet versus 330 feet). Converting this driveway to a partial access driveway will likely cause undesirable traffic patterns by forcing traffic into neighborhood side streets.

Capacity analyses were performed for the implementation year (2025). At the intersection of Cerrillos Road / Clark Road there is a failure on the eastbound left turn movement. The increased delay at this movement between the no-build and the build conditions goes from 59.0 seconds to 61.6 seconds. A difference of 2.6 seconds. All other intersections and movements meet NMDOT operational requirements.

Capacity analyses were performed for the horizon year (2035). The background traffic was increased at a rate of 1% per year, compounded yearly. At the intersection of Cerrillos Road / Clark Road there is a failure on the eastbound left turn movement. All other intersections meet NMDOT operation requirements.

The existing failure at Cerrillos Road / Clark Road is the eastbound left turn on Cerrillos Road into Clark Road. This intersection is already restricted to allow right in / right out and left in movements. The solution may be to close the left turn movement and further restrict access to Clark Road. However, the delays are small and the queues are manageable. Closing the left turn could cause undesirable traffic patterns. It is recommended that the City Public Works Department review the situation and make a determination.

TRAFFIC IMPACT ANALYSIS
2868 RUFINA STREET
MIXED USE DEVELOPMENT
SANTA FE, NEW MEXICO

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TRAFFIC IMPACT ANALYSIS
2868 RUFINA STREET
MIXED USE DEVELOPMENT
SANTA FE, NEW MEXICO

I. INTRODUCTION

A. Purpose

Homewise, Inc. is proposing to develop a mixed-use project to be located on a 2.39 ± acre site at the southwest quadrant of the intersection of Rufina Street and Clark Road in Santa Fe, NM. The site is currently vacant.

The purpose of this report is to examine the existing traffic conditions, to estimate the traffic generated by the proposed development, to determine the impact of the development on the existing roadway infrastructure and to provide recommendations for improvements to meet City of Santa Fe requirements. This report has been prepared in accordance with the New Mexico Department of Transportation (NMDOT) State Access Management Manual (SAMM).

The scoping meeting was conducted by email with representatives from JenkinsGavin, City of Santa Fe, and Wilson and Company (traffic engineering consultant for the City of Santa Fe) on July 14, 2021. An Early Neighborhood Meeting was conducted on September 28, 2021. No traffic concerns were discussed at the ENN meeting.

B. Project Location

The proposed development is located west of Clark Road and south of Rufina Street. The site is within the City of Santa Fe in Section 33, Township 17 North, Range 9 East, N.M.P.M. The coordinates are Latitude 35°39’32.2” North and Longitude 105°59’27.0” West. Access to the development will be provided by two new driveways, one on Clark Road and one on Rufina Street.

C. Vicinity Map

The Vicinity Map is presented in Figure 1, Appendix A.

II. DESCRIPTION OF PROPOSED DEVELOPMENT

A. Land Use and Intensity

The legal lot of record is presented in Figure 2, Appendix A. The proposed development is to be located on a vacant 2.39 ± acres lot The proposed development will consist of 68 condominiums and 12,387 square feet commercial space. According to the project planners, the commercial space will be 50% office and 50% retail.

B. Phasing and Timing

The project will be completed in one phase. It is anticipated that the development will begin construction in 2023 and be fully occupied by the year 2025.

C. Zoning

The property has a General Plan Land Use Designation of Industrial and is zoned I-1, (PUD) Light Industrial. The owner is requesting a rezone to C-2 General Commercial, which allows multi-family residential as a permitted use.

D. Access Points

Two access points are proposed, one on Rufina Street and one on Clark Road.

E. Site Plan

The Site Plan is presented in Figure 3, Appendix A.

III. STUDY AREA CONDITIONS

A. Study Area

The project will directly impact Clark Road and a portion of Rufina Street. Based upon the scoping meeting, traffic counts were performed at the following intersections:

- Rufina Street / Clark Road
- Rufina Street / Siler Road
- Cerrillos Road / Clark Road

The Existing Road Network is presented in Figure 4, Appendix A.

B. Existing Land Use

The proposed mixed-use development will be located on currently vacant land. The existing land uses in the area consist of commercial, industrial, and office uses. The land on the north consists of Santa Fe Classic Rock, Don Juan's Collision Care, CJ's Towing and Recovery, A1 Auto Center, and other industrial and commercial businesses; on the west by the New Mexico Department of Health, Homewise Inc., and the Emergency Medical Services Bureau; on the east by A1 Self Storage; and on the south by Big Jo True Value Hardware, and Kelly's Liquor Barn. The Existing Conditions Map is presented in Figure 5, Appendix A.

C. Other Known Development Activity

There are no other known developments planned in the area.

D. Existing Roadway System Characteristics

1. Clark Road

Clark Road is an unclassified roadway according to the MPO Functional Classification Map. Clark Road could be functionally classified as a sub-collector road. Clark Road is a two-way, two-lane rural type road with no sidewalks or curb and gutter. Clark Road is a north-south road that ties Cerrillos Road on the south to Rufina Street, Trades West Road, and Industrial Road.

Clark Road consists of an approximately 20-foot-wide asphalt roadway. The asphalt is in poor condition. The right of way varies from 50-55 feet. The excess right of way is used for on street parking. Clark Road is not centered in the right of way. As a result of Clark Road not being centered within the right of way the intersection of Clark Road north of Rufina Street is slightly offset from Clark Road on the south.

The intersection of Rufina Street / Clark Road is a 4-way intersection with stop control on both legs of Clark Road. No speed limit is posted on Clark Road. The speed limit is assumed to be 30 MPH. The intersection geometrics and lane widths, are presented in Figure 6, Appendix A.

2. Rufina Street

Rufina Street west of Siler Road is classified as a minor arterial. Rufina Street east of Siler Road is classified as a minor collector according to the MPO Classification Map. From Siler Road east, Rufina Street has curb and gutter on both sides of the street. Sidewalk is provided only on the southside of the street adjacent to the New Mexico Department of Health. The curb and gutter on the north side of Rufina Street ends at the New Mexico Department of Health driveway. The curb and gutter on the south side of Rufina Street ends at the common property line at the proposed mixed-use site. The Rufina Street right of way is 66-feet wide. The pavement width is approximately 30 feet wide. The excess area is utilized for on street parking, mainly on the north side of the street. Rufina Street terminates on the east at Harrison Road. Because of the lack of curb and gutter beyond the New Mexico Department of Health driveway, on street parking is uncontrolled. The posted speed limit in the vicinity of the project is 30 MPH.

The intersection of Rufina Street / Clark Road is a 4-way intersection with stop control on both legs of Clark Road. The intersection geometrics and lane widths, are presented in Figure 6, Appendix A.

3. Siler Road

Siler Road is classified as a minor arterial road according to the MPO Classification Map. Siler Road is a two-way, two-lane urban road. The roadway includes curb and gutter and sidewalks on both sides of the street. The posted speed limit in the vicinity of the project is 30 M.P.H.

The intersection of Siler Road / Rufina Street is a signalized intersection. All legs of the intersection consist of a left turn lane and a combined thru / right turn lane. The storage length of the northbound left turn lane is 170 feet long and for the storage length for the southbound left turn lane is 115 feet long. The storage length for the eastbound left turn lane is 225 feet long. The storage length for the westbound left turn lane is 220 feet long. The intersection geometrics and lane widths are presented in Figure 7, Appendix A.

4. Cerrillos Road

Cerrillos Road is classified as an east-west urban major arterial according to the MPO Classification Map. Cerrillos Road ties the southside to downtown Santa Fe. This portion of Cerrillos Road consists of a six-lane, divided, two-way, multilane urban highway. The roadway includes raised medians, curb and gutter, bicycle lanes, and sidewalks. The posted speed limit on Cerrillos Road in the vicinity of the site is 40 M.P.H.

The intersection of Cerrillos Road / Clark Road is a "T" intersection with stop control on Clark Road. Clark Road has restricted right in / right out and left in movements. There is a westbound storage lane on Cerrillos Road that provides access to Clark Road. The intersection geometrics and lane widths are presented in Figure 8, Appendix A.

E. Programmed Transportation Improvements

The Santa Fe Metropolitan Planning Organization Future Roadway Network Map is presented in Figure 9, Appendix A. The map shows that Cerrillos Road in the vicinity of Clark Road is a "programmed road for improvement." This was completed.

F. Alternative Travel Modes

There is currently bus service provided along Cerrillos Road with a bus stop in front of CVS off of the intersection with Siler Road. However, for conservative analysis for this report, there will be no reduction or adjustment of trip generation numbers due to alternative modes of travel.

IV. ANALYSIS OF EXISTING CONDITIONS

A. Daily Peak Hour Traffic Volumes

Site-specific peak hour traffic counts were conducted at the following intersections:

1. Rufina Street / Clark Road – Wednesday, September 15, 2021
2. Rufina Street / Siler Road - Wednesday, September 22, 2021
3. Cerrillos Road / Clark Road – Thursday, September 9, 2021

The purpose of the counts was to sample typical background traffic in the vicinity of the project. Tabulated traffic counts are presented in Appendix B. The Existing Peak Hour Traffic Volumes are presented in Figures 10 through 12, Appendix A.

B. Level of Service Criteria

According to Table 15.C-1, "Minimum Acceptable Level of Service Standards," of the State Access Management Manual, the minimum acceptable level of service is D for an urban arterial and minor collectors at signalized and unsignalized intersections. A level of service F shall not be accepted for individual movements.

C. Existing Level of Service

Capacity reports are presented in Appendix C and are summarized in Table 1.

TABLE 1 SUMMARY OF LEVELS OF SERVICE EXISTING CONDITIONS 2021						
Movement	**AM Peak Hour**			**PM Peak Hour**		
	95% Queue (Veh)	**Delay (Veh/sec)**	**LOS**	**95% Queue (Veh)**	**Delay (Veh/sec)**	**LOS**
Rufina Street / Clark Road						
Eastbound Left	0.0	7.4	A	0.0	7.5	A
Westbound Left	0.0	7.4	A	0.0	7.4	A
Northbound Thru	0.2	9.8	A	0.4	11.1	B
Southbound Thru	0.1	8.8	A	0.3	9.8	A
Siler Road / Rufina Street						
Eastbound Left	7.0	19.1	B	7.7	25.1	C
Eastbound Thru/Right	10.0	25.6	C	4.5	33.3	C
Westbound Left	0.9	22.7	C	2.3	28.2	C
Westbound Thru/Right	2.4	25.9	C	5.3	34.6	C
Northbound Left	2.7	30.2	C	5.1	30.7	C
Northbound Thru/Right	14.1	30.1	C	11.2	21.6	C
Southbound Left	0.8	24.8	C	0.5	20.5	C
Southbound Thru/Right	24.7	43.5	D	29.5	49.2	D
Overall LOS (Delay)	**32.1**		**C**	**35.4**		**D**
Cerrillos Road / Clark Road						
Eastbound Left	0.2	15.7	C	0.0	53.0	F
Southbound Right	0.1	13.9	B	0.0	30.1	D

At the intersection of Cerrillos Road / Clark Road there is an existing failure on the eastbound left turn movement. All other intersections and movements meet NMDOT operational requirements.

D. Safety Analysis

Crash data was obtained from the NMDOT for the years 2016 through 2019.

1. Rufina Street / Clark Road

Crash data for this portion of Rufina Street and Clark Road is presented in Figure 13, Appendix A. The data shows that in the four-year period from 2016 to 2019, there were a total of 3 crashes at the intersection of Rufina Street / Clark Road. The crashes per year vary from a high of 2 in 2017 to a low of 0 in 2016, 2018, and 2019. There were no crashes that involved fatalities. Of the 3 crashes, 2 crashes involved another vehicle and 1 crash with a fixed object. The severity of injuries ranged from possible injuries to no apparent injuries. The main

contributing factors are alcohol/drug involved; failed to yield right-of-way (1 crash); and made improper turn (1 crash).

2. Rufina Street / Siler Road

Crash data for this portion of Rufina Street and Siler Road is presented in Figure 14, Appendix A. The data shows that in the four-year period from 2016 to 2019, there were a total of 11 crashes at the intersection of Rufina Street / Siler Road. The crashes per year vary from a high of 5 in 2016 to a low of 0 in 2018. There were no crashes that involved fatalities. Of the 25 crashes, 21 crashes involved another vehicle, 3 with a fixed object, and 1 with an animal. The severity of injuries ranged from suspected minor injuries to no apparent injuries. The main contributing factors are following too closely (4 crashes); failed to yield right-of-way (2 crashes); driver inattention (1 crash); avoid no contact (1 crash); made improper turn (1 crash); other improper driving (1 crash).

3. Cerrillos Road / Clark Road

Crash data for this portion of Cerrillos Road and Clark Road is presented in Figure 15, Appendix A. The data shows that in the four-year period from 2016 to 2019, there were a total of 25 crashes at the intersection of Cerrillos Road / Clark Road. The crashes per year vary from a high of 8 in 2019 to a low of 5 in 2016. There were no crashes that involved fatalities. Of the 25 crashes, 21 crashes involved another vehicle, 3 with a fixed object, and 1 with an animal. The severity of injuries ranged from possible injuries to no apparent injuries. The main contributing factors are following too closely (9 crashes); driver inattention (7 crashes); failed to yield right-of-way (2 crashes); improper overtaking (2 crashes); excessive speed (1 crash); speed too fast for conditions (1 crash); made improper turn (1 crash); improper lane change (1 crash); and improper backing (1 crash).

E. Warrant Analysis

The intersection of Rufina Street / Siler Road is currently signalized. All other intersections do not meet spacing requirements and volume warrants for a traffic signal. No warrant analyses are required.

F. Speed Change Lanes

The site is undeveloped. There is an old driveway off of Rufina Street that will be redeveloped. There are no other existing driveways or speed change lanes into the property because it is undeveloped.

G. Operational and Safety Deficiencies

All the existing intersections meet NMDOT capacity requirements except the intersection of Cerrillos Road / Clark Road. The intersection of Cerrillos Road / Clark Road has a level of service F in the PM for the existing eastbound left turn movement.

Rufina Street and Clark Road adjacent to the proposed project do not have curb and gutter or sidewalks.

V. ANALYSIS OF IMPLEMENTATION YEAR CONDITIONS - 2025

The following conditions were to be analyzed for this project:

- Implementation Year without the Proposed Development – 2025 (No Build)
- Implementation Year with the Proposed Development – 2025 (Build)

A. Traffic Projections

1. Background Traffic

The City of Santa Fe Traffic Department has used a background growth rate of 1% per year. For this analysis the background traffic is assumed to increase at 1% per year compounded yearly.

2. Development Assumptions for Implementation Year Conditions

It is assumed that the proposed development will be fully developed and occupied in the year 2025.

3. Trip Generation

The traffic generated by a development is dependent on the size and type of the land use and its characteristic pattern. Traffic Generation Rates were determined using the Institute of Transportation Engineers (ITE) TripGen Web-Based App, Version 1.3.1. The ITE TripGen Web-Based App is based upon the ITE Trip Generation Handbook, 10th Edition dated 2017.

a. Condominiums

The condominiums were modeled as Multi-Family Housing (Low Rise) (Land Use 221). The ITE description for Multi-Family Housing (Low Rise) is as follows:

"Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors)…Apartments are rental dwelling units located within the same building with at least three other dwelling units, for example, quadraplexes and all types of apartment buildings..."

There are three independent variables available for projecting trip generations, the number of dwelling units, the number of occupied dwelling units, and the number of residents. For this analysis, the number of dwelling units was used.

b. General Office

The ITE Trip Generation Handbook has several possible land uses for the office portion of this project. The General Office Building (Land Use 710) was used. The ITE description for General Office is as follows:

> *"A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers, and tenant services, such as a bank or savings and loan institution, a restaurant, or cafeteria and service retail facilities…"*

There are two independent variables available for projecting trip generations, the number of employees and the gross floor area. For this analysis, the gross floor area was used.

c. Commercial

The ITE Trip Generation Handbook has several possible land uses for the commercial portion of this project. The Shopping Center (Land Use 820) was used for conservative analysis since the commercial use is not known at this time. The ITE description for Shopping Center is as follows:

> *"A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands…"*

There are two independent variables available for projecting trip generations, the number of employees and the gross floor area. For this analysis, the gross floor area was used.

The traffic generated during the peak hour was calculated. The projected traffic generated by this land use is presented in Table 2. The Trip Generation Calculations are presented in Appendix D.

TABLE 2
SUMMARY OF TRIP GENERATION CALCULATIONS FOR MULTI-FAMILY HOUSING AND COMMERCIAL LAND USES

	AM Peak		PM Peak	
	Entry	Exit	Entry	Exit
Land Use 221 – Multifamily Housing (Low-Rise)				
68 Dwelling Units	8	25	26	16
Land Use 710 – General Office Building				
6,193 Sq. Ft.	28	4	1	7
Land Use 820 – Shopping Center				
6,193 Sq. Ft.	4	2	33	36
Total	40	31	60	59

Source: Institute of Transportation Engineers
Trip Generation, 10th Edition, 2017

4. Trip Distribution and Assignment

The directions from which traffic approaches and departs the site will be determined by their origins and destinations and the efficiency of the various streets serving the site. The directions of approach and return were developed based upon analogy with the existing traffic and businesses in the vicinity of the site.

The directions of approach and return for the development for the AM and PM Peak Hours are presented in Figure 16, Appendix A. The site-generated traffic is presented in Figure 17, Appendix A.

5. Background Traffic without Proposed Development / No Build Conditions

The background traffic without the proposed development was calculated by increasing the existing traffic counts at a rate of 1% per year compounded yearly for all legs of the intersections analyzed in this report.

6. Proposed Development / Build Condition

The traffic generated by the proposed development was added to the background traffic.

B. Traffic Analysis

1. No Build and Build Conditions for Each Analysis Period.

The traffic was analyzed to determine the level of service at each intersection for each condition. The peak hour factors were based upon traffic counts.

a. No Build Condition

Capacity reports are presented in Appendix E and the results summarized in Table 3.

TABLE 3
SUMMARY OF LEVELS OF SERVICE
NO BUILD CONDITIONS 2025

Movement	AM Peak Hour			PM Peak Hour		
	95% Queue (Veh)	Delay (Veh/sec)	LOS	95% Queue (Veh)	Delay (Veh/sec)	LOS
Rufina Street / Clark Road						
Eastbound Left	0.0	7.4	A	0.0	7.5	A
Westbound Left	0.0	7.4	A	0.0	7.4	A
Northbound Thru	0.3	9.9	A	0.5	11.3	B
Southbound Thru	0.0	9.1	A	0.3	9.8	A
Siler Road / Rufina Street						
Eastbound Left	7.6	20.2	C	7.6	25.5	C
Eastbound Thru/Right	10.7	27.3	C	9.8	34.1	C
Westbound Left	1.0	24.1	C	2.4	28.9	C
Westbound Thru/Right	2.6	27.6	C	5.4	35.0	C
Northbound Left	2.7	29.9	C	5.3	31.9	C
Northbound Thru/Right	14.4	29.2	C	11.5	21.4	C
Southbound Left	0.8	24.0	C	0.5	20.3	C
Southbound Thru/Right	25.7	43.8	D	30.2	50.4	D
Overall LOS (Delay)	**32.5**		**C**	**36.1**		**D**
Cerrillos Road / Clark Road						
Eastbound Left	0.2	16.3	C	0.0	59.0	F
Southbound Right	0.1	14.2	B	0.0	32.2	D

At the intersection of Cerrillos Road / Clark Road there is a failure on the eastbound left turn movement. All other intersections and movements meet NMDOT operational requirements.

b. Build Condition

For the build condition, the site generated traffic was added to the 2025 background traffic. Capacity reports are presented in Appendix E and summarized in Table 4.

TABLE 4
SUMMARY OF LEVELS OF SERVICE
BUILD CONDITIONS 2025

Movement	AM Peak Hour			PM Peak Hour		
	95% Queue (Veh)	Delay (Veh/sec)	LOS	95% Queue (Veh)	Delay (Veh/sec)	LOS
Rufina Street / Clark Road						
Eastbound Left	0.0	7.4	A	0.0	7.5	A
Westbound Left	0.0	7.4	A	0.0	7.4	A
Northbound Thru	0.3	10.0	A	0.5	11.6	B
Southbound Thru	0.0	9.0	A	0.3	10.0	B
Siler Road / Rufina Street						
Eastbound Left	7.6	20.2	C	7.6	25.8	C
Eastbound Thru/Right	11.0	27.6	C	10.2	34.8	C
Westbound Left	1.0	24.1	C	2.6	29.2	C
Westbound Thru/Right	2.7	27.7	C	6.2	35.8	D
Northbound Left	2.7	29.9	C	5.4	32.1	C
Northbound Thru/Right	14.5	29.4	C	11.6	21.4	C
Southbound Left	0.9	24.0	C	0.5	20.1	C
Southbound Thru/Right	25.7	43.8	D	31.2	52.6	D
Overall LOS (Delay)	**32.6**		**C**	**37.1**		**D**
Cerrillos Road / Clark Road						
Eastbound Left	0.3	16.5	C	0.1	61.6	F
Southbound Right	0.1	14.2	B	0.3	35.3	E
Rufina Street / Driveway						
Westbound Left	0.0	7.5	A	0.0	7.4	A
Northbound Left/Thru/Right	0.0	9.7	A	0.1	10.2	B
Clark Road / Driveway						
Eastbound Left/Thru/Right	0.0	8.6	A	0.1	9.0	A
Northbound Left	0.0	7.2	A	0.0	7.3	A

At the intersection of Cerrillos Road / Clark Road there is a failure on the eastbound left turn movement. The increased delay at this movement between the no-build and the build conditions goes from 59.0 seconds to 61.6 seconds. A difference of 2.6 seconds. All other intersections and movements meet NMDOT operational requirements.

2. Intersections and Proposed Access Points

The speed limit on Rufina Street east of Siler Road and on Clark Road is 30 MPH. According to Table 18.C-1, "Access Spacing Standards for Intersections and Driveways," the driveway spacing for urban collector streets for full access driveways is 330 feet and 150 feet for a partial access driveway. Rufina Street and Clark Road are not NMDOT highways and they are not arterial streets. In this case access is more important than mobility. The spacing requirements are not considered reasonable due to the existing driveways and other constraints. The existing and proposed spacing of driveway access points are presented in Figure 19, Appendix A.

The access driveway off Clark Road on the west side of the street meets NMDOT spacing requirements. The driveway on Rufina Street has been set to maximize the spacing to the Rufina Street / Cark Road intersection. However it does not meet spacing requirements (220 feet versus 330 feet). Converting this driveway to a partial access driveway will likely cause undesirable traffic patterns by forcing traffic into neighborhood side streets.

The adjoining property to the west (NM Department of Health) has multiple driveways. The eastern most driveway near the mixed use site is signed as a "warehouse entrance." This driveway should not generate much conflicting traffic during peak hours.

3. Speed Change Lanes

The criteria for deceleration lanes was reviewed in accordance with the State Access Management Manual Table 17.B-1. The criteria for a right turn lane (EBR) on Rufina Street and Clark Road (SBR) was checked. The right turn volumes do not meet the threshold volumes for both driveways. The criteria for a left turn lane (WBL) on Rufina Street and on Clark Road (NBL) was checked. The left turn volumes do not meet the threshold volumes for both driveways.

4. Traffic Signal Warrant Review

The intersection of Rufina Street / Siler Road is currently signalized. All other intersections do not meet spacing requirements and volume warrants for a traffic signal. No warrant analyses are required.

5. LOS Results, Identified Deficiencies, Proposed Improvements

a. Implementation Year 2025 – No Build

At the intersection of Cerrillos Road / Clark Road there is a failure on the eastbound left turn movement. All other intersections and movements meet NMDOT operational requirements.

b. Implementation Year 2025 - Build

At the intersection of Cerrillos Road / Clark Road there is a failure on the eastbound left turn movement. All other intersections and movements meet NMDOT operational requirements.

Rufina Street and Clark Road adjacent to the proposed project will require some improvements to accommodate the development and to meet City of Santa Fe Code. The existing curb and gutter and sidewalk on Rufina Street should be extended along the frontage of the property. The typical section is presented on Figure 19, Appendix A.

Clark Road along the frontage of the property should be improved to add on street parking, to center the road within the existing right of way, and to add curb and gutter and sidewalk adjacent to the development on the west side of the street. The typical section is presented on Figure 19, Appendix A. The intersection of Rufina Street / Clark Road should be modified to fit the new roadways.

C. Impact Assessment

According to Table 15.C-1, "Minimum Acceptable Level of Service Standards," of the State Access Management Manual, for minor urban arterial and urban collector intersections, the minimum acceptable level of service is D at signalized and unsignalized intersections. At the intersection of Cerrillos Road / Clark Road there is an existing failure on the eastbound left turn movement. The eastbound left turn movement fails for the existing condition, the no build 2025 implementation year, and the build 2025 implementation year. However the increase in delay is negligible for the build condition. All other intersections and movements meet NMDOT operational requirements.

D. Access Design Specifications

1. Speed Lane Change Requirements

Criteria for deceleration lanes was reviewed in accordance with the State Access Management Manual Table 17. B-1. The criteria for a right turn lane (EBR) on Rufina Street and Clark Road (SBR) was checked. The right turn volumes do not meet the threshold volumes for both driveways. The criteria for a left turn lane (WBL) on Rufina Street and on Clark Road (NBL) was checked. The left turn volumes do not meet the threshold volumes for both driveways.

2. Vehicle Storage needs

On site driveways will be designed to provide the calculated storage.

3. Sight Distance

Both Rufina Street and Clark Road in the vicinity of the project are mostly on flat terrain. Sight distance appears to be adequate. There are trees and vegetation that may need to be removed.

4. Site Access Improvements Modifications

The existing sidewalk and curb and gutter on Rufina Street should be extended along the frontage of the property. Curb and gutter on the northside of

the street should also be extended to contain the pavement. There is no existing sidewalk on the north side of the street.

Clark Road will require improvements to accommodate the proposed on-street parking. A sidewalk along the frontage of the site should be constructed along with curb and gutter on both sides of the street.

5. Pedestrian / Bicycle Considerations

Sidewalks will be provided on the south side of Rufina Street in front of the development and on the west side of Clark Road in front of the development.

VI. ANALYSIS OF HORIZON YEAR - 2035

In accordance with the State Access Management Manual, the following conditions were to be analyzed for this project:

- Horizon Year without the Proposed Development – 2035
- Horizon Year with the Proposed Development – 2035

A. Traffic Projections

1. Background Traffic

The City of Santa Fe Traffic Department has used a background growth rate of 1% per year. For this analysis the background traffic is assumed to increase at 1% per year compounded yearly.

2. Development Assumptions for Horizon Year Conditions

It is assumed that the project will be built out by the year 2025. The horizon year will be 10 years after completion.

3. Trip Generation

No additional Trip Generation calculations are needed. There are no other known developments in the area.

4. Trip Distribution and Assignment

It is assumed that the trip distribution and assignment will be the same in the year 2035 as discussed in the implementation year.

5. Background Traffic without Proposed Development / No Build Conditions

The background traffic without the proposed development was calculated at 1% per year for each leg of the intersections analyzed in this report.

6. Proposed Development / Build Conditions

The traffic generated by the proposed development was added to the background traffic.

B. Traffic Analysis

1. No Build and Build Conditions

The traffic was analyzed to determine the level of service at each intersection for each condition. Intersection improvements are the same as the Implementation Year 2025.

a. No Build Condition

Capacity reports are presented in Appendix F and the results summarized in Table 5.

TABLE 5
SUMMARY OF LEVELS OF SERVICE
NO BUILD CONDITIONS 2035

Movement	AM Peak Hour			PM Peak Hour		
	95% Queue (Veh)	Delay (Veh/sec)	LOS	95% Queue (Veh)	Delay (Veh/sec)	LOS
Rufina Street / Clark Road						
Eastbound Left	0.0	7.4	A	0.0	7.5	A
Westbound Left	0.0	7.4	A	0.0	7.4	A
Northbound Thru	0.3	10.1	B	0.5	11.8	B
Southbound Thru	0.0	9.1	A	0.3	10.1	B
Siler Road / Rufina Street						
Eastbound Left	8.9	23.7	C	9.1	31.8	C
Eastbound Thru/Right	12.8	33.0	C	12.0	44.2	D
Westbound Left	1.2	28.6	C	3.0	36.8	D
Westbound Thru/Right	3.2	32.9	C	7.1	45.9	D
Northbound Left	2.8	29.3	C	5.5	32.9	C
Northbound Thru/Right	15.1	26.6	C	11.3	17.4	B
Southbound Left	0.9	21.6	C	0.4	16.2	B
Southbound Thru/Right	28.3	44.2	D	31.2	41.5	D
Overall LOS (Delay)	**33.7**		**C**	**35.1**		**D**
Cerrillos Road / Clark Road						
Eastbound Left	0.3	18.2	C	0.0	79.4	F
Southbound Right	0.1	15.1	C	0.0	38.6	E

At the intersection of Cerrillos Road / Clark Road there is a failure on the eastbound left turn movement. All other intersections meet NMDOT operation requirements.

b. Build Condition

For the build condition, the site generated traffic was added to the 2035 background traffic. Capacity reports are presented in Appendix E and summarized in Table 6.

TABLE 6
SUMMARY OF LEVELS OF SERVICE
BUILD CONDITIONS 2035

Movement	AM Peak Hour			PM Peak Hour		
	95% Queue (Veh)	Delay (Veh/sec)	LOS	95% Queue (Veh)	Delay (Veh/sec)	LOS
Rufina Street / Clark Road						
Eastbound Left	0.0	7.4	A	0.0	7.5	A
Westbound Left	0.0	7.4	A	0.0	7.4	A
Northbound Thru	0.3	10.2	B	0.6	12.1	B
Southbound Thru	0.0	9.1	A	0.3	10.2	B
Siler Road / Rufina Street						
Eastbound Left	8.9	23.7	C	9.1	31.9	C
Eastbound Thru/Right	13.0	33.3	C	12.4	45.0	D
Westbound Left	1.3	28.6	C	3.2	36.9	D
Westbound Thru/Right	3.4	33.0	C	7.9	46.9	D
Northbound Left	2.8	29.3	C	5.5	32.9	C
Northbound Thru/Right	15.2	26.8	C	11.4	17.6	B
Southbound Left	0.9	21.6	C	0.5	16.1	B
Southbound Thru/Right	28.3	44.2	D	31.2	41.5	D
Overall LOS (Delay)	**33.8**		**C**	**35.4**		**D**
Cerrillos Road / Clark Road						
Eastbound Left	0.4	18.4	C	0.2	84.3	F
Southbound Right	0.1	15.2	C	0.4	43.6	E
Rufina Street / Driveway						
Westbound Left	0.0	7.5	A	0.0	7.4	A
Northbound Left/Thru/Right	0.1	9.9	A	0.1	10.4	B
Clark Road / Driveway						
Eastbound Left/Thru/Right	0.0	8.6	A	0.1	9.0	A
Northbound Left	0.0	7.2	A	0.0	7.3	A

At the intersection of Cerrillos Road / Clark Road there is a failure on the eastbound left turn movement. All other intersections meet NMDOT operation requirements.

2. Intersections and Proposed Access Points

Intersections and proposed access points are the same as discussed in the analysis of the implementation year.

3. Speed Change Lanes

The discussion on speed change lanes is the same as outlined the implementation year and is still applicable in the horizon year.

4. Traffic Signal Warrant Review

The intersection of Rufina Street / Siler Road is currently signalized. All other intersections do not meet spacing requirements and volume warrants for a traffic signal. No warrant analyses are required.

5. LOS Results, Identified Deficiencies, Proposed Improvements

a. Horizon Year 2035 – No Build

At the intersection of Cerrillos Road / Clark Road there is a failure on the eastbound left turn movement. At the intersection of Siler Road / Rufina Street there is a failure on the southbound thru/right turn movement. All other intersections meet NMDOT operation requirements.

b. Horizon Year 2035 - Build

At the intersection of Cerrillos Road / Clark Road there is a failure on the eastbound left turn movement. At the intersection of Siler Road / Rufina Street there is a failure on the southbound thru/right turn movement. All other intersections meet NMDOT operation requirements.

The proposed driveways operate at acceptable levels of service. The proposed improvements are the same as in the implementation year.

C. Impact Assessment

The impacts are the same as discussed in the implementation year. The proposed improvements are the same as in the implementation year.

D. Access Design Specifications

1. Speed Lane Change Requirements

The speed lane change requirements are the same as in the implementation year.

2. Vehicle Storage needs

On site driveways will be designed to provide the calculated storage.

3. Sight Distance

Both Rufina Street and Clark Road in the vicinity of the project are mostly on flat terrain. Sight distance appears to be adequate. There are trees and vegetation that may need to be removed.

4. Site Access Improvements Modifications

Site access improvement modifications are the same as in the implementation year.

5. Pedestrian / Bicycle Considerations

The pedestrian / bicycle considerations are the same as in the implementation year.

VII. SUMMARY OF DEFICIENCIES, ANTICIPATED IMPACTS

A. Existing Conditions

All the existing intersections meet NMDOT capacity requirements except the intersection of Cerrillos Road / Clark Road. The intersection of Cerrillos Road / Clark Road has a level of service F in the PM for the existing eastbound left turn movement.

Rufina Street and Clark Road adjacent to the proposed project do not have curb and gutter or sidewalks.

B. Implementation Year – 2025

All the implementation year intersections meet NMDOT capacity requirements except the intersection of Cerrillos Road / Clark Road. The intersection of Cerrillos Road / Clark Road has a level of service F in the PM for the existing eastbound left turn movement. However the increase in delay is negligible for the build condition.

The speed limit on Rufina Street east of Siler Road and on Clark Road is 30 MPH. According to Table 18.C-1, "Access Spacing Standards for Intersections and Driveways," the driveway spacing for urban collector streets for full access driveways is 330 feet and 150 feet for a partial access driveway. Rufina Street and Clark Road are not NMDOT highways and they are not arterial streets. On Clark Road and Rufina Street access is more important than mobility. The spacing requirements are not considered reasonable due to the existing driveways and other constraints.

The access driveway off Clark Road on the west side of the street meets NMDOT spacing requirements. The driveway on Rufina Street has been set to maximize the spacing to the Rufina Street / Cark Road intersection. However it does not meet spacing requirements (220 feet versus 330 feet). Converting this driveway to a partial access driveway will likely cause undesirable traffic patterns by forcing traffic into neighborhood side streets.

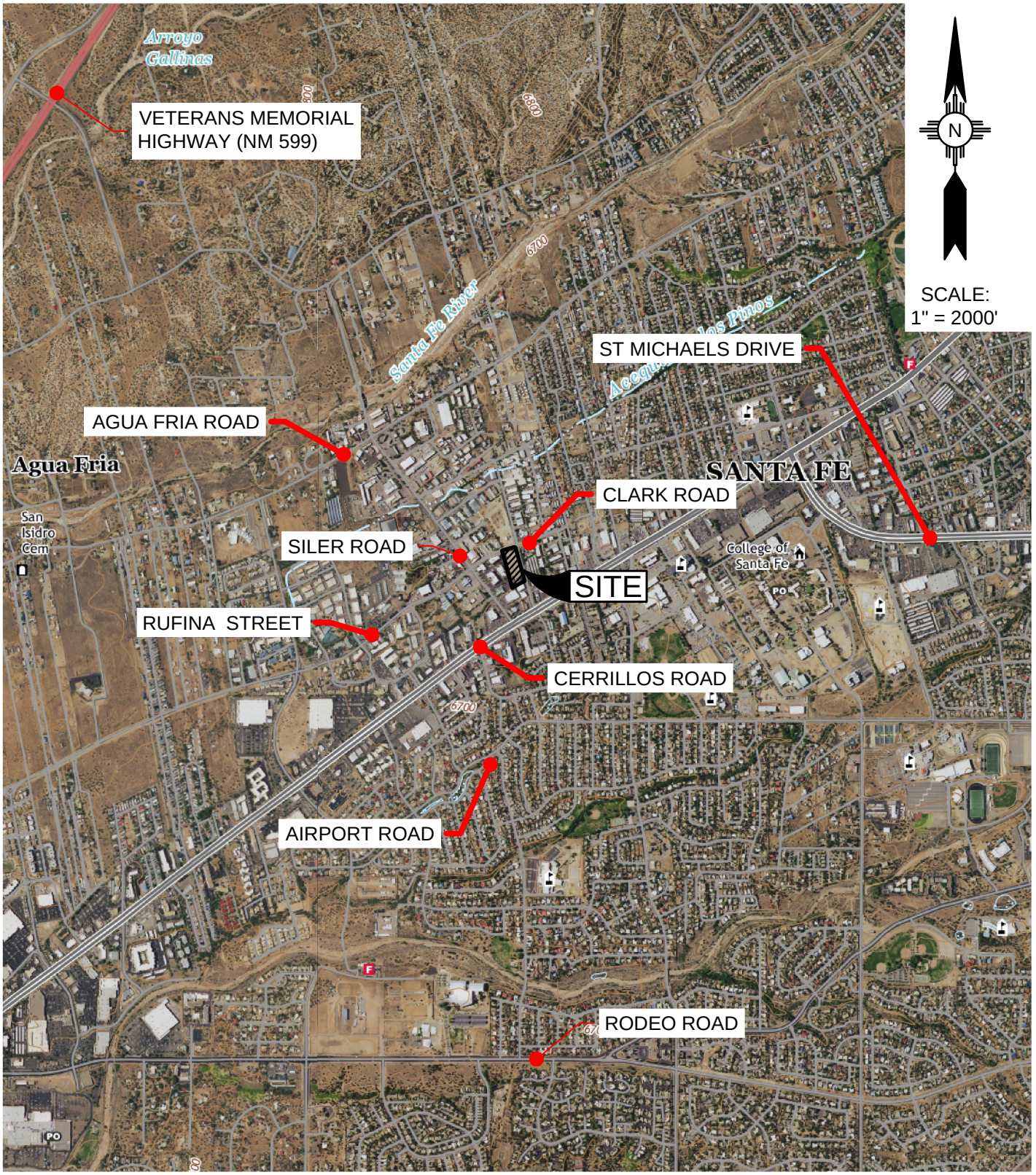
Rufina Street and Clark Road adjacent to the proposed project will require some improvements to accommodate the development and to meet City of Santa Fe Code. The existing curb and gutter and sidewalk on Rufina Street should be extended along the frontage of the property. Clark Road along the frontage of the property should be improved to add on street parking, to center the road within the existing right of way, and to add curb and gutter and sidewalk adjacent to the development on the west side of the street. The intersection of Rufina Street / Clark Road should be modified to fit the new roadways.

C. Horizon Year Conditions - 2035

All the horizon year intersections meet NMDOT capacity requirements except the intersection of Cerrillos Road / Clark Road. The intersection of Cerrillos Road / Clark Road has a level of service F in the PM for the existing eastbound left turn movement. However the increase in delay is negligible for the build condition.

The driveway spacing issues are the same as the implementation year.

APPENDIX A
FIGURES



REFERENCE:
U.S.G.S. QUADRANGLE MAPS ENTITLED "SANTA FE, NM" AND"AGUA FRIA, NM" BOTH DATED 2020

VICINITY MAP
FIGURE 1

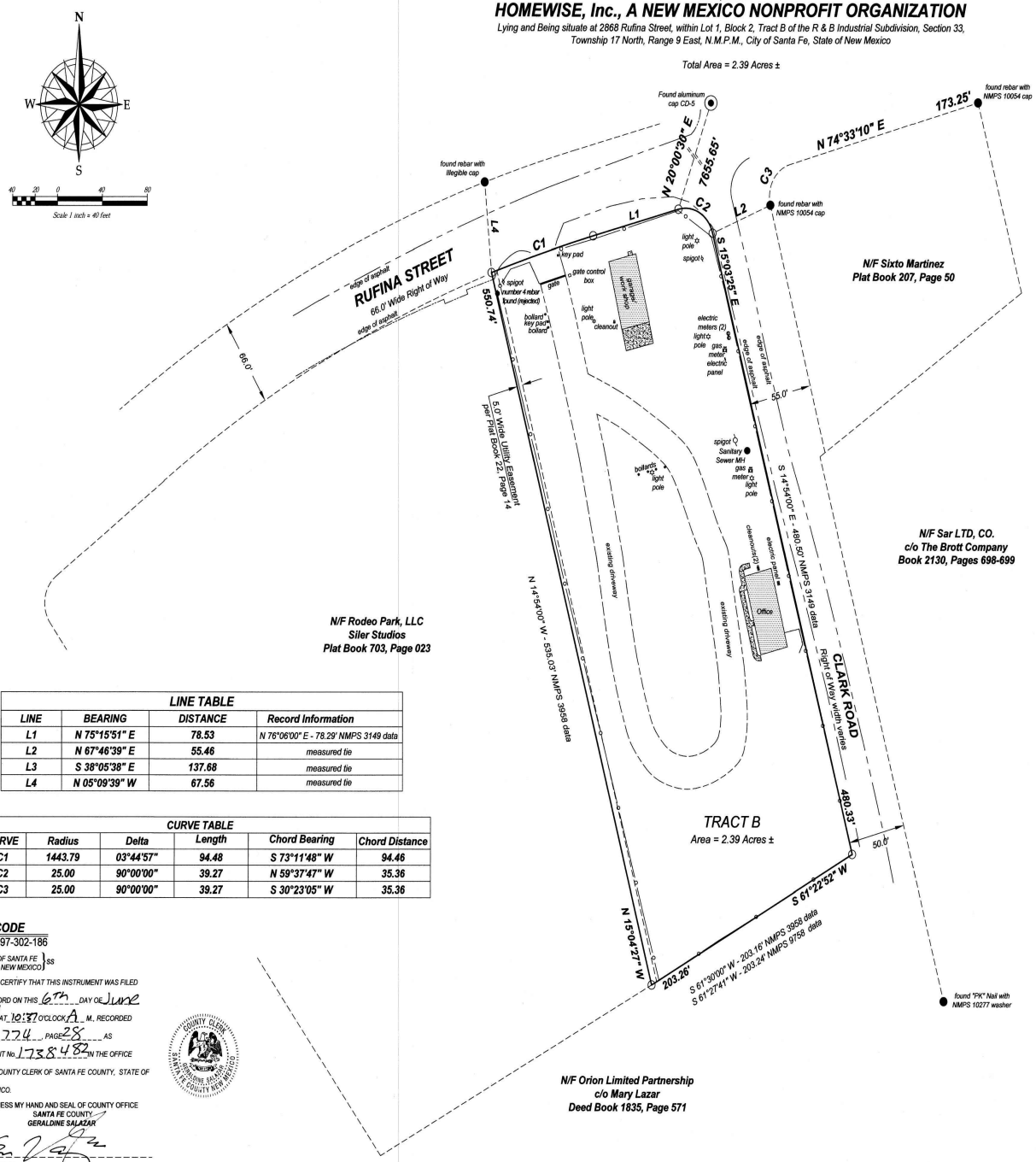
Amended Boundary Survey Plat 06-05-2014
Prepared for

HOMEWISE, Inc., A NEW MEXICO NONPROFIT ORGANIZATION

Lying and Being situate at 2868 Rufina Street, within Lot 1, Block 2, Tract B of the R & B Industrial Subdivision, Section 33, Township 17 North, Range 9 East, N.M.P.M., City of Santa Fe, State of New Mexico

Total Area = 2.39 Acres ±

774028



LINE TABLE			
LINE	BEARING	DISTANCE	Record Information
L1	N 75°15'51" E	78.53	N 76°06'00" E - 78.29' NMPS 3149 data
L2	N 67°46'39" E	55.46	measured tie
L3	S 38°05'38" E	137.68	measured tie
L4	N 05°09'39" W	67.56	measured tie

CURVE TABLE					
CURVE	Radius	Delta	Length	Chord Bearing	Chord Distance
C1	1443.79	03°44'57"	94.48	S 73°11'48" W	94.46
C2	25.00	90°00'00"	39.27	N 59°37'47" W	35.36
C3	25.00	90°00'00"	39.27	S 30°23'05" W	35.36

UPC CODE
1-051-097-302-186

COUNTY OF SANTA FE } ss
STATE OF NEW MEXICO }

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD ON THIS 6th DAY OF June A.D., 20 14 AT 10:37 O'CLOCK A M., RECORDED IN BOOK 774 PAGE 28 AS DOCUMENT No. 1738482 IN THE OFFICE OF THE COUNTY CLERK OF SANTA FE COUNTY, STATE OF NEW MEXICO.

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

DEPUTY CLERK

Documents Referenced

PLAT: Replat of Lot 1, Block 2 of the R & B Industrial Subdivision, Santa Fe, Santa Fe County, New Mexico, as filed for record in Book 14, Page 22, as certified by Joe D. Trujillo, NMPS 3958, dated February 1966.

PLAT: Lot Line Adjustment of P.C. 2838, Tract 5C for Ron Adams and Tract 3, Lot 1A for Carlos and Sylvia Garcia Salgado, as filed for record in Book 472, Page 43, as certified by Rick Chatroop, NMPS 11011, dated April 1, 2001.

PLAT: Third Amended Condominium Survey Units 1-8 Siler Studios, as filed for record in Book 703, Page 023, as certified by Rick Chatroop, NMPS 11011, dated June 01, 2009.

PLAT: R & B Industrial Subdivision, Portion of Lots 17 & 13, Portion of S.H.C. No. 4414 Tract -4 as filed for record in the Office of the Santa Fe County Clerk, Book 9 and Page 232, Plat Project Number F-12, as certified by George Rivera, NMPS 3149, dated July, 1963.

PLAT: Ipiotis Subdivision, Ward No. 2 as filed for record in Book 40, Page 29 in the Office of the Santa Fe County Clerk, as Certified by Guy D. Hayden, NMPS 4070. Dated March 3, 1964.

Legend

Bearing base is derived from Static Session with two hour observation and OPUS Processed, applying NAD 83 Coordinates New Mexico State Plane Central Zone as described and noted. Bearings are grid with distances being ground. (S.14°36'55"E.)

- Found monument with cap, or as noted.
- Found Santa Fe Control as described and noted.
- Monument set, no. 4 rebar with NMPS 10988 cap, or as noted.
- Concrete slab, sidewalk, or as noted.
- Chain Link Fence

Surveyors Notes

Every document of record reviewed and considered as part of this survey is noted hereon. Only those documents noted hereon were supplied to the surveyor or as researched by Land Surveying Company.

There may be other documents that may exist recorded or un-recorded that could or would affect the boundaries and area of this parcel.

Surveyor has made no investigation or independent search for easements of record, encumbrances, restrictive covenants, ownership title evidence or other facts that an accurate and current abstract may disclose.

This property lies within Zone "X" an area of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees form 1% annual chance flood. Refer to FIRM map 35049C 0411E, Map revised December 4, 2012.

City of Santa Fe Public Notice

This survey is based on those recorded documents noted hereon. City of Santa Fe Staff must approve all documents submitted with an application for a Building Permit and may require submittal and additional documentation to prove legal lot of record.

Surveyors Certificate to Amendment

I hereby certify that the purpose of this amendment is to correct the east and west boundaries to reflect the correct right of way width on Clark Road to read 50.0' at the south and 55.0' at the north portion as depicted on the plat, and to correct and extend the south boundary with relation to the south adjoining south property boundaries. And update the current property owners as Homewise, Inc., a New Mexico Nonprofit Corporation. This plat supersedes plat recored in Book 767, Page 034, Document No. 1725730.

Salvador I. Vigil, NMPS 10988 — Date 6-6-14

Surveyors Certificate

I, Salvador I. Vigil, a Registered New Mexico Professional Surveyor do hereby certify that this Boundary survey plat was prepared from an actual field survey performed by me or under my direct supervision on October 10, 2013. This survey and its boundaries on the plat depicted hereon were established using found monuments, and documents of record. This survey is not a Land Division or Subdivision as per the New Mexico Subdivision Act. This survey meets the minimum standards for surveys set forth by the New Mexico Board of licensure for Professional Surveyors and Engineers.

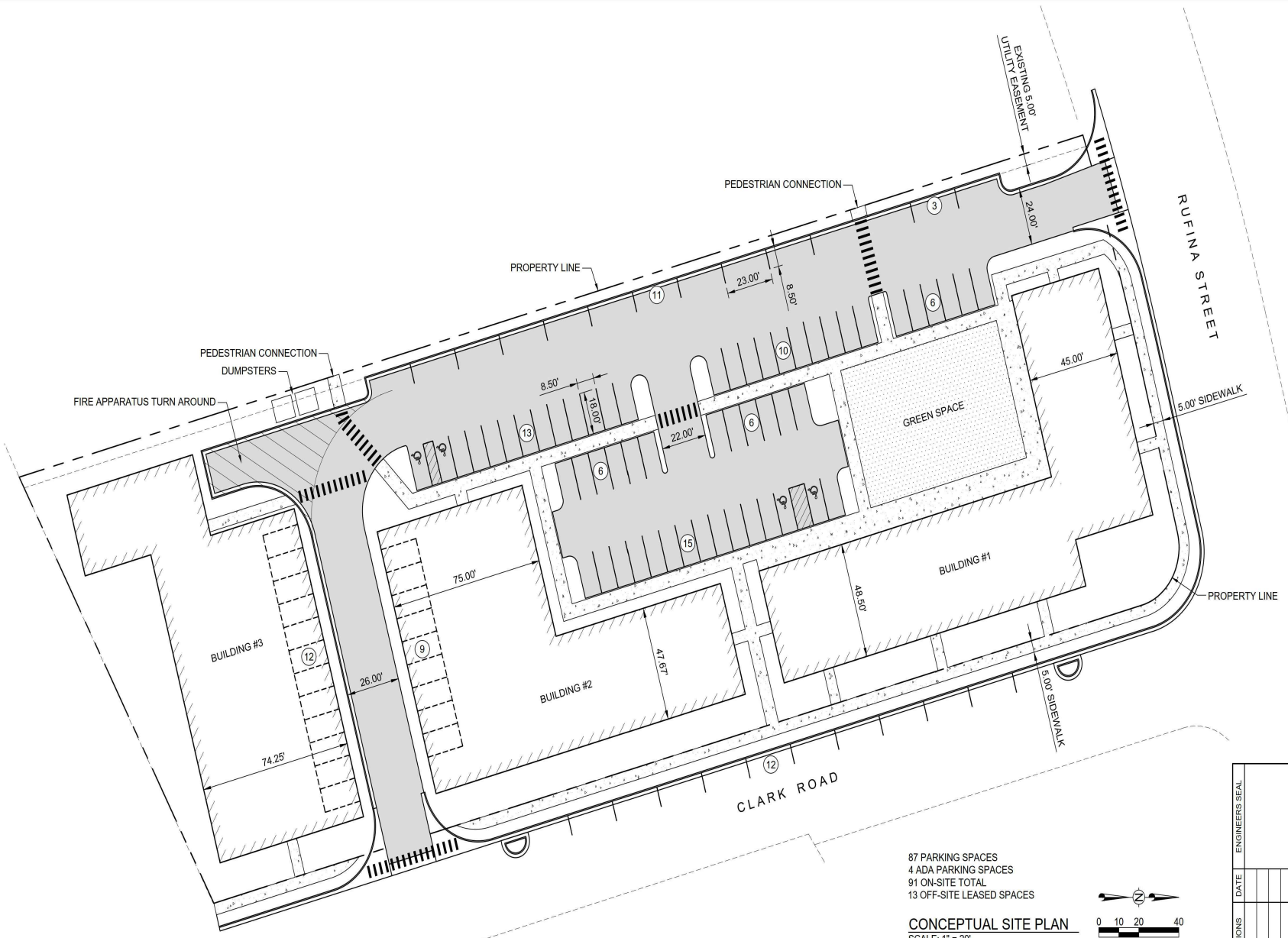
SALVADOR I. VIGIL, NMPS 10988 — DATE 12.18.13

SALVADOR I. VIGIL NEW MEXICO 10988 REGISTERED PROFESSIONAL LAND SURVEYOR

LAND SURVEYING COMPANY, L.L.C.
SALVADOR I. VIGIL, NMPS 10988
P.O. BOX 4384
SANTA FE, NEW MEXICO
505-473-0003
FAX 505-473-9650

PREPARED BY	S.I. Vigil, NMPS	SANTA FE COUNTY CLERK INDEX INFORMATION
DATE	Oct. 14, 2013	Boundary Survey Plat Prepared for
PROJECT No.	L-2547/PLAT	Homewise, Inc., a New Mexico Nonprofit Corporation
CHECKED	S.L. Vigil, PM	Lot 1, Block 2, Tract B of the R&B Industrial Subdivision
SHEET No.	One	Section 33, T.17N., R.9 E., N.M.P.M.,
U.P.C. 1-051-097-302-186		City of Santa Fe, Santa Fe County, State of New Mexico.

FIGURE 2



87 PARKING SPACES
4 ADA PARKING SPACES
91 ON-SITE TOTAL
13 OFF-SITE LEASED SPACES

CONCEPTUAL SITE PLAN
SCALE: 1" = 20'

0 10 20 40
SCALE: 1" = 20'

FIGURE 3

SITE DATA

LOT AREA : 2.39 ACRES ±
CURRENT ZONING : I-1
PROPOSED ZONING : C-2
PROPOSED USES : MIXED-USE, COMMERCIAL & RESIDENTIAL
PARKING : SHARED PARKING PLAN, INCLUDING 13 OFF-SITE LEASED SPACES

ENGINEERS SEAL
DATE
REVISIONS

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT
130 Grant Avenue, Suite 101
Santa Fe, NM 87501
505.820.7444

2868 RUFINA STREET REZONE

CONCEPTUAL SITE PLAN

DATE:	SCALE:	SHEET:
OCTOBER 2021	1" = 20'	C-101



N

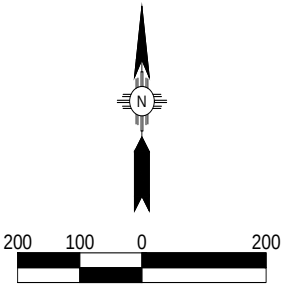
600 300 0 600

SCALE: 1" = 600'

REFERENCE:
CITY OF SANTA FE GIS
IMAGE DATE 2011

EXISTING ROAD NETWORK
FIGURE 4





LEGEND

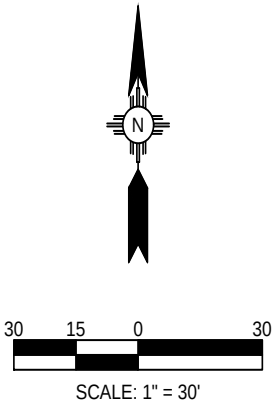
S DENOTES SIGNALIZED INTERSECTION

U DENOTES UNSIGNALIZED INTERSECTION WITH SIGNS

REFERENCE:
CITY OF SANTA FE GIS
IMAGE DATE 2019

EXISTING CONDITIONS MAP
FIGURE 5

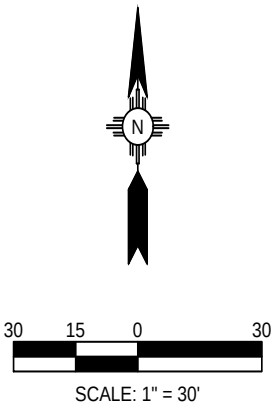




NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED.
THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

INTERSECTION DETAIL
RUFINA STREET &
CLARK ROAD
FIGURE 6





NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

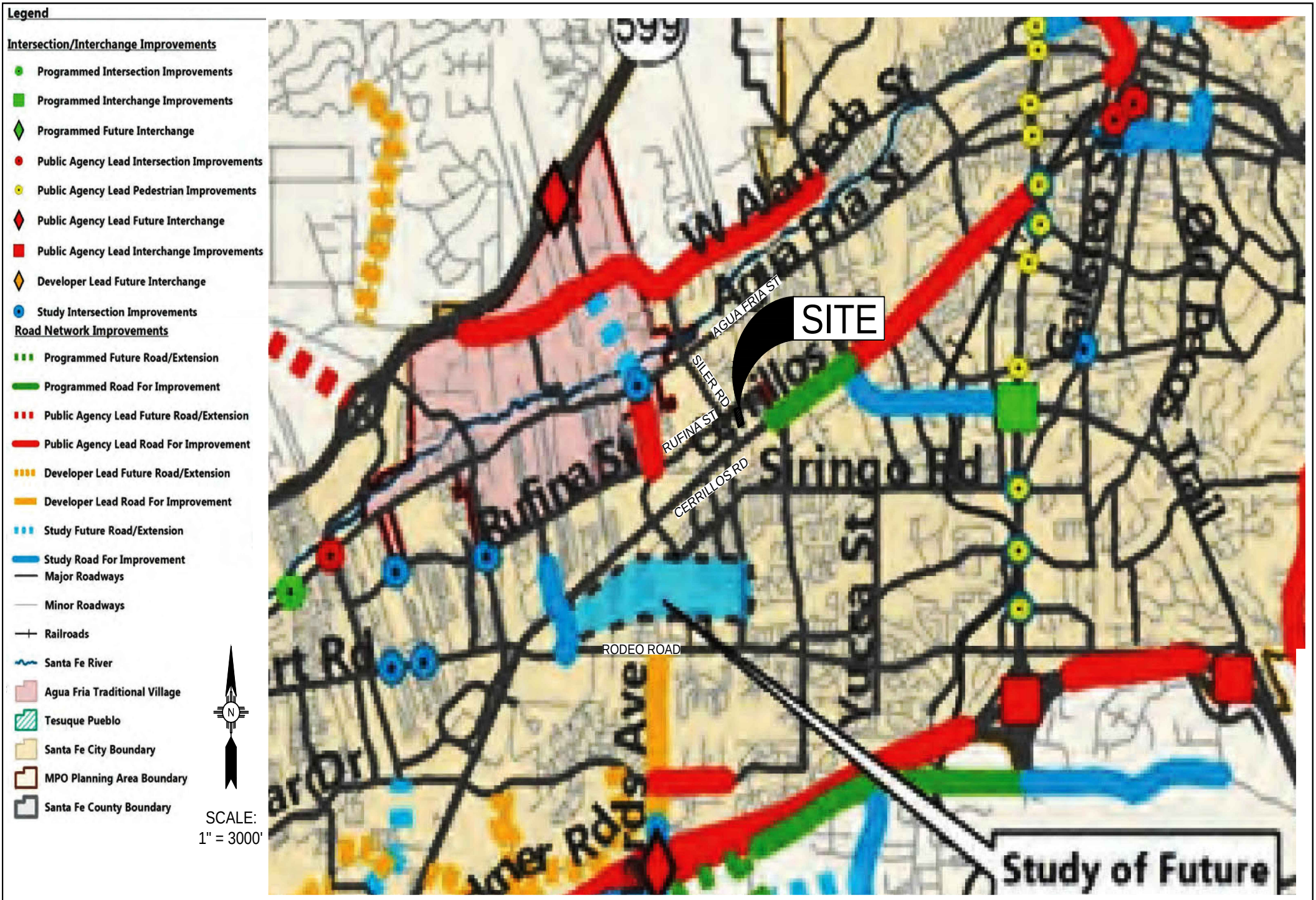
INTERSECTION DETAIL
RUFINA STREET &
SILER ROAD
FIGURE 7



NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED.
THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

REFERENCE:
GOOGLE EARTH PRO IMAGE DATE 6-10-2017

INTERSECTION DETAIL
CERRILLOS ROAD &
CLARK ROAD
FIGURE 8



Santa Fe MPO 2015–2040 Metropolitan Transportation Plan

FUTURE ROAD NETWORK
FIGURE 9



PEAK HOURS FOR TRAFFIC COUNT DATED Sept 15, 2021 (Wednesday)	
AM	PM
7:30 AM to 8:30 AM	4:30 PM to 5:30 PM

N

50 25 0 50

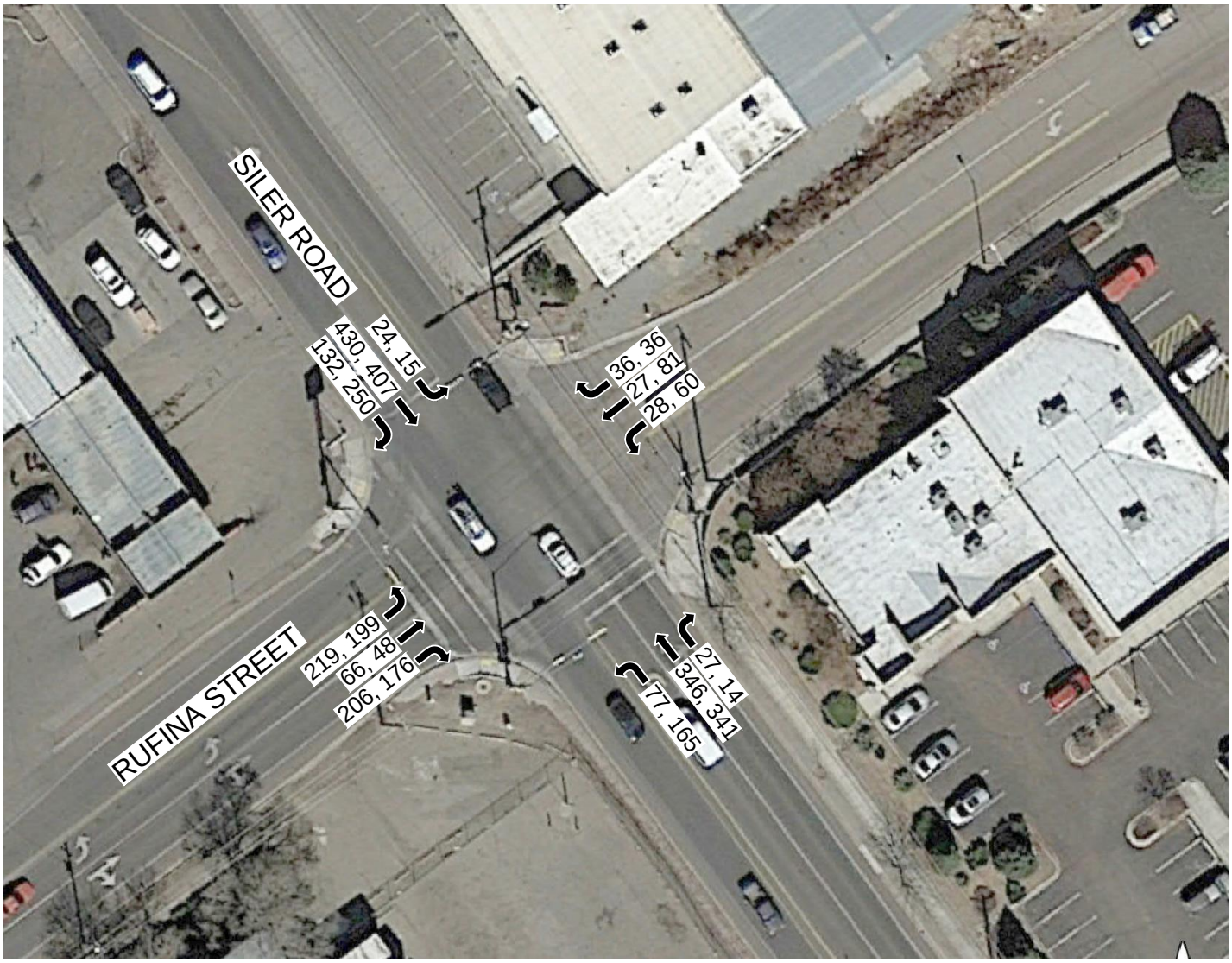
SCALE: 1" = 50'

LEGEND

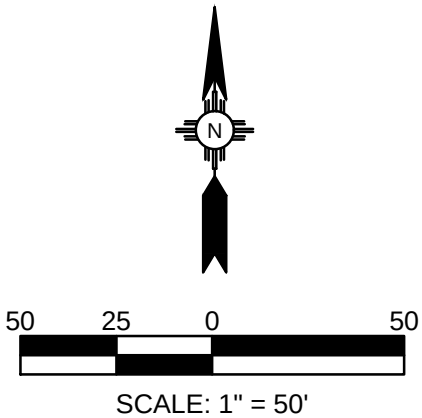
DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

DENOTES MOVEMENT ←

EXISTING TRAFFIC VOLUMES
RUFINA STREET & CLARK ROAD
FIGURE 10



PEAK HOURS FOR TRAFFIC COUNT DATED Sept 22, 2021 (Wednesday)	
AM	PM
7:45 AM to 8:45 AM	4:15 PM to 5:15 PM



LEGEND

DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

DENOTES MOVEMENT ←

EXISTING TRAFFIC VOLUMES
RUFINA STREET & SILER ROAD
FIGURE 11



PEAK HOURS FOR TRAFFIC COUNT DATED Sept 9, 2021 (Thursday)	
AM	PM
7:30 AM to 8:30 AM	4:45 PM to 5:45 PM

50 25 0 50

SCALE: 1" = 50'

LEGEND

DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

DENOTES MOVEMENT ←

EXISTING TRAFFIC VOLUMES
CERRILLOS ROAD & CLARK ROAD
FIGURE 12

CRASHES NEAR THE INTERSECTION OF RUFINA STREET AND CLARK ROAD, 2016 - 2019

FIGURE 1: CRASHES NEAR THE INTERSECTION OF RUFINA STREET AND CLARK ROAD, 2016 - 2019

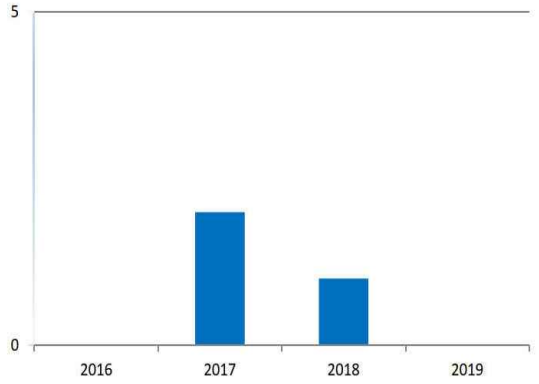


TABLE 1: CRASHES NEAR THE INTERSECTION OF RUFINA STREET AND CLARK ROAD, 2016-2019

	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2017	0	0.0%	0	0.0%	2	100.0%	2	66.7%
2018	0	0.0%	1	100.0%	0	0.0%	1	33.3%
2019	0	0.0%	0	0.0%	0	0.0%	0	0.0%
GRAND TOTAL	0	0.0%	1	100.0%	2	100.0%	3	100.0%

SOURCE: NMDOT CRASH DATABASE AS OF SEPTEMBER 29, 2021

TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF RUFINA STREET AND CLARK ROAD BY SEVERITY OF INJURY, 2016 - 2019

	FATALITIES		SUSPECTED SERIOUS INJURIES		SUSPECTED MINOR INJURIES		POSSIBLE INJURIES		NO APPARENT INJURIES		TOTAL PEOPLE IN CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2017	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	75.0%	3	60.0%
2018	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1	25.0%	2	40.0%
2019	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%

TABLE 3: CRASHES NEAR THE INTERSECTION OF RUFINA STREET AND CLARK ROAD BY CRASH CLASSIFICATION, 2016 - 2019

CRASH CLASSIFICATION	2016	2017	2018	2019	4-YEAR TOTAL
OTHER VEHICLE	0	1	1	0	2
FIXED OBJECT	0	1	0	0	1
GRAND TOTAL	0	2	1	0	3

TABLE 4: CRASHES NEAR THE INTERSECTION OF RUFINA STREET AND CLARK ROAD BY TOP CONTRIBUTING FACTOR, 2016 - 2019

HIGHEST FACTOR CONTRIBUTING TO CRASH	2016	2017	2018	2019	4-YEAR TOTAL
ALCOHOL / DRUG INVOLVED	0	1	0	0	1
FAILED TO YIELD RIGHT OF WAY	0	0	1	0	1
MADE IMPROPER TURN	0	1	0	0	1
GRAND TOTAL	0	2	1	0	3

SOURCE: NMDOT CRASH DATABASE AS OF JUNE 9, 2021

CRASHES NEAR THE INTERSECTION OF RUFINA STREET AND SILER ROAD, 2016 - 2019

FIGURE 1: CRASHES NEAR THE INTERSECTION OF RUFINA STREET AND CLARK ROAD, 2016 - 2019

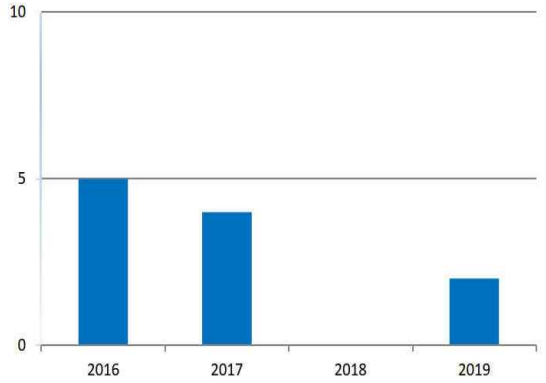


TABLE 1: CRASHES NEAR THE INTERSECTION OF RUFINA STREET AND SILER ROAD, 2016-2019

	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	2	100.0%	3	33.3%	5	45.5%
2017	0	0.0%	0	0.0%	4	44.4%	4	36.4%
2018	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2019	0	0.0%	0	0.0%	2	22.2%	2	18.2%
GRAND TOTAL	0	0.0%	2	100.0%	9	100.0%	11	100.0%

SOURCE: NMDOT CRASH DATABASE AS OF SEPTEMBER 29, 2021

TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF RUFINA STREET AND SILER ROAD BY SEVERITY OF INJURY, 2016 - 2019

	FATALITIES		SUSPECTED SERIOUS INJURIES		SUSPECTED MINOR INJURIES		POSSIBLE INJURIES		NO APPARENT INJURIES		TOTAL PEOPLE IN CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	0	0.0%	1	100.0%	1	100.0%	13	43.3%	15	46.9%
2017	0	0.0%	0	0.0%	0	0.0%	0	0.0%	9	30.0%	9	28.1%
2018	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2019	0	0.0%	0	0.0%	0	0.0%	0	0.0%	8	26.7%	8	25.0%

TABLE 3: CRASHES NEAR THE INTERSECTION OF RUFINA STREET AND SILER ROAD BY CRASH CLASSIFICATION, 2016 - 2019

CRASH CLASSIFICATION	2016	2017	2018	2019	4-YEAR TOTAL
OTHER VEHICLE	4	4	0	3	11
GRAND TOTAL	4	4	0	3	11

TABLE 4: CRASHES NEAR THE INTERSECTION OF RUFINA STREET AND SILER ROAD BY TOP CONTRIBUTING FACTOR, 2016 - 2019

HIGHEST FACTOR CONTRIBUTING TO CRASH	2016	2017	2018	2019	4-YEAR TOTAL
FOLLOWING TOO CLOSELY	2	1	0	1	4
FAILED TO YIELD RIGHT OF WAY	0	2	0	0	2
DISREGARD TRAFFIC SIGNAL	0	0	0	1	1
DRIVER INATTENTION	0	0	0	1	1
AVOID NO CONTACT	0	1	0	0	1
MADE IMPROPER TURN	1	0	0	0	1
OTHER IMPROPER DRIVING	1	0	0	0	1
GRAND TOTAL	4	4	0	3	11

SOURCE: NMDOT CRASH DATABASE AS OF JUNE 9, 2021

CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND CLARK ROAD, 2016 - 2019

FIGURE 1: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND CLARK ROAD, 2016 - 2019

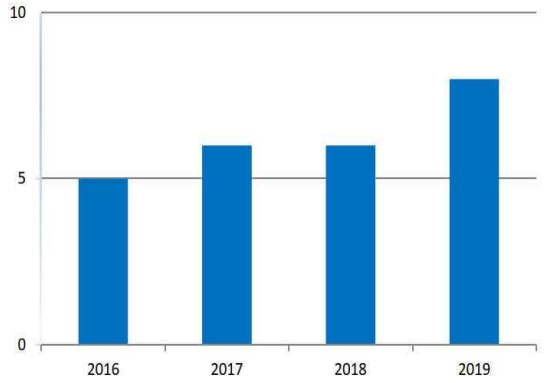


TABLE 1: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND CLARK ROAD, 2016-2019

	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	1	12.5%	4	23.5%	5	20.0%
2017	0	0.0%	2	25.0%	4	23.5%	6	24.0%
2018	0	0.0%	4	50.0%	2	11.8%	6	24.0%
2019	0	0.0%	1	12.5%	7	41.2%	8	32.0%
GRAND TOTAL	0	0.0%	8	100.0%	17	100.0%	25	100.0%

SOURCE: NMDOT CRASH DATABASE AS OF SEPTEMBER 29, 2021

TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND CLARK ROAD BY SEVERITY OF INJURY, 2016 - 2019

	FATALITIES		SUSPECTED SERIOUS INJURIES		SUSPECTED MINOR INJURIES		POSSIBLE INJURIES		NO APPARENT INJURIES		TOTAL PEOPLE IN CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	0	0.0%	0	0.0%	1	8.3%	12	21.8%	13	19.4%
2017	0	0.0%	0	0.0%	0	0.0%	3	25.0%	22	40.0%	25	37.3%
2018	0	0.0%	0	0.0%	0	0.0%	7	58.3%	9	16.4%	16	23.9%
2019	0	0.0%	0	0.0%	0	0.0%	1	8.3%	12	21.8%	13	19.4%

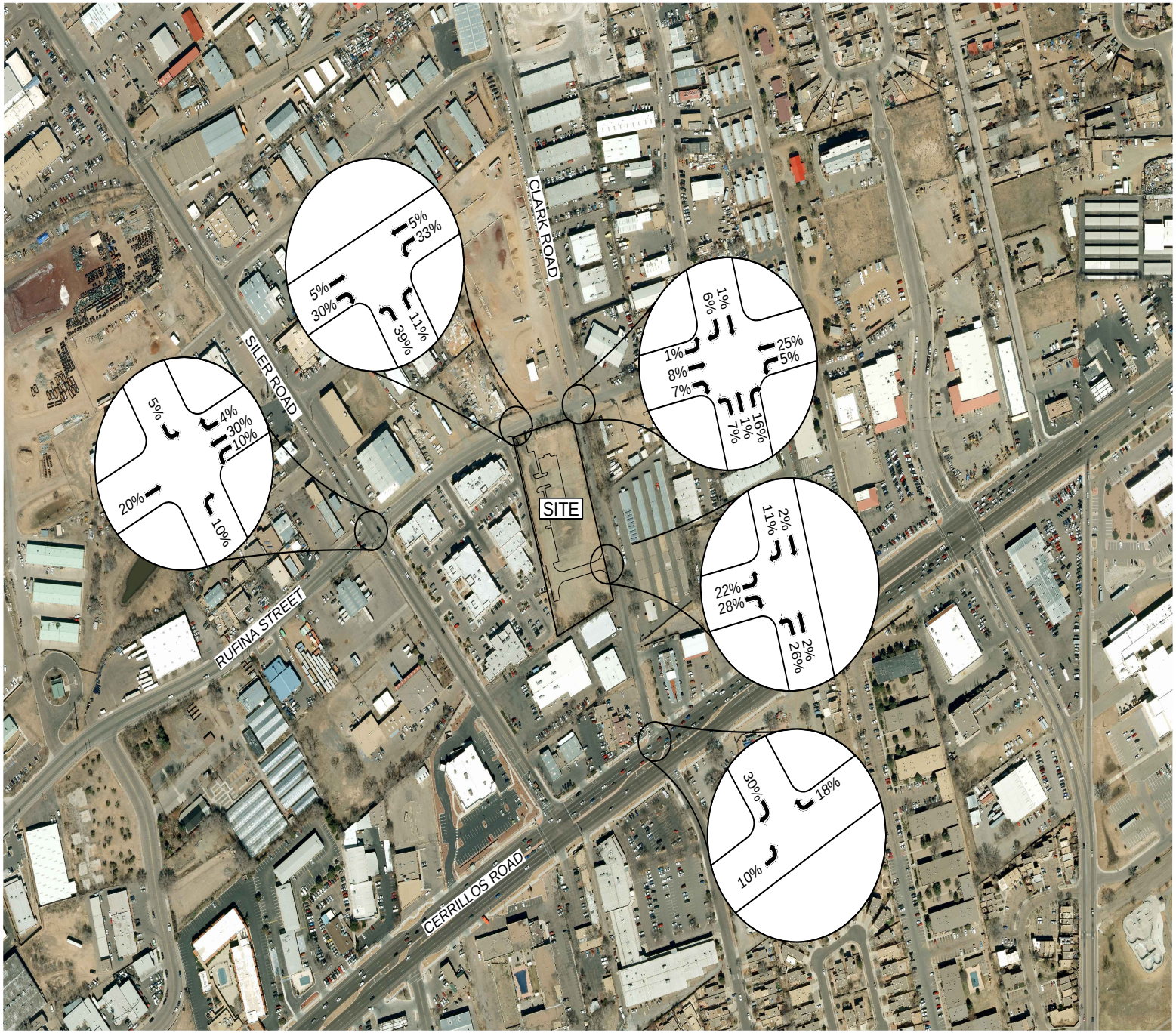
TABLE 3: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND CLARK ROAD BY CRASH CLASSIFICATION, 2016 - 2019

CRASH CLASSIFICATION	2016	2017	2018	2019	4-YEAR TOTAL
OTHER VEHICLE	5	6	6	4	21
FIXED OBJECT	0	0	0	3	3
ANIMAL	0	0	0	1	1
GRAND TOTAL	5	6	6	8	25

TABLE 4: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND CLARK ROAD BY TOP CONTRIBUTING FACTOR, 2016 - 2019

HIGHEST FACTOR CONTRIBUTING TO CRASH	2016	2017	2018	2019	4-YEAR TOTAL
FOLLOWING TOO CLOSELY	3	1	3	2	9
DRIVER INATTENTION	0	3	2	2	7
FAILED TO YIELD RIGHT OF WAY	0	1	0	1	2
EXCESSIVE SPEED	0	1	0	0	1
SPEED TOO FAST FOR CONDTIONS	0	0	0	1	1
MADE IMPROPER TURN	1	0	0	0	1
IMPROPER LANE CHANGE	1	0	0	0	1
IMPROPER OVERTAKING	0	0	1	1	2
IMPROPER BACKING	0	0	0	1	1
GRAND TOTAL	5	6	6	8	25

SOURCE: NMDOT CRASH DATABASE AS OF JUNE 9, 2021



LEGEND

DENOTES PERCENTAGE OF TRAFFIC AM, PM 11%,11%

NOTE:
WHERE ONE PERCENTAGE IS SHOWN THIS DEPICTS BOTH AM AND PM TRAFFIC

DENOTES MOVEMENT ⬅

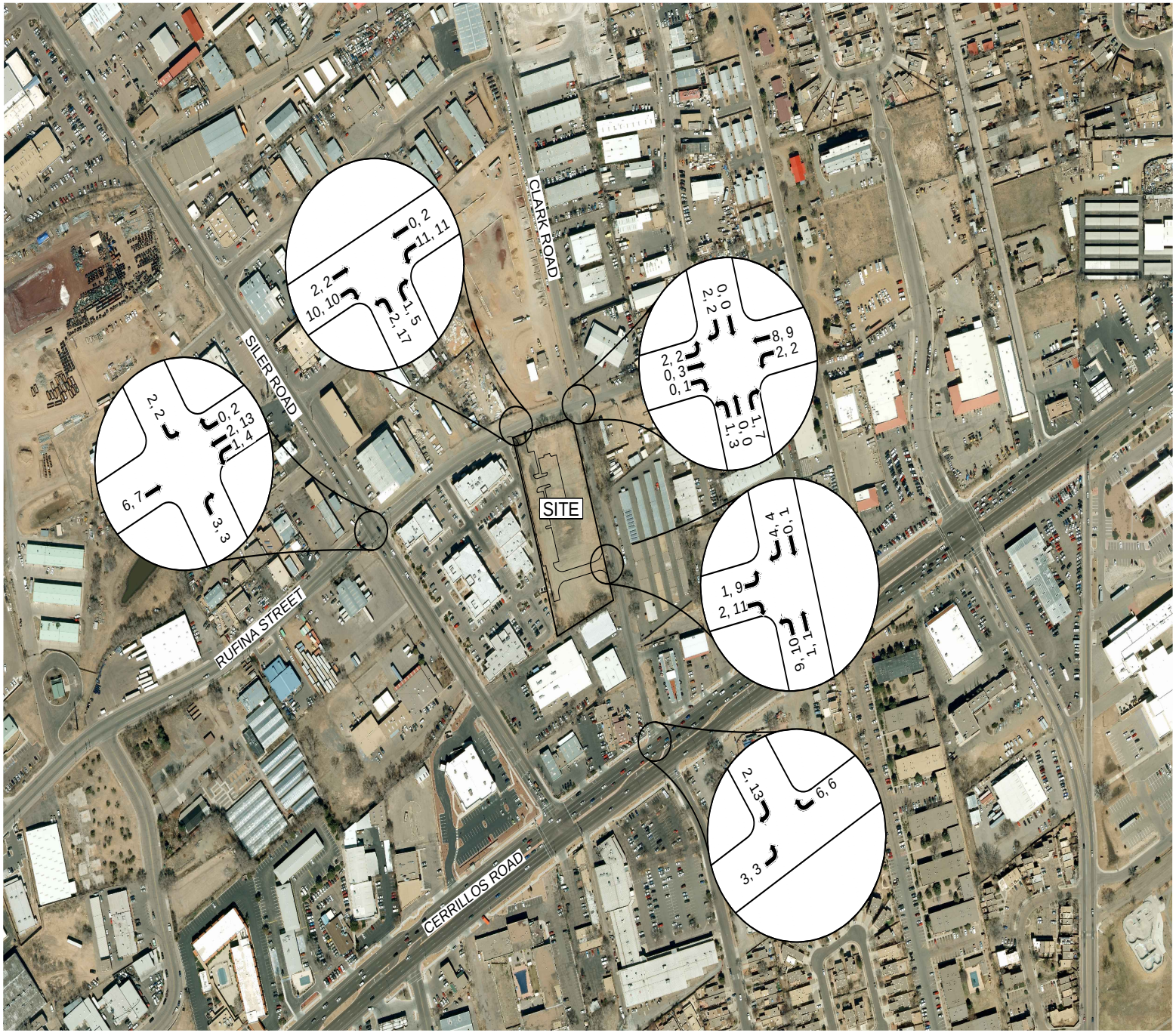
REFERENCE:
CITY OF SANTA FE INTERNET MAPPING SITE
GEOCORTEX INTERNET MAPPING
2014 AERIAL PHOTOGRAPHY

N

300 150 0 300

SCALE: 1" = 300'

DIRECTIONS OF APPROACH AND RETURN
FIGURE 16

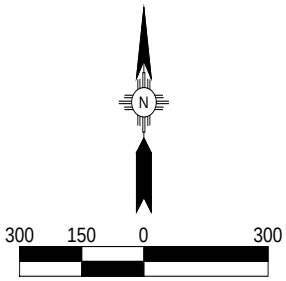


LEGEND

DENOTES SITE GENERATED TRAFFIC AM, PM 11, 11

DENOTES MOVEMENT ⟵

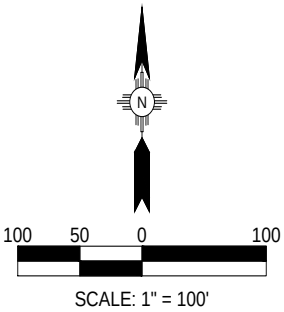
REFERENCE:
CITY OF SANTA FE INTERNET MAPPING SITE
GEOCORTEX INTERNET MAPPING
2014 AERIAL PHOTOGRAPHY



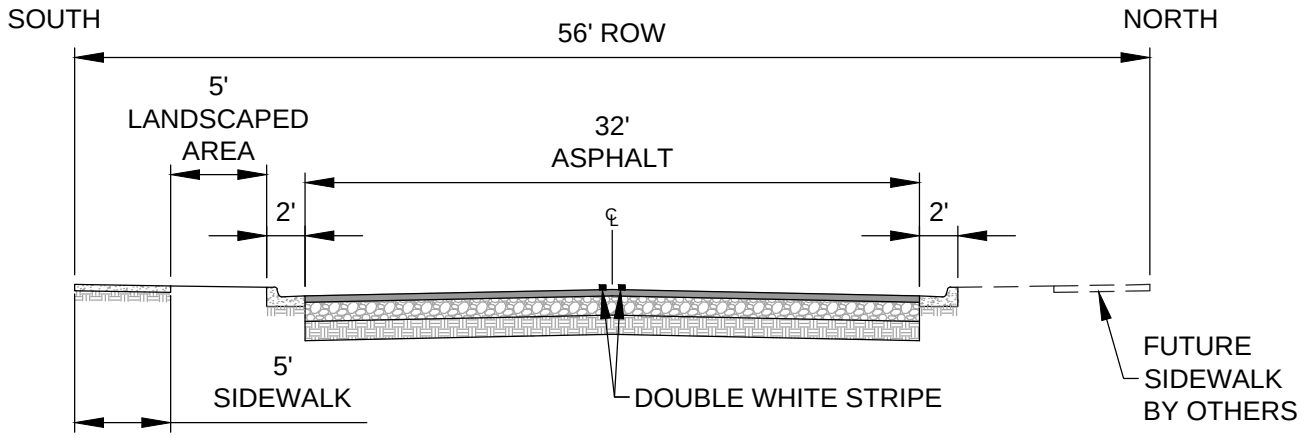
SCALE: 1" = 300'

SITE GENERATED
TRAFFIC
FIGURE 17

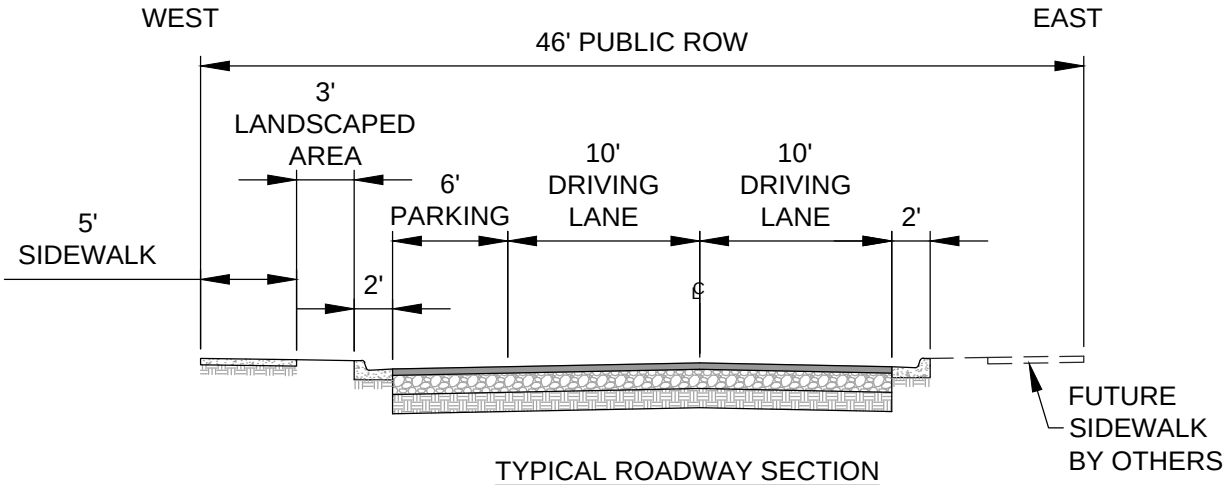




INTERSECTION SPACING
FIGURE 18



TYPICAL ROADWAY SECTION
EXISTING RUFINA STREET NEAR SITE
TO BE CONTINUED ON FRONTAGE OF SITE



TYPICAL ROADWAY SECTION
PROPOSED CLARK ROAD
(SUB COLLECTOR PER CITY STANDARDS)

ROADWAY SECTIONS
FIGURE 19

APPENDIX B
TRAFFIC COUNTS

File Name: AM_RUFINA STREET and CLARK ROAD
Start Date: 9/15/2021
Peak Hour 7:45 to 8:45 AM
Person Counting: MIOVISION

	RUFINA STREET EASTBOUND						RUFINA STREET WESTBOUND						CLARK ROAD NORTHBOUND						CLARK ROAD 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	5	18	0	0	0	0	2	9	5	0	0	0	2	9	7	0	0	0	0	0	3	0	0	0	60
8:00 AM	1	15	0	0	0	0	1	13	1	0	0	0	3	4	5	0	0	0	1	0	4	0	0	0	48
8:15 AM	3	16	0	0	0	0	0	14	4	0	0	0	6	4	6	0	0	0	0	1	4	0	0	0	58
8:30 AM	2	17	0	0	0	0	0	19	1	0	0	0	2	6	3	0	0	0	0	0	3	0	0	0	53
Total	11	66	0	0	0	0	3	55	11	0	0	0	13	23	21	0	0	0	1	1	14	0	0	0	219
PHF	2.75	0.92	####				0.38	1.06	0.55				0.54	1.44	1.05				####	####	0.88				0.91

File Name: AM_RUFINA STREET and CLARK ROAD
Start Date: 9/15/2021
Start Time: 6:30:00 AM
Person Counting: MIOVISION

	RUFINA STREET EASTBOUND						RUFINA STREET WESTBOUND						CLARK ROAD NORTHBOUND						CLARK ROAD 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	0	4	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	7
6:45 AM	1	6	1	0	0	0	0	4	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	18
7:00 AM	0	6	1	0	0	0	0	2	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	14
7:15 AM	0	17	0	0	0	0	0	7	0	0	0	0	4	3	1	0	0	0	0	1	0	0	0	0	33
7:30 AM	0	9	0	0	0	0	0	12	0	0	0	0	1	5	1	0	0	0	1	1	0	0	0	0	30
7:45 AM	5	18	0	0	0	0	2	9	5	0	0	0	2	9	7	0	0	0	0	0	3	0	0	0	60
8:00 AM	1	15	0	0	0	0	1	13	1	0	0	0	3	4	5	0	0	0	1	0	4	0	0	0	48
8:15 AM	3	16	0	0	0	0	0	14	4	0	0	0	6	4	6	0	0	0	0	1	4	0	0	0	58
8:30 AM	2	17	0	0	0	0	0	19	1	0	0	0	2	6	3	0	0	0	0	0	3	0	0	0	53
8:45 AM	8	14	0	0	0	0	0	21	2	0	0	0	4	2	3	0	0	0	1	2	2	0	0	0	59
Total	20	122	2	0	0	0	3	102	13	0	0	0	23	36	35	0	0	0	3	5	16	0	0	0	380

File Name: PM_RUFINA STREET and CLARK ROAD
Start Date: 9/15/2021
Peak Hour 4:15 to 5:15 PM
Person Counting: MIOVISION

	RUFINA STREET EASTBOUND						RUFINA STREET WESTBOUND						CLARK ROAD NORTHBOUND						CLARK ROAD 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
04:15 PM	2	16	6	0	0	0	3	26	0	0	0	0	10	6	4	0	0	0	0	4	7	0	0	0	84
04:30 PM	2	16	0	0	0	0	0	20	3	0	0	0	12	5	5	0	0	0	1	2	3	0	0	0	69
04:45 PM	3	14	2	0	0	0	6	26	0	0	0	0	9	5	3	0	0	0	1	1	10	0	0	0	80
05:00 PM	6	19	1	0	0	0	0	30	2	0	0	0	7	3	3	0	0	0	4	3	18	0	0	0	96
Total	13	65	9	0	0	0	9	102	5	0	0	0	38	19	15	0	0	0	6	10	38	0	0	0	329
PHF	0.54	1.16	1.13				0.75	0.85	####				1.06	0.95	0.75				0.38	2.50	0.95				0.86

File Name: PM_RUFINA STREET and CLARK ROAD
Start Date: 9/15/2021
Start Time: 03:00 PM
Person Counting: MIOVISION

	RUFINA STREET EASTBOUND						RUFINA STREET WESTBOUND						CLARK ROAD NORTHBOUND						CLARK ROAD 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	2	14	0	0	0	0	1	15	1	0	0	0	11	5	5	0	0	0	1	0	8	0	0	0	63
03:15 PM	3	19	1	0	0	0	4	21	1	0	0	0	5	8	4	0	0	0	5	1	5	0	0	0	77
03:30 PM	3	17	1	0	0	0	2	22	4	0	0	0	6	5	2	0	0	0	5	1	7	0	0	0	75
03:45 PM	2	13	0	0	0	0	3	20	4	0	0	0	11	2	4	0	0	0	0	1	10	0	0	0	70
04:00 PM	3	13	1	0	0	0	2	19	4	0	0	0	8	2	2	0	0	0	1	3	8	0	0	0	66
04:15 PM	2	16	6	0	0	0	3	26	0	0	0	0	10	6	4	0	0	0	0	4	7	0	0	0	84
04:30 PM	2	16	0	0	0	0	0	20	3	0	0	0	12	5	5	0	0	0	1	2	3	0	0	0	69
04:45 PM	3	14	2	0	0	0	6	26	0	0	0	0	9	5	3	0	0	0	1	1	10	0	0	0	80
05:00 PM	6	19	1	0	0	0	0	30	2	0	0	0	7	3	3	0	0	0	4	3	18	0	0	0	96
05:15 PM	5	12	0	0	0	0	1	17	0	0	0	0	6	5	3	0	0	0	4	1	13	0	0	0	67
05:30 PM	2	8	0	0	0	0	0	20	3	0	0	0	7	3	3	0	0	0	0	1	5	0	0	0	52
05:45 PM	2	6	0	0	0	0	3	15	1	0	0	0	2	7	2	0	0	0	2	1	6	0	0	0	47
Total	35	167	12	0	0	0	25	251	23	0	0	0	94	56	40	0	0	0	24	19	100	0	0	0	846

File Name: AM_SILER ROAD and RUFINA STREET
Start Date: 9/22/2021
Peak Hour 7:45 to 8:45 AM
Person Counting: MIOVISION

	RUFINA STREET EASTBOUND						RUFINA STREET WESTBOUND						SILER ROAD NORTHBOUND						SILER ROAD 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	51	15	71	0	0	0	4	4	9	0	0	0	20	101	6	0	0	0	4	116	24	0	0	0	425
8:00 AM	55	21	51	0	0	0	9	7	9	0	0	0	19	89	9	0	0	0	7	119	43	0	0	0	438
8:15 AM	54	11	48	0	0	0	10	10	11	0	0	0	20	75	3	0	0	0	9	91	35	0	0	0	377
8:30 AM	59	19	36	0	0	0	5	6	7	0	0	0	18	81	9	0	0	0	4	104	30	0	0	0	378
Total	219	66	206	0	0	0	28	27	36	0	0	0	77	346	27	0	0	0	24	430	132	0	0	0	1618
PHF	1.00	1.10	1.43				1.75	0.96	1.00				0.96	0.97	0.75				0.67	0.93	0.77				0.92

File Name: AM_SILER ROAD and RUFINA STREET
Start Date: 9/22/2021
Start Time: 6:30:00 AM
Person Counting: MIOVISION

	RUFINA STREET EASTBOUND						RUFINA STREET WESTBOUND						SILER ROAD NORTHBOUND						SILER ROAD 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	9	2	20	0	0	0	0	0	0	0	0	0	5	23	3	0	0	0	0	23	2	0	0	0	87
6:45 AM	28	1	29	0	0	0	2	0	2	0	0	0	8	57	1	0	0	0	2	28	8	0	0	0	166
7:00 AM	26	10	36	0	0	0	4	0	5	0	0	0	10	42	2	0	0	0	2	43	15	0	0	0	195
7:15 AM	49	11	40	0	0	0	4	7	3	0	0	0	18	63	3	0	0	0	2	68	16	0	0	0	284
7:30 AM	53	12	59	0	0	0	3	5	5	0	0	0	20	80	3	0	0	0	7	76	26	0	0	0	349
7:45 AM	51	15	71	0	0	0	4	4	9	0	0	0	20	101	6	0	0	0	4	116	24	0	0	0	425
8:00 AM	55	21	51	0	0	0	9	7	9	0	0	0	19	89	9	0	0	0	7	119	43	0	0	0	438
8:15 AM	54	11	48	0	0	0	10	10	11	0	0	0	20	75	3	0	0	0	9	91	35	0	0	0	377
8:30 AM	59	19	36	0	0	0	5	6	7	0	0	0	18	81	9	0	0	0	4	104	30	0	0	0	378
8:45 AM	59	8	54	0	0	0	9	10	9	0	0	0	20	83	6	0	0	0	8	79	28	0	0	0	373
Total	443	110	444	0	0	0	50	49	60	0	0	0	158	694	45	0	0	0	45	747	227	0	0	0	3072

File Name: PM_SILER ROAD and RUFINA STREET
Start Date: 9/22/2021
Peak Hour 4:15 to 5:15 PM
Person Counting: MIOVISION

	RUFINA STREET EASTBOUND						RUFINA STREET WESTBOUND						SILER ROAD NORTHBOUND						SILER ROAD 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
04:15 PM	51	16	31	0	0	0	12	15	7	0	0	0	34	91	2	0	0	0	5	114	59	0	0	0	437
04:30 PM	47	12	42	0	0	0	13	17	14	0	0	0	46	89	7	0	0	0	6	96	59	0	0	0	448
04:45 PM	47	10	45	0	0	0	18	22	10	0	0	0	44	81	2	0	0	0	0	94	68	0	0	0	441
05:00 PM	54	10	58	0	0	0	17	27	5	0	0	0	41	80	3	0	0	0	4	103	64	0	0	0	466
Total	199	48	176	0	0	0	60	81	36	0	0	0	165	341	14	0	0	0	15	407	250	0	0	0	1792
PHF	0.92	1.20	0.98				1.25	0.75	0.90				0.94	1.05	0.50				0.94	1.08	0.92				0.96

File Name: PM_SILER ROAD and RUFINA STREET
Start Date: 9/22/2021
Start Time: 03:00 PM
Person Counting: MIOVISION

	RUFINA STREET EASTBOUND						RUFINA STREET WESTBOUND						SILER ROAD NORTHBOUND						SILER ROAD 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	46	8	37	0	0	0	8	12	6	0	0	0	42	85	8	0	0	0	8	107	52	0	0	0	419
03:15 PM	50	13	43	0	0	0	18	11	5	0	0	0	35	83	1	0	0	0	2	101	47	0	0	0	409
03:30 PM	45	9	51	0	0	0	13	13	10	0	0	0	42	77	6	0	0	0	5	118	56	0	0	0	445
03:45 PM	42	10	36	0	0	0	11	14	6	0	0	0	31	92	7	0	0	0	4	105	57	0	0	0	415
04:00 PM	43	5	38	0	0	0	10	8	6	0	0	0	42	87	5	0	0	0	6	81	52	0	0	0	383
04:15 PM	51	16	31	0	0	0	12	15	7	0	0	0	34	91	2	0	0	0	5	114	59	0	0	0	437
04:30 PM	47	12	42	0	0	0	13	17	14	0	0	0	46	89	7	0	0	0	6	96	59	0	0	0	448
04:45 PM	47	10	45	0	0	0	18	22	10	0	0	0	44	81	2	0	0	0	0	94	68	0	0	0	441
05:00 PM	54	10	58	0	0	0	17	27	5	0	0	0	41	80	3	0	0	0	4	103	64	0	0	0	466
05:15 PM	46	10	40	0	0	0	8	24	5	0	0	0	49	81	4	0	0	0	2	98	64	0	0	0	431
05:30 PM	47	7	45	0	0	0	12	10	4	0	0	0	54	83	4	0	0	0	6	76	62	0	0	0	410
05:45 PM	48	6	38	0	0	0	10	9	2	0	0	0	53	68	6	0	0	0	1	98	40	0	0	0	379
Total	566	116	504	0	0	0	150	182	80	0	0	0	513	997	55	0	0	0	49	1191	680	0	0	0	5083

File Name: AM_CERRILLOS ROAD and CLARK ROAD
Start Date: 9/9/2021
Peak Hour 7:45 to 8:45 AM
Person Counting: MIOVISION

	CERRILLOS ROAD EASTBOUND						CERRILLOS ROAD WESTBOUND						CLARK ROAD NORTHBOUND						CLARK ROAD 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	5	507	4	0	0	0	2	262	3	0	0	0	0	0	6	0	0	0	0	0	2	0	0	0	791
8:00 AM	9	432	4	0	0	0	6	243	9	0	0	0	0	0	6	0	0	0	0	0	1	0	0	0	710
8:15 AM	7	454	5	0	0	0	4	245	12	0	0	0	0	0	8	0	0	0	0	0	2	0	0	0	737
8:30 AM	3	459	7	0	0	0	2	277	8	0	0	0	0	0	6	0	0	0	0	0	2	0	0	0	764
Total	24	1852	20	0	0	0	14	1027	32	0	0	0	0	0	26	0	0	0	0	0	7	0	0	0	3002
PHF	0.67	0.91	0.71				0.58	0.93	0.67						0.81						0.88				0.95

File Name: AM_CERRILLOS ROAD and CLARK ROAD
Start Date: 9/9/2021
Start Time: 6:30:00 AM
Person Counting: MIOVISION

	CERRILLOS ROAD EASTBOUND						CERRILLOS ROAD WESTBOUND						CLARK ROAD NORTHBOUND						CLARK ROAD 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	1	156	1	0	0	0	0	82	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	242
6:45 AM	6	261	1	0	0	0	1	117	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	393
7:00 AM	5	194	1	0	0	0	1	120	1	0	0	0	0	0	4	0	0	0	0	0	1	0	0	0	327
7:15 AM	7	293	0	0	0	0	0	167	1	0	0	0	0	0	3	0	0	0	0	0	2	0	0	0	473
7:30 AM	9	426	2	0	0	0	5	216	4	0	0	0	0	0	9	0	0	0	0	0	1	0	0	0	672
7:45 AM	5	507	4	0	0	0	2	262	3	0	0	0	0	0	6	0	0	0	0	0	2	0	0	0	791
8:00 AM	9	432	4	0	0	0	6	243	9	0	0	0	0	0	6	0	0	0	0	0	1	0	0	0	710
8:15 AM	7	454	5	0	0	0	4	245	12	0	0	0	0	0	8	0	0	0	0	0	2	0	0	0	737
8:30 AM	3	459	7	0	0	0	2	277	8	0	0	0	0	0	6	0	0	0	0	0	2	0	0	0	764
8:45 AM	4	408	10	0	0	0	8	241	2	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	689
Total	56	3590	35	0	0	0	29	1970	40	0	0	0	0	0	67	0	0	0	0	0	11	0	0	0	5798

File Name: PM_CERRILLOS ROAD and CLARK ROAD
Start Date: 9/9/2021
Peak Hour 4:00 to 4:45 PM
Person Counting: MIOVISION

	CERRILLOS ROAD EASTBOUND						CERRILLOS ROAD WESTBOUND						CLARK ROAD NORTHBOUND						CLARK ROAD 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
04:00 PM	0	415	21	0	0	0	13	610	14	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	1088
04:15 PM	0	384	17	0	0	0	8	527	10	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	974
04:30 PM	0	387	19	0	0	0	12	567	10	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	1012
04:45 PM	0	339	26	0	0	0	8	571	13	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	987
Total	0	1525	83	0	0	0	41	2275	47	0	0	0	0	0	90	0	0	0	0	0	0	0	0	0	4061
PHF		0.92	0.80				0.79	0.93	0.84						0.75										0.93

File Name: PM_CERRILLOS ROAD and CLARK ROAD
Start Date: 9/9/2021
Start Time: 03:00 PM
Person Counting: MIOVISION

	CERRILLOS ROAD EASTBOUND						CERRILLOS ROAD WESTBOUND						CLARK ROAD NORTHBOUND						CLARK ROAD 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	3	462	20	0	0	0	9	457	19	0	0	0	0	0	29	0	0	0	0	0	4	0	0	0	1003
03:15 PM	10	455	16	0	0	0	4	526	14	0	0	0	0	0	31	0	0	0	0	0	4	0	0	0	1060
03:30 PM	3	441	16	0	0	0	3	513	7	0	0	0	0	0	21	0	0	0	0	0	2	0	0	0	1006
03:45 PM	7	430	22	0	0	0	8	460	17	0	0	0	0	0	20	0	0	0	0	0	4	0	0	0	968
04:00 PM	0	415	21	0	0	0	13	610	14	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	1088
04:15 PM	0	384	17	0	0	0	8	527	10	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	974
04:30 PM	0	387	19	0	0	0	12	567	10	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	1012
04:45 PM	0	339	26	0	0	0	8	571	13	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	987
05:00 PM	0	430	24	0	0	0	8	461	21	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	968
05:15 PM	0	445	7	0	0	0	5	470	14	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0	962
05:30 PM	0	397	17	0	0	0	5	444	18	0	0	0	0	0	21	0	0	0	0	0	1	0	0	0	903
05:45 PM	0	414	19	0	0	0	5	385	13	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	864
Total	23	4999	224	0	0	0	88	5991	170	0	0	0	0	0	285	0	0	0	0	0	15	0	0	0	11795

APPENDIX C

EXISTING CONDITIONS CAPACITY CALCULATIONS

HCS 2010 Two-Way Stop-Control Report

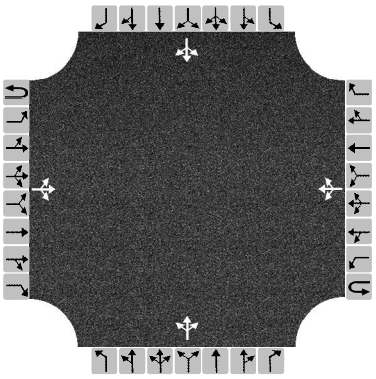
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/6/2021
Analysis Year	2021
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	EXISTING CONDITION

Site Information

Intersection	RUFINA AND CLARK
Jurisdiction	
East/West Street	RUFINA STREET
North/South Street	CLARK ROAD
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		11	66	0		3	55	11		13	23	21		1	1	4
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12				3					62				6	
Capacity, c (veh/h)		1534				1533					808				882	
v/c Ratio		0.01				0.00					0.08				0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.2				0.0	
Control Delay (s/veh)		7.4				7.4					9.8				9.1	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)		1.1				0.3				9.8				9.1		
Approach LOS										A				A		

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HCS 2010 Two-Way Stop-Control Report

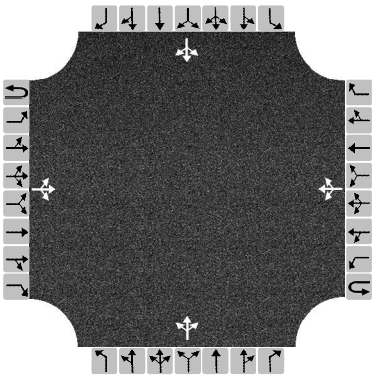
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/6/2021
Analysis Year	2021
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	EXISTING CONDITION

Site Information

Intersection	RUFINA AND CLARK
Jurisdiction	
East/West Street	RUFINA STREET
North/South Street	CLARK ROAD
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		13	65	9		9	102	5		38	19	15		6	10	38
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

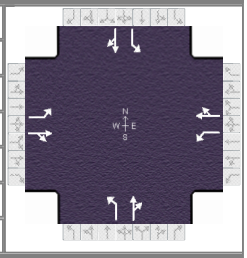
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		15				10					83				63	
Capacity, c (veh/h)		1467				1516					669				812	
v/c Ratio		0.01				0.01					0.12				0.08	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.4				0.3	
Control Delay (s/veh)		7.5				7.4					11.1				9.8	
Level of Service, LOS		A				A					B				A	
Approach Delay (s/veh)		1.2				0.6				11.1				9.8		
Approach LOS										B				A		

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HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	SANTA FE ENGINEERING			Duration, h	0.25
Analyst	CPC	Analysis Date	Sep 22, 2021	Area Type	Other
Jurisdiction		Time Period	AM PEAK	PHF	0.93
Urban Street	RUFINA	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	RUFINA AND SILER	File Name	RUFINA-SILER AM.xus		
Project Description	EXISTING CONDITIONS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	219	66	206	28	27	36	77	346	27	24	430	132

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.8	4.0	43.5	3.5	2.2	43.1	1	2	3	4		
Yellow	4.0	4.0	4.0	4.0	0.0	4.0	5	6	7	8		
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	15.8	55.5	7.8	47.5	9.6	49.3	7.5	47.1
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	11.4		3.2		5.4	22.9	3.1	41.0
Green Extension Time (g_e), s	0.4	0.0	0.0	0.0	0.1	2.1	0.0	2.1
Phase Call Probability	1.00		0.63		0.94	1.00	0.58	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

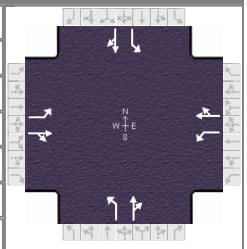
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	235	292		30	68		83	401		26	604	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1800	1646		1800	1526		1791	1838		1800	1795	
Queue Service Time (g_s), s	9.4	14.8		1.2	3.5		3.4	20.9		1.1	39.0	
Cycle Queue Clearance Time (g_c), s	9.4	14.8		1.2	3.5		3.4	20.9		1.1	39.0	
Green Ratio (*g/C*)	0.48	0.43		0.39	0.36		0.41	0.38		0.39	0.36	
Capacity (*c*), veh/h	694	706		441	554		168	693		291	645	
Volume-to-Capacity Ratio (*X*)	0.340	0.414		0.068	0.122		0.491	0.579		0.089	0.937	
Back of Queue (*Q*), ft/ln (95 th percentile)	174.9	253.2		23.6	61.5		66.5	354.4		20.5	622.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	7.0	10.0		0.9	2.4		2.7	14.1		0.8	24.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.78	0.00		0.11	0.00		0.39	0.00		0.18	0.00	
Uniform Delay (d_1), s/veh	19.0	23.8		22.6	25.5		29.4	29.8		24.8	37.2	
Incremental Delay (d_2), s/veh	0.1	1.8		0.0	0.5		0.8	0.3		0.0	6.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	19.1	25.6		22.7	25.9		30.2	30.1		24.8	43.5	
Level of Service (LOS)	B	C		C	C		C	C		C	D	
Approach Delay, s/veh / LOS	22.7	C		24.9	C		30.1	C		42.8	D	
Intersection Delay, s/veh / LOS	32.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.4	A	0.6	A	1.3	A	1.5	A

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HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	SANTA FE ENGINEERING			Duration, h	0.25
Analyst	CPC	Analysis Date	Sep 22, 2021	Area Type	Other
Jurisdiction		Time Period	PM PEAK	PHF	0.95
Urban Street	RUFINA	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	RUFINA AND SILER	File Name	RUFINA-SILER PM.xus		
Project Description	EXISTING CONDITIONS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	199	48	176	60	81	36	165	341	14	15	407	250

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0		5	6	7	8	
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	15.6	43.9	9.3	37.6	12.9	60.3	6.5	53.9
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	0	0		0	0		0	0		0	0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0		0	0		0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Green Ratio (*g/C*)	0.40	0.33		0.33	0.28		0.50	0.47		0.43	0.42	
Capacity (*c*), veh/h	547	552		405	456		210	862		392	719	
Volume-to-Capacity Ratio (*X*)	0.383	0.428		0.156	0.270		0.829	0.434		0.040	0.962	
Back of Queue (*Q*), ft/ln (95 th percentile)	182.1	239.2		56.9	133.7		126.3	282.5		11.4	744	
Back of Queue (*Q*), veh/ln (95 th percentile)	7.3	9.5		2.3	5.3		5.1	11.2		0.5	29.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.81	0.00		0.26	0.00		0.74	0.00		0.10	0.00	
Uniform Delay (d_1), s/veh	24.9	30.9		28.2	33.2		27.5	21.4		20.5	34.5	
Incremental Delay (d_2), s/veh	0.2	2.4		0.1	1.5		3.2	0.1		0.0	14.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	25.1	33.3		28.2	34.6		30.7	21.6		20.5	49.2	
Level of Service (LOS)	C	C		C	C		C	C		C	D	
Approach Delay, s/veh / LOS	29.4	C		32.5	C		24.5	C		48.5	D	
Intersection Delay, s/veh / LOS	35.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.2	A	0.8	A	1.4	A	1.7	A

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HCS 2010 Two-Way Stop-Control Report

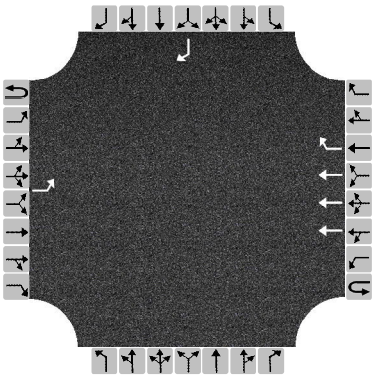
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/6/2021
Analysis Year	2021
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	EXISTING CONDITIONS

Site Information

Intersection	CERRILLOS AND CLARK
Jurisdiction	
East/West Street	CERRILLOS ROAD
North/South Street	CLARK ROAD
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	0	0	0	0	3	1		0	0	0		0	0	1
Configuration		L					T	R								R
Volume, V (veh/h)		24					1027	032								7
Percent Heavy Vehicles (%)		1														1
Proportion Time Blocked																
Percent Grade (%)														1		
Right Turn Channelized		No				Yes				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3														7.1
Critical Headway (sec)		5.32														7.22
Base Follow-Up Headway (sec)		3.1														3.9
Follow-Up Headway (sec)		3.11														3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		25														7
Capacity, c (veh/h)		361														412
v/c Ratio		0.07														0.02
95% Queue Length, Q_{95} (veh)		0.2														0.1
Control Delay (s/veh)		15.7														13.9
Level of Service, LOS		C														B
Approach Delay (s/veh)		15.7												13.9		
Approach LOS														B		

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HCS 2010 Two-Way Stop-Control Report

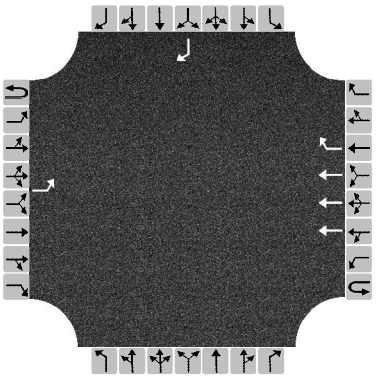
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/6/2021
Analysis Year	2021
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	EXISTING CONDITIONS

Site Information

Intersection	CERRILLOS AND CLARK
Jurisdiction	
East/West Street	CERRILLOS ROAD
North/South Street	CLARK ROAD
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	0	0	0	0	3	1		0	0	0		0	0	1
Configuration		L					T	R								R
Volume, V (veh/h)		0					2275	47								0
Percent Heavy Vehicles (%)		1														1
Proportion Time Blocked																
Percent Grade (%)														1		
Right Turn Channelized		No				Yes				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3														7.1
Critical Headway (sec)		5.32														7.22
Base Follow-Up Headway (sec)		3.1														3.9
Follow-Up Headway (sec)		3.11														3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0														0
Capacity, c (veh/h)		75														143
v/c Ratio		0.00														0.00
95% Queue Length, Q_{95} (veh)		0.0														0.0
Control Delay (s/veh)		53.0														30.1
Level of Service, LOS		F														D
Approach Delay (s/veh)																
Approach LOS																

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APPENDIX D
TRIP GENERATION CALCULATIONS

Project Information	
Project Name:	RUFINA MIXED USE REV. 1
No:	
Date:	10/8/2021
City:	
State/Province:	
Zip/Postal Code:	
Country:	
Client Name:	
Analyst's Name:	VSC
Edition:	Trip Generation Manual, 10th Ed

Land Use	Size	AM PEAK HOUR		PM PEAK HOUR	
		Entry	Exit	Entry	Exit
710 - General Office Building (General Urban/Suburban)	6.19 1000 Sq. Ft. GFA	28	4	1	7
Reduction		0	0	0	0
Internal		0	0	0	0
Pass-by		0	0	0	0
Non-pass-by		28	4	1	7
820 - Shopping Center (General Urban/Suburban)	6.19 1000 Sq. Ft. GLA	4	2	33	36
Reduction		0	0	0	0
Internal		0	0	0	0
Pass-by		0	0	11	12
Non-pass-by		4	2	22	24
Total		32	6	34	43
Total Reduction		0	0	0	0
Total Internal		0	0	0	0
Total Pass-by		0	0	11	12
Total Non-pass-by		32	6	23	31

APPENDIX E

2025 CAPACITY CALCULATIONS

HCS 2010 Two-Way Stop-Control Report

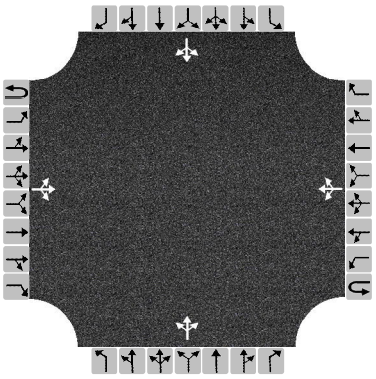
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/6/2021
Analysis Year	2025
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	RUFINA AND CLARK
Jurisdiction	
East/West Street	RUFINA STREET
North/South Street	CLARK ROAD
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		11	69	0		3	57	11		14	24	22		1	1	4
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12				3					65				6	
Capacity, c (veh/h)		1530				1529					803				876	
v/c Ratio		0.01				0.00					0.08				0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.3				0.0	
Control Delay (s/veh)		7.4				7.4					9.9				9.1	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)		1.1				0.3					9.9				9.1	
Approach LOS											A				A	

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HCS 2010 Two-Way Stop-Control Report

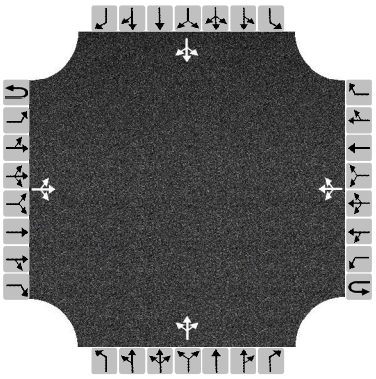
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/6/2021
Analysis Year	2025
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	RUFINA AND CLARK
Jurisdiction	
East/West Street	RUFINA STREET
North/South Street	CLARK ROAD
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		14	68	9		9	106	5		40	20	16		6	10	40
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

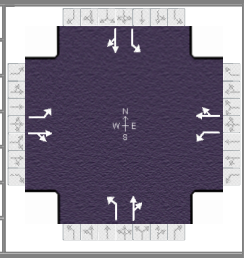
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		16				10					89				66	
Capacity, c (veh/h)		1462				1512					660				809	
v/c Ratio		0.01				0.01					0.13				0.08	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.5				0.3	
Control Delay (s/veh)		7.5				7.4					11.3				9.8	
Level of Service, LOS		A				A					B				A	
Approach Delay (s/veh)		1.2				0.6				11.3				9.8		
Approach LOS										B				A		

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HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	SANTA FE ENGINEERING			Duration, h	0.25
Analyst	CPC	Analysis Date	Sep 22, 2021	Area Type	Other
Jurisdiction		Time Period	AM PEAK	PHF	0.93
Urban Street	RUFINA	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	RUFINA AND SILER	File Name	2025 RUFINA-SILER AM NO BUILD.xus		
Project Description	NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	228	69	214	29	28	37	80	360	28	25	447	137

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	3.9	4.6	41.1	3.6	2.1	44.7						
Yellow	4.0	4.0	4.0	4.0	0.0	4.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	16.5	53.8	7.9	45.1	9.7	50.8	7.6	48.7
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	12.1		3.3		5.5	23.5	3.1	42.5
Green Extension Time (g_e), s	0.4	0.0	0.0	0.0	0.2	2.2	0.0	2.2
Phase Call Probability	1.00		0.65		0.94	1.00	0.59	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

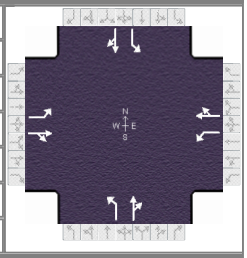
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	245	304		31	70		86	417		27	628	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1800	1646		1800	1527		1791	1838		1800	1795	
Queue Service Time (g_s), s	10.1	15.9		1.3	3.8		3.5	21.5		1.1	40.5	
Cycle Queue Clearance Time (g_c), s	10.1	15.9		1.3	3.8		3.5	21.5		1.1	40.5	
Green Ratio (*g/C*)	0.46	0.41		0.38	0.34		0.42	0.39		0.40	0.37	
Capacity (*c*), veh/h	675	683		414	525		169	717		296	669	
Volume-to-Capacity Ratio (*X*)	0.363	0.446		0.075	0.133		0.509	0.582		0.091	0.939	
Back of Queue (*Q*), ft/ln (95 th percentile)	188.9	270.1		25.4	65.8		67.7	362.4		20.8	647	
Back of Queue (*Q*), veh/ln (95 th percentile)	7.6	10.7		1.0	2.6		2.7	14.4		0.8	25.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.84	0.00		0.12	0.00		0.40	0.00		0.18	0.00	
Uniform Delay (d_1), s/veh	20.1	25.2		24.1	27.1		29.0	28.9		23.9	36.4	
Incremental Delay (d_2), s/veh	0.1	2.1		0.0	0.5		0.9	0.3		0.0	7.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	20.2	27.3		24.1	27.6		29.9	29.2		24.0	43.8	
Level of Service (LOS)	C	C		C	C		C	C		C	D	
Approach Delay, s/veh / LOS	24.1	C		26.5	C		29.3	C		43.0	D	
Intersection Delay, s/veh / LOS	32.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.4	A	0.7	A	1.3	A	1.6	A

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HCS 2010 Signalized Intersection Results Summary

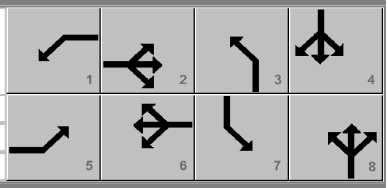
General Information				Intersection Information	
Agency	SANTA FE ENGINEERING			Duration, h	0.25
Analyst	CPC	Analysis Date	Sep 22, 2021	Area Type	Other
Jurisdiction		Time Period	PM PEAK	PHF	0.96
Urban Street	RUFINA	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	RUFINA AND SILER	File Name	2025 RUFINA-SILER PM NO BUILD.xus		
Project Description	NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	207	50	183	62	84	37	172	355	15	16	424	250

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	16.0	43.0	9.3	36.3	13.2	61.1	6.6	54.5
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	0	0		0	0		0	0		0	0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0		0	0		0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Green Ratio (*g/C*)	0.39	0.32		0.32	0.27		0.51	0.48		0.43	0.42	
Capacity (*c*), veh/h	548	543		393	493		213	869		390	725	
Volume-to-Capacity Ratio (*X*)	0.394	0.447		0.164	0.256		0.843	0.444		0.043	0.968	
Back of Queue (*Q*), ft/ln (95 th percentile)	189.5	248		59	136.7		133.7	290		12	762.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	7.6	9.8		2.4	5.4		5.3	11.5		0.5	30.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.84	0.00		0.27	0.00		0.79	0.00		0.10	0.00	
Uniform Delay (d_1), s/veh	25.4	31.5		28.8	33.7		28.4	21.3		20.3	34.4	
Incremental Delay (d_2), s/veh	0.2	2.6		0.1	1.3		3.5	0.1		0.0	16.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	25.5	34.1		28.9	35.0		31.9	21.4		20.3	50.4	
Level of Service (LOS)	C	C		C	C		C	C		C	D	
Approach Delay, s/veh / LOS	30.1	C		32.9	C		24.8	C		49.7	D	
Intersection Delay, s/veh / LOS	36.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.2	A	0.8	A	1.4	A	1.7	A

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HCS 2010 Two-Way Stop-Control Report

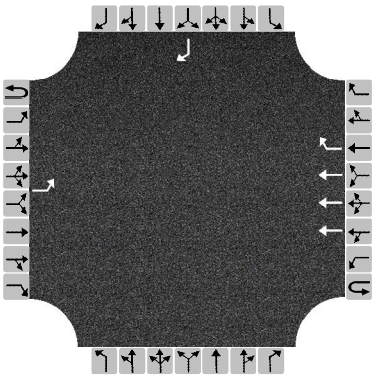
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/6/2021
Analysis Year	2025
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	CERRILLOS AND CLARK
Jurisdiction	
East/West Street	CERRILLOS ROAD
North/South Street	CLARK ROAD
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	0	0	0	0	3	1		0	0	0		0	0	1
Configuration		L					T	R								R
Volume, V (veh/h)		25					1069	33								7
Percent Heavy Vehicles (%)		1														1
Proportion Time Blocked																
Percent Grade (%)														1		
Right Turn Channelized		No				Yes				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3														7.1
Critical Headway (sec)		5.32														7.22
Base Follow-Up Headway (sec)		3.1														3.9
Follow-Up Headway (sec)		3.11														3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		26														7
Capacity, c (veh/h)		343														399
v/c Ratio		0.08														0.02
95% Queue Length, Q_{95} (veh)		0.2														0.1
Control Delay (s/veh)		16.3														14.2
Level of Service, LOS		C														B
Approach Delay (s/veh)		16.3												14.2		
Approach LOS														B		

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HCS 2010 Two-Way Stop-Control Report

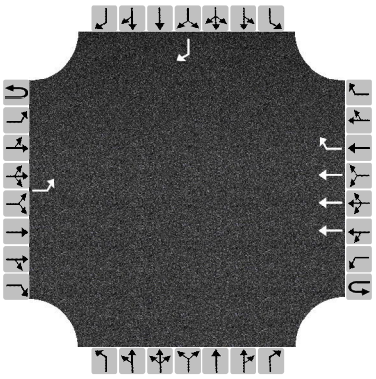
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/6/2021
Analysis Year	2025
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	CERRILLOS AND CLARK
Jurisdiction	
East/West Street	CERRILLOS ROAD
North/South Street	CLARK ROAD
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	0	0	0	0	3	1		0	0	0		0	0	1
Configuration		L					T	R								R
Volume, V (veh/h)		0					2367	49								0
Percent Heavy Vehicles (%)		1														1
Proportion Time Blocked																
Percent Grade (%)														1		
Right Turn Channelized		No				Yes				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3														7.1
Critical Headway (sec)		5.32														7.22
Base Follow-Up Headway (sec)		3.1														3.9
Follow-Up Headway (sec)		3.11														3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0														0
Capacity, c (veh/h)		67														133
v/c Ratio		0.00														0.00
95% Queue Length, Q_{95} (veh)		0.0														0.0
Control Delay (s/veh)		59.0														32.2
Level of Service, LOS		F														D
Approach Delay (s/veh)																
Approach LOS																

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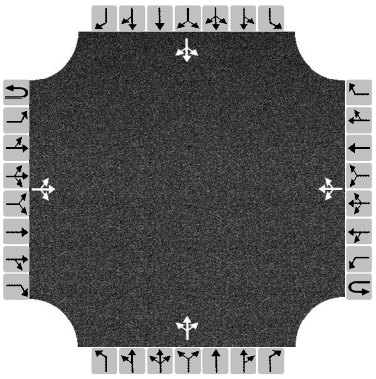
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/6/2021
Analysis Year	2025
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RUFINA AND CLARK
Jurisdiction	
East/West Street	RUFINA STREET
North/South Street	CLARK ROAD
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		13	69	0		5	65	11		14	24	23		1	1	6
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14				5					66				9	
Capacity, c (veh/h)		1520				1529					790				899	
v/c Ratio		0.01				0.00					0.08				0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.3				0.0	
Control Delay (s/veh)		7.4				7.4					10.0				9.0	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)		1.2				0.4				10.0				9.0		
Approach LOS										A				A		

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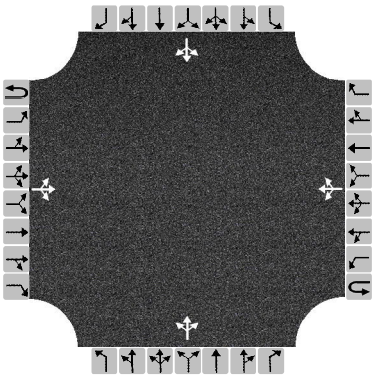
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/6/2021
Analysis Year	2025
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RUFINA AND CLARK
Jurisdiction	
East/West Street	RUFINA STREET
North/South Street	CLARK ROAD
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		16	71	10		11	115	5		42	20	22		6	11	42
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		19				13					98				69	
Capacity, c (veh/h)		1449				1505					647				787	
v/c Ratio		0.01				0.01					0.15				0.09	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.5				0.3	
Control Delay (s/veh)		7.5				7.4					11.6				10.0	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)		1.3				0.7				11.6				10.0		
Approach LOS										B				B		

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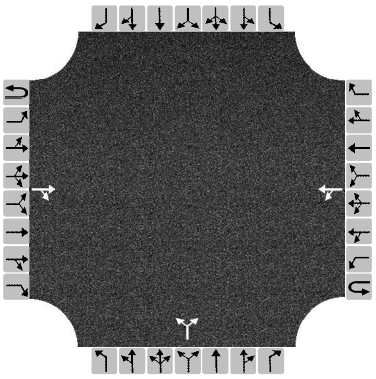
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/12/2021
Analysis Year	2025
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RUFINA AND DRIVEWAY
Jurisdiction	
East/West Street	RUFINA STREET
North/South Street	DRIVEWAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			123	10		11	95			2		1				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)										1						
Right Turn Channelized		No				No				No				No		
Median Type/Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.61		6.31				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						12					3					
Capacity, c (veh/h)						1443					764					
v/c Ratio						0.01					0.00					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
Control Delay (s/veh)						7.5					9.7					
Level of Service, LOS						A					A					
Approach Delay (s/veh)						0.8				9.7						
Approach LOS										A						

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HCS 2010 Two-Way Stop-Control Report

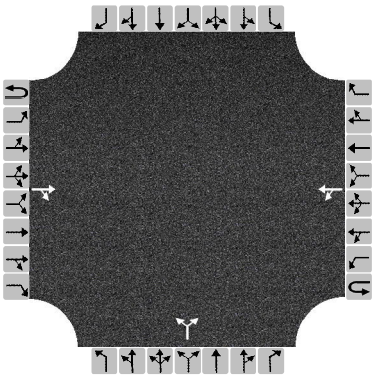
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/12/2021
Analysis Year	2025
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RUFINA AND DRIVEWAY
Jurisdiction	
East/West Street	RUFINA STREET
North/South Street	DRIVEWAY
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			82	10		11	186			17		5				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)										1						
Right Turn Channelized		No				No				No				No		
Median Type/Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.61		6.31				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				

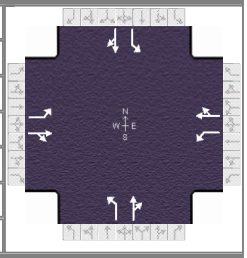
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						11					23					
Capacity, c (veh/h)						1505					719					
v/c Ratio						0.01					0.03					
95% Queue Length, Q_{95} (veh)						0.0					0.1					
Control Delay (s/veh)						7.4					10.2					
Level of Service, LOS						A					B					
Approach Delay (s/veh)						0.5				10.2						
Approach LOS										B						

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HCS 2010 Signalized Intersection Results Summary

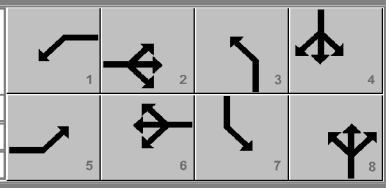
General Information				Intersection Information	
Agency	SANTA FE ENGINEERING			Duration, h	0.25
Analyst	CPC	Analysis Date	Sep 22, 2021	Area Type	Other
Jurisdiction		Time Period	AM PEAK	PHF	0.93
Urban Street	RUFINA	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	RUFINA AND SILER	File Name	2025 RUFINA-SILER AM BUILD.xus		
Project Description	BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	228	75	214	30	30	38	80	360	31	27	447	137

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.0	4.5	41.1	3.7	1.9	44.7						
Yellow	4.0	4.0	4.0	4.0	0.0	4.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	16.5	53.7	8.0	45.1	9.7	50.6	7.7	48.7
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	12.1		3.4		5.5	23.8	3.2	42.5
Green Extension Time (g_e), s	0.4	0.0	0.0	0.0	0.2	2.2	0.0	2.2
Phase Call Probability	1.00		0.66		0.94	1.00	0.62	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

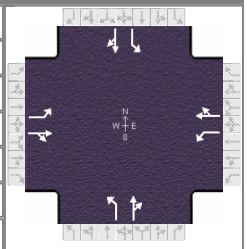
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	245	311		32	73		86	420		29	628	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1800	1650		1800	1529		1791	1836		1800	1795	
Queue Service Time (g_s), s	10.1	16.3		1.4	4.0		3.5	21.8		1.2	40.5	
Cycle Queue Clearance Time (g_c), s	10.1	16.3		1.4	4.0		3.5	21.8		1.2	40.5	
Green Ratio (*g/C*)	0.46	0.41		0.38	0.34		0.42	0.39		0.40	0.37	
Capacity (*c*), veh/h	671	683		408	525		169	714		295	669	
Volume-to-Capacity Ratio (*X*)	0.365	0.455		0.079	0.139		0.508	0.589		0.098	0.939	
Back of Queue (*Q*), ft/ln (95 th percentile)	188.9	276		26.2	69		67.8	365.8		22.4	646.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	7.6	11.0		1.0	2.7		2.7	14.5		0.9	25.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.84	0.00		0.12	0.00		0.40	0.00		0.19	0.00	
Uniform Delay (d_1), s/veh	20.1	25.4		24.1	27.2		29.0	29.1		23.9	36.3	
Incremental Delay (d_2), s/veh	0.1	2.2		0.0	0.6		0.9	0.3		0.1	7.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	20.2	27.6		24.1	27.7		29.9	29.4		24.0	43.8	
Level of Service (LOS)	C	C		C	C		C	C		C	D	
Approach Delay, s/veh / LOS	24.3	C		26.6	C		29.5	C		42.9	D	
Intersection Delay, s/veh / LOS	32.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.4	A	0.7	A	1.3	A	1.6	A

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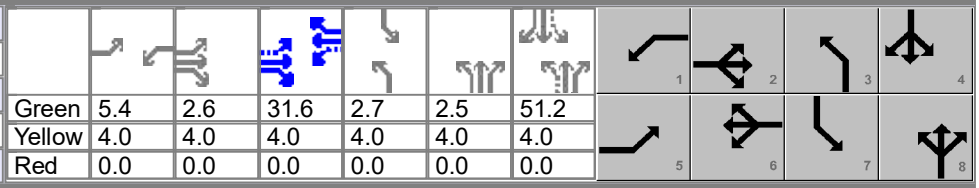
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	SANTA FE ENGINEERING			Duration, h	0.25
Analyst	CPC	Analysis Date	Sep 22, 2021	Area Type	Other
Jurisdiction		Time Period	PM PEAK	PHF	0.96
Urban Street	RUFINA	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	RUFINA AND SILER	File Name	2025 RUFINA-SILER PM BUILD.xus		
Project Description	BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	207	57	183	67	97	39	172	355	18	17	424	260

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.4	2.6	31.6	2.7	2.5	51.2
Yellow	4.0	4.0	4.0	4.0	4.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	16.0	42.2	9.4	35.6	13.2	61.7	6.7	55.2
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	12.0		5.3		8.8	18.9	2.7	50.1
Green Extension Time (g_e), s	0.3	0.0	0.1	0.0	0.3	2.5	0.0	2.4
Phase Call Probability	1.00		0.90		1.00	1.00	0.45	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	216	250		70	142		179	389		18	713	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1800	1646		1800	1780		1791	1846		1800	1751	
Queue Service Time (g_s), s	10.0	14.4		3.3	7.5		6.8	16.9		0.7	48.1	
Cycle Queue Clearance Time (g_c), s	10.0	14.4		3.3	7.5		6.8	16.9		0.7	48.1	
Green Ratio (*g/C*)	0.39	0.32		0.32	0.26		0.51	0.48		0.44	0.43	
Capacity (*c*), veh/h	532	540		385	489		212	870		390	729	
Volume-to-Capacity Ratio (*X*)	0.406	0.463		0.181	0.290		0.843	0.446		0.045	0.978	
Back of Queue (*Q*), ft/ln (95 th percentile)	190.6	256.3		64.2	156.3		134.2	291.6		12.6	787.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	7.6	10.2		2.6	6.2		5.4	11.6		0.5	31.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.85	0.00		0.29	0.00		0.79	0.00		0.11	0.00	
Uniform Delay (d_1), s/veh	25.6	32.0		29.1	34.3		28.6	21.2		20.1	34.5	
Incremental Delay (d_2), s/veh	0.2	2.8		0.1	1.5		3.5	0.1		0.0	18.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	25.8	34.8		29.2	35.8		32.1	21.4		20.1	52.6	
Level of Service (LOS)	C	C		C	D		C	C		C	D	
Approach Delay, s/veh / LOS	30.6	C		33.6	C		24.7	C		51.8	D	
Intersection Delay, s/veh / LOS	37.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.3	A	0.8	A	1.4	A	1.7	A

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HCS 2010 Two-Way Stop-Control Report

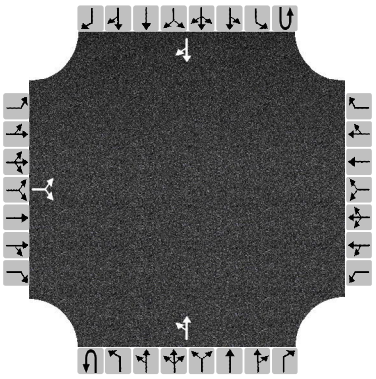
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/12/2021
Analysis Year	2025
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CLARK AND DRIVEWAY
Jurisdiction	
East/West Street	DRIVEWAY
North/South Street	CLARK STREET
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		1		2						9	60				4	4
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		1														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.61		6.31						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			3							10						
Capacity, c (veh/h)			1012							1618						
v/c Ratio			0.00							0.01						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			8.6							7.2						
Level of Service, LOS			A							A						
Approach Delay (s/veh)		8.6								1.0						
Approach LOS		A														

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HCS 2010 Two-Way Stop-Control Report

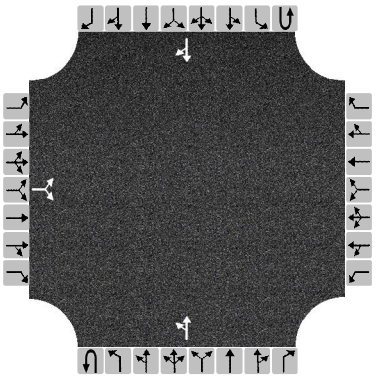
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/12/2021
Analysis Year	2025
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CLARK AND DRIVEWAY
Jurisdiction	
East/West Street	DRIVEWAY
North/South Street	CLARK STREET
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		9		11						10	80				30	4
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		1														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.61		6.31						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			23							12						
Capacity, c (veh/h)			933							1576						
v/c Ratio			0.02							0.01						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			9.0							7.3						
Level of Service, LOS			A							A						
Approach Delay (s/veh)		9.0								0.9						
Approach LOS		A														

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HCS 2010 Two-Way Stop-Control Report

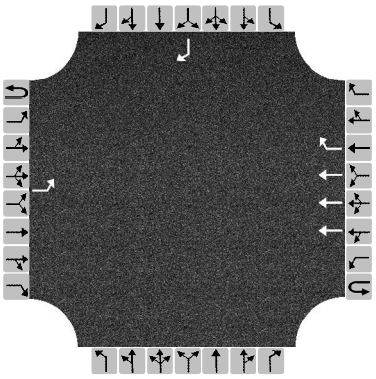
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/6/2021
Analysis Year	2025
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	CERRILLOS AND CLARK
Jurisdiction	
East/West Street	CERRILLOS ROAD
North/South Street	CLARK ROAD
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	0	0	0	0	3	1		0	0	0		0	0	1
Configuration		L					T	R								R
Volume, V (veh/h)		28					1069	39								9
Percent Heavy Vehicles (%)		1														1
Proportion Time Blocked																
Percent Grade (%)														1		
Right Turn Channelized		No				Yes				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3														7.1
Critical Headway (sec)		5.32														7.22
Base Follow-Up Headway (sec)		3.1														3.9
Follow-Up Headway (sec)		3.11														3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		29														9
Capacity, c (veh/h)		343														399
v/c Ratio		0.08														0.02
95% Queue Length, Q_{95} (veh)		0.3														0.1
Control Delay (s/veh)		16.5														14.2
Level of Service, LOS		C														B
Approach Delay (s/veh)		16.5												14.2		
Approach LOS														B		

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HCS 2010 Two-Way Stop-Control Report

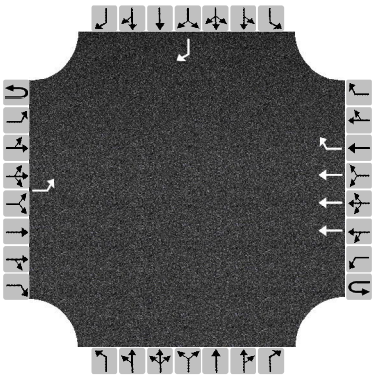
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/6/2021
Analysis Year	2025
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	CERRILLOS AND CLARK
Jurisdiction	
East/West Street	CERRILLOS ROAD
North/South Street	CLARK ROAD
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	0	0	0	0	3	1		0	0	0		0	0	1
Configuration		L					T	R								R
Volume, V (veh/h)		3					2367	55								13
Percent Heavy Vehicles (%)		1														1
Proportion Time Blocked																
Percent Grade (%)														1		
Right Turn Channelized		No				Yes				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3														7.1
Critical Headway (sec)		5.32														7.22
Base Follow-Up Headway (sec)		3.1														3.9
Follow-Up Headway (sec)		3.11														3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3														14
Capacity, c (veh/h)		67														133
v/c Ratio		0.05														0.11
95% Queue Length, Q_{95} (veh)		0.1														0.3
Control Delay (s/veh)		61.6														35.3
Level of Service, LOS		F														E
Approach Delay (s/veh)		61.6												35.3		
Approach LOS														E		

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APPENDIX F

2035 CAPACITY CALCULATIONS

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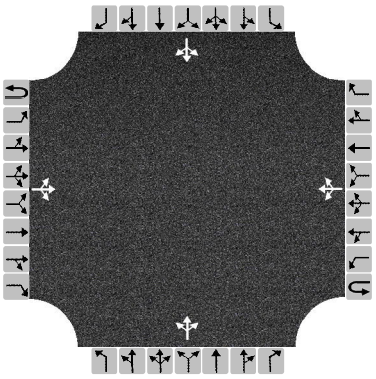
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/6/2021
Analysis Year	2035
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	RUFINA AND CLARK
Jurisdiction	
East/West Street	RUFINA STREET
North/South Street	CLARK ROAD
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		13	76	0		3	63	13		15	26	24		1	1	5
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14				3					71				7	
Capacity, c (veh/h)		1520				1519					782				875	
v/c Ratio		0.01				0.00					0.09				0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.3				0.0	
Control Delay (s/veh)		7.4				7.4					10.1				9.1	
Level of Service, LOS		A				A					B				A	
Approach Delay (s/veh)		1.1				0.3				10.1				9.1		
Approach LOS										B				A		

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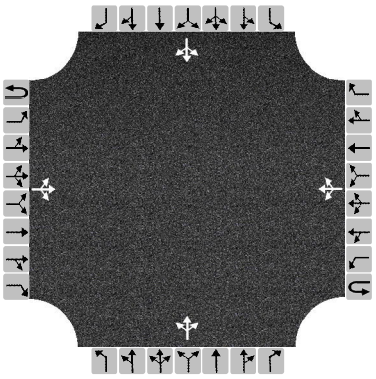
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/6/2021
Analysis Year	2035
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	RUFINA AND CLARK
Jurisdiction	
East/West Street	RUFINA STREET
North/South Street	CLARK ROAD
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		15	75	10		10	117	6		44	22	17		7	11	44
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

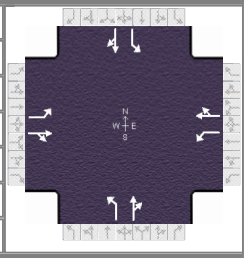
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17				12					97				72	
Capacity, c (veh/h)		1445				1500					629				785	
v/c Ratio		0.01				0.01					0.15				0.09	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.5				0.3	
Control Delay (s/veh)		7.5				7.4					11.8				10.1	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)		1.2				0.6				11.8				10.1		
Approach LOS										B				B		

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HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	SANTA FE ENGINEERING			Duration, h	0.25
Analyst	CPC	Analysis Date	Sep 22, 2021	Area Type	Other
Jurisdiction		Time Period	AM PEAK	PHF	0.93
Urban Street	RUFINA	Analysis Year	2035	Analysis Period	1> 7:00
Intersection	RUFINA AND SILER	File Name	2035 RUFINA-SILER AM NO BUILD.xus		
Project Description	NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	252	76	237	32	31	41	89	398	31	28	494	152

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	18.6	48.9	8.1	38.5	9.8	55.2	7.8	53.2
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

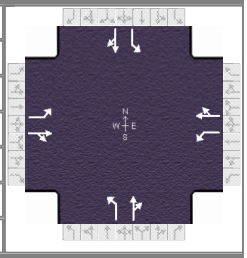
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	0	0		0	0		0	0		0	0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0		0	0		0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Green Ratio (*g/C*)	0.43	0.37		0.32	0.29		0.46	0.43		0.44	0.41	
Capacity (*c*), veh/h	622	616		337	440		170	784		313	736	
Volume-to-Capacity Ratio (*X*)	0.436	0.546		0.102	0.176		0.562	0.589		0.096	0.944	
Back of Queue (*Q*), ft/ln (95 th percentile)	221.5	321.7		30.9	81.1		70.2	380.3		21.5	713.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	8.9	12.8		1.2	3.2		2.8	15.1		0.9	28.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.98	0.00		0.14	0.00		0.41	0.00		0.19	0.00	
Uniform Delay (d_1), s/veh	23.5	29.5		28.5	32.0		28.2	26.4		21.5	34.1	
Incremental Delay (d_2), s/veh	0.2	3.5		0.0	0.9		1.1	0.3		0.0	10.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	23.7	33.0		28.6	32.9		29.3	26.6		21.6	44.2	
Level of Service (LOS)	C	C		C	C		C	C		C	D	
Approach Delay, s/veh / LOS	28.8	C		31.6	C		27.1	C		43.3	D	
Intersection Delay, s/veh / LOS	33.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.5	A	0.7	A	1.4	A	1.7	A

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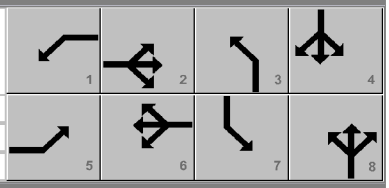
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	SANTA FE ENGINEERING			Duration, h	0.25
Analyst	CPC	Analysis Date	Sep 22, 2021	Area Type	Other
Jurisdiction		Time Period	PM PEAK	PHF	0.96
Urban Street	RUFINA	Analysis Year	2035	Analysis Period	1> 7:00
Intersection	RUFINA AND SILER	File Name	2035 RUFINA-SILER PM NO BUILD.xus		
Project Description	NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	229	55	202	69	93	41	190	392	16	17	468	287

Signal Information					EB			WB			NB			SB		
Cycle, s	120.0	Reference Phase	2		L	T	R	L	T	R	L	T	R	L	T	R
Offset, s	0	Reference Point	End	Green	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Uncoordinated	No	Simult. Gap E/W	On	Yellow	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	18.6	36.5	9.5	27.3	13.5	67.4	6.7	60.6
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	0	0		0	0		0	0		0	0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0		0	0		0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Green Ratio (*g/C*)	0.33	0.27		0.24	0.19		0.57	0.53		0.49	0.47	
Capacity (*c*), veh/h	437	443		266	344		230	978		462	825	
Volume-to-Capacity Ratio (*X*)	0.546	0.604		0.270	0.406		0.859	0.435		0.038	0.953	
Back of Queue (*Q*), ft/ln (95 th percentile)	227	303.1		75.5	178.7		138.6	285.2		11.1	785.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	9.1	12.0		3.0	7.1		5.5	11.3		0.4	31.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.01	0.00		0.34	0.00		0.82	0.00		0.10	0.00	
Uniform Delay (d_1), s/veh	31.4	38.2		36.6	42.3		29.2	17.3		16.1	30.5	
Incremental Delay (d_2), s/veh	0.4	6.0		0.2	3.5		3.6	0.1		0.0	11.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	31.8	44.2		36.8	45.9		32.9	17.4		16.2	41.5	
Level of Service (LOS)	C	D		D	D		C	B		B	D	
Approach Delay, s/veh / LOS	38.3	D		42.8	D		22.3	C		40.9	D	
Intersection Delay, s/veh / LOS	35.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.3	A	0.8	A	1.5	A	1.8	A

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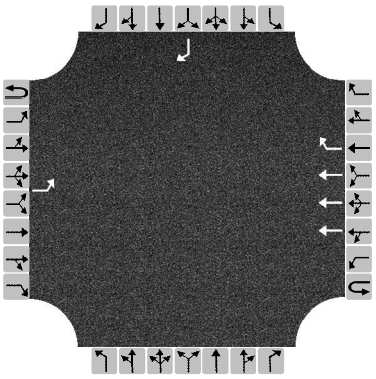
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/6/2021
Analysis Year	2035
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	CERRILLOS AND CLARK
Jurisdiction	
East/West Street	CERRILLOS ROAD
North/South Street	CLARK ROAD
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	0	0	0	0	3	1		0	0	0		0	0	1
Configuration		L					T	R								R
Volume, V (veh/h)		28					1181	37								8
Percent Heavy Vehicles (%)		1														1
Proportion Time Blocked																
Percent Grade (%)														1		
Right Turn Channelized		No				Yes				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3														7.1
Critical Headway (sec)		5.32														7.22
Base Follow-Up Headway (sec)		3.1														3.9
Follow-Up Headway (sec)		3.11														3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		29														8
Capacity, c (veh/h)		301														364
v/c Ratio		0.10														0.02
95% Queue Length, Q_{95} (veh)		0.3														0.1
Control Delay (s/veh)		18.2														15.1
Level of Service, LOS		C														C
Approach Delay (s/veh)		18.2												15.1		
Approach LOS														C		

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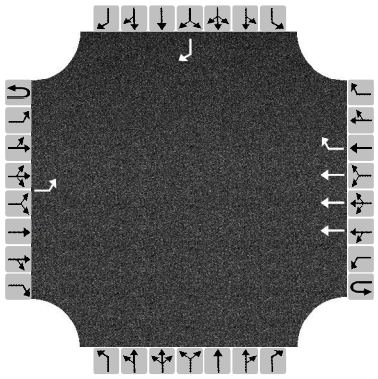
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/6/2021
Analysis Year	2035
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	CERRILLOS AND CLARK
Jurisdiction	
East/West Street	CERRILLOS ROAD
North/South Street	CLARK ROAD
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	0	0	0	0	3	1		0	0	0		0	0	1
Configuration		L					T	R								R
Volume, V (veh/h)		0					2615	54								0
Percent Heavy Vehicles (%)		1														1
Proportion Time Blocked																
Percent Grade (%)														1		
Right Turn Channelized		No				Yes				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3														7.1
Critical Headway (sec)		5.32														7.22
Base Follow-Up Headway (sec)		3.1														3.9
Follow-Up Headway (sec)		3.11														3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0														0
Capacity, c (veh/h)		48														107
v/c Ratio		0.00														0.00
95% Queue Length, Q_{95} (veh)		0.0														0.0
Control Delay (s/veh)		79.4														38.6
Level of Service, LOS		F														E
Approach Delay (s/veh)																
Approach LOS																

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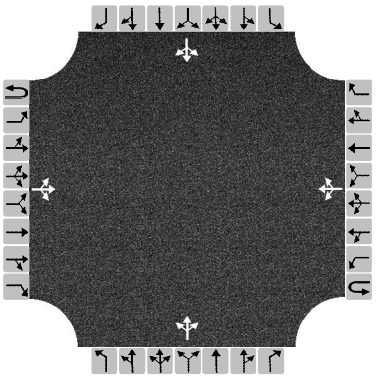
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/6/2021
Analysis Year	2035
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RUFINA AND CLARK
Jurisdiction	
East/West Street	RUFINA STREET
North/South Street	CLARK ROAD
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		14	76	0		5	71	13		16	26	25		1	1	7
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		15				5					74				10	
Capacity, c (veh/h)		1509				1519					769				892	
v/c Ratio		0.01				0.00					0.10				0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.3				0.0	
Control Delay (s/veh)		7.4				7.4					10.2				9.1	
Level of Service, LOS		A				A					B				A	
Approach Delay (s/veh)		1.2				0.4				10.2				9.1		
Approach LOS										B				A		

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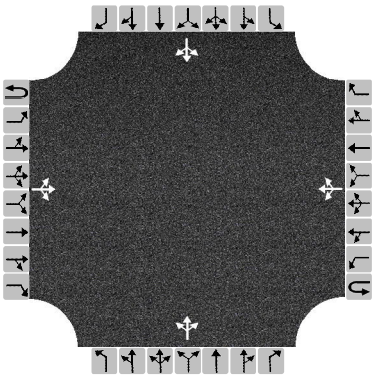
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/6/2021
Analysis Year	2035
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RUFINA AND CLARK
Jurisdiction	
East/West Street	RUFINA STREET
North/South Street	CLARK ROAD
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		17	78	11		12	126	6		47	22	24		7	12	46
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		20				14					109				75	
Capacity, c (veh/h)		1432				1493					617				764	
v/c Ratio		0.01				0.01					0.18				0.10	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.6				0.3	
Control Delay (s/veh)		7.5				7.4					12.1				10.2	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)		1.3				0.7				12.1				10.2		
Approach LOS										B				B		

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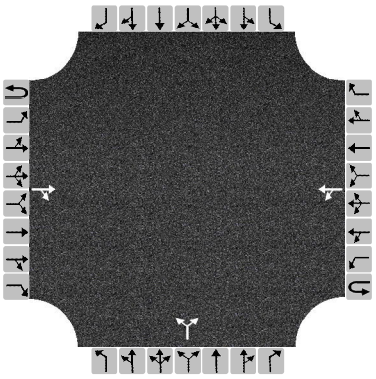
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/12/2021
Analysis Year	2035
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RUFINA AND DRIVEWAY
Jurisdiction	
East/West Street	RUFINA STREET
North/South Street	DRIVEWAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			136	10		11	105			2		1				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)										1						
Right Turn Channelized		No				No				No				No		
Median Type/Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.61		6.31				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						12					3					
Capacity, c (veh/h)						1426					741					
v/c Ratio						0.01					0.00					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
Control Delay (s/veh)						7.5					9.9					
Level of Service, LOS						A					A					
Approach Delay (s/veh)						0.8				9.9						
Approach LOS										A						

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HCS 2010 Two-Way Stop-Control Report

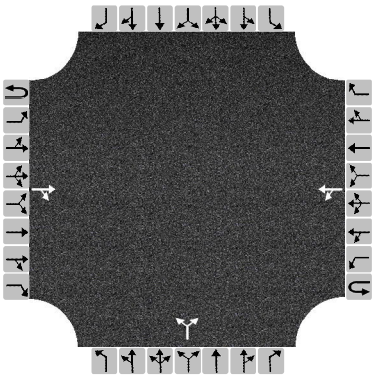
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/12/2021
Analysis Year	2035
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RUFINA AND DRIVEWAY
Jurisdiction	
East/West Street	RUFINA STREET
North/South Street	DRIVEWAY
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			90	10		11	206			17		5				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)										1						
Right Turn Channelized		No				No				No				No		
Median Type/Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.61		6.31				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				

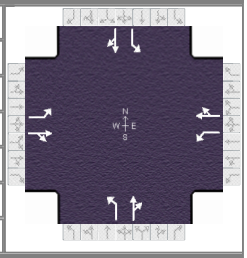
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						11					23					
Capacity, c (veh/h)						1493					694					
v/c Ratio						0.01					0.03					
95% Queue Length, Q_{95} (veh)						0.0					0.1					
Control Delay (s/veh)						7.4					10.4					
Level of Service, LOS						A					B					
Approach Delay (s/veh)						0.4				10.4						
Approach LOS										B						

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HCS 2010 Signalized Intersection Results Summary

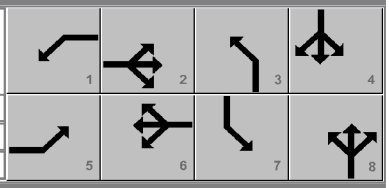
General Information				Intersection Information	
Agency	SANTA FE ENGINEERING			Duration, h	0.25
Analyst	CPC	Analysis Date	Sep 22, 2021	Area Type	Other
Jurisdiction		Time Period	AM PEAK	PHF	0.93
Urban Street	RUFINA	Analysis Year	2035	Analysis Period	1> 7:00
Intersection	RUFINA AND SILER	File Name	2035 RUFINA-SILER AM BUILD.xus		
Project Description	BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	252	82	237	33	33	42	89	398	34	29	494	152

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.2	6.4	34.5	3.9	1.9	49.2						
Yellow	4.0	4.0	4.0	4.0	0.0	4.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	18.6	48.9	8.2	38.5	9.8	55.1	7.9	53.2
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	14.2		3.6		5.7	25.3	3.2	46.7
Green Extension Time (g_e), s	0.5	0.0	0.0	0.0	0.2	2.6	0.0	2.5
Phase Call Probability	1.00		0.69		0.96	1.00	0.65	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

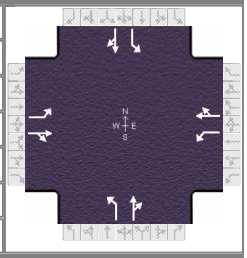
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	271	343		35	81		96	465		31	695	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1800	1649		1800	1529		1791	1836		1800	1795	
Queue Service Time (g_s), s	12.2	19.7		1.6	4.8		3.7	23.3		1.2	44.7	
Cycle Queue Clearance Time (g_c), s	12.2	19.7		1.6	4.8		3.7	23.3		1.2	44.7	
Green Ratio (*g/C*)	0.43	0.37		0.32	0.29		0.46	0.43		0.44	0.41	
Capacity (*c*), veh/h	618	617		332	440		171	782		312	736	
Volume-to-Capacity Ratio (*X*)	0.438	0.556		0.107	0.183		0.561	0.594		0.100	0.944	
Back of Queue (*Q*), ft/ln (95 th percentile)	221.5	328.7		31.9	84.7		70.2	383.7		22.3	713.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	8.9	13.0		1.3	3.4		2.8	15.2		0.9	28.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.98	0.00		0.14	0.00		0.41	0.00		0.19	0.00	
Uniform Delay (d_1), s/veh	23.5	29.7		28.6	32.1		28.2	26.5		21.6	34.1	
Incremental Delay (d_2), s/veh	0.2	3.6		0.1	0.9		1.1	0.3		0.1	10.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	23.7	33.3		28.6	33.0		29.3	26.8		21.6	44.2	
Level of Service (LOS)	C	C		C	C		C	C		C	D	
Approach Delay, s/veh / LOS	29.1	C		31.7	C		27.2	C		43.2	D	
Intersection Delay, s/veh / LOS	33.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.5	A	0.7	A	1.4	A	1.7	A

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HCS 2010 Signalized Intersection Results Summary

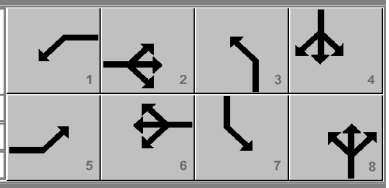
General Information				Intersection Information	
Agency	SANTA FE ENGINEERING			Duration, h	0.25
Analyst	CPC	Analysis Date	Sep 22, 2021	Area Type	Other
Jurisdiction		Time Period	PM PEAK	PHF	0.96
Urban Street	RUFINA	Analysis Year	2035	Analysis Period	1> 7:00
Intersection	RUFINA AND SILER	File Name	2035 RUFINA-SILER PM BUILD.xus		
Project Description	BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	229	62	202	73	106	43	190	392	19	19	468	287

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.6	5.0	23.3	2.9	2.6	56.6	
Yellow	4.0	4.0	4.0	4.0	4.0	4.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	18.6	36.3	9.6	27.3	13.5	67.2	6.9	60.6
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	14.2		6.0		9.1	19.1	2.7	53.7
Green Extension Time (g_e), s	0.4	0.0	0.1	0.0	0.4	2.9	0.0	2.8
Phase Call Probability	1.00		0.92		1.00	1.00	0.48	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	239	275		76	155		198	428		20	786	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1800	1645		1800	1779		1791	1847		1800	1751	
Queue Service Time (g_s), s	12.2	17.6		4.0	9.2		7.1	17.1		0.7	51.7	
Cycle Queue Clearance Time (g_c), s	12.2	17.6		4.0	9.2		7.1	17.1		0.7	51.7	
Green Ratio (*g/C*)	0.33	0.27		0.24	0.19		0.57	0.53		0.50	0.47	
Capacity (*c*), veh/h	424	442		261	345		230	973		461	825	
Volume-to-Capacity Ratio (*X*)	0.562	0.622		0.291	0.450		0.859	0.440		0.043	0.953	
Back of Queue (*Q*), ft/ln (95 th percentile)	227.1	312.4		79.9	199.1		138.6	288.5		12.4	785.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	9.1	12.4		3.2	7.9		5.5	11.4		0.5	31.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.01	0.00		0.36	0.00		0.82	0.00		0.11	0.00	
Uniform Delay (d_1), s/veh	31.5	38.5		36.6	42.7		29.2	17.5		16.1	30.4	
Incremental Delay (d_2), s/veh	0.4	6.5		0.2	4.2		3.6	0.1		0.0	11.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	31.9	45.0		36.9	46.9		32.9	17.6		16.1	41.5	
Level of Service (LOS)	C	D		D	D		C	B		B	D	
Approach Delay, s/veh / LOS	38.9	D		43.6	D		22.4	C		40.8	D	
Intersection Delay, s/veh / LOS	35.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.3	A	0.9	A	1.5	A	1.8	A

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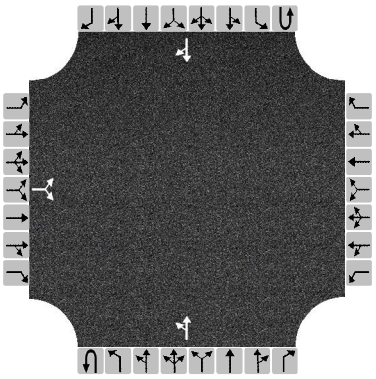
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/12/2021
Analysis Year	2035
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CLARK AND DRIVEWAY
Jurisdiction	
East/West Street	DRIVEWAY
North/South Street	CLARK STREET
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		1		2						9	66				5	4
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		1														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.61		6.31						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			3							10						
Capacity, c (veh/h)			1007							1617						
v/c Ratio			0.00							0.01						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			8.6							7.2						
Level of Service, LOS			A							A						
Approach Delay (s/veh)		8.6								0.9						
Approach LOS		A														

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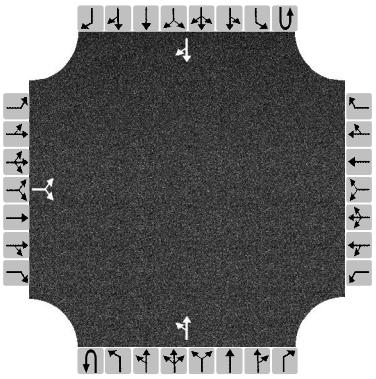
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/12/2021
Analysis Year	2035
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CLARK AND DRIVEWAY
Jurisdiction	
East/West Street	DRIVEWAY
North/South Street	CLARK STREET
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		9		11						10	88				33	4
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		1														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.61		6.31						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			23							12						
Capacity, c (veh/h)			924							1572						
v/c Ratio			0.02							0.01						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			9.0							7.3						
Level of Service, LOS			A							A						
Approach Delay (s/veh)		9.0								0.8						
Approach LOS		A														

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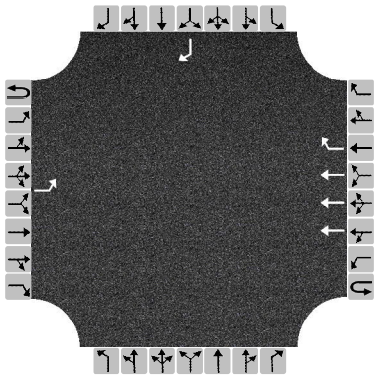
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/6/2021
Analysis Year	2035
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	CERRILLOS AND CLARK
Jurisdiction	
East/West Street	CERRILLOS ROAD
North/South Street	CLARK ROAD
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	0	0	0	0	3	1		0	0	0		0	0	1
Configuration		L					T	R								R
Volume, V (veh/h)		31					1181	43								10
Percent Heavy Vehicles (%)		1														1
Proportion Time Blocked																
Percent Grade (%)														1		
Right Turn Channelized		No				Yes				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3														7.1
Critical Headway (sec)		5.32														7.22
Base Follow-Up Headway (sec)		3.1														3.9
Follow-Up Headway (sec)		3.11														3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		33														11
Capacity, c (veh/h)		301														364
v/c Ratio		0.11														0.03
95% Queue Length, Q_{95} (veh)		0.4														0.1
Control Delay (s/veh)		18.4														15.2
Level of Service, LOS		C														C
Approach Delay (s/veh)		18.4												15.2		
Approach LOS														C		

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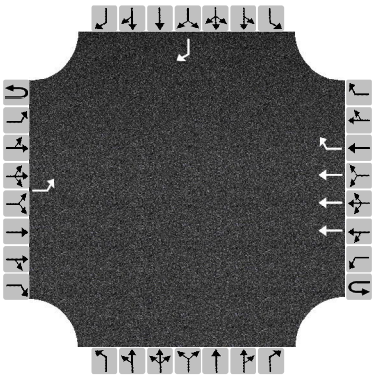
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/6/2021
Analysis Year	2035
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	CERRILLOS AND CLARK
Jurisdiction	
East/West Street	CERRILLOS ROAD
North/South Street	CLARK ROAD
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	0	0	0	0	3	1		0	0	0		0	0	1
Configuration		L					T	R								R
Volume, V (veh/h)		3					2615	60								13
Percent Heavy Vehicles (%)		1														1
Proportion Time Blocked																
Percent Grade (%)														1		
Right Turn Channelized		No				Yes				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3														7.1
Critical Headway (sec)		5.32														7.22
Base Follow-Up Headway (sec)		3.1														3.9
Follow-Up Headway (sec)		3.11														3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3														14
Capacity, c (veh/h)		48														107
v/c Ratio		0.06														0.13
95% Queue Length, Q_{95} (veh)		0.2														0.4
Control Delay (s/veh)		84.3														43.6
Level of Service, LOS		F														E
Approach Delay (s/veh)		84.3												43.6		
Approach LOS														E		

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2868 Rufina St

Parking Demand Study

JenkinsGavin
LAND USE | PROJECT MANAGEMENT

Bohannan Huston

2868 RUFINA ST PARKING DEMAND STUDY

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INTRODUCTION

PROJECT BACKGROUND

2868 Rufina St is a proposed mixed-use project, including residential condominiums and commercial space, comprising three buildings near Cerrillos Rd and Siler Road in Santa Fe, NM. The proposed complex features a total of 68 residential units, of which a share will be dedicated affordable units, as well as 9,790 square feet (SF) of net leasable area (NLA) for commercial use. The proposed site layout includes 91 on-site parking spaces (see Figure 1), plus 13 spaces on an adjacent lot that will be made available through a shared lease agreement, for a total of 104 spaces. The site is currently a vacant lot but is a prime candidate for mixed-use development given its proximity to other commercial development and the need for additional housing options in the area. Under existing City of Santa Fe Code, the current proposed amount of parking supplied by the site design falls short of the total amount required by the City.

The purpose of this study is to consider the factors influencing parking demand and their applicability to the site, as well as the appropriateness of developing 2868 Rufina St with fewer parking spaces than typically required by the City Code. In addition, this study demonstrates that total parking for the site should be viewed collectively, and that shared parking can be utilized to offset the difference between the amount of parking provided at the site and the amount required by City of Santa Fe regulations. Finally, the study considers the local and regional policies that support infill projects that reduce parking demand and dependency on single-occupancy vehicles.

STUDY CONSIDERATIONS

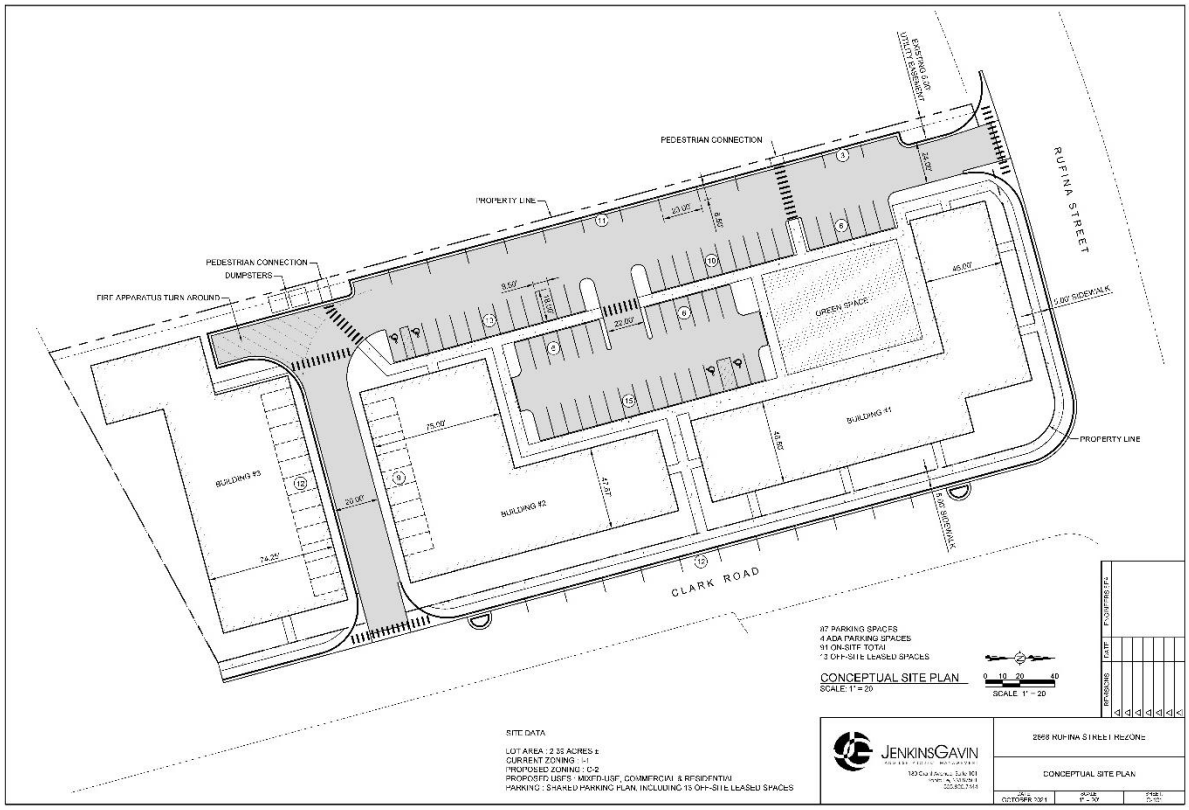
The location of a site, anticipated users, available transportation options, and other factors can all influence the actual level of parking demand of a given development. While multiple aspects of the site are taken into account for this study, the primary considerations contained in this study are as follows:

- **The site's location increases the number of trips that can be taken without requiring a car**. Higher residential density levels and the presence of nearby services and amenities have both been associated with relatively low vehicle ownership rates and short commuting distances among residents of mixed-use neighborhoods.[1]
- **The land uses at the site are complementary and generate trips at different times of the day and provide an opportunity for a shared parking approach**. A conventional approach to parking would require an additive number of spaces. In practice, that would lead to significantly more parking than is actually needed for the site.
- **General parking requirements are higher in Santa Fe than in peer cities**. Studies have shown that parking is generally utilized at rates below the required levels. In response to parking oversupply, various municipalities have begun reducing or eliminating minimum parking requirements. Even amongst cities who have yet to reduce parking minimums, Santa Fe's

[1] Robert Cervero. "Mixed land-uses and commuting: Evidence from the American Housing Survey," *Transportation Research Part A: Policy and Practice, Volume 30, Issue 5*, 1996.

requirements remain high. As such, the amount of parking required by City Code leads to parking amounts well above what is needed for real-time parking demand.

Figure 1: 2868 Rufina Street Conceptual Site Plan



PROPOSED PARKING AMOUNT AND REQUIRED PARKING SUPPLY

OFF-STREET PARKING

The proposed development located on 2868 Rufina St will include a 68-unit multi-family housing complex, including units of various sizes, as well as 9,790 SF of net leasable commercial space. The commercial uses have not yet been identified, though potential tenants could include retail, office space, or a café. Of the proposed 91 on-site parking spaces, 21 spaces will be podium parking and reserved for residential use. The remaining 70 spaces are flexible and could be used to support residential or commercial needs. In addition to the 91 spaces to be provided on-site, a verbal agreement is in place to provide 13 spaces on the adjacent lot for use by tenants and patrons. Therefore the total off-street parking provided is 104 spaces.

An additional 12 public on-street parking spaces will be constructed and made available for site visitors that are not included in the parking supply calculations. Though these spaces do not count toward the required total number of parking spaces, this additional public parking supply can help to offset the need to provide visitor parking or commercial parking for the site. Time limits could be placed upon these spaces to maximize turnover.

Table 1 provides the number of multi-family units by type and the total parking required by the City Code. The square footage of proposed units is directly tied to parking requirements, as the Santa Fe City Code requires 1.25 parking spaces per unit under 800 square feet of heated floor area, with 1.5 spaces required for units from 800-1200 SF and 2 spaces for units greater than 1200 SF. Overall, 94 parking spaces are required under the current City Code for the residential component of the project.

Table 2 indicates the parking requirements for the commercial component of the project. Based on a rate of 5 parking spaces per 1,000 SF NLA, the site would require an additional 49 spaces for commercial purposes. Overall, under the current City Code requirements, the proposed 2868 Rufina St complex would require 143 parking spaces, or 39 more spaces than are provided under the current site plan (see Table 3).

Table 1: Proposed Parking Supply Comparison

	Housing Units	Spaces per Unit	Total Parking Spaces Required
Studio (500 SF)	7	1.25	8.75
1 Bedroom (750 SF)	25	1.25	31.25
2 Bedroom (900 SF)	36	1.5	54.0
Total MF Units	**68**		**94.0**

Table 2: Commercial Parking Requirements for 2868 Rufina St:

	Square Feet Net Leasable Area	Spaces per 1,000 SF NLA	Total Spaces Required
Commercial Space	**9,790**	**5**	**48.95**

Table 3: Code Requirements and Actual Parking Supply Summary Table

Residential Units – Required Parking	94
Commercial Units – Required Parking	49
Total Parking Spaces Required	***143***
Spaces Provided On-Site	91
Shared Lease Spaces from Adjacent Lot	13
Total Spaces Provided for Project	104
Difference	***39***

SITE CHARACTERISTICS AND LOCATION BENEFITS

Among the factors that influence transportation behavior – and parking demand – is proximity to jobs and services. This section describes the location benefits associated with the 2868 Rufina St and seeks to demonstrate the ability for future residents to live at the site and access nearby amenities, as well as visitors to access the site, without relying on exclusively a private vehicle.

EMPLOYMENT AND HOUSING

The area surrounding the 2868 Rufina St site is home to approximately 1,374 jobs within the immediate vicinity – per 2018 data from the US Census tool On The Map and as measured by a 10-minute walk from the edge of the site – and 4,492 total jobs within a 20-minute walking radius of the site (see Table 4). Figure 2 depicts a heat map of the distribution of jobs within 10- and 20-minute walking contours. Ultimately, this project is noteworthy in creating additional housing opportunities in the area and increasing the number of residents within to access job sites, as well as retail and entertainment opportunities. Such proximity increases the possibility that trips may be made without the use of a private vehicle and that residents may own vehicles at lower rates than Santa Fe overall (and thus require lower rates of parking on-site).

Table 4: Employment Opportunities within Walking Radius of 2868 Rufina St

Walking Contour	Number of Jobs
10-Minute	1,374
20-Minute	4,492

ACCESS TO AMENITIES, TRANSIT, AND BICYCLE FACILITIES

Using the same 10- and 20-minute walking contours as with the previous employment statistics, it is possible to identify the amenities and transit opportunities that are within walking distance of the 2868 Rufina St site. Figure 2 shows a heat map of the location and total amount of jobs within the set 10- and 20-minute walking contours, while Figure 3 identifies transportation facilities and services within walking distance of the project site.

Amenities

As shown in Figure 3 there are numerous amenities and destinations within a 20-minute walk of 2868 Rufina St. These amenities are located primarily along Cerrillos Rd and include a variety of restaurants, retail sites, convenience stores, and other services. It is important to note that some individual businesses depicted in the figure may have changed; however, the data is representative of the general retail and service opportunities in the project vicinity.

Bicycle Facilities

The site is well-connected to the City's bicycle network as there are bike lanes on multiple roads near the site, including Rufina St, Siler Rd, and Agua Fria St. Several other roads nearby also maintain speeds low enough to support shared usage with bicycle traffic. While few trails are located directly adjacent to the site, the city's River Trail is located only 0.7 miles from the site, which connects to Downtown Santa Fe to the northeast.

Transit

Available transit stops are primarily located on Cerrillos Rd (see Error! Reference source not found.Figure 3**)**. Santa Fe Trails Route 1, which offers service approximately every 30-minutes, has a stop located on Agua Fria St. 0.7 miles from the site (a 14-minute trip walking). Santa Fe Trails Route 2, which provides service approximately every 15-minutes, has a stop located on Cerrillos Rd only 0.3 miles from the site (a 7-minute trip walking). The latter of these transit stops is key to the overall ability for future

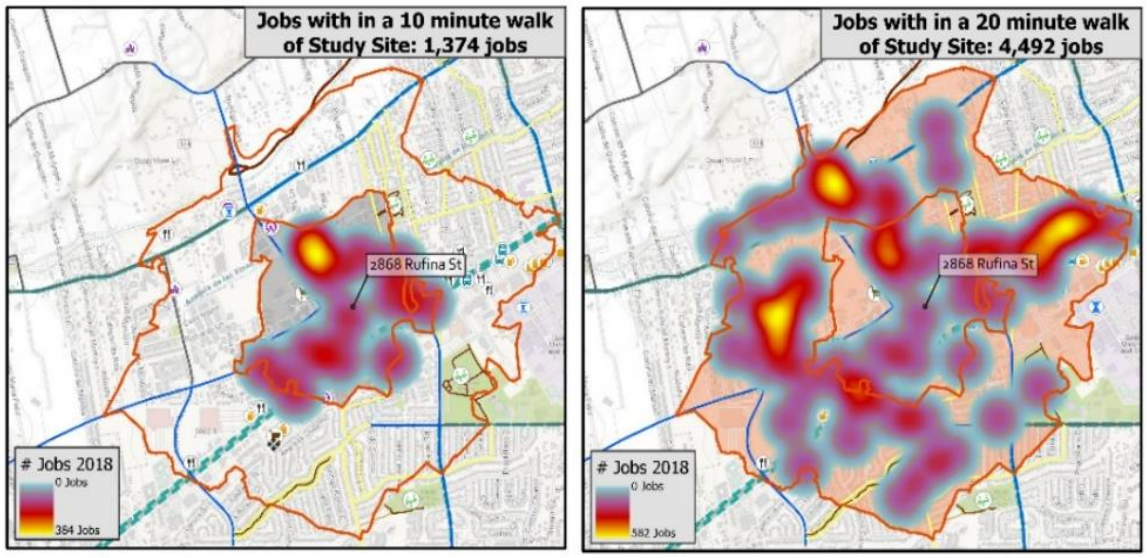
residents to operate without a car, as having access to transit that operates at a 15-minutes or less schedule can allow users to utilize the system without planning their day around specific bus schedules. Critically, both of these routes also travel to the Downtown and Santa Fe Place transit centers, which connect them to the rest of the Santa Fe Trails system and to regional transit through the New Mexico Rail Runner Express.

Access to bus lines has been shown to reduce parking demand, with a recent report indicating observed parking reductions of up to 10% for sites within ¼-mile of high frequency bus service.[2] The project location and the transit schedule also fit the criteria for transit-oriented development, which encourages mixed-use development around high frequency transit stops. See the ***Transit-Oriented Development*** section below for additional discussion.

Table 5: Summary of Transit Services in Project Vicinity

Route	Nearest Stop(s)	Frequency	Span of Service
1	Agua Fria @ Siler (0.7 mi)	Every 30 Mins.	6:20 am – 9:35 pm
2	Cerrillos @ Siler (0.3 mi)	Every 15 Mins.	5:42 am – 9:42 pm

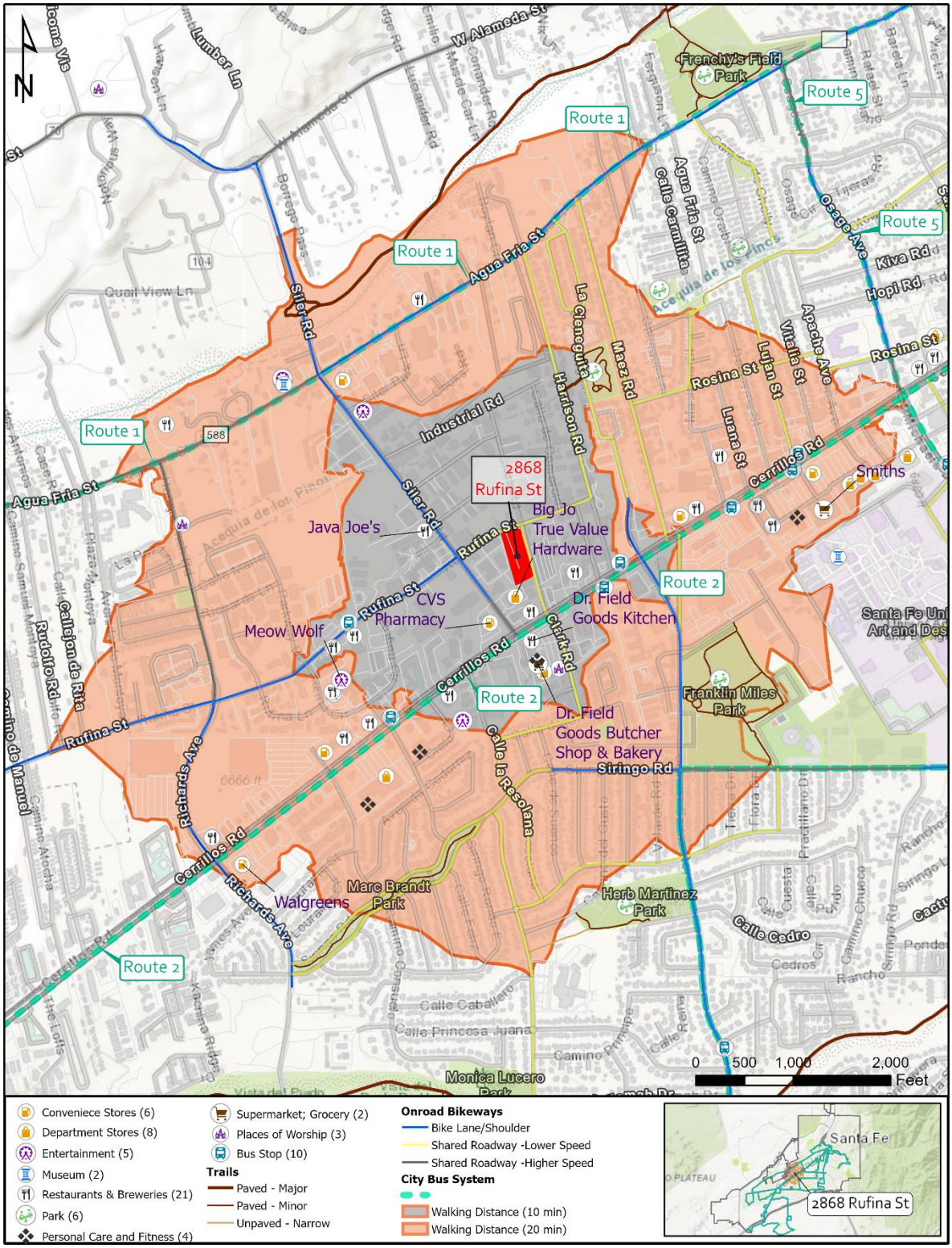
Figure 2: Employment Access



Source: On the Map, US Census Bureau, 2018; Bohannan Huston

[2] Victoria Transport Policy Institute. "Parking Management: Comprehensive Implementation Guide." Retrieved from http://www.vtpi.org/park_man_comp.pdf. August 28, 2018

Figure 3: Transportation Facilities and Nearby Amenities



2868 RUFINA ST AS A TRANSIT ORIENTED DEVELOPMENT SITE

As part of its Online Transportation Demand Management (TDM) Encyclopedia, the Victoria Transport Policy Institute (VTPI) provides a list of criteria for transit-oriented development (TOD), which generally refers to mixed-use development near transit stops and within close proximity to jobs and services. The following table outlines these TOD criteria, which include considerations such as abolishing minimum parking requirements. Criteria that apply to the 2868 Rufina St development are shown in bold.

Overall, the Rufina St development meets the definition of a TOD as it is a mixed-use project located within close proximity to frequent transit service and a range of amenities and employment opportunities. Other criteria, such as those related to parking requirements, could be met if the City Code were amended or if this parking study were accepted.

Table 6: Victoria Transport Policy Institute Criteria for Transit Oriented Development[3]

TOD Criteria
The transit-oriented development lies within a five-minute walk of the transit stop, or about a quarter-mile from stop to edge. For major stations offering access to frequent high-speed service this catchment area may be extended to the measure of a 10-minute walk.
A balanced mix of uses generates 24-hour ridership. There are places to work, to live, to learn, to relax and to shop for daily needs.
A place-based zoning code generates buildings that shape and define memorable streets, squares, and plazas, while allowing uses to change easily over time.
The average block perimeter is limited to no more than 1,350 feet. This generates a fine-grained network of streets, dispersing traffic and allowing for the creation of quiet and intimate thoroughfares.
Minimum parking requirements are abolished.
Maximum parking requirements are instituted: For every 1,000 workers, no more than 500 spaces and as few as 10 spaces are provided.
Parking costs are “unbundled,” and full market rates are charged for all parking spaces. The exception may be validated parking for shoppers.
Major stops provide BikeStations, offering free attended bicycle parking, repairs, and rentals. At minor stops, secure and fully enclosed bicycle parking is provided.
Transit service is fast, frequent, reliable, and comfortable, with a headway of 15 minutes or less.
Roadway space is allocated and traffic signals timed primarily for the convenience of walkers and cyclists.
Automobile level-of-service standards are met through congestion pricing measures, or disregarded entirely.
Traffic is calmed, with roads designed to limit speed to 30 mph on major streets and 20 mph on lesser streets.

[3] Victoria Transport Policy Institute. “Transit Oriented Development: Using Public Transit to Create More Accessible and Livable Neighborhoods.” *TDM Encyclopedia*. 2019.

OBSERVED PARKING UTILIZATION PATTERNS

Parking is regularly oversupplied in communities across the US due to excessive minimum parking requirements. The over-supply of parking directly contributes to inefficient use of land, which reduces housing and commercial development in favor of parking lots that are rarely, if ever, full. According to a study of mixed-use districts in small towns, suburbs, and cities, 65 percent of the 27 locations studied had an oversupply of parking of greater than 15 percent. The study also found that parking was oversupplied even in areas where there is a perceived shortage of parking, and that "better parking management could be a more effective tool for mitigating perceived shortages than would an increased supply [of parking]."[4]

The following sections consider evidence of excessive parking in the City of Santa Fe and policy options that may be applied to ensure parking supply more adequately matches demand at 2868 Rufina St. These considerations include multi-family parking demands and improved efficiency for mixed-use sites through shared parking.

MULTI-FAMILY PARKING UTILIZATION

Minimum parking requirements for multi-family housing are frequently higher than the demand observed by researchers. For instance, a study performed in 2020 by the Denver Regional Transportation District analyzed the parking utilization at 94 properties in 11 municipalities near RTD transit stations and found that 42 percent more parking was supplied on average than residents use at peak demand.[5]

A particularly relevant study of over 50 multi-family housing developments in Madison, WI found that an average of "30 percent of the parking spaces are vacant during peak demand hours."[6] This oversupply of parking observed in Madison is especially notable as it occurs even though the city's parking minimums for multi-family housing are currently lower than those required in Santa Fe (i.e. 1 space/unit in Madison vs. 1.25 – 2 spaces/unit in Santa Fe). If the same rate of 30% vacancy were applied to the residential units at the 2868 Rufina St site, the average amount of parking spaces needed for the site would be only 66 spaces (as compared to the 94 spaces currently required by the City Code). The spaces made available by this reduction could then be allocated as either dedicated or flexible commercial parking.

COMMERCIAL PARKING UTILIZATION

The Institute of Transportation Engineers (ITE) ***Parking Generation Manual*** is a technical guidance document that provides the average parking demand for various land uses such as shopping centers on both weekdays and Saturdays, the busiest shopping day of the week. The ITE manual identifies an average parking demand of 2.55 spaces per 1000 SF GLA for weekdays, and 2.87 spaces per 1,000 SF GLA on Saturdays. The manual also reports 85th percentile utilization rates of 3.16 spaces per 1,000 SF

[4] Weinberger and Karlin-Resnick. *Parking in Mixed-Use U.S. Districts: Oversupplied No Matter How You Slice the Pie*. 2014.
[5] RTD. *Residential Parking in Station Areas: A Study of Metro Denver*. 2020.
[6] Daniel Handel. "Insights into Multifamily Residential Parking Demand for Madison, WI." University of Wisconsin. 2016.

GLA on weekdays and 3.4 spaces per 1,000 SF GLA on Saturdays.[7] This parking demand study converts the ITE rates provided by GFA to NLA based on an assumption that 80% of the GFA is equal to the NLA (see Table 7).

If the observed Saturday 85th percentile parking demand rate of 2.73 spaces per 1,000 SF NLA (or 1 space per 366.3 SF NLA) were applied to commercial spaces on 2868 Rufina St, the site could effectively operate with only 27 commercial parking spaces, which is 45% less than the required parking amount of 49. Table 7 summarizes the parking generation estimates and parking demand projections based on the *ITE Parking Generation Manual*. It is important to note that the ITE shopping center land use code includes restaurants and outparcels in its assumptions. Thus, separate calculations by land use code are not applicable or necessary for shared parking among commercial uses.

Potential overflow parking can be met in part by the 12 adjacent on-street parking spaces available. While these spaces do not officially count toward the total supply required by City Code, the presence of on-street parking supports the use of alternative parking requirement totals that consider observed utilization rates rather than predetermined numbers.

Table 7: ITE Parking Generation – 4th Edition - Project Commercial Parking Demand

Time Period	Net Leasable Area	Average Peak Parking Demand Rate (Spaces / 1,000 SF GLA)	85th Percentile Parking Demand (Spaces / 1,000 SF GLA)	Adjusted Average Peak Parking Demand Rate* (Spaces / 1,000 SF NLA)	Adjusted 85th Percentile Parking Demand Rate (Spaces / 1,000 SF NLA)	Projected Parking Needed Based on Adjusted ITE 85th Percentile Parking Demand Rate
Weekday	9,790 SF	2.55	3.16	*2.04*	2.53	24.8
Saturday		2.87	3.40	*2.30*	2.73	26.7

**The ITE currently provides parking demand data in number of spaces per SF GLA rather than spaces per SF NLA as required by Santa Fe City Code. To account for this discrepancy, an adjustment factor of 0.8 was applied to the ITE Parking Demand Rates to generate parking rates in units of NLA.*

POLICIES IN SUPPORT OF REDUCED PARKING MINIMUMS

The following sections detail civic policies in support of reduced parking minimums from both Santa Fe, as well as contemporary cities from across the United States.

SANTA FE POLICIES IN SUPPORT OF REDUCED PARKING

Santa Fe has enacted several planning policies that identify parking demand management as a key goal for development in recent years. According to the ***City of Santa Fe Land Use & Urban Design Plan***, "One of the biggest contributors to sprawl and poor land management can be found in the amount of land devoted to massive parking lots that are rarely, if ever, full." The Plan further contends that the City should review and amend its parking requirements in the Land Development Code.[8]

[7] An 85th percentile utilization rate refers to a high demand scenario in which only 15% of days have higher parking demand.

[8] City of Santa Fe Long Range Planning Division. *City of Santa Fe Land Use & Urban Design Plan*.

Regarding the City's parking standards, the **City of Santa Fe Affordable Housing Plan** states that although the City Code requirements for 1.25 to two spaces per multi-family dwelling depending on square footage, lower levels of parking are not unreasonable: *"many newer codes are adopting lower parking standards for more urban areas, particularly for multi-family housing and group homes, and Santa Fe might consider adjusting those standards downward."*

Shared parking is explicitly discussed in the Santa Fe City Code (*Ch. 14, Article 14-8, Combined Uses; Shared Parking (Ord. No. 2016-39 § 5*)):

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

COMPARISON OF SANTA FE'S PARKING MINIMUMS TO OTHER CITIES

When compared to cities of various sizes throughout the country, Santa Fe maintains high minimum parking requirements compared to many peer cities. Table 8 provides a comparison of the minimum parking requirements for shopping centers and studio, 1-, 2-, and 3-bedroom multi-family dwelling units from a selection of cities throughout the country, as assembled by BHI. Santa Fe's multi-family parking minimums, while closer to average when compared to other cities, are more in line with those found in Houston, TX, one of the largest and most car-dependent cities in the nation, rather than a similar city like Boulder, CO, which only requires 1 parking space per unit for studio, 1-, and 2-bedroom apartments and 1.5 spaces per unit for 3-bedrooms. Santa Fe's requirement of 5 spaces per 1,000 SF NLA for shopping centers is tied with car-centric, suburban Rio Rancho for highest among the 13 cities selected for analysis.

Table 8: Selected Parking Minimums for Shopping Centers and Multi-family Parking

City	Population (2017)	Shopping Center Parking Minimum per 1000 SF NLA	Multi-family Parking Minimum			
			Studio	1 Bed	2 Bed	3 Bed
Albuquerque, NM	558,545	4 spaces	1.5 spaces/unit 1 space/unit in "Urban Centers, Main Streets, and Premium Transit Station areas"			
Boulder, CO	107,125	4 spaces	1/unit	1/unit	1/unit	1.5/unit
Columbus, OH	879,170	3.6 spaces	1.5 spaces/unit			
Burlington, VT	42,239	0 – 3 spaces	1 space/unit for Shared Use or Downtown 2 spaces/unit for Neighborhood Districts			
Houston, TX	2.3 million	4 spaces	1.25/unit	1.33/unit	1.6/unit	2/unit
Iowa City, IA	75,798	4 spaces	1/ unit	1/unit	2/unit	2/unit
Las Cruces, NM	101,712	2.85 spaces	1.5 spaces/unit			
Madison, WI	52,932	2.5 spaces	1 space/unit			
Palm Desert, CA	52,932	4 spaces	2 spaces/unit			
Rio Rancho, NM	96,159	5 spaces	1.5/ unit	1.5/ unit	1.75/unit	2/unit
San Luis Obispo, CA	47,541	4 spaces	0.75 space per bedroom (no less than 1 space) plus 1 guest parking space per 5 units			
Santa Fe, NM	83,776	5 spaces	1.25/unit for < 800 SF 1.5/unit for 800-1,200 SF 2/unit for > 1,200 SF			
Salt Lake City, UT	200,544	2 spaces	0.5/unit	1/unit	2/unit	2/unit

CHANGES TO PARKING REQUIREMENTS IN OTHER MUNICIPALITIES

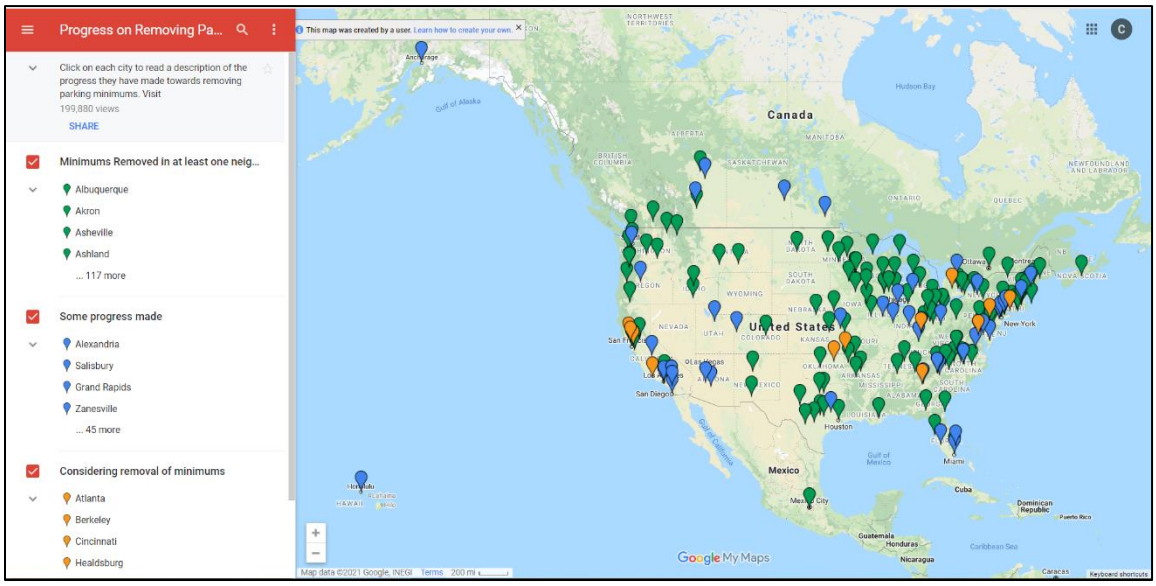
In response to parking oversupply, some cities have begun implementing policies intended to reduce or eliminate mandatory minimum parking requirements. As part of an effort to reduce dependency on single-occupancy vehicles, lower vehicle miles traveled, increase housing supply, and lower housing costs, the *Minneapolis 2040 Plan* eliminates the requirement for off-street parking minimums throughout the city. The 2040 Plan acknowledges that "demand for parking will still result in new supply being built." However, that supply is at the discretion of the developer and subject to the preferences of the consumer.[9] Minneapolis' twin city St. Paul also eliminated minimum parking requirements for parking in 2021.[10]

Other cities that have eliminated parking requirements in their city include Buffalo, NY, Hartford, CT, and Fayetteville, AR, while cities like Albuquerque, NM have recently taken steps to significantly reduce their parking requirements. An increasingly common approach is to reduce parking requirements within close proximity of high frequency transit service. Figure 2 shows a crowdsourced map by the

[9] City of Minneapolis Department of Community Planning and Economic Development. *Minneapolis 2040*. Approved 2018.
[10] Frederick Melo. "St. Paul Eliminates Parking Minimums." *Twin Cities*. August 20, 2021.

organization Strong Towns identifing cities throughout North America that have either reduced or eliminated their parking requirements.[11]

Figure 4: StrongTowns Crowdsourced Map of Parking Minimum Reductions



SHARED PARKING BENEFITS

DISCUSSION AND DEFINITION

Shared parking is a strategy that allows multiple land uses or property owners to share a common facility for their parking needs. This strategy is especially effective when the different land uses or properties have different peak periods for parking demand (e.g. an office building which primarily uses parking during the weekday that shares a parking facility with a restaurant which primarily uses parking at night and the weekends). According to VTPI, shared parking is most successful if users and destinations have offset peak periods, with 20-40% reductions often possible depending on the differences in peak demands between land uses.[12]

POTENTIAL SHARED PARKING REDUCTIONS FOR RUFINA ST PROJECT

The Rufina St site offers an obvious case for the application of shared parking as commercial uses would likely require the highest number of parking spaces at times of the day when residential demand is at its lowest. Using the ***ITE Parking Generation Manual (3rd Edition)*** for residential demand from low-rise suburban multi-family housing developments and baseline assumptions about the parking demands associated with commercial sites, composite parking demand for the site can be projected by time of

[11] StrongTowns. 2015. A Map of Cities That Got Rid of Parking Minimums. Retrieved from: https://www.strongtowns.org/parking. Accessed September 28, 2021

[12] Todd Litman. *Parking Management: Comprehensive Implementation Guide*. Victoria Transportation Policy Institute. March 28, 2019.

day. Such analysis provides more meaningful insights into likely parking utilization patterns at the site than standard code requirements, as well as the potential for the shared parking benefits. Table 9 indicates that 105.4 spaces may be needed to meet the combined demand of the multi-family residential units and commercial space at 2868 Rufina St. This total is only slightly higher than the current proposed parking allotment of 104 spaces, and is substantially lower than the 143 spaces required by City Code. However, further reductions in parking supply may be appropriate if one considers the fact that the Santa Fe City Code requires parking at higher levels than peer communities.

In practice, both multi-family and commercial parking are utilized at rates below those required by municipal codes across the country. Table 10 shows the modified level of parking required for a mixed-use site such as 2868 Rufina St when parking requirements are applied that are more consistent with national best practices and when the benefits associated with shared parking are taken into account. Assumptions in Table 10 include parking demand for commercial space based on the 85th percentile demand for Saturdays during regular business hours (i.e. 2.73 spaces per 1,000 SF NLA) and an average 1.25 spaces per residential unit (compared to the 1.38 average spaces per unit required for this site by City Code). Under this alternative scenario, the combined parking demand for the site would be 85 spaces.

Note on Methodology

Reliable data is not available from the studies cited in the ITE Parking Generation Manual for parking rates at multi-family complexes during the day. However, the available data indicates that lower levels of parking for multi-family complexes can be observed in the transition periods (i.e. 7-9 AM and 7-9 PM) than overnight, and even lower levels are likely during the middle of the day. In the absence ITE data, estimated utilization rates of 60%, as identified by VTPI, may be substituted for daytime hours at multi-family residential sites. To offer a *high demand scenario* for parking demand associated with the commercial space, a utilization rate of 100% of required spaces is assumed during proposed business hours of 9 AM to 6 PM; a parking utilization rate of 50% is assumed for the period from 6 PM to 8 PM to account for a possible restaurant or café among the land uses on site, with 25% from 8 PM to 10 PM. A utilization rate of 0% is assumed for commercial sites outside of business hours. One additional shared parking benefit that is not considered in this analysis is the fact that some commercial shoppers may also be site tenants.

Table 9: Shared Parking Estimates for 2868 Rufina St (No Parking Reductions)

Hour	*Multi-family Residential*			*Commercial*			Total Parking Required for Both Uses
	Minimum Parking Required by City Code	Percentage of Peak Parking Required	Adjusted Parking Requirement	Minimum Parking Required by City Code	Percentage of Peak Parking Required^	Adjusted Parking Requirement	
12:00-4:00 AM	94	100%	94.0	49	0%	0.0	94.0
5:00 AM	94	96%	90.2	49	0%	0.0	90.2
6:00 AM	94	92%	86.5	49	0%	0.0	86.5
7:00 AM	94	74%	69.6	49	0%	0.0	69.6
8:00 AM	94	60%	56.4	49	50%	24.5	80.9
9:00 AM	94	60%	56.4	49	100%	49.0	105.4
10:00 AM	94	60%	56.4	49	100%	49.0	105.4
11:00 AM	94	60%	56.4	49	100%	49.0	105.4
12:00 PM	94	60%	56.4	49	100%	49.0	105.4
1:00 PM	94	60%	56.4	49	100%	49.0	105.4
2:00 PM	94	60%	56.4	49	100%	49.0	105.4
3:00 PM	94	60%	56.4	49	100%	49.0	105.4
4:00 PM	94	60%	56.4	49	100%	49.0	105.4
5:00 PM	94	60%	56.4	49	100%	49.0	105.4
6:00 PM	94	60%	56.4	49	50%	24.5	80.9
7:00 PM	94	66%	62.0	49	50%	24.5	86.5
8:00 PM	94	75%	70.5	49	25%	12.3	82.8
9:00 PM	94	77%	72.4	49	25%	12.3	84.6
10:00 PM	94	92%	86.5	49	0%	0.0	86.5
11:00 PM	94	94%	88.4	49	0%	0.0	88.4

Notes: Estimated parking utilization rate for multi-family residential from 8 AM to 6 PM is from VTPI. Estimated overnight parking utilization rates are from ITE Parking Generation Manual. Commercial parking rates reflect a worse-case scenario in which 100% of demand is experienced during all business hours.

Table 10: Shared Parking Estimates for 2868 Rufina St (85th Percentile ITE Commercial Scenario)

Hour	Multi-family Residential			Commercial			Total Parking Required for Both Uses
	Minimum Parking (Based on 1.25 Spaces per Unit)	Percentage of Peak Parking Required	Adjusted Parking Requirement	Parking Needed Using ITE 85th Percentile Demand Rate (2.73 space per 1,000 SF NLA)	Percentage of Peak Parking Required^	Adjusted Parking Requirement	
12:00-4:00 AM	85	100%	85.0	26.7	0%	0.0	**85.0**
5:00 AM	85	96%	81.6	26.7	0%	0.0	**81.6**
6:00 AM	85	92%	78.2	26.7	0%	0.0	**78.2**
7:00 AM	85	74%	62.9	26.7	0%	0.0	**62.9**
8:00 AM	85	60%	51.0	26.7	50%	13.4	**64.4**
9:00 AM	85	60%	51.0	26.7	100%	26.7	**77.7**
10:00 AM	85	60%	51.0	26.7	100%	26.7	**77.7**
11:00 AM	85	60%	51.0	26.7	100%	26.7	**77.7**
12:00 PM	85	60%	51.0	26.7	100%	26.7	**77.7**
1:00 PM	85	60%	51.0	26.7	100%	26.7	**77.7**
2:00 PM	85	60%	51.0	26.7	100%	26.7	**77.7**
3:00 PM	85	60%	51.0	26.7	100%	26.7	**77.7**
4:00 PM	85	60%	51.0	26.7	100%	26.7	**77.7**
5:00 PM	85	60%	51.0	26.7	100%	26.7	**77.7**
6:00 PM	85	60%	51.0	26.7	50%	13.4	**64.4**
7:00 PM	85	66%	56.1	26.7	50%	13.4	**69.5**
8:00 PM	85	75%	63.8	26.7	25%	6.7	**70.4**
9:00 PM	85	77%	65.5	26.7	25%	6.7	**72.1**
10:00 PM	85	92%	78.2	26.7	0%	0.0	**78.2**
11:00 PM	85	94%	79.9	26.7	0%	0.0	**79.9**

Notes: Estimated parking utilization rate for multi-family residential from 8 AM to 6 PM is from VTPI. Estimated overnight parking utilization rates are from ITE Parking Generation Manual. Commercial parking rates reflect a worse-case scenario in which 100% of demand is experienced during all business hours.

Additional Shared Parking Strategies

Strategies to better utilize shared parking are not solely limited to the total amount of spaces provided, and several complementary techniques exist that could be applied at the 2868 Rufina St to further manage and optimize the amount of parking provided. The following section details some of the strategies that are most suitable to the site's future needs.

Flexible Parking – Spots could be designated for business usage during the period from 9:00 AM to 5:30 PM, assuming a majority of businesses operate during typical business hours. Limited late-night uses could be accommodated by on-street parking, and/or a reduced amount of business parking after 5:30.

Encourage Alternate Modes of Transportation – Designated pick-up areas for ride-sharing services, reserved parking for car-share vehicles, bicycle-sharing stations, and subsidized transit passes for residents can encourage the usage of alternate modes of transportation to the site for both residents

and visitors. In a recent study of 10,000 free-floating carsharing users across 11 cities, researchers found that each carsharing vehicle provided replaces up to 20 private cars, and that the probability of selling private cars increases with distance driven using this service. Ultimately, while city-specific characteristics affected private car sales, car-ownership was reduced due to free-floating carsharing in every city surveyed.[13]

Parking Restrictions for Visitors – Business parking could be limited to two-hour maximums to encourage turnover. Parking demand can also be reduced by having paid parking for customers, while resident parking can be free.

HOUSING SUPPLY AND AFFORDABILITY IN SANTA FE

Though numerous multi-family projects have been completed in recent years, often with accepted levels of parking below the City Code requirements, the need persists for additional housing in Santa Fe. Per the City of Santa Fe, 760 units have been completed since 2019, and about 5,000 total residential units, both single-family and multi-family, are in development.[14] This new housing is critical as the median housing price across Santa Fe rose to over $600,000 for the first time as a result of record prices and fewer homes on the market, rising from $572,500 in 2020 to $650,000 in 2021.[15] Exacerbating matters, the City of Santa Fe has maintained less than a two-month supply of homes for nine months according to the Santa Fe Association of Realtors.[16] The rental market is even tighter with a 2020 report by the Santa Fe Association of Realtors asserting that there are about 7,300 fewer rental units in Santa Fe County than demand would support.[17]

Affordability issues are even more pronounced when one considers transportation costs. The Rufina St project is noteworthy in that its central location will enable residents to reduce their transportation costs either by owning vehicles at lower rates and/or by reducing driving distances since numerous amenities are within close proximity. According to the Center for Neighborhood Technology's Housing + Transportation Affordability Index, the average combined housing and transportation costs in Santa Fe equal 50% of median household income (anything over 45% is considered a financial burden). The combination of declining homeownership rates and increasing rents reflects the need for additional housing throughout Santa Fe, such as that provided by the 2868 Rufina St development.

Recent scholarship indicates that building market rate housing increases affordability through a process known as "filtering" in which higher income residents move into more expensive units and over time making more affordable units available for lower income residents. In a study titled ***The Effect of New Luxury Housing on Regional Housing Affordability***, economist Evan Mast looked at 802 new multi-family developments across 12 central cities, from suburban Dallas to luxury high-rises in New York City, and concluded that building market-price apartments causes a chain of migration as households move

[13] Patrick Jochem, et al. "Does free-floating carsharing reduce private vehicle ownership? The case of SHARE NOW in European cities*", Transportation Research Part A: Policy and Practice*, Volume 141. 2020.
[14] "Building Boom Generates New Housing, Jobs, Tax Revenues." City of Santa Fe, June 2, 2021. https://www.santafenm.gov/news/detail/5000_residential_units_in_development_pipeline
[15] Santa Fe Association of Realtors. "Santa Fe Area Quarterly Property Statistics." April 2021.
[16] Teya Vitu. "Santa Fe area's median home price cracks $600,000." *Santa Fe New Mexican*. July 2, 2021.
[17] "Santa Fe apartment boom is a good thing," Albuquerque Journal North, August 7, 2021

into new units. This analysis indicates that for every 100 new market-rate units built, approximately 65 units are freed up in existing buildings, accommodating up to 48 moderate- and low-income families.[18]

SUMMARY/DISCUSSION

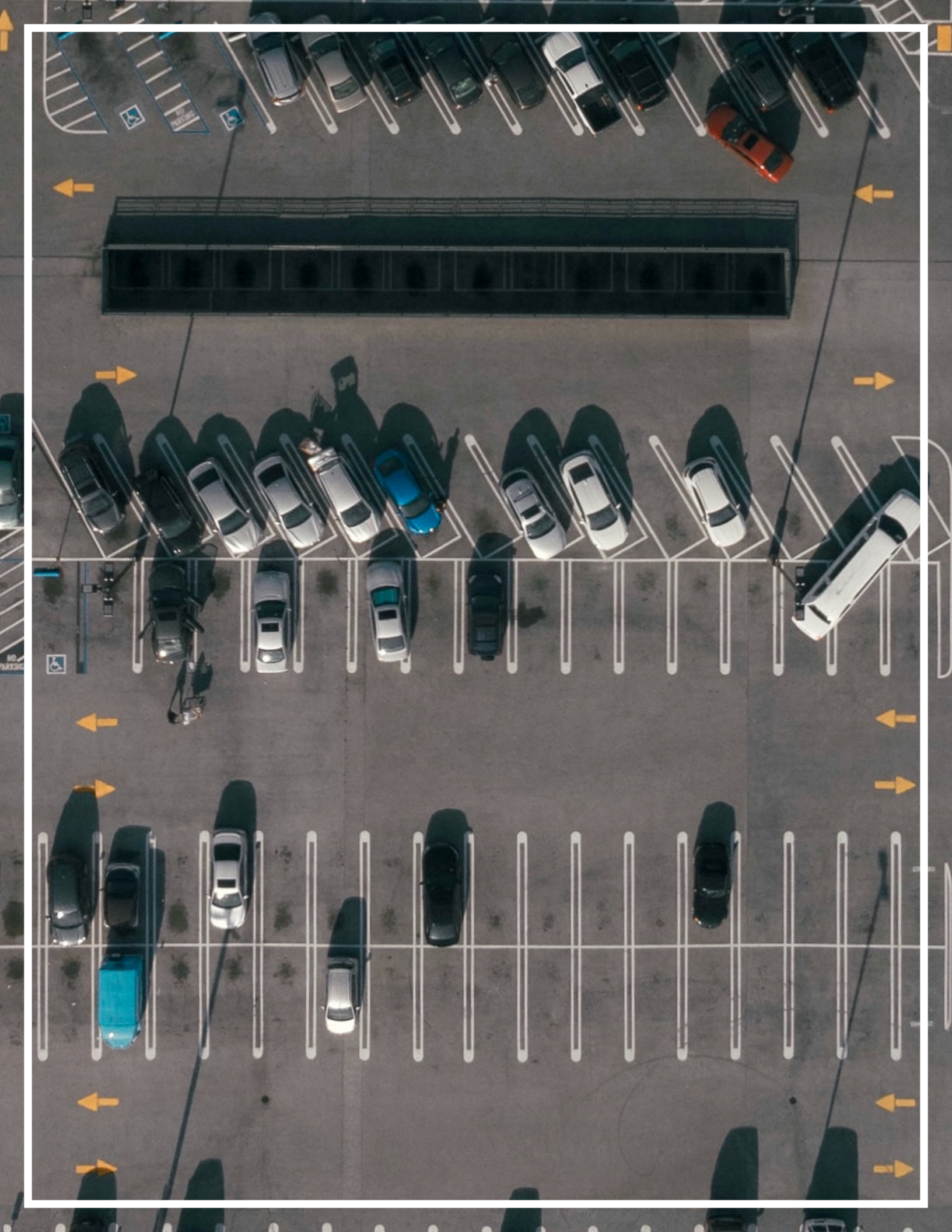
The 2868 Rufina St Development is currently designed with a total of 104 off-street parking spaces, including 13 spaces made available from the adjacent lot through a lease agreement, which is less than the City Code requirement by 39 spaces, or 25%. However, research shows that the amount of parking mandated by minimum parking requirements exceeds the actual amount necessary for the development to operate effectively. This study highlights emerging best practices in parking management and provides several indicators that parking levels below the amounts required by City Code would be appropriate for the site. Principal findings include the following:

Site location benefits: 2868 Rufina St is within a 10-minute walk of two major transit lines and 20-minute walk of nearly 4,500 jobs. Future residents will also have direct access to 9,790 SF of retail and commercial space on-site. These conditions make it plausible for residents to reach employment and amenities without access to a private vehicle (and to own vehicles at lower rates). In addition to the parking provided by the site, an additional 12 public parking spaces will be constructed on-street, directly adjacent to the site.

Santa Fe parking oversupply. The City of Santa Fe requires parking for residential and commercial sites at rates above many peer communities. The difference between the supplied parking and the amount required by City Code may also be considered against the need for additional affordable housing, as well as Santa Fe City policies that state a desire for infill development, increasing the housing supply near employment and transportation, and reducing the amount of space within the city dedicated to parking. It is important to note that the City has approved similar projects that provide critical housing but offer fewer spaces than is typically required.

Shared parking: Analysis of parking requirements by time of day indicates that a shared parking approach would substantially reduce the total parking required to meet the needs of both the multi-family units and commercial space. Our analysis finds that sufficient parking would be available under an 85th percentile parking utilization rate (typical for a Saturday) in which 100% of the commercial demand and 60% of of peak residential parking demand is applied during the day. Using this rate, the site could effectively operate with 80-85 spaces, which is below the amount provided by the site design. It is important to note that these parking reduction benefits may be additive and that shared parking reduction benefits may be considered in addition to site location benefits.

[18] Evan Mast. *The Effect of New Luxury Housing on Regional Housing Affordability*. W.E. Upjohn Institute for Employment Research. March 19, 2019



G. NEW BUSINESS

1. **Case #2021-4375. 2868 Rufina Street General Plan Amendment.** Jennifer Jenkins of JenkinsGavin, Inc., Agent, for Homewise, Inc., Applicant, requests approval of a General Plan Future Land Use Map Amendment to change the Future Land Use Classification from Industrial to Community Commercial. The property is approximately 2.39 acres of land and is located at 2868 Rufina Street. (Donna Wynant, Case Manager, djwynant@santafenm.gov, 955-6325).

Name: Nina Martinez
Comment - 11/13/2021 10:36 PM: (No Vote)
I do not support this bill

2. **Case #2021-4376. 2868 Rufina Street Rezoning.** Jennifer Jenkins of JenkinsGavin, Inc., Agent, for Homewise, Inc., Applicant, requests approval of a rezoning from I-1 (Light Industrial) to C-2 (Commercial) for future development of a mixed-use site development, including 12,237 square feet of commercial space and 68 dwelling units. The property is approximately 2.39 acres of land and is located at 2868 Rufina Street. (Donna Wynant, Case Manager, djwynant@santafenm.gov, 955-6325).

3. **Case #2021-4377. Caja del Oro Subdivision General Plan Amendment.** James Siebert, of James W. Siebert and Associates, Inc., Agent, for the Pulte ~~Group~~ Homes of New Mexico, Applicant, requests approval of a General Plan Future Land Use Map Amendment to change the Future Land Use Classification from Very Low Density Residential (1-3 dwelling units per acre) to Medium Density Residential (7-12 dwelling units per acre). The property is approximately 16.21 acres of land on eight individual lots (to be consolidated). The properties are located at 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road. (Donna Wynant, Case Manager, djwynant@santafenm.gov , 955-6325).

Name: Beverly Jimmerson
Comment - 11/15/2021 10:55 AM: (Against)
This would destroy the overall profile we all enjoy.

Name: James Jimmerson
Comment - 11/15/2021 11:15 AM: (Against)

4. **Case #2021-4378. Caja del Oro Subdivision Rezoning.** James Siebert, of James W. Siebert and Associates, Inc., Agent, for the Pulte ~~Group~~ Homes of New Mexico, Applicant, requests rezoning approval from R-1 (Residential- 1 dwelling unit per acre) to R-10 (Residential- 10 dwelling units per acre) and C-2 (General Commercial) to R-10 (Residential-10 dwelling units per acre). The property is approximately 16.21 acres of land on eight individual lots (to be consolidated). The properties are located at 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road. (Donna Wynant, Case Manager, djwynant@santafenm.gov , 955-6325).

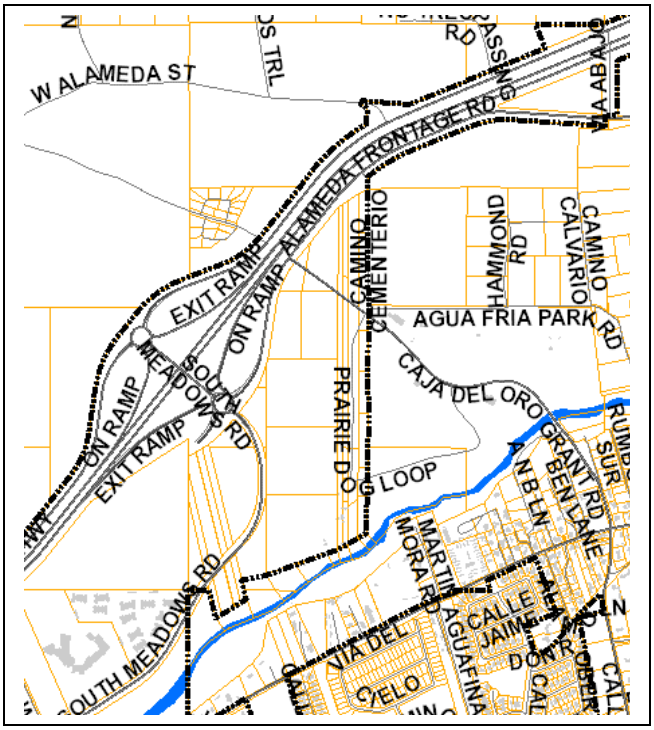
5. **Case #2021-4379. Caja del Oro Subdivision Preliminary Development Plan.** James Siebert, of James W. Siebert and Associates, Inc., Agent, for the Pulte ~~Group~~ Homes of New Mexico, Applicant, requests approval of a Development Plan for an 88 single-family home development. The property is approximately 16.21 acres of land on eight individual lots (to be consolidated). The properties are

located at 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road. (Donna Wynant, Case Manager, djwynant@santafenm.gov , 955-6325).

6. **Case #2021-4381. Caja del Oro Subdivision Preliminary Subdivision Plat.** James Siebert, of James W. Siebert and Associates, Inc., Agent, for the Pulte ~~Group~~ Homes of New Mexico, Applicant, requests approval of a Preliminary Subdivision Plat for 88 single-family lots. The property is approximately 16.21 acres of land on eight individual lots (to be consolidated). The properties are located at 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road. (Donna Wynant, Case Manager, djwynant@santafenm.gov , 955-6325).

Land Use Department
Planning Commission Staff Report

Case No:	2021-4377, 2021-4378, 2021-4379 and 2021-4381
Hearing Date:	December 2, 2021
Applicant:	The Pulte Group of New Mexico
Request:	General Plan Amendment, R-10 Rezoning, Preliminary Development Plan, and Preliminary Subdivision
Location:	16.21 acres on both sides of Caja del Oro Grant Road, east of the Alameda Frontage Road
Case Mgr.:	Donna Wynant
Zoning:	C-2 (General Commercial) and R-1 (Residential- one dwelling unit per acre)
Pre-app Mtg:	April 8, 2021
ENN Mtg:	May 11, 2021 & August 10, 2021
Proposal:	88 single-family residential lots



Case #2021-4377. Caja del Oro Subdivision General Plan Amendment. James Siebert, of James W. Siebert and Associates, Inc., Agent, for the Pulte Group of New Mexico, Applicant, requests approval of a General Plan Future Land Use Map Amendment to change the Future Land Use Classification from Very Low Density Residential (1-3 dwelling units per acre) to Medium Density Residential (7-12 dwelling units per acre). The property is approximately 16.21 acres of land on eight individual lots (to be consolidated). The properties are located at 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road. (Donna Wynant, Case Manager, djwynant@santafenm.gov, 955-6325).

Case #2021-4378. Caja del Oro Subdivision Rezoning. James Siebert, of James W. Siebert and Associates, Inc., Agent, for the Pulte Group of New Mexico, Applicant, requests rezoning approval from R-1 (Residential- 1 dwelling unit per acre) to R-10 (Residential- 10 dwelling units per acre) and C-2 (General Commercial) to R-10 (Residential-10 dwelling units per acre). The property is approximately 16.21 acres of land on eight individual lots (to be consolidated). The properties are located at 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road. (Donna Wynant, Case Manager, djwynant@santafenm.gov , 955-6325).

Case #2021-4379. Caja del Oro Subdivision Preliminary Development Plan. James Siebert, of James W. Siebert and Associates, Inc., Agent, for the Pulte Group of New Mexico, Applicant, requests approval of a Development Plan for an 88 single-family home development. The property is approximately 16.21 acres of land on eight individual lots (to be consolidated). The properties are located at 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road. (Donna Wynant,

Case Manager, djwynant@santafenm.gov , 955-6325).

Case #2021-4381. Caja del Oro Subdivision Preliminary Subdivision Plat. James Siebert, of James W. Siebert and Associates, Inc., Agent, for the Pulte Group of New Mexico, Applicant, requests approval of a Preliminary Subdivision Plat for 88 single-family lots. The property is approximately 16.21 acres of land on eight individual lots (to be consolidated). The properties are located at 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road. (Donna Wynant, Case Manager, djwynant@santafenm.gov , 955-6325).

I. RECOMMENDATION:

The Commission should **RECOMMEND APPROVAL BY THE GOVERNING BODY** of the General Plan Amendment (Case #2021-4377).

The Commission should **RECOMMEND APPROVAL BY THE GOVERNING BODY** of the rezoning to R-10 (Case #2021-4378)

The Commission should **RECOMMEND APPROVAL BY THE GOVERNING BODY** of the preliminary development plan (Case #2021-4379), subject to conditions of approval and technical corrections outlined in this report, and Governing Body approval of all other Applicant requests.

Staff recommends **APPROVAL** of the preliminary subdivision plat (Case #2021-4381), with the conditions of approval and technical corrections listed in this report, and Governing Body approval of all other Applicant requests.

A recommendation for **denial** of the Caja del Oro General Plan Amendment, and/or the rezoning request would render the proposed preliminary development plan and preliminary subdivision infeasible, in which case a **recommendation for denial of the preliminary development plan and preliminary subdivision would be appropriate**.

Ten motions will be required, in the following order, for this case:

- *Recommend the Governing Body approve or deny the General Plan Amendment (Case #2021-4377).*
- *Recommend the Governing Body approve or deny the Rezoning (Case #2021-4378).*
- *Approve or deny the Preliminary Development Plan (Case #2021-4379), subject to the conditions of approval and technical corrections recommended by staff.*
- *Approve or deny the Preliminary Subdivision (Case #2021-4381), 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 #2021-4377 (Exhibit A(1)).*
- *Approve or deny the Findings of Fact and Conclusions of Law for Case #2021-4378 (Exhibit A(2)).*
- *Approve or deny the Findings of Fact and Conclusions of Law for Case #2021-4379 (Exhibit A(3)).*
- *Approve or deny the Findings of Fact and Conclusions of Law for Case #2021-4381 (Exhibit A(4)).*

II. CONDITIONS OF APPROVAL

Staff recommends the following conditions of approval to **the preliminary development plan** (Case #2021-4379) and **the preliminary subdivision** (Case #2021-4381)

#	**Condition of Approval**	**Dept. or Division**	**To be completed:**
1	Update the street design to match City code: • Change the minimum sidewalk width to 5' with a 5' landscape buffer throughout the subdivision per City code • Add a bike lane to Caja del Oro Grant (also referenced in the Santa Fe Metropolitan Bicycle Master Plan) • Narrow the vehicle travel lanes on Caja del Oro Grant Rd and internal roads	Land Use/MPO	Prior to Final Subdivision and Development Plan Submittal
2	Consider first a roundabout at Caja del Oro Grant and the subdivision entrances	Land Use/MPO	Prior to Final Subdivision Approval
3	Build the trail along Alameda outside of the subdivision walls to make it publicly accessible. Increase width to 8'	Land Use/MPO	Prior to Final Subdivision Approval
4	Connect to Camino Cementario or provide a stub out for a future possible connection	Land Use/MPO	Prior to Final Subdivision Approval
5	Reduce the turning radii at the intersection of Caja del Oro Grant and Alameda Frontage Road	Land Use/MPO	Prior to Final Subdivision Approval
6	Submit an approved Development Water Budget in addition provide 9.8% contingency per SFCC 14-8.13(E)(1)	Public Utilities/Water Division	Prior to Final Subdivision Approval
7	If over the 10AFY threshold applicant shall obtain water rights through the water rights transfer program per SFCC 14-8.13(E)(2)(a).	Land Use/MPO Public Utilities/Water Division	Prior to Building Permit Application
8	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 two ponds that will reduce the flow but no explanation is provided.	Land Use/Technical Review	Prior to 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 development plan and preliminary subdivision plat prior to recordation are listed in Exhibit B(1).

III. EXECUTIVE SUMMARY:

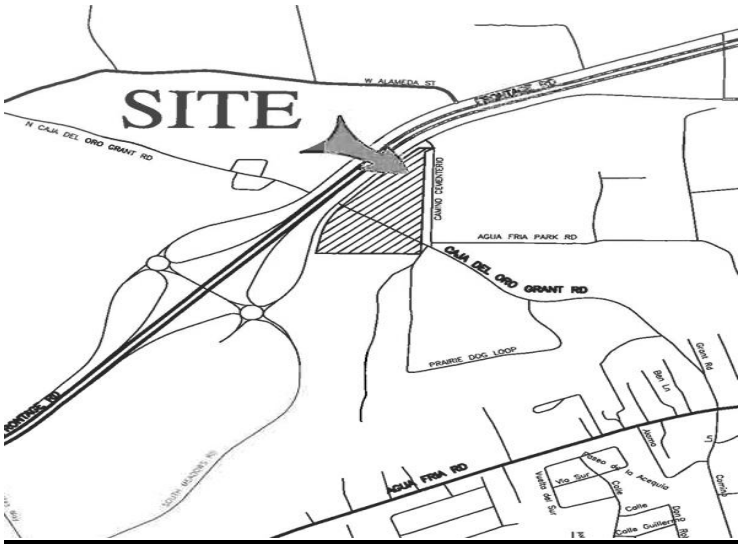
The Applicant seeks to develop an 88-lot single-family home subdivision on approximately 16.21 acres along both sides of Caja del Oro, just south of the W. Alameda Frontage Road. The Applicant is requesting several development requests associated with the development of this property, consisting of the following:

1. An amendment to the General Plan Future Land Use classification from Very Low Density Residential (1 to 3 dwelling units per acre) to Medium Density Residential (7 to 12 dwelling units per acre);
2. A rezoning request from R-1 (Residential- one dwelling unit per acre) to R-10 (Residential- ten dwelling unit per acre) and C-2 (General Commercial) to R-10 (Residential-10 dwelling units per acre).
3. Preliminary development plan approval for an 88 single-family home development; and
4. Preliminary subdivision approval for an 88-lot single family subdivision.

<u>The General Plan Amendment, and R-10 rezoning are necessary to develop the property at the proposed density. The development plan will establish development standards for the proposed 88 single-family home development.</u>

The subject site is owned by Don Juan's Land LLC, a Limited Liability Company registered in New Mexico. Carlos Garcia, Managing Member for Don Juan's Land LLC has signed the application form and Pulte Homes of New Mexico, Inc. will perform all the processing of the development applications to the city and purchase the property subject to entitlements.

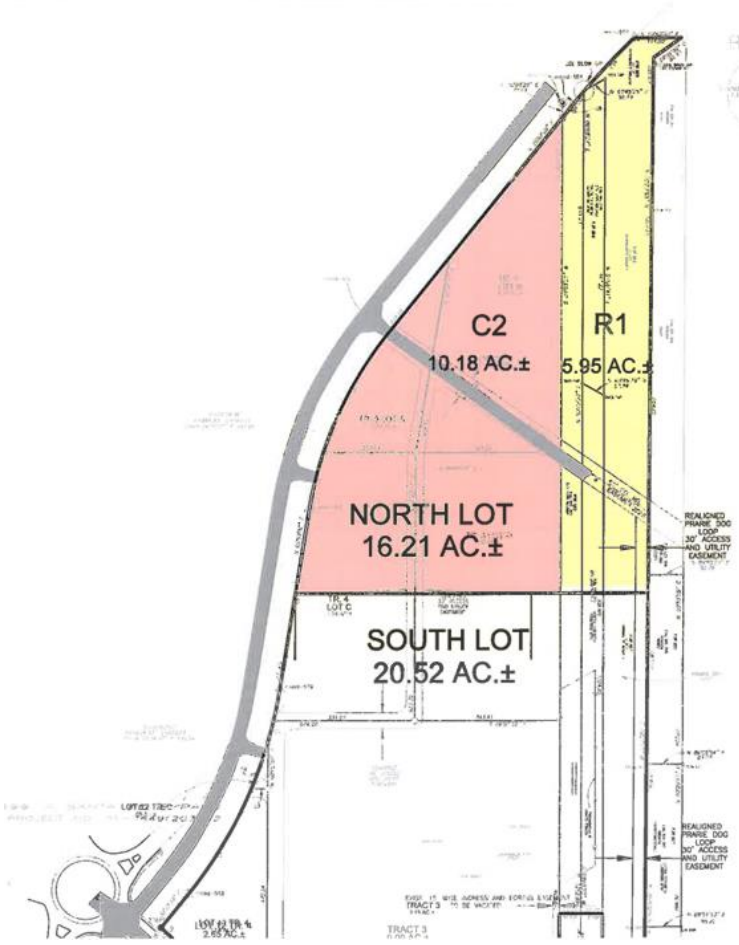
There are two parcels within this development one, south of Caja del Oro Grant Road and one north of Caja del Oro Grant Road as shown on the vicinity map below.



IV. PROJECT DESCRIPTION

The subject site is comprised of eight lots with the following addresses: 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road. The overall premises is approximately 16.21 acres in size (16.4 acres minus the 50 foot Caja del Oro Grant Road easement that bifurcates the area). The lots will be consolidated through a separate ***administrative*** process (case #2021-4380) and recorded concurrently with the Development Plan/Final Subdivision Plat. The plat includes the larger parcels zoned C-2 and the strips of land zoned R-1. A plat entitled "Lot Line Consolidation Plat Prepared for, Don Juan's Land LLC" has been prepared to consolidate the various lots that are part of the request and is included in the overall plan set.

The current zoning and lot pattern, as illustrated below, shows 10.18 acres of land zoned C-2 (General Commercial) and 5.95 acres as R-1 (Residential, one dwelling unit per acre). The Applicant requests the overall site to be zoned to R-10 (Residential, 10 dwelling units per acre). A strip of land, comprised of two lots and zoned R-1, lies between the subject site and Camino Cementerio which runs along the east side of the overall site. Camino Cementerio marks the city limits line, to the east of which is the Traditional Village of Agua Fria, under the jurisdiction of the County of Santa Fe.



The land in the vicinity of this project to the east is generally zoned R-1 single family residential and beyond Camino Cementerio in the County of Santa Fe is in the Traditional Village of Agua Fria. A small

cemetery is located to the east with a vacant lot and roadway, Camino Cementerio, between the project and the cemetery. Land further to the east, owned by Santa Fe County, consists of the Agua Fria Fire Station, Romero Park, the Health Clinic and the Nancy Rodriquez Community Center.

The overall property is therefore accessed by Caja del Oro Grant Road with no direct access onto Camino Cementerio or onto the West Alameda Frontage Road, which is a NMDOT facility which serves as the east frontage road for the NM 599 right-of-way.

The property generally slopes from the north to the south with an average slope of less than five percent. No flood plain exists on the property. No historical material was found on the property considered to be significant per archaeological survey standards.

Background Information

The C-2 portion of the property received approval for a shopping center for approximately this section of the property while the property remained under extraterritorial zoning jurisdiction. This property was part of a larger city-initiated annexation where the city zoned all the properties that were included in the annexation. It was the city's decision to zone the property C-2, General Commercial reflecting the prior approvals that had occurred on the property. The three long narrow lots are zoned R-1, which is the least dense residential district in the city. It is generally applied to ensure the city has the opportunity to review a subdivision plat or development plan when development of the property does take place.

A request is submitted for an amendment to the City General Plan from Very Low Density Residential (1-3 dwelling units per acre) to Medium Density Residential (7-12 dwelling units per acre). The C-2 zoning district requires an amendment to the General Plan reducing the intensity of the project from Community Commercial to Medium Density Residential (7-12 dwellings/acre). The purpose of these requests is discussed in the section of the report addressing the "general plan criteria" required by the City Code.

The C-2 General Commercial zoning does not allow single family residential dwellings as a permitted use in the C-2 zoning district. The R-1 zoning to the R-10 zoning district will bring the entire property under a uniform zoning district. The R-10 zoning allows for smaller lot sizes than the less dense residential districts. The higher density zoning and associated development plan allows for more flexibility in design of the home relative to the lot with approval of the setbacks determined by the Planning Commission. The R-10 zoning accommodates the design of the attached paired townhome units. While the zoning is R-10 the actual density is less than 6 dwellings per acre.

A preliminary subdivision plat for 88 lots is submitted along with the other development requests. If all the development requests are approved, a final subdivision plat would be submitted for review and subsequent action by the Planning Commission.

A preliminary development plan is submitted with this Application. This plan shows the relationship of the house to the lot, minimum and maximum lot sizes, building setbacks, overall density and off lot parking. The preliminary development plan and preliminary plat remains with the Planning Commission. The general plan amendment and rezoning will be heard by the City Council. With the approval of the general plan amendment and rezoning the final development plan and final subdivision plat is heard and acted upon by the Planning Commission.

V. GENERAL PLAN AMENDMENT – Low Density to Medium Density Residential

A request is submitted for an amendment to the City General Plan Future Land Use Map designation from Very Low Density Residential (1-3 dwelling units per acre) to Medium Density Residential (7-12 dwelling units per acre). While R-10 zoning is requested, the proposed density is approximately 5.36 dwelling units per acre.

The General Plan can be amended, subject to meeting the approval criteria in SFCC Section14-3.2(E):

Criterion 1 [14-3.2(E)(1)(a)]: consistency with growth projections for Santa Fe, economic development goals as set forth in a comprehensive economic development plan for Santa Fe and existing land use conditions such as access and availability of infrastructure;	**Criterion Met:** (Yes/No) **YES**
The project is consistent with the goals of the General Plan regarding economic development. The General Plan has established community commercial use near the interchange of NM 599 with the South Meadows Road extension to support the area. The growth in this area of the city began to occur with the city-initiated annexation of land in 2009. Infrastructure followed with the County installation of a water line in South Meadows Road and the completion of New Mexico 599 and the roundabout that connected NM 599 to South Meadows Road. A 240-unit complex is under construction on South Meadows, between Agua Fria and NM 599 and the Madera Apartments consisting of 355 units will soon begin construction on the east side of South Meadows Road. The El Camino Real middle school was established on South Meadows Road several years ago in anticipation of growth in the area.	
Criterion 2 [14-3.2(E)(1)(b)]: Consistency with other parts of the General Plan;	**Criterion Met:** (Yes/No) **YES**
The city's general plan describes the majority of land area within the project boundary as community commercial. Community commercial allows for a wide range of land uses. Medium density residential is an appropriate use within the community commercial future land use designation. Medium densities are also consistent with and supported by the growth management policies of Chapter 4 of the General Plan. (Chapter 4-1-G2) Guiding policies for growth management call for a concentration of populations at greater densities in developing areas with centrally located neighborhood centers. In addition, the proposed density can be supported by existing fundamental infrastructure in the area.	
Criterion 3 [14-3.2(E)(1)(c)]: the amendment does not: **(i) allow uses or a change that is significantly different from or inconsistent with the prevailing use and character in the area; or** **(ii) affect an area of less than two acres, except when adjusting boundaries between districts; or** **(iii) benefit one or a few landowners at the expense of the surrounding landowners or the general public**	**Criterion Met:** (Yes/No/N/A) **YES**

With the exception of institutional uses such as the County fire station, County park and County community center, the land is largely vacant along Caja del Oro Grant Road. This use will be the first development of substantial size that takes place along Caja del Oro Grant Road.

(ii) affect an area of less than two acres, except when adjusting boundaries between districts; or
This project is greater than two acres in size.

(iii) benefit one or a few landowners at the expense of the surrounding landowners or the general public;
Approval of the general plan amendment, zoning and subdivision will allow for the purchase of 88 homes in a section of the urban area that has not experienced single family housing. Single family housing has been concentrated in Tierra Contenta and Las Soleras. This is an opportunity for buyers to purchase homes that may be more convenient to their place of work, especially given the proximity to NM 599.

Criterion 4 [14-3.2(E)(1)(d)]: an amendment is not required to conform with Subsection 14-3.2(E)(1)(c) [Criterion 1(c) above] if it promotes the general welfare or has other adequate public advantage or justification;	**Criterion Met:** (Yes/No) **YES**
The construction of the proposed housing product promotes the general welfare by enabling the purchase of dwellings with a proven demand and favorable price point for the Santa Fe market.	
Criterion 5 [14-3.2(E)(1)(e)]: compliance with extraterritorial zoning ordinances and extraterritorial plans;	**Criterion Met:** (Yes/No/N/A) **N/A**
Not applicable. The extraterritorial bodies that in the past heard rezoning and subdivision cases no longer applies to cases inside the city limits. City jurisdiction includes all the land within the city limits. County jurisdiction includes all the land outside the city limits.	
Criterion 6 [14-3.2(E)(1)(f)]: contribution to a coordinated, adjusted and harmonious development of Santa Fe that in accordance with existing and future needs best promotes health, safety, morals, order, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development; and	**Criterion Met:** (Yes/No) **YES**
This request contributes to the coordinated and harmonious development of Santa Fe by providing for a building product that has proven to have a high demand in the City. This area is considered the phase 1 growth area for Santa Fe. City utilities are available with sewer on Caja del Oro Grant Road and water on South Meadows Road. The extension of the 12 inch water line to the east boundary of the project facilitates the County connection to a community water system and significantly improves the firefighting capacity for the area.	
Criterion 7 [14-3.2(E)(1)(g)]: consideration of conformity with other city policies, including land use policies, ordinances, regulations and plans.	**Criterion Met:** (Yes/No) **YES**

This is in conformance with other city policies, ordinances, regulations and plans. No variances are requested with this application indicating compliance with the city zoning regulations. Policies regarding construction of city roads, sewer and water will be followed in the development of infrastructure for this area.	
Criterion 8 [14-3.2(E)(2)]: In addition to complying with the general criteria set forth in Subsection 14-3.2(E)(1), amendments to the land use policies section of the General Plan shall be made only if evidence shows that the effect of the proposed change in land use shown on the future land use map of the General Plan will not have a negative impact on the surrounding properties. The proposed change in land use must be related to the character of the surrounding area or a provision must be made to separate the proposed change in use from adjacent properties by a setback, landscaping, or other means, and a finding must be made that: **(a) the growth and economic projections contained within the General Plan are erroneous or have changed;** **(b) no reasonable locations have been provided for certain land uses for which there is a demonstrated need; or** **(c) conditions affecting the location or land area requirements of the proposed land use have changed, for example the cost of land space requirements, consumer acceptance, market or building technology.**	**Criterion Met:** (Yes/No) **YES**
(a) The general plan included this area as phase 1 for future development. Whatever growth or economic projections were provided in the 1999 general plan would represent dated data that does not take into account the circumstances that have taken place over the last 20 plus years of growth in Santa Fe. One major apartment project is under construction on South Meadows road and another has been approved for construction on South Meadows Road. The growth pattern for the area has recently changed, which is not reflected in the city's general plan. (b) There are few areas in Santa Fe with R-10 or R-12 zoning districts that would allow for a housing product proposed by the applicant. There are even fewer of these zoning districts that satisfy the existing city access standards and have the existing utility infrastructure capable of serving a project of this size. (c) There is a surge in apartment development in Santa Fe. The zoning districts that allow for residential densities in the range or 18-21 dwellings per acre, are R-21, C-1 and C-2 zoning districts. Land zoned for these districts that would allow for higher density residential development, especially meeting the access and utility requirements, is being utilized for apartment construction. It is difficult for developers constructing single family homes at 6-10 dwellings per acre to compete against the price of land associated with apartment development.	

VI. GENERAL PLAN AMENDMENT – COMMUNITY COMMERCIAL TO MEDIUM DENSITY RESIDENTIAL

A request is submitted for an amendment to the City General Plan Future Land Use Map designation from Community Commercial to Medium Density Residential (7-12 dwellings per acre). While R-10 zoning is requested, the proposed density is approximately 5.36 dwelling units per acre.

The General Plan can be amended, subject to meeting the approval criteria in SFCC Section14-3.2(E):

Criterion 1 [14-3.2(E)(1)(a)]: consistency with growth projections for Santa Fe, economic development goals as set forth in a comprehensive economic development plan for Santa Fe and existing land use conditions such as access and availability of infrastructure;	**Criterion Met:** (Yes/No) **YES**
The growth projections from the general plan are over 20 years old and are no longer relevant to Santa Fe's projected growth. The growth in this area of the city began to occur with the city-initiated annexation of land in 2009. Infrastructure followed with the County installation of a water line in South Meadows Road and the completion of New Mexico 599 and the roundabout that connected NM 599 to South Meadows Road. A 240-unit complex is under construction on South Meadows, between Agua Fria and NM 599 and the Madera Apartments consisting of 355 units was recently approved across South Meadows Road. The El Camino Real middle school was placed in this area in anticipation of growth in the area. The completion of NM 599 with the construction of the roundabout at South Meadows and the connection of South Meadows to Agua Fria have considerably improved the access to this part of the urban area.	
Criterion 2 [14-3.2(E)(1)(b)]: Consistency with other parts of the General Plan;	**Criterion Met:** (Yes/No) **YES**
The city general plan describes the majority of land area within the project boundary as community commercial. Community commercial allows for a wide range of land uses. Medium density residential is an appropriate use within the community commercial future land use designation.	
Criterion 3 [14-3.2(E)(1)(c)]: the amendment does not: **(i) allow uses or a change that is significantly different from or inconsistent with the prevailing use and character in the area; or** **(ii) affect an area of less than two acres, except when adjusting boundaries between districts; or** **(iii) benefit one or a few landowners at the expense of the surrounding landowners or the general public**	**Criterion Met:** (Yes/No/N/A) **YES**
(i) With the exception of institutional uses such as the County fire station, County Park and County community center, the land is largely vacant along Caja del Oro Grant Road. This use will be the first development of substantial size that takes place along Caja del Oro Grant Road. (ii) The proposed development is approximately 16.21 acres, well over the two-acre minimum required for a General Plan Amendment. (iii) benefit one or a few landowners at the expense of the surrounding landowners or the general public; Approval of the general plan amendment, zoning and subdivision will allow for the purchase of 88 homes in a section of the urban area that has not experienced single family housing. Single family housing has been concentrated in Tierra Contenta and Las Soleras. This is an opportunity for buyers	

to purchase homes that may be more convenient to their place of work, especially given the proximity to NM 599.	
Criterion 4 [14-3.2(E)(1)(d)]: an amendment is not required to conform with Subsection 14-3.2(E)(1)(c) [Criterion 1(c) above] if it promotes the general welfare or has other adequate public advantage or justification;	**Criterion Met:** (Yes/No) **YES**
The construction of the proposed housing product promotes the general welfare by enabling the purchase of dwellings with a proven demand and favorable price point for the Santa Fe market.	
Criterion 5 [14-3.2(E)(1)(e)]: compliance with extraterritorial zoning ordinances and extraterritorial plans;	**Criterion Met:** (Yes/No/N/A) **N/A**
Not Applicable. The extraterritorial bodies that in the past heard rezoning and subdivision cases no longer applies to cases inside the city limits. City jurisdiction includes all the land within the city limits. County jurisdiction includes all the land outside the city limits.	
Criterion 6 [14-3.2(E)(1)(f)]: contribution to a coordinated, adjusted and harmonious development of Santa Fe that in accordance with existing and future needs best promotes health, safety, morals, order, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development; and	**Criterion Met:** (Yes/No) **YES**
This request contributes to the coordinated and harmonious development of Santa Fe by providing for a building product that has proven to have a high demand in the Las Soleras development. This area is considered the phase 1 growth area for Santa Fe. City utilities are available with sewer on Caja del Oro Grant Road and water on South Meadows Road. The extension of the 12 inch water line to the east boundary of the project facilitates the County connection to a community water system and significantly improves the firefighting capacity for the area.	
Criterion 7 [14-3.2(E)(1)(g)]: consideration of conformity with other city policies, including land use policies, ordinances, regulations and plans.	**Criterion Met:** (Yes/No) **YES**
No variances are requested with this application. The request is in compliance with city zoning regulations. Construction of roads and sewer and water infrastructure will be in conformance with infrastructure standards in Chapter 14.	
Criterion 8 [14-3.2(E)(2)]: In addition to complying with the general criteria set forth in Subsection 14-3.2(E)(1), amendments to the land use policies section of the General Plan shall be made only if evidence shows that the effect of the proposed change in land use shown on the future land use map of the General Plan will not have a negative impact on the surrounding properties. The proposed change in land use must be related to the character of the surrounding area or a provision must be made to separate the proposed change in use from adjacent properties by a setback, landscaping, or other means, and a finding must be made that:	**Criterion Met:** (Yes/No) **YES**

(a) the growth and economic projections contained within the General Plan are erroneous or have changed; *(b) no reasonable locations have been provided for certain land uses for which there is a demonstrated need; or* *(c) conditions affecting the location or land area requirements of the proposed land use have changed, for example the cost of land space requirements, consumer acceptance, market or building technology.*	

(a) The general plan included this area as phase 1 for future development. Whatever growth or economic projections were provided in the 1999 general plan would represent dated data that does not take into account the circumstances that have taken place over the last 20 plus years of growth in Santa Fe. One major apartment project is under construction on South Meadows road and another has been approved for construction on South Meadows Road. The growth pattern for the area has recently changed, which is not reflected in the city general plan.

(b) There are few areas in Santa Fe with R-10 or R-12 zoning districts that would allow for a housing product proposed by Pulte. There are even fewer of these zoning districts that satisfy the existing city access standards and have the existing utility infrastructure capable of serving a project of this size.

(c) There is a surge in apartment development in Santa Fe. The zoning districts that allow for residential densities in the range or 18-21 dwellings per acre, are R-21, C-1 and C-2 zoning districts. Land zoned for these districts that would allow for higher density residential development, especially meeting the access and utility requirements, is being utilized for apartment construction. It is difficult for developers constructing single family homes at 6-10 dwellings per acre to compete against the price of land associated with apartment development.

VII. REZONE APPROVAL CRITERIA – R-1 and C-2 to R-10

The Applicant requests 10.18 acres of land zoned C-2 (General Commercial) and 5.95 acres as R-1 (Residential, one dwelling unit per acre). The Applicant requests the overall site to be zoned to R-10 (Residential, 10 dwelling units per acre).

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;**	**Criterion Met:** (Yes/No) **YES**

(iii) a different use category is more advantageous to the community, as articulated in the General Plan or other adopted city plans;	

(i) there was a mistake in the original zoning;

The C-2 zoning reflects what was approved in the extraterritorial area. The assumption was that there would be sufficient residential development to support a shopping center. The pattern for location of shopping centers has proven that substantial residential development is needed to support a shopping center. The R-1 zoning is a holding zone until such time as a specific land use is requested. The city generally has the opportunity with R-1 zoning to analyze a project through a development or subdivision review process.

(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;

The construction on NM 599 and the completion of South Meadows Road from Agua Fria to the roundabout at NM 599, including utilities in South Meadows Road has changed the nature of this area from rural to residential.

(iii) **a different use category is more advantageous to the community, as articulated in the General Plan or other adopted city plans;**

Several studies requested by or prepared by the city have demonstrated the need for housing in Santa Fe. The studies have identified a significant percent of the workers in Santa Fe living outside the city and having to commute to Santa Fe. Those people living outside the city generally spend their earnings outside Santa Fe.

Section 10.1.6 of the Santa Fe General Plan states the following:

"The most important element of planning for affordable housing is higher density. Part of what has made Santa Fe so appealing. Neighborhoods with five to nine units per acre will help achieve affordable housing goals."

It has been 24 years since that was written and the definition of what is considered affordable has changed significantly. Nonetheless a higher density does allow for a more moderately priced dwelling.

Criterion 2 [14-3.5(C)(1)(b)]: all the rezoning requirements of Chapter 14 have been met;	**Criterion Met:** (Yes/No) **YES**

Yes all rezoning requirements have been met. No variances are submitted with the applications for development of this property.

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**

A request has been included in the Application for a modification of the general plan, Future Land Use map from very low density residential (1 dwelling unit per acre) to Medium Density (7-12 dwelling units per acre). If recommended for approval by the Planning Commission, this brings the general plan recommendation into conformance with the proposed zoning application.

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**
The lack of housing in Santa Fe has been well documented in several of the studies prepared for the city. This is an unusual housing product that is best suited to a higher density residential zoning such as R-10. There is a limited supply of land in Santa Fe that is zoned for that residential density.	
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**
With the exception of city water the existing infrastructure is in place to serve this development. A 12 inch water line will be brought to and through the site to serve this development and potentially to serve other uses in the area. A fire station is in close proximity to Caja del Oro and a new fire station is planned on South Meadows, south of the 599 interchange. The two small on-site parks and the nearby county park and river trail will accommodate the impacts of the proposed development.	
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 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.**	**Criterion Met:** (Yes/No) **YES**
(a) The opening of the El Camino Real Academy, the construction and approval of two major apartment projects, the completing and signalization of the Agua Fria and South Meadows intersection has substantially changed the character of this area. The city-initiated annexation has also changed the character of the area from rural, characterized by one and 2.5 acre lots to urban where residential densities are in line with the policies of the general plan where minimum density of five dwellings per acre is specified in the general plan. (b) The land at 12.41 acres is well over the minimum of two acres to rezone. (c) In this case there are very few surrounding land owners. Alameda and NM 599 are located on the western boundary of the property. The land to the east is either vacant or occupied by a cemetery and the land to the south is owned by the same property owner that is controlled by the seller of the land to Pulte. There is little impact to surrounding land owners by unique situational location of the subject property.	
Criterion 7 [14-3.5(D)(1)]: If the impacts of the proposed development or rezoning cannot be accommodated by the existing infrastructure	**Criterion Met:** (Yes/No)

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;	**YES**
The proposed rezoning will allow for a subdivision of 88 homes and all improvements for infrastructure are proposed in the preliminary subdivision plat request. Impact fees will be imposed on the development to supplement funding associated with constructing and improving existing infrastructure such as streets, parks, police and fire services. An evaluation of any required off-site improvements will be evaluated with this development plan.	
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**
Impact fees may be imposed on the development to supplement funding associated with constructing and improving existing infrastructure such as streets, parks, police and fire services.	

VIII. PROJECT ANALYSIS: PRELIMINARY DEVELOPMENT PLAN AND SUBDIVISION

Project Description

Site Data

North Lot (Tract 4-5)

- Existing zoning: C-2 General Commercial and R-1, Residential, 1 dwelling per acre.
- Size of parcel: 16.4 acres includes 50’ easement for Caja del Oro Grant
- Total number of lots: 88
- Market rate lots: 71
- Affordable housing lots: 17 with a .6 remainder
- Average density: 5.36 dwellings per acre
- Land in pond/open space/park: .85 acre feet

All building lots are larger than 3,000 square feet, therefore, no offsetting common open space is required to satisfy minimum lot size.

Access and Traffic

Caja del Oro Grant Road is an easement between the two parcels and is part of the total area for the property under consideration for entitlements Caja del Oro Grant Road was part of the settlement agreement between the city and county as part of the City initiated annexation. It has two 10 foot wide lanes and is classified as a major collector street. It appears that it is indeterminate if the city or county is responsible for the ownership and maintenance of the roadway. Alameda Road is located on the eastern boundary of the property. This roadway also is the frontage road to NM 599 and is owned and maintained by the New Mexico Department of Transportation (NMDOT).

There is a cemetery to the east that is owned and maintained by the Catholic Church. The cemetery is one lot to the east from the eastern boundary of Caja de Oro with a separation of approximately 100 feet between Caja del Oro and the cemetery boundary. There are two undeveloped roadways on the south side of Caja del Oro Grant Road. One of those, Prairie Dog Loop crosses the southeast corner of the southern parcel. Hernandez Lane intersects with Prairie Dog Loop south of the proposed Caja del Oro development. An easement has been preserved across this property for the existing Prairie Dog Loop which is a private road, 15-20 feet in width.

Both north and south parcels will use Caja del Oro Grant Road as the access to the project. The two access points for each parcel will align with each other. Both access points exiting Caja del Oro Grant Road will have a stop condition. No stop condition is proposed on Caja del Oro Grant Road at the intersections to both parcels. An emergency access is proposed from each parcel to Alameda. Eric Wrage, PE, the traffic engineer with Bohannan Huston Inc. has prepared a Traffic Impact Study for the project. The conclusion of the study is that the traffic generated by the project will have a minimum impact on adjacent roadway system and with one exception for a westbound left turn lane at Caja del Oro Grant Road and Alameda all intersections that were evaluated will operate at acceptable levels of service. The one exception is the PM Peak, left turn on Caja del Oro to Alameda where the peak traffic occurs. (See Exhibit E: Applicant Materials- TIA)

Pedestrian and Bicycle Connectivity and Trails

There are no sidewalks on Caja del Oro Grant Road, nor along Alameda. There is limited pedestrian access in this area of the city including along Agua Fria, which is the closest connecting road to Caja del Oro Grant Road. The Metropolitan Transportation Organization mapping does not show any planned trails for this area that was recently annexed by the city.

There is no public bus route that serves the immediate area and apparently none is planned in the future. There is a bus route on Agua Fria and a bus stop at Agua Fria and Caja del Oro Grant Road .8 mile from the development. The need for a bus route may change in the future when the South Meadows Apartments are completed along with the El Camino Real Middle School located on South Meadows Road.

Grading and Drainage/Terrain Management

A storm water pollution protection plan (SWPPP) has been prepared as part of the Application materials for the project. A Notice of Intent (NOI) will be submitted to the Environmental Protection Agency (EPA)

prior to the commencement of any grading that may occur on site.

The contractor for the project will be required to implement various measures to reduce dust leaving the site. The mitigation of dust will include, at a minimum, the watering of areas disturbed during the grading of the site.

Landscaping and Open Space

In addition to the central pond there is a central area in each of the two parcels that is designed as a landscape area with trees, grass, and benches as the common open space element to each parcel. These central islands also serve to provide for just less than one off lot parking space per dwelling.

The requirement for neighborhood parks is .006 acre per dwelling. Eighty-eight dwellings requires .528 acres of park land. A total of 0.85 acres of park land is provided for this development. The city does not accept park areas of less than one acre for maintenance. The homeowner's association, therefore, will be responsible for maintenance of the park land.

Fire

There is an existing 12-inch water line on South Meadows Road that terminates before the roundabout at NM 599. This line will be extended to the south boundary of the project and brought through the south parcel to Caja de Oro Grant Road and then to the eastern boundary of the subject property. Eight-inch lines will be extended from the 12 inch line to serve for fire protection purposes. Locations for fire hydrants are shown on the engineering plans but these will have to be confirmed by the Fire Department.

Water Budget

Of the 88 lots 71 are market rate and are subject to the water offset requirements of the city. All lots are less than 6,000 square feet and the water offset requirement is .15 acre feet per dwelling unit plus the annual landscape requirement and the .098 percent required for system line loss. The total water requirement is:

71 dwellings x .15 ac. ft. = 10.65 ac. ft.
Landscape: .70 ac. ft.
11.35 ac. ft. x 1.098 = 12.462 ac. ft.

Water rights instead of water credits are required since water demand exceeds the 10-acre foot maximum where water credits can be used to offset the water requirements of the City Code.

Utilities

Water

- As mentioned under Fire Protection a 12-inch city water line will be extended from South Meadows Road up to Caja de Oro Grant Road. The City Water Division has modeled the water demand for this project and the area and has recommended the size and alignment for the water service to this development. The 12-inch line will be available to serve the County properties along Caja de Oro Grant Road mentioned in the report that are currently served by on-site wells.

Sewer

- There is a city sewer line on Caja de Oro Grant Road east of the development. The development will connect to the existing 8-inch sewer in Caja de Oro Grant Road. Discussions have occurred with the City Wastewater Division, and they do not foresee any problems with connecting to this line which is currently the end of the city sewer line on Caja de Orr Grant Road.

Natural Gas

- There is a supply gas line in Caja de Oro Grant Road that serves the fire station and Nancy Rodriguez Community Center. The design for the gas line by the New Mexico Gas Company does not take place until the final subdivision plat is approved. It is assumed that a two-inch line will be connected to the main line in Caja de Oro Grant Road and will be extended as a two-inch line throughout the entire development for both parcels.
- There is an existing 10 inch gas line that crosses the north end of the north parcel. This line has a 50 foot easement and residential dwellings are located outside the easement.

Electric

- PNM overhead electric service is available on Caja de Oro. Information on the capacity of this line and ability to serve the Subdivision cannot be determined at this time. The design of the electric system by PNM does not commence until the final plat is approved. There appears to be sufficient existing infrastructure available to serve the projected build-out of the subdivision.

Telephone

- Telephone cable is available on Caja del Oro Grant Road and since it is located within the urban service area of Santa Fe it is the responsibility of Century Link to bring in additional service lines at no cost to the development. Century Link is dependent on PNM Electric to establish the design for the communication system.

Comcast Cable

- Although I was unable to verify cable on Caja del Oro Grant Road, it appears that a fiber optics cable is in the process of being installed for the length of Caja del Oro. The design for cable from the fiber optics to the house is also dependent on the electric design from PNM to serve the project.

Impact on Schools

- A report was submitted to the Santa Fe Public Schools as provided for in the City Code. Gabe Romero from Santa Fe Public Schools indicated that *"Given the estimated build out projections for the development plan, current capacities at assigned schools will be adequate to serve the anticipated student population from this development."* (Exhibit E: Applicant Materials- Appendix E)

Santa Fe HOMES Program

The Santa Fe Homes Ordinance requires that 20 percent of the homes within the project (17.6) be constructed and made available to qualifying families based on the mandated standards set forth in the

Ordinance. A fee of $49,575 will be paid for the .6 remainder to the City of Santa Fe Affordable Housing Trust Fund for affordable housing. (Exhibit E: Applicant Materials- Appendix G)

Homeowners Association and Private Covenants

Subsection 14-8.2(K)(1) of the City Code requires that covenants and homeowners' documents be submitted for review to assure that each lot owner understands the requirement to maintain landscape easements and storm water ponds and which remain under the ownership of the homeowners association. Restrictive covenants and HOA documents which includes the provisions to maintain commonly owned facilities is attached to this report (See Exhibit E: Applicant Materials- Appendix H)

IX. 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**
Under sections 14-3.8 (B)(3) and 14-2.3(C)(1) of Chapter 14 of the Land Development Code the Planning Commission is granted authority to approve or disapprove a development plan.	
Criterion 2: that approving the development plan will not adversely affect the public interest; and	**Criterion Met:** (Yes/No) **YES**
The public interest is not defined; however ordinances, such as Chapter 14, were adopted by elected officials who serve as the public interest. This proposal satisfies the regulations in Chapter 14 and fulfills the 4-4-G-1 section of the General Plan with regards to infill with residential development.	
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 closest buildings are the Fire Station, which has an approximate height of 20-24 feet, The Nancy Rodriguez Community Center, which is a larger community building and the La Familia Medical Center which is larger than most residential structures.	

X. 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**
An archaeological report has been prepared by Ron Winters, Archaeologist. No sites of historical significance were found within any of the tracts that are included within the boundaries of this project. There a very few "significant trees" on the property with the principal vegetation being native grasses and one-seed juniper trees. There are no well-defined drainage ways located on the property.	
Criterion 2: The planning commission shall give due regard to the opinions of public agencies and shall not approve the *plat* if it determines that in the best interest of the public health, safety or welfare the land is not suitable for *platting* and *development* purposes of the kind proposed. Land subject to *flooding* and land deemed to be topographically unsuited for building, or for other reasons uninhabitable, shall not be *platted* for *residential* occupancy, nor for other uses that may increase danger to health, safety or welfare or aggravate *erosion* or *flood* hazard. Such land shall be set aside within the *plat* for uses that will not be endangered by periodic or occasional inundation or produce unsatisfactory living conditions. See also Section 14-5.9 (Ecological Resource Protection Overlay District) and Section 14-8.3 (Flood Regulations).	**Criterion Met:** (Yes/No) **YES**
All conditions of approval and technical corrections must be addressed as part of the review by City staff. This land has few constraints to development. Dry utilities are located in the Caja del Oro Grant Road. The land is exceptionally flat where drainage can be easily accommodated. With the exception of a gas easement at the north end of the northern parcel there a very few limitations to development of the property. Access is provided by NM 599, which is a state highway and Alameda Road which is a State Highway as well. There is sewer in close proximity to the subdivision located on Caja de Oro Grant Road capable of serving the development. A major water line will be brought in from off-site. The Applicant is working with the MPO and the City's traffic engineer to address their conditions of approval to be reflected in the Final Subdivision Plat: ▪ Required changes to the streets design to meet minimum 5' wide sidewalks with 5' wide planter strips; a bike lane along Caja del Oro Grant Road; ▪ A narrowing of the vehicle travel lanes on Caja del Oro Grant Road and internal roads; ▪ An 8' wide required trail along Alameda outside of the subdivision walls; ▪ Create an easement to provide for a future stub out to Camino Cementerio; ▪ Reduce the turning radii at the intersection of Caja del Oro Grant and Alameda Frontage Road	
Criterion 3: All *plats* shall comply with the standards of Chapter 14, Article 9 (Infrastructure Design, Improvements and Dedication Standards).	**Criterion Met:** (Yes/No) **YES**

The Development Review Team (DRT) has reviewed the Applicant's proposed subdivision design. 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 interior roadways are designed as public roads and the city utility infrastructure is designed to comply with the standards of Article 9. At the time of this report, the applicant has made changes to the street sections to meet Chapter 14 requirements for sidewalk and planter strips. The City Water Division has modeled the domestic demand and fire-flow requirements for the subdivision and the main line serving the project is based on the city's specifications.	
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**
This is vacant land and there are no existing non-conformities. The general plan amendment and rezoning of the R-1 parcels, if approved, will bring the density and the design of the subdivision into conformance with the provisions of Chapter 14. No variances have been requested for this property.	
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**
The rezoning of the property from R-1 to R-10 is dependent on the approval of the general plan amendment. With approval of the general plan amendment the rezoning would be consistent with the procedures provided in Chapter 14 of the city code. The preliminary plat can only be approved if the city council approves the rezoning and general plan amendment. The Applicant is not requesting any exceptions with this proposal.	

XI. EARLY NEIGHBORHOOD NOTIFICATION

An ENN meeting was held on May 11, 2021 and a second ENN was held on August 10, 2021 due to the increase in the number of dwellings from 80 dwellings at the first meeting to 88 dwellings at the second meeting. (See Exhibit D for meeting notes.)

XII. EXPIRATION

The General Plan amendment and the rezoning, if approved by the Governing Body, will run with the land, are 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 approve the preliminary development plan and adopt Findings of Fact and Conclusions of Law at this hearing, the expiration date would be December 2, 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 December 2, 2024.

XIII. ATTACHMENTS:

EXHIBIT A: Draft Findings of Fact and Conclusions of Law

1. Case #2021-4377
2. Case #2021-4378
3. Case #2021-4379
4. Case #2021-4381

EXHIBIT B: Development Review Team Memoranda

1. Compiled Technical Corrections
2. Terrain Management Review (includes ADA Site Review)
3. MPO Review
4. Fire Prevention Review
5. Landscape Review
6. Wastewater Review

EXHIBIT C: Maps and Photos

1. Future Land Use
2. Current Zoning
3. Aerial Views
4. Street Views

EXHIBIT D: Early Neighborhood Notification

1. ENN Guidelines
2. Meeting Notes
3. School Notification

EXHIBIT E: Applicant Materials

1. Siebert 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, CFM	NLB
Land Use Department Case Manager	Donna Wynant, AICP	*DJW*

City of Santa Fe, New Mexico

Planning Commission

Exhibit A

Draft Findings of Fact/Conclusions of Law

1. Case #2021-4377
2. Case #2021-4378
3. Case #2021-4379
4. Case #2021-4381

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

Case #2021-4377 – Caja del Oro General Plan Amendment
Owner's/Applicant's Name – The Pulte Group of New Mexico
Agent's Name – James Siebert, of James W. Siebert and Associates, Inc.

THIS MATTER came before the Planning Commission (Commission) for hearing on December 2, 2021 upon the application (Application) of James Siebert, of James W. Siebert and Associates, Inc., Agent, for the Pulte Group of New Mexico. The Applicant requests approval of a general plan future land use map amendment to change the designation from Very Low Density Residential (1-3 dwelling units per acre) to Medium Density Residential (7-12 dwelling units per acre). The property is approximately 16.21 acres of land on eight individual lots (to be consolidated). The properties are located at 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road.

In related Case #2021-4378, the Applicant seeks a rezoning from R-1 (Residential – 1 dwelling unit per acre) to R-10 (Residential – 10 dwelling units per acre) Additionally, in related Case #2021-4379, the Applicant seeks preliminary development plan approval for an 88 single-family residential home development. Finally, in related case #2021-4381, the Applicant requests approval of a preliminary subdivision plat for 88 single-family residential lots.

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. The Applicant seeks a rezoning from R-1 to R-10, which would allow for the proposed single-family residential development consisting of 88 single-family residential lots on approximately 16.21 acres of land located on eight individual lots (to be consolidated). The properties are located at 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road.
2. Under the Santa Fe City Code (SFCC) 1987 Section 14-3.2(B)(2)(b), the general plan must first be amended before approval of a change in zoning district designation that is inconsistent with the land use classification shown on the general plan's future land use map.
3. Under SFCC 1987 Section 14-3.2(D)(1), the Application for a general plan amendment may be considered by the planning commission and the governing body concurrently with other applications.
4. 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)(xii)]; and (c) compliance with notice and public hearing requirements [SFCC 1987 § 14-3.1(H)-(I)].
5. A pre-application conference was held on April 8, 2021.

6. The Applicant conducted virtual ENN meetings on May 11, 2021 and on August 10, 2021 using Zoom. Several members of the public were in attendance at both meetings.
7. Pursuant to SFCC 1987 Section 14-3.1(H), notice of the ENN meetings were properly given.
8. The ENN meeting was attended by representatives of the Applicant and City staff. Several members of the public were in attendance.
9. City staff reviewed the general plan amendment Application, and the related materials and information submitted by the Applicant, for conformity with applicable SFCC requirements (Submittal Requirements) and provided the Commission with a written report of its findings (Staff Report), which evaluates the factors relevant to the Application.
10. Staff recommended that the Commission recommend approval of the amendment to the general plan to Governing Body.
11. Pursuant to SFCC 1987 Sections14-2.3(C)(7)(a) and 14-3.2(D)(2), the Commission has the authority to review and make recommendations to the Governing Body regarding amendments to the general plan.
12. At the Hearing, the Commission considered the Application in this case concurrently with the applications in Case Nos. 2021-4378, 2021-4379 and 2021-4381; 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.
13. SFCC 1987 Section 14-3.2 sets out certain procedures for amendments to the general plan, including, without limitation, submittal of an application for review, a public hearing by the Commission, and a recommendation to the Governing Body based upon the criteria set out in SFCC 1987 Section 14-3.2(E).
14. SFCC 1987 Section 14-3.2(E)(1) sets out approval criteria and requires the Commission to make complete findings of fact sufficient to show that these criteria have been met before recommending approval of an amendment to the general plan to the Governing Body.
15. Pursuant to SFCC 1987 14-3.2(E)(1)(a), the Commission finds that the Project is consistent with growth projections for Santa Fe, economic development goals, and existing land use conditions such as access and availability of infrastructure. The General Plan has established. medium to high density residential uses in the NM 599 and South Meadows Road node. The fundamental framework for residential communities exists, including roads (NM 599 and South Meadows Road), services (city water and sewer), and schools.
16. Pursuant to SFCC 1987 Section 14-3.2(E)(1)(b), the Commission finds that the proposed general plan amendment would be consistent with other parts of the general plan. Medium densities are consistent with and supported by the growth management policies of Chapter 4 of the General Plan, which call for a concentration of populations at greater densities in developing areas.
17. Pursuant to SFCC 1987 Section 14-3.2(E)(1)(c) the Commission finds the amendment does not:
    (i) allow uses or a change that is significantly different from or inconsistent with the prevailing use and character in the area; or
    (ii) affect an area of less than two acres, except when adjusting boundaries between districts; or
    (iii) benefit one or a few landowners at the expense of the surrounding landowners or the general public.
18. The Commission finds that the criterion in SFCC 1987 14-3.2(E)(1)(d) is not applicable because the criterion in SFCC 1987 Section 14-3.2(E)(1)(c) is met.

19. The Commission finds that the criterion in SFCC 1987 14-3.2(E)(1)(e) is not applicable to this case.
20. Pursuant to SFCC 1987 14-3.2(E)(1)(f), the Commission finds that approving a proposal for housing on the Property would promote the general welfare and contribute to the harmonious development of Santa Fe.
21. Pursuant to SFCC 1987 14-3.2(E)(1)(g), the Commission has considered conformity with other city policies.
22. The Commission finds that the additional criteria in SFCC 1987 14-3.2(E)(2) are not applicable to this case because the proposal would not amend the land use policies section of the general plan.
23. The Commission finds that the additional criteria in SFCC 1987 14-3.2(E)(3) are not applicable to this case because the proposal does not involve the adoption of a neighborhood plan.

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

WHEREFORE, IT IS ORDERED ON THE 2nd DAY OF DECEMBER 2021 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE:

Considering the foregoing findings and conclusions, the Commission recommends that the Governing Body approve the general plan amendment, as requested in the Application for Case #2021-4377.

_____ _____

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 #2021-4378 – Caja del Oro Rezoning
Owner's/Applicant's Name – The Pulte Group of New Mexico
Agent's Name – James Siebert, of James W. Siebert and Associates, Inc.

THIS MATTER came before the Planning Commission (Commission) for hearing on December 2, 2021 upon the application (Application) of James Siebert, of James W. Siebert and Associates, Inc., Agent, for the Pulte Group of New Mexico. The Applicant requests approval of a rezoning from R-1 (Residential- 1 dwelling unit per acre) to R-10 (Residential- 10 dwelling units per acre) and C-2 (General Commercial) to R-10 (Residential-10 dwelling units per acre) for approximately 16.21 acres of land on eight individual lots (to be consolidated). The properties are located at 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road (Property).

In related Case #2021-4377, the Applicant requests approval of a general plan future land use map amendment to change the designation from Very Low Density Residential (1-3 dwelling units per acre) to Medium Density Residential (7-12 dwelling units per acre). Additionally, in related Case #2021-4379, the Applicant seeks preliminary development plan approval for an 88 single-family residential home development. Finally, in related case #2021-4381, the Applicant requests approval of a preliminary subdivision plat for 88 single-family residential lots.

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. The Applicant seeks a rezoning from R-1 to R-10, which would allow for the proposed single-family residential development consisting of 88 single-family residential lots on approximately 16.21 acres of land on eight individual lots (to be consolidated). The properties are located at 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road.
2. Santa Fe City Code (SFCC) 1987 Section 14-3.2(D)(1) provides that an application for amendments to the general plan may be considered concurrently with an application for rezoning.
3. SFCC 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 § 14-3.1(F)(2)(a)(iii)]; and (c) compliance with notice and public hearing requirements [SFCC 1987 §14-3.1(H)-(I)].
4. A pre-application conference was held on April 8, 2021.
5. The Applicant conducted virtual ENN meetings on May 11, 2021 and on August 10, 2021 using Zoom. Several members of the public were in attendance at both meetings.
6. Pursuant to SFCC 1987 Section 14-3.1(H), notice of the ENN meeting was properly given.

7. 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).
8. 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.
9. Staff recommended that the Commission recommend approval of the rezoning to the Governing Body.
10. Pursuant to SFCC 1987 Sections 14-2.3(C)(7)(c) and 14-3.5(B)(1), the Commission has the authority to review and make recommendations to the Governing Body regarding rezonings.
11. At the Hearing, the Commission considered the Application in this case concurrently with the applications in Case Nos. 2021-4377, 2021-4379 and 2021-4381; 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.
12. 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.
13. 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.
14. Pursuant to SFCC 1987 Section 14-3.5(C)(1)(a)(ii)-(iii), the Commission finds that the character of the surrounding area has changed due to increased residential development and that the proposed R-10 zoning is more advantageous to the community to allow for additional single-family residential development while allowing higher density, which allows housing to be developed at a more affordable rate.
15. 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.
16. 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, including growth management policies for infill development at medium densities in developing areas with centrally located neighborhood centers. Additionally, the rezoning will be consistent with the future land use map if the proposed general plan amendment is approved by the Governing Body.
17. Pursuant to SFCC 1987 Section 14-3.5(C)(1)(d), the Commission finds that rezoning the property to accommodate infill by creating a 88-lot subdivision 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.
18. Pursuant to SFCC 1987 Section 14-3.5(C)(1)(e), the Commission finds that 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.

19. Pursuant to SFCC 1987 Section 14-3.5(C)(2)(a), the Commission finds that the proposed change in density will not result in a change in character inconsistent with the prevailing use and character of the area, and that the R-10 zoning is consistent with the surrounding density.
20. Pursuant to SFCC 1987 Section 14-3.5(C)(2)(b), the Commission finds that the proposed rezoning is permissible because it would not affect an area of less than two acres.
1. 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 general public.
2. Pursuant to SFCC 1987 Section 14-3.5(D), the Commission finds that the proposed additional density can be accommodated by the existing and proposed road infrastructure.

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

WHEREFORE, IT IS ORDERED ON THE 2nd DAY OF DECEMBER 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 proposed rezoning to R-10, as requested in the Application for Case #2021-4378.

_____ _____
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 #2021-4379 – Caja del Oro Preliminary Development Plan
Owner's/Applicant's Name – The Pulte Group of New Mexico
Agent's Name – James Siebert, of James W. Siebert and Associates, Inc.

THIS MATTER came before the Planning Commission (Commission) for hearing on December 2, 2021 upon the application (Application) of James Siebert, of James W. Siebert and Associates, Inc., Agent, for the Pulte Group of New Mexico. The Applicant requests approval of a preliminary development plan for 88 single-family homes on approximately 16.21 acres. The properties are zoned C-2 (General Commercial) and R-1 (Residential- 1 dwelling unit per acre) and are located at 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road (Property).

In related Case #2021-4377, the Applicant requests approval of a general plan future land use map amendment to change the designation from Very Low Density Residential (1-3 dwelling units per acre) to Medium Density Residential (7-12 dwelling units per acre). Additionally, in related Case #2021-4378, the Applicant seeks a rezoning from R-1 (Residential- 1 dwelling unit per acre) to R-10 (Residential- 10 dwelling units per acre) and C-2 (General Commercial) to R-10 (Residential-10 dwelling units per acre). Finally, in related case #2021-4381, the Applicant requests approval of a preliminary subdivision plat for 88 single-family homes.

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. The Applicant requests approval of a preliminary development plan for 88 single-family homes on approximately 16.21 acres. The properties are zoned C-2 (General Commercial) and R-1 (Residential- 1 dwelling unit per acre) and are located at 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road (Property).
2. Santa Fe City Code (SFCC) 1987 Section 14-2.2-1 provides that a development plan shall be reviewed and decided on by the planning commission.
3. 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 § 14-3.1(F)(2)(a)(iii)]; and (c) compliance with notice and public hearing requirements [SFCC 1987 §14-3.1(H)-(I)].
4. A pre-application conference was held on April 8, 2021.
5. The Applicant conducted virtual ENN meetings on May 11, 2021 and on August 10, 2021 using Zoom. Several members of the public were in attendance at both meetings.
6. Pursuant to SFCC 1987 Section 14-3.1(H), notice of the ENN meeting was properly given.

7. The ENN meeting was attended by representatives of the Applicant and City staff. Several members of the public attended both meetings.
8. 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 Commission with a written report of its findings (Staff Report), which evaluates the factors relevant to the Application.
9. Staff recommended that the Commission recommend that the Governing Body approve the preliminary development plan, subject to certain conditions of approval and technical corrections set forth in the Staff Report and attached exhibits.
10. At the Hearing, the Commission considered the Application in this case concurrently with the applications in Case Nos. 2021-4377, 2021-4378, and 2021-4381; 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 14-3.8 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 making a recommendation to the Governing Body to approve a development plan.
15. Pursuant to SFCC 1987 Section 14-3.8(D)(1)(a), the Commission finds that it is empowered to review and make a recommendation on the proposed preliminary development plan under SFCC 1987 Sections 14-2.3(C)(1), 14-3.8(B)(2), and 14-4.2(E)(2), and Table 14-2.1-1.
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 Project. The subject property is located in an area with medium to high density and commercial land use patterns, and institutional uses that include the El Camino Real Academy to the west and the site of a future fire station in addition to high density apartment developments, proposed and under construction. The proposed use and scale of the Project is compatible with land uses in the vicinity.
17. 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.
18. The Commission finds that the conditions and technical corrections set out 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.
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 procedural requirements regarding the pre-application conference, ENN meeting, and notice of public hearing have been met.
2. The Commission has the authority to review and make a recommendation to the Governing Body to approve the preliminary development plan.
3. The Applicant met the applicable Submittal Requirements.
4. The Commission should approve 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 2nd DAY OF DECEMBER 2021 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE:

Considering the foregoing findings and conclusions, the Commission approves the proposed preliminary development plan, subject to the conditions and technical corrections set forth in the Staff Report and exhibits.

_____ _____
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 #2021-4381 – Caja del Oro Preliminary Subdivision Plat
Owner's/Applicant's Name – The Pulte Group of New Mexico
Agent's Name – James Siebert, of James W. Siebert and Associates, Inc.

THIS MATTER came before the Planning Commission (Commission) for hearing on December 2, 2021 upon the application (Application) of James Siebert, of James W. Siebert and Associates, Inc., Agent, for the Pulte Group of New Mexico. The Applicant requests approval of a preliminary subdivision plat for 88 single-family residential lots on approximately 16.21 acres (Property). The property is zoned R-1 (Residential – 1 dwelling unit per acre) and C-2 (General Commercial) and is located on eight individual lots (to be consolidated). The properties are located at 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road.

In related Case #2021-4377, the Applicant requests approval of a general plan future land use map amendment to change the designation from Very Low Density Residential (1-3 dwelling units per acre) to Medium Density Residential (7-12 dwelling units per acre). Additionally, in related Case #2021-4378, the Applicant seeks a rezoning from R-1 (Residential- 1 dwelling unit per acre) to R-10 (Residential- 10 dwelling units per acre) and C-2 (General Commercial) to R-10 (Residential-10 dwelling units per acre) Finally, in related case #2021-4379, the Applicant requests approval of a preliminary development plan for an 88 single-family residential home development.

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. The Applicant request approval of a preliminary subdivision plat for 88 single-family residential lots on approximately 16.21 acres.
2. 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.
3. Santa Fe City Code (SFCC) Section 14-3.1 sets out certain procedures to be followed on the Application, including, without limitation, (a) a pre-application conference [SFCC 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)].
4. A pre-application conference was held on April 8, 2021.
5. The Applicant conducted virtual ENN meetings on May 11, 2021 and on August 10, 2021, using Zoom.
6. Pursuant to SFCC 1987 Section 14-3.1(H), notice of the ENN meeting was properly given.
7. The ENN meeting was attended by representatives of the Applicant and City staff. Several members of the public were in attendance at both meetings.

8. 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.
9. 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.
10. 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.
11. At the Hearing, the Commission considered the Application in this case concurrently with the applications in Case Nos. 2021-4377, 2021-4378, and 2021-4379; 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.
12. 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).
13. 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).
14. The information contained in the Staff Report and exhibits is sufficient to establish that the Submittal Requirements have been met.
15. 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.
16. 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 vacant with little vegetation, and there are no historical or significant natural features or drainages on the site.
17. 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. It is relatively flat with a gentle slope from north to south with a grade of less than 5%.
18. 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 Section 14-9.
19. 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.
20. 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 2nd DAY OF DECEMBER 2021 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE:

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

_____ _____
Brian Gutierrez Date:
Chairperson

FILED:

_____ _____
Kristine Bustos-Mihelcic Date:
City Clerk

APPROVED AS TO FORM:

_____ _____
Patricia Feghali Date:
Assistant City Attorney

Technical Corrections
Caja del Oro Grant Road
General Plan Amendment, Rezoning,
Preliminary Development Plan and
Preliminary Subdivision Plat

#	DRT Comments	Dept. or Division	To be completed by:
1	Water budget along with Landscaping and 9.8% contingency per SFCC 14-8.13(E)(1)	Public Utilities/Water Division	Prior to Building Permit Application
2	Detectable warnings must be used for all entry onto roadways on accessible paths.	Land Use/Technical Review	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	Land Use/Technical Review	
4	Due to the Shademaster Bore, please replace the Shademaster Honey Locust trees with another approved tree variety from the City of Santa Fe plant list.	Land Use/Terrain Management	Prior to permit review
5	Increase the quantity of evergreen tree varieties to at least three.	Land Use/Landscape Review	Prior to Final Plat
6	Provide additional screening at the south side retention pond in the gravel berm area.	Land Use/Landscape Review	Prior to Final Plat
7	14-8.4(F)(3)(a) Turf grass sod or turf grass seed mixes installed within the city limits shall contain no more than twenty-five percent Kentucky Bluegrass.	Land Use/Landscape Review	Prior to Final Plat
8	City staff respectfully request the use of a gravel mulch that is washed and screened.	Land Use/Landscape Review	Prior to Final Plat
9	A security fence around ponds three feet and deeper with a maintenance gate is required.	Land Use/Landscape Review	Prior to Final Plat
10	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.	Land Use/Landscape Review	Prior to Final Plat
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.	Land Use/Landscape Review	Prior to Final Plat
12	Provide a list of zones with type of irrigation, i.e. Drip, Bubbler, and Popup etc. In addition, provide the plant	Land Use/Landscape	Prior to Final Plat

	materials irrigated, i.e. Tree, Shrub, Native Seeding, etc.	Review	
13	14. 14-8.4(E)(4)(H) irrigation systems shall be zoned by levels of water use. For the most efficient water use, plants with similar water use requirements shall be grouped together. Separate zones are required for permanent and temporary irrigation lines.	Land Use/Landscape Review	Prior to Final Plat
14	Provide an outdoor lighting plan with photometric data per 14-8.9(C) COSF code.	Land Use/Landscape Review	Prior to Final Plat
15	All disturbed areas due to construction and not part of the landscape plan shall be revegetated and irrigated. Grass seed mix shall be Dryland Blend Native Grass Mixture from Plants of the Southwest or equal. Seed rate shall be 2 lbs. per 1,000 sf.	Land Use/Landscape Review	Prior to Final Plat
16	14-8.4(J)(1) Wall and Fences: For any project to which this Subsection 14-8.4(J) applies, publicly visible walls and fences shall be wrought iron or simulated wrought iron, wood or simulated wood, cedar pole, adobe, split-faced concrete block, stone, stuccoed or rectangular mesh wire on wooden posts in combination with vines or other climbing plant material.	Land Use/Landscape Review	Prior to Final Plat
17	Retaining Wall / Fence: 14-8.4(J)(2)(b)(i) Any wall or fence that is more than three(3) feet in height above finished grade on the side facing the street, shall be set back from the street right of way line a distance equal to or greater that the height.	Land Use/Landscape Review	Prior to Final Plat
18	14-8.4(J)(2)(b)(ii) The setback area required by Subsection (b)(i) shall be landscaped with plant material that consists of predominantly thorny or other barrier plantings that will cover a minimum of seventy-five percent of the ground area of the planter and that will screen a minimum of seventy-five percent of the face of the fence or wall at maturity.	Land Use/Landscape Review	Prior to Final Plat
19	14-8.4(J)(2)(b)(ii) The setback area required by Subsection (b)(i) shall be landscaped with plant material that consists of predominantly thorny or other barrier plantings that will cover a minimum of seventy-five percent of the ground area of the planter and that will screen a minimum of seventy-five percent of the face of the fence or wall at maturity.	Land Use/Landscape Review	Prior to Final Plat
20	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/Technical Review	Prior to Final Subdivision
21	Provide detail of ponds showing how ponds will drain and overflow. Pipe is mentioned draining southern pond in drainage report and not even shown on plans. Detail exit pipe area and erosion mitigation.	Land Use/Technical Review	Prior to Final Subdivision
22	Ponds that will retain water deeper than 3’ will require minimum height of 5’ fencing	Land Use/Technical	Prior to Final Subdivision

		Review	
23	Label road names or designations on plan views of plan/profile sheets. Use North Arrows on plan views. Label ponds on these sheets.	Land Use/Technical Review	Prior to Final Subdivision
24	One pond has the same elevation shown at the top of the pond (6570) as at the bottom of the pond.	Land Use/Technical Review	Prior to Final Subdivision
25	Overall grading plan should show how water will enter ponds. It should also show the storm drains from the ponds connected to the storm drain.	Land Use/Technical Review	Prior to Final Subdivision
26	Is the SD in Caja del Oro Grant existing? If so label as such	Land Use/Technical Review	Prior to Final Subdivision
27	Include pond measurement post and staff gauge shown below in each pond. Pond should be lined with filter fabric.	Land Use/Technical Review	Prior to Final Subdivision
28	Include Drainage Facilities Design Note, Drainage Facilities Maintenance Note, and Engineer's Stormwater Infrastructure Certification and Gunnison's Prairie Dog Note shown below on the plat.	Land Use/Technical Review	Prior to Final Subdivision
29	Include and Dust Control Note shown below on the plans.	Land Use/Technical Review	Prior to Final Subdivision
30	Alleys need concrete valley gutter.	Land Use/Technical Review	Prior to Final Subdivision
31	Sidewalks must be 5' wide. It's difficult to tell if there is a sidewalk or trail behind and through some of the lots. Provide an ADA sheet that shows the sidewalks/trails through the development.	Land Use/Technical Review	Prior to Final Subdivision
32	Roadway design does not conform to any of the designs allowed in City Code Chapter 14-9.2	Land Use/Technical Review	Prior to Final Subdivision
33	No parking signs should have "No Parking" with an arrow pointing down the street at the ends of the road and arrows going both directions for signs placed in the middle of the street. Is there meant to be no parking on both sides of all streets? This is not clear from the signing.	Land Use/Technical Review	Prior to Final Subdivision
34	Use stand up curb and gutter on all streets, not mountable curbs.	Land Use/Technical Review	Prior to Final Subdivision
35	Provide Design Professional Seal and signature with date signed on all drawing sheets.	Land Use/Technical Review	Prior to Final Subdivision
36	Detectable warnings must be used for all entry onto roadways on accessible paths.	Land Use/Technical Review	Prior to Final Subdivision
37	Other comments will be provided on these plans at the time of the building permit and changes may be required during permitting process	Land Use/Technical Review	Prior to Final Subdivision

38	ADA parking spaces must be included in the head-in parking spaces that are being provided for the project (i.e. in those on-street spaces located near the open space areas labeled as "pond", "pond"/"pond/park".)	Land Use/Technical Review	Prior to Final Subdivision
39	**See additional comments regarding "General ADA Site Compliance Requirements for all phases of development of this project, as applicable" in the attached Terrain Management memo in Exhibit B.**	Land Use/Technical Review	Prior to Final Subdivision
40	**See all other comments in the Terrain Management memo regarding:** • Drainage facilities design note • Drainage facilities maintenance note • Gunnison's Prairie Dog note • Dust control note • Engineer's stormwater infrastructure certification	Land Use/Technical Review	Prior to Final Subdivision
41	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 review	At the time of any new construction or remodel.
42	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)	Fire review	At the time of any new construction or remodel.
43	Shall comply with table D103.4 Requirements for Dead-End Fire Apparatus Access Roads.	Fire review	At the time of any new construction or remodel.
44	Fire Department shall have 150 feet distance to any portion of the building on any new construction. (IFC 2015 section 503.1.1)	Fire review	At the time of any new construction or remodel.
45	507.5 Fire hydrant systems. Fire hydrant systems shall comply with Sections 507.5.1 through 507.5.6.	Fire review	At the time of any new construction or remodel.
46	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.	Fire review	At the time of any new construction or remodel.
47	Shall have water supply that meets fire flow requirements as per IFC (Appendix B) Shall comply with Section D102.1 Access and Loading (75,000 lbs).	Fire review	At the time of any new construction or remodel.

48	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 Table D103.4)	Fire review	At the time of any new construction or remodel.
49	Shall comply with IFC 2015 Section D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.	Fire review	At the time of any new construction or remodel.
50	Shall comply with IFC 2015 Section D103.5 Fire apparatus access road gates.	Fire review	At the time of any new construction or remodel.
51	Shall comply with D105 Aerial Fire Apparatus Access Roads	Fire review	At the time of any new construction or remodel.
52	Shall comply with Section D106 Multiple-Family Residential Developments.	Fire review	At the time of any new construction or remodel.
53	Shall meet the IFC code requirements 2015 edition or the most current edition the governing body has adopted at the time of permitting.	Fire review	At the time of any new construction or remodel.

Technical Corrections
Caja del Oro Grant Road
General Plan Amendment, Rezoning,
Preliminary Development Plan and
Preliminary Subdivision Plat

#	DRT Comments	Dept. or Division	To be completed by:
1	Water budget along with Landscaping and 9.8% contingency per SFCC 14-8.13(E)(1)	Public Utilities/Water Division	Prior to Building Permit Application
2	Detectable warnings must be used for all entry onto roadways on accessible paths.	Land Use/Technical Review	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	Land Use/Technical Review	
4	Due to the Shademaster Bore, please replace the Shademaster Honey Locust trees with another approved tree variety from the City of Santa Fe plant list.	Land Use/Terrain Management	Prior to permit review
5	Increase the quantity of evergreen tree varieties to at least three.	Land Use/Landscape Review	Prior to Final Plat
6	Provide additional screening at the south side retention pond in the gravel berm area.	Land Use/Landscape Review	Prior to Final Plat
7	14-8.4(F)(3)(a) Turf grass sod or turf grass seed mixes installed within the city limits shall contain no more than twenty-five percent Kentucky Bluegrass.	Land Use/Landscape Review	Prior to Final Plat
8	City staff respectfully request the use of a gravel mulch that is washed and screened.	Land Use/Landscape Review	Prior to Final Plat
9	A security fence around ponds three feet and deeper with a maintenance gate is required.	Land Use/Landscape Review	Prior to Final Plat
10	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.	Land Use/Landscape Review	Prior to Final Plat
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.	Land Use/Landscape Review	Prior to Final Plat
12	Provide a list of zones with type of irrigation, i.e. Drip, Bubbler, and Popup etc. In addition, provide the plant	Land Use/Landscape	Prior to Final Plat

	materials irrigated, i.e. Tree, Shrub, Native Seeding, etc.	Review	
13	14. 14-8.4(E)(4)(H) irrigation systems shall be zoned by levels of water use. For the most efficient water use, plants with similar water use requirements shall be grouped together. Separate zones are required for permanent and temporary irrigation lines.	Land Use/Landscape Review	Prior to Final Plat
14	Provide an outdoor lighting plan with photometric data per 14-8.9(C) COSF code.	Land Use/Landscape Review	Prior to Final Plat
15	All disturbed areas due to construction and not part of the landscape plan shall be revegetated and irrigated. Grass seed mix shall be Dryland Blend Native Grass Mixture from Plants of the Southwest or equal. Seed rate shall be 2 lbs. per 1,000 sf.	Land Use/Landscape Review	Prior to Final Plat
16	14-8.4(J)(1) Wall and Fences: For any project to which this Subsection 14-8.4(J) applies, publicly visible walls and fences shall be wrought iron or simulated wrought iron, wood or simulated wood, cedar pole, adobe, split-faced concrete block, stone, stuccoed or rectangular mesh wire on wooden posts in combination with vines or other climbing plant material.	Land Use/Landscape Review	Prior to Final Plat
17	Retaining Wall / Fence: 14-8.4(J)(2)(b)(i) Any wall or fence that is more than three(3) feet in height above finished grade on the side facing the street, shall be set back from the street right of way line a distance equal to or greater that the height.	Land Use/Landscape Review	Prior to Final Plat
18	14-8.4(J)(2)(b)(ii) The setback area required by Subsection (b)(i) shall be landscaped with plant material that consists of predominantly thorny or other barrier plantings that will cover a minimum of seventy-five percent of the ground area of the planter and that will screen a minimum of seventy-five percent of the face of the fence or wall at maturity.	Land Use/Landscape Review	Prior to Final Plat
19	14-8.4(J)(2)(b)(ii) The setback area required by Subsection (b)(i) shall be landscaped with plant material that consists of predominantly thorny or other barrier plantings that will cover a minimum of seventy-five percent of the ground area of the planter and that will screen a minimum of seventy-five percent of the face of the fence or wall at maturity.	Land Use/Landscape Review	Prior to Final Plat
20	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/Technical Review	Prior to Final Subdivision
21	Provide detail of ponds showing how ponds will drain and overflow. Pipe is mentioned draining southern pond in drainage report and not even shown on plans. Detail exit pipe area and erosion mitigation.	Land Use/Technical Review	Prior to Final Subdivision
22	Ponds that will retain water deeper than 3’ will require minimum height of 5’ fencing	Land Use/Technical	Prior to Final Subdivision

		Review	
23	Label road names or designations on plan views of plan/profile sheets. Use North Arrows on plan views. Label ponds on these sheets.	Land Use/Technical Review	Prior to Final Subdivision
24	One pond has the same elevation shown at the top of the pond (6570) as at the bottom of the pond.	Land Use/Technical Review	Prior to Final Subdivision
25	Overall grading plan should show how water will enter ponds. It should also show the storm drains from the ponds connected to the storm drain.	Land Use/Technical Review	Prior to Final Subdivision
26	Is the SD in Caja del Oro Grant existing? If so label as such	Land Use/Technical Review	Prior to Final Subdivision
27	Include pond measurement post and staff gauge shown below in each pond. Pond should be lined with filter fabric.	Land Use/Technical Review	Prior to Final Subdivision
28	Include Drainage Facilities Design Note, Drainage Facilities Maintenance Note, and Engineer's Stormwater Infrastructure Certification and Gunnison's Prairie Dog Note shown below on the plat.	Land Use/Technical Review	Prior to Final Subdivision
29	Include and Dust Control Note shown below on the plans.	Land Use/Technical Review	Prior to Final Subdivision
30	Alleys need concrete valley gutter.	Land Use/Technical Review	Prior to Final Subdivision
31	Sidewalks must be 5' wide. It's difficult to tell if there is a sidewalk or trail behind and through some of the lots. Provide an ADA sheet that shows the sidewalks/trails through the development.	Land Use/Technical Review	Prior to Final Subdivision
32	Roadway design does not conform to any of the designs allowed in City Code Chapter 14-9.2	Land Use/Technical Review	Prior to Final Subdivision
33	No parking signs should have "No Parking" with an arrow pointing down the street at the ends of the road and arrows going both directions for signs placed in the middle of the street. Is there meant to be no parking on both sides of all streets? This is not clear from the signing.	Land Use/Technical Review	Prior to Final Subdivision
34	Use stand up curb and gutter on all streets, not mountable curbs.	Land Use/Technical Review	Prior to Final Subdivision
35	Provide Design Professional Seal and signature with date signed on all drawing sheets.	Land Use/Technical Review	Prior to Final Subdivision
36	Detectable warnings must be used for all entry onto roadways on accessible paths.	Land Use/Technical Review	Prior to Final Subdivision
37	Other comments will be provided on these plans at the time of the building permit and changes may be required during permitting process	Land Use/Technical Review	Prior to Final Subdivision

38	ADA parking spaces must be included in the head-in parking spaces that are being provided for the project (i.e. in those on-street spaces located near the open space areas labeled as "pond", "pond"/"pond/park".)	Land Use/Technical Review	Prior to Final Subdivision
39	**See additional comments regarding "General ADA Site Compliance Requirements for all phases of development of this project, as applicable" in the attached Terrain Management memo in Exhibit B.**	Land Use/Technical Review	Prior to Final Subdivision
40	**See all other comments in the Terrain Management memo regarding:** • Drainage facilities design note • Drainage facilities maintenance note • Gunnison's Prairie Dog note • Dust control note • Engineer's stormwater infrastructure certification	Land Use/Technical Review	Prior to Final Subdivision
41	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 review	At the time of any new construction or remodel.
42	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)	Fire review	At the time of any new construction or remodel.
43	Shall comply with table D103.4 Requirements for Dead-End Fire Apparatus Access Roads.	Fire review	At the time of any new construction or remodel.
44	Fire Department shall have 150 feet distance to any portion of the building on any new construction. (IFC 2015 section 503.1.1)	Fire review	At the time of any new construction or remodel.
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51	Shall comply with D105 Aerial Fire Apparatus Access Roads	Fire review	At the time of any new construction or remodel.
52	Shall comply with Section D106 Multiple-Family Residential Developments.	Fire review	At the time of any new construction or remodel.
53	Shall meet the IFC code requirements 2015 edition or the most current edition the governing body has adopted at the time of permitting.	Fire review	At the time of any new construction or remodel.

Development Review Team
Comment Form

Date: 11/5/21

Staff person: Dee Beingessner

Dept/Div: Land Use/Terrain Management

Case: **Case #2021-4377 thru 4381 Caja del Rio Residential Townhome Development**

Case Mgr: Donna Wynant

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

Technical Corrections:	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 two ponds that will reduce the flow but no explanation is provided.	Prior to Final Subdivision
2) 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.	Prior to Final Subdivision
3) Provide detail of ponds showing how ponds will drain and overflow. Pipe is mentioned draining southern pond in drainage report and not even shown on plans. Detail exit pipe area and erosion mitigation.	Prior to Final Subdivision
4) Ponds that will retain water deeper than 3' will require minimum height of 5' fencing	Prior to Final Subdivision
5) Label road names or designations on plan views of plan/profile sheets. Use North Arrows on plan views. Label ponds on these sheets.	Prior to Final Subdivision
6) One pond has the same elevation shown at the top of the pond (6570) as at the bottom of the pond.	Prior to Final Subdivision
7) Overall grading plan should show how water will enter ponds. It should also show the storm drains from the ponds connected to the storm drain.	Prior to Final Subdivision
8) Is the SD in Caja del Oro Grant existing? If so label as such.	Prior to Final Subdivision
9) Include pond measurement post and staff gauge shown below in each pond. Pond should be lined with filter fabric.	Prior to Final Subdivision
10) Include Drainage Facilities Design Note, Drainage Facilities Maintenance Note, and Engineer's Stormwater Infrastructure Certification and Gunnison's Prairie Dog Note shown below on the plat.	Prior to Final Subdivision

11) Include and Dust Control Note shown below on the plans.	Prior to Final Subdivision
12) Alleys need concrete valley gutter.	Prior to Final Subdivision
13) Sidewalks must be 5' wide. It's difficult to tell if there is a sidewalk or trail behind and through some of the lots. Provide an ADA sheet that shows the sidewalks/trails through the development.	Prior to Final Subdivision
14) Roadway design does not conform to any of the designs allowed in City Code Chapter 14-9.2	Prior to Final Subdivision
15) No parking signs should have "No Parking" with an arrow pointing down the street at the ends of the road and arrows going both directions for signs placed in the middle of the street. Is there meant to be no parking on both sides of all streets? This is not clear from the signing.	Prior to Final Subdivision
16) Use stand up curb and gutter on all streets, not mountable curbs.	Prior to Final Subdivision
17) Provide Design Professional Seal and signature with date signed on all drawing sheets.	Prior to Final Subdivision
18) Detectable warnings must be used for all entry onto roadways on accessible paths.	Prior to recordation or permitting
19) 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 recordation or permitting
20) ADA parking spaces must be included in the head-in parking spaces that are being provided for the project (i.e. in those on-street spaces located near the open space areas labeled as "pond", "pond"/"pond/park".)	Prior to permitting
21) See additional comments (below) regarding "General ADA Site Compliance Requirements for all phases of development of this project, as applicable" in the attached Terrain Management memo in Exhibit B.	Prior to permitting
21) See all other comments (below) regarding: • Drainage facilities design note • Drainage facilities maintenance note • Gunnison's Prairie Dog note • Dust control note • Engineer's stormwater infrastructure certification	Prior to permitting

ADA Approval Comments: 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	Prior to Final Subdivision Plat

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.	

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 DESIGN NOTE

All storm water detention/retention areas shall drain within 24 hours of a storm event as per Article 14-8.2 (D)(4)(c)(ii)

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 AS PER ARTICLE 14-8.2(K) OF THE SANTA FE CITY CODE.

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. CHECK THE DEPTH OF SEDIMENT IN PONDS USING THE POND POST AND STAFF GAGE INSTALLED IN EACH POND. 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.

F. ALL BASINS/PONDS SHALL DRAIN WITHIN 24 HOURS OF A STORM EVENT AS PER ARTICLE 14-8.2(D)(4)(c)(ii).

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.

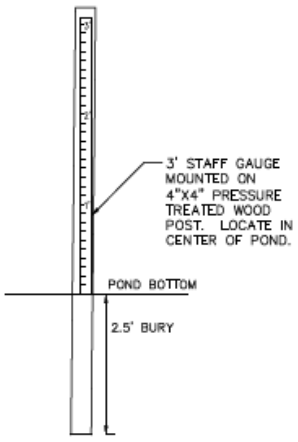
- Wind barrier: construct a fence or other type of wind barrier to prevent wind erosion of the graded or disturbed surface.
- Vegetation: plant vegetation appropriate for retaining soils or creating a wind break.
- Surface roughening: stabilize an active construction area during periods of inactivity 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: 11/3/21

Staff person: Leah Yngve

Dept/Div: Land Use/MPO

Case: **Case #2021-4379. Caja del Oro Subdivision Preliminary Development Plan.**

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 Update the street design to match City code: • Change the minimum sidewalk width to 5' with a 5' landscape buffer throughout the subdivision per City code • Add a bike lane to Caja del Oro Grant (also referenced in the Santa Fe Metropolitan Bicycle Master Plan) • Narrow the vehicle travel lanes on Caja del Oro Grant Rd and internal roads	Prior to Signature Sheet Process
2 Consider first a roundabout at Caja del Oro Grant and the subdivision entrances	
3 Build the trail along Alameda outside of the subdivision walls to make it publicly accessible. Increase width to 8'	
4 Connect to Camino Cementario or provide a stub out for a future possible connection	
5 Reduce the turning radii at the intersection of Caja del Oro Grant and Alameda Frontage Road	

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:

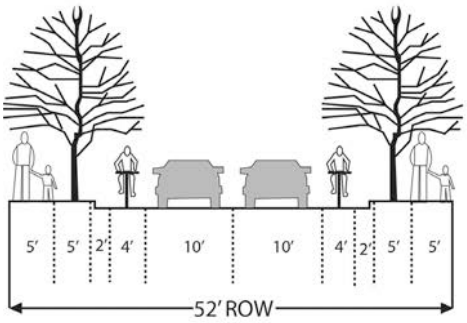
1. [list any additional items]

Explanation of Conditions or Corrections (if needed):

Street Design:

For these road types, City code requires a 5' sidewalk, 5' sidewalk setback, and 4' bike lane depending on the road type. Road widths range from 9'-10'.

Caja de Oro Grant Road is considered a collector with 2015-2020 Average Daily Traffic averaging 3,376. The typical 52' ROW collector street design is shown below from Illustration 14-9.2-1: Street Types Design.



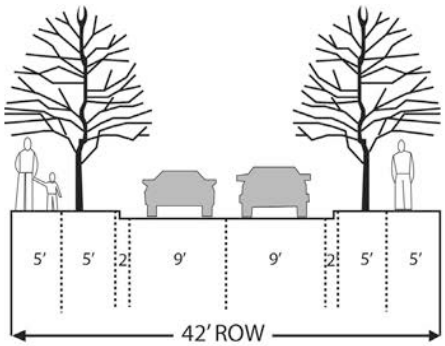
COLLECTOR

The Santa Fe Bicycle Master Plan also identifies Caja del Oro Grant Road bike lanes as a Phase A priority. The road is County owned south of this development.

PHASE A PROJECTS: ON-ROAD IMPROVEMENTS

	Type of Improvement	Improvement	Score	Miles	Cost Category
(2) City-Lead On-Road Bikeway Improvements (in rough order of priority)					
1	Stripe Bike Lane	W. San Francisco: Permit contra-flow traffic from plaza to a bike lane from Don Gaspar to Galisteo	33	0.10	$
2	Bike Lanes - Widen	Widen Old Santa Fe Trail: from E. Zia Rd. south to city limits	32	1.10	$$$
3	Stripe Bike Lane	Alcaldesa: Contra-flow bike lane from Chili Line Rd. to Market St. (with rail crossing gate)	32	0.10	$$
4	Stripe Bike Lanes	Paseo de Peralta: Lane Reduction via Restriping, W Alameda to Old Santa Fe Trail (w ped. refuges)	31	0.40	$$
5	Stripe Bike Lanes	San Mateo: Study and Implement Bike Lanes where feasible, St. Francis Dr. to Rail Trail at 2nd St.	31	1.00	$
6	Stripe Bike Lane	Sandoval: Southbound bike lane, Alameda to Montezuma, with wayfinding to Railyard	31	0.15	$
7	Stripe Bike Lanes	Pacheco St.: Study and Implement Bike Lanes where feasible (n. of San M to Siringo)	30	1.00	$
8	Stripe Bike Lanes	Wagon Rd.: Restripe with Bike Lanes (if not sharrows)	30	0.10	$
9	Stripe Bike Lanes	Alta Vista St. (Bike Route 66): RR tracks to Salvador Perez Park, orig. crosswalk, prioritize eastbound	30	0.27	$
10	Stripe Bike Lanes	Calle Mejia, Viento Dr. to cul-de-sac at Reserve	29	0.17	$
11	Bike Lanes - Widen	Widen San Felipe Rd., Airport Rd. to Agua Fria St.	29	0.30	$$
12	Stripe Bike Lanes	Hospital Dr., Lupita to St. Michael's Dr.	28	0.28	$
13	Stripe Bike Lanes	W. Alameda: Striped shoulders eastbound and westbound from St. Francis Dr.; prioritize eastbound as uphill & buffer for River Trail, to ped X-ing; sharrow/bike lane in rt.turn lane by Burger King	27	0.22	$
14	Stripe Bike Lanes	Camino Alire, Paso de la Conq. to Agua Fria: Both sides or southbound bike lane only (uphill)	26	0.26	$
-	Rt.-Turn Lane trtmnts	Various sharrows or bike lane in right turn lanes leading to bike lane, per NACTO		-	$
-	Signage	Bicycle Wayfinding on Roads & Trails		-	$
(4) County-lead On-Road Bikeway Improvements (in rough order of priority)					
a	Bike Lanes - Widen	Henry Lynch Rd.: Add shoulders	29	0.44	$$
b	Bike Lanes	STUDY: West Alameda St. Bike Lanes w/City	28	4.50	$
c	Bike Lanes	Study: Feasability Bishops Lodge Road Bike Lanes	26	4.00	$
d	Bike Lanes	Ave del Sur between Rancho Viejo Blvd. and Richards, integrating existing bike lanes in front of Amy Biehl School and unused parking bays to east	29	0.42	$$
e	Bike Lanes	Caja Del Oro - Agua Fria to NM599 Frontage	27	2.00	$
f	Bike Lanes	Rancho Viejo Blvd	24	3.00	$$$
g	Bike Lanes	STUDY: Richards Avenue, A Va Nu Po and Avenida del Sur Bike Lane Loop	25	6.00	$
h	Bike Lane	Camino la Tierra - northbound (uphill), mailboxes to Wildflower	28	0.23	$
-	Signage	Bicycle Wayfinding on Roads & Trails		-	$

The internal roads are subcollectors without on-street parking as shown below.



SUB COLLECTOR WITHOUT PARKING

Table 14-9.2-1: Design Criteria for Street Types

(Ord. No. 2013-16 § 59)

TABLE 14-9.2-1: Design Criteria for Street Types

See also Chapter 12 Fire Prevention and Protection — International Fire Code Appendix D Fire Apparatus Access Roads (as amended) for mandatory standards for roadway width, steepness, dead end/turnarounds, number of access points and fire lane signage

Criteria	Major Arterial (6-Lane)	Major Arterial (4-Lane)	Secondary Arterial	Collector	Collector Mixed-Use	Subcollector		Lane	Lot Access Driveway Note 1
						No Parking	With Parking		
Average Daily Traffic	Up to 60,000	Up to 40,000	5,000-15,000	1,000—5,000	1,000—5,000	300—1,000	300—1,000	0—300	Minimum
Dwelling Unit Access						30—100	30—100	0—30	(0—8)
Minimum Right-of-way Width	120	98	70	52	50	42	50 or 56	38 or 42	NA
Slope/Grading Easement (conditional upon staff review)	0—30	0—30	0—30	0—30	0—30	0—30	0—30	0—30	NR
Number of Auto Lanes	6—7 Note 2	4—5 Note 2	2—3 Note 2	2	2	2	2	2	1
Width of Driving Lanes	11	11	11	10	10	9	10	9	10
Median/Turn Lane Width	18	18	14	NR	NR	NR	NR	NR	NR
Minimum Bikeway Width	5	5	5	4	NR	NR	NR	NR	NR
On-Street Parking Width	NA	NA	NA	NA	6 Note 3	NA	6 Note 4	NA	NA
Curb & Gutter	2	2	2	2	2	2	2	2	NR
Minimum Sidewalk Setback	5	5	5	5	NR	5	5	0 or 5 Note 1	NR
Minimum Sidewalk Width	6	6	5	5	7	5	5	5	NR

Notes:

NA - Not Applicable

NR - Not Required

1. Refer to Subsection 14-9.2(C)(8) for additional standards for lanes and *lot* access driveways. *Lot* access driveway standard applicable to access from *street* to not more than eight single family *lots*.

2. Includes Median/Turn Lane

3. Parking required on both sides of *street*, except no parking on that side of a *street* adjoining the plaza.

4. Parking may be on one side or both sides of the *street*; parking lane should not be continuous.( )

All measurements in feet, unless otherwise noted.

Roundabout on Caja del Oro Grant Road:

Roundabouts have a wide range of benefits including safety for people walking, biking, and driving, improved traffic flow, and traffic calming. This road redesign provides the opportunity to utilize a roundabout instead of stop signs at the subdivision entrances, thereby reducing vehicle conflict points. Roundabouts can easily handle traffic volumes of this size with single lane, four leg roundabouts handling volumes around 25,000 average daily traffic.
More information can be found at: https://safety.fhwa.dot.gov/intersection/roundabouts/ and https://www.fhwa.dot.gov/publications/research/safety/00067/000673.pdf

Alameda Frontage Road Public Trail:

The subdivision plans show a trail along the northern border of the subdivision and Alameda Frontage Road. To the west of Caja del Oro Grant Road it appears the trail is on the outside of the subdivision wall, where to the east it appears inside the subdivision wall. The MPO requests

this trail be widened to 8’ and fall outside the subdivision wall for public use, but retains the planned connections into the subdivision. The Santa Fe Bicycle Master Plan identifies the need for bicycle accommodations on West Alameda from their terminus at Calle Nopal to the intersection of South Meadows. This project is identified as a bike lane feasibility study for West Alameda in Phase A (above), however with recent developments west of the South Meadows roundabout, a trail here would be appropriate. The Aleksander Estates subdivision will be constructing a 10’ trail on the south side of the new road from Kate’s Way to the South Meadows intersection. With this context, a public trail along Alameda Frontage Road will align with this future trail and address the identified need for bike infrastructure.

Connect to Camino Cementario:
Increased street connectivity is supported by the General Plan, Santa Fe Metropolitan Transportation Plan, Pedestrian Master Plan, and Bicycle Master Plan. Providing either a connection or potential for a future connection to Camino Cementario allows for better street connectivity which can reduce vehicle miles traveled, greenhouse gas emissions, and vehicle congestion.

Additionally, the City code states in 14-9.2 (D)(8): “Cul-de-sacs and other dead-end streets , both public and private, may be constructed only if topography, lot configuration, previous development patterns or other natural or built features prevent continuation of the street.”

Reduce the turning radii at the intersection of Caja del Oro Grant Road and Alameda Frontage:
A narrower turning radii is supported by the Federal Highways Administration as a traffic calming and safety measure. The City code allows for smaller radii which have safety benefits and are recommended by many national standards.

14-9.2 (C)(6)(F): curbs at intersections shall be designed with a minimum radius of twenty-five (25) feet. The planning commission may approve a smaller radius;

The Federal Highways Administration recommends “More typically, in new construction, the appropriate turning radius is about 15' and about 25' for arterial streets with a substantial volume of turning buses and/or trucks.” This design is safer for people crossing the street and enforces slower turns by turning vehicles.
https://safety.fhwa.dot.gov/saferjourney1/library/countermeasures/09.htm

For more information on turning radii and crash severity: https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/preliminary-investigations/curb-radii-pi-a11y.pdf
And design considerations from National Association of City Transportation Officials (NACTO)
https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/corner-radii/

Development Review Team

Comment Form

Date: 11/23/21

Staff person: Geronimo Griego

Dept/Div: Fire Prevention

<u>Case:</u> 2021-4377, 4378, 4379, 4381: Caja del Oro Subdivision General Plan Amendment, Rezoning, 8 Rufina Street General Plan Amendment, Rezoning, Preliminary Plat & Preliminary Subdivision

Case Manager: 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 2009 Section 503.2.1) 2. Fire Department shall have 150 feet distance to any portion of the building on any new construction. (IFC 2009 section 503.1.1) 3. 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. 4. Shall have water supply that meets fire flow requirements as per IFC (Appendix B) 5. Shall comply with Section D102.1 Access and Loading (75,000 lbs). 6. 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) 7. Shall comply with table D103.4 Requirements for Dead-End Fire Apparatus Access Roads.	At the time of any new construction or remodel.

8. Shall meet the 150 feet driveway requirements must be met as per IFC, or an emergency turn-around that meets the IFC requirements shall be provided. (Appendix D Table D103.4) 9. Shall comply with IFC 2009 Section D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade. 10. Shall comply with IFC 2009 Section D103.5 Fire apparatus access road gates. 11. Shall comply with IFC 2009, Appendix D, Aerial Fire Apparatus Access Roads. 12. Shall meet the IFC code requirements 2009 edition or the most current edition the governing body has adopted at the time of permitting.	

*Must made prior to recording and/or permit issuance

Development Review Team

Comment Form

Date: 11/08/21

Staff person: Lawrence Rivera

Dept/Div: Land Use/Terrain Management – Landscape/Irrigation Review

Case: Case #2021-4381. Caja Del Oro Subdivision Preliminary

Case Mgr: Donna Wynant

Review by this division/department of the Preliminary Development 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. Due to the Shadmaster Bore, please replace the Shademaster Honey Locust trees with another approved tree variety from the City of Santa Fe plant list.	Prior to permit review
2. Increase the quantiy of evergreen tree varieties to at least three.	Prior to permit review
3. Provide additional screening at the south side retention pond in the gravel berm area.	Prior to permit review
4. 14-8.4(F)(3)(a) Turf grass sod or turf grass seed mixes installed within the city limits shall contain no more than twenty-five percent Kentucky Bluegrass.	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. A security fence around ponds three feet and deeper with a maintenance gate is required.	Prior to permit review
7. 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.	Prior to permit review
8. 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

9. Provide a list of zones with type of irrigation, i.e. Drip, Bubbler, and Popup etc. In addition, provide the plant materials irrigated, i.e. Tree, Shrub, Native Seeding, etc.	Prior to permit review
10. 14. 14-8.4(E)(4)(H) irrigation systems shall be zoned by levels of water use. For the most efficient water use, plants with similar water use requirements shall be grouped together. Separate zones are required for permanent and temporary irrigation lines.	Prior to permit review
11. Provide an outdoor lighting plan with photometric data per 14-8.9(C) COSF code.	Prior to permit review
12. All disturbed areas due to construction and not part of the landscape plan shall be revegetated and irrigated. Grass seed mix shall be Dryland Blend Native Grass Mixture from Plants of the Southwest or equal. Seed rate shall be 2 lbs. per 1,000 sf.	Prior to permit review
13. 14-8.4(J)(1) Wall and Fences: For any project to which this Subsection 14-8.4(J) applies, publicly visible walls and fences shall be wrought iron or simulated wrought iron, wood or simulated wood, cedar pole, adobe, split-faced concrete block, stone, stuccoed or rectangular mesh wire on wooden posts in combination with vines or other climbing plant material.	Prior to permit review
14. Retaining Wall / Fence: 14-8.4(J)(2)(b)(i) Any wall or fence that is more than three(3) feet in height above finished grade on the side facing the street, shall be set back from the street right of way line a distance equal to or greater that the height.	Prior to permit review
15. 14-8.4(J)(2)(b)(ii) The setback area required by Subsection (b)(i) shall be landscaped with plant material that consists of predominantly thorny or other barrier plantings that will cover a minimum of seventy-five percent of the ground area of the planter and that will screen a minimum of seventy-five percent of the face of the fence or wall at maturity.	Prior to permit review
16. 14-8.4(J)(2)(b)(ii) The setback area required by Subsection (b)(i) shall be landscaped with plant material that consists of predominantly thorny or other barrier plantings that will cover a minimum of seventy-five percent of the ground area of the planter and that will screen a minimum of seventy-five percent of the face of the fence or wall at maturity.	Prior to permit review
Staff reserves the right to require additional submittals upon receiving revisions.	

*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: November 18, 2021

Staff person: Stan Holland, Engineer

Dept/Div: Public Utilities/Wastewater

Case: **Case#2021-4377 thru 4381-Caja del Oro Subdivision Preliminary Subdivision**
Case Mgr: Donna Wynant, Case Manager

The subject properties <u>are</u> 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. All PVC pipe shall be identified as SDR 26 PVC 2. The section of new sewer pipe from the tie in to the existing sewer manhole in S. Meadows to where it turns to enter the project site shall be 10 inch diameter sewer pipe. 3. All eight (8) inch sewer pipe shall have a minimum slope of no less than 0.40%. 4. Add the manhole numbers to the sewer manholes in the plan view in addition to those shown in the P&P sheets 5. The drivable surface in the Alley Detail appears to be too narrow to allow a sewer vactor truck access for maintenance of the sewer line without blocking the ingress or egress for the residents' vehicles. 6. Need to show all structure crossings of the sewer lines in the P&P sheets for both water and storm sewer lines. As an example, on sheet C-116, there is a storm sewer line crossing close to MH 12. The minimum vertical separation is 12 inches to the sewer line. The horizontal separation from the manhole is to be determined.	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

Planning Commission

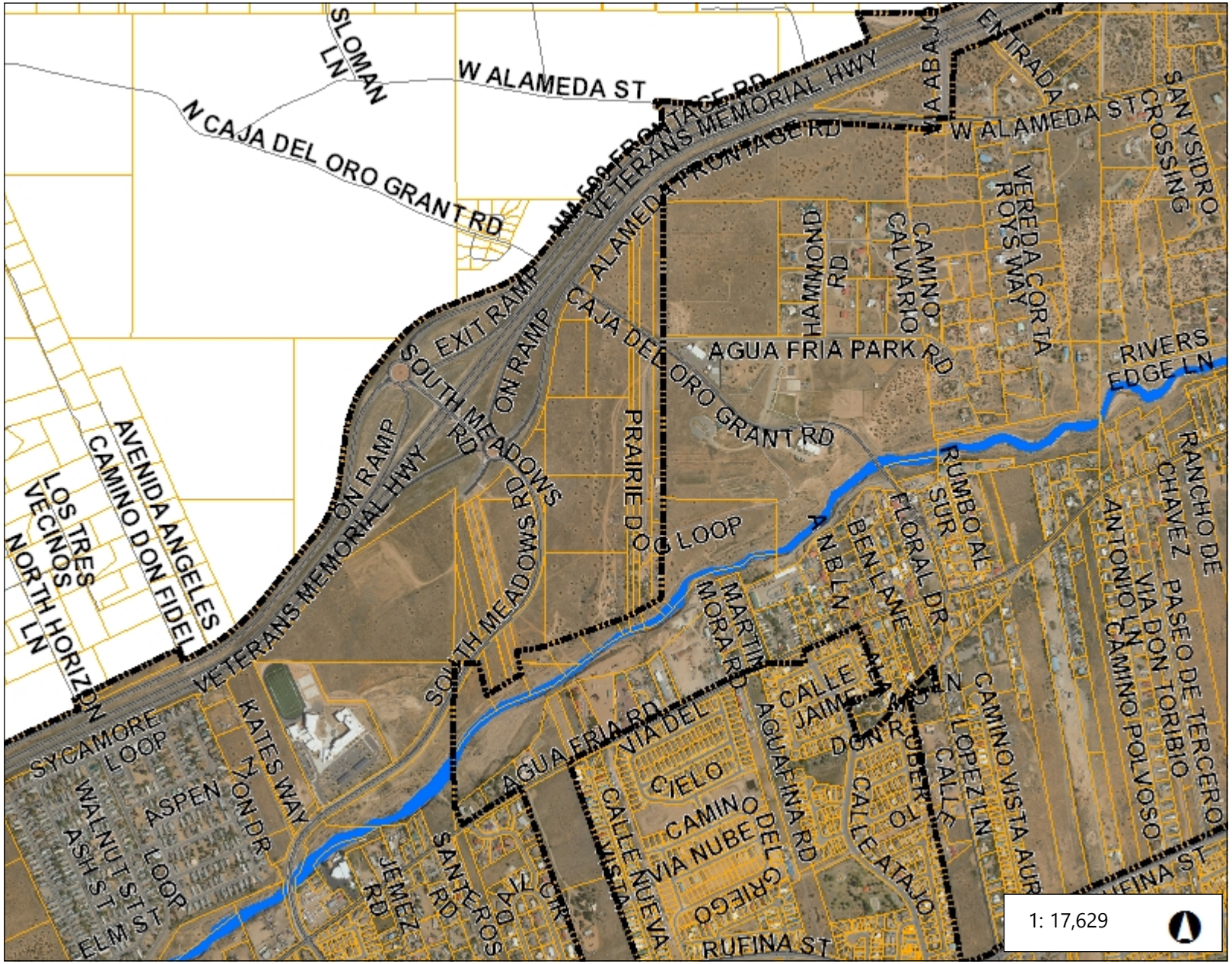
Exhibit C

Maps and Photos

1. Aerial Photo
2. Current Zoning Map
3. Future Land Use Map
4. Street View Photos

Santa Fe
Mapping the City Different

Caja del Oro Subdivision- Aerial





Legend

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

1: 17,629

Notes

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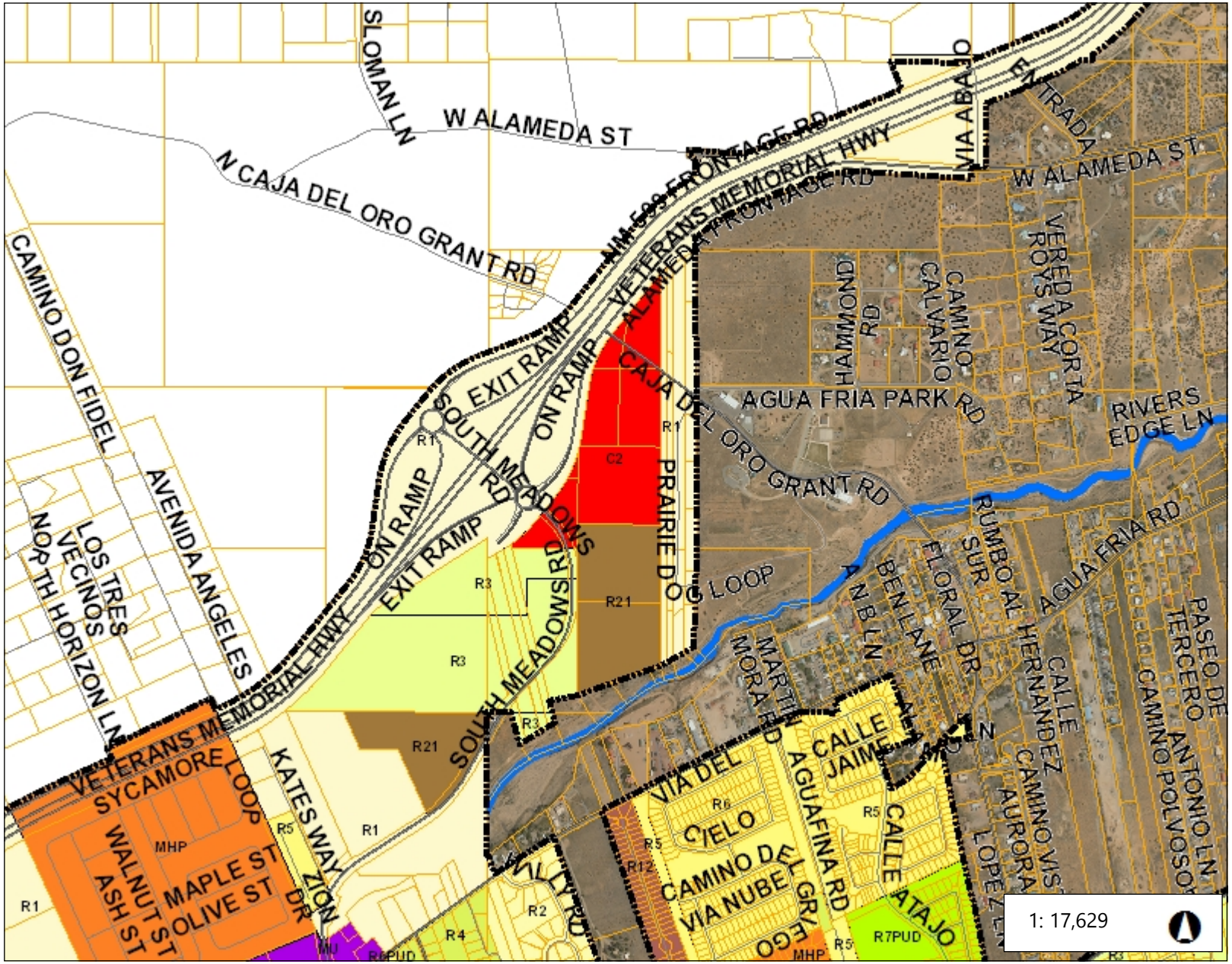
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This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR NAVIGATION

Santa Fe
Mapping the City Different

Caja del Oro Subdivision- Zoning Map





Legend

- City Limits
- Address Points
- Roads
- Major Roads
- Santa Fe County Parcels
- 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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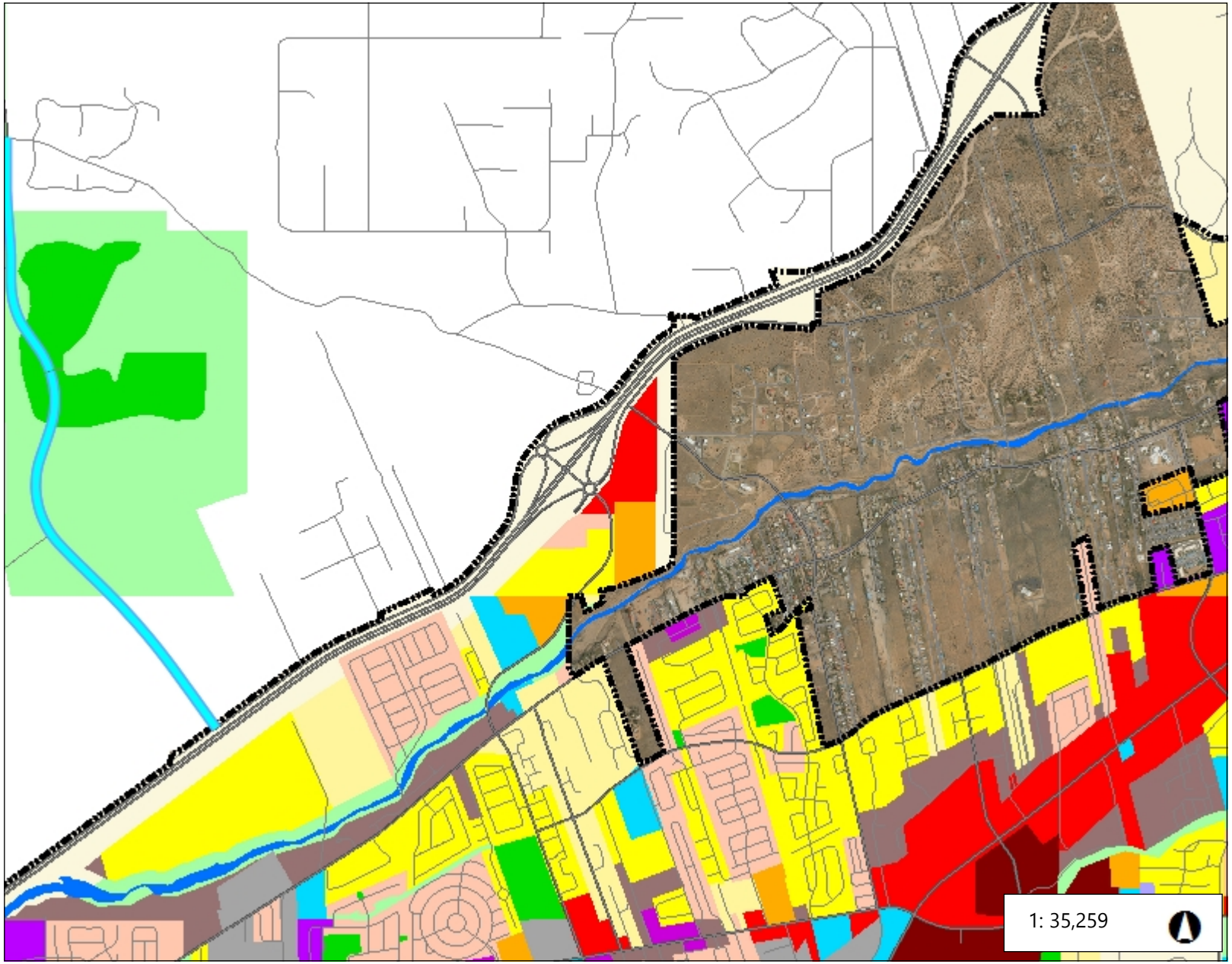
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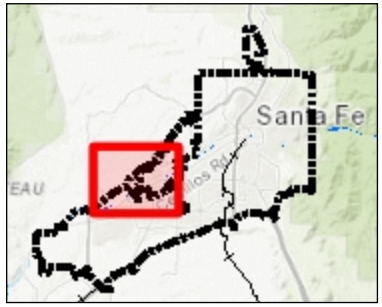
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THIS MAP IS NOT TO BE USED FOR NAVIGATION

Santa Fe
Mapping the City Different

Caja del Oro Subdivision- Future Land Use Map





Legend

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

Future Land Use

- 1 dwelling per acre
- 1-3 dwellings per acre
- 3-7 dwellings per acre
- 7-9 dwellings per acre
- 7-12 dwellings per acre
- 12-29 dwellings per acre
- Regional Commercial
- Community Commercial
- Neighborhood Center
- Transitional Mixed Use
- Business Park
- Office
- Industrial
- Public/Institutional
- Open Space
- Parks

Notes

© Latitude Geographics Group Ltd.

5,876.4 0 2,938.21 5,876.4 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

Caja del Oro Subdivision

Google Earth and Street View



View of the overall area from the south.



View along Caja del Oro Road, looking north from the intersection of Prairie Dog Loop on the left and Camino Cementario on the right.

Caja del Oro Subdivision

Google Earth and Street View



View from West Alameda frontage Road looking towards Caja del Oro Road.

City of Santa Fe, New Mexico

Planning Commission

Exhibit D

Early Neighborhood Notification Materials

1. **ENN Guidelines**
2. **Meeting Notes**
3. **School Notification**

ENN GUIDELINES

Applicant Information

Project Name: **Caja del Oro Subdivision, Rezoning, General Plan Amendment, Development plan & Preliminary Subdivision plat**

Name: **Siebert** (*Last*) **James** (*First*) **W** (*M.I.*)

Address: **915 Mercer Street** (*Street Address*) (*Suite/Unit #*)

Santa Fe, NM 87505 (*City*) **NM** (*State*) **87505** (*ZIP Code*)

Phone: **(505) 983-5588** E-mail Address: **jim@jwsiebert.com**

Please address each of the criteria below. Each criterion is based on the Early Neighborhood Notification (ENN) guidelines for meetings, and can be found in Section 14-3.1(F)(5) SFCC 2001, as amended, of the Santa Fe City Code. A short narrative should address each criterion (if applicable) in order to facilitate discussion of the project at the ENN meeting. These guidelines should be submitted with the application for an ENN meeting to enable staff enough time to distribute to the interested parties. For additional

(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.***

There is limited development in the immediate vicinity of the project. The NM 599 frontage road (AKA Alameda) to the west of the property. To the east is principally vacant land zoned R-1, Single Family Residential. The County Fire station is located to the southeast, north of Caja del Oro Road and the Nancy Rodriguez County Community Center is located to the east, south of Caja del Oro. The dwellings will be two stories, 24 feet in height. The buildings will consist of two attached units with building separations between the two units. The interior roads do require streetlights, most likely at the intersection of Caja del Oro Grant Road and the project intersections. The is a proposed trail within what appears to be the NM 599 right-of-way and along the Santa Fe River. There are no proposed trail alignments on the subject property.

(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.***

This is an exceptionally flat land without well defined drainages. There are no flood plains, rock out-cropping's or escarpments associated with the subject land. The only fire risk at this time is from grassland fires. There is a fire station a short distance from the property. The presence of hazardous materials is unknown at this time. There is an easement across the southeast corner of the property for Prairie Dog Loop and a 38 foot access and utility easement in the interior of the property that is a remnant from the prior shopping center approval.

(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.***

There are no known historic sites on the property but that will have to be validated by an archaeological report. There is a small cemetery east of the northern parcel that has some history to it. It is outside the boundary of this project. There are no acequias on the property and the project is not located within downtown Santa Fe, being that area that is close to the plaza.

(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 density in the more immediate area is almost non-existent since the majority of land in the immediate area is vacant. This property was originally approved in the extraterritorial area as a mixed use development with retail shopping and higher density residential uses. As a consequence the City recognized the property at the time of the City initiated annexation as appropriate for general commercial, C-2 zoning. There are three long narrow strips of land to the east of the C-2 zoning that are vacant and zoned R-1, Single Family Residential, 1 dwelling per acre. The city general plan recognizes the previous mixed use county approval and has designated this prior commercial area as community commercial on the Future Land Use Map. The adjoining residential area to the east is designated as residential at one dwelling per acre. All areas that are annexed by the city that do not come in with a distinct land use designation are zoned at the lowest density which is one dwelling per acre. They are in essence a holding zone for future land use development based on a site specific plan.

(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 property is adjacent to the NM 599 frontage road and is a short distance from the I-25 and South Meadows roundabout interchange of South Meadows Road with NM 599. There is no close-by public transportation in this part of the city. The interior streets will be constructed to city street standards and sidewalks will be available throughout the project. Traffic on Caja del Oro Grant Road is currently limited.

(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.***

Jobs will be created during the development of infrastructure and the construction of housing. The residents of the development will shop in Santa Fe for groceries and some retail. There are a limited number of local businesses in the immediate area to serve the future residents of this development.

(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.***

The developer will be required to construct housing which satisfies the city affordability requirements. These homes will be provided at a lower price point than some of the homes in the Pulte housing spectrum. These homes will be more affordable to working families. No commercial is proposed for the project so there is no opportunity for affordable business space.

(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.***

There is a fire station in close proximity to the project. The El Camino Real School is located on South Meadows Road approximately one mile from the development measured along NM 599 frontage road and South Meadows Road. The Police station is located in the Valdes Business Park which is a considerable distance from the property. The city committed to providing police protection to this area when the city initiated the annexation of the southern urban area. Water will have to be brought into the site from Caja del Oro Grant Road. At this point, without final engineering, it appears it will be necessary to extend sewer offsite to connect to a sewer line on South Meadows Road. Public transportation is not available to this area of the city.

(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.***

City water will have to be brought to the property from off-site on Caja del Oro Grant Road. A request for investigation of the water system capacity and likely line extension has been submitted to the city Water Division. All new development is required by city code to offset its water use by either paying a fee for water conservation credits or purchasing water rights and transferring water rights to the city. It appears that the annual water use will exceed 10 acre feet, requiring the purchase and transfer of water rights to the city.

(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 attached duplex units are the more affordable of the Pulte products. In addition 20 percent of the units will satisfy the affordable housing requirement. There is no neighborhood commercial component to the project nor is that permitted by the requested R-10 zoning. There are sidewalks proposed on either side of a public road. There is a proposed community area within the development on either side of Caja del Oro

Road to be developed as an amenity area for each of the proposed developed areas on either side of Caja del Oro Road.

(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.*

This area was located at the perimeter of the urban area. Developments such are the South Meadows apartments and the El Camino Real Middle School are changing the nature of this area. The construction of South Meadows road from Agua Fria to the NM 599 roundabout intersection and the construction of utilities have led to the urbanization of the area south of NM 599. Currently there are no plans to provide public transportation to this area. As the area continues to develop and the residential densities can justify a public transportation system there will have to be a reevaluation of this area. The employment areas closest to this development are along Airport Road and Cerrillos Road. Access is available to Airport Road and Cerrillos Road via Caja del Oro Grant Road, Lopez Lane and Rufino Street east and west of Lopez Lane.

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

Project Name	Caja del Oro Subdivision
Project Location	1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road.
Project Description	Requests approval of a General Plan Future Land Use Map Amendment to change the Future Land Use Classification from Very Low Density Residential (1-3 dwelling units per acre) to Medium Density Residential (7-12 dwelling units per acre); requests rezoning approval from R-1 (Residential- 1 dwelling unit per acre) to R-10 (Residential- 10 dwelling units per acre) and C-2 (General Commercial) to R-10 (Residential-10 dwelling units per acre); requests approval of a Development Plan for an 88 single-family home development; requests approval of a Preliminary Subdivision Plat for 88 single-family lots.
Applicant / Owner	The Pulte Group of New Mexico
Agent	James Siebert, of James W. Siebert and Associates
Pre-App Meeting Date	April 8, 2021
ENN Meeting Date	May 11, 2021 and August 10, 2021
ENN Meeting Location	Virtual meeting with Zoom
Application Type	General Plan Amendment, Rezoning, Preliminary Development Plan, & Preliminary Subdivision Plat
Land Use Staff	Donna Wynant
Other Staff	N/A
Attendance	Seven members of the public; the developer's team, and City staff person.

Notes/Comments:

Meeting was started by James Siebert at 5:30 pm with a welcoming and introduction of the development team. He showed the location of the project site, the surrounding land use and the streets in the area. He pointed out that the closest residential property was along Camino Cementerio which was separated from their property by a 110' strip of land.

The request is to rezone the property from the existing C-2 and R-1 to the R-10 district. The C-2 is approximately 10 acres and the R-1 is approximately 6 acres. The proposal is to create a subdivision for 88 single family lots at a density of 5.5 dwelling unit per acre. Mr. Siebert gave a comparison between what the existing C-2 zoning could allow in terms of number of units with its anticipated traffic compared to the requested R-10 zoning. This was their second ENN with their first being held on May 11th where they proposed an 80 lot subdivision. Since they decided to eliminate the alleys that gave access to the rear of some of the homes, they were able to get 88 homes on the property with the garages facing inwards to the development. Sewer is already available at the southeast corner of the site, but the water would have to be extended from where it currently ends on South Meadows Road.

Mr. Siebert gave an overview of the likely components of the request and the timing when they anticipated going to Planning Commission for public hearing.
A question was asked about the additional lots. Mr. Siebert said they thought it would be better to just eliminate the alleys which then resulted in more land for to increase the number from 80 to 88 lots.

Mr. William Mee asked about the connection to City water, where they're now on wells, and why they would connect to City water and pay the more expensive City rates. He asked why the additional 8 units and are they affordable units. He also asked why they wouldn't just have a roundabout on Caja del Oro at the street that crossed over Caja del Oro that connected the two parts of the subdivision. Mr. Siebert stated that their traffic engineer will produce a traffic study and evaluate everything at that point which he'll be able to review at that point since it's public information.

A woman asked about the height limit of 24 feet and the arrangement of the houses with the lots and how they would face the streets. Kevin Patton of Pulte said that if people wanted to see a similar arrangement of homes they could look at the homes along Railrunner where they originally had alleys to go behind the homes, but decided to redesign the lots to where the houses faced the street with no alleys in the back.

Another neighbor asked about whether the development would connect or stub out to Camino Cementerio. A 110 foot wide strip of land separated the proposed subdivision ant the street, so at this point it would not connect.

The meeting adjourned at 6:05.

July 2, 2021

SFPS
Santa Fe Public Schools
Striving for Excellence

James W. Siebert & Associates
915 Mercer Street
Santa Fe, NM 87505
Phone (505) 983-5588
Fax (505) 989-7313

By Email: jim@jwsiebert.com

RE: Caja del Oro Grant Subdivision

Dear Mr. Siebert,

Santa Fe Public Schools has reviewed information received from your firm regarding the above referenced project. Given the estimated build out projections for the development plan, current capacities at assigned schools will be adequate to serve the anticipated student population from this development.

We appreciate your observance of City Ordinance 2008-32 allowing Santa Fe Public Schools to adequately plan for impact to facilities and operations.

Sincerely,

Gabe D. Romero

Gabe D. Romero
Executive Director of Operations

City of Santa Fe, New Mexico

Planning Commission

Exhibit E

Applicant Submittals

1. **Application Report**
2. **Applicant's full plan set**
3. **Traffic Impact Analysis**

JAMES W. SIEBERT
AND ASSOCIATES, INC.

915 MERCER STREET * SANTA FE, NEW MEXICO 87505
OFFICE (505) 983-5588
jim@jwsiebert.com

October 18, 2021

Noah Berke
PO Box 909
Santa Fe, NM 87504

Re: Caja del Oro Subdivision

Dear Mr. Berke:

On behalf of the Pulte Group of New Mexico, I am submitting various applications for the Caja del Oro Subdivision proposal to create 88 single family residential lots. The property is located on 1905, 1950, 0,0, and 1941 Caja del Oro Grand Road and 4,5 and 7 Hernandez Road. The land area for tthe project consists of a total of 16.21 acres on eight individual lots which will be consolidated. The lot consolidation plat accopanies this application which is an administriative action and is being provided to assist the Planning Commission in their review of the project.

The following applcations are submitted with this letter:

1. General Plan Amendments-chaging current future plan designation from Residential Mountain to Medium Density/Residential and Community Commercial to Medium Density/Residential
2. Rezoning from R-6 to R-10 and C-2 to R-10
3. Prelimnary Development plan
4. Preliminary Subdivison plat for 88 lots
5. Lot Consolidation plat for administrative action

The following items are submitted in digital format for this request

- Five applications for each action referenced above

- Digital version of Development Report containing background information, legal lot of record plat, warranty deed and response to criterion for the above applications
- Digital version of Development plan and subdivision plan set in a 24 x36 format.
- Digital version of Drainage Plan
- Digital version of Traffic Study

Fee will be determined upon acceptance of the application and will be paid by credit card after receiving invoice from City.

Please schedule the above requests to be heard by the Planning Commission on December 2, 2021.

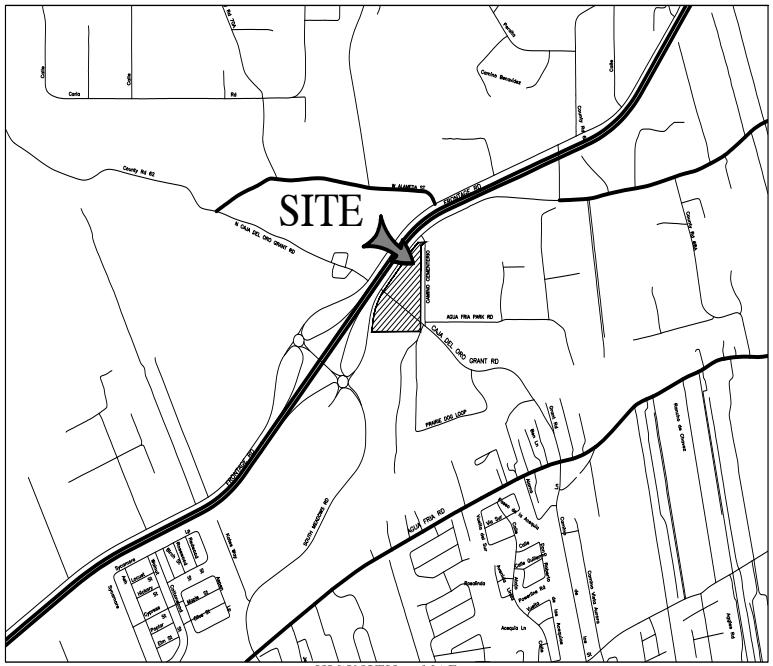
Sincerely,

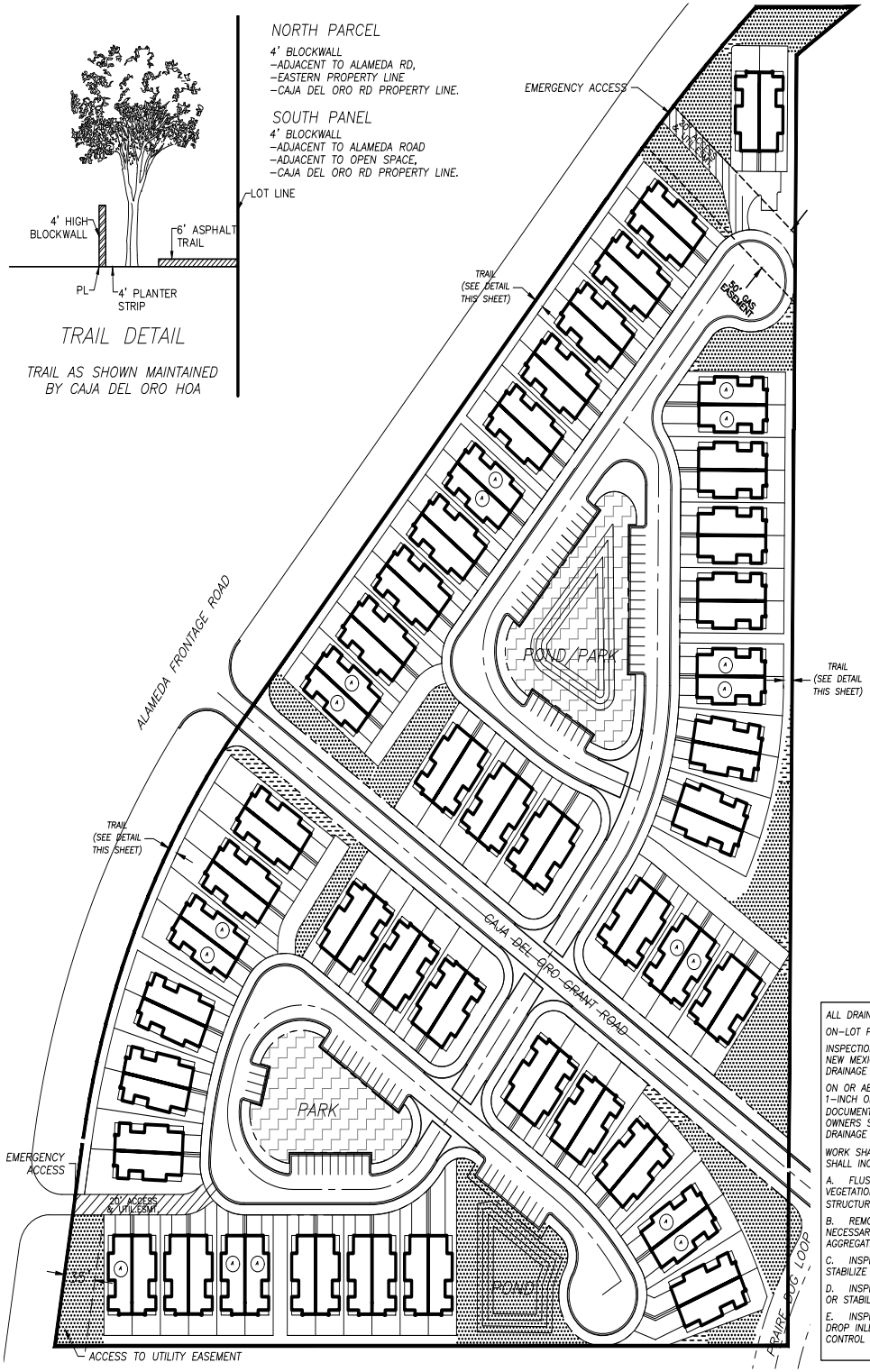
James W. Siebert

Xc: Kevin Patton
Jesus Lopez
Sheldon Greer
Carlos Garcia
Karl Sommer

CAJA DEL ORO

GENERAL PLAN AMENDMENT, REZONING, DEVELOPMENT PLAN & PRELIMINARY SUBDIVISION PLAT


SITE
CAJA DEL ORO GRANT RD
AGUA FRIA PARK RD
AGUA FRIA RD
RICHARDS AVE
CERRILLOS RD
CAMINO ALTO
CAMINO MANUEL
CAMINO MESITA
CAMINO SAN ACACIO
Acequia Ln
Arroyo Ln
Bonanza Rd
Cielo Rd
Cielo Vista Rd
Cielo Vista Ln
Cielo Azul
Cielo Azul Ln
Cielo Azul Rd
Cielo Azul Trl
Cielo Azul Dr
Cielo Azul Ct
Cielo Azul Cir
Cielo Azul Pl
Cielo Azul Way
Cielo Azul Loop
Cielo Azul Ave
Cielo Azul Blvd
Cielo Azul Ter
Cielo Azul Pkwy
Cielo Azul Aly
Cielo Azul Path
Cielo Azul Sq
Cielo Azul Xing
Cielo Azul Run
Cielo Azul Hwy
Cielo Azul Expy
Cielo Azul Fwy
Cielo Azul Tpke
Cielo Azul Bypass
Cielo Azul Spur
Cielo Azul Loop
Cielo Azul Cove
Cielo Azul Pass
Cielo Azul Ridge
Cielo Azul Hill
Cielo Azul Mtn
Cielo Azul Peak
Cielo Azul Valley
Cielo Azul Canyon
Cielo Azul Gulch
Cielo Azul Ravine
Cielo Azul Bluff
Cielo Azul Cliff
Cielo Azul Terrace
Cielo Azul Plateau
Cielo Azul Mesa
Cielo Azul Butte
Cielo Azul Knoll



TRAIL DETAIL

TRAIL AS SHOWN MAINTAINED BY CAJA DEL ORO HOA

NORTH PARCEL

4' BLOCKWALL
–ADJACENT TO ALAMEDA RD,
–EASTERN PROPERTY LINE
–CAJA DEL ORO RD PROPERTY LINE.

SOUTH PANEL

4' BLOCKWALL
–ADJACENT TO ALAMEDA ROAD
–ADJACENT TO OPEN SPACE,
–CAJA DEL ORO RD PROPERTY LINE.

LOT LINE

APPROVED BY THE SANTA FE PLANNING COMMISSION AT THEIR MEETING OF _____, 2022. AS CASE NO.: _____

PLANNING COMMISSION CHAIRPERSON _____ DATE

SECRETARY _____ DATE

REVIEWED BY CITY OF SANTA FE

CITY PLANNER _____ DATE

CITY ENGINEER _____ DATE

OWNER(S)
PULTE HOMES OF NEW MEXICO, INC.
A MICHIGAN CORPORATION

KEVIN PATTON, DIRECTOR OF LAND PLANNING & ENTITLEMENTS _____ DATE

STATE OF NEW MEXICO
COUNTY OF SANTA FE

THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME

THIS_____DAY OF_____,2021

NOTARY PUBLIC _____ MY COMMISSION EXPIRES

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO
I HEARBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD ON THE DAY_____OF_____, 2020 AD, AT_____O'CLOCK_____, AND WAS DULY RECORDED IN BOOK____, PAGE(S) _____OF THE RECORDS OF SANTA FE COUNTY.

WITNESS MY HAND AND SEAL OF OFFICE
VALERIE ESPINOZA
COUNTY CLERK, SANTA FE COUNTY, N.M.

DEPUTY

SITE DATA:

SUMMARY :

CAJA DEL ORO
LOT AREA: 16.21 AC±
REQUESTED ZONING: R–10, MEDIUM DENSITY RESIDENTIAL 10 DU/AC

PERMITTED DENSITY:
16.21 AC X 10 = 162 DU

PROPOSED DWELLING UNITS:

ATTACHED DUPLEX UNITS: 88
GROSS DENSITY: 5.4 DU/AC
OFF LOT PARKING: 84 SPACES

LEGEND:

QUALIFYING COMMON OPEN SPACE–MAINTAINED BY CAJA DEL ORO HOA (1.65 AC±)

NON–QUALIFYING COMMON OPEN SPACE–MAINTAINED BY CAJA DEL ORO HOA (0.09 AC±)

EMERGENCY ACCESS

PARK/POND TO BE MAINTAINED BY CAJA DEL ORO HOA (0.85 AC±)

(A) DESIGNATED AFFORDABLE LOT TO COMPLY WITH SANTA HOMES PROPOSAL (17 PROVIDED WITH 0.6 REMAINDER)

NOTE:

NO LOT IS LESS THAN 3,000 SQ. FT.

NOTE:
TERRAIN CONSTRUCTION SHALL CONTROL DUST BY THE USE OF WATER AND APPROPRIATE AMOUNTS OF TACKIFIER. CONSTRUCTION INVOLVING THE MOVEMENT OF DIRT SHALL STOP AT WIND SPEEDS EXCEEDING 30 MPH AND OR AS A RESULT OF EXCESS DUST BLOWING INTO THE NEIGHBORHOODS AS DETERMINED BY THE CITY LAND USE DEPARTMENT.

ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

ON–LOT PONDING IS NOT REQUIRED.

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 H.O.A./PROPERTY OWNERS. THE H.O.A./PROPERTY OWNERS SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.

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

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

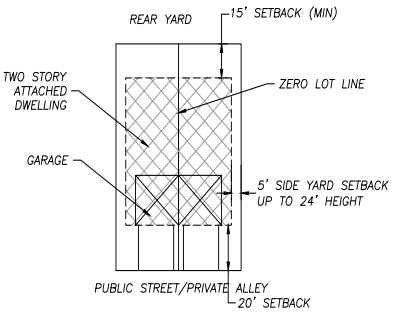
B. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6–INCHES IN DEPTH, AND IF NECESSARY, RESEED WITH NATIVE GRASSES AND INSTALL FILTER FABRIC AND 3 TO 4 INCH AGGREGATE AS DIRECTED BY THE ENGINEER.

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.

TYPICAL LOT SETBACK AND LOT COVERAGE



NOTE:
LOT COVERAGE: 40% BY RIGHT
LOT COVERAGE: 55% PERMITTED WITH PRIVATE OPEN SPACE ON LOT

JAMES W. SIEBERT
AND ASSOCIATES, INC.
915 MERCER STREET * SANTA FE NEW MEXICO 87505
(505) 983–5588 FAX (505) 989–7313

CAJA DEL ORO

DEVELOPMENT PLAN

SCALE:	1"=60'
DATE:	OCTOBER 2021
DRAWN BY:	AS
CHECKED BY:	JWS
REVISED:	09/16/21
WORKED ON:	10/15/21
FILE NAME:	202109–2021–10–21 2109–DEV
NORTH:	
SHEET:	P–200

WATER BUDGET

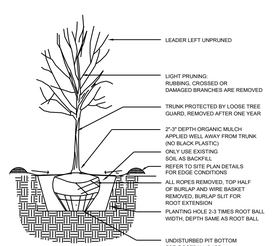
YEAR 1 AND 2
DRIP IRRIGATION TO TREES AND SHRUBS
4 MONTHS AT 1 RUN TIME PER MONTH
4 MONTHS AT 1 RUN TIME PER WEEK
4 MONTHS AT 4 RUN TIMES PER WEEK
APPROX. 90 RUN CYCLES PER YEAR
257 TREES/1,542 GALLONS PER RUN CYCLE
595 SHRUBS/1,190 GALLONS PER RUN CYCLE
2,732 GALLONS PER RUN CYCLE X 90 RUN TIMES=245,880 GPY/0.76 ACRE FT.

YEAR 3 AND BEYOND
DRIP IRRIGATION TO TREES AND SHRUBS
4 MONTHS AT 1 RUN TIME PER MONTH
4 MONTHS AT 1 RUN TIME PER WEEK
4 MONTHS AT 3 RUN TIMES PER WEEK
APPROX. 77 RUN CYCLES PER YEAR
257 TREES/1,542 GALLONS PER RUN CYCLE
595 SHRUBS/1,190 GALLONS PER RUN CYCLE
2,732 GALLONS PER RUN CYCLE X 77 RUN TIMES= 210,364 GPY/0.65 ACRE FT.

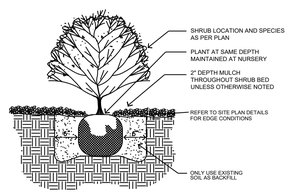


LANDSCAPE DATA

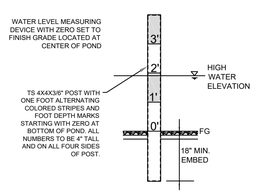
PONDING AREA	
REQUIRED TREES/PONDING AREA (8,725 sq ft)	
ONE TREE PER 500 SF OF PONDING AREA	
(19,559 SF/500 SF = 40)	40
PROPOSED TREES	40
REQUIRED SHRUBS/PONDING AREA	
THREE SHRUBS PER 500 SF OF PONDING AREA	
(19,559 SF/500 SF = 40 X3= 120)	120
PROPOSED SHRUBS	120
STREET TREE REQUIREMENTS	
ONE TREE MINIMUM 1 PER 25 to 30 L.F.	
(2,330 LINEAR FEET/30 = 78)	
REQUIRED/PROPOSED TREES	78/78
PROPOSED OPEN SPACE	
REQUIRED TREES/OPEN SPACE	
ONE TREE PER 500 SF OF REQUIRED OPEN SPACE	
(108,502/500 SF)	217
MINIMUM 25% EVERGREEN	55
PROPOSED TREES	217
REQUIRED SHRUBS/OPEN SPACE	
TWO SHRUBS PER 500 SF OF REQUIRED OPEN SPACE	
(118,677/500 SF x 2)	475
MINIMUM 25% EVERGREEN	119
PROPOSED SHRUBS	475
TOTAL REQUIRED SHRUBS/5 GAL	595
TOTAL PROVIDED SHRUBS/5 GAL	595
TOTAL REQUIRED TREES/2" CAL OR 6' HT	257
TOTAL PROVIDED TREES/2" CAL OR 6' HT	257



1 TREE INSTALLATION DETAIL NTS



2 SHRUB INSTALLATION DETAIL NTS



3 WATER LEVEL MEASURING DEVICE NTS

LANDSCAPE NOTES

PLANTING BEDS TO BE MULCHED AT A 2"-3" DEPTH OVER FILTER FABRIC

ALL MULCH TO BE 2" BELOW ADJACENT SIDEWALK OR CURB.

PLANTINGS TO BE WATERED WITH AN AUTOMATIC DRIP IRRIGATION SYSTEM

BACKFLOW PREVENTER IS PROPOSED/SEE DETAIL

EXISTING NATIVE LANDSCAPE AREAS NOT DISTURBED TO BE PROTECTED WITH TEMPORARY FENCING DURING CONSTRUCTION

PLANTS LOCATED IN BOTTOM THIRD OF POND AREAS ARE ADAPTABLE TO PERIODS OF SUBMERSION.

STREET TREES PROVIDED AT 1 PER 25 TO 30 LF OF STREET FRONTAGE AND TO BE 2" CALIPER IN SIZE.

STREET TREES TO BE LOCATED/ADJUSTED TO BE A MINIMUM OF 15' FROM STREET LIGHT STANDARDS AND FIRE HYDRANTS PER ZONING SECTION 14-8.4 (G) (3) (e) (f)

STREET TREES WILL BE INSTALLED SO AS TO NOT BLOCK SIGNAGE ON STREETS.

ALL PROJECT STREET TREES SHALL BE IRRIGATED AND MAINTAINED BY THE DEVELOPER.

NO OBJECTS, WALLS, FENCES, PARKED VEHICLES AND/OR VEGETATION SHALL BE PLACED WITHIN SIGHT TRIANGLES BETWEEN A HEIGHT OF 3' AND 6'.

THIS LANDSCAPE PLAN COMPLIES WITH CITY OF SANTA FE ORDINANCE 14-8.4 LANDSCAPE AND SITE DESIGN.

THIS LANDSCAPE PLAN WILL INCORPORATE ANY PASSIVE WATER HARVESTING TECHNIQUES FOR LANDSCAPE IRRIGATION PURPOSES AS PROPOSED BY THE GRADING & DRAINAGE PLAN. WHENEVER POSSIBLE; DETENTION & RETENTION PONDS WILL BE TREATED AS AN INTEGRATED LANDSCAPE FEATURE RATHER THAN A SINGLE PURPOSE FLOOD CONTROL POND.

KEYED NOTES:
1. LANDSCAPING IN FRONT OF EACH LOT TO BE INSTALLED WHEN THE HOME FRONT YARD IS INSTALLED.
STREET TREE IRRIGATION WILL BE PROVIDED AT EACH LOT.

PLANT SCHEDULE

TREES	QTY	BOTANICAL / COMMON NAME	SIZE
	75	STREET TREE / ELM/LOCUST/OAK/ MAPLE	2" B&B
DECIDUOUS TREES	**QTY**	**BOTANICAL / COMMON NAME**	**SIZE**
	24	CRATAEGUS AMBIGUA / RUSSIAN HAWTHORN	2" B&B
	41	FORESTIERA NEOMEXICANA / NEW MEXICAN PRIVET	24"BOX
	77	GLEDITSIA TRIACANTHOS INERMIS / THORNLESS COMMON HONEYLOCUST	2" B&B
	89	QUERCUS BUCKLEYI / BUCKLEY OAK	2" B&B
	42	ULMUS PROPINQUA `EMERALD SUNSHINE` / EMERALD SUNSHINE ELM	2" B&B
EVERGREEN TREES	**QTY**	**BOTANICAL / COMMON NAME**	**SIZE**
	62	PINUS NIGRA / AUSTRIAN BLACK PINE	6` B&B
DECIDUOUS SHRUBS	**QTY**	**BOTANICAL / COMMON NAME**	**SIZE**
	187	RHUS TRILOBATA / THREE LEAF SUMAC POTENTILLA/CINQUEFOIL PEROVSKIA ATRIPLICIFOLIA/RUSSIAN SAGE CARYOPTERIS X CLANDONESIS/ BLUE MIST SPIREA NEPETA/CATMINT	5 GAL
	25	FALLUGIA PARADOXA / APACHE PLUME	5 GAL
	95	ARTEMISIA FILIFOLIA / SAND SAGEBRUSH	5 GAL
EVERGREEN SHRUBS	**QTY**	**BOTANICAL / COMMON NAME**	**SIZE**
	104	CERCOCARPUS LEDIFOLIUS / CURL-LEAF MOUNTAIN MAHOGANY	5 GAL
	30	ERICAMERIA LARICIFOLIA / TURPENTINE BUSH	5 GAL
	71	HESPERALOE PARVIFLORA / RED YUCCA	5 GAL
	83	PINUS MUGO / MUGO PINE	5 GAL

MATERIAL SCHEDULE

SYMBOL	DESCRIPTION
	7/8" GRAVEL W/ FILTER FABRIC
	SEEDING
	CRUSHED GRAVEL
	LAWN
	CONCRETE
	BARK MULCH
	BENCH MANUFACTURER TO BE DETERMINED
	DOGI POT MANUFACTURER TO BE DETERMINED

YELLOWSTONE LANDSCAPE
www.yellowstonelandscape.com
P O Box 10597
Albuquerque, NM 87184
505.898.9615
design@yellowstonelandscape. com

STATE OF NEW MEXICO
JOHN GILLIES BRALY
1281
REGISTERED LANDSCAPE ARCHITECT

Date: 10.15.2021
Revisions:

Drawn by: HA
Reviewed by: JB

CAJA DEL ORO

Santa Fe, NM

NORTH

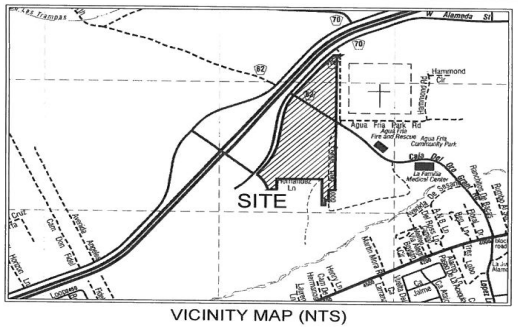
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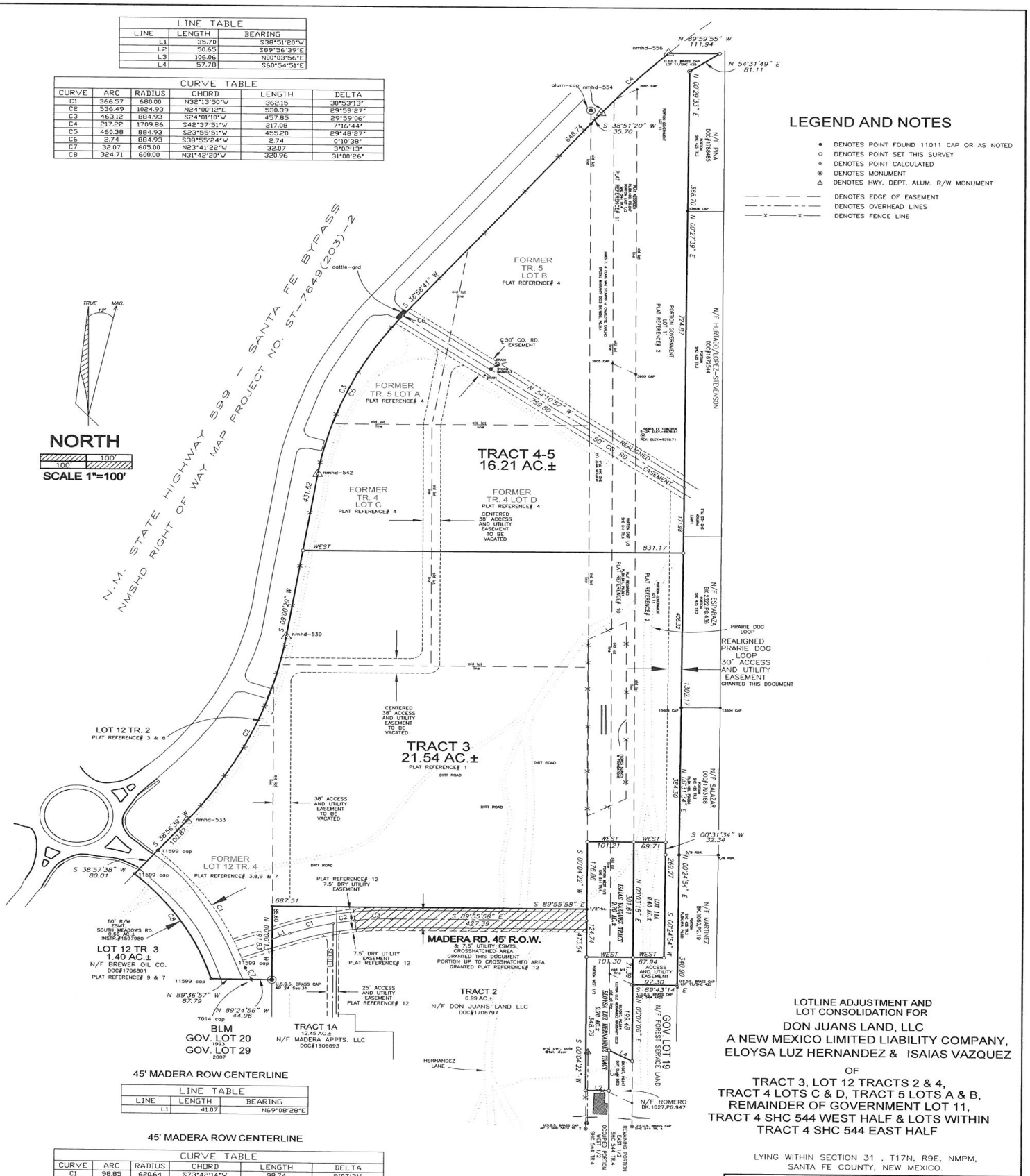
Sheet Title:
Landscape Plan

Sheet Number:
LP-01

CASE #2021-00 LOT LINE ADJUSTMENT & LOT CONSOLIDATION


W Alameda St
Hammond Dr
Aqua Fria Park Rd
Aqua Fria Fire and Rescue
Aqua Fria Community Park
La Familia Medical Center
Rodeo Rd
Agua Fria St
Agua Fria Trail
Old Las Vegas Hwy
Las Vegas Hwy
Hwy 14
Cerrillos Rd
Old Santa Fe Trail
Siler Rd
Paseo De Peralta
Santa Fe River
Santa Fe River Trail
Camino Carlos Rey
Camino Alire
Camino Entrada
Camino Sierra Vista
Camino Cabra
Camino Corrales
Camino Capitan
Camino Cerro Gordo
Camino Cerro Colorado
Camino Cerro Negro
Camino Cerro Pedernal
Camino Cerro Tesuque
Camino Cerro Verde
Camino Cerro Vista
Camino Cerro Viejo
Camino Cerro Viento

CASE #2021-00 LOT LINE ADJUSTMENT & LOT CONSOLIDATION



LINE TABLE		
LINE	LENGTH	BEARING
L1	35.70	S38°51'20"W
L2	50.65	S89°56'39"E
L3	106.06	N00°03'56"E
L4	57.78	S60°54'51"E

CURVE TABLE					
CURVE	ARC	RADIUS	CHORD	LENGTH	DELTA
C1	366.57	680.00	N32°13'50"W	362.15	30°53'13"
C2	536.49	1024.93	N24°00'12"E	530.39	29°59'27"
C3	463.12	884.93	S24°01'10"W	457.85	29°59'06"
C4	217.22	1709.86	S42°37'51"W	217.08	7°16'44"
C5	460.38	884.93	S23°55'51"W	455.20	29°48'27"
C6	2.74	884.93	S38°55'24"W	2.74	0°10'38"
C7	32.07	605.00	N23°41'22"W	32.07	3°02'13"
C8	324.71	600.00	N31°42'20"W	320.96	31°00'26"

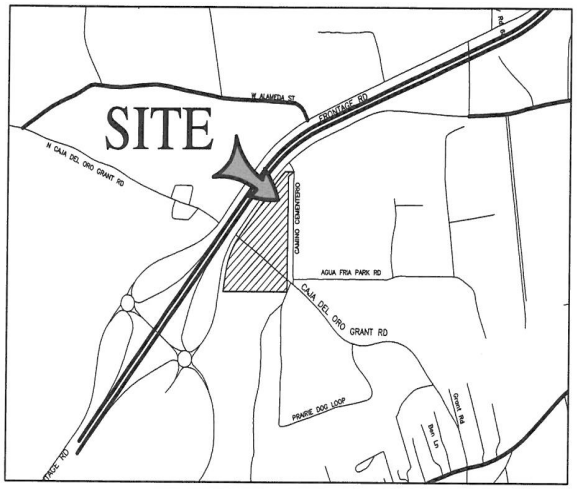
45' MADERA ROW CENTERLINE

LINE TABLE		
LINE	LENGTH	BEARING
L1	41.07	N69°08'28"E

45' MADERA ROW CENTERLINE

CURVE TABLE					
CURVE	ARC	RADIUS	CHORD	LENGTH	DELTA
C1	98.85	620.64	S73°42'14"W	98.74	9°07'31"
C2	47.87	620.64	S80°28'34"W	47.86	4°25'09"
C3	47.87	620.64	S80°22'33"W	79.89	7°22'48"

S-200



VICINITY MAP
Not To Scale

GENERAL NOTES

1. BEARINGS ARE GRID AND BASED ON THE NEW MEXICO STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE (NAD83).
2. DISTANCES ARE GROUND. TO CONVERT TO GRID DISTANCES, MUITIPLY BY COMBINED FACTOR OF 0.9993846O.
3. DISTANCES ALONG CURVED LINES ARE ARC LENGTHS.
4. RECORD PLAT OR DEED BEARINGS AND DISTANCES, WHERE THEY DIFFER FROM THOSE ESTABLISHED BY THIS FIELD SURVEY, ARE SHOWN IN PARENTHESIS ( ).
5. ALL CORNERS FOUND IN PLACE AND HELD WERE TAGGED WITH A BRASS DISK STAMPED "HUGG L.S. 9750" UNLESS OTHERWISE INDICATED HEREON.
6. ALL CORNERS THAT WERE SET ARE EITHER A 5/8" REBAR WITH CAP STAMPED "HUGG L.S. 9750" OR A CONCRETE NAIL WITH BRASS DISK STAMPED "HUGG L.S. 9750" UNLESS OTHERMSE INDICATED HEREON.

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

D. CABLE TV 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, 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.

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 SHOWN ON THIS PLAT.

CITY OF SANTA FE NOTES AND CONDITIONS

1. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 2001 AND SUBSEQUENT AMENDMENTS.
2. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO PLAT AND OR DEVELOPMENT PLAN RECORDING WITH THE COUNTY CLERK OR SUBMITTAL FOR A BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISION OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
3. EACH LOT SHALL BE SERVED WITH A SEPARATE SEWER AND WATER SERVICE.
4. THESE LOTS SHALL COMPLY WITH INTERNATIONAL FIRE CODE (IFC) 2009 EDITION
5. WASTEWATER USE CHARGES SHALL BE PAID AT THE TIME OF BUILDING PERMIT APPLICATION.
6. NO FENCES, WALLS OR OTHER STRUCTURES SHALL BE CONSTRUCTED WITHIN OR ACROSS SANITARY SEWER EASEMENTS.
7. NO WALLS/FENCES OR OTHER STRUCTURES THAT WOULD IMPEDE DRAINAGE FLOW SHALL BE PLACED WITHIN DRAINAGE EASEMENTS SHOWN HEREON.
8. AN ADA INSPECTION SHALL BE CONDUCTED PRIOR TO APPROVAL OF THE SUBDIVISION INFRASTRUCTURE. THE CONTRACTOR SHALL CONTACT CITY STAFF TO SCHEDULE INSPECTION.
9. ON LOT PONDING IS NOT REQUIRED.
10. ALL PROVISIONS OF THE INFRASTRUCTURE COMPLETION POLICY OF 1-1-2008 MUST BE FOLLOWED. NO BUILDING PERMITS WILL BE ISSUED UNTIL PARTIAL COMPLETION OF THE INFRASTRUCTURE IS OBTAINED. NO CERTIFICATE OF OCCUPANCY WILL BE ISSUED UNTIL SUBSTANTIAL COMPLETION OF THE INFRASTRUCTURE.

REVIEWED BY CITY OF SANTA FE

CITY ENGINEER FOR LAND USE — DATE

CITY PLANNER — DATE

PUBLIC WORKS — DATE

COUNTY REVIEW

COUNTY TREASURER — DATE

APPROVED BY THE CITY PLANNING COMMISSION

CASE # _____

AT THEIR MEETING OF _____, 2021

PLANNING DIVISION CHAIR — DATE

PLANNING COMMISSION SECRETARY — DATE

UTILITY COMPANIES

CITY OF SANTA FE WASTEWATER — DATE

CITY OF SANTA FE WATER DIVISION — DATE

COMCAST — DATE

PUBLIC SERVICE COMPANY OF N.M. — DATE

NM GAS COMPANY — DATE

Qwest Corporation, d/b/a CenturyLink QC DISCLAIMER

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

Qwest Corporation, d/b/a CenturyLink QC — DATE

LEGAL DESCRIPTION

THAT CERTAIN PARCEL OF LAND SITUATE WITHIN SECTIONS 31, TOWNSHIP 17 NORTH, RANGE 9 EAST, NEW MEXICO PRINCIPAL MERIDIAN, CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO BEING AND COMPRISING ALL OF TRACT 13, LAS SOLERAS SUBDIVISION, AS SHOWN ON PLAT ENTITLED "LAS SOLERAS ANNEXATION, GENERAL PLAN AMENDMENT, REZONING TO MULTIPLE ZONING DISTRICTS" FILED FOR RECORD IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO ON MARCH 4, 2010 IN PLAT BOOK 714, PAGES 014-026, AS INSTRUMENT NO. 1592455.

SAID PARCEL CONTAINS 16.41 ACRES, MORE OR LESS.

DEDICATION AND AFFIDAVIT:

KNOW ALL PERSONS BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S) HAVE CAUSED TO BE REPLATTED THOSE LANDS SHOWN HEREON. THIS SAID REPLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER(S). THIS REPLAT CONTAINS 16.41 ACRES, MORE OR LESS. THIS SUBDIVISION LIES WITHIN THE PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.

UTILITY COMPANIES ARE HEREBY GRANTED EASEMENTS AS SHOWN HEREON FOR THE CONSTRUCTION, OPERATION AND MAINTENANCE OF UTILITIES INCLUDING BUT NOT LIMITED TO THE RIGHT TO INGRESS & EGRESS, (BOTH SURFACE AND SUBSURFACE) FOR CREWS AND MACHINERY, AND THE RIGHT TO REMOVE OBSTRUCTIONS INTERFERING WITH THE USE OR PURPOSE OF SAID EASEMENT.

NON MOTORIZED MULTI USE BICYCLE AND PEDESTRIAN TRAIL EASEMENTS CREATED BY THIS PLAT AND SHOWN HEREON ARE HEREBY GRANTED FOR PUBLIC USE. CITY TRAIL EASEMENTS ARE MAINTAINED BY THE CITY.

STORMWATER AGREEMENT

PROPERTY OWNER(S) HEREBY AGREE THAT ALL STORM WATER 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 BY THE HOMEOWNERS ASSOCIATION (TO BE FORMED) (OWNER) AND SUBSEQUENT HEIRS, ASSIGNS, AND FUTURE OWNERS. THE CITY IS HEREBY GRANTED THE FOLLOWING: (1) ACCESS FOR INSPECTION OF SAID IMPROVEMENTS; (2) IN THE EVENT OF DRAINAGE 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 (3) TO LIEN THE PROPERTY FOR BOTH DIRECT AND INDIRECT COSTS ASSOCIATED WITH SUCH WORK. BY SIGNATURE AFFIXED TO THIS INSTRUMENT, THE PROPERTY OWNER(S) APPROVE AND AGREE THAT THIS AGREEMENT IS BINDING PERPETUALLY, RUNNING WITH THE LAND, ON PRESENT AND FUTURE OWNERS, HEIRS, AND ASSIGNS.

PUBLIC ROADWAYS SHOWN HEREON, NOT PREVIOUSLY DEDICATED ARE HEREBY DEDICATED TO THE CITY OF SANTA FE FOR PUBLIC USE.

EASEMENTS SHALL BE BINDING UPON THE UNDERSIGNED AND THEIR SUCCESSORS AND ASSIGNS

OPEN SPACE PARCELS TO BE MAINTAINED BY THE CAJA DEL ORO HOME OWNERS' ASSOCIATION.

OWNER(S)

TRACT____
PULTE HOMES OF NEW MEXICO, INC.
A MONTANA LIMITED LIABILITY COMPANY

KEVIN PATTON, DIRECTOR OF LAND DEVELOPMENT & ENTITLEMENT

ACKNOWLEDGEMENT

STATE OF NEW MEXICO)SS
COUNTY OF BERNALILLO)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY KEVIN PATTON, DIRECTOR OF LAND DEVELOPMENT & ENTITLEMENT THIS ____ DAY OF _____, 2021.

NOTARY PUBLIC — MY COMMISSION EXPIRES

PRELIMINARY PLAT OF

CAJA DEL ORO SUBDIVISION

PREPARED FOR

PULTE HOMES OF NEW MEXICO, INC.

COMPRISING TRACT 3, LOT 12 TRACTS 2 & 4, TRACT 4 LOTS C & D, TRACT 5 LOTS A & B, REMAINDER OF GOVERNMENT LOT 11, TRACT 4 SHC 544 WEST HALF & LOTS WITHIN TRACT 4 SHC 544 EAST HALF

SITUATE WITHIN

SECTIONS 31, TOWNSHIP 17 NORTH, RANGE 9 EAST
NEW MEXICO PRINCIPAL MERIDIAN
CITY OF SANTA FE
SANTA FE COUNTY, NEW MEXICO

OCTOBER , 2021

PURPOSE OF PLAT:

THE PURPOSE OF THIS PLAT IS TO:

A. CREATE A RESIDENTIAL SUBDIVISION CONTAINING 88 RESIDENTIAL LOTS.

CURRENT ZONING

CURRENT ZONING: C-2 & R-1

SURVEYORS CERTIFICATION

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 _____2021, AND ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND MEET THE 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 _____, 2021 A.D. at _____ o'clock_____, and was duly recorded in book_____ page(s)_____of the records of Santa Fe County.

Witness my Hand and Seal of office
Katharine E. Clark
County Clerk, Santa Fe county, N.M.

Deputy

SANTA FE COUNTY TREASURER — DATE

"TITLE AND INDEXING INFORMATION FOR COUNTY CLERK"

RICK CHATROOP
PROFESSIONAL LAND SURVEYOR
NEW MEXICO REGISTRATION NO. 11011
(505) 470-0037 110 WAGON TRAIL RD. CERRILLOS, NM. 87010

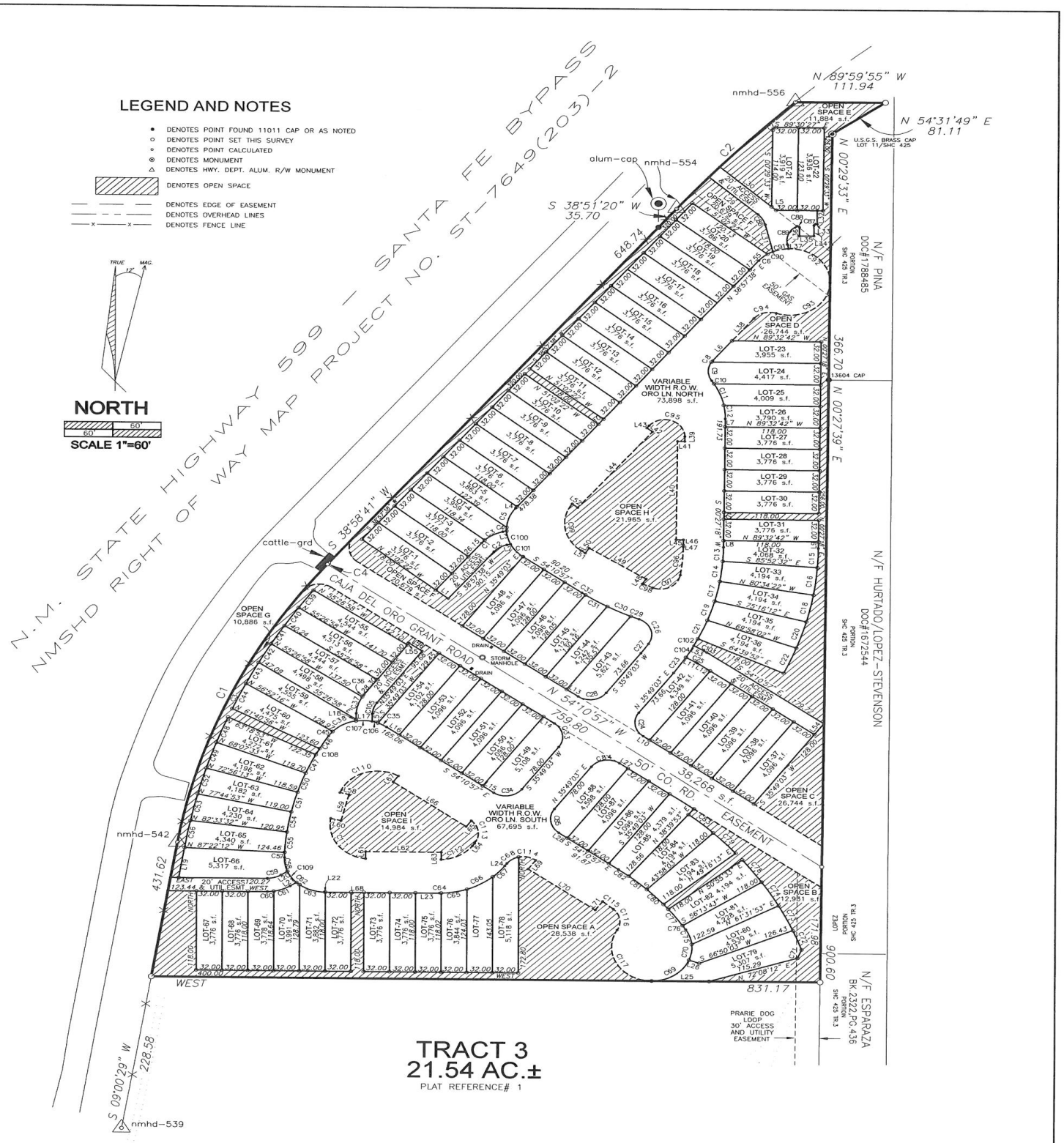
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LOT B: 1-049-097-127-311
LOT C: 1-049-097-089-243
LOT D: 1-049-097-124-244
TRACT 4 SHC 544: 1-049-097-144-213
TRACT 4 E ½ SHC 544: 1-049-097-150-316
LOT 11 SHC 5874: 1-049-097-125-630

PLSS LOCATION: LYING WITHIN SECTIONS 31, T.17.N, R9E, N.M.P.M.

CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO

210021_PRELIM PLAT. DWG

SHEET 1



CASE #2021-00 CAJA DEL ORO SUBDIVISION

PRELIMINARY PLAT OF
CAJA DEL ORO SUBDIVISION
FOR
PULTE HOMES OF NEW MEXICO
COMPRIMISING TRACT 4-5
LYING WITHIN SECTION 31 , T17N, R9E, NMPM,
SANTA FE COUNTY, NEW MEXICO.

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 _____ page _____ of the records of Santa Fe County.
Witness my Hand and Seal of Office
Katharine Clark
County Clerk, Santa Fe County,N.M.
_____ Deputy

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: PULTE HOMES OF NEW MEXICO, INC.
UPC#S: TRACT 4-5 UPC#1-049-097-000-000
LOCATION: LYING WITHIN SECTION 31, T17N, R9E, NMPM, CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO
SHEET 2

CASE #2021-00 CAJA DEL ORO SUBDIVISION

CURVE TABLE					
CURVE	ARC	RADIUS	CHORD	LENGTH	DELTA
C1	5.87	50.00	S42°19'16"W	5.86	6°43'17"
C2	19.19	30.00	S57°16'59"W	18.86	36°38'42"
C3	26.11	50.00	S60°38'37"W	25.82	29°55'25"
C4	5.35	50.00	S00°12'34"W	5.35	6°08'02"
C5	31.14	50.00	S21°07'06"W	30.64	35°41'03"
C6	14.66	50.00	S47°21'32"W	14.61	16°47'49"
C7	6.28	4.00	S45°29'33"W	5.66	90°00'00"
C8	2.73	25.00	S35°49'36"W	2.73	6°16'04"
C9	29.12	25.00	S00°40'53"E	27.51	66°44'54"
C10	5.36	100.00	N32°31'07"W	5.36	3°04'26"
C11	34.57	100.00	N21°04'39"W	34.40	19°48'31"
C12	20.29	100.00	N05°21'32"W	20.26	11°37'41"
C13	20.81	325.00	N02°17'23"E	20.81	3°40'10"
C14	30.08	325.00	N06°46'33"E	30.07	5°18'10"
C15	28.37	443.00	N02°17'23"E	28.37	3°40'10"
C16	41.00	443.00	N06°46'33"E	40.99	5°18'10"
C17	30.08	325.00	N12°04'43"E	30.07	5°18'10"
C18	41.00	443.00	N12°04'43"E	40.99	5°18'10"
C19	30.08	325.00	N17°22'53"E	30.07	5°18'10"
C20	41.00	443.00	N17°22'53"E	40.99	5°18'10"
C21	30.08	325.00	N22°41'03"E	30.07	5°18'10"
C22	41.00	443.00	N22°41'03"E	40.99	5°18'10"
C23	28.06	325.00	N33°20'39"E	28.05	4°56'48"
C24	39.27	25.00	S09°10'57"E	35.36	90°00'00"
C25	2.59	30.00	N56°39'21"W	2.59	4°56'48"
C26	44.00	25.00	N18°05'48"W	38.54	100°50'26"
C27	16.77	275.00	N34°04'14"E	16.77	3°29'37"
C28	39.27	25.00	N80°49'03"E	35.36	90°00'00"
C29	11.33	325.00	S67°31'07"E	11.33	1°59'49"
C30	32.46	325.00	S63°39'33"E	32.44	5°43'19"
C31	32.08	325.00	S57°58'13"E	32.07	5°39'22"
C32	5.44	325.00	S54°39'44"E	5.44	0°57'34"
C33	39.27	25.00	N09°10'57"W	35.36	90°00'00"
C34	39.27	25.00	N80°49'03"E	35.36	90°00'00"
C35	12.06	50.00	N61°05'36"W	12.03	13°49'17"
C36	3.71	50.00	S33°41'24"W	3.71	4°15'17"
C37	26.12	50.00	S16°35'49"W	25.82	29°55'54"
C38	33.64	50.00	S60°49'03"W	33.01	38°33'10"
C39	32.00	874.93	S35°06'25"W	32.00	2°05'45"
C40	32.01	874.93	S33°00'39"W	32.01	2°05'47"
C41	32.07	874.93	S30°54'46"W	32.06	2°06'00"
C42	32.16	874.93	S28°48'35"W	32.16	2°06'22"
C43	35.17	874.93	S26°36'18"W	35.17	2°18'11"
C44	41.11	874.93	S24°06'27"W	41.10	2°41'31"
C45	8.52	50.00	S36°39'36"W	8.51	9°45'45"
C46	21.77	360.41	S30°02'54"W	21.77	3°27'39"
C47	30.26	360.41	S24°16'47"W	30.25	4°48'40"
C48	40.50	874.93	S20°31'47"W	40.50	2°39'09"
C49	40.27	874.93	S17°53'05"W	40.27	2°38'15"
C50	30.26	360.41	S19°28'07"W	30.25	4°48'40"
C51	30.26	360.41	S14°39'27"W	30.25	4°48'40"
C52	40.23	874.93	S15°14'55"W	40.23	2°38'05"
C53	40.38	874.93	S12°36'34"W	40.37	2°38'39"
C54	30.26	360.41	S09°50'47"W	30.25	4°48'40"
C55	30.26	360.41	S05°02'08"W	30.25	4°48'40"
C56	34.52	874.93	S10°09'26"W	34.51	2°15'37"
C57	7.70	360.41	S02°01'05"W	7.70	1°13'26"
C58	21.08	50.00	S10°40'16"E	20.92	24°09'15"
C59	18.01	30.00	N72°48'19"E	17.74	34°23'22"
C60	7.98	50.00	N85°25'38"E	7.97	9°08'45"
C61	22.03	50.00	N68°13'57"E	21.85	25°14'37"
C62	5.08	50.00	S48°43'51"E	5.07	5°49'04"
C63	33.48	50.00	S70°49'12"E	32.85	38°21'37"
C64	2.21	100.00	N89°22'05"E	2.21	1°15'50"
C65	32.70	100.00	N79°22'01"E	32.56	18°44'18"
C66	37.45	100.00	N59°16'14"E	37.23	21°27'17"
C67	22.21	100.00	N42°10'49"E	22.16	12°43'32"
C68	17.82	25.00	S56°14'15"W	17.44	40°50'24"
C69	59.42	50.00	N55°57'27"E	55.98	68°05'05"
C70	24.08	50.00	N08°07'07"E	23.85	27°35'36"
C71	13.77	431.00	S21°50'16"W	13.77	1°49'51"
C72	30.40	443.00	N21°12'00"W	30.40	3°55'56"
C73	41.00	443.00	N25°49'02"W	40.99	5°18'10"
C74	41.00	443.00	N31°07'12"W	40.99	5°18'10"
C75	23.41	50.00	N19°05'34"W	23.20	26°49'45"
C76	7.17	325.00	N33°08'22"W	7.17	1°15'51"
C77	30.08	325.00	N36°25'22"W	30.07	5°18'10"
C78	41.00	443.00	N36°25'22"W	40.99	5°18'10"
C79	41.00	443.00	N43°22'52"W	40.99	5°18'10"
C80	30.08	325.00	N43°22'52"W	30.07	5°18'10"
C81	30.08	325.00	N48°41'02"W	30.07	5°18'10"
C82	16.15	325.00	N52°45'32"W	16.15	2°50'51"
C83	41.00	443.00	N48°41'02"W	40.99	5°18'10"
C84	39.27	25.00	S80°49'03"W	35.36	90°00'00"
C85	39.27	25.00	S09°10'57"E	35.36	90°00'00"
C86	17.85	30.00	N30°39'32"W	17.58	34°05'04"
C87	3.14	2.00	S45°29'33"W	2.83	90°00'00"
C88	4.19	2.00	N59°28'22"W	3.46	119°55'50"
C89	32.37	25.00	S23°28'21"W	30.15	74°10'43"
C90	7.93	50.00	S60°18'07"W	7.92	9°05'21"
C91	20.14	50.00	S76°23'00"W	20.00	23°04'26"
C92	80.78	50.00	N45°47'37"W	72.28	92°34'20"
C93	95.12	50.00	N54°59'27"E	81.41	108°59'48"
C94	30.77	25.00	S74°13'29"W	28.87	70°31'44"
C95	61.74	25.00	N70°17'32"W	47.20	141°29'41"
C96	42.20	275.00	N04°51'04"E	42.16	8°47'32"
C97	44.73	25.00	N60°30'17"E	39.00	102°30'53"
C98	14.45	275.00	S66°43'59"E	14.44	3°00'35"
C99	78.25	50.00	S09°21'02"E	70.50	89°39'51"
C100	20.14	50.00	S14°23'40"E	20.00	23°04'26"
C101	24.30	50.00	S39°51'17"E	24.06	27°50'48"
C102	11.39	325.00	N26°20'21"E	11.38	2°00'26"
C103	4.32	50.00	N56°39'21"W	4.32	4°56'48"
C104	20.01	325.00	N29°06'25"E	20.01	3°31'41"
C105	17.90	30.00	S18°43'27"W	17.64	34°11'11"
C106	7.70	50.00	N72°25'05"W	7.70	8°49'41"
C107	20.14	50.00	N88°22'08"W	20.00	23°04'26"
C108	10.27	360.41	S27°30'06"W	10.27	1°37'57"
C109	20.14	50.00	S34°17'07"E	20.00	23°04'26"
C110	87.59	50.00	S70°42'50"W	76.81	100°22'19"
C111	82.58	50.00	S36°15'23"E	73.51	94°37'59"
C112	45.30	50.00	N61°46'25"E	43.77	51°54'45"
C113	37.27	25.00	N06°53'18"W	33.91	85°24'41"
C114	22.61	25.00	N77°26'17"W	21.84	51°48'33"
C115	17.35	275.00	N49°48'49"W	17.35	3°36'54"
C116	34.24	25.00	N08°46'29"W	31.62	78°27'47"
C117	105.12	50.00	S29°46'18"E	86.80	120°27'25"

LINE TABLE		
LINE	LENGTH	BEARING
L1	20.00	S51°02'22"E
L2	4.78	S75°36'20"W
L3	4.78	S75°36'20"W
L4	2.83	S38°57'38"W
L5	7.50	S47°42'04"E
L6	38.04	S38°57'38"W
L7	11.84	N00°27'18"E
L8	9.88	S00°25'42"W
L9	9.88	N00°27'18"E
L10	10.00	S54°10'57"E
L11	13.95	S59°07'45"E
L12	19.72	N54°10'57"W
L13	17.68	S54°10'57"E
L14	17.00	S54°10'57"E
L15	17.00	S54°10'57"E
L16	20.06	S54°10'57"E
L17	8.86	N01°37'52"E
L18	2.41	N01°37'52"E
L19	45.19	N09°00'29"E
L20	9.60	S55°36'38"W
L21	9.56	S55°36'38"W
L22	0.97	S90°00'00"E
L23	29.79	S90°00'00"E
L24	4.47	N35°49'03"E
L25	71.51	N90°00'00"W
L26	13.54	N70°11'32"W
L27	13.02	N54°10'57"W
L28	13.02	N54°10'57"W
L29	82.37	S47°42'04"E
L30	87.39	S47°42'04"E
L31	41.48	N13°37'00"W
L32	20.00	S00°29'33"W
L33	2.00	N89°30'27"W
L34	16.00	N00°29'33"E
L35	18.00	N89°30'27"W
L36	12.93	N00°29'33"E
L37	6.26	N13°37'00"W
L38	43.17	S38°57'38"W
L39	7.25	N00°27'18"E
L40	147.00	N00°27'18"E
L41	9.00	S89°32'42"E
L42	9.00	N51°02'22"W
L43	4.39	S38°57'38"W
L44	147.00	S38°57'38"W
L45	9.00	S89°32'42"E
L46	7.50	N00°27'18"E
L47	2.75	N00°27'18"E
L48	8.77	S32°28'03"W
L49	84.00	S57°31'57"E
L50	8.95	S32°28'03"W
L51	6.23	S54°10'57"E
L52	8.91	N51°02'22"W
L53	14.57	S59°07'45"E
L54	20.00	N35°49'03"E
L55	3.37	N35°49'03"E
L56	20.00	S54°10'57"E
L57	11.27	N01°37'52"E
L58	11.60	N75°53'12"W
L59	40.00	N14°06'48"E
L60	13.06	S75°53'12"E
L61	10.69	S00°01'21"W
L62	94.00	N89°58'39"W
L63	10.96	N00°01'21"E
L64	4.40	N35°49'03"E
L65	10.92	N35°49'03"E
L66	112.00	S54°10'57"E
L67	10.82	S35°49'03"W
L68	16.00	N90°00'00"E
L69	16.00	N35°49'03"E
L70	103.00	N54°10'57"W
L71	15.73	S35°49'03"W

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 _____ page _____ of the records of Santa Fe County.

Witness my Hand and Seal of Office
Katharine Clark
County Clerk, Santa Fe County,N.M.

_____
Deputy

PRELIMINARY PLAT OF
CAJA DEL ORO SUBDIVISION
FOR
PULTE HOMES OF NEW MEXICO
COMPRIMISING TRACT 4-5
LYING WITHIN SECTION 31 , 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

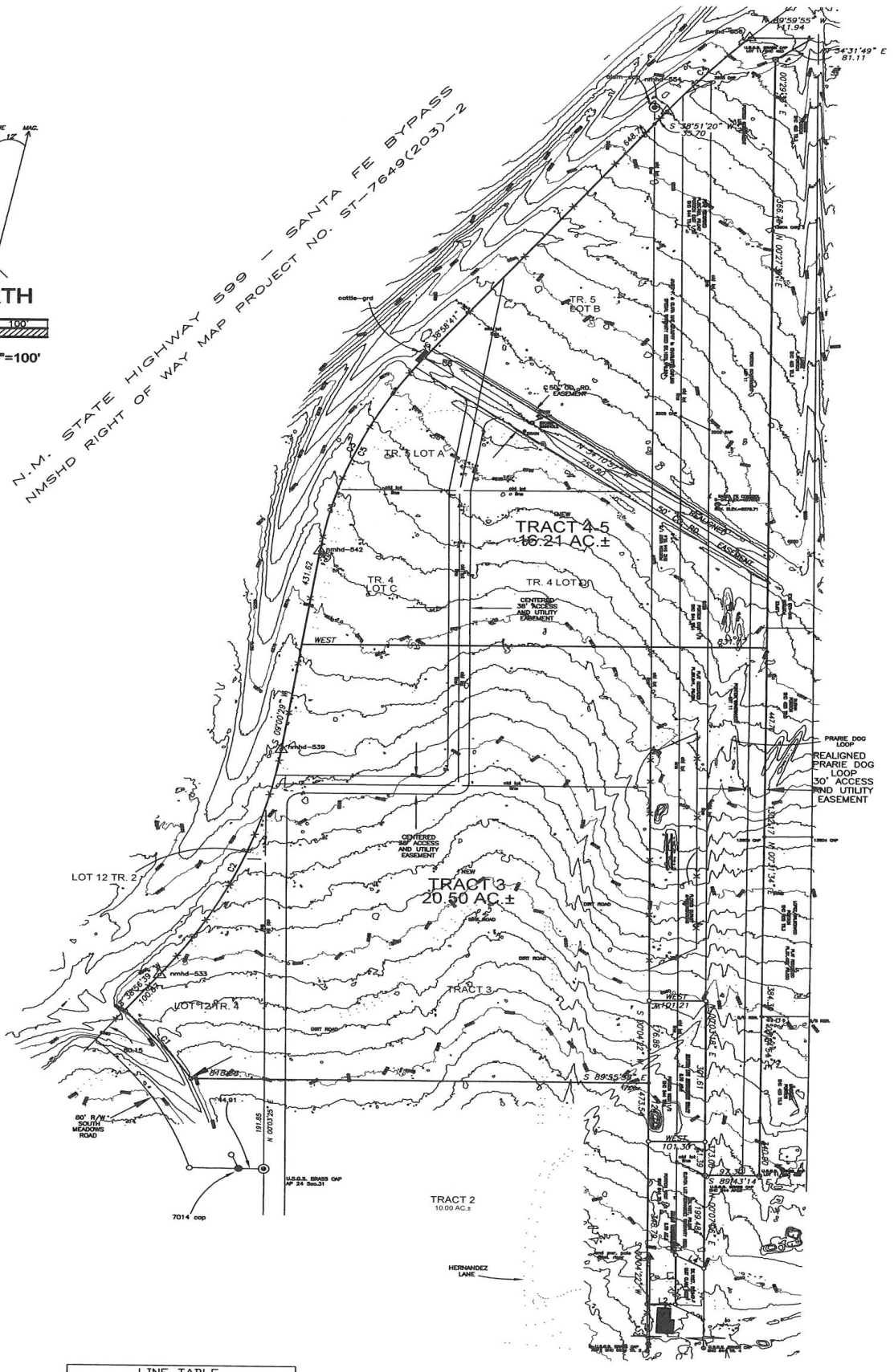
INDEXING INFORMATION FOR THE COUNTY CLERK

OWNER: PULTE HOMES OF NEW MEXICO, INC.

UPC#S: TRACT 4-5 UPC#1-049-097-000-000

LOCATION: LYING WITHIN SECTION 31, T17N, R9E, NMPM, CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO

SHEET 3



LINE TABLE		
LINE	LENGTH	BEARING
L1	35.70	S38°51'20"W
L2	50.65	S89°56'39"E
L3	106.06	N00°03'56"E
L4	57.78	S60°54'51"E

CURVE TABLE					
CURVE	ARC	RADIUS	CHORD	LENGTH	DELTA
C1	188.05	680.00	N39°43'20"W	187.46	15°50'43"
C2	536.49	1024.93	N24°00'12"E	530.39	29°59'27"
C3	463.12	884.93	S24°01'10"W	457.85	29°59'06"
C4	217.22	1709.86	S42°37'51"W	217.08	7°16'44"
C5	460.38	884.93	S23°55'51"W	455.20	29°48'27"
C6	2.74	884.93	S38°55'24"W	2.74	0°10'38"

TOPOGRAPHIC & BOUNDARY SURVEY SHOWING

EXISTING & PROPOSED LOT LINES
CAJA DEL ORO RESIDENTIAL PROJECT

LYING WITHIN SECTION 31, T.17N., R.9E., N.M.P.M., COUNTY OF SANTA FE, NEW MEXICO.

RICK CHATROOP
PROFESSIONAL LAND SURVEYOR
NEW MEXICO REGISTRATION NO. 11011
(505) 470-0037 110 WAGON TRAIL RD. CERRILLOS, NM. 87010

REFERENCE: DON JUANS LAND
LOCATION: LYING WITHIN SECTION 31, T.17N., R.9E., N.M.P.M., COUNTY OF SANTA FE, NEW MEXICO.

PULTE CAJA DEL ORO

CONSTRUCTION PLANS

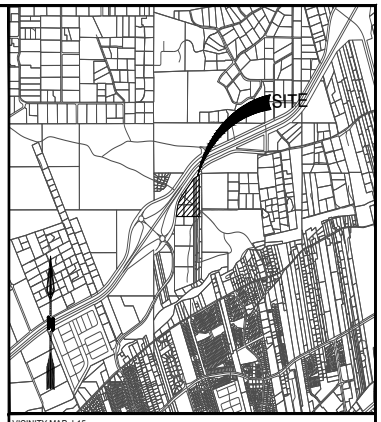
SANTA FE, NEW MEXICO

GRADING, PAVING, AND CITY UTILITIES

OCTOBER 2021

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C-107	ROADWAY TWO ROAD PLAN & PROFILE
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DETAILS	
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C-501	CITY OF SANTA FE STANDARD WATER DETAILS
C-502	CITY OF SANTA FE STANDARD SANITARY SEWER DETAILS
C-503	CITY OF SANTA FE STANDARD SANITARY SEWER DETAILS
C-504	CITY OF SANTA FE STANDARD SANITARY SEWER DETAILS
C-505	CITY OF SANTA FE STANDARD SANITARY SEWER DETAILS
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C-507	CITY OF SANTA FE STANDARD SANITARY SEWER DETAILS
C-508	NM APWA STANDARD DETAILS



VICINITY MAP: I-15

OWNER CONTACT

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PLANNING CONSULTANT

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(505)-983-5588

CIVIL ENGINEER

RESPEC
Jesus Lopez, PE
5971 Jefferson St NE #101
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(505)-252-0815

SURVEYOR

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Russ Hugg
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Albuquerque, NM, 87114
(505)-300-4732

LANDSCAPE ARCHITECT

YELLOWSTONE LANDSCAPE
John Braly, PLA
PO Box 10597
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(505)-480-3452
Email: jbraly@yellowstonelandscape.com

90% REVIEW

RESPEC
COMMUNITY DESIGN SOLUTIONS
5971 JEFFERSON STREET SUITE 101
ALBUQUERQUE, NEW MEXICO 87109
WWW.RESPEC.COM PHONE: (505)253-9718

N:\Projects\04197 Pulte\04197.006 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Cover.dwg Sat, 10.16.21 - 12:59, LSB Sid Garlss

GENERAL NOTES

1. ALL WORK SHOWN ON THESE PLANS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APWA NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, CURRENT EDITION, AND THE PROJECT CONSTRUCTION CONTRACT DOCUMENTS.

2. ALL NEW CONSTRUCTION SHOWN ON THE PLANS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SUBDIVISION REGULATIONS AND DESIGN STANDARDS FOR THE CITY OF SANTA FE UNLESS OTHERWISE SPECIFIED.

3. IF A CONFLICT EXISTS BETWEEN THE NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, CURRENT EDITION AND THE SUBDIVISION REGULATIONS AND DESIGN STANDARDS FOR THE CITY OF SANTA FE, THEN THE LATTER SHALL GOVERN.

4. THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR THE JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND SHALL NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE ENGINEER AND OWNER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPT LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE ENGINEER OR OWNER.

5. TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT ONE CALL SYSTEM, INC., 260-1990 AND THE VILLAGE OF LOS LUNAS PUBLIC WORKS DEPARTMENT (865-1377) FOR LOCATION OF EXISTING UTILITIES.

6. ALL GAS, ELECTRIC, TELEPHONE LINES, CABLES, AND APPURTENANCES ENCOUNTERED DURING CONSTRUCTION THAT REQUIRE RELOCATION SHALL BE RELOCATED BY THE RESPECTIVE UTILITY OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF ALL NECESSARY UTILITY RELOCATIONS AND ADJUSTMENTS TO GRADE.

7. THE CONTRACTOR SHALL PROTECT AND MAINTAIN IN SERVICE ALL EXISTING UTILITIES. THE CONTRACTOR SHALL ADEQUATELY SUPPORT AND PROTECT EXISTING UTILITIES AFFECTED BY THE CONTRACTOR'S TRENCHING ACTIVITY. IN THE EVENT THAT EXISTING UTILITIES ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS, THE CONTRACTOR SHALL ARRANGE FOR AND COORDINATE PROMPT REPAIR BY THE RESPECTIVE UTILITY OWNER AND SHALL BEAR THE COST OF REPAIRS.

8. ALL WORK ON THIS PROJECT SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE, AND LOCAL LAWS, RULES, AND REGULATIONS CONCERNING CONSTRUCTION SAFETY AND HEALTH.

9. THE CONTRACTOR SHALL EXERCISE REASONABLE CARE DURING CONSTRUCTION TO PREVENT THE MOVEMENT OF SEDIMENT FROM THE SITE ONTO EXISTING STREETS OR ABUTTING PROPERTY. LOOSE SOIL STOCKPILED DURING CONSTRUCTION ACTIVITIES SHALL BE PROMPTLY CLEANED UP OR PROTECTED FROM BEING CARRIED DOWNSTREAM BY FLOWING WATER.

10. A DISPOSAL SITE FOR ALL EXCESS EXCAVATION MATERIAL, ASPHALTIC PAVING, CONCRETE CURBS AND SIDEWALKS, WASTE MATERIAL, DEBRIS, ETC., SHALL BE OBTAINED BY THE CONTRACTOR IN COMPLIANCE WITH APPLICABLE ENVIRONMENTAL REGULATIONS. ALL COSTS INCURRED IN OBTAINING A DISPOSAL SITE, DISPOSAL AND HAUL THERETO SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFORE.

11. THE CONTRACTOR WILL BE REQUIRED TO CONFINE HIS WORK WITHIN THE LIMITS OF CONSTRUCTION AND/OR PUBLIC RIGHT-OF-WAY TO PRESERVE EXISTING VEGETATION AND PRIVATE PROPERTY. THE CONTRACTOR SHALL NOT STORE ANY EQUIPMENT OR MATERIAL WITHIN THE RIGHT-OF-WAY UNLESS THE EQUIPMENT OR MATERIAL IS PROPERLY SHIELDED, UTILIZING CURRENT SAFETY DESIGN AND INSTALLATION METHODS. THERE WILL BE NO DIRECT MEASUREMENT OR PAYMENT FOR THE DESIGN, MATERIALS, INSTALLATION AND REMOVAL OF THE SAFETY BARRIERS.

12. CONTRACTOR SHALL MAINTAIN ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION.

13. CONTRACTOR SHALL COORDINATE WITH THE CITY OF SANTA FE A MINIMUM OF 24 HOURS PRIOR TO INITIATING ANY WORK AFFECTING ANY EXISTING PUBLIC OR PRIVATE WATER LINES OR SEWER LINES.

14. CONTRACTOR SHALL NOTIFY THE ENGINEER NOT LESS THAN SEVEN (7) DAYS PRIOR TO STARTING WORK IN ORDER THAT THE ENGINEER MAY TAKE NECESSARY MEASURES TO ENSURE THE PRESERVATION OF SURVEY MONUMENTS. CONTRACTOR SHALL NOT DISTURB PERMANENT SURVEY MONUMENTS WITHOUT THE CONSENT OF THE ENGINEER AND SHALL NOTIFY THE ENGINEER AND BEAR THE EXPENSE OF REPLACING ANY THAT MAY BE DISTURBED WITHOUT PERMISSION. REPLACEMENT SHALL BE DONE ONLY BY THE ENGINEER. WHEN A CHANGE IS MADE IN THE FINISHED ELEVATION OF THE PAVEMENT OR ANY ROADWAY IN WHICH A PERMANENT SURVEY MONUMENT IS LOCATED. CONTRACTOR SHALL, AT HIS OWN EXPENSE, ADJUST THE MONUMENT COVER TO THE NEW GRADE UNLESS OTHERWISE SPECIFIED.

15. MANHOLE STEPS SHALL BE INSTALLED IN ALL SEWER AND STORM DRAIN MANHOLES, JUNCTION BOXES, AND CATCH BASINS DEEPER THAN 4 FT. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFORE.

16. THE CONTRACTOR SHALL REMOVE AND REPLACE ALL SECTIONS OF EXISTING PAVING, CURB, GUTTER, SIDEWALK, SIGNS, AND/OR STRIPING DAMAGED DURING CONSTRUCTION OF THE PROJECT WHICH ARE OUTSIDE OF THE AREAS DESIGNATED IN THE PLANS TO BE REMOVED AND REPLACED. THIS WORK SHALL BE PERFORMED AT NO COST TO THE OWNER.

17. ONLY THOSE PAYMENT ITEMS IDENTIFIED ON THE BID SCHEDULE SHALL CONSTITUTE A BASIS FOR PAYMENT. ALL WORK NOT SPECIFICALLY IDENTIFIED IN THE BID SCHEDULE BUT WHICH CAN BE REASONABLY INFERRED FROM THE PLANS AS NECESSARY TO ACCOMPLISH THE PROPOSED IMPROVEMENTS SHALL BE CONSIDERED AS INCLUDED WITHIN THE SCOPE OF IDENTIFIED ITEMS. THIS SHALL INCLUDE CLEANUP AND RESTORATION OF THE SITE TO A CONDITION AT LEAST AS GOOD AS BEFORE THE PROJECT COMMENCED, AND REPAIR OF ANY DAMAGE TO EXISTING FEATURES CAUSED BY THE CONSTRUCTION WORK.

18. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL UTILITIES (WATER SERVICE, ELECTRIC SERVICE, TELEPHONE SERVICE, ETC.) REQUIRED FOR CONSTRUCTION. UTILITIES SHALL BE INCIDENTAL TO CONSTRUCTION AND NO SEPARATE MEASUREMENT OR PAYMENT SHALL BE MADE THEREFORE.

19. ALL TRENCH EXCAVATION AND RELATED WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE OSHA, STATE, AND LOCAL REGULATIONS, LAWS AND ORDINANCES.

20. CONTRACTOR TO VERIFY LOCATION, ELEVATION, SIZE, AND TYPE OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION AND WILL NOTIFY ENGINEER OF ANY CONFLICTS.

GENERAL NOTES

1. THE ENGINEER HAS UNDERTAKEN LIMITED FIELD VERIFICATION OF THE LOCATION, DEPTH, SIZE, OR TYPE OF EXISTIG UNNDERGROUND WATER AND SEWER LINES, MAKES NO REPRESENTATION PERTAINING THERETO AND ASSUMES NO RESPONSIBILITY OR LIABILITY THEREFORE. THE CONTRACTOR SHALL INFORM ITSELF OF THE LOCATION OF ANY WATER AND SEWER LINE IN OR NEAR THE AREA OF THE WORK IN ADVANCE OF AND DURING EXCAVATION WORK. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE CAUSED BY ITS FAILURE TO LOCATE, IDENTIFY, AND PRESERVE ANY AND ALL EXISTING UTILITIES. THE CONTRACTOR SHALL COMPLY WITH STATE STATUTES, COUNTY AND LOCAL ORDINANCES, RULES AND REGULATIONS PERTAINING TO THE LOCATION OF THESE LINES AND FACILITIES IN PLANNING AND CONDUCTING EXCAVATION, WHETHER BY CALLING OR NOTIFYING THE UTILITIES, COMPLYING WITH "BLUE STAKES" PROCEDURES, OR OTHERWISE.

2. THESE DRAWINGS DO NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY AND HEALTH WHICH SHALL REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.

3. THIS DOCUMENT, AND THE IDEAS AND DESIGNS INCORPORATED HEREIN, ARE INTENDED FOR USE ON THIS PROJECT AND ARE NOT TO BE USED, IN WHOLE OR IN PART, FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF RESPEC. IN THE EVENT OF UNAUTHORIZED USE, THE USER ASSUMES ALL RESPONSIBILITY AND LIABILITY WHICH RESULTS.

GENERAL NOTES:

1. ALL CURVE DATA ON THE ROAD PLAN AND PROFILES REFERS TO THE FACE OF CURB UNLESS OTHERWISE NOTED.

2. ALL CURB RETURNS HAVE A 25' RADIUS AT THEORETICAL FACE OF CURB (FLOWLINE), UNLESS NOTED OTHERWISE.

3. CONTRACTOR TO FIELD VERIFY DRIVEWAY LOCATIONS PRIOR TO CONSTRUCTION.

4. CENTERLINE MONUMENTATION TO BE INSTALLED PER CITY OF SANTA FE STANDARDS AS SHOWN ON THE SUBDIVISION PLAT.

5. SITE ACCESSIBILITY SHALL CONFORM TO NM DOT SERIAL PAD-001, SHEETS 1-10 AND N.M.A.D.A. SPECIFICATIONS.

6. ALL FUTURE SIDEWALKS (BY OTHERS) TO BE ADA COMPLIANT.

STREET LIGHTING NOTES:

1. THIS DRAWING SHOWS THE DESIRED STREET LIGHT LAYOUT ONLY. DESIGN OF THE ELECTRICAL WIRING AND APPURTENANCES REQUIRED TO COMPLETE THE SYSTEM WILL BE PROVIDED BY OTHERS.

2. STREET LIGHTS IN THE INTERIOR OF THE SUBDIVISION SHALL BE 100W HPS LIGHTS WITH 25' MOUNTING HEIGHT. THE STREET LIGHTS SHALL BE BRONZE SHOE BOX STYLE WITH CUTOFF FIXTURES.

3. ALL STREET LIGHTING MUST COMPLY WITH THE "NIGHT SKY PROTECTION ACT".

LEGEND

	NEW	EXISTING
CURB & GUTTER		
PAVEMENT EDGE		
STREET LIGHT		
STOP SIGN		
TYPE III BARRICADE		
CURB TRANSITION		
MATCHLINE OF NEW TO EXISTING ASPHALT PAVEMENT.		
TRANSITION CROWN PER NM APWA STD DWG 2401		

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PROJ. #: ####

PROJECT NAME: PULTE CAJA DEL ORO

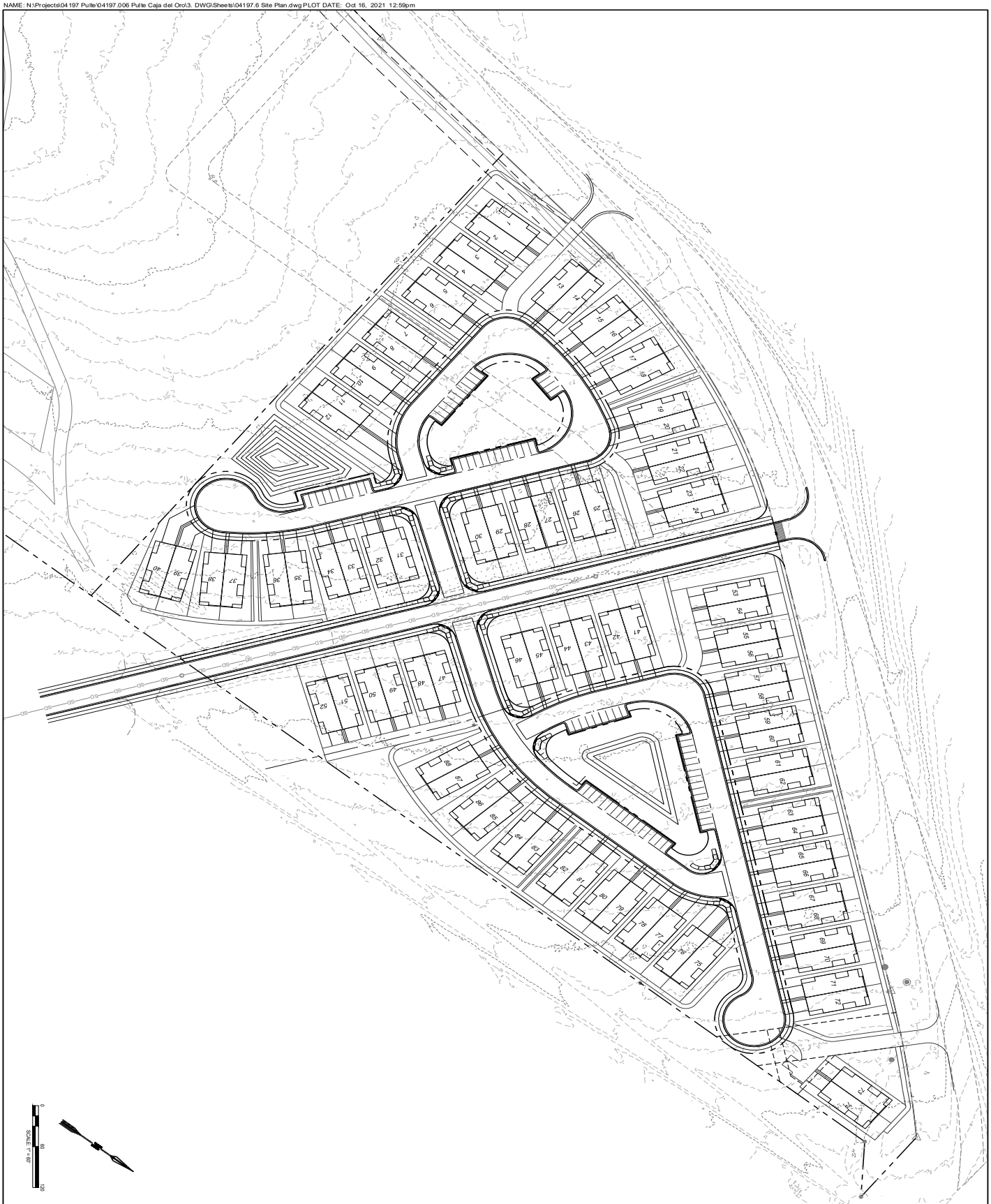
SHEET TITLE: GENERAL NOTES

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: G-101

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 General Notes.dwg PLOT DATE: Oct 16, 2021 12:59pm

NAME: N:\Projects\04197 Pulte\04197.006 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Site Plan.dwg PLOT DATE: Oct 16, 2021 12:59pm



0 60 120
SCALE: 1" = 60'

SHEET NUMBER: G-102	SUBMITTED FOR: SITE PLAN	SHEET TITLE: SITE PLAN	PROJECT NAME: PULTE CAJA DEL ORO	PROJ. #: ####	STAMP: 90% REVIEW	PRELIMINARY NOT FOR CONSTRUCTION 10/2021	THIS DRAWING IS INCOMPLETE AND NOT TO BE USED FOR CONSTRUCTION UNLESS IT IS STAMPED, SIGNED AND DATED

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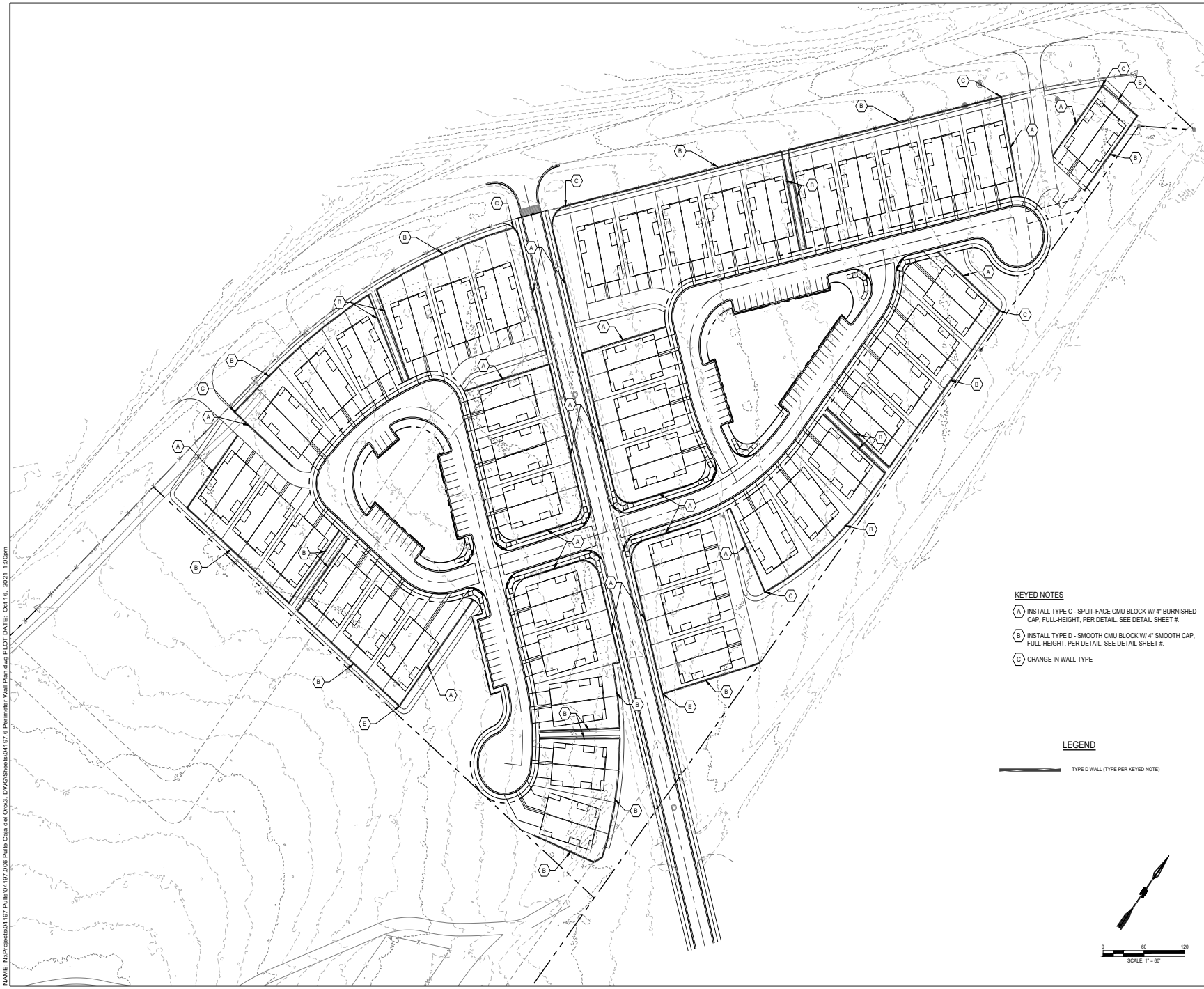
PROJ. #: ####

PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: GRADING PLAN

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-100



NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Perimeter Wall Plan.dwg PLOT DATE: Oct 16, 2021 1:00pm

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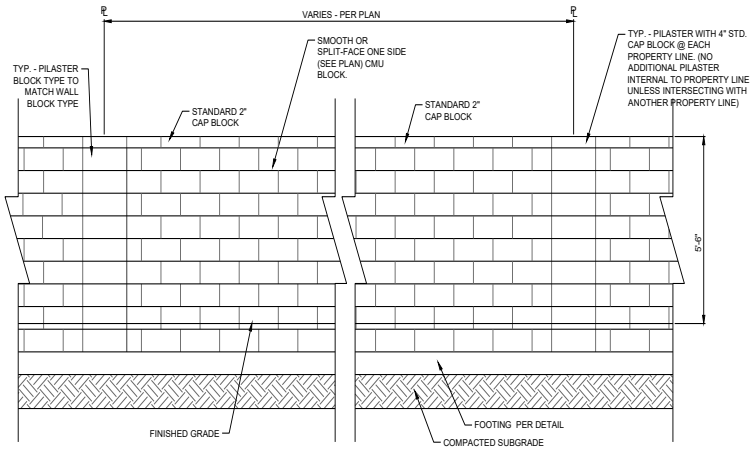
PROJ. #: ####

PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: PERIMETER WALL PLAN

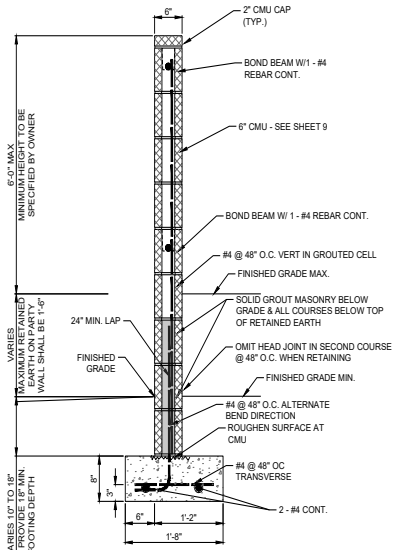
SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-101



TYPES A B SPLIT-FACE OR SMOOTH FACE CMU BLOCK

NOT TO SCALE



CMU FENCE GENERAL NOTES

NOT TO SCALE

CMU FENCE GENERAL NOTES

1. COMPACT SUBGRADE TO 95% MIN. RELATIVE DENSITY (12" MIN. DEPTH) PER ASTM D1557. IF CLAY OR LOOSE SAND IS ENCOUNTERED, CONTACT THE ENGINEER BEFORE PROCEEDING.
2. COMPACT BACKFILL TO 90% MIN. RELATIVE DENSITY PER ASTM D1557. CONTRACTOR IS RESPONSIBLE FOR METHOD OF PLACEMENT AND COMPACTION OF BACKFILL MATERIALTO ENSURE THAT LOADS SUFFICIENT TO CAUSE DAMAGE TO WALL ARE NOT EXCEEDED.
3. MAINTAIN 2" MINIMUM CLEARANCE BETWEEN ALL REINFORCING BARS AND OUTSIDE SURFACE OF FORMED CONCRETE, 3" BETWEEN BARS AND OUTSIDE SURFACE OF CONCRETE POURED AGAINST EARTH.
4. ALL CELLS WITH REBAR AND ALL MASONRY BELOW GRADE ARE TO BE GROUTED SOLID WITH CONCRETE BLOCK FILL.
5. CONCRETE FOR FOOTINGS AND FILLING OF CELLS SHALL MEET OR EXCEED 3,000 P.S.I. AT 28 DAYS, WITH 3/4" MAXIMUM SIZE AGGREGATE, AND A MAXIMUM SLUMP OF 5".
6. MASONRY MORTAR SHALL MEET OR EXCEED THE REQUIREMENTS OF ASTM C 270, TYPE M.
7. WALL BLOCKS ARE TO BE STANDARD MASONRY UNITS
8. REINFORCING STEEL SPLICES SHALL HAVE 24" MIN. LAPS.
9. THE TOP COURSE OF BLOCK SHALL BE 2" SOLID MASONRY UNIT CAPS UNLESS OTHERWISE SHOWN.
10. DRAIN BLOCKS FOR PARTY WALLS SHALL CONSIST OF STANDARD MASONRY UNITS TURNED FACE DOWN. THEY SHALL BE INSTALLED THROUGH THE PARTY WALL AT LOCATIONS SHOWN ON PLAN AND/OR SPECIFIED BY THE OWNER.
11. ALL WALLS FACING PUBLIC ROW MUST BE SPRAYED WITH ANTI-GRAFITTI COATING. USE PROSOCO DEFACER ERASER OR APPROVED EQUAL. (AT OWNERS DIRECTION).
12. IF WALL IS TO BE CONSTRUCTED WITH PILASTERS (TO BE SPECIFIED BY OWNER), THEN:
    A. CONSTRUCT PILASTERS AT 16' ON CENTERS (MAXIMUM), AND AS APPROPRIATE FOR CORNERS, JUNCTIONS, ANGLE POINTS AND ENDS. PILASTER BLOCKS ARE TO BE SIZED APPROPRIATELY FOR THE INTENDED APPLICATION.
    B. PILASTERS SHALL HAVE 2" SOLID MASONRY UNITS OF APPROPRIATE SIZE UNLESS OTHERWISE SHOWN.
    C. PROVIDE 1 "J-BAR" AND VERITICAL BAR, IF NORMAL SPACING DOES NOT DO SO, OF SPECIFIED SIZE AT EACH PILASTER
    D. ALL PILASTER CELLS ARE TO BE GROUTED WITH CONCRETE BLOCK FILL.
13. IF NO PILASTERS ARE TO BE CONSTRUCTED THEN:
    A. PROVIDE APPROPRIATE EXPANSION/CONTRACTION JOINTS AT 12' O.C. MAXIMUM SPACING.
    B. PROVIDE "J-BAR" AND VERTICAL BAR OF SPECIFIED SIZE, IF NORMAL SPACING DOES NOT DO SO, AND GROUT FILL FIRST CELL ON EITHER SIDE OF EXPANSION/CONTRACTION JOINTS.
    C. DISCONTINUE BOND BEAM AT EXPANSION/CONTRACTION JOINTS.
14. ALL CMU AND MORTAR COLOR SHALL BE AT THE OWNERS DIRECTION UNLESS OTHERWISE SPECIFIED HEREIN.
15. WALL, INCLUDING FOOTING, SHALL NOT EXTEND INTO ANY ADJACENT PROPERTY OWNED BY OTHERS WITHOUT THE WRITTEN CONSENT OF THE ADJACENT PROPERTY OWNER.

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DRAWN SEG
CHECKED JL
DATE 10.18.2021

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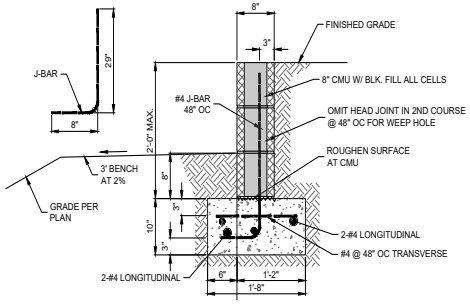
PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: PERIMETER WALL DETAILS

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-102

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Perimeter Wall Detail 01.dwg PLOT DATE: Oct 16, 2021 1:00pm

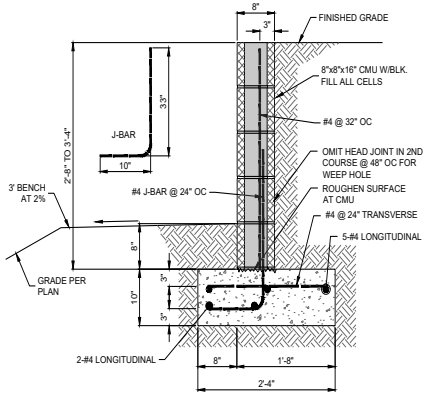


LOW RETAINING WALL - TYPE A

UP TO 2'-0"

NOTE:

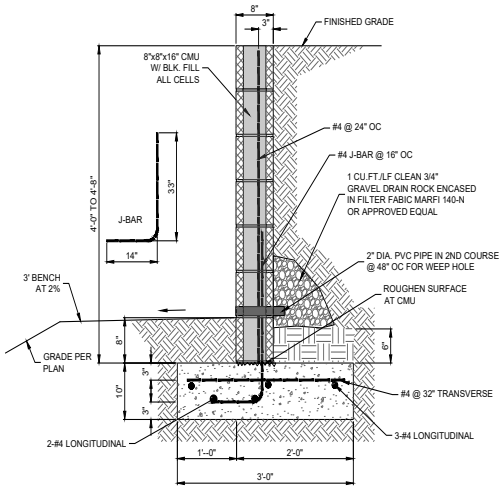
FINISHED GRADE SHALL BE LEVEL WITH OR BELOW TOP OF RETAINING PORTION OF WALL, AND NO ADDITIONAL SURFACE LOADS SHALL BE PLACED, WITHIN AN AREA FROM FACE OF WALL TO A DISTANCE EQUAL TO THE RETAINED EARTH HEIGHT.



RETAINING WALL - TYPE B

2'-0" TO 3'-4"

NOTE:
FINISHED GRADE SHALL BE LEVEL WITH OR BELOW TOP OF RETAINING PORTION OF WALL, AND NO ADDITIONAL SURFACE LOADS SHALL BE PLACED, WITHIN AN AREA FROM FACE OF WALL TO A DISTANCE EQUAL TO THE RETAINED EARTH HEIGHT.

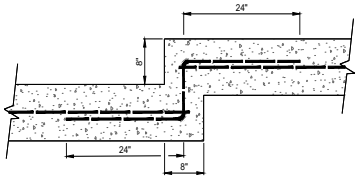


RETAINING WALL - TYPE C

4'-0" TO 4'-8"

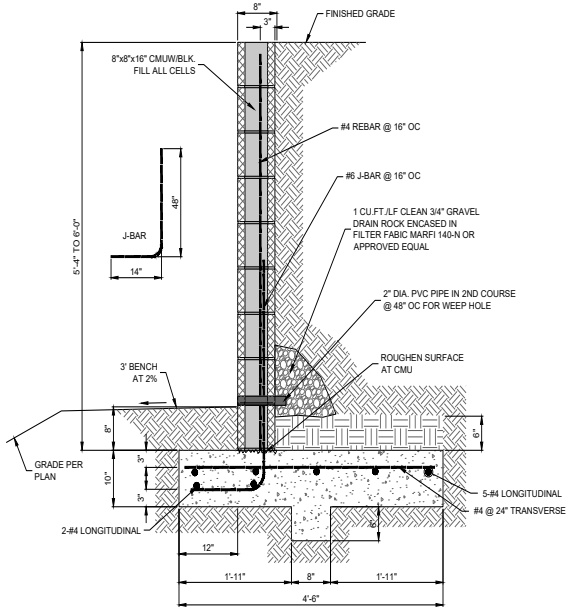
NOTE:

FINISHED GRADE SHALL BE LEVEL WITH OR BELOW TOP OF RETAINING PORTION OF WALL, AND NO ADDITIONAL SURFACE LOADS SHALL BE PLACED, WITHIN AN AREA FROM FACE OF WALL TO A DISTANCE EQUAL TO THE RETAINED EARTH HEIGHT.



FOOTING STEP DETAIL

NOT TO SCALE



RETAINING WALL - TYPE D

5'-4" TO 6'-0"

NOTE:

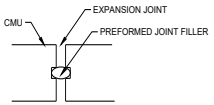
FINISHED GRADE SHALL BE LEVEL WITH OR BELOW TOP OF RETAINING PORTION OF WALL, AND NO ADDITIONAL SURFACE LOADS SHALL BE PLACE, WITHIN AN AREA FROM FACE OF WALL TO A DISTANCE EQUAL TO THE RETAINED EARTH HEIGHT.

RETAINING WALL GENERAL NOTES

1. COMPACT SUBGRADE TO 95% MIN. RELATIVE DENSITY (12" MIN. DEPTH) PER ASTM D1557. IF CLAY OR LOOSE SAND IS ENCOUNTERED, CONTACT THE ENGINEER BEFORE PROCEEDING.
2. COMPACT BACKFILL TO 90% MIN. RELATIVE DENSITY PER ASTM D1557. CONTRACTOR IS RESPONSIBLE FOR METHOD OF PLACEMENT AND COMPACTION OF BACKFILL MATERIALTO ENSURE THAT LOADS SUFFICIENT TO CAUSE DAMAGE TO WALL ARE NOT EXCEEDED.
3. MAINTAIN 2" MINIMUM CLEARANCE BETWEEN ALL REINFORCING BARS AND OUTSIDE SURFACE OF FORMED CONCRETE, 3" BETWEEN BARS AND OUTSIDE SURFACE OF CONCRETE POURED AGAINST EARTH.
4. ALL BLOCKS ARE TO BE GROUTED SOLID WITH CONCRETE BLOCK FILL. GROUT SHALL MEET OR EXCEED 2,000 P.S.I AT 28 DAYS.
5. CONCRETE FOR FOOTINGS SHALL MEET OR EXCEED 3,000 P.S.I. AT 28 DAYS, WITH 3/4" MAXIMUM SIZE AGGREGATE, AND A MAXIMUM SLUMP OF 5".
6. MASONRY MORTAR SHALL MEET OR EXCEED THE REQUIREMENTS OF ASTM C 270, TYPE M.
7. WALL BLOCKS ARE TO BE STANDARD MASONRY UNITS (8"X8"X16" OR AS OTHERWISE INDICATED) AND SHALL MEET OR EXCEED THE REQUIREMENTS OF ASTM C90.
8. ALL REINFORCING SHALL MEET OR EXCEED THE REQUIREMENTS OF ASTM A615, GRADE 40.
9. INSTALL 9 GA., GALV. DUR-O-WAL (OR APPROVED EQUAL) EVERY OTHER COURSE (16" OC), OR BOND BEAM WITH 2-#4 REBAR EVERY THIRD COURSE (24" OC, MAX.).
10. REINFORCING STEEL SPLICES SHALL HAVE 24" MIN. LAPS.
11. THE TOP COURSE OF BLOCK SHALL USE 2" SOLID MASONRY UNITS AS CAPS, UNLESS A CMU PARTY OR PERIMETER WALL IS TO BE INSTALLED ON TOP OF A RETAINING WALL.
12. DRAIN BLOCKS FOR PARTY WALLS, AT LOCATIONS SHOWN ON THE PLANS AND AS SPECIFIED BY OWNER, SHALL CONSIST OF STANDARD MASONRY UNITS TURNED FACE DOWN. THEY SHALL BE INSTALLED THROUGH THE PARTY WALL ABOVE THE RETAINING WALL SECTION AFTER THE RETAINING WALL SECTION IS COMPLETE AND BACKFILLED.
13. ALL WALLS FACING PUBLIC ROW MUST BE SPRAYED WITH ANTI-GRAFITTI COATING. USE PROSOCO DEFACER ERASER OR APPROVED EQUAL. (AT OWNERS DIRECTION).
14. IF WALL IS TO BE CONSTRUCTED WITH PILASTERS (TO BE SPECIFIED BY OWNER), THEN CONSTRUCT PILASTERS AT 16' ON CENTER (MAXIMUM), AND AS APPROPRIATE FOR CORNERS, JUNCTIONS, ANGLE POINTS AND ENDS. PILASTER BLOCKS ARE TO BE SIZED APPROPRIATELY FOR THE INTENDED APPLICATION. THE TOP OF PILASTERS SHALL HAVE 2" SOLID MASONRY UNITS OF APPROPRIATE SIZE UNLESS CMU PARTY WALL IS TO BE INSTALLED ON TOP OF RETAINING WALL.
15. ALL CMU AND MORTAR COLOR SHALL BE AT THE OWNERS DIRECTION.
16. IF NO PILASTERS ARE TO BE CONSTRUCTED THE APPROPRIATE EXPANSION / CONTRACTION JOINTS SHALL BE PROVIDED AT 12' O.C. MAXIMUM SPACING.
17. ALL WALLS SHOWN HERE ON HAVE BEEN DESIGNED TO ACCEPT A 6' (MAX.) CMU PARTY WALL.
18. FOR LOCATIONS TO INCLUDE PARTY WALLS, EXTEND #4 BARS AT 48" O.C. WITH MINIMUM INBEDMENT OF 24" IN RETENTION WALL.
19. WATERPROOFING SHALL BE HYDROCIDE LIQUID MEMBRANE HLM 5000 OR APPROVED EQUAL, AND SHALL BE APPLIED FROM FINISHED GRADE TO TOP OF FOUNDATION.
20. PARTY WALL DETAILS NOT INCLUDED, TO BE PROVIDED BY OWNER.
21. WALL, INCLUDING FOOTING, SHALL NOT EXTEND INTO ANY ADJACENT PROPERTY OWNED BY OTHERS WITHOUT THE WRITTEN CONSENT OF THE ADJACENT PROPERTY OWNER.

RETAINING WALLS WITH PILASTERS

1. IF WALL IS TO BE CONSTRUCTED WITH PILASTERS (TO BE SPECIFIED BY OWNER), THEN CONSTRUCT PILASTER AT 16' ON CENTERS (MAXIMUM), AND AS APPROPRIATE FOR CORNERS, JUNCTIONS, ANGLE POINTS AND ENDS. PILASTER BLOCKS ARE TO BE SIZED APPROPRIATELY FOR THE INTENDED APPLICATION.
2. THE TOP OF PILASTERS SHALL HAVE 2" SOLID MASONRY UNITS OF APPROPRIATE SIZE UNLESS CMU PARTY WALL IS TO BE INSTALLED ON TOP OF RETAINING WALL.
3. ALL PILASTER CELLS ARE TO BE GROUTED SOLID WITH CONCRETE.
4. PROVIDE ONE J-BAR OF SPECIFIC SIZE FOR EACH.
5. PROVIDE ADDITIONAL BAR(S) AS SPECIFIED FOR WALL AT EACH PILASTER IF NORMAL OPENING DOES NOT DO SO.
6. PROVIDE 2-#4 BARS AT EACH PILASTER WITH MINIMUM INBEDMENT OF 24" IN RETAINING WALL FOR LOCATIONS TO INCLUDE CMU PARTY WALL.



EXPANSION JOINT DETAIL

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NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Perimeter Wall Details 02.dwg PLOT DATE: Oct 16, 2021 1:00pm

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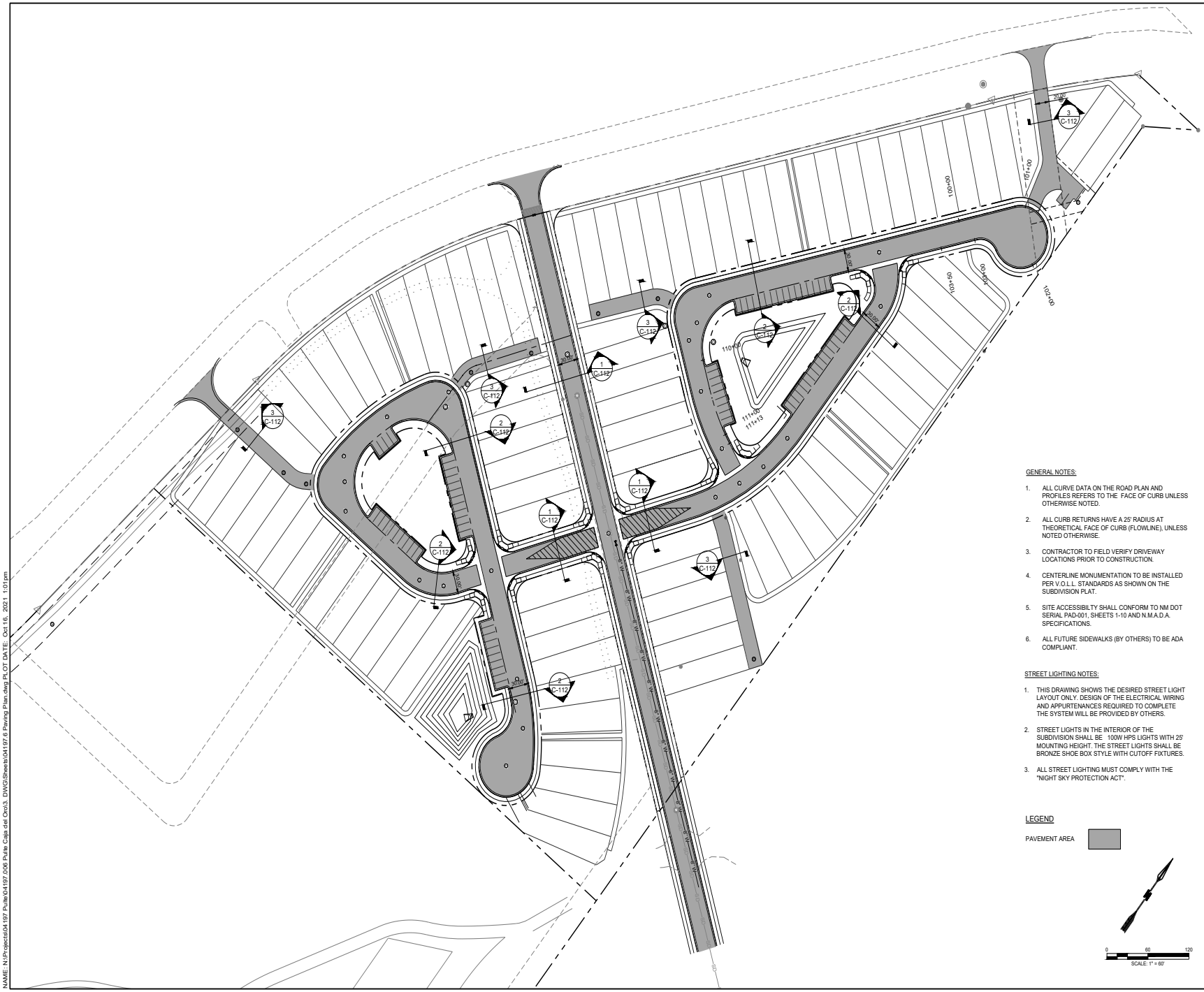
PROJ. #: ####

PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: RETAINING WALL DETAILS

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-103



GENERAL NOTES:

1. ALL CURVE DATA ON THE ROAD PLAN AND PROFILES REFERS TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. ALL CURB RETURNS HAVE A 25' RADIUS AT THEORETICAL FACE OF CURB (FLOWLINE), UNLESS NOTED OTHERWISE.
3. CONTRACTOR TO FIELD VERIFY DRIVEWAY LOCATIONS PRIOR TO CONSTRUCTION.
4. CENTERLINE MONUMENTATION TO BE INSTALLED PER V.O.L.L. STANDARDS AS SHOWN ON THE SUBDIVISION PLAT.
5. SITE ACCESSIBILTY SHALL CONFORM TO NM DOT SERIAL PAD-001, SHEETS 1-10 AND N.M.A.D.A. SPECIFICATIONS.
6. ALL FUTURE SIDEWALKS (BY OTHERS) TO BE ADA COMPLIANT.

STREET LIGHTING NOTES:

1. THIS DRAWING SHOWS THE DESIRED STREET LIGHT LAYOUT ONLY. DESIGN OF THE ELECTRICAL WIRING AND APPURTENANCES REQUIRED TO COMPLETE THE SYSTEM WILL BE PROVIDED BY OTHERS.
2. STREET LIGHTS IN THE INTERIOR OF THE SUBDIVISION SHALL BE 100W HPS LIGHTS WITH 25' MOUNTING HEIGHT. THE STREET LIGHTS SHALL BE BRONZE SHOE BOX STYLE WITH CUTOFF FIXTURES.
3. ALL STREET LIGHTING MUST COMPLY WITH THE "NIGHT SKY PROTECTION ACT".

LEGEND

PAVEMENT AREA

0 60 120
SCALE: 1" = 60'

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Paving Plan.dwg PLOT DATE: Oct 16, 2021 1:01pm

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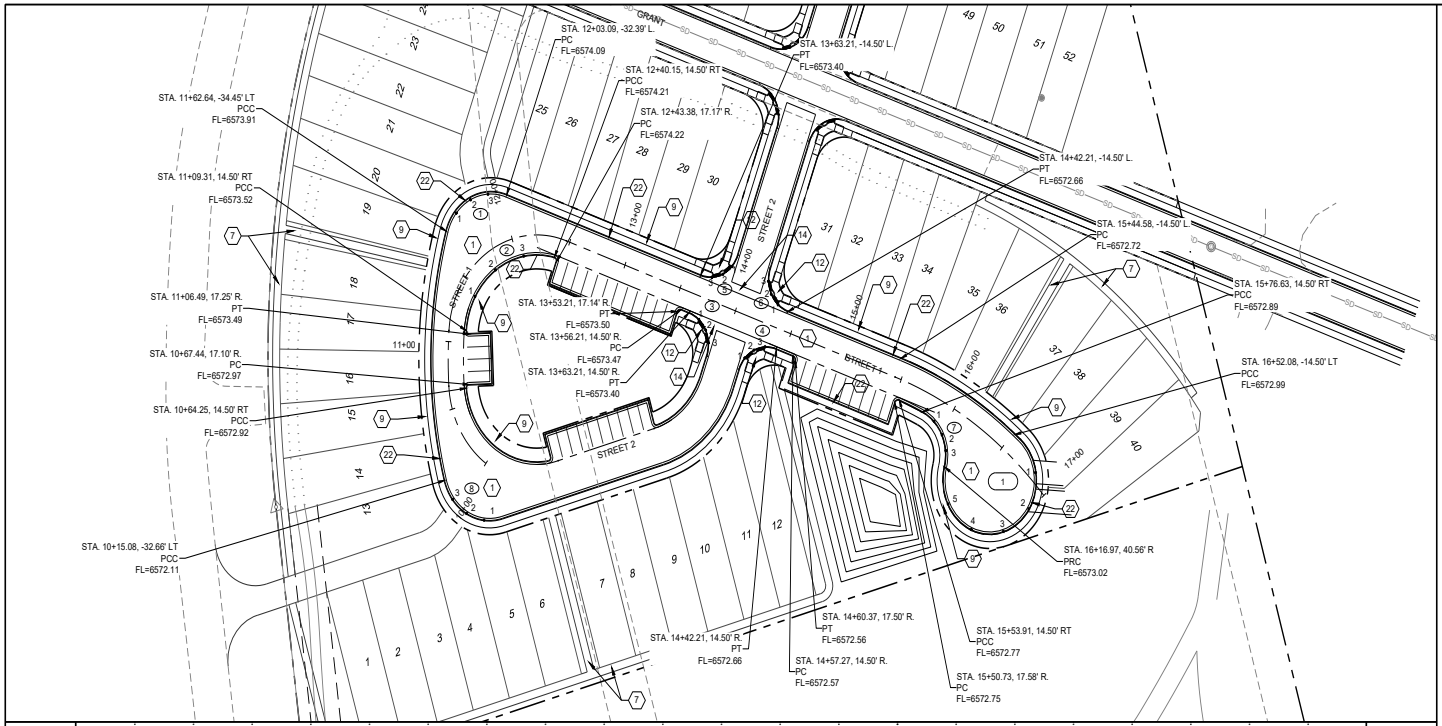
PROJ. #: ####

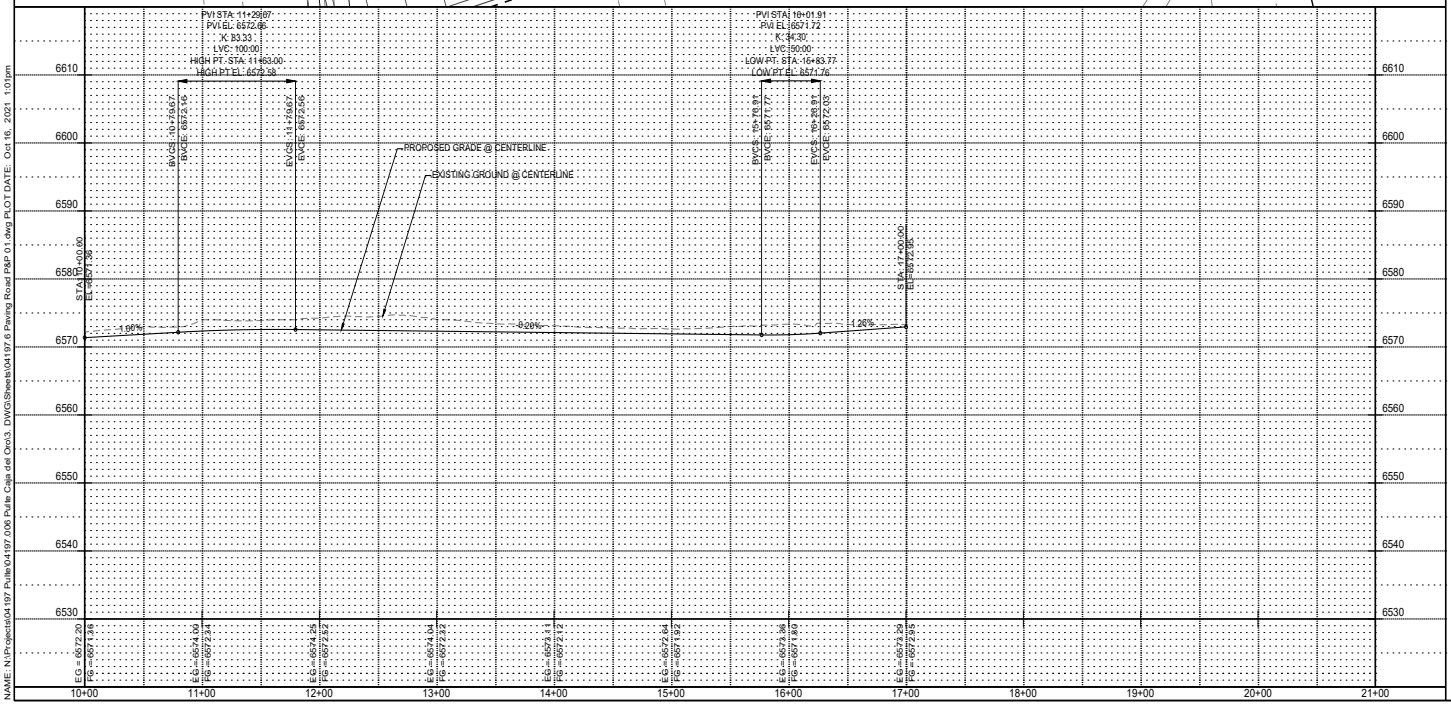
PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: OVERALL PAVING PLAN

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-104





PAVING CONSTRUCTION NOTES

I.D.#	DESCRIPTION
1	BUILD RESIDENTIAL ASPHALT PAVING PER TYPICAL SECTION
7	BUILD 6' PCC SIDEWALK PER NM APWA STANDARD DETAIL 2430
9	BUILD 4' PCC SIDEWALK PER NM APWA STANDARD DETAIL 2430 (DEFERRED)
10	BUILD 4' PCC SIDEWALK PER NM APWA STANDARD DETAIL 2430
12	BUILD PCC WHEELCHAIR RAMP PER NM APWA STANDARD DETAIL 2418
14	BUILD PCC VALLEY GUTTER PER NM APWA STANDARD DETAIL 2420
20	BUILD PCC STANDARD CURB AND GUTTER PER DETAIL SHEET C-112
22	BUILD PCC ROLL TYPE CURB & GUTTER PER NM APWA STANDARD DETAIL 2415
25	BUILD TRANSITION FROM STANDARD TO ROLL TYPE CURB & GUTTER

GENERAL NOTES

1. ALL CURB RETURNS HAVE 25' RADIUS AT THEORETICAL FACE OF CURB (FLOWLINE) PER NMDOT STD DWG 623-14, UNLESS OTHER-WISE INDICATED
2. ALL STATIONS AND OFFSETS ARE TO THEORETICAL FACE OF CURB (FLOWLINE) PER DETAIL SHEET C-112, UNLESS OTHER-WISE INDICATED
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1	FL	2	FL	3	FL	4	FL
1	X	1	X	1	X	1	X
2	X	2	X	2	X	2	X
3	X	3	X	3	X	3	X

5	FL	6	FL	7	FL	8	FL
1	X	1	X	1	X	1	X
2	X	2	X	2	X	2	X
3	X	3	X	3	X	3	X

CUL DE SAC

	STA.	OFFSET	ELEV.
1	X	X	X
2	X	X	X
3	X	X	X
4	X	X	X
5	X	X	X

SCALE:
HORIZONTAL: 1" = 50'
VERTICAL: 1" = 10'

10 8 6 4 2
0 50 100

DESIGNED BY
DRAWN BY
CHECKED BY
DATE 10.18.2021

REVISION

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6121 JEFFERSON STREET SUITE 101
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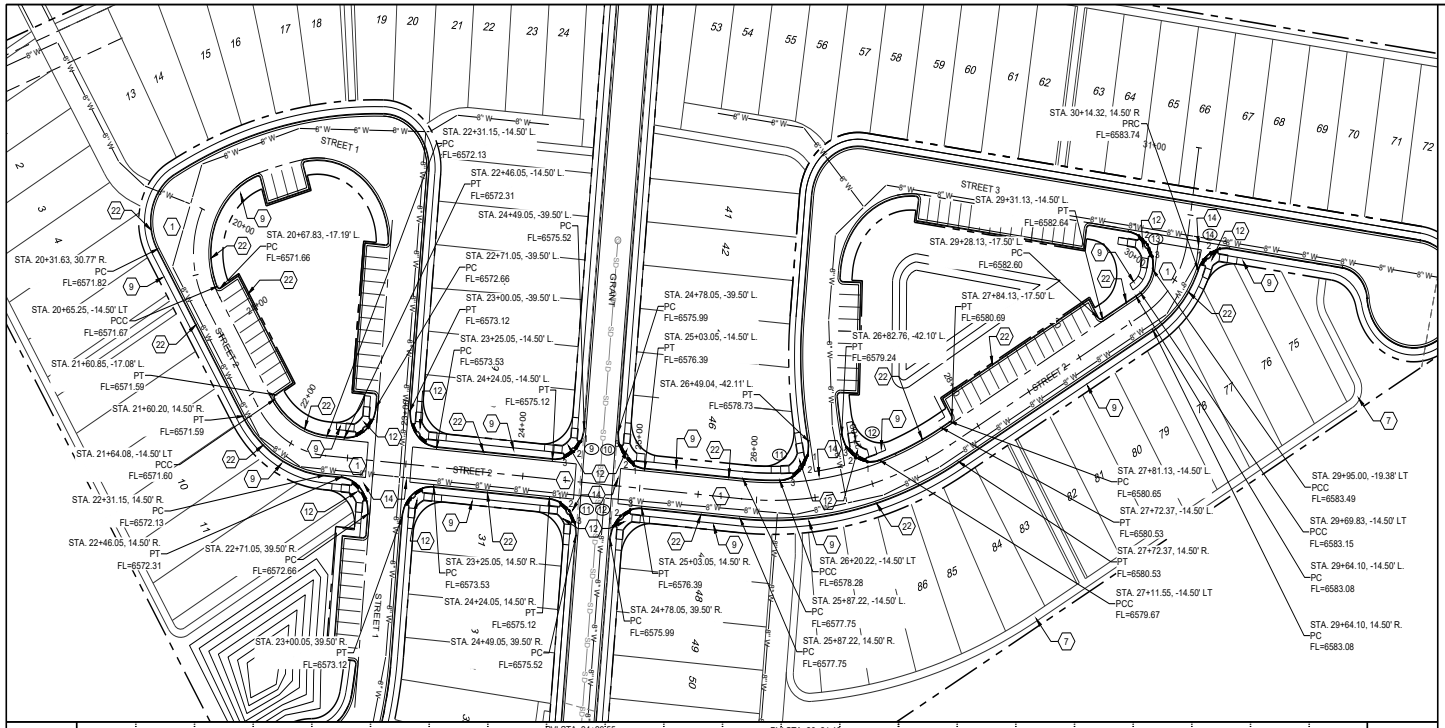
PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: ROADWAY ONE ROAD PLAN & PROFILE

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-105

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Paving Road P&P 01.dwg PLOT DATE: Oct 16, 2021 1:01pm



PAVING CONSTRUCTION NOTES

I.D.#	DESCRIPTION
1	BUILD RESIDENTIAL ASPHALT PAVING PER TYPICAL SECTION
7	BUILD 6' PCC SIDEWALK PER NM APWA STANDARD DETAIL 2430
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25	BUILD TRANSITION FROM STANDARD TO ROLL TYPE CURB & GUTTER

GENERAL NOTES

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(9)	FL	(10)	FL	(11)	FL	(12)	FL
1	X	1	X	1	X	1	X
2	X	2	X	2	X	2	X
3	X	3	X	3	X	3	X

(13)	FL	(14)	FL	(15)	FL	(16)	FL
1	X	1	X	1	X	1	X
2	X	2	X	2	X	2	X
3	X	3	X	3	X	3	X

SCALE:
HORIZONTAL: 1" = 50'
VERTICAL: 1" = 10'

REVISION	DESIGNED	DRAWN	CHECKED	DATE
	DESIGN BY	DRAWN BY	CHECKED BY	10.16.2021

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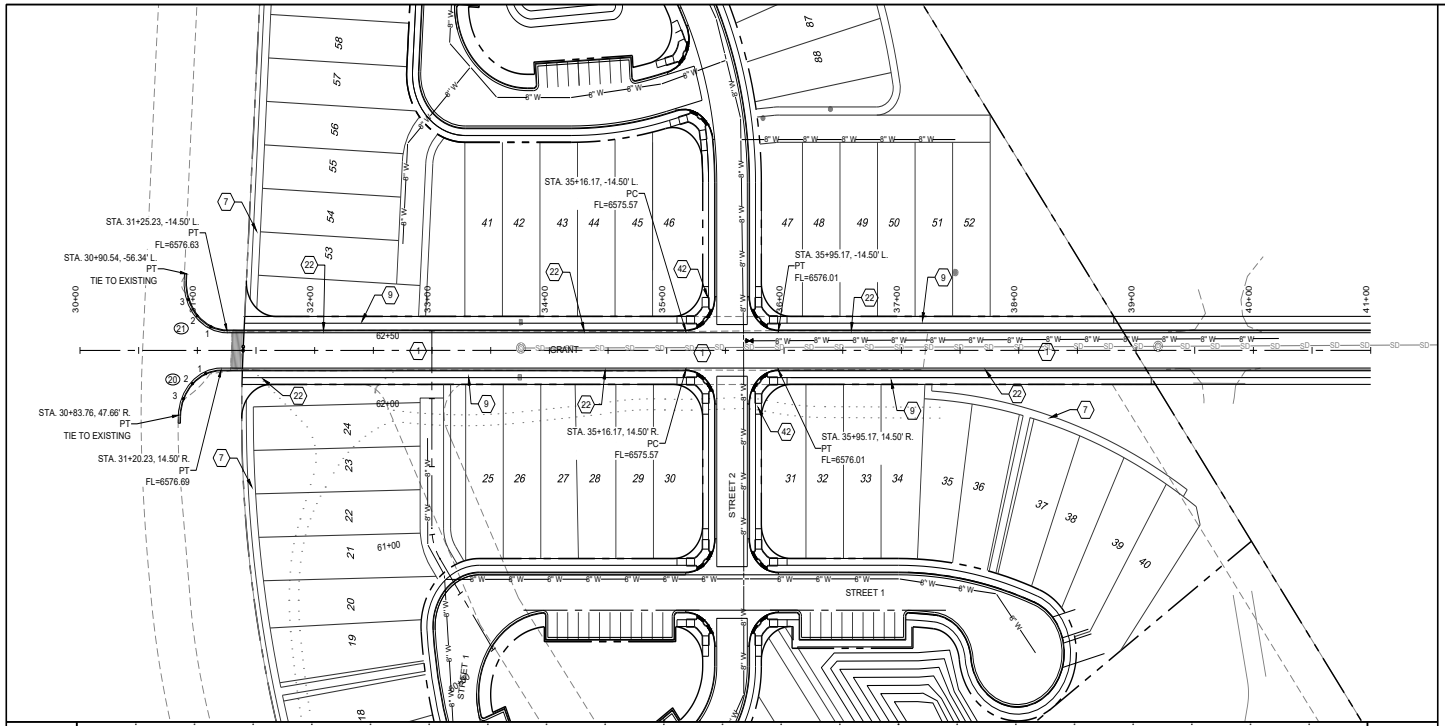
PROJECT NAME: PULTE CAJA DEL ORO

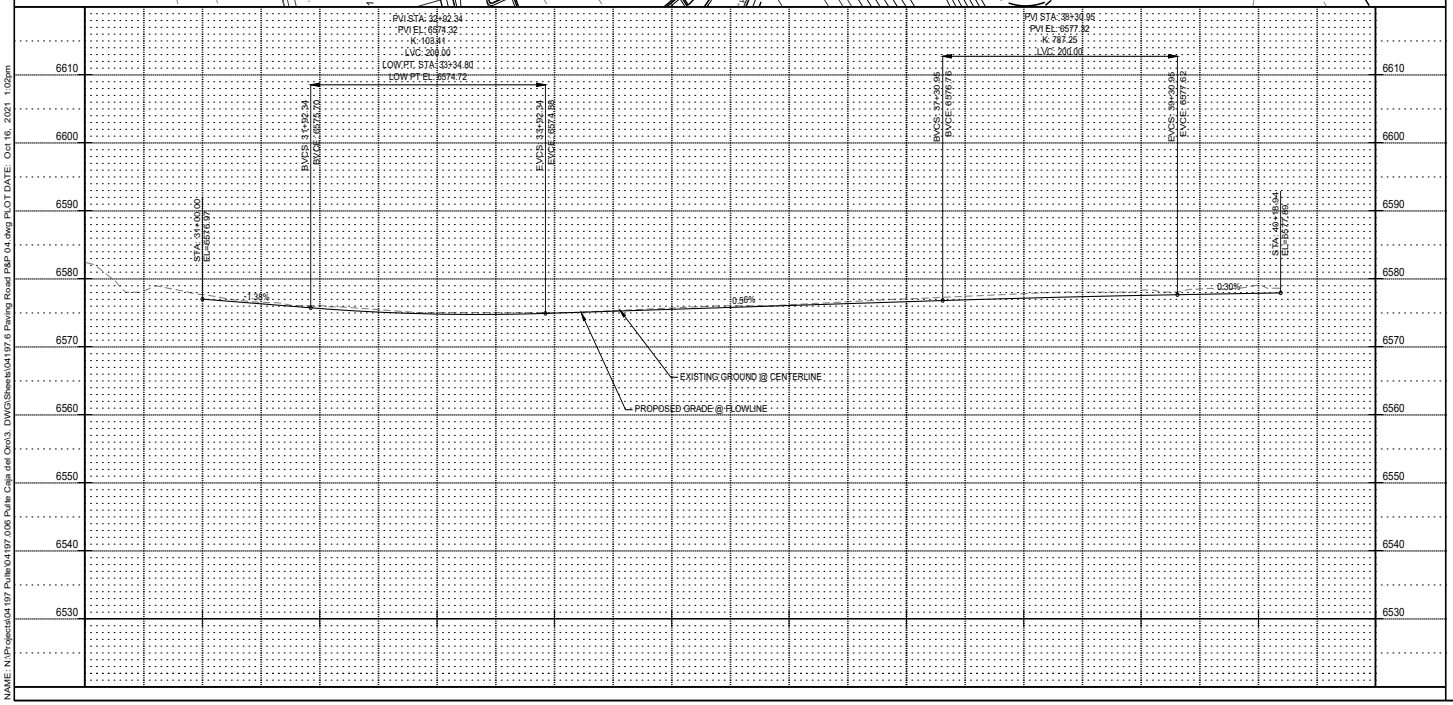
SHEET TITLE: ROADWAY TWO ROAD PLAN & PROFILE

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-106

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Paving Road P&P 02.dwg PLOT DATE: Oct 16, 2021 1:01pm





PAVING CONSTRUCTION NOTES

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20	FL
1	X
2	X
3	X

21	FL
1	X
2	X
3	X

SCALE:
HORIZONTAL: 1" = 50'
VERTICAL: 1" = 10'

REVISION

DESIGNED BY
DRAWN BY
CHECKED BY
DATE 10.18.2021

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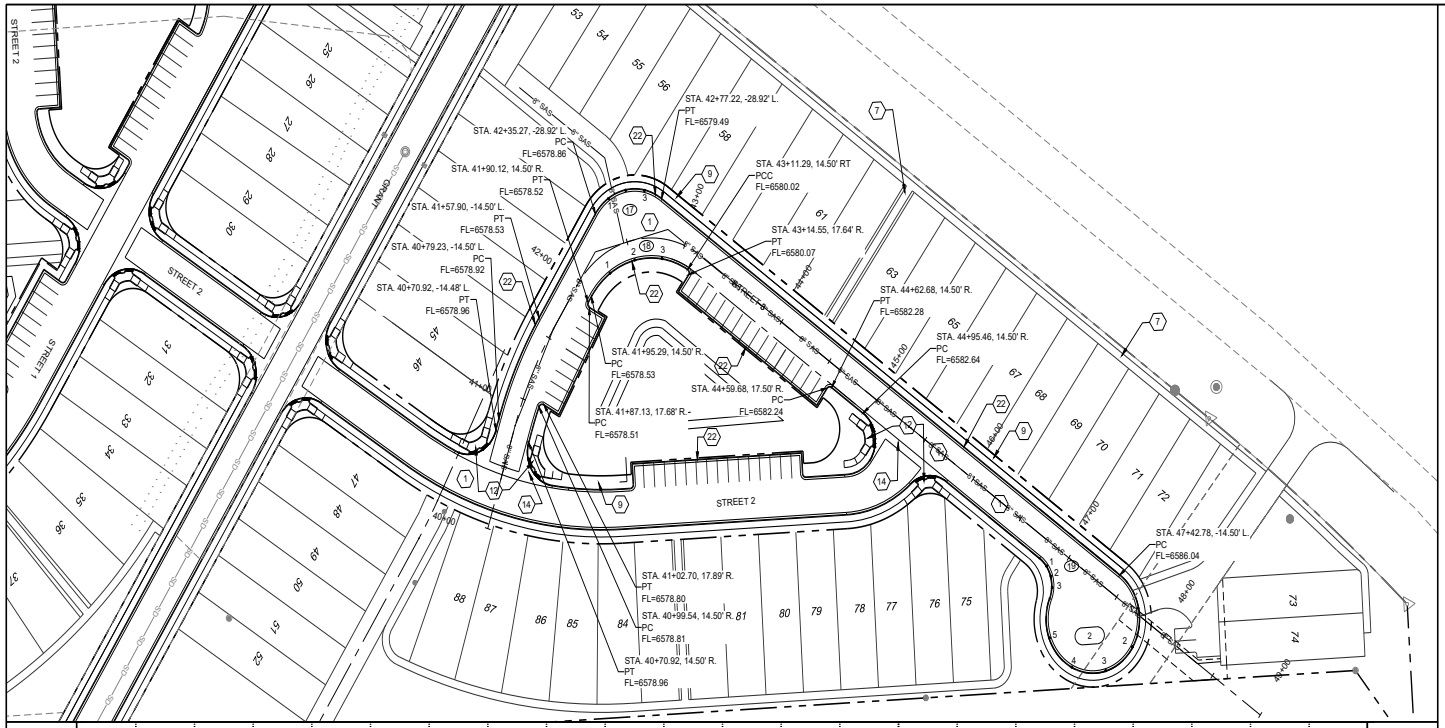
PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: CAJA DEL ORO GRANT ROAD PLAN & PROFILE

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-107

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Paving Road P&P 04.dwg PLOT DATE: Oct 16, 2021 1:02pm



PAVING CONSTRUCTION NOTES

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17	FL
1	X
2	X
3	X

18	FL
1	X
2	X
3	X

19	FL
1	X
2	X
3	X

CUL DE SAC

	STA.	OFFSET	ELEV.
1	XX+XX	XX R	XX
2	XX+XX	XX R	XX
3	XX+XX	XX R	XX
4	XX+XX	XX R	XX
5	XX+XX	XX R	XX

10 8 6 4 2
SCALE:
HORIZONTAL: 1" = 50'
VERTICAL: 1" = 10'
0 50 100

DESIGNED BY
DRAWN BY
CHECKED BY
DATE 10.16.2021

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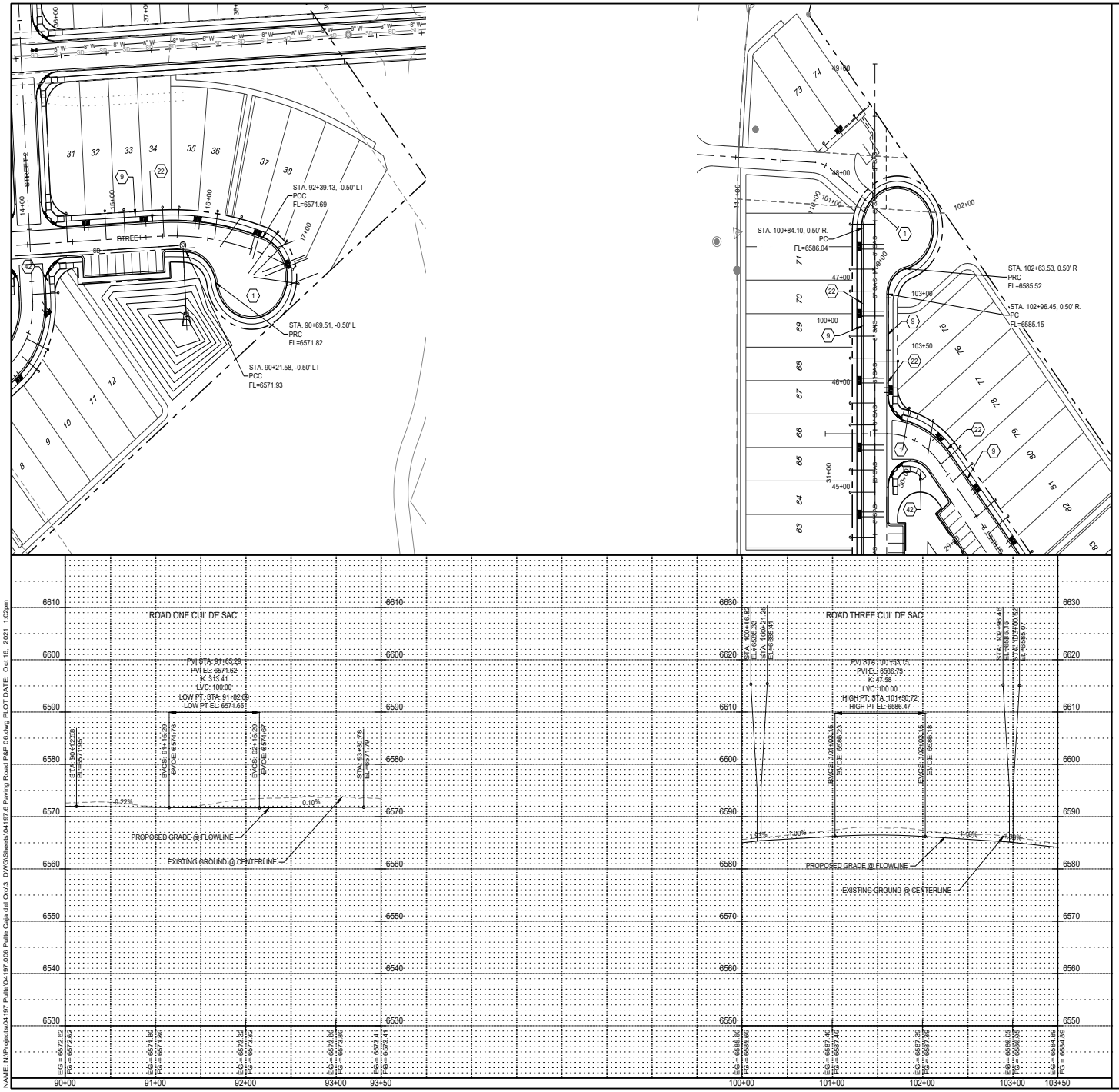
PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: ROADWAY THREE ROAD PLAN & PROFILE

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-108

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Paving Road P&P 05.dwg PLOT DATE: Oct 16, 2021 1:02pm



PAVING CONSTRUCTION NOTES

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SCALE:
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VERTICAL: 1" = 10'

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DATE 10.16.2021

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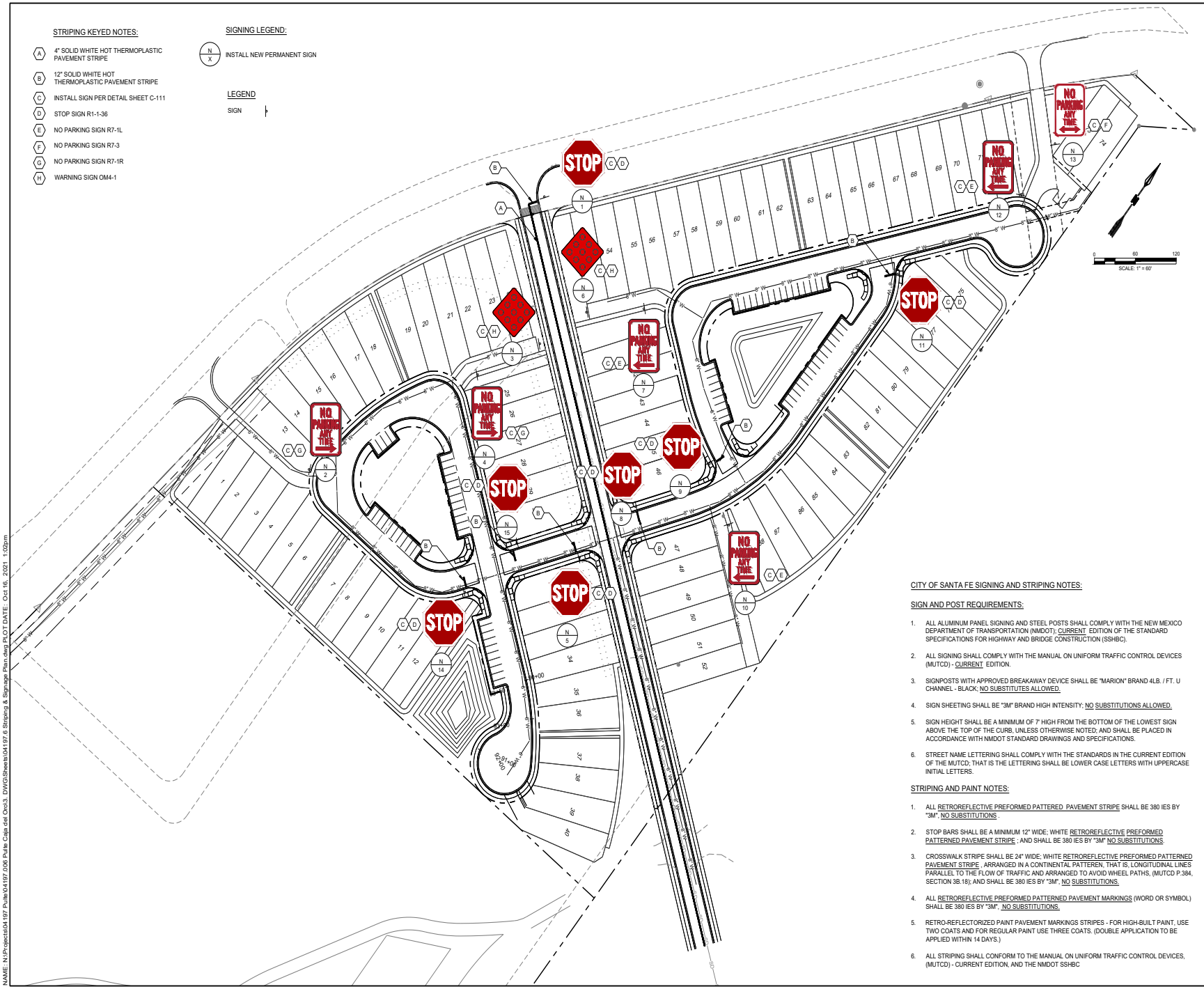
PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: ROAD TWO AND THREE CUL DE SAC PLAN & PROFILE

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-109

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Paving Road P&P 06.dwg PLOT DATE: Oct 16, 2021 1:02pm



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 4LB. / 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 THE 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 PATTERED PAVEMENT STRIPE SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS .
2. STOP BARS SHALL BE A MINIMUM 12" WIDE; WHITE RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE ; AND SHALL BE 380 IES BY "3M" NO SUBSTITUTIONS.
3. CROSSWALK STRIPE SHALL BE 24" WIDE; WHITE RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE , ARRANGED IN A CONTINENTAL PATTEREN, 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 PAINT PAVEMENT MARKINGS 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

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Striping & Signage Plan.dwg PLOT DATE: Oct 16, 2021 1:02pm

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DRAWN SEG
CHECKED JK
DATE 10.18.2021

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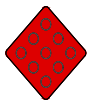
PROJ. #: ####

PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: OVERALL SIGNING AND STRIPING PLAN

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-110



OM4-1
R/R/R
18"x18"



R7-1-L
R/W
12"x18"



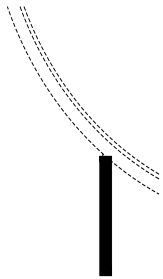
R1-1-36
W/R
36"x36"



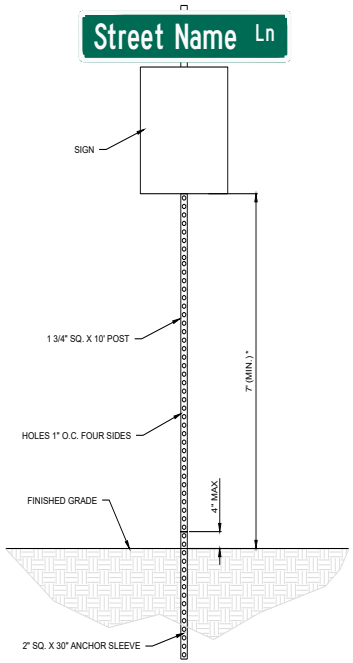
R7-3
R/W
12"x18"



R7-1-R
R/W
12"x18"



STOP BAR 12" WHITE SOLID STRIPE
NOT TO SCALE



* SEE MUTCD FOR MINIMUM MOUNTING HEIGHT FOR EACH SIGN TYPE IN RURAL AREAS

SIGN POST DETAIL

SIGN LEGEND



W6-2-36 — MUTCD SIGN CODE
B/Y — SIGN COLOR
36"x36" — SIGN DIMENSION

SIGN ABBREVIATIONS

B - BLACK
BL - BLUE
BR - BROWN
FO - FLUORESCENT ORANGE
FY - FLUORESCENT YELLOW
FYG - FLUORESCENT YELLOW GREEN
G - GREEN
O - ORANGE
R - RED
S - SILVER
W - WHITE
Y - YELLOW

GENERAL SIGN NOTES

1. ALL STREET NAME SIGNS WILL BE PER MUTCD.

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Signing & Striping Details.dwg PLOT DATE: Oct 16, 2021 1:03pm

DESIGNED SEG
DRAWN SEG
CHECKED JK
DATE 10.18.2021

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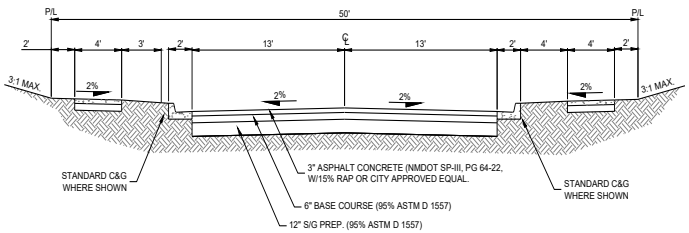
PROJ. #: ####

PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: SIGN, SIGN FACE, AND STRIPING DETAILS

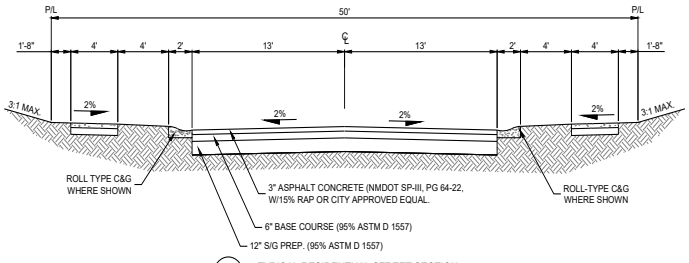
SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-111



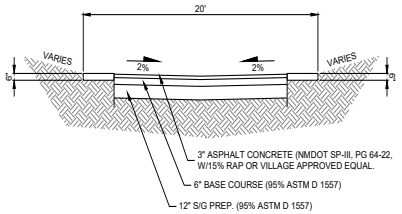
1 C-104 TYPICAL CAJA DEL ORO GRANT ROAD STREET SECTION

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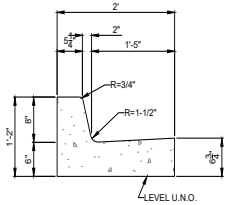
2 C-104 TYPICAL RESIDENTUAL STREET SECTION

NOT TO SCALE



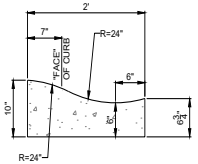
3 C-104 ALLEY CROSS SECTION

NOT TO SCALE



STANDARD CURB & GUTTER

NO SCALE



ROLL-TYPE CURB & GUTTER

NO SCALE

REVISION

DESIGNED SEG
DRAWN SEG
CHECKED JK
DATE 10.18.2021

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PROJ. #: ####

PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: ROAD CROSS SECTION

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-112

NAME: N:\Projects\04197 Pulte\04197.006 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Road Cross Section.dwg PLOT DATE: Oct 16, 2021 1:03pm

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Composite Utility Plan.dwg PLOT DATE: Oct 16, 2021 1:03pm

DESIGNED SEG
DRAWN SEG
CHECKED JL
DATE 10.18.2021

REVISION

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PROJ. #: ####

PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: OVERALL UTILITY PLAN

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-113

SAS Point Table				
Lot #	Station	Offset	Surface Elevation	Invert
1	106+79.57	12.48	6572.538	6567.54
2	107+22.57	12.47	6572.157	6567.16
3	107+43.57	12.48	6571.876	6566.88
4	107+80.44	13.53	6571.432	6566.43
5	20+24.34	50.44	6571.468	6566.47
6	20+49.87	32.94	6571.790	6566.79
7	20+77.11	27.49	6572.066	6567.07
8	21+20.11	27.49	6572.131	6567.13
9	21+41.11	27.51	6572.181	6567.18
10	21+77.77	27.99	6572.097	6567.10
11	21+94.73	26.07	6571.986	6566.99
12	22+37.73	28.64	6572.037	6567.04
13	10+10.90	49.09	6571.550	6566.55
14	10+36.91	33.74	6572.166	6567.17
15	10+49.20	29.65	6572.527	6567.53
16	10+83.93	27.49	6573.062	6568.06
17	11+00.49	27.49	6573.307	6568.31
18	11+33.02	31.61	6573.551	6568.55
19	11+51.19	40.49	6573.803	6568.80
20	11+76.58	54.16	6573.927	6568.93
21	11+84.97	69.00	6574.314	6569.31
22	11+96.21	104.72	6575.088	6570.09

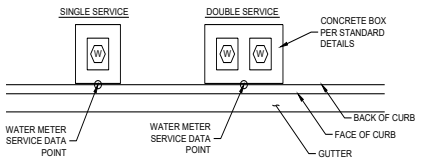
SAS Point Table				
Lot #	Station	Offset	Surface Elevation	Invert
23	12+01.24	121.53	6575.540	6570.54
24	12+09.18	158.08	6575.963	6570.96
25	12+06.83	44.10	6573.769	6568.77
26	12+34.11	29.03	6573.466	6568.47
27	12+50.21	27.42	6573.349	6568.35
28	12+93.21	27.50	6573.059	6568.06
29	13+14.21	27.42	6572.790	6567.79
30	13+57.21	27.50	6572.641	6567.64
31	14+44.23	27.42	6572.442	6567.44
32	14+87.23	27.50	6572.376	6567.38
33	15+08.23	27.42	6572.305	6567.31
34	15+50.67	27.57	6572.243	6567.24
35	15+67.55	27.48	6572.185	6567.19
36	16+06.96	27.48	6572.142	6567.14
37	16+31.75	27.48	6572.106	6567.11
38	16+71.16	25.67	6572.048	6567.05
39	16+82.83	21.14	6572.026	6567.03
40	17+00.00	14.98	6571.860	6566.86
41	42+24.87	36.04	6578.053	6573.05
42	41+94.96	27.51	6577.951	6572.95
43	41+73.96	27.51	6577.872	6572.87
44	41+33.20	27.48	6577.759	6572.76

SAS Point Table				
Lot #	Station	Offset	Surface Elevation	Invert
45	41+13.80	27.46	6577.676	6572.68
46	40+73.63	29.74	6577.634	6572.63
47	71+40.52	12.18	6577.408	6572.41
48	71+84.07	12.54	6578.202	6573.20
49	72+05.07	12.46	6578.780	6573.78
50	72+48.07	12.46	6579.534	6574.53
51	72+69.07	12.46	6580.105	6575.10
52	73+12.07	12.46	6580.859	6575.86
53	80+53.50	12.50	6576.705	6571.71
54	80+96.50	12.50	6577.163	6572.16
55	81+17.50	12.50	6577.512	6572.51
56	81+54.61	13.43	6577.897	6572.90
57	0+00.00	0.00	6578.240	6573.24
58	42+96.88	31.38	6578.631	6573.63
59	43+11.74	27.77	6578.926	6573.93
60	43+52.72	27.50	6579.494	6574.49
61	43+73.72	27.50	6579.931	6574.93
62	44+16.72	27.50	6580.721	6575.72
63	44+47.39	27.50	6581.439	6576.44
64	44+90.39	27.50	6582.138	6577.14
65	45+11.72	27.50	6582.687	6577.69
66	45+54.72	27.50	6583.386	6578.39

SAS Point Table				
Lot #	Station	Offset	Surface Elevation	Invert
67	45+75.72	27.50	6583.917	6578.92
68	46+18.72	27.50	6584.615	6579.62
69	46+39.72	27.50	6585.146	6580.15
70	46+82.72	27.50	6585.829	6580.83
71	47+03.72	27.50	6586.114	6581.11
72	47+46.72	27.50	6586.483	6581.48
73	48+24.11	56.87	6588.313	6583.31
74	48+50.86	23.20	6589.346	6584.35
75	0+00.00	0.00	6584.154	6579.15
76	30+13.41	27.53	6582.437	6577.44
77	29+91.85	26.37	6581.945	6576.95
78	29+62.76	27.49	6581.698	6576.70
79	29+41.76	27.50	6581.284	6576.28
80	28+98.76	27.50	6580.729	6575.73
81	28+77.76	27.50	6580.302	6575.30
82	28+34.76	27.50	6579.747	6574.75
83	28+03.76	27.50	6579.174	6574.17
84	27+61.73	27.49	6578.625	6573.62
85	27+45.10	27.48	6578.269	6573.27
86	27+05.69	27.48	6577.752	6572.75
87	26+89.57	27.48	6577.413	6572.41
88	26+50.16	27.48	6577.288	6572.29

Water Line Point Table					
Meter #	Lot #'s	Station	Offset	Top of Box Elevation	Meter Type
101	1/2	107+01.07	9.98	6572.113	DOUBLE
102	3/4	107+63.54	9.99	6571.466	DOUBLE
103	5/6	20+32.44	30.65	6571.130	DOUBLE
104	7/8	20+98.61	15.00	6571.594	DOUBLE
105	9/10	21+62.21	15.00	6571.828	DOUBLE
106	11/12	22+22.44	15.00	6571.770	DOUBLE
107	13/14	10+19.86	29.73	6571.288	DOUBLE
108	15/16	10+64.46	15.05	6572.297	DOUBLE
109	17/18	11+18.76	15.66	6573.004	DOUBLE
110	19/20	11+67.50	38.45	6573.576	DOUBLE
111	21/22	61+01.78	10.03	6574.563	DOUBLE
112	23/24	61+65.05	10.00	6575.665	DOUBLE
113	25/26	12+16.13	23.20	6573.183	DOUBLE
114	27/28	12+71.80	15.00	6572.807	DOUBLE
115	29/30	13+35.71	15.00	6572.259	DOUBLE
116	31/32	14+65.73	15.00	6571.999	DOUBLE
117	33/34	15+29.73	15.00	6571.871	DOUBLE
118	35/36	15+87.25	15.00	6571.766	DOUBLE
119	37/38	16+51.45	15.00	6571.699	DOUBLE
120	39/40	16+90.75	0.38	6571.656	DOUBLE
121	41/42	0+00.00	0.00	6577.578	DOUBLE
122	43/44	0+00.00	0.00	6577.410	DOUBLE

Water Line Point Table					
Meter #	Lot #'s	Station	Offset	Top of Box Elevation	Meter Type
123	45/46	0+00.00	0.00	6577.239	DOUBLE
124	47/48	71+62.57	10.00	6577.583	DOUBLE
125	49/50	72+26.57	10.00	6578.912	DOUBLE
126	51/52	72+90.57	10.00	6580.240	DOUBLE
127	53/54	80+74.67	10.00	6576.706	DOUBLE
128	55/56	81+37.50	10.00	6577.500	DOUBLE
129	57/58	42+79.19	27.95	6578.040	DOUBLE
130	59/60	43+31.22	15.00	6578.732	DOUBLE
131	61/62	43+95.22	15.00	6579.924	DOUBLE
132	63/64	44+69.22	15.00	6581.351	DOUBLE
133	65/66	45+33.22	15.00	6582.584	DOUBLE
134	67/68	45+97.22	15.00	6583.818	DOUBLE
135	69/70	46+61.22	15.00	6585.052	DOUBLE
136	71/72	47+25.22	15.00	6585.865	DOUBLE
137	73/74	48+35.53	38.48	6588.465	DOUBLE
138	75/76	0+00.00	0.00	6583.383	DOUBLE
139	77/78	29+81.04	15.00	6581.495	DOUBLE
140	79/80	29+20.26	15.00	6580.565	DOUBLE
141	81/82	28+56.26	15.00	6579.585	DOUBLE
142	83/84	27+82.26	15.00	6578.453	DOUBLE
143	85/86	27+25.39	15.00	6577.583	DOUBLE
144	87/88	26+69.86	15.00	6576.885	DOUBLE



NOTE

1. DETAIL FOR INSTALL LOCATION OF WATER METER ONLY. STANDARD DRAWING TO BE USED FOR INSTALL OF WATER METER BOXES AND CONSTRUCTION OF CONCRETE FRAMES.

WATER METER SERVICE DETAIL
NO SCALE

THRUST RESTRAINT NOTE:

ALL BURIED VALVES, FITTINGS, AND APPURTENANCES SHALL BE MECHANICAL JOINT-TYPE UTILIZING "MEGA-LUG® STYLE MECHANICAL JOINT RESTRAINTS IN CONJUNCTION WITH "MEGA-LUG® PIPE BELL-HARNESS RESTRAINTS WHEN ADEQUATE RESTRAINED LENGTH CAN BE OBTAINED. IN THE EVENT ADEQUATE RESTRAINED LENGTHS CANNOT BE OBTAINED, CONTRACTOR SHALL IMMEDIATELY CONTACT ENGINEER FOR DETERMINATION OF APPROPRIATE ACTION TO BE TAKEN. THE EBAA IRON "RESTRAINED LENGTH CALCULATION" PROGRAM (VERSION 4.0) HAS BEEN USED TO DETERMINE MINIMUM RESTRAINED LENGTHS SHOWN IN TABLE ABOVE. THE FOLLOWING GENERAL ASSUMPTIONS APPLY TO ALL CALCULATIONS:

TRENCH TYPE 3
SOIL TYPE SM (SILTY SANDS, SAND SILT MIXTURE)
SAFETY FACTOR 1.5 TO 1

TYPICAL BURY DEPTH:
4" THROUGH 8" DIAMETER PIPE 3 FT
12" THROUGH 24" DIAMETER PIPE 4 FT

TYPICAL BURY DEPTHS FOR VERTICAL OFFSETS:
4" THROUGH 8" DIAMETER PIPE 3 FT TO TOP OF UPPER BRANCH
6 FT TO TOP OF LOWER BRANCH
12" THROUGH 24" DIAMETER PIPE 4 FT TO TOP OF UPPER BRANCH
7 FT TO TOP OF LOWER BRANCH

CONTRACTOR MAY SUBMIT SUBSTITUTE REDUCED RESTRAINED JOINT LENGTHS IF SOIL AND DEPTH OF BURY CONDITIONS WARRANT. CONTRACTOR SHALL PROVIDE SOIL TEST RESULTS AND APPROPRIATE CALCULATIONS TO SUPPORT THE LENGTH REDUCTION. SOIL TESTING AND CALCULATIONS SHALL BE PERFORMED AT CONTRACTOR'S SOLE EXPENSE.

GENERAL NOTES:

1. ALL SANITARY SEWER MANHOLES SHALL BE 48" DIA., TYPE E UNLESS OTHERWISE APPROVED BY THE ENGINEER.
2. ALL SANITARY SEWER SERVICES SHALL EXTEND UNDER THE FULL WIDTH OF THE PUBLIC UTILITY EASEMENTS.
3. ALL HYDRANT LEGS SHALL BE VALVED AND HAVE RESTRAINED JOINTS BETWEEN THE MAIN AND THE VALVE.
4. UTILITY CONDUIT LOCATIONS TO BE DETERMINED BY OTHERS.
5. ALL SEWER AND WATER MAIN LINES SHALL BE 8" IN DIAMETER UNLESS OTHERWISE NOTED.
6. ALL SANITARY SEWER MAIN LINES TO BE SDR-35 PVC
7. ALL WATER LINE MAIN TO BE C-900 DR-18 PVC.
8. ALL WATERLINE INSTALLATION SHALL INCORPORATE THRUST RESTRAINTS CONFORMING TO CITY OF SANTA FE STANDARD DRAWINGS 10A AND 10B.

NOTE:

1. ASSUMES MINIMUM DEPTH OF BURY = 3 FT.
2. RESTRAINED LENGTH FOR VALVES SHALL BE PROVIDED ON BOTH SIDES OF VALVE.
3. WHERE POSSIBLE, CONTRACTOR SHALL INSTALL FULL 20-FT JOINT OF PIPE ON EITHER SIDE OF ALL MECHANICAL JOINT VALVES, FITTINGS, AND APPURTENANCES. FOR ALL CIRCUMSTANCES WHERE A 20-FT JOINT CAN BE UTILIZED AND THE CONTRACTOR ELECTS TO USE A SHORTER PIPE JOINT, CONTRACTOR SHALL PROVIDE, AT CONTRACTOR'S SOLE EXPENSE, ALL NECESSARY JOINT RESTRAINTS REQUIRED BY TABLE ABOVE.

TEST PRESSURE @ 150 PSI
LENGTHS OF PIPE TO BE RESTRAINED - ALL JOINTS WITHIN LENGTH(FEET) MUST BE RESTRAINED (APPLIES TO PVC ONLY)

HORIZONTAL BENDS						FIRE HYDRANT TEE
PIPE SIZE	90° BEND	45° BEND	22 1/2° BEND	11 1/4° BEND	DEAD END OR VALVE	STD. 6-INCH BRANCH LINE
4"	18'	8'	4'	2'	39'	FOR ALL PIPE MAIN LINE SIZES, ALL FITTINGS AND PIPE JOINTS FROM TEE TO FIRE HYDRANT FLANGE SHALL BE RESTRAINED
6"	25'	11'	5'	3'	55'	
8"	33'	14'	7'	4'	72'	
10"	39'	16'	8'	4'	87'	
12"	45'	19'	9'	5'	102'	

VERTICAL DOWNBEND						
	45°		22 1/2°		11 1/4°	
PIPE SIZE	UPPER BEND RESTRAINT	LOWER BEND RESTRAINT	UPPER BEND RESTRAINT	LOWER BEND RESTRAINT	UPPER BEND RESTRAINT	LOWER BEND RESTRAINT
4"	16'	4'	8'	2'	4'	1'
6"	23'	5'	11'	3'	5'	1'
8"	30'	7'	14'	3'	7'	2'
10"	36'	8'	17'	4'	8'	2'
12"	42'	10'	20'	5'	10'	2'

TEES	LENGTH ALONG RUN (Lr)								
	2'	4'	6'	8'	10'	12'	14'	16'	18'	20'
6x6x4	29	18	7	1	1	1	1	1	1	1
6x6x6	48	41	33	26	18	11	4	1	1	1
8x8x4	25	11	1	1	1	1	1	1	1	1
8x8x6	46	36	26	16	6	1	1	1	1	1
8x8x8	65	57	50	43	35	28	20	13	5	1
10x10x4	21	3	1	1	1	1	1	1	1	1
10x10x6	43	30	18	5	1	1	1	1	1	1
10x10x8	63	53	44	34	25	15	6	1	1	1
10x10x10	79	72	64	56	49	41	34	26	18	11
12x12x4	17	1	1	1	1	1	1	1	1	1
12x12x6	40	25	10	1	1	1	1	1	1	1
12x12x8	61	49	38	26	15	3	1	1	1	1
12x12x10	78	68	59	50	41	32	22	13	4	1
12x12x12	95	87	79	72	64	56	49	41	33	26
RESTRAINED LENGTH ALONG BRANCH (Lb)										

REDUCERS	
	L. SIDE
6x4	28
8x4	52
8x6	30
10x4	70
10x6	53
10x8	29
12x4	88
12x6	74
12x8	54
12x10	50
RESTRAINED LENGTH ON LARGE SIDE ONLY	

DESIGNED SEG
DRAWN SEG
CHECKED JL
DATE 10.18.2021

REVISION

COMMUNITY DESIGN & SOLUTIONS
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SANTA FE, NEW MEXICO 87505
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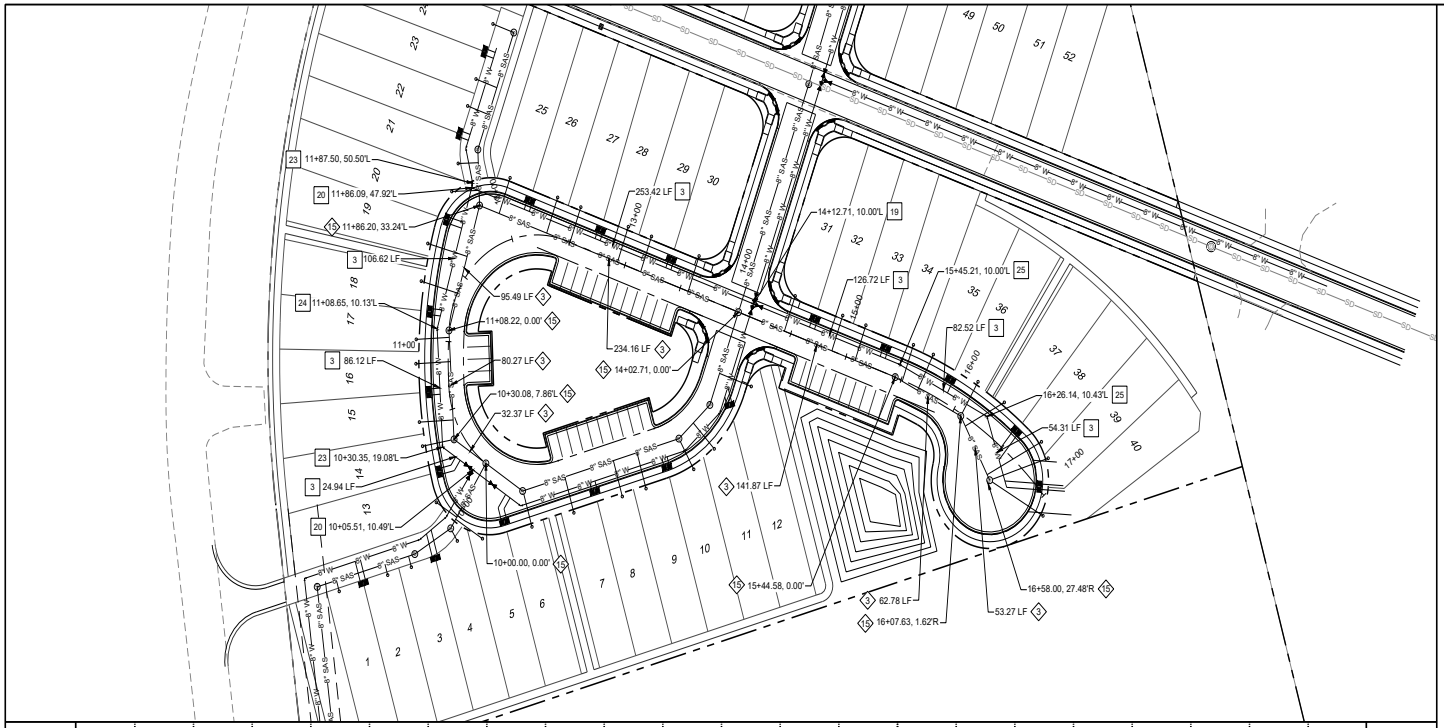
PROJECT NAME: PULTE CAJA DEL ORO

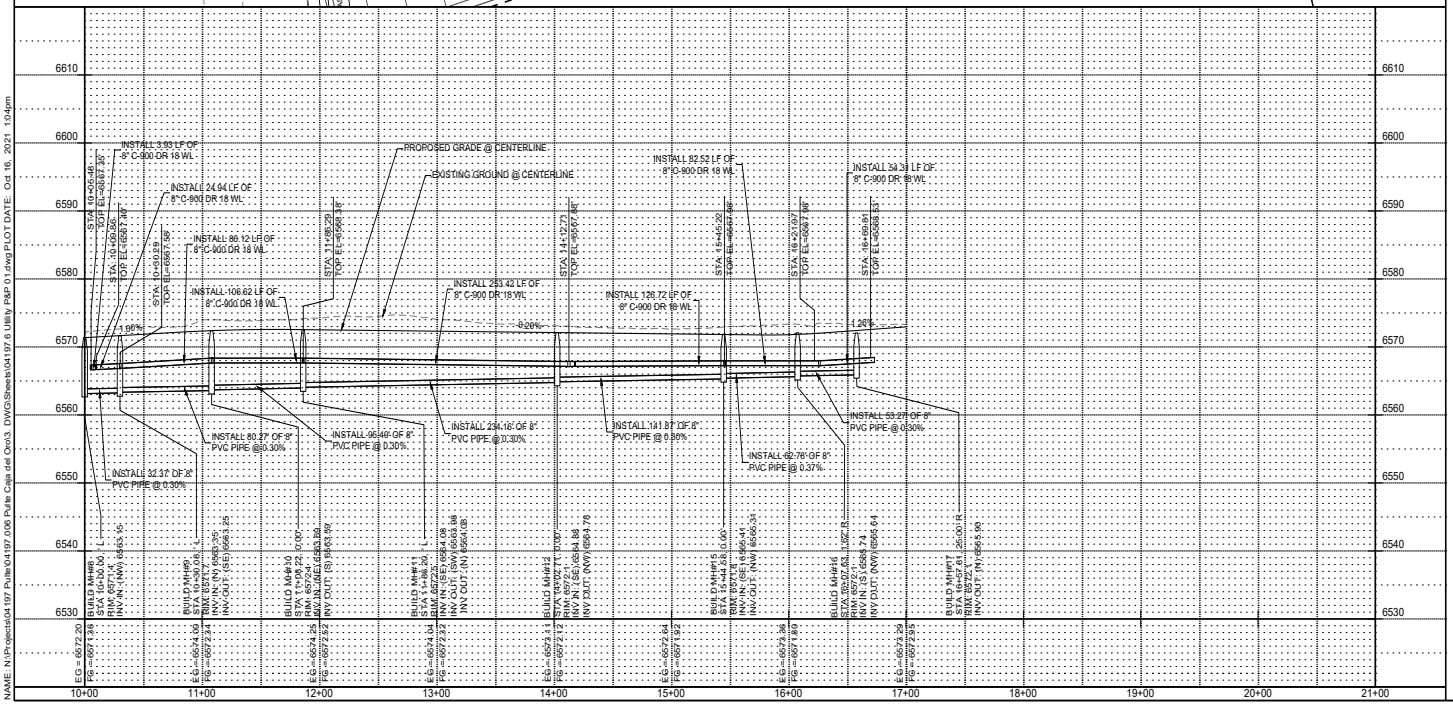
SHEET TITLE: UTILITY SERVICE TABLES, JOINT THRUST TABLES, AND UTILITY NOTES

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-114

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Utilities Service Tables.dwg PLOT DATE: Oct 16, 2021 10:39pm





SEWER CONSTRUCTION NOTES

I.D.#	DESCRIPTION
3	INSTALL 8" SEWER PIPE PER STD. SPEC. SEC. 901
15	INSTALL 4' DIA. MANHOLE PER CITY OF SANTA FE STANDARD DETAIL
15	INSTALL 6" DIA. CLEAN OUT

WATER CONSTRUCTION NOTES

I.D.#	DESCRIPTION
3	INSTALL 8" WATERLINE PER STD. SPEC. SEC. 801
8	REMOVE EXISTING FITTING
9	CONNECT NEW WATERLINE TO EXISTING WATERLINE
17	INSTALL 10" x 6" REDUCER
18	INSTALL 12" x 6" REDUCER
19	INSTALL 6" CROSS
20	INSTALL 8" TEE
21	INSTALL 8" x 6" TEE
22	INSTALL 8" 90° BEND
23	INSTALL 8" 45° BEND
24	INSTALL 8" 22½° BEND
25	INSTALL 8" 11½° BEND
26	INSTALL 8" CAP
50	"MEG A LUG" ALL FITTINGS AND JOINTS FROM TEE TO FIRE HYDRANT
56	INSTALL 6" GATE VALVE AND VALVE BOX PER CITY OF SANTA FE STD DETAIL
57	INSTALL 8" GATE VALVE AND VALVE BOX PER CITY OF SANTA FE STD DETAIL
64	INSTALL FIRE HYDRANT PER CITYOF SANTA FE STD DETAIL
65	INSTALL ¾" SINGLE WATER SERVICE PER CITY OF SANTA FE STD DETAIL
66	INSTALL ¾" DOUBLE WATER SERVICE PER CITY OF SANTA FE STD DETAIL
70	INSTALL METER BOX, COVER, & LID PER CITY OF SANTA FE STD DETAIL

GENERAL NOTES

1. ALL STATIONS AND OFFSETS ARE TO THEORETICAL FACE OF CURB (FLOWLINE) UNLESS OTHER-WISE INDICATED.
2. SEE SHEET C-114 FOR SEWER SERVICE INVERT TABLES.

LEGEND

- WATERLINE — W
- SANITARY SEWER LINE — S
- STORMDRAIN LINE — SD
- WATER VALVE — W
- STORM DRAIN MANHOLE — D
- FIRE HYDRANT
- 3/4" SINGLE WATER SERVICE, U.N.O.
- 3/4" DOUBLE WATER SERVICE, U.N.O.
- SAS MANHOLE — S
- SANITARY SEWER SERVICE

SCALE:
HORIZONTAL: 1" = 50'
VERTICAL: 1" = 10'

REVISION

DESIGNED BY
DRAWN BY
CHECKED BY
DATE 10.18.2021

RESPEC
COMMUNITY DESIGN & SOLUTIONS
921 JEFFERSON STREET SUITE 101
SANTA FE, NEW MEXICO 87501
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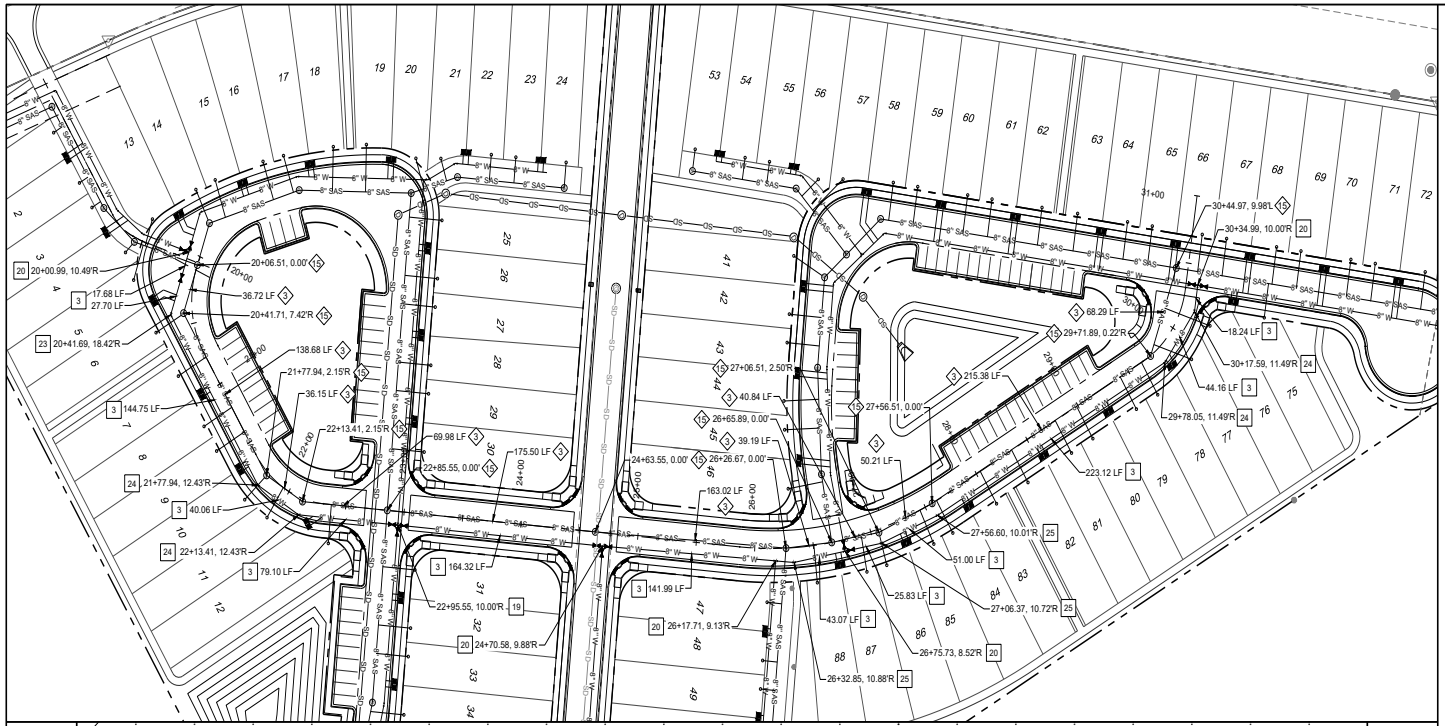
PROJECT NAME: PULTE CAJA DEL ORO

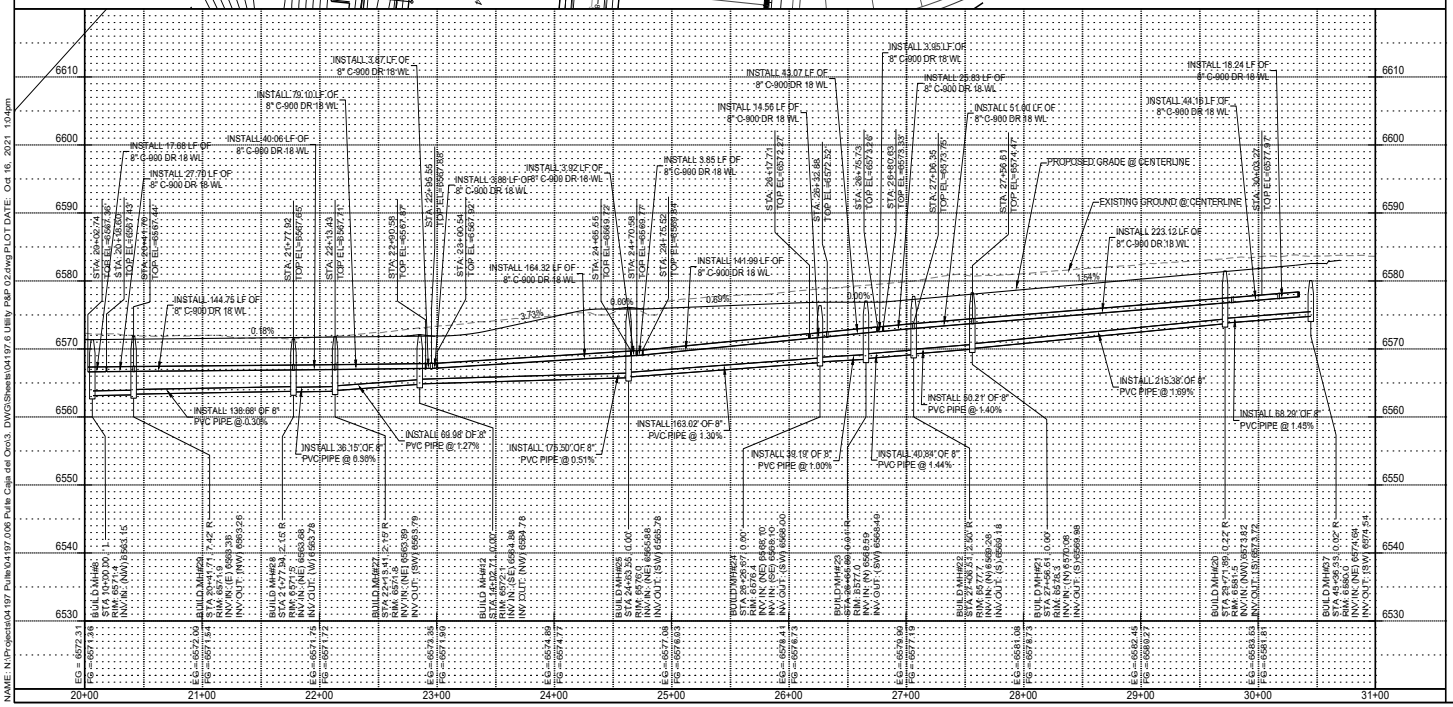
SHEET TITLE: ROADWAY ONE SANITARY SEWER & WATER LINE PLAN & PROFILE

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-115

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Utility P&P 01.dwg PLOT DATE: Oct 16, 2021 1:04pm





SEWER CONSTRUCTION NOTES

I.D.#	DESCRIPTION
2	INSTALL 8" SEWER PIPE PER STD. SPEC. SEC. 901
15	INSTALL 4' DIA. MANHOLE PER CITY OF SANTA FE STANDARD DETAIL
19	INSTALL 6" DIA. CLEAN OUT

WATER CONSTRUCTION NOTES

I.D.#	DESCRIPTION
3	INSTALL 8" WATERLINE PER STD. SPEC. SEC. 801
8	REMOVE EXISTING FITTING
9	CONNECT NEW WATERLINE TO EXISTING WATERLINE
17	INSTALL 10" x 6" REDUCER
18	INSTALL 12" x 6" REDUCER
19	INSTALL 6" CROSS
20	INSTALL 8" TEE
21	INSTALL 8" x 6" TEE
22	INSTALL 8" 90° BEND
23	INSTALL 8" 45° BEND
24	INSTALL 8" 22½° BEND
25	INSTALL 8" 11¼° BEND
26	INSTALL 8" CAP
50	"MEG A LUG" ALL FITTINGS AND JOINTS FROM TEE TO FIRE HYDRANT
56	INSTALL 6" GATE VALVE AND VALVE BOX PER CITY OF SANTA FE STD DETAIL
57	INSTALL 8" GATE VALVE AND VALVE BOX PER CITY OF SANTA FE STD DETAIL
64	INSTALL FIRE HYDRANT PER CITYOF SANTA FE STD DETAIL
65	INSTALL ¾" SINGLE WATER SERVICE PER CITY OF SANTA FE STD DETAIL
66	INSTALL ¾" DOUBLE WATER SERVICE PER CITY OF SANTA FE STD DETAIL
70	INSTALL METER BOX, COVER, & LID PER CITY OF SANTA FE STD DETAIL

GENERAL NOTES

1. ALL STATIONS AND OFFSETS ARE TO THEORETICAL FACE OF CURB (FLOWLINE) PER COA STD DWG 2415, UNLESS OTHER-WISE INDICATED.
2. SEE SHEET C-114 FOR SEWER SERVICE INVERT TABLES.

LEGEND

- WATERLINE — W
- SANITARY SEWER LINE — S
- STORMDRAIN LINE — SD
- WATER VALVE — W
- STORM DRAIN MANHOLE — D
- FIRE HYDRANT
- 3/4" SINGLE WATER SERVICE, U.N.O.
- 3/4" DOUBLE WATER SERVICE, U.N.O.
- SAS MANHOLE — S
- SANITARY SEWER SERVICE

SCALE:
HORIZONTAL: 1" = 50'
VERTICAL: 1" = 10'

DESIGNED BY
DRAWN BY
CHECKED BY
DATE 10.16.2021

COMMUNITY DESIGN & SOLUTIONS
921 JEFFERSON STREET SUITE 101
SANTA FE, NEW MEXICO 87501
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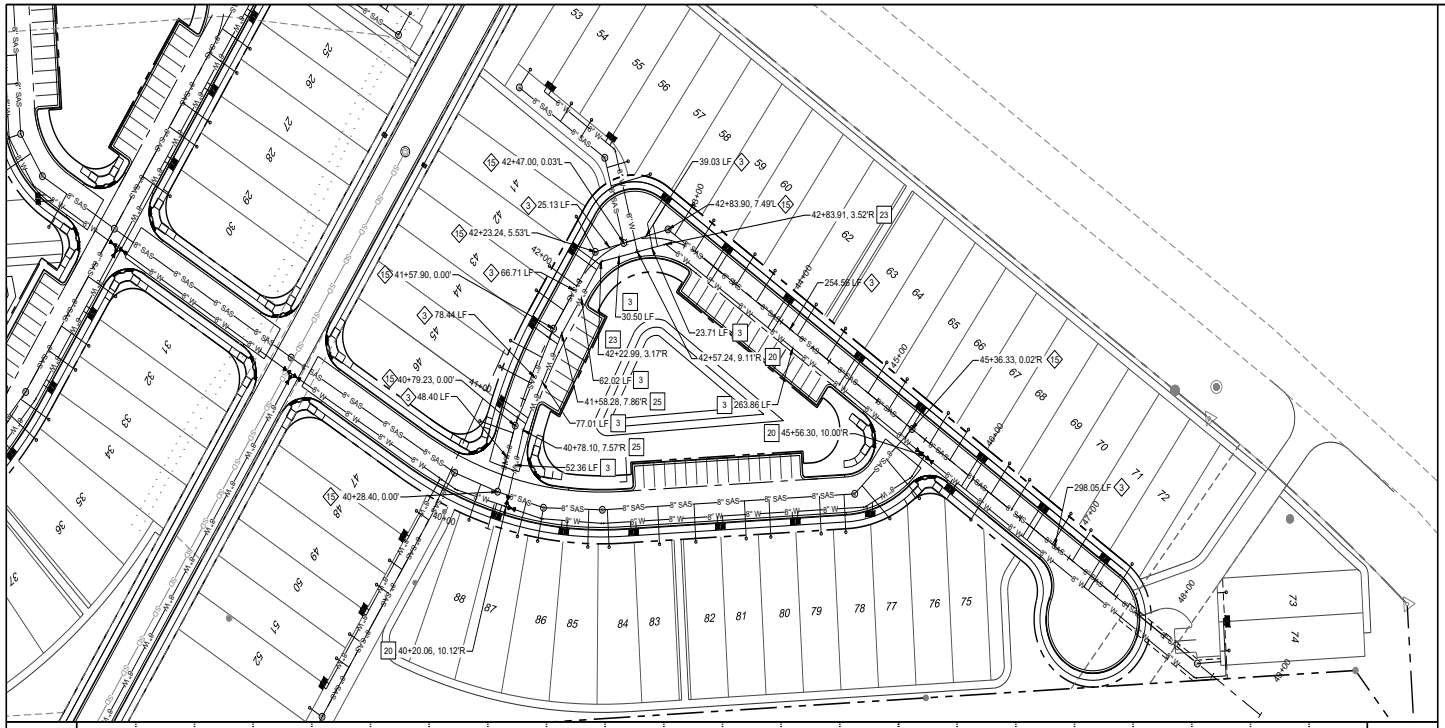
PROJECT NAME: PULTE CAJA DEL ORO

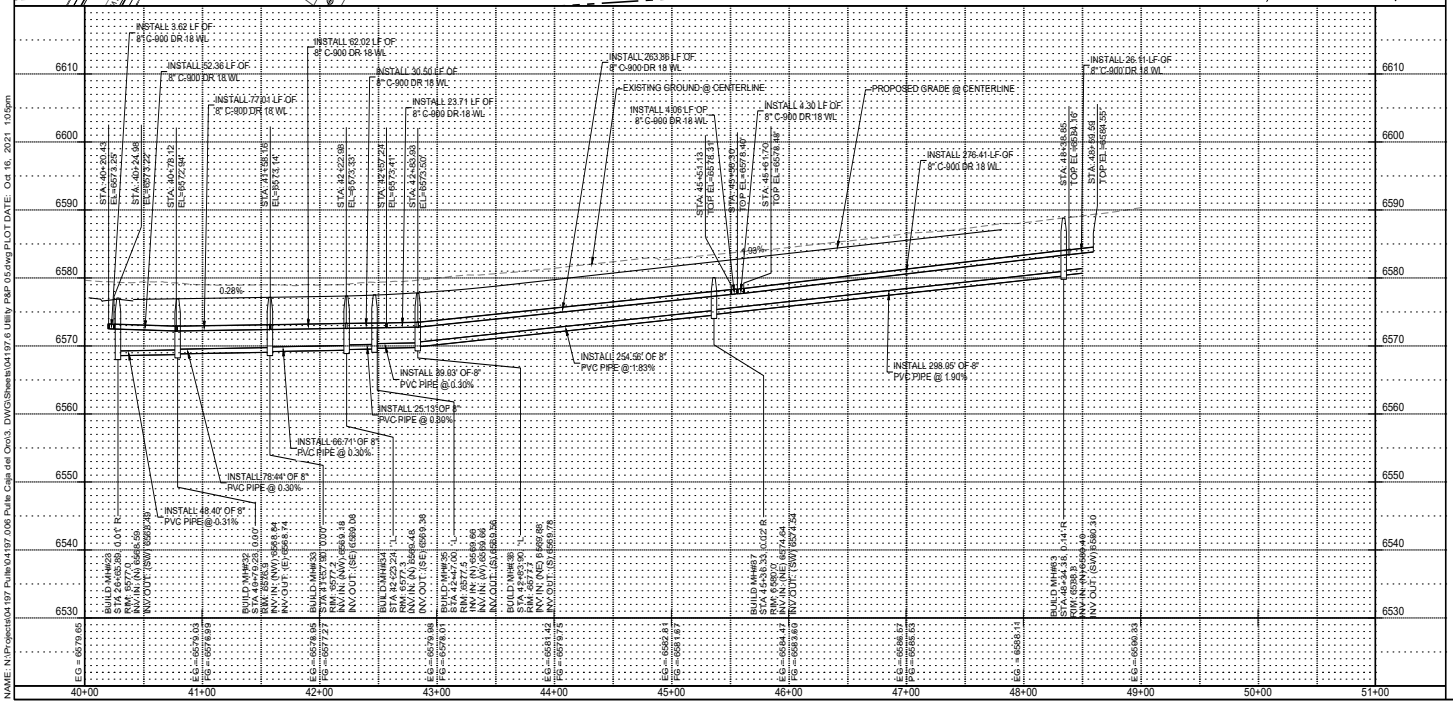
SHEET TITLE: ROADWAY TWO SANITARY SEWER & WATER LINE PLAN & PROFILE

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-116

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Utility P&P 02.dwg PLOT DATE: Oct 16, 2021 1:04pm





SEWER CONSTRUCTION NOTES

I.D.#	DESCRIPTION
2	INSTALL 8" SEWER PIPE PER STD. SPEC. SEC. 901
15	INSTALL 4' DIA. MANHOLE PER CITY OF SANTA FE STANDARD DETAIL
23	INSTALL 6" DIA. CLEAN OUT

WATER CONSTRUCTION NOTES

I.D.#	DESCRIPTION
3	INSTALL 8" WATERLINE PER STD. SPEC. SEC. 801
8	REMOVE EXISTING FITTING
9	CONNECT NEW WATERLINE TO EXISTING WATERLINE
17	INSTALL 10" x 6" REDUCER
18	INSTALL 12" x 6" REDUCER
19	INSTALL 6" CROSS
20	INSTALL 8" TEE
21	INSTALL 8" x 6" TEE
22	INSTALL 8" 90° BEND
23	INSTALL 8" 45° BEND
24	INSTALL 8" 22½° BEND
25	INSTALL 8" 11¼° BEND
26	INSTALL 8" CAP
50	"MEG A LUG" ALL FITTINGS AND JOINTS FROM TEE TO FIRE HYDRANT
56	INSTALL 6" GATE VALVE AND VALVE BOX PER CITY OF SANTA FE STD DETAIL
57	INSTALL 8" GATE VALVE AND VALVE BOX PER CITY OF SANTA FE STD DETAIL
64	INSTALL FIRE HYDRANT PER CITYOF SANTA FE STD DETAIL
65	INSTALL ¾" SINGLE WATER SERVICE PER CITY OF SANTA FE STD DETAIL
66	INSTALL ¾" DOUBLE WATER SERVICE PER CITY OF SANTA FE STD DETAIL
70	INSTALL METER BOX, COVER, & LID PER CITY OF SANTA FE STD DETAIL

GENERAL NOTES

1. ALL STATIONS AND OFFSETS ARE TO THEORETICAL FACE OF CURB (FLOWLINE) PER COA STD DWG 2415, UNLESS OTHER-WISE INDICATED.
2. SEE SHEET C-114 FOR SEWER SERVICE INVERT TABLES.

LEGEND

- WATERLINE — W
- SANITARY SEWER LINE — S
- STORMDRAIN LINE — SD
- WATER VALVE — W
- STORM DRAIN MANHOLE — D
- FIRE HYDRANT
- 3/4" SINGLE WATER SERVICE, U.N.O.
- 3/4" DOUBLE WATER SERVICE, U.N.O.
- SAS MANHOLE — S
- SANITARY SEWER SERVICE

SCALE:
HORIZONTAL: 1" = 50'
VERTICAL: 1" = 10'

REVISION

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DATE 10.18.2021

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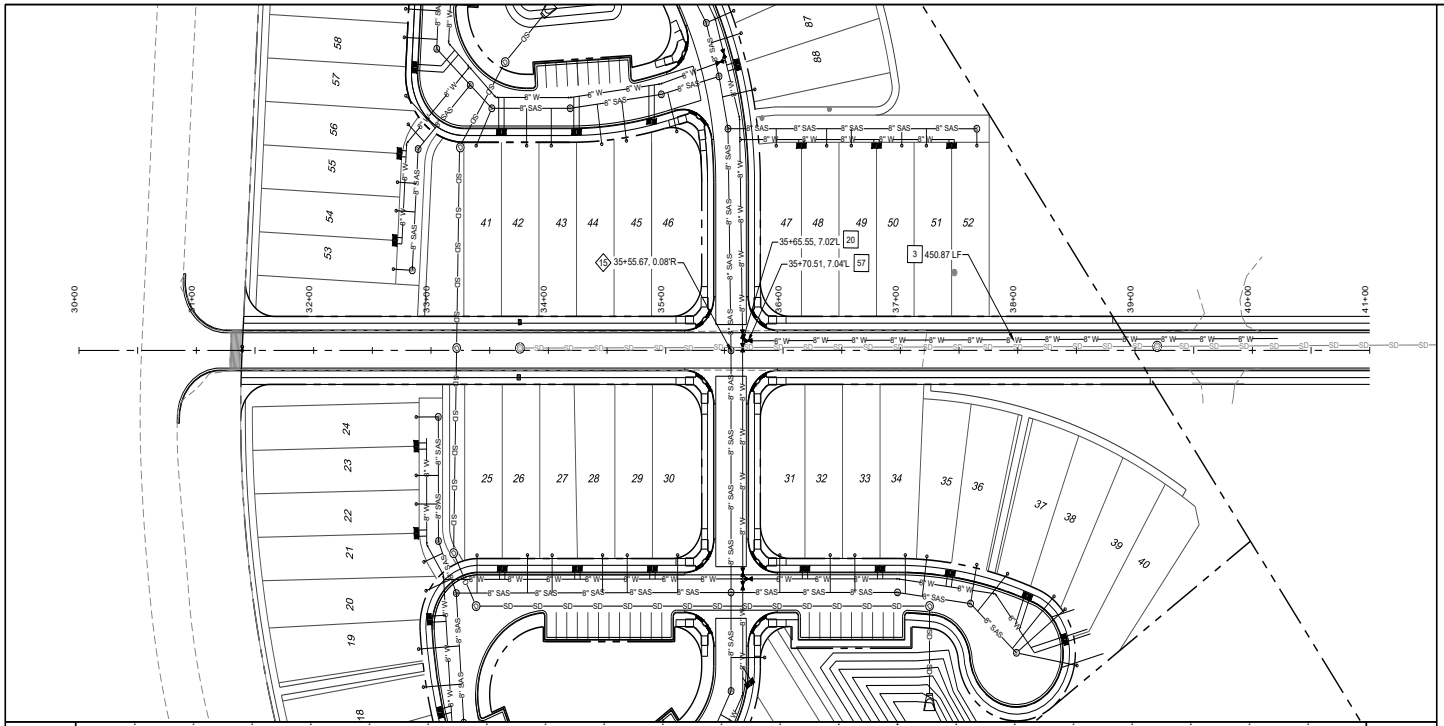
PROJECT NAME: PULTE CAJA DEL ORO

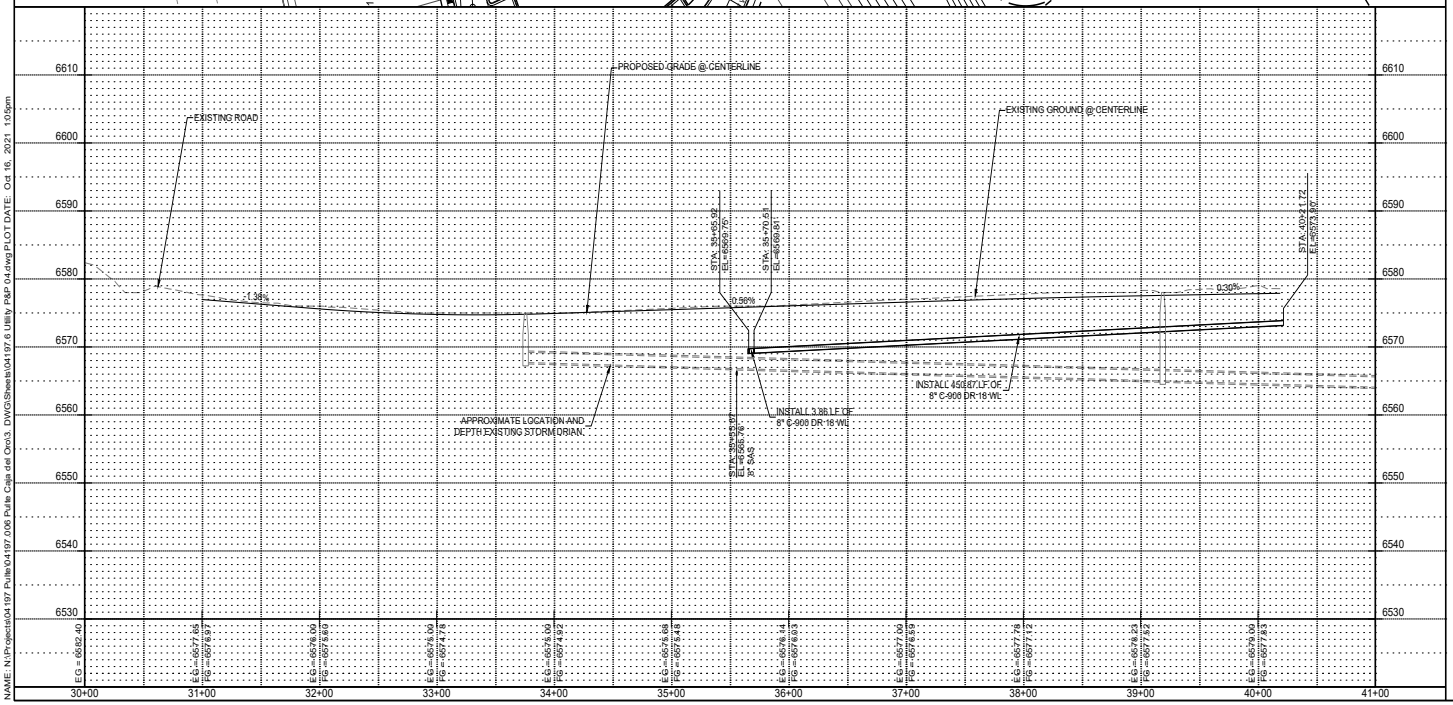
SHEET TITLE: ROADWAY THREE SANITARY SEWER & WATER LINE PLAN & PROFILE

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-117

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Utility P&P 05.dwg PLOT DATE: Oct 16, 2021 10:5pm





SEWER CONSTRUCTION NOTES

I.D.#	DESCRIPTION
4	INSTALL 8" SEWER PIPE PER STD. SPEC. SEC. 901
15	INSTALL 4' DIA. MANHOLE PER CITY OF SANTA FE STANDARD DETAIL
19	INSTALL 6" DIA. CLEAN OUT

WATER CONSTRUCTION NOTES

I.D.#	DESCRIPTION
3	INSTALL 8" WATERLINE PER STD. SPEC. SEC. 801
8	REMOVE EXISTING FITTING
9	CONNECT NEW WATERLINE TO EXISTING WATERLINE
17	INSTALL 10" x 6" REDUCER
18	INSTALL 12" x 6" REDUCER
19	INSTALL 6" CROSS
20	INSTALL 8" TEE
21	INSTALL 8" x 6" TEE
22	INSTALL 8" 90° BEND
23	INSTALL 8" 45° BEND
24	INSTALL 8" 22½° BEND
25	INSTALL 8" 11¼° BEND
26	INSTALL 8" CAP
50	"MEG A LUG" ALL FITTINGS AND JOINTS FROM TEE TO FIRE HYDRANT
56	INSTALL 6" GATE VALVE AND VALVE BOX PER CITY OF SANTA FE STD DETAIL
57	INSTALL 8" GATE VALVE AND VALVE BOX PER CITY OF SANTA FE STD DETAIL
64	INSTALL FIRE HYDRANT PER CITYOF SANTA FE STD DETAIL
65	INSTALL ¾" SINGLE WATER SERVICE PER CITY OF SANTA FE STD DETAIL
66	INSTALL ¾" DOUBLE WATER SERVICE PER CITY OF SANTA FE STD DETAIL
70	INSTALL METER BOX, COVER, & LID PER CITY OF SANTA FE STD DETAIL

GENERAL NOTES

1. ALL STATIONS AND OFFSETS ARE TO THEORETICAL FACE OF CURB (FLOWLINE) PER COA STD DWG 2415, UNLESS OTHER-WISE INDICATED.
2. SEE SHEET C-114 FOR SEWER SERVICE INVERT TABLES.

LEGEND

- WATERLINE — W
- SANITARY SEWER LINE — S
- STORMDRAIN LINE — SD
- WATER VALVE — W
- STORM DRAIN MANHOLE — D
- FIRE HYDRANT
- 3/4" SINGLE WATER SERVICE, U.N.O.
- 3/4" DOUBLE WATER SERVICE, U.N.O.
- SAS MANHOLE — S
- SANITARY SEWER SERVICE

SCALE:
HORIZONTAL: 1" = 50'
VERTICAL: 1" = 10'

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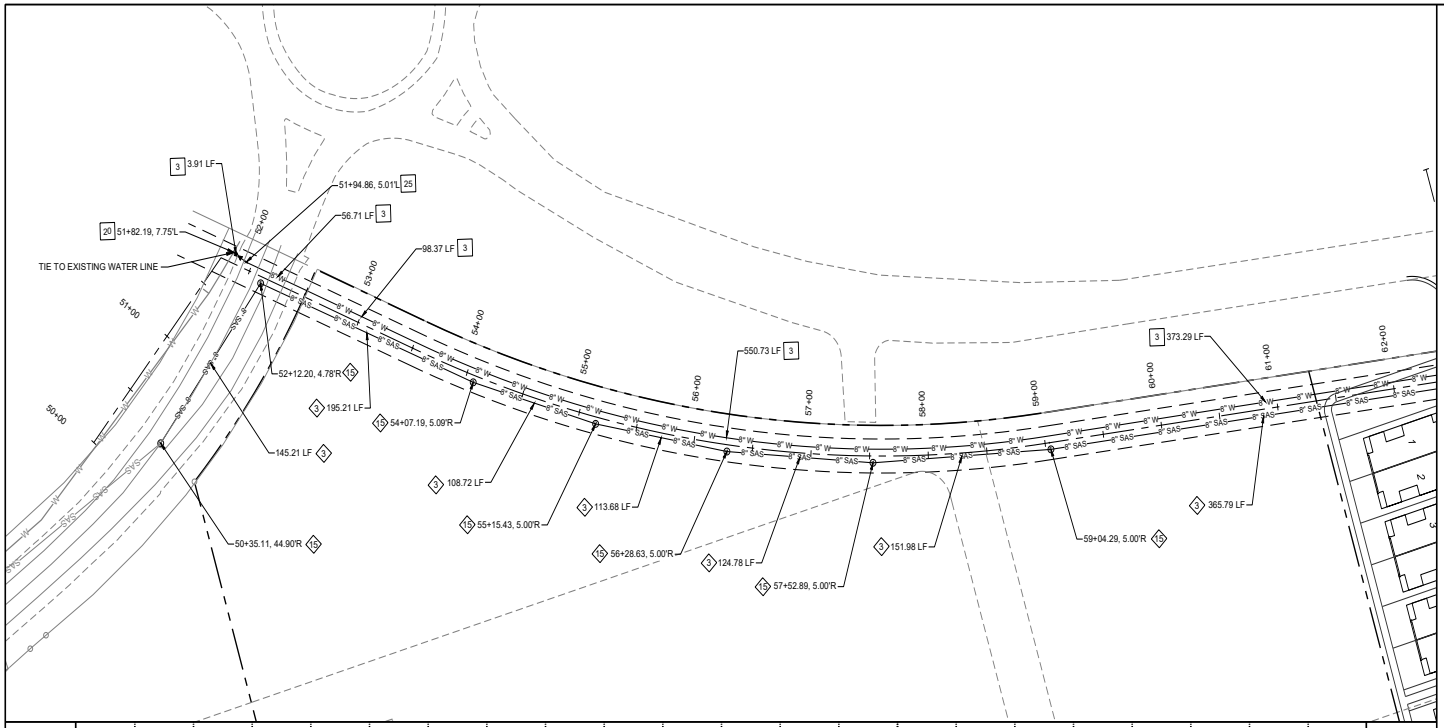
PROJECT NAME: PULTE CAJA DEL ORO

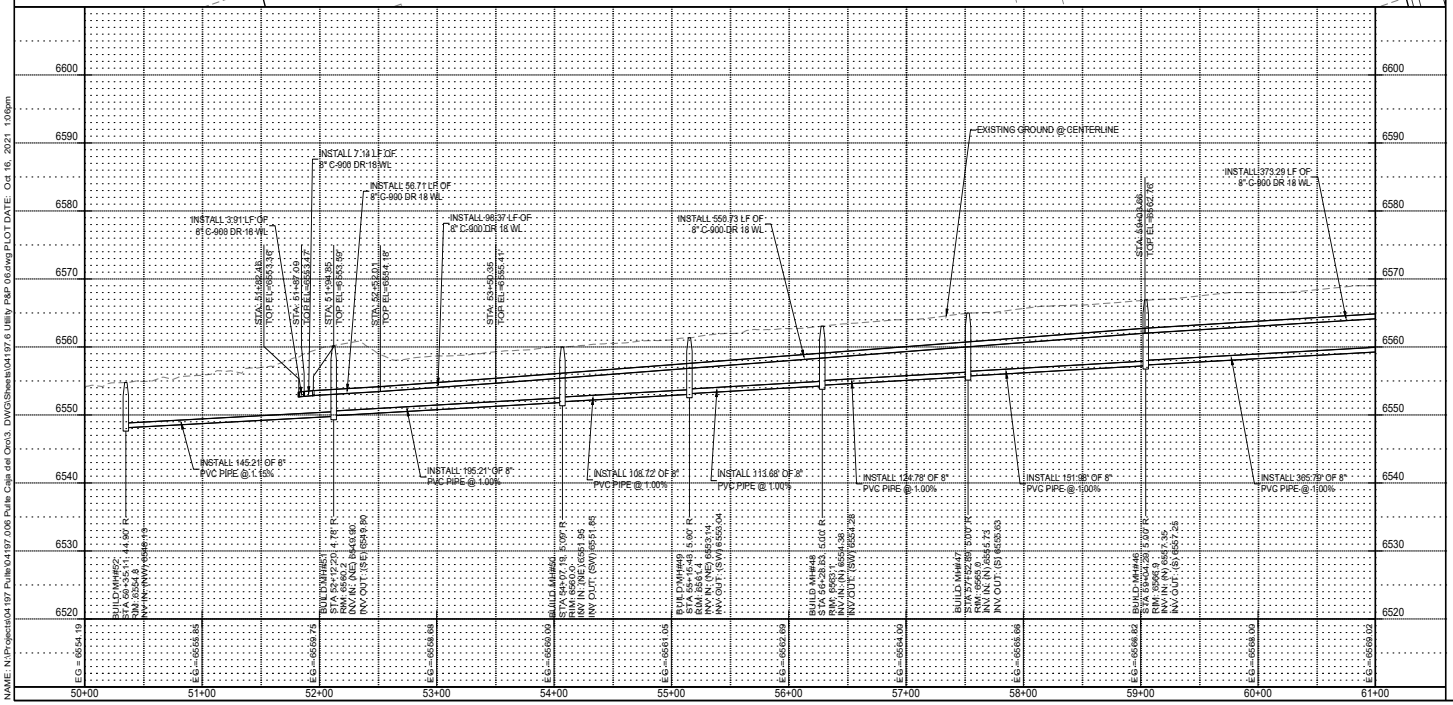
SHEET TITLE: CAJA DEL ORO GRANT ROAD WATER LINE PLAN & PROFILE

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-118

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Utility P&P 04.dwg PLOT DATE: Oct 16, 2021 10:5pm





SEWER CONSTRUCTION NOTES

I.D.#	DESCRIPTION
3	INSTALL 8" SEWER PIPE PER STD. SPEC. SEC. 901
15	INSTALL 4' DIA. MANHOLE PER CITY OF SANTA FE STANDARD DETAIL
20	INSTALL 6" DIA. CLEAN OUT

WATER CONSTRUCTION NOTES

I.D.#	DESCRIPTION
3	INSTALL 8" WATERLINE PER STD. SPEC. SEC. 801
8	REMOVE EXISTING FITTING
9	CONNECT NEW WATERLINE TO EXISTING WATERLINE
17	INSTALL 10" x 6" REDUCER
18	INSTALL 12" x 6" REDUCER
19	INSTALL 6" CROSS
20	INSTALL 8" TEE
21	INSTALL 8" x 6" TEE
22	INSTALL 8" 90° BEND
23	INSTALL 8" 45° BEND
24	INSTALL 8" 22½° BEND
25	INSTALL 8" 11¼° BEND
26	INSTALL 8" CAP
50	"MEG A LUG" ALL FITTINGS AND JOINTS FROM TEE TO FIRE HYDRANT
56	INSTALL 6" GATE VALVE AND VALVE BOX PER CITY OF SANTA FE STD DETAIL
57	INSTALL 8" GATE VALVE AND VALVE BOX PER CITY OF SANTA FE STD DETAIL
64	INSTALL FIRE HYDRANT PER CITYOF SANTA FE STD DETAIL
65	INSTALL ¾" SINGLE WATER SERVICE PER CITY OF SANTA FE STD DETAIL
66	INSTALL ¾" DOUBLE WATER SERVICE PER CITY OF SANTA FE STD DETAIL
70	INSTALL METER BOX, COVER, & LID PER CITY OF SANTA FE STD DETAIL

NOTES:

1. CONTRACTOR TO FIELD VERIFY ALL EXISTING UTILITY LOCATIONS AND DEPTHS PRIOR TO ANY CONSTRUCTION.
2. SEE SHEET C-114 FOR JOINT TABLE RESTRAINT REQUIREMENTS.

SCALE:
HORIZONTAL: 1" = 50'
VERTICAL: 1" = 10'

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DRAWN
CHECKED
DATE

DESIGN BY:
DRAWN BY:
CHECKED BY:
10.18.2021

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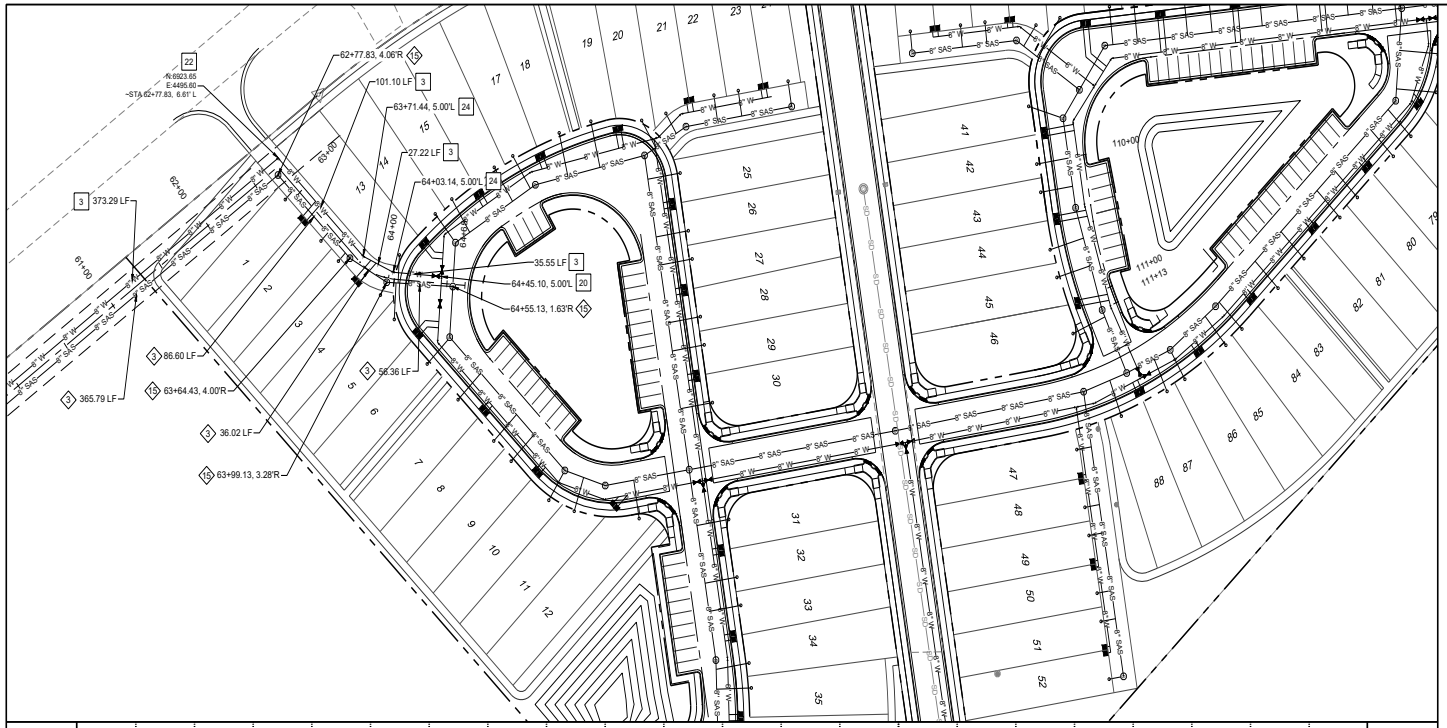
PROJECT NAME: PULTE CAJA DEL ORO

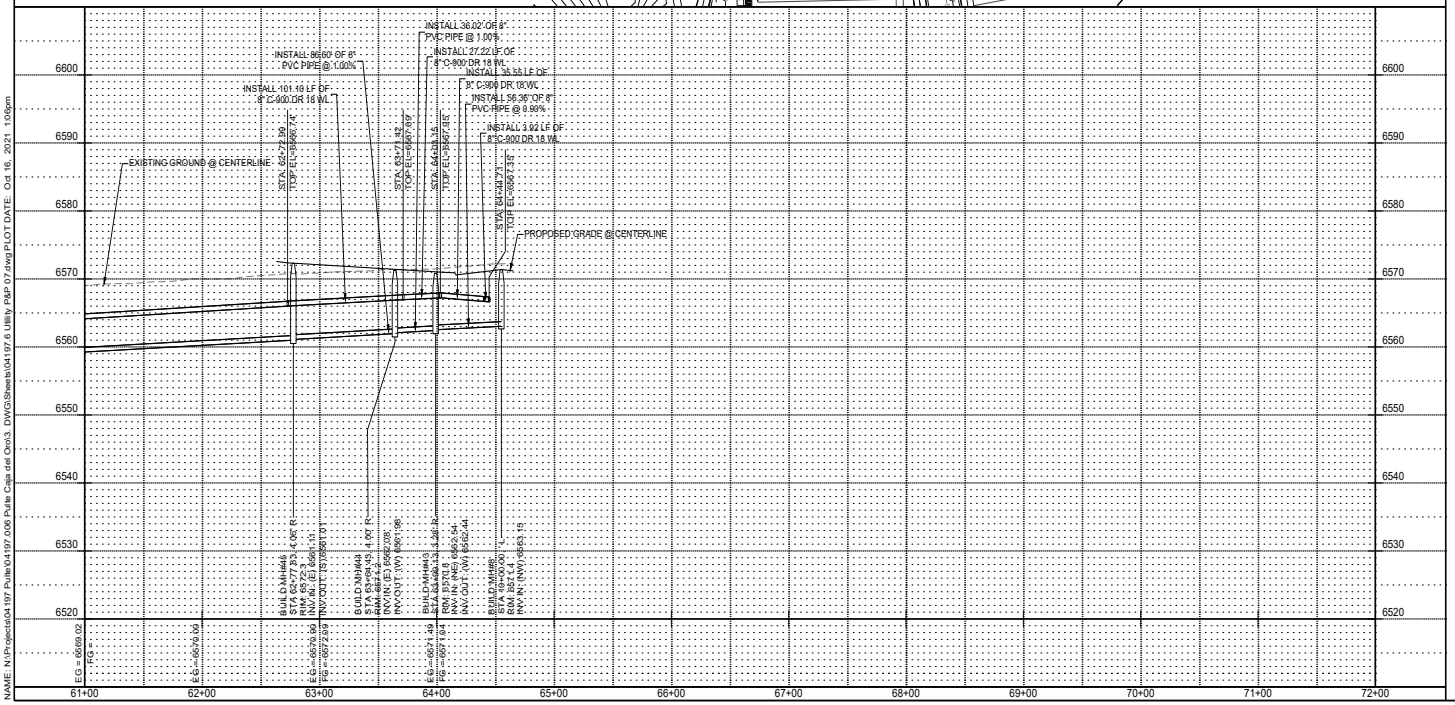
SHEET TITLE: OFFSITE SANITARY SEWER & WATER LINE PLAN & PROFILE

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-119

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Utility P&P 06.dwg PLOT DATE: Oct 16, 2021 1:06pm





SEWER CONSTRUCTION NOTES

I.D.#	DESCRIPTION
2	INSTALL 8" SEWER PIPE PER STD. SPEC. SEC. 901
15	INSTALL 4' DIA. MANHOLE PER CITY OF SANTA FE STANDARD DETAIL
22	INSTALL 6" DIA. CLEAN OUT

WATER CONSTRUCTION NOTES

I.D.#	DESCRIPTION
3	INSTALL 8" WATERLINE PER STD. SPEC. SEC. 801
8	REMOVE EXISTING FITTING
9	CONNECT NEW WATERLINE TO EXISTING WATERLINE
17	INSTALL 10" x 6" REDUCER
18	INSTALL 12" x 6" REDUCER
19	INSTALL 6" CROSS
20	INSTALL 8" TEE
21	INSTALL 8" x 6" TEE
22	INSTALL 8" 90° BEND
23	INSTALL 8" 45° BEND
24	INSTALL 8" 22½° BEND
25	INSTALL 8" 11¼° BEND
26	INSTALL 8" CAP
50	"MEG A LUG" ALL FITTINGS AND JOINTS FROM TEE TO FIRE HYDRANT
56	INSTALL 6" GATE VALVE AND VALVE BOX PER CITY OF SANTA FE STD DETAIL
57	INSTALL 8" GATE VALVE AND VALVE BOX PER CITY OF SANTA FE STD DETAIL
64	INSTALL FIRE HYDRANT PER CITYOF SANTA FE STD DETAIL
65	INSTALL ¾" SINGLE WATER SERVICE PER CITY OF SANTA FE STD DETAIL
66	INSTALL ¾" DOUBLE WATER SERVICE PER CITY OF SANTA FE STD DETAIL
70	INSTALL METER BOX, COVER, & LID PER CITY OF SANTA FE STD DETAIL

NOTES:

1. CONTRACTOR TO FIELD VERIFY ALL EXISTING UTILITY LOCATIONS AND DEPTHS PRIOR TO ANY CONSTRUCTION.
2. SEE SHEET C-114 FOR JOINT TABLE RESTRAINT REQUIREMENTS.

SCALE:
HORIZONTAL: 1" = 50'
VERTICAL: 1" = 10'

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DATE 10.16.2021

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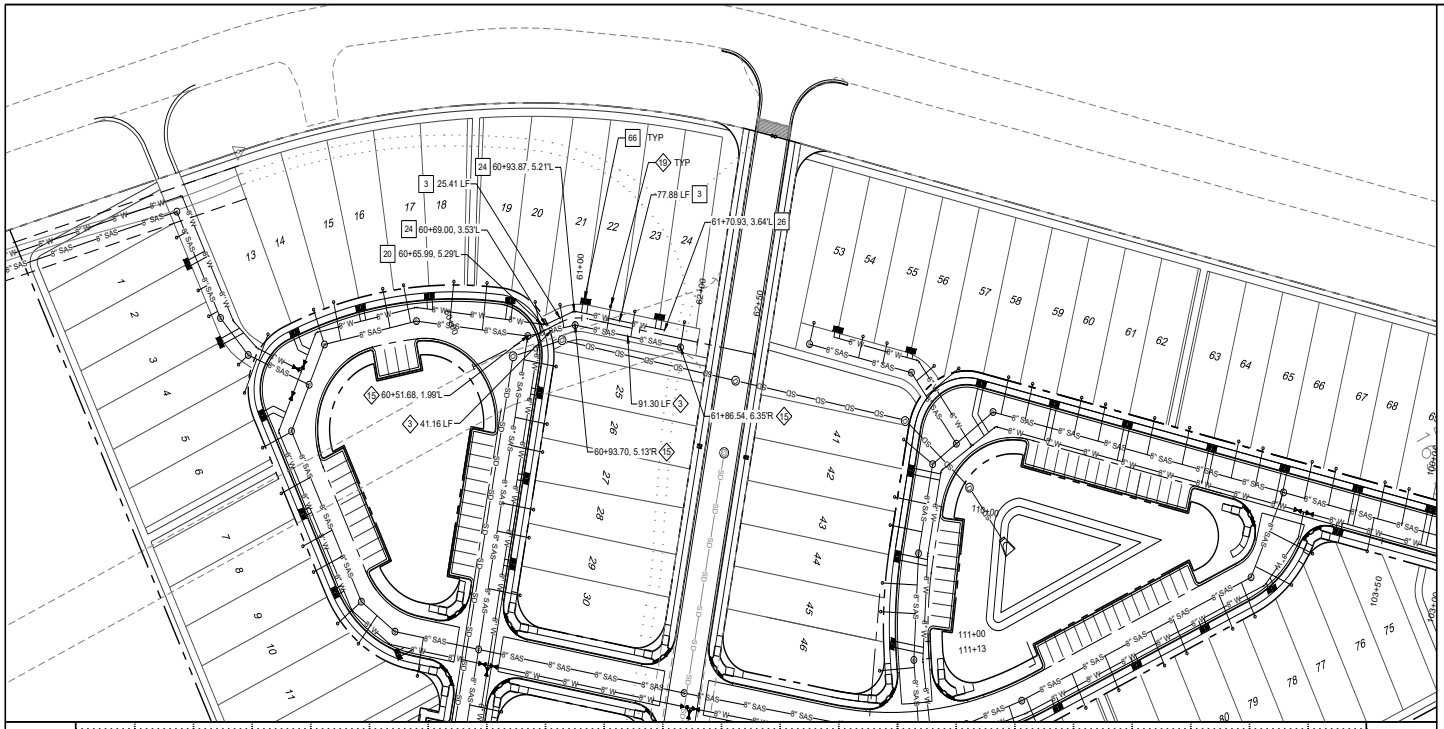
PROJECT NAME: PULTE CAJA DEL ORO

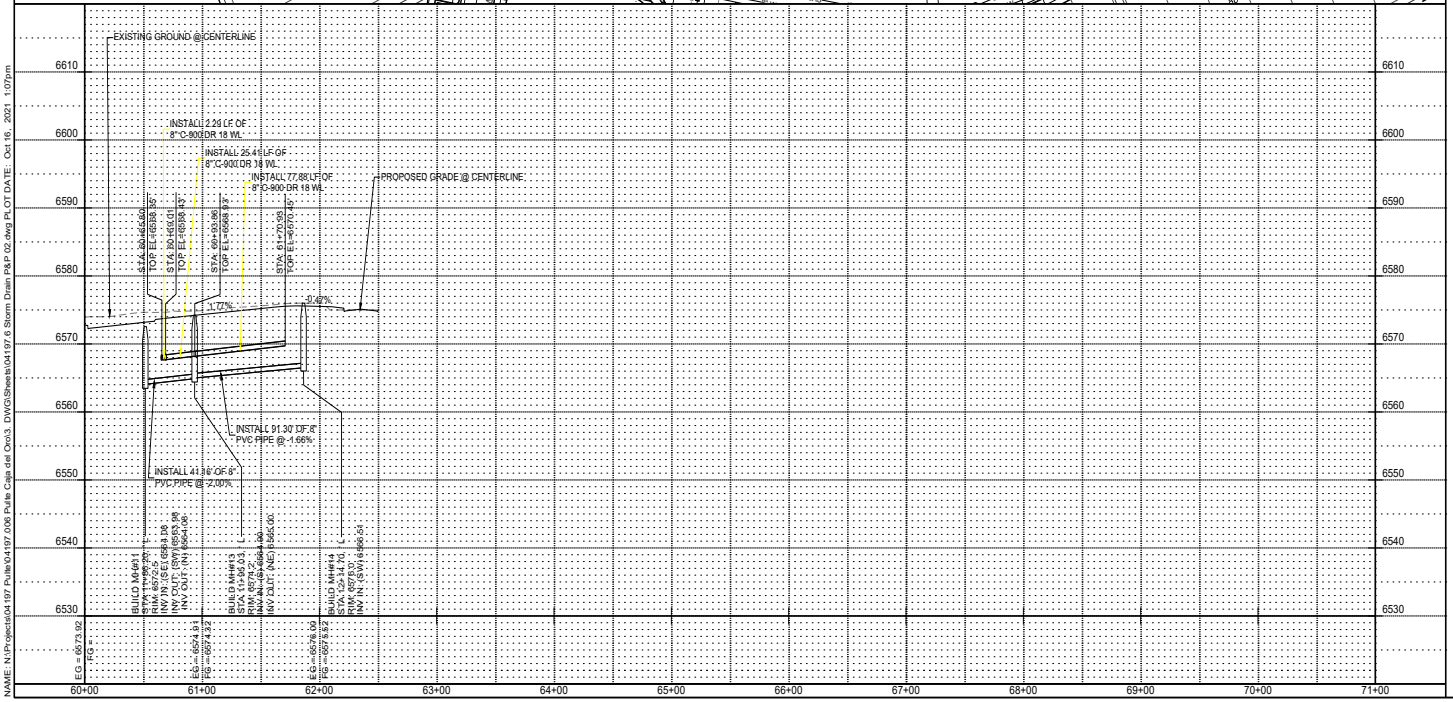
SHEET TITLE: OFFSITE SANITARY SEWER & WATER LINE PLAN & PROFILE

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-120

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Utility P&P 07.dwg PLOT DATE: Oct 16, 2021 10:6pm





NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Storm Drain P&P 02.dwg PLOT DATE: Oct 16, 2021 1:07pm

SEWER CONSTRUCTION NOTES

I.D.#	DESCRIPTION
2	INSTALL 8" SEWER PIPE PER STD. SPEC. SEC. 901
15	INSTALL 4' DIA. MANHOLE PER CITY OF SANTA FE STANDARD DETAIL
19	INSTALL 6" DIA. CLEAN OUT

WATER CONSTRUCTION NOTES

I.D.#	DESCRIPTION
3	INSTALL 8" WATERLINE PER STD. SPEC. SEC. 801
8	REMOVE EXISTING FITTING
9	CONNECT NEW WATERLINE TO EXISTING WATERLINE
17	INSTALL 10" x 6" REDUCER
18	INSTALL 12" x 6" REDUCER
19	INSTALL 6" CROSS
20	INSTALL 8" TEE
21	INSTALL 8" x 6" TEE
22	INSTALL 8" 90° BEND
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65	INSTALL ¾" SINGLE WATER SERVICE PER CITY OF SANTA FE STD DETAIL
66	INSTALL ¾" DOUBLE WATER SERVICE PER CITY OF SANTA FE STD DETAIL
70	INSTALL METER BOX, COVER, & LID PER CITY OF SANTA FE STD DETAIL

GENERAL NOTES

1. ALL STATIONS AND OFFSETS ARE TO THEORETICAL FACE OF CURB (FLOWLINE) UNLESS OTHER-WISE INDICATED.
2. SEE SHEET C-114 FOR SEWER SERVICE INVERT TABLES.

LEGEND

- WATERLINE — W
- SANITARY SEWER LINE — S
- STORMDRAIN LINE — SD
- WATER VALVE — W
- STORM DRAIN MANHOLE — D
- FIRE HYDRANT
- 3/4" SINGLE WATER SERVICE, U.N.O.
- 3/4" DOUBLE WATER SERVICE, U.N.O.
- SAS MANHOLE — S
- SANITARY SEWER SERVICE

SCALE:
HORIZONTAL: 1" = 50'
VERTICAL: 1" = 10'

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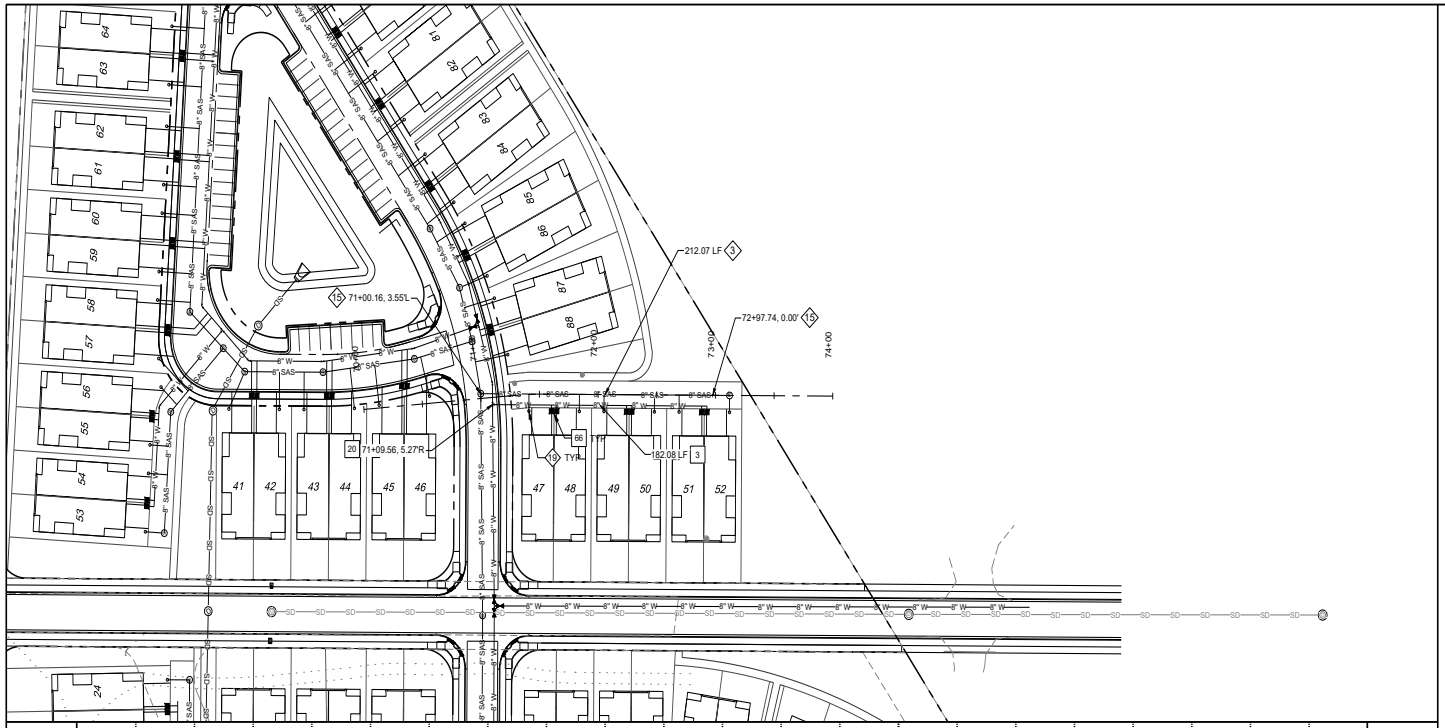
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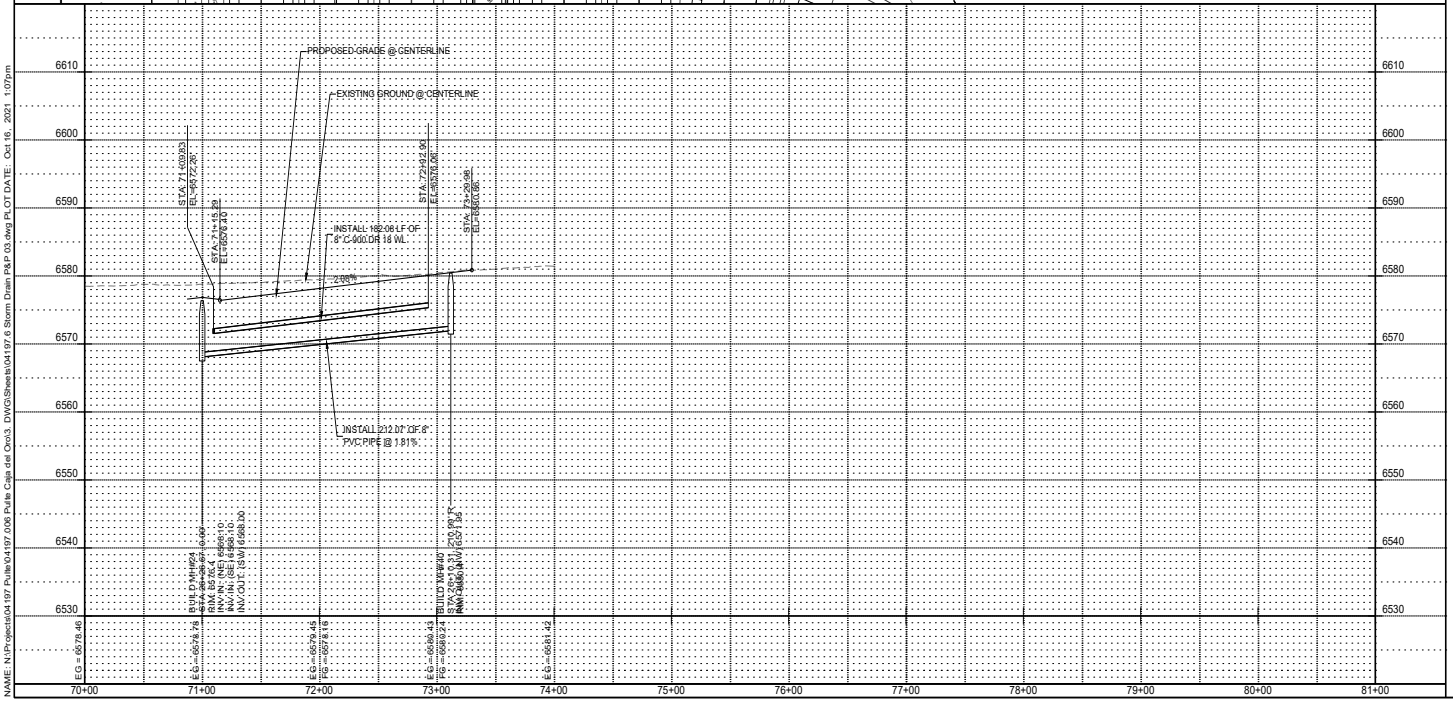
PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: ALLEY 1.1 SANITARY SEWER PLAN & PROFILE

SUBMITTED FOR: ALLEY 1.1 SANITARY SEWER PLAN & PROFILE

SHEET NUMBER: C-121





SEWER CONSTRUCTION NOTES

I.D.#	DESCRIPTION
3	INSTALL 8" SEWER PIPE PER STD. SPEC. SEC. 901
15	INSTALL 4' DIA. MANHOLE PER CITY OF SANTA FE STANDARD DETAIL
19	INSTALL 6" DIA. CLEAN OUT

WATER CONSTRUCTION NOTES

I.D.#	DESCRIPTION
3	INSTALL 8" WATERLINE PER STD. SPEC. SEC. 801
8	REMOVE EXISTING FITTING
9	CONNECT NEW WATERLINE TO EXISTING WATERLINE
17	INSTALL 10" x 6" REDUCER
18	INSTALL 12" x 6" REDUCER
19	INSTALL 6" CROSS
20	INSTALL 8" TEE
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23	INSTALL 8" 45° BEND
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70	INSTALL METER BOX, COVER, & LID PER CITY OF SANTA FE STD DETAIL

GENERAL NOTES

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2. SEE SHEET C-114 FOR SEWER SERVICE INVERT TABLES.

LEGEND

WATERLINE — W
SANITARY SEWER LINE — S
STORMDRAIN LINE — SD
WATER VALVE — W
STORM DRAIN MANHOLE
FIRE HYDRANT
3/4" SINGLE WATER SERVICE, U.N.O.
3/4" DOUBLE WATER SERVICE, U.N.O.
SAS MANHOLE
SANITARY SEWER SERVICE

SCALE:
HORIZONTAL: 1" = 50'
VERTICAL: 1" = 10'

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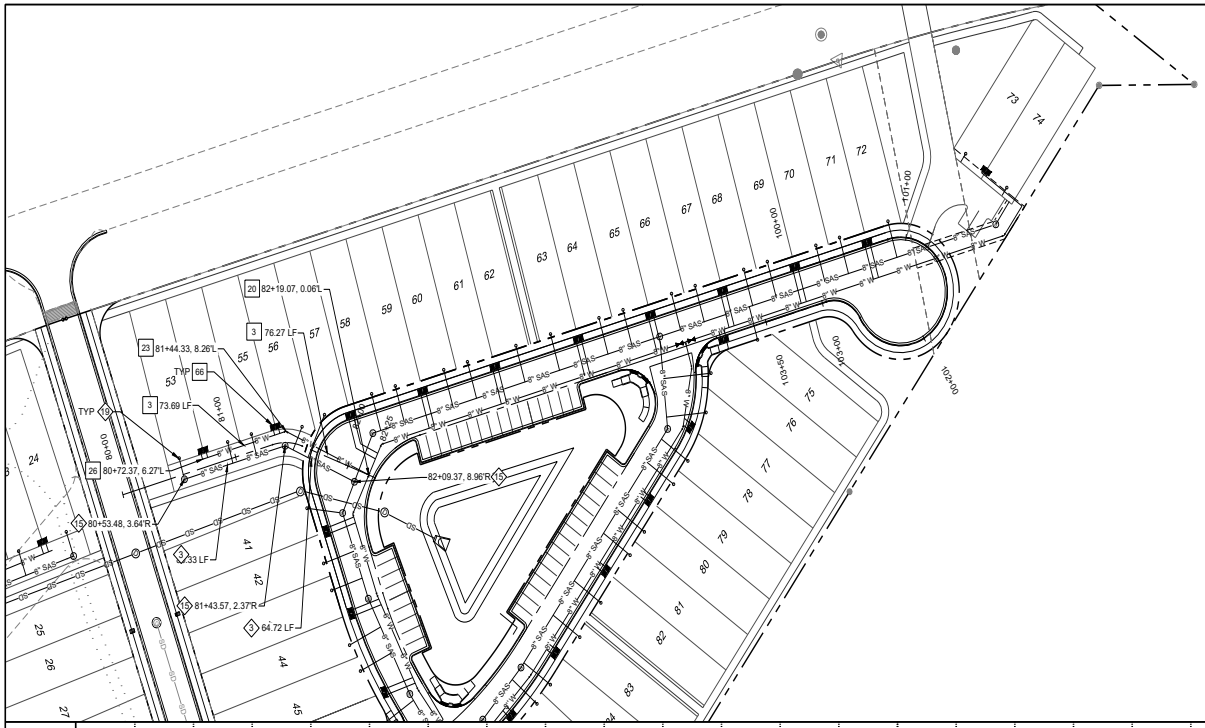
PROJECT NAME: PULTE CAJA DEL ORO

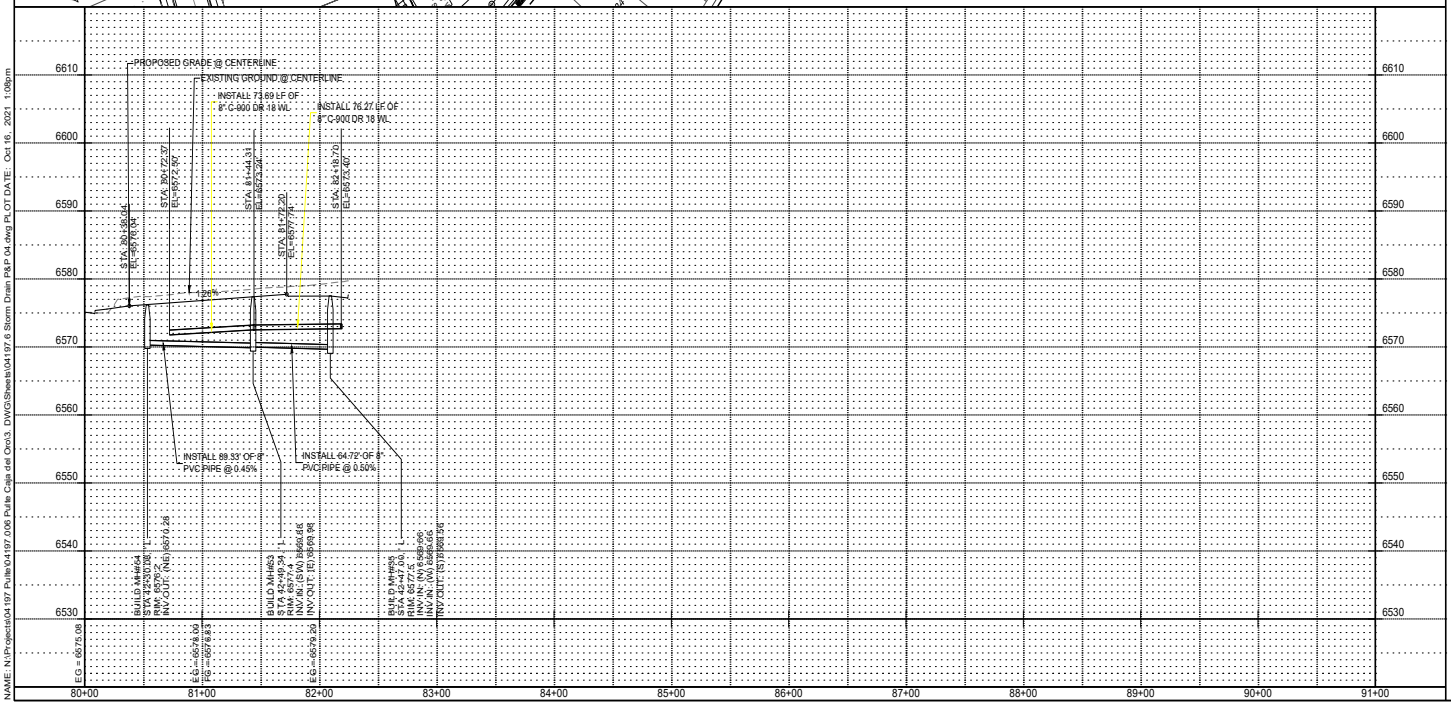
SHEET TITLE: ALLEY 2.1 SANITARY SEWER PLAN & PROFILE

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-122

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Storm Drain P&P 03.dwg PLOT DATE: Oct 16, 2021 1:07pm





NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Storm Drain P&P 04.dwg PLOT DATE: Oct 16, 2021 1:08pm

SEWER CONSTRUCTION NOTES

I.D.#	DESCRIPTION
2	INSTALL 8" SEWER PIPE PER STD. SPEC. SEC. 901
15	INSTALL 4' DIA. MANHOLE PER CITY OF SANTA FE STANDARD DETAIL
16	INSTALL 6" DIA. CLEAN OUT

WATER CONSTRUCTION NOTES

I.D.#	DESCRIPTION
3	INSTALL 8" WATERLINE PER STD. SPEC. SEC. 801
8	REMOVE EXISTING FITTING
9	CONNECT NEW WATERLINE TO EXISTING WATERLINE
17	INSTALL 10" x 6" REDUCER
18	INSTALL 12" x 6" REDUCER
19	INSTALL 6" CROSS
20	INSTALL 8" TEE
21	INSTALL 8" x 6" TEE
22	INSTALL 8" 90° BEND
23	INSTALL 8" 45° BEND
24	INSTALL 8" 22½° BEND
25	INSTALL 8" 11¼° BEND
26	INSTALL 8" CAP
50	"MEG A LUG" ALL FITTINGS AND JOINTS FROM TEE TO FIRE HYDRANT
56	INSTALL 6" GATE VALVE AND VALVE BOX PER CITY OF SANTA FE STD DETAIL
57	INSTALL 8" GATE VALVE AND VALVE BOX PER CITY OF SANTA FE STD DETAIL
64	INSTALL FIRE HYDRANT PER CITYOF SANTA FE STD DETAIL
65	INSTALL ¾" SINGLE WATER SERVICE PER CITY OF SANTA FE STD DETAIL
66	INSTALL ¾" DOUBLE WATER SERVICE PER CITY OF SANTA FE STD DETAIL
70	INSTALL METER BOX, COVER, & LID PER CITY OF SANTA FE STD DETAIL

GENERAL NOTES

1. ALL STATIONS AND OFFSETS ARE TO THEORETICAL FACE OF CURB (FLOWLINE) UNLESS OTHER-WISE INDICATED.
2. SEE SHEET C-114 FOR SEWER SERVICE INVERT TABLES.

LEGEND

- WATERLINE — W
- SANITARY SEWER LINE — S
- STORMDRAIN LINE — SD
- WATER VALVE — W
- STORM DRAIN MANHOLE — D
- FIRE HYDRANT
- 3/4" SINGLE WATER SERVICE, U.N.O.
- 3/4" DOUBLE WATER SERVICE, U.N.O.
- SAS MANHOLE — S
- SANITARY SEWER SERVICE

SCALE:
HORIZONTAL: 1" = 50'
VERTICAL: 1" = 10'

REVISION

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 10.18.2021

RESPEC
COMMUNITY DESIGN & SOLUTIONS
601 JEFFERSON STREET SUITE 101
LAFAYETTE, LOUISIANA 70501
WWW.RESPEC.COM PHONE (800)283-9768

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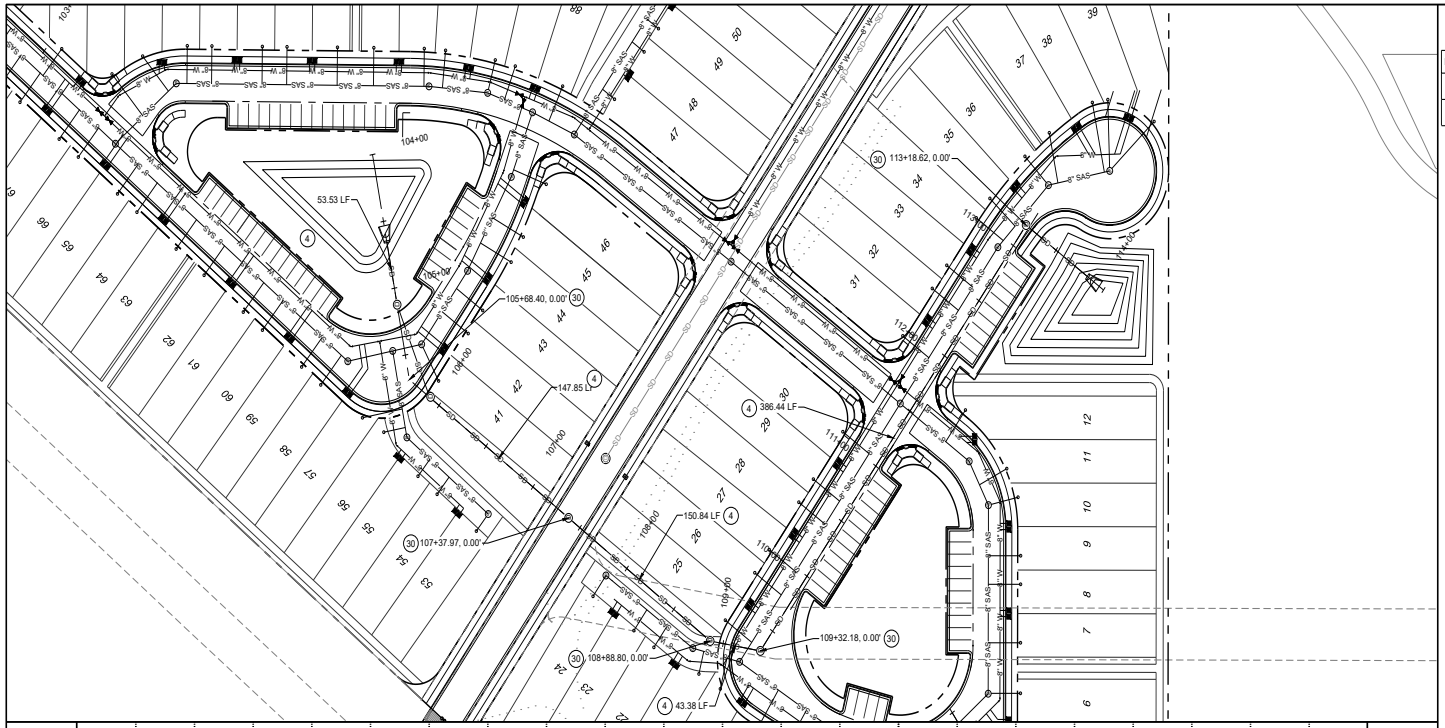
nm811 Know what's below. Call before you dig.

PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: ALLEY 3.1 SANITARY SEWER PLAN & PROFILE

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-123



STORM DRAIN CONSTRUCTION NOTES

I.D.#	DESCRIPTION
4	INSTALL 24" STORM DRAIN PIPE
30	INSTALL 4' DIA. MANHOLE PER NM APWA STD. DTL. 2101

NOTES:

1. CONTRACTOR TO FIELD VERIFY ALL EXISTING UTILITY LOCATIONS AND DEPTHS PRIOR TO ANY CONSTRUCTION.
2. SEE SHEET C-114 FOR JOINT TABLE RESTRAINT REQUIREMENTS.

SCALE:
HORIZONTAL: 1" = 50'
VERTICAL: 1" = 10'

REVISION

DESIGNED BY
DRAWN BY
CHECKED BY
DATE 10.18.2021

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6971 JEFFERSON STREET SUITE 101
ALBUQUERQUE, NEW MEXICO 87109
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PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: ONSITE STORM DRAIN PLAN & PROFILE

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-124

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Storm Drain P&P 01.dwg PLOT DATE: Oct 16, 2021 1:08pm

STORM WATER POLLUTION PREVENTION PLAN:

CAJA DEL ORO
SANTA FE, NEW MEXICO

SITE AND PROJECT DESCRIPTION

THE EXISTING SITE IS DISTURBED EARTHWORK IN SUPPORT OF THE CONSTRUCTION FOR CAJA DEL ORO. THE SANTA FE RIVER IS SOUTH OF THE SITE.

LOCATION:

LANDS OF DON JUAN LYING WITHIN
SECTION 31, T17N, R9E, N.M.P.M.
CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO

16.21 ACRES



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 OF 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.

BMP 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 RE 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. WATER DOWN EXPOSED AREAS IS REQUIRED TO PREVENT THE BLOWING OF DUST OR SEDIMENT.
6. PROTECTION FROM 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.

DESIGNED SEG
DRAWN SEG
CHECKED JK
DATE 10.18.2021

REVISION

RESPEC
COMMUNITY DESIGN & SOLUTIONS
6121 JEFFERSON STREET SUITE 101
ALBUQUERQUE, NEW MEXICO 87109
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PROJ. #: ####

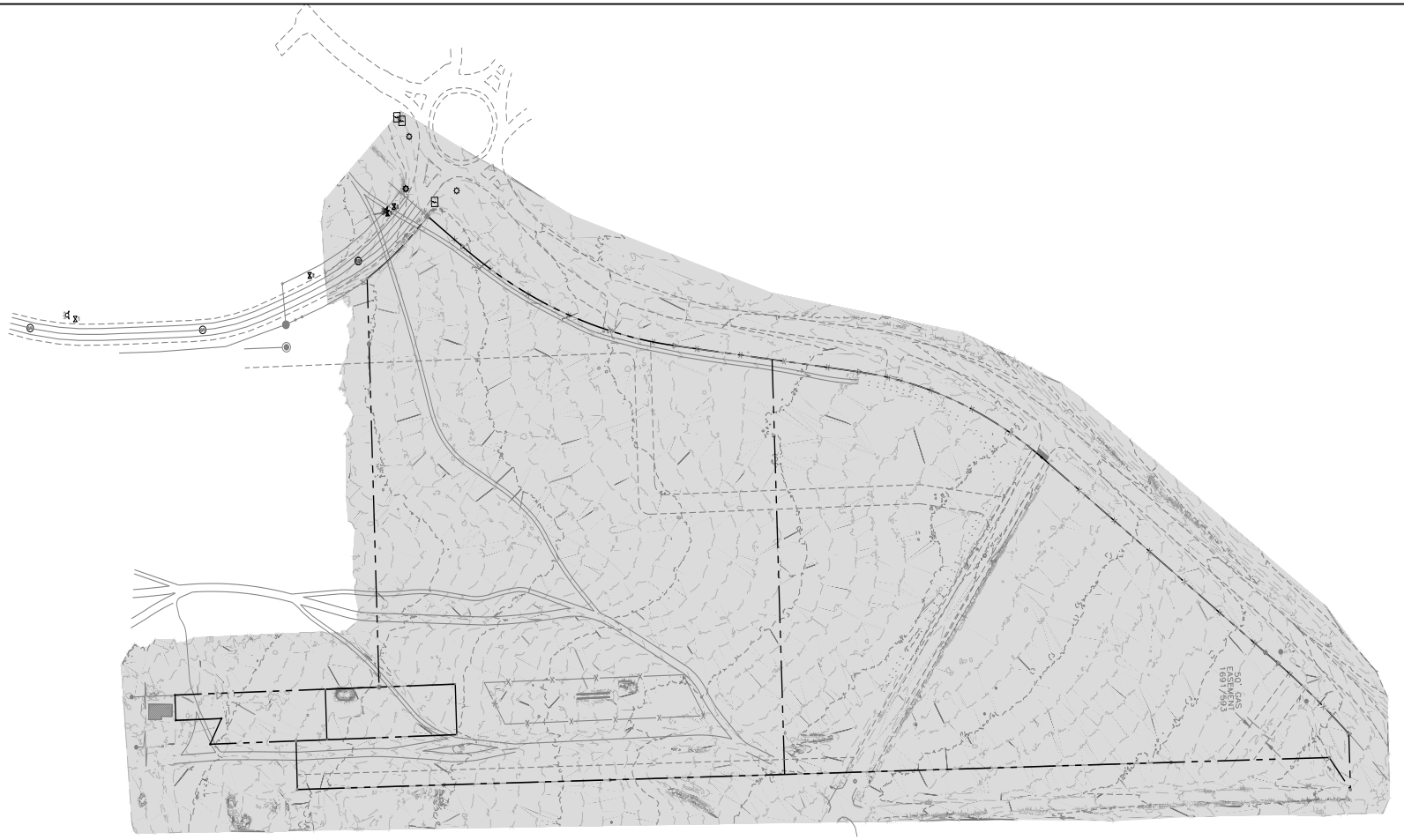
PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-125

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Temporary Erosion Control Plan.dwg PLOT DATE: Oct 16, 2021 1:08pm



0 120 240
SCALE: 1" = 120'

Slopes Table				
Number	Minimum Slope	Maximum Slope	Color	Remarks
1	0.00%	20.00%		
2	20.00%	30.00%		Man Made Slope
3	30.00%	99999900.00%		Man Made Slope

DESIGNED SEG
DRAWN SEG
CHECKED JL
DATE 10.18.2021

REVISION

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PROJ. #: ####

PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: SLOPE ANALYSIS PLAN

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-126

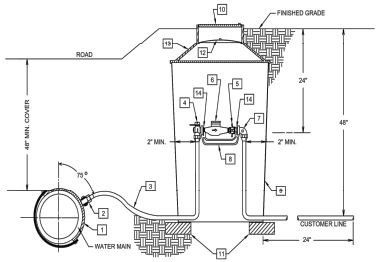
NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Caja del Oro Slope.dwg PLOT DATE: Oct 16, 2021 1:09pm

GENERAL NOTES

1. CONTRACTOR SHALL NOTIFY THE SANGRE DE CRISTO WATER (SDCW) FIVE (5) DAYS PRIOR TO COMMENCEMENT OF WORK.
2. CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE SDCW CONSTRUCTION STANDARDS AND SPECIFICATIONS.
3. ALL EASEMENTS SHALL BE DEDICATED, CLEARED, GRADED AND STAKED PRIOR TO WATER LINE INSTALLATION.
4. ALL STREETS SHALL BE CUT TO WITHIN ±6" OF FINAL GRADE PRIOR TO WATER LINE INSTALLATION.
5. LOT CORNERS SHALL BE STAKED PRIOR TO SERVICE LINE INSTALLATION. CURB, GUTTER AND DRIVEWAY APRON SHALL BE INSTALLED PRIOR TO SERVICE LINE INSTALLATION UNLESS OTHERWISE APPROVED IN WRITING BY SDCW.
6. CONTRACTOR (DEVELOPER) SHALL PROVIDE CONSTRUCTION STAKING UTILIZING THE APPROPRIATE RIGHT-OF-WAY MAPS, SIGNED PLATS AND SDCW DRAWINGS.
7. MATERIAL SUBMITTALS SHALL BE APPROVED BY SDCW PRIOR TO CONSTRUCTION.
8. CONTACT **NEW MEXICO ONE CALL AT 811** TWO (2) WORKING DAYS IN ADVANCE OF CONSTRUCTION FOR UTILITY SPOTS.
9. PRESSURE REGULATORS SHALL BE INSTALLED ON ALL SERVICES DOWNSTREAM FROM THE METER.
10. A MINIMUM OF 4 FEET COVER TO TOP OF PIPE SHALL BE MAINTAINED ON ALL WATER MAINS AND SERVICES.
11. CONTRACTOR SHALL SUBMIT AS-BUILT CONSTRUCTION PACKET WITHIN FIVE (5) DAYS OF COMPLETION OF CONSTRUCTION INCLUDING: VALVE TIES, AS-BUILT DRAWINGS (INCLUDING, BUT NOT LIMITED TO: FITTING-TO-FITTING MEASUREMENTS, SERVICE-TO-SERVICE MEASUREMENTS, CENTER OF MAIN TO CENTER OF SERVICE MEASUREMENTS, LENGTH OF MAIN INSTALLED, FITTINGS INSTALLED, ETC.) AND POTABILITY RESULTS.
12. ALL VALVE BOXES SHALL BE BROUGHT UP TO GRADE AFTER FIRST COURSE OF ASPHALT AND BEFORE FINAL COURSE OF ASPHALT.
13. FIRE HYDRANTS SHALL BE NUMBERED USING REFLECTIVE NUMERALS. THE REFLECTIVE NUMERALS SHALL BE OBTAINED BY THE CONTRACTOR FOR THE SDCW FIELD REPRESENTATIVE AT THE TIME THE NOTICE TO PROCEED (NTP) IS ISSUED. NUMBERS SHALL BE LEGIBLE FROM THE ROAD. PRIOR TO INSTALLING NUMBERS, FIRE HYDRANTS SHALL BE PAINTED.
14. A MECHANICAL RESTRAINT SYSTEM SHALL BE UTILIZED ON FITTINGS AND PIPING FOR THRUST RESTRAINT. CONCRETE THRUST BLOCKING SHALL BE USED ONLY FOR SPECIAL CONDITIONS (E.G. CAPS WHERE MAIN WILL BE EXTENDED IN THE FUTURE) AS SPECIFICALLY APPROVED BY SDCW.
15. ANY FIELD CHANGES TO THESE PLANS REQUIRE APPROVAL OF BOTH THE DESIGN ENGINEER AND SDCW.
16. WORK ON SDCW FACILITIES SHALL NOT BEGIN UNTIL SDCW HAS ISSUED A NTP TO THE APPROVED UTILITY CONTRACTOR.

SANGRE DE CRISTO WATER DIVISION
CITY OF SANTA FE, NEW MEXICO
STANDARD DETAILS

GENERAL NOTES — 01



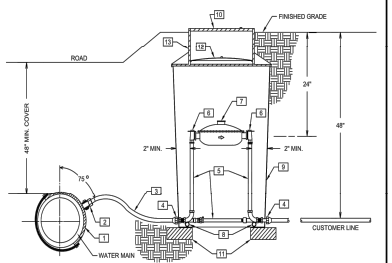
NOTE: SEE SERVICE LOCATION DETAIL FOR PLACEMENT DIMENSIONS AND DIRECTIONS.

ITEM

1. 1" SERVICE SADDLE
2. 1" CORORATION STOP (A.W.W.A. TAPERED THREAD)
3. 1" COPPER TUBING (TYPE " K ")
4. 1" ANGLE VALVE
5. 3/4" EXPANSION CONNECTION
6. 3/4" SEALED REGISTER WATER METER (FURNISHED & INSTALLED BY SDCW)
7. 1" ANGLE ELL WITH TEST VALVE
8. 1" CAST IRON METER YOKE
9. 24" DIA. X 36" METER BOX
10. POLYMER LID (12-5/16" DIA.)
11. BLOCKS - USE AS DIRECTED BY SDCW
12. INNER ALUMINUM FROST LID
13. DOUBLE LID COVER (20" DIA. X 11-1/2" DIA. INNER OPENING) WITH EXTENSION RING (20" DIA. X 24" DIA.)
14. 1" X 3/4" METER ADAPTER

SANGRE DE CRISTO WATER DIVISION
CITY OF SANTA FE, NEW MEXICO
STANDARD DETAILS

3/4" SINGLE SERVICE — 02A



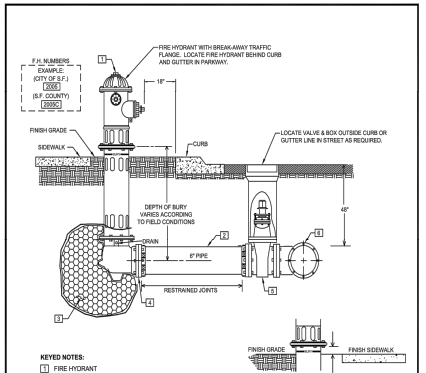
NOTE: SEE SERVICE LOCATION DETAIL FOR PLACEMENT DIMENSIONS AND DIRECTIONS.

ITEM

1. 2" SERVICE SADDLE
2. 2" CORORATION STOP (A.W.W.A. TAPERED THREAD)
3. 2" COPPER TUBING (TYPE " K ")
4. 2" ADAPTER COUPLING
5. 2" PREFABRICATED METER SETTER (NO BY-PASS)
6. 2" BALL ANGLE VALVE (2 TOTAL)
7. 2" SEALED REGISTER WATER METER - 17" FLANGE-TO-FLANGE SPACING (METER FURNISHED & INSTALLED BY SDCW)
8. 1" GALVANIZED PIPE 24" LONG
9. 36" DIA. X 36" METER BOX
10. 20" DIA. POLYMER LID
11. BLOCKS - USE AS DIRECTED BY SDCW
12. INNER METAL FROST LID
13. 36" DIA. X 20" DIA. MONITOR COVER

SANGRE DE CRISTO WATER DIVISION
CITY OF SANTA FE, NEW MEXICO
STANDARD DETAILS

2" SINGLE SERVICE — 05



FIRE HYDRANT DETAIL

KEYED NOTES:

1. FIRE HYDRANT
2. 6" PIPE
3. 1/2 CUBIC YARD 3/8" GRAVEL DRAIN W/ 10 MIL PLASTIC SHEET
4. 6" MJ RETAINER AND 6" HARNESS (IF REQUIRED)
5. 6" MJ x FL GATE VALVE & BOX
6. TEE: MJ RUN W/ 6" FLANGE OUTLET

CONSTRUCTION NOTES:

A - FIRE HYDRANT SHALL NOT BE INSTALLED NEAR ANY STRUCTURES AND SHALL HAVE A MINIMUM 36" CLEAR SPACE IN ALL DIRECTIONS.

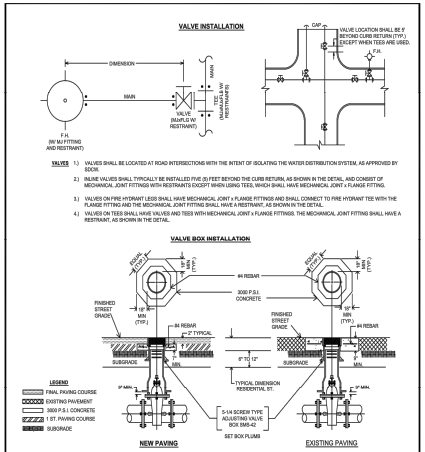
B - LOCATE HYDRANT 18" BEHIND BACK OF CURB UNLESS OTHERWISE SHOWN ON PLANS OR SPECIFICALLY DIRECTED BY S.D.C.W. HYDRANT TO BE SET PLUMB AND AT PROPER ELEVATION (ELEVATION PROVIDED BY DEVELOPER). HYDRANTS INSTALLED AS PART OF A NEW DEVELOPMENT/EXTENSION SHALL BE A STANDARD 5' BURY HYDRANT AND SHALL BE SET TO FINISHED GRADE WITHOUT THE USE OF HYDRANT EXTENSIONS (IF AN ADJUSTMENT IS REQUIRED, RE-LAY THE WATER MAIN AND FIRE HYDRANT LEG OR INSTALL RESTRAINED OFFSET AS DIRECTED BY SDCW)

C - WEEP HOLE MUST HAVE 1/4" PLUG REMOVED AND BE FREE DRAINING INTO GRAVEL DRAIN. USE FULLY RESTRAINED JOINTS FROM THE FIRE HYDRANT TO THE FLANGED CONNECTION ON VALVE.

D - FIRE HYDRANT SHALL BE PAINTED AND REFLECTIVE NUMBERS INSTALLED AFTER INSTALLATION.

SANGRE DE CRISTO WATER DIVISION
CITY OF SANTA FE, NEW MEXICO
STANDARD DETAILS

FIRE HYDRANT — 07



VALVES 1.) VALVES SHALL BE LOCATED AT ROAD INTERSECTIONS WITH THE INTENT OF ISOLATING THE WATER DISTRIBUTION SYSTEM, AS APPROVED BY SDCW.

2.) INLINE VALVES SHALL TYPICALLY BE INSTALLED FIVE (5) FEET BEHIND THE CURB RETURN, AS SHOWN IN THE DETAIL, AND CONSIST OF MECHANICAL JOINT FITTINGS WITH RESTRAINTS EXCEPT WHEN USING TEES, WHICH SHALL HAVE MECHANICAL JOINT x FLANGE FITTING.

3.) VALVES ON FIRE HYDRANT LEGS SHALL HAVE MECHANICAL JOINT x FLANGE FITTINGS AND SHALL CONNECT TO FIRE HYDRANT TEE WITH THE FLANGE FITTING AND THE MECHANICAL JOINT FITTING SHALL HAVE A RESTRAINT, AS SHOWN IN THE DETAIL.

4.) VALVES ON TEES SHALL HAVE VALVES AND TEES WITH MECHANICAL JOINT x FLANGE FITTINGS. THE MECHANICAL JOINT FITTING SHALL HAVE A RESTRAINT, AS SHOWN IN THE DETAIL.

NEW PAVING VALVE BOXES SHALL BE INSTALLED AND RAISED TO GRADE IN THE FOLLOWING MANNER FOR NEW PAVING:

1.) VALVE BOX SHALL BE INSTALLED OVER VALVE DURING MAIN INSTALLATION. TOP OF VALVE BOX SHALL BE LEFT BELOW THE TOP OF SUBGRADE UNTIL VALVE IS READY TO BE RAISED TO FINAL GRADE.

2.) WHEN THE VALVE BOX IS READY TO BE RAISED, AN OCTAGON SHAPE SHALL BE CUT-OUT AROUND THE VALVE BOX FROM THE FIRST PAVING LIFT (AS SHOWN IN THE DETAILS). THE VALVE BOX SHALL BE RAISED TO THE FINISHED STREET GRADE. THE SOIL AROUND THE VALVE BOX SHALL BE COMPACTED TO PREVENT SETTLEMENT. A CONCRETE COLLAR CONSISTING OF 3,000 PSI CONCRETE AND #4 REBARS SHALL BE POURED FLUSH WITH THE TOP OF THE FIRST PAVING COURSE (INCLUDING HAND RODDING CONCRETE TO REMOVE VOIDS). AND THE VALVE BOX SHALL BE PROTECTED FROM VEHICULAR TRAFFIC FOR 24 HOURS.

EXISTING PAVING INSTALL VALVE BOXES PER "NEW PAVING" (SEE ABOVE) WITH THE CONCRETE COLLAR POURED FLUSH WITH THE FINISHED GRADE OF THE EXISTING PAVING WITH A SMOOTH TROWELED FINISH. NOTE: IF EXCAVATION OVER 42" SQUARE IS REQUIRED TO ADJUST VALVE BOX TO GRADE, "NEW PAVING" CONCRETE COLLAR PROCEDURE SHALL BE FOLLOWED AS WELL AS ANY NECESSARY PAVING SHALL BE COMPLETED.

UNPAVED AREAS IN DIRT OR GRAVEL STREETS, TOP OF VALVE BOX AND CONCRETE COLLAR SHALL BE LEFT 3" BELOW THE STREET GRADE. IN OTHER UNPAVED AREAS, VALVE BOX AND CONCRETE COLLAR SHALL BE LEFT 3" ABOVE FINISHED GRADE OR AS DIRECTED BY SDCW.

PROTECTION OF VALVE BOXES VALVE BOXES SHALL BE PROTECTED FROM DAMAGE, LOSS AND SHALL NOT BE FILLED WITH DIRT AND DEBRIS. VALVES MUST BE ACCESSIBLE DURING CONSTRUCTION WITH MINIMUM EXCAVATION. VALVES IDENTIFIED BY SDCW AS KEY SHUT OFF VLAVES SHALL REMAIN AT GRADE DURING ALL PHASES OF CONSTRUCTION.

SANGRE DE CRISTO WATER DIVISION
CITY OF SANTA FE, NEW MEXICO
STANDARD DETAILS

VALVE & VALVE BOX INSTALLATION — 08

THRUST RESTRAINT TABLE
BENDS, TEES, CAPS/VALVES, & REDUCERS
(RESTRAINED JOINT LENGTHS IN FEET)

DIAMETER (IN.)	HORIZONTAL BENDS 11-1/4° L_R	22-1/2° L_R	45° L_R	90° L_R	VERTICAL BENDS 11-1/4° L_R	22-1/2° L_R	45° L_R	90° L_R	CAPS / VALVES L_R	TEES Run L_R	TEES Branch L_R	REDUCERS Run L_R	REDUCERS Branch L_R
4	F.O.	2	5	12	APPROX.	3 / 4	7 / 4	N/A	24	5	21	10	F.O.
6	F.O.	2	6	17	APPROX.	5 / 3	10 / 5	N/A	24	5	28	10	F.O.
8	2	4	9	23	APPROX.	6 / 3	13 / 6	N/A	24	5	36	10	F.O.
10	2	5	11	27	APPROX.	7 / 4	16 / 8	N/A	24	5	45	10	F.O.
12	3	6	13	32	APPROX.	8 / 4	19 / 9	N/A	24	5	54	10	F.O.
4	F.O.	2	5	12	APPROX.	3 / 4	7 / 4	N/A	24	5	21	10	F.O.
6	2	3	7	17	APPROX.	4 / 2	9 / 5	N/A	24	5	28	10	F.O.
8	2	4	9	23	APPROX.	5 / 3	12 / 6	N/A	24	5	36	10	F.O.
10	2	5	11	27	APPROX.	6 / 3	15 / 7	N/A	24	5	45	10	F.O.
12	3	6	13	32	APPROX.	7 / 4	18 / 9	N/A	24	5	54	10	F.O.
4	F.O.	2	5	12	APPROX.	3 / 4	7 / 4	N/A	24	5	21	10	F.O.
6	2	3	7	17	APPROX.	4 / 2	9 / 5	N/A	24	5	28	10	F.O.
8	2	4	9	23	APPROX.	5 / 3	12 / 6	N/A	24	5	36	10	F.O.
10	2	5	11	27	APPROX.	6 / 3	15 / 7	N/A	24	5	45	10	F.O.
12	3	6	13	32	APPROX.	7 / 4	18 / 9	N/A	24	5	54	10	F.O.
4	F.O.	2	5	12	APPROX.	3 / 4	7 / 4	N/A	24	5	21	10	F.O.
6	2	3	7	17	APPROX.	4 / 2	9 / 5	N/A	24	5	28	10	F.O.
8	2	4	9	23	APPROX.	5 / 3	12 / 6	N/A	24	5	36	10	F.O.
10	2	5	11	27	APPROX.	6 / 3	15 / 7	N/A	24	5	45	10	F.O.
12	3	6	13	32	APPROX.	7 / 4	18 / 9	N/A	24	5	54	10	F.O.

Table: This table is based on the EBAA Iron Mechanical Joint restraint calculation program with the following input parameters: 3.5 ft. depth of bury (average) and 150 psi test pressure, 1.5 safety factor. Specific calculations for restrained lengths are required for conditions not covered by this table.

L_R = Length of restrained pipe, in feet, for each side of the fitting.

Minimum Restrained Length: A minimum restrained length of 5 ft. from the fitting joint is recommended. Vertical offsets shall be completely restrained between the top vertical fitting and the bottom vertical fitting.

F.O.: Fitting Joint Only - This includes at least a 1 ft. length of restrained pipe beyond the fitting joint.

Vertical Offset: Use 11-1/2° bends or 22-1/2° bends wherever possible due to the shorter restrained length requirements.

Caps/Plugs: Concrete blocking may be required by SDCW on a case-by-case basis in addition to mechanical restraint.

Pipe Lengths: Piping shall be laid out to minimize pipe joints near fittings. Wherever possible, full 20 ft pipe lengths shall be utilized when connecting to fittings or valves. No pipe less than 2 ft shall be used where fittings are less than 20 ft. apart.

SANGRE DE CRISTO WATER DIVISION
CITY OF SANTA FE, NEW MEXICO
STANDARD DETAILS

JOINT RESTRAINT TABLE — 10A

DESIGNED SEG
DRAWN SEG
CHECKED JL
DATE 10.18.2021

REVISION

RESPEC
COMMUNITY DESIGN SOLUTIONS
601 JEFFERSON STREET SUITE 101
LAFAYETTE, LOUISIANA 70501
WWW.RESPEC.COM PHONE (800)283-9718

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PROJ. #: ####

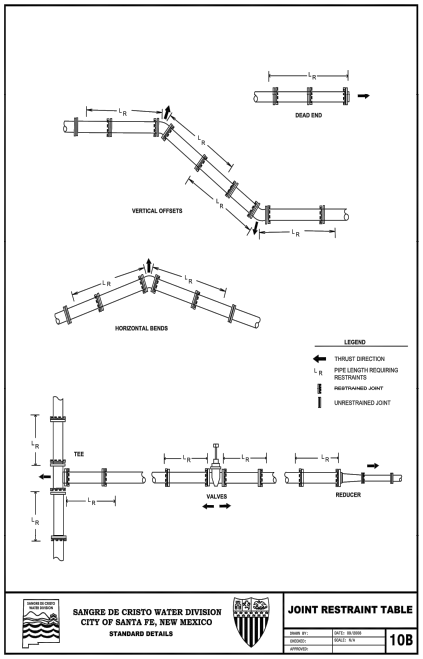
PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: CITY OF SANTA FE STANDARD WATER DETAILS

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-500

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Utilities Details.dwg PLOT DATE: Oct 16, 2021 1:09pm

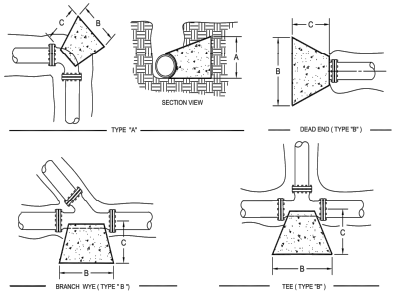


SANGRE DE CRISTO WATER DIVISION
CITY OF SANTA FE, NEW MEXICO
STANDARD DETAILS

JOINT RESTRAINT TABLE

10B

USE MECHANICALLY RESTRAINED FITTINGS & PIPE JOINTS FOR THRUST RESTRAINT UNLESS CONCRETE BLOCKING IS SPECIFICALLY CALLED FOR BY SDCW.



THRUST BLOCK SIZING TABLE

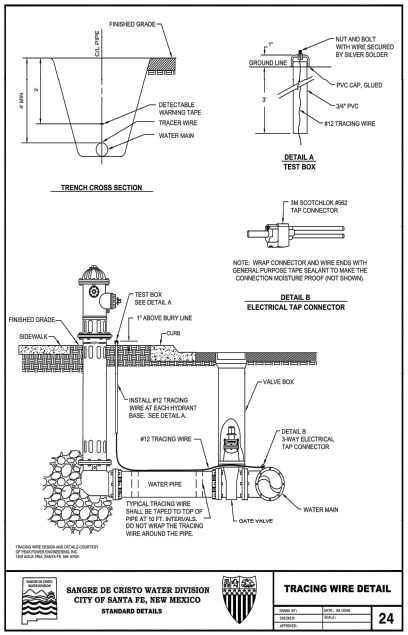
PIPE DIAMETER	TYPE "A" BENDS												TYPE"B" FITTINGS		
	11-1/4°			22-1/2°			45°			90°					
	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
4"	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
6"	12	12	12	12	12	12	12	18	12	18	24	12	12	24	12
8"	12	12	12	12	18	12	18	24	12	24	30	18	18	30	12
10"	12	12	12	12	24	12	20	30	12	24	42	18	24	36	18
12"	12	18	12	18	24	12	24	36	18	32	48	24	24	42	18
14"	12	24	12	18	36	18	30	42	24	36	60	24	30	48	24
16"	18	24	24	24	36	24	30	40	24	42	66	24	36	54	24
18"	18	30	24	24	40	24	36	54	24	48	72	24	42	60	24
20"	20	30	24	30	42	24	42	60	24	54	80	24	42	76	24
24"	24	36	24	36	54	24	48	72	24	66	96	30	54	80	30

1. TABLE BASED ON 200 P.S.I. (100 P.S.I. WORKING PRESSURE) AND 3000 LB/FT^2 ALLOWABLE SOIL BEARING PRESSURE.
2. USE TEE OUTLET DIAMETER TO DETERMINE THRUST BLOCK SIZING. USE BRANCH DIAMETER ON WYE TO DETERMINE THRUST BLOCK SIZING.
3. THE "C" DIMENSION LISTED IS A MINIMUM DIMENSION. CONCRETE BLOCKING MUST BE POURED TO THE UNDISTURBED SOIL OF THE TRENCH WALL.

SANGRE DE CRISTO WATER DIVISION
CITY OF SANTA FE, NEW MEXICO
STANDARD DETAILS

CONCRETE THRUST BLOCKING

13



TRACING WIRE DESIGN AND DETAILS COURTESY OF TRUCTWORX ENGINEERING, INC. 1305 AGUA FRIA, SANTA FE, NM 87501

SANGRE DE CRISTO WATER DIVISION
CITY OF SANTA FE, NEW MEXICO
STANDARD DETAILS

TRACING WIRE DETAIL

24

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Water Details 01.dwg PLOT DATE: Oct 16, 2021 1:09pm

REVISION

DESIGNED SEG
DRAWN SEG
CHECKED JL
DATE 10.16.2021

RESPEC
COMMUNITY DESIGN & SOLUTIONS
971 JEFFERSON STREET SUITE 101
ALBUQUERQUE, NEW MEXICO 87106
WWW.RESPEC.COM PH ONE (505)265-9719

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PROJECT NAME: PULTE CAJA DEL ORO

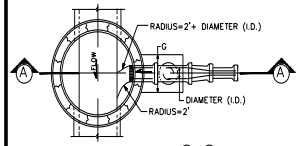
SHEET TITLE: CITY OF SANTA FE STANDARD WATER DETAILS

SUBMITTED FOR: PRELIMINARY

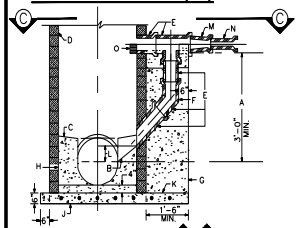
SHEET NUMBER: C-501

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' (1') MINIMUM DISTANCE OF VERTICAL DROP. LESS THAN 3'(1') DISALLOWS DROP MANHOLE.

B. FORM PIPE INVERT IN SHELF. SMOOTH TO SPRINGLINE.

C. SHELF SLOPE, 1"(IN) PER FT.

D. MANHOLE TYPE FOR UPPER PORTION AS 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 ENCASED ONE PIPE SIZE FROM THE SERVICE LINE. (SERVICE=8" DROP=12")

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 HOLE #305 AT 6"(IN) O.C. EACH WAY FOR MANHOLE DEPTH OF 3'(1') OR GREATER. HOLE #305 AT 12"(IN) O.C. EACH WAY FOR MANHOLE DEPTH LESS THAN 10'(1') IN DEPTH.

K. FOR NEW DROP ON EXISTING MANHOLE, CONSTRUCT 3X5 REINFORCED CONCRETE BASE BEFORE CONSTRUCTING DROP SUPPORT.

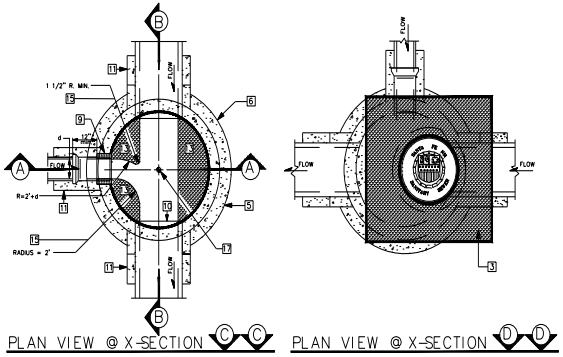
L. MINIMUM 3"(IN) ABOVE SPRINGLINE OR AS SHOWN ON PLAN.

M. REDUCER

N. SERVICE LINE

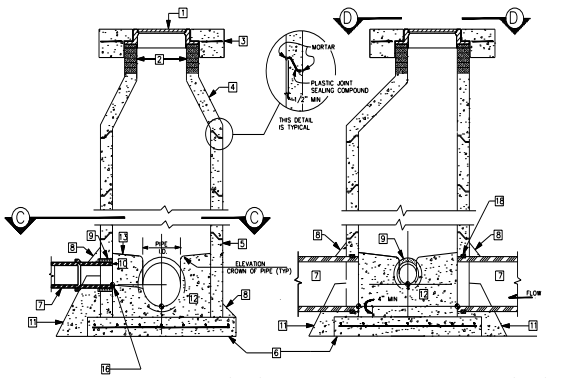
O. EXTEND PIPE 3"(IN) MINIMUM 6"(IN) MAXIMUM INTO MANHOLE TOP. 1/2 PIPE REMOVED.

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 600, NM APWA; PIPE SHALL BE PLACED AND BEDDED IN A DRY FREE TRENCH. GASKET SHALL BE FULLY SEATED AND MOST SUITABLE PIPE SHALL BE LAID THROUGH MANY LOCATIONS ON STRAIGHT AND UP TO 22 1/2 DEGREE DEFLECTIONS.
A. TYPE I 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 II TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH WIDTHS ARE 8'(1') OR LESS. TYPE II TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH WIDTHS ARE 8'(1') 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 CVN 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 1300 FOR COUPLINGS PRODUCED BY UNI-FLANGE CORPORATION, LOCKING COUPLINGS WITH NYLON SPLINE, MARKETED AS "FIELDLOK" 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 "QUICKVIEW" DENVCO, 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 POURED 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 820.4.7 NM APWA POLYPROPYLENE ENCASED GRADE 60 STEEL BY M.A. INC. OR APPROVED EQUAL: 14"(IN.) WIDE, 16"(IN.) MAXIMUM SPACING.
D. FRAMES AND COVERS:
1. CASTING: SHALL CONFORM TO SECTION 180, 181 & 182, NM, APWA CLASS 300. (CERTIFICATES AND SHOP DRAWINGS REQUIRED)
2. MINIMUM COVER WEIGHT: 185 POUNDS
3. MINIMUM COMBINED WEIGHT: 385 POUNDS +/- 5%
4. BEARING SURFACES: SHALL BE MATCHED FOR A 70% MIN MON ROCKING SEAT BETWEEN FRAME AND COVER. MINIMUM SEATING WIDTH: 7/8"(IN.)
5. COATING: NONE
6. COVER LETTERING: SANTA FE, N.M. SANITARY SEWER
7. CASTINGS: CAST MANUFACTURER AND MODEL NUMBER ON FRAME AND COVER.
8. CASTINGS TOLERANCE: +/- 1/16"(IN.) PER FOOT OF OVERALL DIMENSION. OUT OF ROUND CASTINGS AND LOOSE FITTING UNITS WILL BE REJECTED IN THE FIELD.

CM-3 CONCRETE ENCASEMENT:
A. REQUIREMENTS:
1. WHEN THE PIPE COVER IS 36" (IN.) OR LESS.
2. WHEN VITRIFIED CLAY CROSSES AN ARROYO.
3. WHEN A WATER LINE PASSES BELOW OR LESS THAN 18" (IN.) ABOVE THE EXISTING SEWER LINE.
4. WHEN A PARALLEL WATER LINE IS LESS THAN 10'(FT.) HORIZONTALLY AND LESS THAN 2'(FT.) ABOVE THE SEWER LINE.
5. THE SEWER LINE SHALL BE ENCASED IN CONCRETE AS SHOWN IN THIS 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.

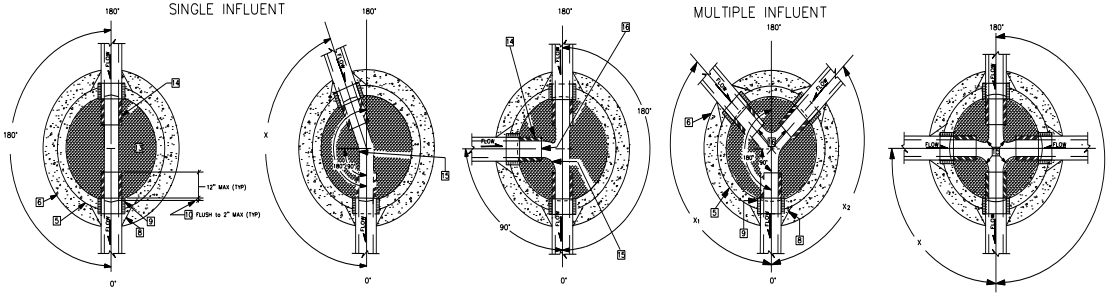
FQC-2 LINE AND GRADE: ALLOWABLE TOLERANCE BETWEEN STRUCTURES FROM DESIGN:
A. LINE: 0.20 FOOT
B. GRADE: 0.02 FOOT; PIPE SHALL NOT HOLD BACK ANY WATER.

FQC-3 LEAKAGE TEST:
AIR TEST REQUIRED; REFER TO SECTION 801.7 NM APWA.

FQC-4 TELEVISION INSPECTION:
CONTRACTOR SHALL PROVIDE A CERTIFIED CCTV SEWERLINE INSPECTION AND RECORD TAPES AT HIS OWN EXPENSE.

FQC-5 ALL CONNECTIONS TO EXISTING MANHOLES INCLUDES 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.



180° or STRAIGHT THROUGH

DIRECTIONAL CHANGE
X ≥ 90°
ANGLE X MEASURED FROM EFFLUENT CENTERLINE

TEE, 90° & 180°
ANGLE MEASURED FROM EFFLUENT CENTERLINE

WYE
MINIMUM BEND 90°
MAXIMUM BEND 180°
ANGLE X MEASURED FROM EFFLUENT CENTERLINE

4-WAY TEE
ANGLE X MEASURED FROM EFFLUENT CENTERLINE
MINIMUM BEND 90°

PLAN VIEW OF MANHOLE BASE CONNECTION/DWG. # SAS-3

NOT TO SCALE

CITY OF SANTA FE
WATER QUALITY DIVISION

TITLE: SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

DATE: JULY 1992	REVISIONS	FILE #: E:\AUTO\DWGS\SCDT1-4
DRAWN BY: G. CHAVEZ	8-3-92	
CAD REVISION BY: G. CHAVEZ	12-14-92	SHEET OF
APPROVED BY: E. BROWN	11-16-94	

DESIGNED SEG
DRAWN SEG
CHECKED JL
DATE 10.18.2021

REVISION

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PROJ. #: ####

PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: CITY OF SANTA FE STANDARD SANITARY SEWER DETAILS

SUBMITTED FOR: PRELIMINARY

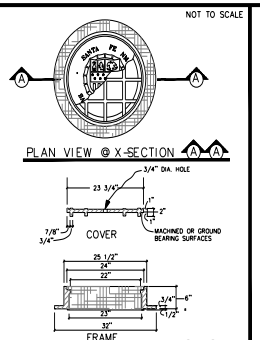
SHEET NUMBER: C-502

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Sewer Details 01.dwg PLOT DATE: Oct 16, 2021 1:09pm

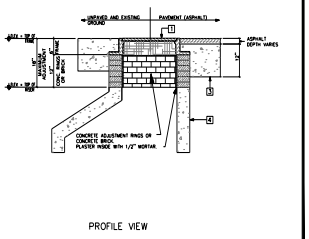
LEGEND

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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
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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



MANHOLE ADJUSTMENT DETAIL/DWG # SAS-5

GENERAL NOTES

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A. CONSTRUCTION PLANS SHALL INDICATE THE CLASS OF BEDDING TO BE USED. CHANGE OF BEDDING MAY REQUIRE A CHANGE IN PIPE CLASSIFICATION OR WALL THICKNESS.

CR-4 SUBSTITUTIONS OR CHANGES:
ALL SUBSTITUTIONS OR CHANGES MUST BE APPROVED BY THE CITY WATER QUALITY DIVISION OR CITY APPROVED REPRESENTATIVE PRIOR TO CONSTRUCTION. ALL SUBSTITUTIONS OR CHANGES MUST BE SUBMITTED BY THE DESIGN ENGINEER TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. WHERE APPROPRIATE, SUBMITTAL MUST INCLUDE FABRICATION DRAWINGS, WORKING DRAWINGS AND MATERIAL SPECIFICATIONS OR TEST DATA TO JUSTIFY SUBSTITUTIONS OR CHANGES. DESIGN ENGINEER SHALL AUTHORIZE ANY DRAWINGS FOR SUBSTITUTIONS AND CHANGES AND SUBMIT THEM TO THE CITY WATER QUALITY DIVISION FOR APPROVAL. UNAUTHORIZED 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 600, 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 PVC 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 6'(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"(DENSCO, 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. BRICKS MAY BE FIELD PLACED CONCRETE FOR 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 930.4.7 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. CUT 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 10" (IN.) ABOVE THE EXISTING SEWER LINE.
4. WHEN A PARALLEL WATER LINE IS LESS THAN 10'(FT.) HORIZONTALLY AND LESS THAN 3'(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.

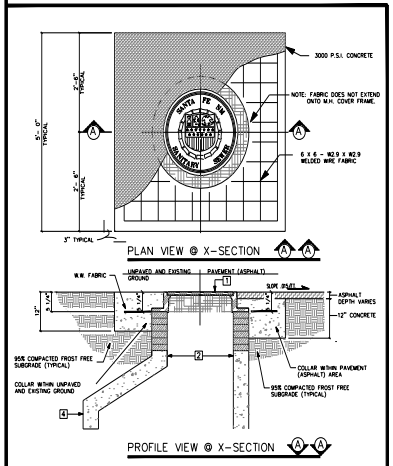
FQC-2 LINE AND GRADE: ALLOWABLE TOLERANCE BETWEEN STRUCTURES FROM DESIGN:
A. LINE: 0.20 FOOT
B. GRADE: 0.02 FOOT; PIPE SHALL NOT HOLD BACK ANY WATER.

FQC-3 LEAKAGE TEST:
AIR TEST REQUIRED; REFER TO SECTION 901.7 NM APWA.

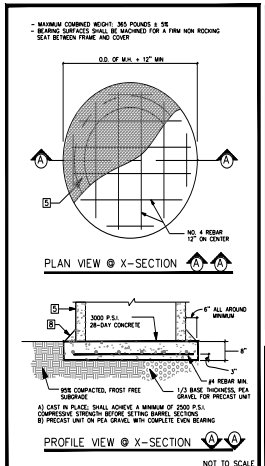
FQC-4 TELEVISION INSPECTION:
CONTRACTOR SHALL PROVIDE A CERTIFIED CCTV SEWERLINE INSPECTION AND RECORD TAPES AT HIS OWN EXPENSE.

FQC-5 ALL CONNECTIONS TO EXISTING MANHOLES INCLUDES REHABILITATING THE TIE IN MANHOLE TO MEET THESE STANDARD CONSTRUCTION DETAILS.

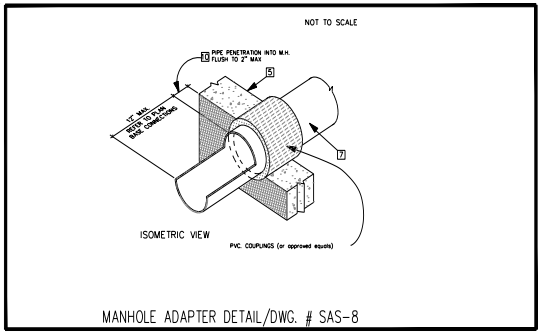
NOTE: REVISIONS TO THIS SHEET SHALL BE MADE UNDER THE AUTHORITY OF THE CITY OF SANTA FE ONLY.



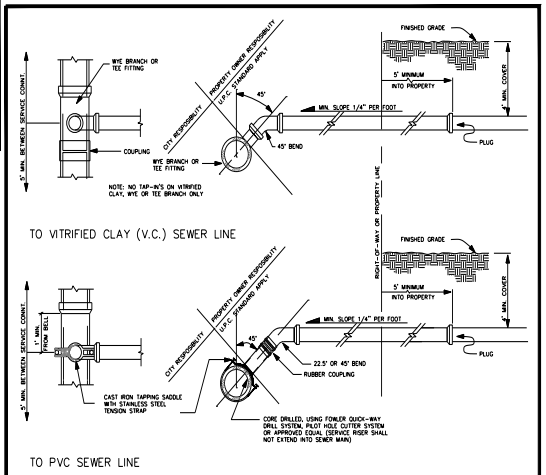
CONCRETE COLLAR DETAIL/DWG. # SAS-6 NOT TO SCALE



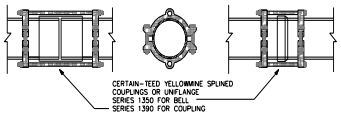
CONCRETE BASE DETAIL/DWG. # SAS-7



MANHOLE ADAPTER DETAIL/DWG. # SAS-8



SERVICE CONNECTION DETAILS/DWG. # SAS-10



NOTE: AT RIVER AND ARROYO CROSSINGS

RESTRAINED JOINT DETAIL/DWG. # SAS-9 NOT TO SCALE

CITY OF SANTA FE
WATER QUALITY DIVISION

TITLE: SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

DATE: JULY 1992	REVISIONS		FILE #: E:\AUTO\DWG\SCD12-4
DRAWN BY: G. CHAVEZ	1 8-3-92		
CADD RENDITION BY: G. CHAVEZ	2 12-10-92		SHEET OF
APPROVED BY: E. BROWN	3 11-16-94		

DESIGNED	SEG
DRAWN	SEG
CHECKED	JL
DATE	10.18.2021

REVISION

NMSPEC
COMMUNITY DESIGN & SOLUTIONS
501 JEFFERSON STREET SUITE 101
SANTA FE, NEW MEXICO 87501
WWW.NMSPEC.COM PHONE (505)395-9718

STAMP
90% REVIEW

PRELIMINARY
NOT FOR CONSTRUCTION
10/2021

THIS DRAWING IS INCOMPLETE AND NOT TO BE USED FOR CONSTRUCTION UNLESS IT IS STAMPED, SIGNED AND DATED

811 know what's below. Call before you dig.

PROJ. #: ####

PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: CITY OF SANTA FE STANDARD SANITARY SEWER DETAILS

SUBMITTED FOR: PRELIMINARY

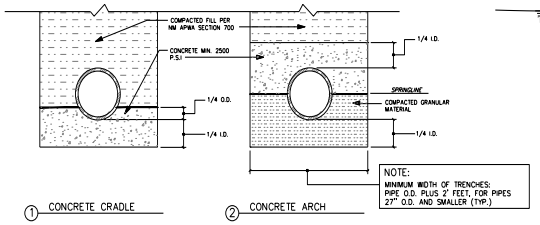
SHEET NUMBER: C-503

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Sewer Details 02.dwg PLOT DATE: Oct 16, 2021 1:09pm

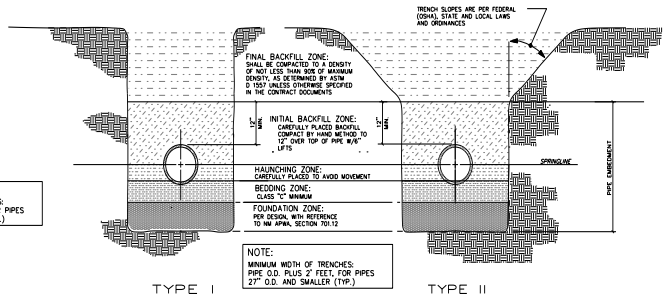
TRENCH BEDDING AND INSTALLATION DETAILS/DWG. # SAS-11

NOT TO SCALE

CLASS "A"

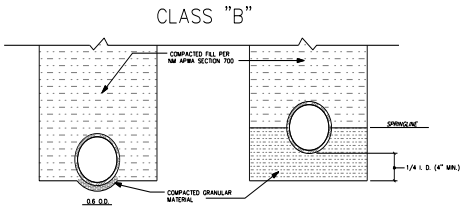


① CONCRETE CRADLE ② CONCRETE ARCH



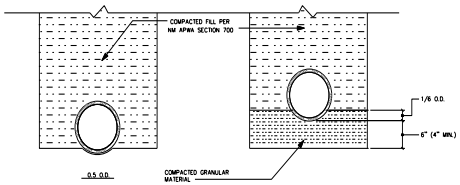
TYPE I TYPE II

CLASS "B"

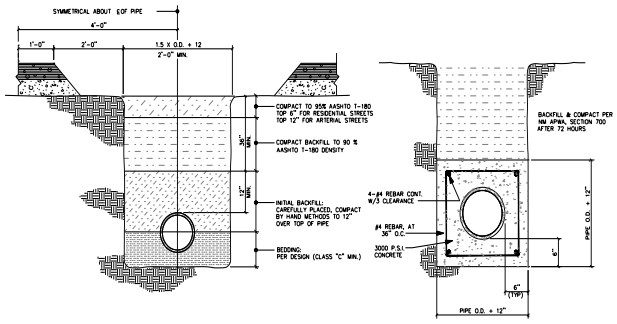


① SHAPED SUBGRADE WITH GRANULAR FOUNDATION ② GRANULAR FOUNDATION

CLASS "C"



① SHAPED SUBGRADE ② GRANULAR FOUNDATION



PAVED AREAS CONCRETE ENCASEMENT

GENERAL NOTES

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 SOILS ENGINEER WILL SPECIFY THE NEW PIPE CLASSIFICATION OR WALL THICKNESS.
B. TYPE I TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 5'(FT.) OR LESS. TYPE II TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 5'(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 OVER 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 BASE: 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: C900 1350 OR SERIES 1390 FOR COUPLINGS PRODUCED BY UNI-FLANGE CORPORATION, LOCKING COUPLINGS WITH MYLOK SPLINES, MANUFACTURED AS "MYLOKING" AND PRODUCED BY CERTAINTEED CORPORATION, OR APPROVED EQUAL.
E. MANHOLE ADAPTERS: ASBESTOS CEMENT (AC) MANHOLE ADAPTER OR APPROVED 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 RODDES TAPPING SADDLE WITH STAINLESS STEEL TENSION STRAP AND FITTINGS; FOWLER "QUICKWAY" JENKCO, 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 950.4.7 NM APWA POLYPROPYLENE ENCASED GRADE 60 STEEL BY M.A. IND. OR APPROVED EQUAL; 14"(IN.) WIDE, 18"(IN.) MAXIMUM SPACING.
D. FRAMES AND COVERS:
1. CASTING: SHALL CONFORM TO SECTION 180, 181 & 182, NM APWA CLASS 30B. (CERTIFICATES AND SHOP DRAWINGS REQUIRED)
2. MINIMUM COVER WEIGHT: 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.

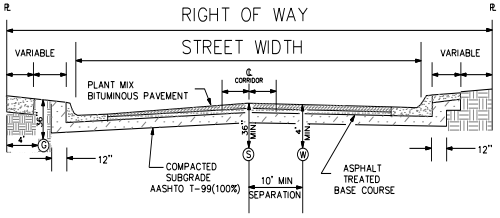
FQC-3 LEAKAGE TEST:
AIR TEST REQUIRED; REFER TO SECTION 801.7 NM APWA.

FQC-4 TELEVISION INSPECTION:
CONTRACTOR SHALL PROVIDE A CERTIFIED CCTV SEWERLINE INSPECTION AND RECORD TAPES AT HIS OWN EXPENSE.

FQC-5 ALL CONNECTIONS TO EXISTING MANHOLES INCLUDES REHABILITATING THE TIE IN MANHOLE TO MEET THESE STANDARD CONSTRUCTION DETAILS.

NOTE: REVISIONS TO THIS SHEET SHALL BE MADE UNDER THE AUTHORITY OF THE CITY OF SANTA FE ONLY.

TYPICAL UTILITIES SEPARATION DETAIL/DWG. # SAS-12

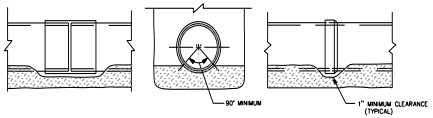


LEGEND

Ⓢ SEWER
Ⓖ GAS
Ⓦ WATER
℞ PROPERTY LINE
℄ CENTER LINE

NOT TO SCALE

BELL OR COUPLING INSTALLATION DETAIL/DWG. # SAS-13



NOT TO SCALE

CITY OF SANTA FE
WATER QUALITY DIVISION

TITLE: SANITARY SEWER STANDARD CONSTRUCTION DETAILS

DATE: JULY 1992	REVISIONS	FILE #: E:\AUTO\DWG\SCD13-4
DRAWN BY: G. CHAVEZ	8-4-92	
CADD RENDITION BY: G. CHAVEZ	12-14-92	SHEET OF
APPROVED BY: E. BROWN	11-16-94	

DESIGNED SEG
DRAWN SEG
CHECKED JL
DATE 10.18.2021

REVISION

RESPEC
COMMUNITY DESIGN SOLUTIONS
501 JEFFERSON STREET SUITE 101
SANTA FE, NEW MEXICO 87501
WWW.RESPEC.COM PHONE (505)265-9718

STAMP 90% REVIEW

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10/2021

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nm811 Know what's below. Call before you dig.

PROJ. #: ####

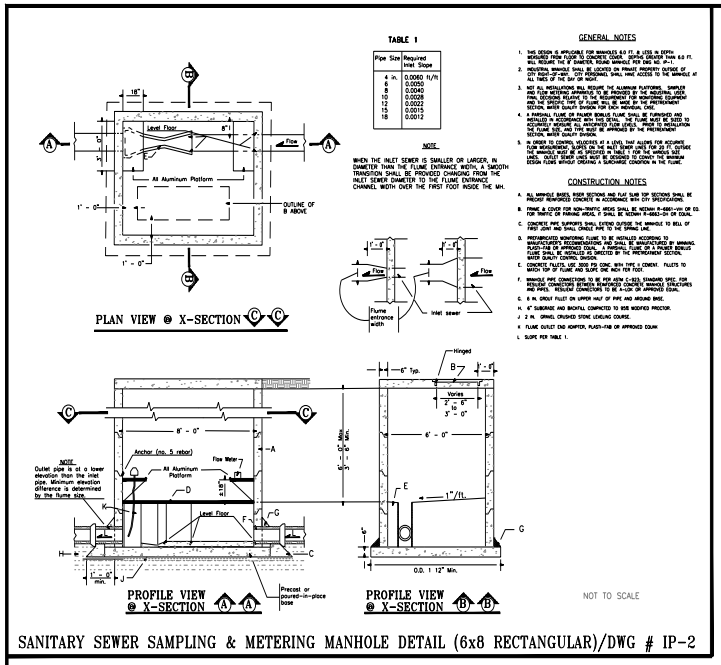
PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: CITY OF SANTA FE STANDARD SANITARY SEWER DETAILS

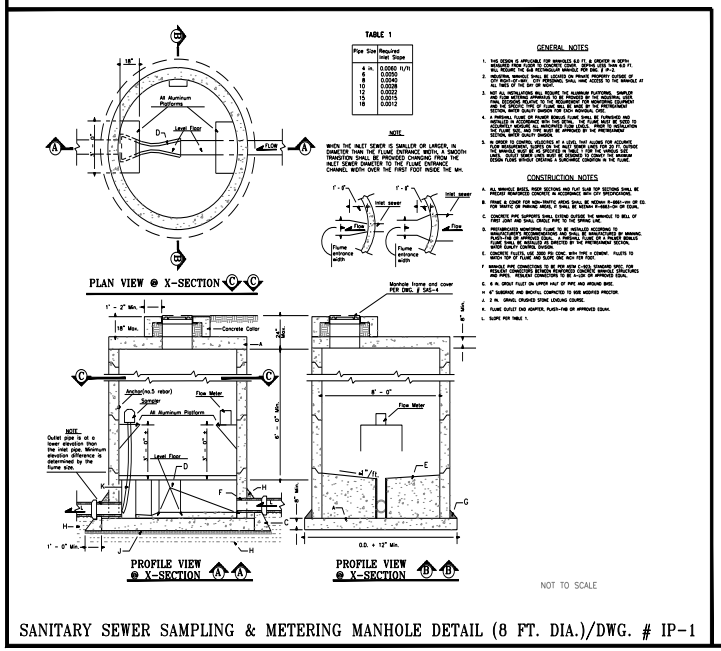
SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-504

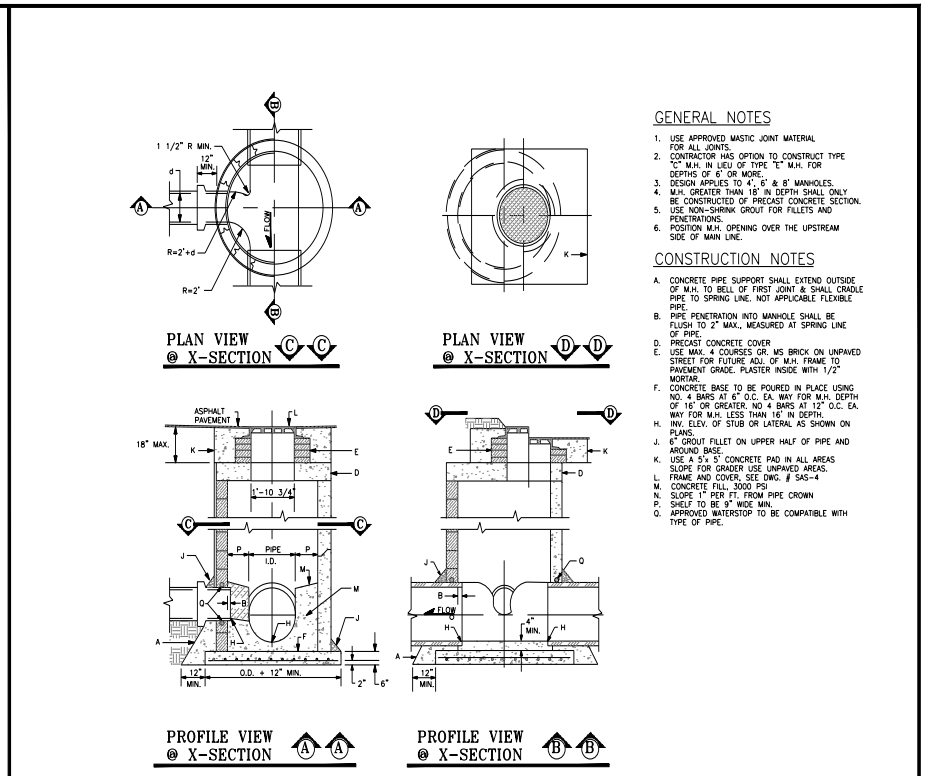
NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Sewer Details 03.dwg PLOT DATE: Oct 16, 2021 1:09pm



SANITARY SEWER SAMPLING & METERING MANHOLE DETAIL (6x8 RECTANGULAR)/DWG # IP-2



SANITARY SEWER SAMPLING & METERING MANHOLE DETAIL (8 FT. DIA.)/DWG. # IP-1



MANHOLE TYPE "C" DETAIL/DWG. # SAS-14 NOT TO SCALE

CITY OF SANTA FE
WATER QUALITY DIVISION

TITLE: SANITARY SEWER STANDARD CONSTRUCTION DETAILS

DATE: JULY 1992	REVISIONS	FILE #: E:\AUTO\DWG\SCD14-4
DRAWN BY: D. CHAVEZ	1 8-4-92	
CADD RENDITION BY: D. CHAVEZ		SHEET OF
APPROVED BY: E. BROWN		

DESIGNED SEG
DRAWN SEG
CHECKED JK
DATE 10.18.2021

REVISION

RESPEC
COMMUNITY DESIGN SOLUTIONS
501 JEFFERSON STREET SUITE 101
SANTA FE, NEW MEXICO 87501
WWW.RESPEC.COM PHONE (505)983-9118

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PRELIMINARY
NOT FOR CONSTRUCTION
10/2021

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PROJ. #: ####

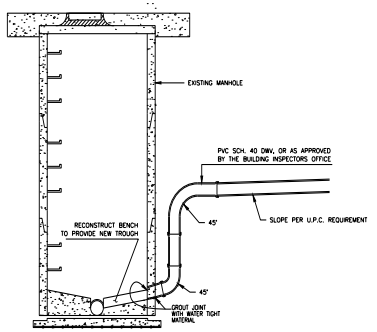
PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: CITY OF SANTA FE STANDARD SANITARY SEWER DETAILS

SUBMITTED FOR: PRELIMINARY

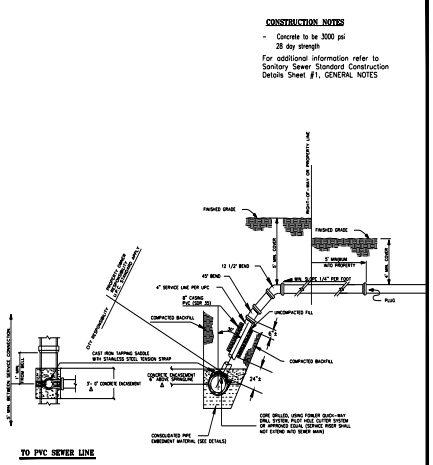
SHEET NUMBER: C-505

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Sewer Details 04.dwg PLOT DATE: Oct 16, 2021 1:09pm



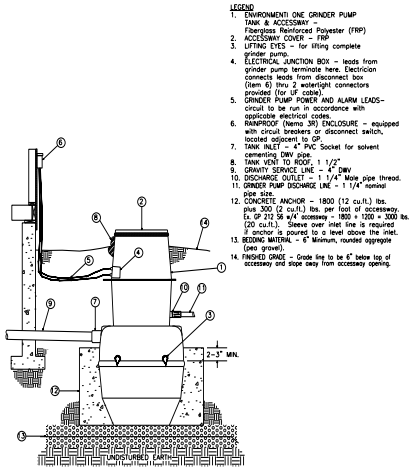
LATERAL CONNECTION TO MANHOLE
DWG. #SAS-15

NOT TO SCALE



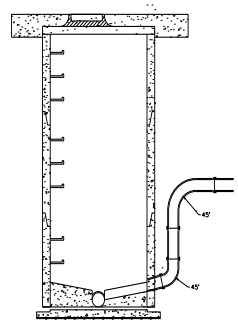
SERVICE CONNECTION DETAIL FOR SEWER MAIN DEPTHS GREATER THAN 10 FT.
DWG. #SAS-16

NOT TO SCALE



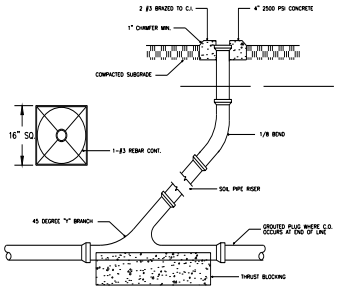
LOW PRESSURE SANITARY SEWER
GRINDER PUMP DETAIL
DWG. #LPS-1

NOT TO SCALE



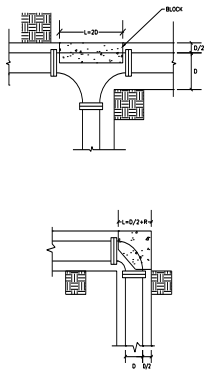
LOW PRESSURE SANITARY SEWER
DROP MANHOLE SIDE INLET DETAIL
DWG. #LPS-2

NOT TO SCALE



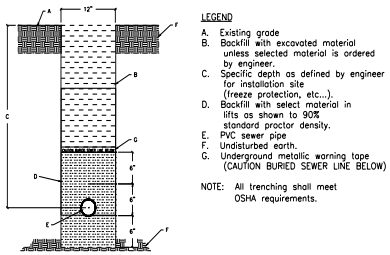
LOW PRESSURE SANITARY SEWER
CLEANOUT TO GRADE DETAIL
DWG.#LPS-3

NOT TO SCALE



LOW PRESSURE SANITARY SEWER
THRUST BLOCKING DETAIL
DWG. #LPS-4

NOT TO SCALE



LOW PRESSURE SANITARY SEWER
TRENCH DETAIL
DWG. #LPS-5

NOT TO SCALE

CITY OF SANTA FE
WATER QUALITY CONTROL DIVISION

TITLE: SANITARY SEWER STANDARD CONSTRUCTION DETAILS (SHEET 5 PRELIMINARY)

DATE: 1-24-94
DRAWN BY: G. CHAVEZ
CADD REVISION BY: G. CHAVEZ
APPROVED BY: E. BROWN
REVISIONS
FILE #: SCD15
SHEET OF

DESIGNED SEG
DRAWN SEG
CHECKED JL
DATE 10.18.2021

REVISION

RESPEC
COMMUNITY DESIGN & SOLUTIONS
971 JEFFERSON STREET SUITE 101
SANTA FE, NEW MEXICO 87501
WWW.RESPEC.COM PHONE (505)983-9788

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PROJ. #: ####

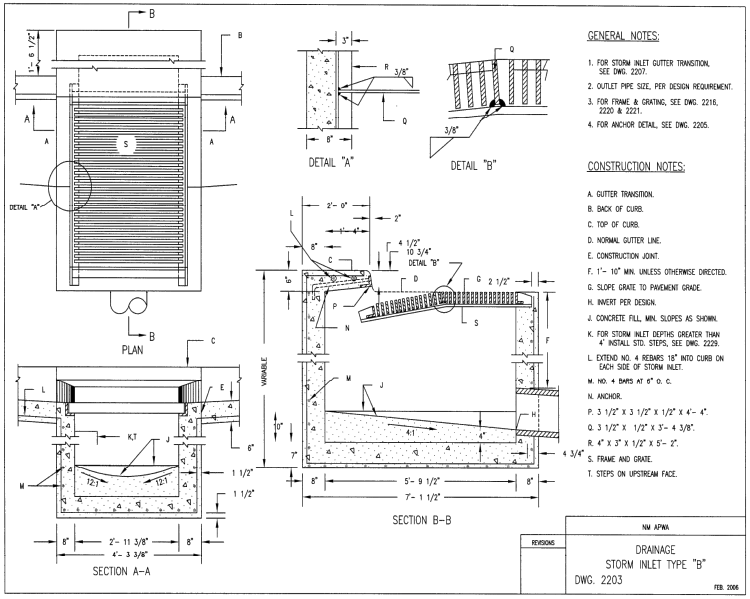
PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: CITY OF SANTA FE STANDARD SANITARY SEWER DETAILS

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-506

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Sewer Details 05.dwg PLOT DATE: Oct 16, 2021 1:09pm



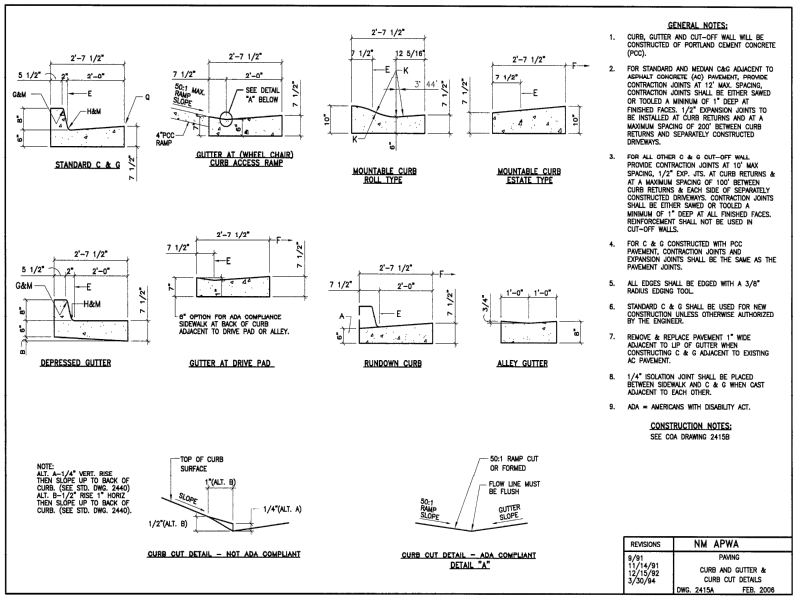
GENERAL NOTES:

1. FOR STORM INLET GUTTER TRANSITION, SEE DWG. 2207.
2. OUTLET PIPE SIZE, PER DESIGN REQUIREMENT.
3. FOR FRAME & GRATING, SEE DWG. 2218, 2220 & 2221.
4. FOR ANCHOR DETAIL, SEE DWG. 2205.

CONSTRUCTION NOTES:

A. GUTTER TRANSITION.
B. BACK OF CURB.
C. TOP OF CURB.
D. NORMAL GUTTER LINE.
E. CONSTRUCTION JOINT.
F. 1'- 10" MIN. UNLESS OTHERWISE DIRECTED.
G. SLOPE GRATE TO PAVEMENT GRADE.
H. INVERT PER DESIGN.
J. CONCRETE FILL, MIN. SLOPES AS SHOWN.
K. FOR STORM INLET DEPTHS GREATER THAN 4' INSTALL STD. STEPS, SEE DWG. 2229.
L. EXTEND NO. 4 REBARS 18" INTO CURB ON EACH SIDE OF STORM INLET.
M. NO. 4 BARS AT 6" O. C.
N. ANCHOR.
P. 3 1/2" X 3 1/2" X 1/2" X 4'- 4".
Q. 3 1/2" X 1/2" X 3'- 4 3/8".
R. 4" X 3" X 1/2" X 5'- 2".
S. FRAME AND GRATE.
T. STEPS ON UPSTREAM FACE.

REVISIONS	NM APWA
	DRAINAGE STORM INLET TYPE "B" DWG. 2203 FEB. 2006

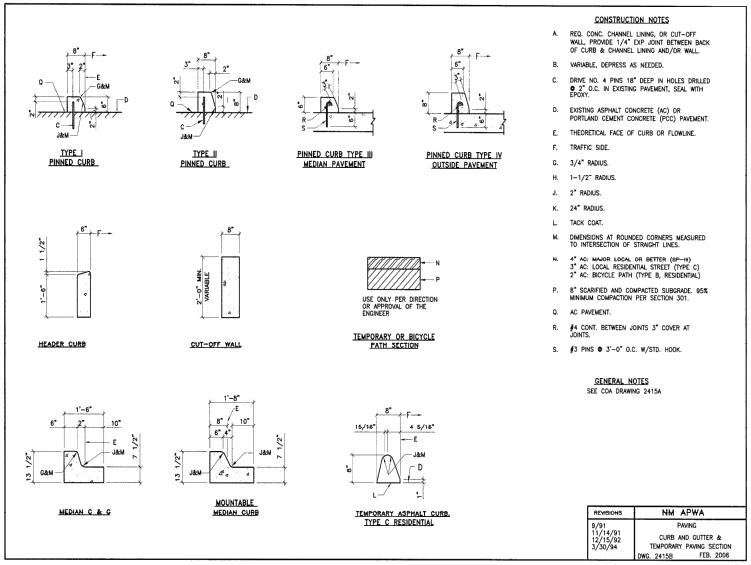


GENERAL NOTES:

1. CURB, GUTTER AND CUT–OFF WALL WILL BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE (PCC).
2. FOR STANDARD AND MEDIAN C&G ADJACENT TO ASPHALT CONCRETE (AC) PAVEMENT, PROVIDE CONTRACTION JOINTS AT 12' MAX. SPACING, CONTRACTION JOINTS SHALL BE EITHER SAWED OR TOOLED A MINIMUM OF 1" DEEP AT FINISHED FACES. 1/2" EXPANSION JOINTS TO BE INSTALLED AT CURB RETURNS AND AT A MAXIMUM SPACING OF 200' BETWEEN CURB RETURNS AND SEPARATELY CONSTRUCTED DRIVEWAYS.
3. FOR ALL OTHER C & G CUT–OFF WALL PROVIDE CONTRACTION JOINTS AT 10' MAX SPACING, 1/2" EXP. JTS. AT CURB RETURNS & AT A MAXIMUM SPACING OF 100' BETWEEN CURB RETURNS & EACH SIDE OF SEPARATELY CONSTRUCTED DRIVEWAYS. CONTRACTION JOINTS SHALL BE EITHER SAWED OR TOOLED A MINIMUM OF 1" DEEP AT ALL FINISHED FACES. REINFORCEMENT SHALL NOT BE USED IN CUT–OFF WALLS.
4. FOR C & G CONSTRUCTED WITH PCC PAVEMENT, CONTRACTION JOINTS AND EXPANSION JOINTS SHALL BE THE SAME AS THE PAVEMENT JOINTS.
5. ALL EDGES SHALL BE EDGED WITH A 3/8" RADIUS EDGING TOOL.
6. STANDARD C & G SHALL BE USED FOR NEW CONSTRUCTION UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
7. REMOVE & REPLACE PAVEMENT 1' WIDE ADJACENT TO LIP OF GUTTER WHEN CONSTRUCTING C & G ADJACENT TO EXISTING AC PAVEMENT.
8. 1/4" ISOLATION JOINT SHALL BE PLACED BETWEEN SIDEWALK AND C & G WHEN CAST ADJACENT TO EACH OTHER.
9. ADA = AMERICANS WITH DISABILITY ACT.

CONSTRUCTION NOTES:
SEE COA DRAWING 2415B

REVISIONS	NM APWA
9/91 11/14/91 12/15/92 3/30/94	PAVING CURB AND GUTTER & CURB CUT DETAILS DWG. 2415A FEB. 2006



CONSTRUCTION NOTES

A. REQ. CONC. CHANNEL LINING, OR CUT–OFF WALL, PROVIDE 1/4" EXP. JOINT BETWEEN BACK OF CURB & CHANNEL LINING AND/OR WALL.
B. VARIABLE, DEPRESS AS NEEDED.
C. DRIVE NO. 4 PINS 18" DEEP IN HOLES DRILLED @ 2' O.C. IN EXISTING PAVEMENT, SEAL WITH EPOXY.
D. EXISTING ASPHALT CONCRETE (AC) OR PORTLAND CEMENT CONCRETE (PCC) PAVEMENT.
E. THEORETICAL FACE OF CURB OR FLOWLINE.
F. TRAFFIC SIDE.
G. 3/4" RADIUS.
H. 1–1/2" RADIUS.
J. 2" RADIUS.
K. 24" RADIUS.
L. TACK COAT.
M. DIMENSIONS AT ROUNDED CORNERS MEASURED TO INTERSECTION OF STRAIGHT LINES.
N. 4" AC: MINOR LOCAL OR BETTER (EP–H)
3" AC: LOCAL RESIDENTIAL STREET (TYPE C)
2" AC: BICYCLE PATH (TYPE B, RESIDENTIAL)
P. 8" SCARIFIED AND COMPACTED SUBGRADE 95% MINIMUM COMPACTION PER SECTION 301.
Q. AC PAVEMENT.
R. #4 CONT. BETWEEN JOINTS 3" COVER AT JOINTS.
S. #3 PINS @ 3'–0" O.C. W/STD. HOOK.

GENERAL NOTES
SEE COA DRAWING 2415A

REVISIONS	NM APWA
9/91 11/14/91 12/15/92 3/30/94	PAVING CURB AND GUTTER & TEMPORARY PAVING SECTION DWG. 2415B FEB. 2006

DESIGNED SEG
DRAWN SEG
CHECKED JL
DATE 10.18.2021

REVISION

RESPEC
COMMUNITY DESIGN & SOLUTIONS
6971 JEFFERSON STREET SUITE 101
ALBUQUERQUE, NM 87109
WWW.RESPEC.COM PHONE (505)293-9718

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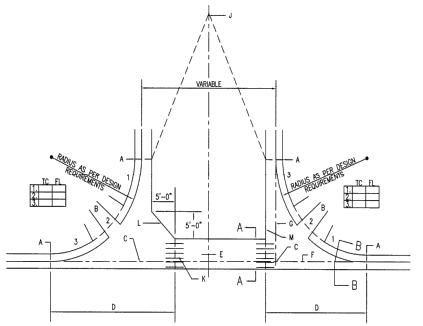
PROJECT NAME: PULTE CAJA DEL ORO

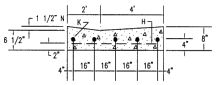
SHEET TITLE: NM APWA STANDARD DETAILS

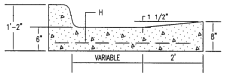
SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-507

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Street & Inlet Details 01.dwg PLOT DATE: Oct 16, 2021 1:09pm







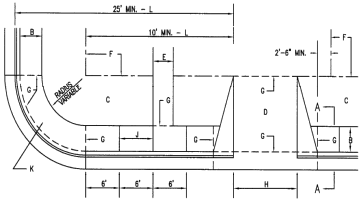
GENERAL NOTES:

1. DESIGN ELEVATIONS TO BE GIVEN AT EACH END OF THE CURB RETURN (TOP OF CURB ELEV.) AND AT INTERSECTIONS OF PROJECTED FLOWLINES (FLOWLINE ELEV.).
2. ON UPSTREAM AND DOWNSTREAM ENDS OF THE INTERSECTION, VALLEY GUTTER CONSTRUCTION SHALL EXTEND TO THE END OF RETURNS.
3. THE VALLEY GUTTER TO BE REINFORCED WITH 6" X 6" X 4" W NO. 6 GA. WIRE MESH.
4. INVERT OF VALLEY GUTTER TO EXTEND FROM FLOWLINE OF UPSTREAM CURB RETURN TO FLOWLINE OF DOWNSTREAM CURB RETURN.
5. CURB FLOWLINE AND TOP OF CURB ELEV. SHOWN IN THE BOX CORRESPOND TO QUARTERPOINTS INDICATED ON THE CURB RETURN IN THE CLOCKWISE DIRECTION.
6. – – – – DENOTES 1/2" EXPANSION JOINT.
7. FOR NEW CONSTRUCTION, VALLEY GUTTER SHALL BE CONSTRUCTED PRIOR TO ADJACENT PAVEMENT. ASPHALT CONC. SHALL BE INSTALLED MONOLITHICALLY TO MEET NEW VALLEY GUTTER.
8. PRIOR TO CONSTRUCTION OF NEW VALLEY GUTTER ON EXISTING ACCEPTED STREETS, PAVEMENT SHALL BE REMOVED AS SHOWN ON PLANS.

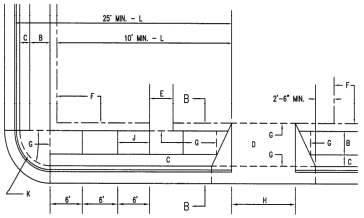
CONSTRUCTION NOTES:

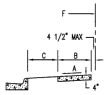
A. END OF CURB RETURN, SEE NOTE 1.
B. FOR RAMP DETAILS, SEE DWGS. 2418, 2440, 2441.
C. INTERSECTION OF FLOWLINES, SEE NOTE 1.
D. SURFACE AND CURB TO BE MONOLITHIC.
E. DIRECTION OF FLOW.
F. FLOWLINE.
G. PROJECTED FLOWLINE OF 1 1/2" INVERT, SEE NOTE 2.
H. 6" X 6" NO. 6 GA. WIRE MESH.
J. BEGIN CROWN WARP TO STRAIGHT SECTION WHERE SPECIFIED ON PLANS, OR INDICATED BY THE ENGR.
K. NO. 4 BARS 3'-0" LONG AT 16" O.C.
L. ALTERNATE A, WITH FILLET AS PER PLANS.
M. ALTERNATE B, NO FILLET AS PER PLANS.
N. THE 1 1/2" INVERT DEPTH MAY BE REDUCED TO IMPROVE RIDEABILITY WITH APPROVAL OF ENGINEER.

REVISIONS	NM APWA
	PAVING CONCRETE VALLEY GUTTER DWG. 2420 AUG. 1986









GENERAL NOTES:

1. DEVIATIONS FROM THESE STANDARDS SHALL BE SUBMITTED TO THE CITY ENGINEER AND/OR CITY TRAFFIC ENGR. FOR APPROVAL PRIOR TO CONSTRUCTION.
2. SUBGRADE UNDER SIDEWALKS AND DRIVEPADS SHALL BE COMPACTED TO 90% MAX. DENSITY TO A DEPTH OF 6".

CONSTRUCTION NOTES:

A. SLOPE 1/4" PER FT.
B. SIDEWALK WIDTHS SHALL BE IN ACCORDANCE WITH SIDEWALK ORDINANCE.
C. SETBACK TO BE DETERMINED BY AVAILABLE R/W, SEE CHAPTER 23 OF THE DEVEL. PROC. MANUAL.
D. SEE DRIVEPAD DETAIL, DWG. 2425.
E. WALKWAY VARIABLE.
F. PROPERTY LINE.
G. 1/2" EXPANSION JOINTS WHERE SIDEWALK OR DRIVE-PAD ABUTS BUILDINGS, FENCES, WALLS OR OTHER IMMOVABLE OBJECTS.
H. 12 FT. MIN. 22 FT. MAX. RESIDENTIAL.
12 FT. MIN. 25 FT. MAX. LIGHT COMMERCIAL.
20 FT. MIN. 35 FT. MAX. HEAVY COMMERCIAL.
J. CONTRACTION JOINTS.
K. FOR WHEEL CHAIR RAMPS, SEE DWGS. 2440, 2441.
L. CHECK DIMENSION FROM BOTH PROPERTY LINE AND FLOWLINE. USE WHICHEVER PLACES DRIVE-PAD FARTHEST FROM INTERSECTION.

REVISIONS	NM APWA
	PAVING SIDEWALK DETAILS DWG. 2430 AUG. 1986

DESIGNED SEG
DRAWN SEG
CHECKED JL
DATE 10.18.2021

REVISION

RESPEC
COMMUNITY DESIGN & SOLUTIONS
6121 JEFFERSON STREET SUITE 101
ALBUQUERQUE, NEW MEXICO 87109
WWW.RESPEC.COM PHONE (505)293-9718

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PROJECT NAME: PULTE CAJA DEL ORO

SHEET TITLE: NM APWA STANDARD DETAILS

SUBMITTED FOR: PRELIMINARY

SHEET NUMBER: C-508

NAME: N:\Projects\04197 Pulte\04197.000 Pulte Caja del Oro\3. DWG\Sheets\04197.6 Street & Inlet Details 02.dwg PLOT DATE: Oct 16, 2021 1:10pm

CAJA DEL ORO SUBDIVISION

Link to all Caja del Oro Reports

The following link includes the **development report, TIA and Drainage report**

https://documentcloud.adobe.com/link/track?uri=urn:aaid:scds:US:83a8d82a-399f-4197-99b8-8f9f7faf3495

Link to Caja del Oro Full Plan Set

Below is the link to the plan sets which includes the development plan and construction plan sets.

https://documentcloud.adobe.com/link/track?uri=urn:aaid:scds:US:3753d088-f853-42a7-847f-378e738b252b

Provided by:

James W. Siebert & Associates, Inc.
915 Mercer Street
Santa Fe, New Mexico 87505
(505) 983-5588
(505) 989-7313 Fax

G. NEW BUSINESS

1. **Case #2021-4375. 2868 Rufina Street General Plan Amendment.** Jennifer Jenkins of JenkinsGavin, Inc., Agent, for Homewise, Inc., Applicant, requests approval of a General Plan Future Land Use Map Amendment to change the Future Land Use Classification from Industrial to Community Commercial. The property is approximately 2.39 acres of land and is located at 2868 Rufina Street. (Donna Wynant, Case Manager, djwynant@santafenm.gov, 955-6325).

Name: Nina Martinez
Comment - 11/13/2021 10:36 PM: (No Vote)
I do not support this bill

2. **Case #2021-4376. 2868 Rufina Street Rezoning.** Jennifer Jenkins of JenkinsGavin, Inc., Agent, for Homewise, Inc., Applicant, requests approval of a rezoning from I-1 (Light Industrial) to C-2 (Commercial) for future development of a mixed-use site development, including 12,237 square feet of commercial space and 68 dwelling units. The property is approximately 2.39 acres of land and is located at 2868 Rufina Street. (Donna Wynant, Case Manager, djwynant@santafenm.gov, 955-6325).

3. **Case #2021-4377. Caja del Oro Subdivision General Plan Amendment.** James Siebert, of James W. Siebert and Associates, Inc., Agent, for the Pulte ~~Group~~ Homes of New Mexico, Applicant, requests approval of a General Plan Future Land Use Map Amendment to change the Future Land Use Classification from Very Low Density Residential (1-3 dwelling units per acre) to Medium Density Residential (7-12 dwelling units per acre). The property is approximately 16.21 acres of land on eight individual lots (to be consolidated). The properties are located at 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road. (Donna Wynant, Case Manager, djwynant@santafenm.gov , 955-6325).

Name: Beverly Jimmerson
Comment - 11/15/2021 10:55 AM: (Against)
This would destroy the overall profile we all enjoy.

Name: James Jimmerson
Comment - 11/15/2021 11:15 AM: (Against)

4. **Case #2021-4378. Caja del Oro Subdivision Rezoning.** James Siebert, of James W. Siebert and Associates, Inc., Agent, for the Pulte ~~Group~~ Homes of New Mexico, Applicant, requests rezoning approval from R-1 (Residential- 1 dwelling unit per acre) to R-10 (Residential- 10 dwelling units per acre) and C-2 (General Commercial) to R-10 (Residential-10 dwelling units per acre). The property is approximately 16.21 acres of land on eight individual lots (to be consolidated). The properties are located at 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road. (Donna Wynant, Case Manager, djwynant@santafenm.gov , 955-6325).

5. **Case #2021-4379. Caja del Oro Subdivision Preliminary Development Plan.** James Siebert, of James W. Siebert and Associates, Inc., Agent, for the Pulte ~~Group~~ Homes of New Mexico, Applicant, requests approval of a Development Plan for an 88 single-family home development. The property is approximately 16.21 acres of land on eight individual lots (to be consolidated). The properties are

located at 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road. (Donna Wynant, Case Manager, djwynant@santafenm.gov , 955-6325).

6. **Case #2021-4381. Caja del Oro Subdivision Preliminary Subdivision Plat.** James Siebert, of James W. Siebert and Associates, Inc., Agent, for the Pulte ~~Group~~ Homes of New Mexico, Applicant, requests approval of a Preliminary Subdivision Plat for 88 single-family lots. The property is approximately 16.21 acres of land on eight individual lots (to be consolidated). The properties are located at 1905, 1950, 0, 0 and 1941 Caja del Oro Grant Road and 4, 5 & 7 Hernandez Road. (Donna Wynant, Case Manager, djwynant@santafenm.gov , 955-6325).