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PLANNING COMMISSION MINUTES
MAY 4, 2023**

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MINUTES OF THE CITY OF SANTA FE PLANNING COMMISSION
Thursday, May 4, 2023 - 6:00 pm

CALL TO ORDER

A regular meeting of the City of Santa Fe Planning Commission was called to order by Chair Clow on the above date at approximately 6:11 p.m. in the Council Chambers at City Hall, 200 Lincoln Avenue, Santa Fe, NM.

A. ROLL CALL

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

Members Present

Chair Janet Clow
Vice Chair Jessica Lawrence
Secretary Peter Smith
Commissioner Phil Lucero
Commissioner Gurushabad Mirando
Commissioner Dan Pava

Members Absent

Commissioner Pilar Faulkner
Two Vacancies

Others Present:

Mr. Jason Kluck, Land Use Director
Ms. Maggie Moore, Planning Manager
Ms. Patricia Feghali, Assistant City Attorney
Ms. Melissa D. Byers, Stenographer

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

B. PLEDGE OF ALLEGIANCE

Commissioner Lawrence led the Pledge of Allegiance.

C. APPROVAL OF AGENDA

Director Kluck asked that the #2023-6486 variance be heard before #2023-6487, Development plan.

MOTION: Commissioner Lawrence moved, seconded by Commissioner Lucero, to approve the agenda, as amended.

VOTE: The motion passed by roll call vote with Commissioners Lawrence, Smith, Lucero and Pava voting in favor and none voting against. Commissioner Mirando could not be heard on Zoom.

D. APPROVAL OF MINUTES

April 6, 2023

MOTION: Commissioner Smith moved, seconded by Commissioner Lawrence to approve the minutes of April 6, 2023 as presented.

VOTE: The motion passed by roll call vote with Commissioners Lawrence, Smith, Lucero, and Pava voting in favor and none voting against. Commissioner Mirando could not be heard.

E. STAFF COMMUNICATIONS

1. Bicycling and Pedestrian Advisory Committee (BPAC) Strategic Plan FY2023-2033 Presentation – Yolanda Eisenstein, BPAC’s Policy, Planning and Law Subcommittee Chair.

Ms. Eisenstein presented a Power Point which is attached as Exhibit “1”.

Commissioner Lucero said this work is very much needed. He asked what other collaboration efforts are made to do similar work, like Bike Santa Fe and Santa Fe Conservation Trust.

Ms. Eisenstein said they work closely with and are aligned with the MPO (Metropolitan Planning Organization), and BPAC has volunteers that work with Santa Fe Conservation Trust in their Safe Routes to School Program. They have conducted a lot of research and outreach when drafting the E-bike regulation with biking organizations in the State and other cities. They plan to look at the traffic calming program last updated 10 years ago to make it easier for people to ask for traffic calming in their neighborhood. They want to talk with law enforcement. There are a lot of problems with people speeding in neighborhoods. Their outreach is driven by the project they are working on.

Commissioner Lucero asked if developments are tracked as they get proposed and what action they take.

Ms. Eisenstein said their technical review committee recently met to discuss the reconstruction at Bishop’s Lodge. BPAC brings the perspective of a biker to the table. They discuss the bike lane widths, roundabouts, intersections. Engineers and planners often don’t think about those. BPAC meets with them again at 30% to give them feedback on what they could do or not do and why. BPAC feels that gives them a voice in the project and is a win-win for everyone.

Commissioner Lucero asked how to get involved even if someone doesn't have time for the meetings.

Ms. Eisenstein said people can volunteer for one of their three subcommittees. They don't have to be from a certain district or be involved at her level of commitment.

F. APPROVAL OF FINDINGS/CONCLUSIONS

Commissioner Pava asked the attorney if he should vote on the Findings since he was not present at the meeting.

Attorney Feghali suggested he should abstain if he did not watch the video and read the packet.

1. **Case #2022-6201.** Windmill Hill at Las Placitas Compound Preliminary Subdivision Plat.
2. **Case #2022-6202.** Windmill Hill at Las Placitas Compound Variance.

MOTION: Commissioner Lawrence moved, seconded by Commissioner Lucero to approve the Findings of Fact and Conclusions of Law for Case #2022-6201 and Case #2022-6202.

VOTE: The motion passed by roll call vote with Commissioners Lawrence, Smith, Lucero, Mirando and Chair Clow voting in favor and none voting against. Commissioner Pava recused himself as he did not attend the meeting.

3. **Case #2022-6102.** Villas de las Soleras Unit 3 Preliminary Development Plan.

MOTION: Commissioner Lucero moved, seconded by Commissioner Smith to approve the Findings of Fact and Conclusions of Law for Case #2022-6102.

VOTE: The motion passed by roll call vote with Commissioners Lawrence, Smith, Lucero, Mirando and Chair Clow voting in favor and none voting against. Commissioner Pava recused himself.

4. **Case #2022-6103.** Villas de las Soleras Unit 3 Preliminary Subdivision Plat. **(POSTPONED TO JUNE 1, 2023)**
5. **Case #2023-6258.** The Cluster Housing at Monte Sereno Development Plan.
6. **Case #2023-6260.** Monte Sereno Variance to Subsections 14-8.2(D)(1) and (D)(2)(b).

MOTION: Commissioner Lucero moved, seconded by Commissioner Lawrence to approve the Findings of Fact and Conclusions of Law for Case #2023-6258 and Case #2023-6260.

VOTE: The motion passed by roll call vote with Commissioners Lawrence, Smith, Lucero, Mirando and Chair Clow voting in favor and none voting against. Commissioner Pava recused himself.

G. OLD BUSINESS

H. NEW BUSINESS

1. **Chapter 14 Text Amendment. Chapter 14 Authority for HDRB to Approve Exceptions.** An ordinance relating to the Land Development Code, Chapter 14 SFCC 1987; amending various sections to grant authority to the Historic Districts Review Board (HDRB) to grant exceptions to Section 14-5.2, Historic Districts Overlay. (Heather Lamboy) **(WITHDRAWN, HISTORIC DESIGN REVIEW BOARD TO REVIEW)**
2. **Case #2023-6392. 5407 Beckner Road Preliminary Serial Subdivision.** JenkinsGavin, Agent, for AMFP V Beckner, LLC, Owner, request Preliminary Serial Subdivision approval per SFCC 1987 Section 14-3.7 "Subdivision of Land" to divide Lot 1-A, Phase 2 of the 5201 Beckner Rd. Project (11.18 acres) within the Las Soleras Master Plan for an eight-lot subdivision. The property is zoned C-2 (General Commercial), and within the Suburban Archaeological Review District. (Dan Esquibel, Case Manager) **(POSTPONED TO JUNE 1, 2023)**
3. **Case #2023-6491. 5407 Beckner Road Final Serial Subdivision.** JenkinsGavin, Agent, for AMFP V Beckner, LLC, Owner, request Final Serial Subdivision approval per SFCC 1987 Section 14-3.7 "Subdivision of Land" to divide Lot 1-A, Phase 2 of the 5201 Beckner Rd. Project (11.18 acres) within the Las Soleras Master Plan for an eight-lot subdivision. The property is zoned C-2 (General Commercial), and within Suburban Archaeological Review District. (Dan Esquibel, Case Manager, daesquibel@santafenmgov 955-6587) **(POSTPONED TO JUNE 1, 2023)**
4. **Case #2022-6134. 1864 Paseo de Vista Rezoning.** JenkinsGavin, Inc., Agent, for Cerro Del Norte Partners, LLC, Applicant, requests rezoning from R-1 (Residential: one dwelling unit per acre), to R-3 (Residential: three dwelling units per acre). The property is approximately 31.0 acres zoned R-1 (Residential: one dwelling unit per acre) and located within the Suburban Archaeological Review district, Escarpment Overlay District and Mountainous and difficult Terrain mapped area. (Dan Esquibel, Case Manager)

5. **Case #2023-6488. 1864 Paseo de Vista Master Plan.** JenkinsGavin, Inc., Agent for Cerro Del Norte Partners, LLC, Applicant, requests Master Plan Approval for a future residential project on +/-31.0-acres. The property is approximately 31.0 acres zoned R-1 (Residential: one dwelling unit per acre) and located within the Suburban Archaeological Review district, Escarpment Overlay District and Mountainous and difficult Terrain mapped area (Dan Esquibel, Case Manager, daesquibel@santafenmgov 955-6587)

EXECUTIVE SUMMARY

JenkinsGavin, Inc., (Agent), representing Cerro Del Norte Partners, LLC (Applicant), is requesting rezoning from R-1 (Residential: one dwelling unit per acre) to R-3 (Residential: three dwelling units per acre) for +/- with a Master Plan future residential project on 31.0-acres (Project).

The subject property is a legal lot of record approved by the City via certificate of the compliance process and recorded in the Office of the Santa Fe County Clerk on December 14, 2022.

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

Staff's analysis finds that the Applicant has satisfied Subsection 14-3.5(C) "Approval Criteria" for Rezoning request, and Subsection 14-3.9(D) "Approval Criteria; Conditions" for the Master Plan request.

STAFF RECOMMENDATION

The Planning Commission should recommend that the Governing Body Approve Case #2022-6134 and Approve Case #2023-6488 Subject to conditions. 44:00

Chair Clow thought she read in the traffic study report there was a failure on two roads.

Leroy Pacheco, 313 Lomita, was sworn in. He said they asked for a stop sign warrant analysis for the existing stop signs. He said when he is speaking of failure he thinks of through capacity, and that was not found.

Chair Clow noted on page 8 it states that *Alameda and El Rancho further degrades eastbound through right movement at LOSF in the AM and PM peak hour.*

Mr. Pacheco said LOS is level of service which go through A-F. He thought degrades probably refers to a reduction from B to a C, etc. because failing is beyond D, and he did not recall a failure.

Chair Clow asked the meaning of LOSF.

Mr. Pacheco reviewed the analysis explaining it speaks to the horizon year. In an analyses the engineers look 10 years out. He said there will be an issue at Alameda and El Rancho in 10 years. He confirmed improvements will be suggested before that.

Commissioner Pava asked for information on the number of points garnered relative to the minimum requirement. He did not see that in the master plan.

Mr. Esquibel said architectural points are usually addressed for large scale or multifamily developments. These are single-family developments and will not be vertical and architectural points are not required by Code. He offered to do that as part of the subdivision, but the residential component for the points is fairly low. He had never heard of anyone who failed to meet those.

Commissioner Pava said he was interested in seeing them in the presentation, elevations, and illustrations. He had a difficult time with the density shown.

Mr. Esquibel said he did not request profiles for the master plan because it is mainly a subdivision. Staff can add that as a condition of approval if the Commission wants that presented as part of the preliminary plat.

APPLICANT PRESENTATION

Jennifer Jenkins, with JenkinsGavin, was sworn. She introduced her clients and the team. They are requesting two things, a rezoning and a master plan that lays out the general intent. She showed a map of the vicinity noting the strip of City-owned open space adjacent their property. The area slated for annexation was noted and the City's future land use map was shown. The density range is from 3 to 7 dwellings per acre and the property is currently vacant and zoned R1, which does not conform with the General Plan. The proposed connection points for water service were noted. Under R3 zoning the maximum is 107 dwellings which includes the 15% density bonus from the Santa Fe Homes Program. Their master plan is for a 67 lot community, 63% of the maximum. The subdivision phase must comport with the master plan or be amended and come back to the Planning Commission and Governing Body. They want about two lots per acre, but a designation of rezoning has to align with the future land use map. Their request is R3 to align with the map. The master plan governs the scope of development and aligns with the surrounding neighborhoods. There is no open space requirement, but this provides over 13 acres of open space. Out of the 67 homes 13, will be priced affordably in accordance with the Santa Fe Homes Program.

Ms. Jenkins pointed out the access locations and described the area for the homes and roadway improvements. The TIA (Traffic Impact Assessment) was described. She reviewed the list of intersections in the TIA with their Level of Service (LOS), which is based on the delay. She described how the study is conducted and noted the statement in the TIA explaining why they updated the study. She reviewed the City open space, the trails systems and pedestrian access, noting MPO's request for trail connectivity. She

explained the improvements to access and open space that will be made to Paseo de Vista. Also, there will be an easement connecting to the open space to the east. The conceptual grading plan was shown. Ms. Jenkins said they asked on condition number two, to address easements that are not practical or navigable later.

Commissioner Pava asked a typical lot width, the range of lot sizes and types of units intended.

Ms. Jenkins said lot widths are from 50 to 75 feet and about 105 feet deep. The subdivision will easily accommodate their intent of single family detached homes.

Commissioner Pava commented that this is a difficult property to develop.

PUBLIC HEARING

Chair Clow limited speakers to two minutes.

The following speakers were sworn in at the same time:

Lynn Osborne and her husband, 128 North El Rancho Road, said they and several of her neighbors submitted a letter to Dan Esquibel. She asked the Commission to take the time to read the letter. She said the statements of Ms. Jenkins that the gradual densification has resulted in a diverse neighborhood of semi-rural county lots and suburban development type patterns, are not true. She has lived there for 27 years and dozens of other residents are on the road. They are zoned R1 and only two homes are new. Those on the road have complied with the astringent escarpment overlay requirements. There are no current lots with 3 to 7 dwellings per lot as the applicant proposes with the increase in zoning. The letter from JenkinsGavin says the new 67 units *"will support preserving community character while promoting much-needed housing."* She said the applicant's 13 affordable homes out of the 67 dwellings is a start but adds 100 new cars and will create major traffic jams on North El Rancho Road. Nor does it justify removing the stop signs. The letter says, *"future development will have only moderate impacts on the existing roadway infrastructure,"* and *"the TIA demonstrates that the roadway network has the capacity..."* with the proposed improvements." She said no roadway improvements are mentioned; it is not true. Having more dwellings to the daily traffic will result in more than four times the current traffic. N. El Rancho Rd. has always been in poor condition and has varied paving widths, dirt edges, eroding open slopes or sheer drop-offs. There are no signs warning of steep climbs or drop offs and in the winter the road is often solid ice. The JenkinsGavin report says removing the stop signs on West Alameda would make traffic flow better. She asked how that is possible. It is a dangerous suggestion, giving no thought to the added vehicles using El Rancho and trying to force their way into heavy traffic. The TIA says data from 2017 – 2020 from DOT shows no more than two crashes occurred at the intersection of Alameda and El Rancho. She said it appears that the four-way stop did meet the multi-vehicle minimum collision that was required for a four way stop years back. The traffic has now increased many times and the Siler bridge crossing will be more exacerbated by the additional vehicles of

the 67 units. She said the four-way stop must stay for the safety of traffic entering and leaving N. El Rancho Rd, especially if there will be another 100 plus cars commuting.

Mike Hayden, 105 Day Break, was given additional time by donation of other speaker's time. He lives in Las Lomas and is on his homeowner's association board of directors. Los Lomas is the closest subdivision, and they have 67 lots and 58 houses. The only connection to West Alameda is The High Road, which is steep and curvy with many driveways that are blind to traffic. The Los Lomas developer worked with the City to gate The High Road at Paseo de Vista for emergency access only for traffic and safety reasons. The Commission and City Council approved that it is has been that way for the life of their subdivision. During the planning phase, they were surprised that the final traffic study said The High Road will be opened to through traffic. It was not on the portal until Tuesday. He said we have been blindsided. They were not told by JenkinsGavin or anyone. He said he absolutely opposes the opening and plans to follow up with City staff as appropriate. He said opening the road invites all kinds of waste haulers to use their residential, curvy, steep, street when there are higher capacity routes available. There are also three intersections proposed within a 310 foot stretch on Paseo de Vistas, which violates the road design standards. He said the Commission should not recommend approval of the master plan until his neighborhood's traffic concerns and those of other residents are properly addressed. They were given no time to review the final traffic study. He said Ms. Moore pointed out it is an inconsequential difference and within the allowable range, but it is sure consequential to the neighborhood. It is a galvanizing issue. He added that there are technical people in the neighborhood who could analyze the traffic study and make cogent comments. They were not given the time to do that.

Jay Busch 1701 Watchpoint, at the corner of The High Road, said he supports the proposed development. He does have an issue with the traffic study that inadequately reflects how the existing traffic patterns will change and the greater impact traffic will have on The High Road if opened. That will become a shortcut that is one fourth of a mile shorter, for traffic connecting between Alameda and Paseo Nopal. The TIA, Appendix C looks at the 37 people who currently turn up Nopal and assumes only four will and the remainder would take the long route. The study also proposes 55 people will turn down Nopal and none will take the short cut on The High Road to Alameda. That could potentially take that intersection from Level C to failing. He said the TIA should be revised and a real model of traffic and the traffic pattern changes with the opening of The High Road. He said the Commission should not approve anything until they understand that.

Polly Ahrendts, 112 The High Road, said she has lived there for 20 years. She sees the traffic flow, the street parking and neighbors coming and going. She said from that vantage point the increased through traffic will create a dangerous situation for pedestrians and vehicles. The neighborhood was designed according to the escarpment rules on house placement, which makes them unique and different. She said they have blind driveways, steep inclines, and houses close to the road. She did not believe the road would safely handle the traffic flow of commercial vehicles in a residential neighborhood. Her understanding was that the City had agreed The High Road would remain closed to through traffic. She can't imagine having three intersections within 310

feet complies with any kind of road design standards. She is not against a well-planned development, but opening The High Road is unnecessary and risky. There should be further studies and the assumptions should be tested, and the neighborhood should have time to do an analysis.

Beth Bloomfield, 1703 Watchpoint, said she has lived there since 2010 and is not opposed to the development. She wanted to make two points; first to the process and the history of how The High Road came about. The HOA and interested parties, the developers and the City have been in productive negotiations and discussions. She said this was blindsiding them because of the short notice.

Celia Mendez-Fiedler, 19 Sin Nombre, said there are many concerns about adding more people to this area because of the environment. She has lived here almost 40 years and watched the changes in the environment as the population grows. She can't imagine what more people and vehicles in the area will do to the environment. This is an old area with many birds and animals. This area should not be easily changed, but this subdivision will considerably change and modify the area. Everyone should be more aware of their environment. She doesn't think the area can support a large influx of people and vehicles. She said it would be better and more acceptable if scaled down and would have less impact. She urged the Commission to consider that this project will devastate much of the area's environment.

Michelle Chortel, 26A Paseo Nopal said her house and her neighbors are the only houses directly abutting property without open space between them. A significant arroyo separates the 13 acre open space. She wondered why the lots looked smaller than at Las Lomas with the same amount of land and houses. She said it is because the applicant is using the density for the entire area on the south side of the arroyo. That is actually R5, which is not in keeping. Also, Ms. Jenkins failed to mention this is in the mountainous terrain and is eroded and difficult terrain. She wasn't sure how so many houses with small lots could be built, without stripping the land of boulders, etc. She is hoping that is not their plan. She said the open space in the bottom is arroyos that cannot be developed, and the open space has no access. She asked the Commission to consider those things and size of the lots that will be built to the lot line.

Paula Bertino, 109 The High Road, said they bought their property 27 years ago. One of the main reasons was the realtor told them the City said The High Road would never be opened. She has a blind driveway and has had many close calls. There will a lot of accidents if someone goes a little over the speed limit. This was never constructed as a thoroughfare and should not be approved until studied further.

James Werbel, 104 Starview, said he supported the development originally. He came to talk about the transportation issues. He said it is clear they are "half-baked". He asked the Commission to delay approval until the traffic issues are clear. He also wanted Torreon added as an additional road to the TIA study. It has good access, and most trucks are supposed to use that when going to the transfer station. He asked the Commission to do the checks and balances with developers. His concern is opening The

High Road would radically change the character of their subdivision, and this quiet residential neighborhood won't be, if trucks are going up and down.

Christopher Vigil, 117 Calle Nopal, said Commissioner Pava hit it on the head on the elevations. A lot of people are moving in, particularly in the north central part and they are feeling the impact more on Calle Nopal. Big trucks are now travelling up Calle Nopal. He lives on the corner where there is a drainage arroyo and they have seen traffic moving too fast hit the electric pole. They see people that do not stop at El Rancho and West Alameda. He said the Commission is looking at a flat piece of paper; use the General Plan. He crumpled a piece of paper and said this is what you see in the terrain.

Naomi Diamond, 110 The High Road, was sworn. She reiterated that City Council had approved their subdivision with the condition The High Road was not to be opened to Paseo de Vistas. She said that was important when she built her house. The High Road was built by Michael Herlocker who still lives in the development. He sold the road to the City for a dollar. Although The High Road is a City road, homeowners maintain the road during the winter. The roads are treacherous in the winter, and often she cannot see what is coming up or going down the road. She was curious whether the developer studied the impact of the traffic noise. She thought that was also important. She said she is a grandmother with a grandchild who visits regularly. She fears for their safety if heavy construction trucks are going through.

Dr. Nancy Hayden, 133 North El Rancho Road, was sworn. She works for Sandia National Laboratories as an engineer and analyst. Over the last 40 years she has been a technical advisor to the government protecting public interest, safety, and security. She strongly disagrees with staff's analysis and objects to the proposed rezoning and development, and new safety issues entailed with the proposal. They were not addressed in the TIA. Nor were there significant alterations to the character of her neighborhood and the disadvantages to the existing communities. She and her neighbors have articulated many of their concerns in written detail in a letter submitted May 1st to the Planning Commission and staff. She wanted to address three issues in particular. First, the proposal is not for 2.6 built units per acre, but at least 5 built units per acre. Second, there appears to have been many meetings with City staff to review the application, especially those dealing with traffic safety. Neither she nor her neighbors were ever consulted. Also, the TIA talks about the intersection, but the analysis specifically excludes consideration of the increased through traffic on N. El Rancho Road to "*provide a conservative estimate*" for the potential impact on traffic on The High Road. She said as mentioned the vehicles exceed the speed limit going to the transfer station in spite of posted signs. N. El Rancho is used by people biking and walking and this would be a nonstarter to continue that. She noted that the proposal has a lot about public access to the proposed green spaces, requiring even more traffic on El Rancho Road to access the space. There are no improvements suggested and the improvements for the sidewalks, etc. are only along and adjacent to the development, not for the neighborhood.

Jean Salazar was sworn. Her home abuts the parcel considered for rezoning. This rezoning accommodates 67 units with 13 affordable and the other 54 units will be

marketed at \$700,000 to \$900,000. This is housing Santa Fe does not need. This would be homes for the wealthy; a second or third home, or an investment purchase as high end, short-term rentals. She asked that the parcel stay R1, and the entire 31 acres be developed with modest single-family homes. Housing that Santa Fe does need. She said R1 allows 31 units, one unit per acre. However, 13 acres is not buildable which leaves 18 acres for 31 homes, or 1.72 units per acre. This area is a patchwork of small farms and rural homes. She said she is fine with her tax dollars spent on water and sewer hookup and paving of Paseo de Vistas for the development. But she objects to spending her tax dollars for mostly high-end units. She said she is tired of developments using supposed affordable housing as a smokescreen to make big bucks building housing the City does not need. She said the City's plan to build our way out of the housing situation has not worked, so stop it. She asked the Commission to leave the parcel zoning R1 and find other organizations also doing this work.

David Moore, 1707 Purple Aster, was sworn. He agreed with previous comments on the revised traffic report. The timing to public access lacked transparency and was disappointing. The High Road is not designed to function as a through road. There are other roads leading off it the TIA did not analyze impact. It is a big safety issue the Commission should investigate more fully. The limited information seems to suggest impact on traffic at intersections by opening The High Road, if analyzed, would make a big difference to the safety and the character of the neighborhood. The City initially said the road would never be opened except in emergency for Paseo de Vistas.

Connie Deschants, 1703 Purple Aster, was sworn. She agreed with others in her subdivision who spoke. She bought her house with the idea that The High Road was a closed street not a throughway. Her fear is her neighborhood will become more trafficked and noisier and do nothing but provide quick access for those going to the dump. That isn't a reason to ruin a lovely neighborhood just to have more housing in Santa Fe.

Martin Romero, 1807 B, North El Rancho Road was sworn. He agreed with the comments on the traffic issues. The process has been disingenuous to those it actually affects. There is a notification process, which failed to notify any of the neighborhood, and this is the first time he has heard about the stop sign removal. His concern is that despite the testimony, it meets all the requirements. He has witnessed accidents there constantly. He asked who will maintain the roads if the subdivision happens. The City hasn't corrected any of that.

Steve Ole was recognized but could not be heard on Zoom.

Gaellle de Tassigny, 26 B, Paseo Nopal, was sworn. She referred to the woman who mentioned homes for Air BnB. She said we have a new home on the street that is an Air BnB and Santa Fe has plenty of neighborhoods with big high dollar homes. She said she doesn't know that Santa Fe needs more. Considering the topography, she walks the area every day. She thought it hard to imagine so many units could be built without destroying a lot of the environment. She said it is too bad it has come to people versus

nature. That should be considered. She said there could be something sweet created with less units.

Chair Clow closed the public hearing.

COMMISSION DISCUSSION

Chair Clow asked to clarify staff had asked for a traffic study and the developer was recently asked to redo the study with The High Road if opened. Her understanding was they were not just looking at whether to open The High Road. She asked if The High Road is opened, what the City's intent is regarding notifying the residents, etc.

Mr. Esquibel said he would let the Traffic Division address that. He said he is not aware of any arrangement for a public road being required to be closed. He read the definition of mountainous and difficult terrain, any portion of the parcel labeled *mountainous and difficult terrain on the official zoning map and where over 25% of the square footage of the parcel has an existing slope of over 20 percent*. He said the applicants provided terrain management plans that were stamped by surveyors and engineers. This parcel does not meet the definition of mountainous and difficult terrain. The Ridgetop is within the escarpment overlay but is only along that portion of the road. There will be more details on how the lots interact with that area along the roadway with the subdivision plan.

He said noise is regulated within Chapter 10 within residential districts in day at 55 DBA and night at 50 DBA. On the architectural points, the highest is 205 in the commercial district and lowest is the industrial district at about 155, and residential is 180. It is a very low threshold to meet.

Mr. Esquibel said the application process as they discussed before, is the development review team reviews the applications received. Their job is to ensure the application is in compliance. When the applicant appears before the Commission, they have been required to meet all of the standards. Staff would probably not recommend approval if the applicant failed to agree to the conditions required by Chapter 14. Once staff recommends approval, the applicant is compliant subject to conditions. Rezoning is a discretionary item. In this case staff believes the applicant has complied with all of the standards, especially since the General Plan target for the area is 3 to 7 units per acre. Larger lots and bigger houses are more expensive, and price is mainly supply and demand. Currently it is high demand and low supply. The more homes on a parcel the higher the number of affordable housing required.

Chair Clow said the applicant wants to address condition #2 at the preliminary subdivision plat, rather than prior to filing the development plan. She asked if Mr. Esquibel was okay with that.

Mr. Esquibel said the development team was not in favor of waiving that off or changing that to a different stage. The applicant would have to address that before filing the master plan.

Mr. Pacheco explained the timing of the public's access to the TIA. The developer submitted their TIA with their application in February. That was reviewed by Wilson and Company and was finalized March 31st.

Chair Clow confirmed Wilson and Company was hired by the City to review the traffic plan of the applicant and their engineer, Bohannon Huston.

Mr. Pacheco said once finalized, Land Use staff must have noticed the applicant's original TIA was online. No change was made post March 31st, 2023. He noted that outcomes would not have been different and there was no change in criteria.

He addressed the issue of The High Road. Wilson and Company looked solely at the traffic operations and all modes of traffic; motorized, pedestrian, and bicycle. Wilson and Company only had the plat submitted. The High Road is a City road, and the plat had a note stating that access to Paseo de Vistas is to be constructed concurrent with Phase 2 of the subdivision. That is within the legal record. He said this is for the master plan and the TIA will be updated. There has been no specific recommendations.

Mr. Pacheco said they asked the developer's engineer to look at the stop signs because they are based in federal law and must be warranted. As he understands, the finding with respect to volume had not been met at the stop sign. The sign is still there because of the sight distance issues going north from Alameda. The City has taken no action to remove the stop sign. The study did show removing the stop sign would improve the LOS on Alameda. But no one should assume action will be taken from that. All of the intersections were looked at as City-owned streets.

Chair Clow said The High Road is a public road. She asked if it is blocked.

Mr. Pacheco said there is a gate. The engineers noted on the public record it says Paseo de Vistas will be constructed concurrent with the Phase 2 approval of the subdivision, the one there now. The engineers suggested looking at the seven intersections and traffic volumes, etc., which is how this conversation came about. He thought it a healthy conversation to have at this stage.

Chair Clow asked the City's intent for The High Road.

Mr. Pacheco said looking at not only motorized, but the master plans, for bikes and pedestrians, and conditions on Nopal or El Rancho, and the City streets with sidewalk and lighting and direct connections to the Santa Fe River Trails. All of that is being looked at with respect to all modes of traffic at a master planning level.

Ms. Jenkins added when the City's engineers saw The High Road was a City street, they suggested it be analyzed to be thorough for a potential north connection. A statement in the TIA speaks to why the study was revised, but she could understand the neighborhood reaction to the statement. She said there is no memo from Public Works that the road would be opened, and the applicant is not advocating for that. She said if there is an old agreement in place that should be honored and respected. The TIA will be updated once they get to the subdivision stage.

Chair Clow asked about the traffic study that was completed and filed in March.

Ms. Jenkins explained there were three versions of the study. The first application did not include the master plan and needed technical corrections made. The applicant worked with staff to modify and revise that, held another ENN meeting, and submitted the updated TIA with their revised application in March. The applicant received more comments from Public Works asking them to look at the stop sign warrants along Alameda, and to change their assumptions so Public Works has a complete picture of The High Road. That study was a resubmittal to address the Public Works comments.

Commissioner Lawrence asked Mr. Esquibel about the timing of the information in the packet. She understood letters were submitted by neighbors, but she didn't recall seeing those.

Mr. Esquibel said the policy is that public letters must be submitted directly to Prime.Gov because of numerous issues in the past. Prime.Gov was modified to include letters and attachments.

Commissioner Lawrence asked confirmation that those who sent emails or letters in a different way had not been informed of the policy, in this case.

Mr. Esquibel said given staff's workload and deadlines, he has to shut down his email at some point or he will never finish anything. His focus is to get the packet out on time for the meeting. He said it is not uncommon where DOT is working directly with the applicant to meet their requirements for state statutes which often does not get to him for the packet. In this case he received information after the packet, but he uploaded the information to get it out.

Commissioner Lawrence said as a Commissioner she is not always aware when information is added, which is problematic. She was concerned how to ensure Commissioners have the full record and can respond. She asked the deadline for the public to submit letters etc. to Prime.Gov.

Ms. Moore replied up until Monday at 5:00 pm.

Commissioner Lawrence said she appreciated everyone who was present and spoke tonight. The Commission received a lot of information. She said she would have had even more concerns if the public had not been here and willing to speak.

Chair Clow said she thought that Geraldine Gurule emails Commissioners if there are additional materials after the Commission has been notified their packet is online.

Ms. Moore confirmed she was correct. She said the packet is finalized on Friday hopefully by 5:00 p.m., uploaded by Geraldine, and Geraldine sends the Commissioners a notice. In this case staff uploaded the older version of the TIA study.

Chair Clow confirmed the public is notified how to upload their comments.

Ms. Moore noted it is on the agenda.

Commissioner Smith said he didn't want his questions to be misconstrued as malfeasance and applauded the sentiments in the room. He was confused about The High Road which is closed now and whether it will be opened in the future. He asked to clarify if there could be heavy vehicles using the road.

Mr. Esquibel said he has no control over that and deferred the question to the Traffic Department. His understanding is that many of the roads require improvement and that may offset some of the development. Whether The High Road will have to be modified to accommodate the impacts is based on the TIA and the Traffic Department's definition of what is needed.

Commissioner Smith asked if the Commission could reject the project. They are being asked to approve something without knowing the consequences.

Mr. Esquibel explained the request is for a change of zoning which has Findings of Facts that have to be addressed. Those include whether infrastructure can support the development. For that request with or without The High Road, water, sewer, utilities, and transportation needs are available to accommodate the development. That does not mean the roads may not have to be modified and other things that come about as a direct result of the detailed analysis.

He said the master plan also overlaps the zoning criteria and still requires the General Plan, zoning, Code, etc. to be met. The applicant does meet those requirements. The preliminary plat and final plat will provide detailed analysis whether The High Road will have to be included as part of the improvements necessary. This is still at a high level of review of meeting policy and the roads and infrastructure can support the policy. He said that is as far staff can go because the applicant has not been asked to submit anything more detailed. That comes later with development.

Mr. Esquibel said if the Commission recommends to the Governing Body this be approved, the Code provides the standards that have to be met. Those standards cannot be denied because someone doesn't like the way it looks, or houses are too high, or there is too much traffic. The Commission has the authority to require conditions of approval.

But they would have a good finding to deny so the City is not put in the position of being arbitrary or capricious.

Commissioner Smith said because the Commission did not know about the argument on The High Road until tonight, he might argue for postponement.

Mr. Esquibel said that is within the Commission's authority.

Chair Clow said she didn't think they would need to postpone. The High Road is a public road and most public roads are open. She said if the artery is necessary for traffic flow it will be looked at, not just for this new development. She asked if there was an agreement between the previous subdivision and the City the road would never be opened to Alameda.

Director Kluck said the traffic engineers have done due diligence, and this is a part of the traffic analysis. There is no assertion that the road will be opened. and staff will thoroughly research the agreement to provide a clear analysis to the Commission. He said postponing doesn't make sense because he sees no irregularities. This will be thoroughly vetted with the subdivision approval.

Chair Clow agreed if there is an agreement the road would never be opened, that will be considered. Without an agreement, the City has the right to open the road if required by traffic flow.

Director Kluck said although true his sentiment is it is not likely.

Commissioner Smith asked if this comes back, could the Commission concur to open the road but make it illegal for a truck that has more than six wheels to use the road.

Mr. Esquibel said that has occasionally happened on other roads. An ordinance would have to be adopted and the neighborhood would need to contact their Councilor.

Director Kluck added it is unlikely people would use The High Road and even if open would probably only be a few trucks that would use it.

Commissioner Pava asked staff to elaborate on the current plans for the area and the status of those. He asked if the other roads were collectors, and The High Road is residential.

Mr. Esquibel said he did not look at those.

Ms. Jenkins said with respect to Paseo de Vista, the applicant will improve along their frontage with sidewalks, curbs, gutters, and bike lanes. She said the repaving of Paseo de Vista is eminent, but she didn't know about the other streets.

Commissioner Pava asked Mr. Pacheco to address his question on the classification of Nopal, Vista, and El Rancho.

Mr. Pacheco said they are collectors and Alameda is a minor arterial.

Commissioner Pava said he thought that would have bearing on future considerations. He walks the area and concurs with comments that people do not see the stop sign. He suggested that should be looked at seriously. Also, he highly encouraged there not be a two-way stop.

He said he has been in the planning business a long time and respects staff's approach. He thought he would have concluded looking at this, that the design change could be interpreted as not in context to the neighborhood characteristics. He said the context is different along Nopal, Vista, and El Rancho, which concerns him.

Mr. Esquibel said discussion with the neighbors today was vibrant and discussion between staff and the applicant can be just as vibrant. The applicant originally asked for a General Plan reduction in policy and a zoning reduction. He was not able to recommend approval because he cannot go against policy. The applicant was required to return with a master plan, and their density is still close to the R2 zoning the applicant originally planned and consistent with the area. That is one reason the applicant asked for R3 rezoning, to meet policy.

MOTION: Commissioner Lawrence moved, seconded by Commissioner Lucero to recommend approval for Case #2023-6134, 1864 Paseo de Vista Rezoning.

VOTE: The motion passed by roll call vote with Commissioners Lawrence, Lucero and Mirando voting in favor and Commissioner Pava voting against. Commissioner Smith abstained.

MOTION: Commissioner Lawrence moved, seconded by Commissioner Lucero to recommend Case #2023-6488, 1864 Paseo de Vista Master Plan subject to the conditions of approval and technical corrections as stated by staff.

VOTE: The motion passed by roll call vote with Commissioners Lawrence, Lucero and Mirando voting in favor and Commissioner Pava voting against. Commissioner Smith abstained.

Commissioner Pava said he was instructed by counsel that he could make a motion to reconsider.

Attorney Feghali said someone who voted in favor can make a motion to reconsider.

Commissioner Pava explained he wanted the motion to reconsider to include a caveat that the master plan as the overall guiding document include language for both Calle Nopal and El Rancho North be considered in future traffic impact analyses, and The High Road should not be considered for opening for this development.

Attorney Feghali said she isn't sure the Commission has authority to request that.

Mr. Esquibel said the Commission can affect the master plan but not the rezoning. The Commission, within a condition, can ask for additional information to be presented at the preliminary plat. Whether The High Road can be opened, is a technical issue requiring it to be looked at by City traffic engineers. That is highly integrated with the life/safety requirements. He suggested the Commission limit their request for additional information only and ask for that to be attached to the master plan.

Commissioner Pava dropped his request. He said he believes the record will show that the Commission will be considering that at the time of the preliminary plat.

6. **Case #2023-6486. 3900 Constellation Drive Development Plan.** NM Land Solutions LLC, Agent, for Luxelocker Santa Fe, Owner, request approval of a development plan to establish development standards for a 71,588 square foot storage facility with 83 storage-units located at 3900 Constellation Drive on three lots totaling approximately 3.931 acres. The property is zoned I-1 (Light Industrial) and is within the Airport Road Overlay District, the Southwest Area Masterplan and the Santa Fe Airport Industrial Business Park Masterplan. (Daniel Alvarado, Case Manager)
7. **Case #2023-6487. 3900 Constellation Drive Setback Variance.** NM Land Solutions LLC, Agent, for Luxelocker Santa Fe, Owner, request approval of a setback variance to the 100' setback requirement for storage and industrial in the Airport Road Overlay District to develop a 71,588 square foot storage facility with 83 storage-units located at 3900 Constellation on three lots totaling approximately 3.931 acres. The property is zoned I-1 (Light Industrial) and is within the Airport Road Overlay District, the Southwest Area Masterplan and the Santa Fe Airport Industrial Business Park Masterplan. (Daniel Alvarado, Case Manager).

EXECUTIVE SUMMARY

The subject property is located at 3900 Constellation Drive, northwest of the Airport Road and Constellation Drive intersection. The subject property is comprised of three undeveloped lots totaling 3.931 acres. The applicant has requested approval of a development plan for a 71,588 square foot storage facility with 83 storage-units of varying sizes, including some large enough to accommodate automobiles, recreational vehicles and boats.

In addition to the storage space, the subject project will include an RV wash bay, liquid waste RV dump station, customer restrooms and some units with restrooms. The development plan includes landscaping and fencing around the perimeter of the property. The subject property is located within the Airport Road Overlay District (adopted 2013, amended in 2017), as well as the Western Neighborhood Plan Area of the Southwest Santa Fe Community Area Master Plan (SWAMP) (adopted in 2007) and the Santa Fe Airport Industrial Business Park Master Plan (Adopted in 1991). The properties are also subject to a 2004 Subdivision Plat and Development Plan, and a 2013 Lot Line Adjustment Plat which serves as the property's current Legal Lot of Record. Each of these documents include approvals and restrictions that are in some cases in conflict with each other, however as the section below will demonstrate, after review of all of the applicable documents, the Airport Road Overlay District's setback requirement of 100 feet for storage uses applies to the subject parcel.

STAFF RECOMMENDATION

Staff recommends **DENIAL** of the Setback Variance for Case #2023-6487.

Staff recommends **DENIAL** of the Development Plan for Case #2023-6486.

Commissioner Pava said the Airport Overlay Zone intention for the 100 foot setback was partly that the road in that area should look nicer as people leave the airport. He asked if there were additional reasons.

Mr. Alvarado said not just for aesthetics, but a more livable environment for those living in the area as it is one of the densest in the City. Part of the intention is to make a pedestrian friendly streetscape that has seating, and to prevent industrial use directly against the road that would ruin a livable environment in the future.

Commissioner Pava asked if the other storage type units he noticed within 100 feet, were preexisting.

Mr. Alvarado wasn't sure whether approved before or after the overlay.

Commissioner Pava confirmed the plat has notes that the Overlay Zone applies to this property.

Mr. Alvarado said the plat notes say that any Chapter 14 Code requirements apply to future development on the property, which includes the Overlay Zone.

Director Kluck said the adjacent storage units do comply with the setback.

APPLICANT PRESENTATION

Victoria Dalton 915 Mercer St., and Nathan Manzanares at the same address, were sworn in. Mr. Manzanares said it is important the Commission know how the Airport Park came about and has developed over time.

Ms. Dalton read a statement of history into the record, which is attached hereto as Exhibit "2".

She addressed the archeological report stating that a full study and full report was prepared at the time the Park was developed. It was reviewed by SHPO (State Historic Preservation Office) who found no significant sites to be preserved. The report and study is available. She said to comply with staff's condition, they could hire an archaeologist to use the study and go back to the Historic Board for archaeological clearance.

Mr. Manzanares presented the development plan. He said the 2013 lot line adjustment was to help facilitate the approval of the existing tractor supply company. If approved this will be consolidated into one lot. This is unique from other storage facilities and privately maintained and has low turn around. Covenants and unit association dues help maintain the landscape buffer they request in lieu of the hundred foot setback. They will increase security with 24 hour monitoring. He said the 100 foot setback established in 2017 was not anticipated with the original approvals for the park. The Airport Road right-of-way abuts the property line of the development. There are existing sidewalks, and they are willing to add benches and a landscape buffer. The variance is crucial to the plan and if not granted, likely they will just move on to a different site. They will continue the trees that are along the street. He read from the staff report, "The property is zoned I1 light industrial", and with completely enclosed buildings this is allowed under this category. Also, the property is within the Overlay District, which allows storage. They are subject to the condition of additional setback requirements. The proposal meets all design standards except the Airport Road Overlay District as shown in table 2. The product they provide is significantly lower in height than the maximum allowed. They meet all other requirements except the setback as established well after the original approval of the Park. This lot is one of the last in the park to be fully developed. A wall that will be behind the landscape buffer was displayed. He said this is a high end product and they want to be good neighbors. People have already contacted them to reserve units because of restrictions preventing homeowners to store RVs or boats outside their homes. He said this product is needed and eliminates RVs and boats being stored on public streets. The prior projects completed by this company throughout the country were shown.

PUBLIC HEARING

John Hancock, 2669 Chelsea Ln., was sworn. He sold the land to the owner in 1980. He said as a real estate broker he was concerned about vested interest. There is lot consolidation, and the Overlay on Constellation takes one third of the lot. That puts a huge burden on lot owners that loses a third of their lot.

David Ferrette, Austin, Texas, was sworn. He said he wanted to be available if there were questions about operations and maintenance. The company does maintain ownership and does not plan to sell the common areas. These are collected to maintain

things. Some units have restrooms, but use is restricted by CCRs and conducting business or living in the unit is strictly prohibited. The storage is access controlled.

Chair Clow closed the public comment section.

COMMISSION DISCUSSION

Chair Clow asked staff if they have the documents noting the 25 foot setback on the plat.

Mr. Alvarado said there is the original master plan, Appendix D of the application materials, and the subdivision and development plan approvals.

Chair Clow said she wanted to see it shows a 25 foot setback.

Mr. Alvarado displayed the master plan with an established setback at 25 feet. He said the approval of a master plan and development plan does not approve a *new* development plan. Plan documents they have seen already make it clear that future development is subject to the current Chapter 14 Code.

Ms. Dalton assisted in finding the documents showing the 25 foot setback.

Chair Clow confirmed they were currently looking at the preliminary final development plan, and the 25 foot setbacks are on the master plan and the preliminary development plan.

Mr. Alvarado said the most recently approved plat is the lot line adjustment which shows the setback and references the development plan.

Commissioner Smith said this strikes him as making a decision whether the 2017 action supersedes and replaces earlier actions. He asked Mr. Alvarado to address staff finding that the 2017 decision supersedes the preceding choices.

Mr. Alvarado agreed that was staff's finding because of the notes on the legal lot of record and staff's interpretation of the application of Code to the new development.

Attorney Feghali said the more recent plat controls. Each time a new permit is requested they are required to comply with the current rules. In this case the rules are for a storage facility, which is 100 feet. She noted the applicant could use this lot for other things because setback may not be the same for other uses.

Director Kluck added if someone wanted a small addition to the home downtown and demolished their structure, they would have to comply with the current standards. He pointed out for the record that staff is required to make determinations based on Code. He added the right-of-way in front of this is one of the largest and should be considered if the Commission passes the variance.

Chair Clow confirmed he was saying there is already a lot of space.

Commissioner Lawrence said she felt bad for the applicant if they did not understand the 2013 plat agreement. But it clearly says they are complying with future City Code for the development plan agreement. She couldn't see any justification when there was good logic for the Airport Road Overlay setbacks. She said the applicants agreed in 2013 and the Ordinance should apply.

Mr. Manzanares said the spirit and intent of the ordinance is to provide a buffer for unsightly development. He said he doesn't consider this development unsightly. It is a unique situation. And any other business here could be both taller and closer to the property line. This will be offset by a significant amount of landscaping that will improve the Airport Road area. The rendering of the streetscapes illustrate that. He said if the intent of the Overlay was to provide a better view of Airport Road, this project would achieve that.

Commissioner Pava said the Overlay intent was aesthetics and community benefits. This is a unique parcel and there is already a lot of right of way. He said he takes a less harsh view of granting the variance in that regard.

MOTION: Commissioner Lucero moved to approve Case #2023-6487, 3900 Constellation Drive Setback Variance, as presented.

Chair Clow said the motion would need findings and clarification why the prior master plan approval and preliminary final development plan and final subdivision plan states a 25 feet right-of-way, which the applicant relied on. Also, aesthetically the design buffers the storage unit from the neighborhood.

Attorney Feghali said there should be a second to the motion. She noted the variance approval criteria is in the packet.

The motion was seconded by Commissioner Pava. He suggested the criteria reference the applicant's response.

Commissioner Mirando said the Commission's approval could be with the requirement that the applicant provides landscaping beyond what Chapter 14 requires and would appear as shown on their renderings.

Attorney Feghali said that could be part of the reason for approval and Commissioner Pava could add that he agreed with Commissioner Mirando's comments.

Commissioner Pava said the Commission finds the applicant's response to the variance along with Commissioner Mirando's amendment that the

applicant is required to have landscaping beyond Chapter 14 requirements, sufficient to show it meets the intent of the Airport Overlay Zone as it applies to the aesthetics and community beautification.

Chair Clow added that the fencing provides a buffer from the streetscape as well.

Commissioners Lucero and Pava agreed with the friendly amendments.

VOTE: The motion passed by roll call vote with Commissioners Lucero, Mirando and Pava voting in favor and Commissioners Lawrence and Smith voting against.

Mr. Alvarado said after discussion, the applicants had offered to postpone the next case to work with staff to address the issues in the staff report.

Mr. Manzanares thanked staff for getting this ready for review so quickly. He said they will work with staff to address all their comments before bringing the development plan to the Commission for presentation.

Chair Clow said the case will be postponed to June 1, 2023.

MOTION: Commissioner Smith moved, seconded by Commissioner Pava to postpone Case #2023-6486, 3900 Constellation Drive Development Plan to June 1, 2023.

VOTE: The motion passed by roll call vote with Commissioners Lawrence, Smith, Lucero, Mirando and Pava voting in favor and none voting against.

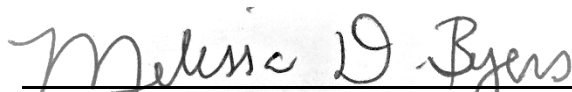
I. MATTERS FROM THE COMMISSION

None

J. ADJOURNMENT

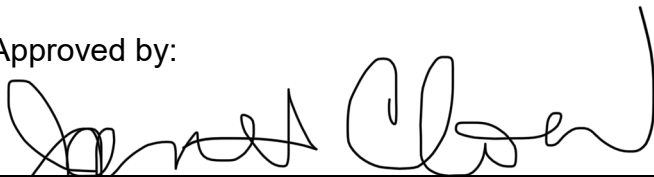
There being no further business, Chair Clow Adjourned at 10:29 pm.

Submitted by:



Melissa D. Byers, Stenographer for
Byers Organizational Support Services

Approved by:



Janet Clow



BPAC

STRATEGIC PLAN FY2023-2033

BICYCLING & PEDESTRIAN ADVISORY COMMITTEE

Yolanda Eisenstein, Policy, Planning & Law Sub-committee Chair



BICYCLING & PEDESTRIAN ADVISORY COMMITTEE

- Bicycle & Trails Advisory Committee
Resolution No. 2003-87
September 24, 2003
- Bicycling & Pedestrian Advisory Committee
Resolution No. 2021-8
January 27, 2021



PURPOSE

To provide input and advice that supports the ongoing development and maintenance of a transportation infrastructure that makes bicycling and walking in the City of Santa Fe safe, equitable, viable, and comfortable modes of transportation, commuting, and recreation.



Advise on policies, programs, and ordinances as they relate to bicycle and pedestrian infrastructure safety, design, construction, and operation and maintenance.

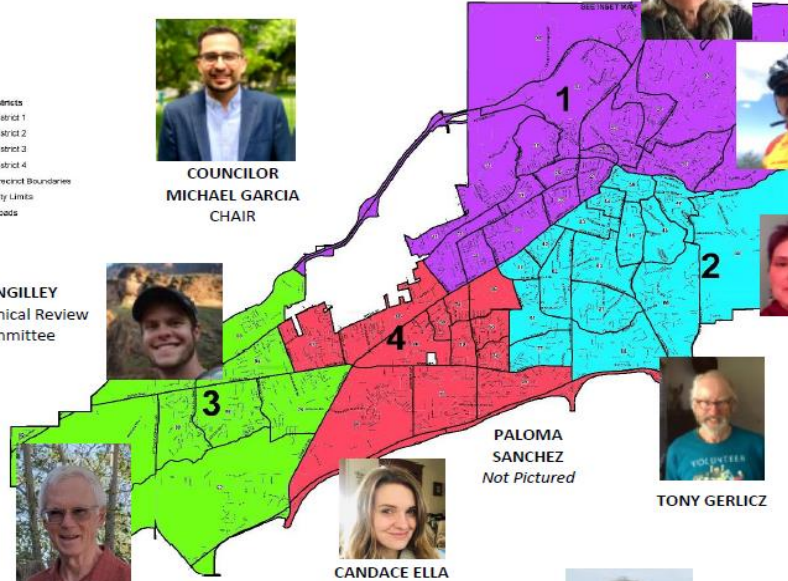


10 MEMBERS
 1 City Councilor
 8 City Residents
 1 County Resident



**BICYCLING AND PEDESTRIAN ADVISORY
 COMMITTEE MEMBERS FY 2023**

Council Districts
 District 1
 District 2
 District 3
 District 4
 Precinct Boundaries
 City Limits
 Roads



**COUNCILOR
 MICHAEL GARCIA
 CHAIR**



**BEN PINGILLEY
 Chair, Technical Review
 Subcommittee**



STEVEN PILCHER



**YOLANDA EISENSTEIN
 Chair, Policy, Planning
 & Law Subcommittee**



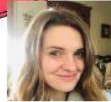
**KHALIL SPENCER
 Vice-Chair**



**JUDITH GABRIELE
 Chair, Promotion,
 Education &
 Programming
 Subcommittee**



TONY GERLICZ



**CANDACE ELLA
 MARTINEZ**

**PALOMA
 SANCHEZ
 Not Pictured**



**ERIK AABOE
 Santa Fe County
 Representative**

**ROMELLA
 GLORIOSO-MOSS
 Staff Liaison**



OUR PARTNERS



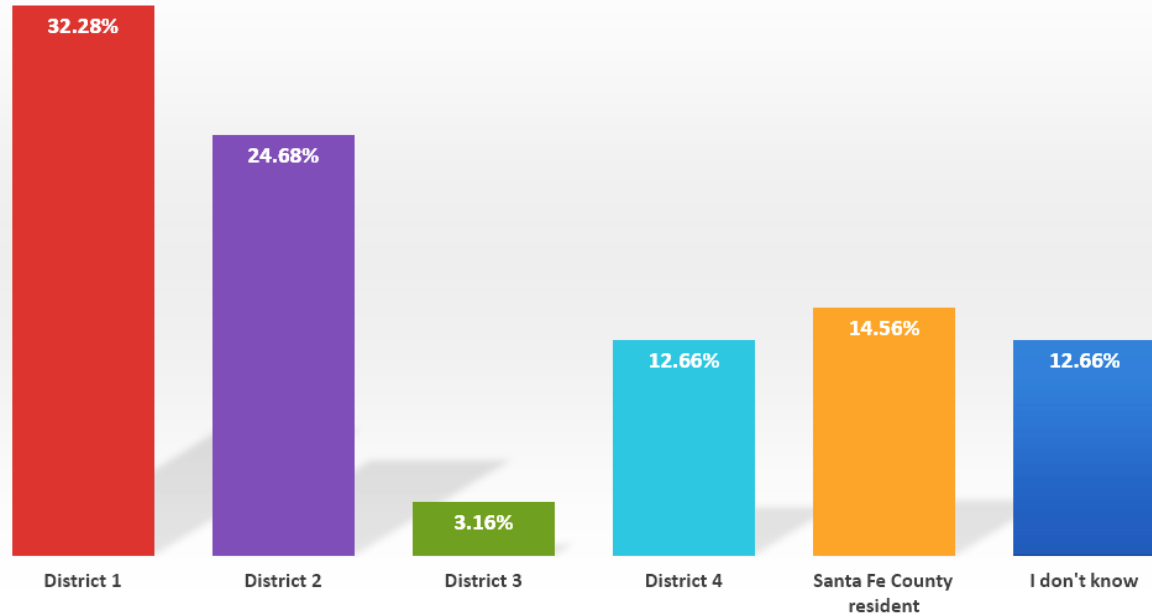


BPAC SUBCOMMITTEES

- Policy, Planning & Law
- Promotion, Education & Programming
- Technical Review

KEY SURVEY RESULTS

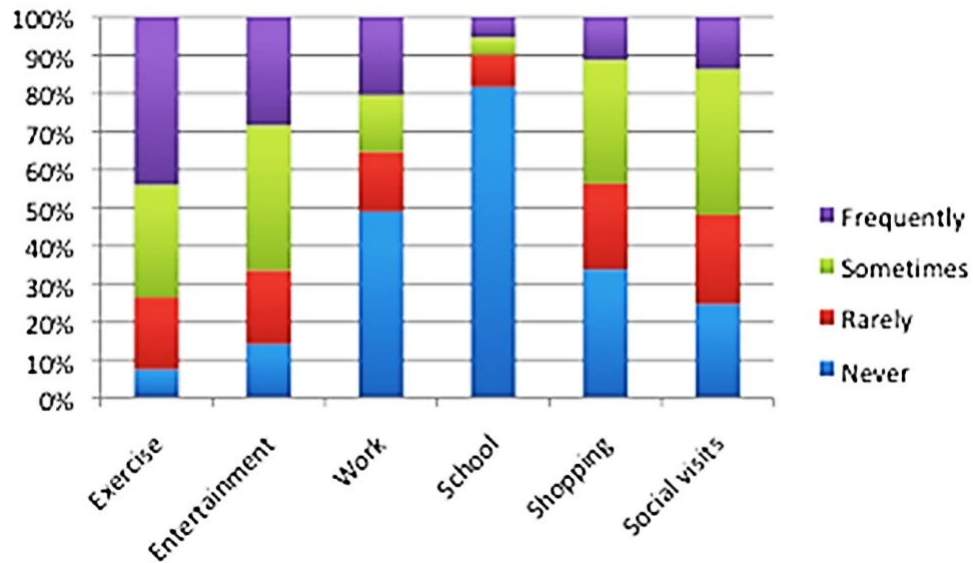
What council district do you live in?





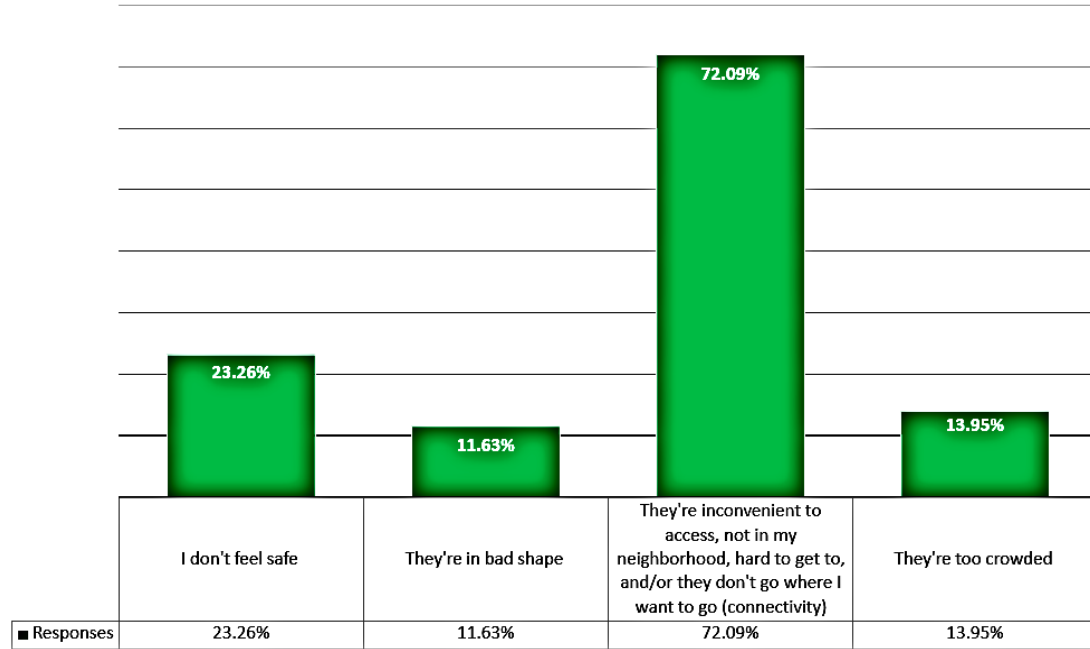
KEY SURVEY RESULTS

For each of the following types of trips, please indicate how often you use BICYCLING as your primary mode of transportation.



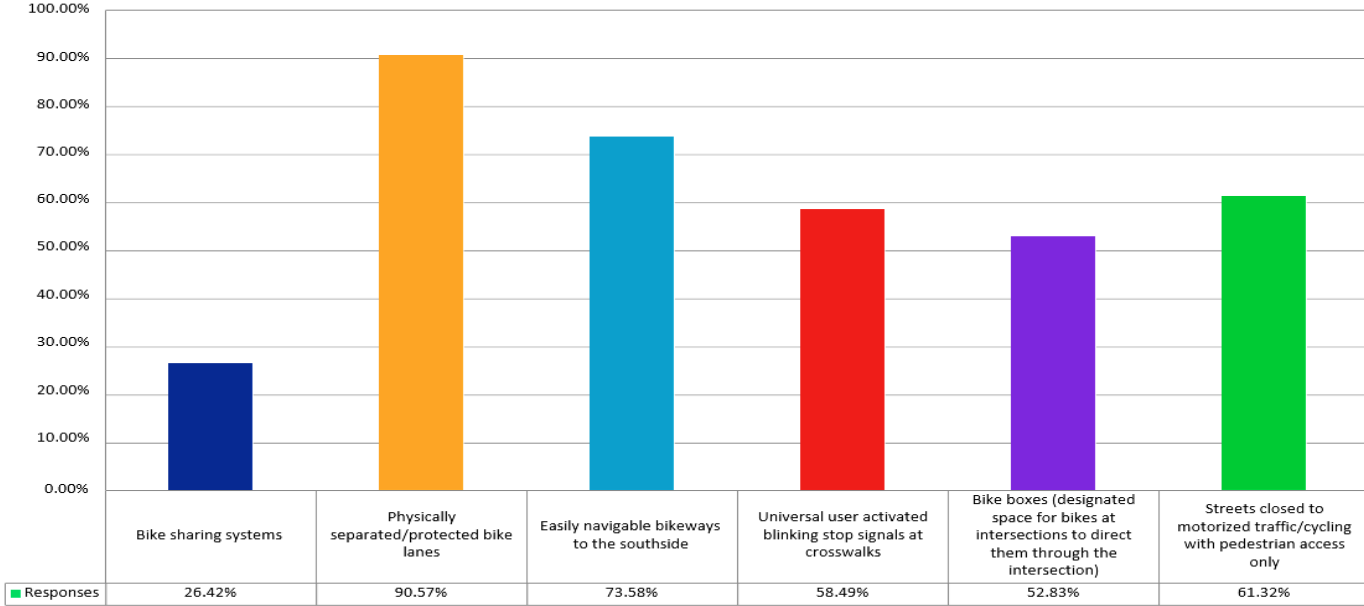
KEY SURVEY RESULTS

If you don't use the city bike and walking trails for walking, biking or actively recreating, please explain why.



KEY SURVEY RESULTS

What kind of bike/pedestrian infrastructure does Santa Fe need that we don't currently have?



■ Responses



VISION 2050

- Diamond Level Bike Friendly Community
- 20% Santa Feans commuting by bicycle
- 90% of arterial streets have bicycle lanes
- 0.2 fatalities



MISSION

Within 10 years, by the end of this planning period (FY 2033), the City of Santa Fe has successfully obtained the League of American Bicyclists Gold-level Bicycle Friendly Community designation, increasing City's bicycle ridership from 1% to 5.5%; and 65% of City's arterial streets have bicycle lanes.



Scenario Key Indicators*	Scenario A “Our Vision” (+, -)	Scenario B “Our Planning Period Mission” (+, +)	Scenario C “Not A Bad Future for Planet Earth” (-, -)	Scenario D “Most Likely Future to Unfold” (-, +)
% of the total federal, state and city funding allocated for multi-modal transportation especially bicycle and pedestrian infrastructure	15%	5%	2%	0.5%
% of City population bicycling or walking to work, school, shop or recreation	20%	5.5%	3.5%	1%
Economic Recession	Moderate	No	Long & Deep	Short
Global Climate change impacts	Very Low	Moderate	Low	Unabated
Connectivity	Excellent	Moderate	Poor	Very Poor
Total bicycle & pedestrian network mileage to total road network mileage	70%	30%	15%	5%
Arterial streets with bicycle lanes and ADA compliant sidewalks	90%	45%	15%	5%
Bike access to public transportation	Excellent	Average	Above Average	Poor



STRENGTH →

← WEAKNESS

- 12 key strengths
- 10 key weaknesses



Integrate Land Use and Transportation Planning to create bicycle and pedestrian-friendly communities that will result in connected neighborhoods and places with accessible, convenient, and safe bicycle and pedestrian facilities.



Shift City policies, programs and practices, including those of Land Use and Public Works, toward bicycle and pedestrian friendly infrastructure to help people feel safe and comfortable about traveling by bicycle or walking with other traffic.

Substantial increases in bicycling and walking require an integrated package of many different, complementary interventions, including infrastructure provisions and pro-bicycle and pedestrian programs, supportive land use planning, and restrictions on car use.





ACTION 1:

Formulate policies, programs and practices that would make travel distances to work, school, or shopping easily to moderately bikeable/walkable.



TASK 1

Work with Land Use Department in Code Rewrite. Advocate for bicycle and pedestrian-friendly land use codes.

TASK 2

Amend the City's *Unified Traffic Ordinance* to include e-bike regulations.

TASK 3

Assess bicycle and pedestrian connectivity defined as the ability to reach important destinations, such as workplaces, schools, grocery stores, and banks, via pathways or roads with low vehicle volumes and low speed limits.



ACTION 2:

Assist Public Works and Land Use Departments in Ensuring that the Design, Maintenance and Construction of all City streets including private ones, roadways, and trails have appropriate bicycle and pedestrian facilities. “Appropriate” means facilities are safe, equitable, viable and comfortable.



ACTION 3:

Integrate public transport, education, and marketing programs.



THANK YOU!

Exhibit 2 Planning Commission 5/4/2023

Santa Fe Airport Business Park, City Initiated Annexation & Airport Road Overlay District

- In 1991, the original Santa Fe Airport Industrial Business Park (SFABP) Masterplan was approved by the joint City / County Extraterritorial Zoning Commission (EZC) and Extraterritorial Zoning Authority (EZA) and recorded in the office of the Santa Fe County Clerk. A copy of the recorded/ previously approved SFABP Masterplan has been provided with the variance request and development plan applications. The approved SFABP Light Industrial Park Masterplan established the business park's phasing, zoning, building design standards and setbacks regulations for all lots within the business park.
- In 2009, The City-Initiated the Annexation Process which included a series of study sessions and public hearings with the Extraterritorial Land Use Commission (ELUC) and the Extraterritorial Land Use Authority (ELUA).
 - o Being the original Planning Consultant, Mr. James W. Siebert attended the ELUA meeting of March 26, 2009. In the meeting minutes, Mr. Siebert voiced his concerns regarding the annexation related to new zoning designations and established / vested approvals being allowed to be built out in accordance with original approvals received. At the end of the same meeting the County Attorney stated there will be no effect on projects with final approval (*See Attached Meeting Minutes*).
 - o Santa Fe Airport business park went through the proper channels to develop the park, beginning with Master Plan Approval, followed by Preliminary/Final Development Plan Approval and Preliminary/Final Subdivision Plat Approval; all of which were reviewed by City and County officials. Furthermore, a letter of Credit was held by the city to insure proper infrastructure of the project, this is referenced in page 4 of the development plan report prepared for the project and included in Appendix C. This project would not require a variance and be at risk of not moving forward had the city-initiated annexation not occurred within the limits of the previously approved park.
 - o 25-foot setback vs 100-foot setback. The final plats that created the individual lots for the Airport Road Business Park reference a 25-foot building setback as well as the design standards approved with the final development plan. The most recent 2013 lot line adjustment plat also designates a 25-foot setback from Airport Road. The subject development is light industrial in nature with various light industrial uses. The use list associated with the previously approved master planned project included

storage facilities. Therefore, it is impractical to enforce a 100-foot setback on a business park that has already been previously approved, designed, platted and almost fully built-out.

- o 2013 Airport Road Ordinance 2013 -1 did not establish setbacks off of Airport Road which still allowed for the established 25-foot setback to remain in place as provided in the 2013 Lot Line Adjustment Plat.
- o 2017 Airport Road Overlay Ordinance 2017- 24 added the 100-foot setback requirement for new storage facilities. Chapter 14-5.5(C)(4) States "**Unless otherwise specified**, then the original development standards shall apply. Every document that has been submitted shows the designation of the 25-foot building setback. This requirement is in conflict with all the documentation that has otherwise specified a prior vested approval for this established industrial business park that took place years before the enactment of the 100-setback now required as of 2017.

In closing, the subject area is the last portion that fronts Airport Rd within the boundaries of the established light industrial business park. The original and current approved uses of the park include Storage facilities.

It was not anticipated that the 2013 Lot Line Adjustment plat would revoke the established design standards of the park. This is a unique situation as it was not caused by the action of the developer. The uses and setbacks were well established and put in place with the approval of the overall park. Other than the 100-setback requirement that is being addressed via a significant amount of landscape and as stated on page 6 of the staff report all other city design standards are met for the proposed project .