

City of Santa Fe, New Mexico

memo

DATE: August 3, 2015 for the August 12, 2015 City Council meeting

TO: Mayor Javier M. Gonzales
Members of the City Council

VIA: Brian K. Snyder, P.E., City Manager *BKS*
Lisa Martinez, Director, Land Use Department *LJM*
GS

FROM: Greg Smith, AICP, Director, Current Planning Division *GS*

Case #2015-46. River Trail Lofts, 2180 and 2184 West Alameda Rezoning with a Development Plan. Sommer Karnes & Associates, agent for Alameda Lofts Investments, LLC requests rezoning 4.25 acres from R-5 (Residential, 5 dwelling units per acre) to R-7 (Residential, 7 dwelling units per acre). The application includes a Development Plan for 32 dwelling units. (Donna Wynant, Case Manager)

I. RECOMMENDATION

Staff and the Planning Commission recommend **APPROVAL** of the rezoning and preliminary development plan, subject to conditions of approval as outlined in the staff report and rezoning bill.

II. APPLICATION OVERVIEW

Rezoning to the R-7 classification requires approval of a development plan, and the current application includes a preliminary development plan. If the Governing Body approves the rezoning and preliminary plan, the Planning Commission will review a future application for a final development plan based on the approved preliminary plan. The increase from R-5 to R-7 is within the range currently envisioned by the current "Low Density Residential" classification shown on the General Plan Future Land Use Map, so no amendment to the General Plan is required for the proposed rezoning.

The subject property consists of two lots that total approximately 4.25 acres. The applicant will apply for a lot consolidation after zoning approval. The applicant proposes 32 units, six of which will be affordable units. All of the units will be located on one lot of record, and will be rented or “condo-ed.”

The total number of dwelling units includes the required 20% affordable dwelling units and 15% density bonus allowed for projects that comply with affordability requirements. Units will be two story, up to a maximum of 24 feet in height, and range in size from 900-1600 square feet. The preliminary development plan shows detached and duplex configurations for the proposed units. The existing house will be used for a shared workshop space.

III. SUMMARY OF PLANNING COMMISSION ACTION

About two dozen neighbors testified at the Commission hearing. Most expressed concerns about traffic volume and safety; the preservation or elimination of the existing four-way stop signs at the intersections of West Alameda with El Rancho Road and Calle Nopal. Many also expressed concerns about preserving neighborhood character.

After considering the neighbor testimony and the evaluations of city Traffic Engineering and Land Use staff, the Commission concluded that the proposed rezoning would be consistent with applicable policies that support new residential projects at or slightly above the existing neighborhood densities, and that appropriate traffic mitigation measures would be provided in conjunction with the new development. The Commission recommendation was made June 4, 2015 on a 5-0 vote.

ATTACHMENTS:

EXHIBIT 1:

- a) Findings of Fact and Conclusions of Law
- b) Rezoning Bill

EXHIBIT 2: Planning Commission Minutes June 4, 2015

EXHIBIT 3: Planning Commission Staff Report Packet June 4, 2015

APPLICANT PLANS AND OTHER EXHIBITS are distributed separately in Governing Body agenda packets. File copies are available for review at the Land Use Department in the West Wing at City Hall, 200 Lincoln Avenue

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

Case #2015-46

River Trail Lofts, 2180 & 2184 West Alameda Rezoning to R-7
River Trail Lofts, 2180 & 2184 West Alameda Development Plan

Owner's Name – Alameda Lofts Investments, LLC

Agent's Name – Sommer Karnes & Associates

THIS MATTER came before the Planning Commission (Commission) for hearing on June 4, 2015 upon the application (Application) of Sommer Karnes & Associates as agent for Alameda Lofts Investments, LLC (Applicant).

The Applicant requests rezoning 4.25 acres from R-5 (Residential – 5 dwelling units per acre) to R-7 (Residential- 7 dwelling units per acre). The application includes a Development Plan for 32 dwelling units. The property is on West Alameda near the Calle Nopal intersection.

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 Commission heard testimony and took evidence from staff, the Applicant, and there were twenty-one members of the public interested in the matter.
2. The Commission has the authority under Code §14-2.3(C)(1) to review and decide applications for development plan approval.
3. Code §§14-3.5(B)(1) through (3) set out certain procedures for rezonings, including, without limitation, a public hearing by the Commission and recommendation to the Governing Body based upon the criteria set out in Code §14-3.5(C).
4. Code §14-3.1 sets out certain procedures to be followed on the Application, including, without limitation, (a) a pre-application conference [§14-3.1(E)(1)(a)(i)]; (b) an Early Neighborhood Notification (ENN) meeting [§14-3.1(F)(2)(a)(iii) and (xii)]; and (c) compliance with Code Section 14-3.1(H) notice and public hearing requirements.
5. Code §14-3.8(B)(1) requires Early Neighborhood Notification (ENN), notice and a public hearing in accordance with the provisions of Code §§14-3.1(F), (H) and (I).
6. Code §14-3.1(F) establishes procedures for the ENN meeting, including (a) scheduling and notice requirements [Code §14-3.1(F)(4) and (5)]; (b) regulating

- the timing and conduct of the meeting [Code §14-3.1(F)(5)]; and (c) setting out guidelines to be followed at the ENN meeting [§14-3.1(F)(6)].
7. An ENN meeting was held on the Application on March 18, 2015 at the Frenchy's Field Community Building.
 8. Notice of the ENN meeting was properly given.
 9. The ENN meeting was attended by representatives of the Applicant, City staff and 28 other interested parties attended and the discussion followed the guidelines set out in Code Section 14-5.3.1(F)(6).
 10. Commission staff provided the Commission with a report (Staff Report) evaluating the factors relevant to the development plan and recommending approval by the Commission.

Rezoning

11. Under Code §14-3.5(A)(1)(d) any person may propose a rezoning (amendment to the zoning map).
12. Code §§14-2.3(C)(7)(c) and 14-3.5(B)(1)(a) provide for the Commission's review of proposed rezonings and recommendations to the Governing Body regarding them.
13. Code §14-3.5(C) establishes the criteria to be applied by the Commission in its review of proposed rezonings.
14. The Commission has considered the criteria established by Code §§14-3.5(C) and finds, subject to the Conditions, the following facts:
 - (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; or (iii) a different use category is more advantageous to the community, as articulated in the Plan or other adopted City plans [Code §14-3.5(C)(1)(a)].* Properties along the south side of West Alameda have developed over the years as multi-family type housing, as well as single family subdivisions.
 - (b) *All the rezoning requirements of Code Chapter 14 have been met [Code §14-3.5(C)(1)(b)].* All the rezoning requirements of Code Chapter 14 have been met.
 - (c) *The proposed rezoning is consistent with the applicable policies of the Plan [Section 14-3.5(C)(1)(c)].* There is no change to the "use category" of Low Density (3-7 dwelling units per acre) as designated by the General Plan Future Land Use map is required to accommodate this rezoning request to R-7.
 - (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 [Code §14-3.5(C)(1)(d)].* General Plan Land Use Policy 3-G-3 states: "there shall be infill development at densities that support the construction of affordable housing and a designated mix of land uses that

provide an adequate balance of service retail and employment opportunities....” The rezoning request will increase the amount of centrally located land available for multi-family residential uses and will avoid urban sprawl.

- (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 [Section 14-3.5(C)(1)(e)]; Infrastructure and public facilities are available to serve the proposed development of the property. Any new development will require connection to the City water and sewer.*

15. The Commission has considered the criteria established by Code §§14-3.5(D) and finds, subject to the Conditions, the following facts:

- a. *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;*
- b. *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. The proposed rezoning of the subject property to R-7 is marginally different than the surrounding R-5 zoning, but still within the future land use designation of Low Density (3-7 dwelling units per acre) and will therefore not change the character of the surrounding area. Streets and utilities are adequate to accommodate the proposed development. No significant off-site facilities are needed.*

Development Plan

16. Pursuant to Code §14-3.8(B)(3)(a), approval of a development plan by the Commission is required prior to new development with a likely gross floor area of ten thousand square feet or more located within any residential district in the City.
17. A development plan is required for the Project.
18. Code §14-3.8(B)(4) requires that development plans described in §14-3.8(B)(3) must be reviewed by the Commission.
19. The development plan for the Project is required to be reviewed by the Commission.
20. Code §14-3.8(C)(1) requires applicants for development plan approval to submit certain plans and other documentation that show compliance with applicable provisions of Code (the Submittal Requirements).
21. The Applicant has complied with the Submittal Requirements.
22. Code §14-3.8(D)(1) sets out certain findings that must be made by the Commission to approve a development plan, including:

- a. That it is empowered to approve the development plan for the Project [§14-3.8(D)(1)];
 - b. That approving the development plan for the Project does not adversely affect the public interest [§14-3.8(D)(1)]; and
 - c. That the use and any associated buildings are compatible with and adaptable to buildings, structures and uses of the abutting property and other properties in the vicinity of the Project [§14-3.8(D)(1)].
23. The Commission finds the following facts:
- a. *The Commission has the authority under the section of Code Chapter 14 cited in the Application to approve the development plan [Code §14-3.8(D)(1)(a)].* The Commission has the authority to grant development plan approval for the Project.
 - b. *Approving the development plan will not adversely affect the public interest [Code §14-3.8(D)(1)(b)].* Approving the development plan for the Project will not adversely affect the public interest because the development plan addresses issues involving access, parking, loading, landscaping, terrain management, environmental services, waste water, fire protection, lighting and signage/architecture.
 - c. *That the Project 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 [Code §14-3.8(D)(1)(c)].* The Project is compatible with and adaptable to buildings and uses of abutting property and other properties in the vicinity because properties along the south side of West Alameda have developed over the years as multi-family type housing, as well as single family subdivisions.
24. Code §14-3.8(D)(2) provides that the Commission may specify conditions of approval that are necessary to accomplish the proper development of area and to implement the policies of the general plan.
25. There was substantial evidence presented to support retaining the stop signs on West Alameda in order to address traffic and safety concerns.
26. The Commission recommends that the City Council ask staff to analyze the traffic concerns/speeding issues on West Alameda, not just for this particular development, but as a generalized study for this corridor.

CONCLUSIONS OF LAW

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

General

1. The proposed development plan and proposed rezoning were properly and sufficiently noticed via mail, publication, and posting of signs in accordance with Code requirements.

2. The ENN meeting complied with the requirements established under the Code.

The Rezoning

3. The Applicant has the right under the Code to propose the rezoning of the Property.
4. The Commission has the power and authority at law and under the Code to review the proposed rezoning of the Property and to make recommendations regarding the proposed rezoning to the Governing Body based upon that review.

The Development Plan

5. The Commission has the power and authority under the Code to review and approve the Applicant's development plan.
6. The Applicant has complied with all applicable requirements of the Code with respect to the development plan, including the Submittal Requirements.

WHEREFORE, IT IS ORDERED ON THE 2nd DAY OF JULY, 2015 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE:

1. That for the reasons set forth in the foregoing Findings of Fact and Conclusions of Law, the Commission approves the development plan.
2. That for the reasons set forth in the foregoing Findings of Fact and Conclusions of Law, the Commission recommends to the Governing Body that it approve the rezoning of the Property to R-7 subject to the Staff Conditions, and to the following additional conditions
 - a. Deleting the condition made by the Traffic Engineering Public Works Department on the removal of the stop signs on West Alameda Street;
 - b. Amending the condition made by the MPO to read that the project shall include internal pedestrian pathways/sidewalks or pedestrian connections to the existing neighborhood to the east.

Chair

7/2/15
Date:

FILED:

Yolanda Y. ...
City Clerk

7/7/15
Date:

APPROVED AS TO FORM:

Zachary Shandler
Assistant City Attorney

7/2/15
Date:

1 CITY OF SANTA FE, NEW MEXICO

2 BILL NO. 2015-__

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10 AN ORDINANCE

11 AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF SANTA FE;
12 CHANGING THE ZONING CLASSIFICATION FROM R-5 (RESIDENTIAL, 5
13 DWELLING UNITS PER ACRE) TO R-7 (RESIDENTIAL, 7 DWELLING UNITS PER
14 ACRE); AND PROVIDING AN EFFECTIVE DATE WITH RESPECT TO A CERTAIN
15 PARCEL OF LAND COMPRISING 4.25± ACRES LOCATED 2180 AND 2184 WEST
16 ALAMEDA (“RIVER TRAIL LOFTS” REZONING CASE NO. 2015-46).

17 BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SANTA FE:

18 **Section 1.** The following real property (the “Property”) located within the municipal
19 boundaries of the city of Santa Fe, is restricted to and classified R-7 (Residential, 7 dwelling
20 units per acre):

21 A parcel of land comprising 4.25± acres located at 2180 and 2184 West Alameda
22 and more fully described in EXHIBIT A attached hereto and incorporated by reference,
23 located in Section 27, T17N, R9E, N.M.P.M., Santa Fe County, New Mexico,

24 **Section 2.** The official zoning map of the City of Santa Fe adopted by Ordinance No.
25 2001-27 is amended to conform to the changes in zoning classifications for the Property set forth

1 in Section 1 of this Ordinance.

2 **Section 3.** This rezoning action and any future development plan for the Property is
3 approved with and subject to the conditions set forth in the table attached hereto as EXHIBIT B
4 and incorporated herein summarizing the City of Santa Fe staff technical memoranda and
5 conditions recommended by the Planning Commission on June 4, 2015.

6 **Section 4.** This Ordinance shall be published one time by title and general summary
7 and shall become effective five days after publication.

8 **APPROVED AS TO FORM:**

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11 **KELLEY BRENNAN, CITY ATTORNEY**

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EXHIBIT A:

**Legal Description of the
River Trail Lofts project site**

**Comprised of Tract A and Tract B as described below and
in the attached warranty deeds and subdivision plats.**

Tract A: 2184 Rufina Street

Tract "A" as delineated on that certain plat prepared by George Rivera, Registered Land Surveyor, from surveys completed in the field on May 9, 1966 entitled "La Era Subdivision, Ward No. 4, Santa Fe, N.M.", and bearing said surveyor's identification No. C-56 G.R.L.S. which said plat was filed for record on May 27, 1966, as Document No. 293,011 in Plat Book 14, Page 42, Real Property Records of Santa Fe County, New Mexico.

Tract B: 2180 Rufina Street

Tract "B" as delineated on that certain plat prepared by George Rivera, Registered Land Surveyor, from surveys completed in the field on May 9, 1966 entitled "La Era Subdivision, Ward No. 4, Santa Fe, N.M.", and bearing said surveyor's identification No. C-56 G.R.L.S. which said plat was filed for record in the Office of the County Clerk of Santa Fe County on May 27, 1966, as Document No. 293,011 in Plat Book 14, Page 42.

LandAmerica Capitol City Title File No. 6311005861 DP63

SFC CLERK RECORDED 08/31/2007

**WARRANTY DEED
(Joint Tenants)**

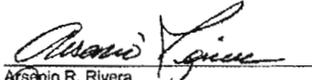
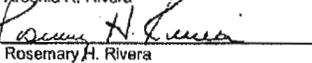
Arsenio R. Rivera and Rosemary H. Rivera, husband and wife, for consideration paid, grant(s) to
Richard J. Martinez, a single man, and Abe L. Rivera, a single man,
whose address(es) is/are: 22016 W. Kimberly Drive, Buckeye, Arizona 85326
as joint tenants with rights of survivorship, the following described real estate in Santa Fe County, New Mexico:

Tract "A", as delineated on that certain plat prepared by George Rivera, Registered Land Surveyor, from surveys completed in the field on May 9, 1966 entitled "La Era Subdivision, Ward No. 4, Santa Fe, N.M.", and bearing said surveyor's identification No. C-56 G.R.L.S. which said plat was filed for record on May 27, 1966, as Document No. 293,011 in Plat Book 14, Page 42, Real Property Records of Santa Fe County, New Mexico.

SUBJECT TO all patent and mineral reservations, restrictive covenants, restrictions and reservations of easements and rights-of-way of record, and all applicable zoning regulations, restrictions and requirements and all other matters of record and to taxes for the year 2007 and subsequent years;
with warranty covenants.

This deed is given to correct the Grantees names and marital status in that certain Warranty Deed dated August 21, 2007 and recorded August 22, 2007 as Instrument #1496715 in the records of Santa Fe County, New Mexico.

Witness my/our hands this date: August ³¹~~29~~, 2007

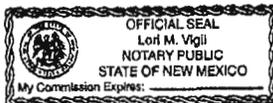

Arsenio R. Rivera

Rosemary H. Rivera

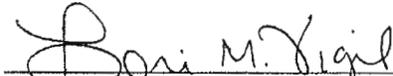
ACKNOWLEDGMENT

STATE OF NEW MEXICO

COUNTY OF SANTA FE

This instrument was acknowledged before me on 8/31/07, by Arsenio R. Rivera and Rosemary H. Rivera.




Notary Public
My Commission Expires: 6-5-08



COUNTY OF SANTA FE)
STATE OF NEW MEXICO) ss
WARRANTY DEED
PAGES: 1

I Herby Certify That This Instrument Was Filed for Record On The 31ST Day Of August, A.D., 2007 at 15:57 And Was Duly Recorded as Instrument # 1498117 Of The Records Of Santa Fe County

Witness My Hand And Seal Of Office
Valerie Espinoza
Deputy  County Clerk, Santa Fe, NM

2

DR-02-#0617004653N

When recorded mail to:

Micheal L. Rivera
2184 W Alameda
Santa Fe, NM 87507

WARRANTY DEED

For the consideration of Ten Dollars, and other valuable consideration, I or we

Abe L. Rivera, an unmarried man whose address is 22016 W Kimberly Drive Buckeye, AZ 85326

hereby conveys to

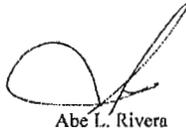
Micheal L. Rivera, an unmarried man whose address is 2184 W Alameda Santa Fe, NM 87507

The following real property located in Santa Fe County, New Mexico:

Tract "B," as delineated on that certain plat prepared by George Rivera, Registered Land Surveyor, from surveys completed in the field on May 9, 1966, entitled "La Era Subdivision, Ward No. 4, Santa Fe, NM" and bearing said surveyor's identification No. C-56 G.R.L.S., which said plat was filed for record in the Office of the County Clerk of Santa Fe County on May 27, 1966, as Document No. 293,011 in Plat Book 14, Page 42.

With Warranty Covenants

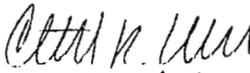
Dated: 6 December 2007

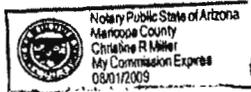


Abe L. Rivera

State of ARIZONA
County of Maricopa

On 12/6/07 before me, the undersigned Notary Public in and for said County and State, personally appeared Abe L. Rivera, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.
WITNESS my hand and official seal.

Signature 
My Commission Expires 8/1/09



COUNTY OF SANTA FE)
STATE OF NEW MEXICO) ss
WARRANTY DEED
PAGES: 1
I Hereby Certify That This Instrument Was Filed for Record On The 11TH Day Of December, A.D., 2007 at 15:20 And Was Duly Recorded as Instrument # 1509157 Of The Records Of Santa Fe County
Witness My Hand And Seal Of Office
Valerie Espinoza
Deputy  County Clerk, Santa Fe, N.

712002



Graphic Scale



SYMBOL LEGEND

- FOUND BRASS CAP MONUMENT AS INDICATED
- FOUND MONUMENT AS SHOWN
- PROPERTY CORNER
- EXISTING SANITARY SEWER MANHOLE
- UTILITY POLE AS INDICATED
- OVER HEAD UTILITY LINE
- FENCE LINE
- WATER UTILITY
- GAS METER
- TELEPHONE FEDESTAL
- CABLE TELEVISION FEDESTAL
- FIRE HYDRANT
- SEPTIC TANK
- DRAINAGE FLOWLINE
- EASEMENT

**NON-MOTORIZED TRAIL
EASEMENT SURVEY PL**

PREPARED FOR

THE CITY OF SANTA FE

LOCATED OFF WEST ALAMEDA WITHIN
PROJECTED SECTION 27, T.17 N., R.9 E., N.M.P.
CITY OF SANTA FE, STATE OF NEW MEXICO



STATE OF NEW MEXICO
COUNTY OF SANTA FE
PLAT BOOK 017, PAGE 017

I HEREBY CERTIFY THAT THE ACCURACY OF THIS PLAT
FOR RECORD ON THE PUBLIC RECORDS HAS BEEN
PROVED TO THE SATISFACTION OF THE BOARD OF
SURVEYORS OF THE COUNTY OF SANTA FE, NEW MEXICO.
WITNESS MY HAND AND SEAL OF OFFICE
WALTER ESPINOZA
COUNTY CLERK OF SANTA FE COUNTY, N.M.

DEPUTY COUNTY CLERK

ASSOCIATES, L.L.C.
NEW MEXICO
1001 W. PALMER BL.
SANTA FE, NM 87505

PUBLIC NOTICE

THE SANTA FE COUNTY LAND USE ADMINISTRATOR HAS NOT REVIEWED THIS PLAT
OF SURVEY BEFORE ITS FILING IN THE OFFICE OF THE SANTA FE COUNTY CLERK.
THIS PLAT IS NOT BEING FILED FOR THE PURPOSE OF OBTAINING A SUBDIVISION
OR DEVELOPMENT ORDER FROM THE COUNTY ENGINEER OR FOR THE
PURPOSE OF DEVELOPMENT AS DEFINED IN THE SANTA FE COUNTY LAND
DEVELOPMENT CODE. EXTRAJURISDICTIONAL ZONING ORDINANCE OR EXTRAJURISDICTIONAL
SUBDIVISION REGULATIONS. THIS STATEMENT DOES NOT IN ANY WAY REPRESENT
OFFICIAL COUNTY APPROVAL OF THIS PLAT.

POINT	COORDINATES	BEARING	DISTANCE
1	1000.000	0.0000	0.0000
2	1000.000	90.0000	100.0000
3	1000.000	180.0000	200.0000
4	1000.000	270.0000	300.0000
5	1000.000	360.0000	400.0000



VICINITY MAP

NOTES

BASES OF BEARINGS IS BASED ON 4.7E TO A BRASS CAP SET IN CONCRETE
BY BOWMAN HASTON LABELED T-5 FROM WHENCE HORIZONTAL STATE PLANE
COORDINATES WERE ESTABLISHED FROM A BRASS CAP LOCATED AT THE CROSS
OF THE INTERSECTING NORTH-SOUTH LINES 1000 AND 1000.

REFERENCE DOCUMENTS

- PLAT ENTITLED "BOUNDARY SURVEY FOR PICOP, INC.", AS FILED IN THE OFFICE OF
THE SANTA FE COUNTY CLERK IN PLAT BOOK 304, PAGE 007 ON JULY 26, 1997.
- PLAT ENTITLED "LANDS SURVEYED S-4-S4 FROM GLEN I. TERRELL", PREPARED BY
WALTER TURLEY ON JUNE 4th, 1954, PROJECT NO. S-121.
- PLAT ENTITLED "LOT CONSOLIDATION SURVEY PREPARED FOR MARGARET W. TERRELL",
ON FEBRUARY 4th, 1987, THE SANTA FE COUNTY CLERK IN PLAT BOOK 317, PAGE 017
AND PLAT BOOK 1, PAGE 47.
- MARGARET W. TERRELL'S SURVEY, FILED IN THE OFFICE OF THE SANTA FE COUNTY
CLERK IN PLAT BOOK 1, PAGE 47.
- MARGARET W. TERRELL'S SURVEY, FILED IN THE OFFICE OF THE SANTA FE COUNTY
CLERK IN PLAT BOOK 1, PAGE 47.
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CLERK IN PLAT BOOK 1, PAGE 47.
- MARGARET W. TERRELL'S SURVEY, FILED IN THE OFFICE OF THE SANTA FE COUNTY
CLERK IN PLAT BOOK 1, PAGE 47.
- MARGARET W. TERRELL'S SURVEY, FILED IN THE OFFICE OF THE SANTA FE COUNTY
CLERK IN PLAT BOOK 1, PAGE 47.

CERTIFICATE

I, **WALTER ESPINOZA**, A NEW MEXICO PROFESSIONAL SURVEYOR, NO. 5339, DO
HEREBY CERTIFY THAT THE ACCURACY OF THIS PLAT FOR RECORD ON THE PUBLIC RECORDS
HAS BEEN PROVED TO THE SATISFACTION OF THE BOARD OF SURVEYORS OF THE COUNTY OF
SANTA FE, NEW MEXICO. I AM RESPONSIBLE FOR THIS SURVEY, THAT THIS
PLAT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

11/12/99
PLS. NO. 5339

River Trail Lofts

(Case #2015-46)

2180 and 2184 West Alameda Rezoning with a Development Plan

DRT Conditions of Approval	Department	Staff
<p>Traffic Engineering Division stated several conditions of approval in the attached memo based on the Traffic Impact Report:</p> <ul style="list-style-type: none"> Remove the stop signs on West Alameda Street as presented in the TIS in order to improve the operation of the intersection, provided that there are no sight distance issues at this intersection. Planning Commission voted to remove this condition at the 6/4/15 PC meeting. <p>The Developer shall make the following changes to the Lot Consolidation plat prior to recordation:</p> <ul style="list-style-type: none"> Grant public sidewalk easements for those portions of the 5' wide concrete sidewalk near West Alameda Street where the alignment of said sidewalk leaves the Right-of-Way (ROW) and continues through the subject properties of the River Trail Lofts. Grant pedestrian access easement(s) from the River Trail Lofts to Santa Fe River Road that abuts the property to the East and to the River Trail on the south end of the property. Grant Pedestrian access for the internal north-south, 4" thick concrete sidewalk so that it is ADA compliant and connects to the River Trail to the south of the property. <p>(See attached Traffic Engineering memo for more detailed comments regarding required revisions to civil and construction details on the applicant's plan sheets.)</p>	<p>Traffic Engineering/Public Works</p>	<p>John Romero (per Sandra Kassens)</p>
<ul style="list-style-type: none"> It appears that Santa Fe River Road was stubbed out at the property line for this project with the intention for it to connect. Why does this project not have a roadway connection with Santa Fe River Road? This size of project should provide a connection to the River Trail which exists along its south boundary The project shows no internal pedestrian pathways/sidewalks or pedestrian connections to the existing neighborhood to its east. Planning Commission voted at the 6/4/15 PC meeting to amend this statement to read: "Include internal pedestrian pathways, sidewalks or pedestrian connections to the existing neighborhood to its east." 	<p>MPO</p>	<p>Keith Wilson</p>

EXHIBIT **B**

River Trail Lofts

(Case #2015-46)

2180 and 2184 West Alameda Rezoning with a Development Plan

<ul style="list-style-type: none"> • The proposed development requires a water main extension to connect a water main on Santa Fe River Road to a main on a private street off of Alameda St. Each dwelling unit must either be separately metered or sub-metered with a master meter. • An Agreement to construct and dedicate will be required to connect the existing mains through the subject lot. The water division has discussed the main extension concept with the developer. An approved water plan will be required for the agreement to construct and dedicate the new main. • Fire service requirements will have to be determined by the Fire Department prior to development. 	Water	Dee Beingsner
<p>Prior to any new construction or remodel shall comply with the current code adopted by the governing body.</p> <ul style="list-style-type: none"> • All Fire Department access shall be no greater than a 10% grade throughout. • Fire Department Access shall not be less than 20 feet width. • 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. • Fire Department shall have 150 feet distance to any portion of the building on any new construction. • Shall have water supply that meets fire flow requirements as per IFC 	Fire Marshal	Reynaldo Gonzales

River Trail Lofts

(Case #2015-46)

2180 and 2184 West Alameda Rezoning with a Development Plan

<p>The following notes shall be added to the plat for the final development plan as a condition of approval:</p> <ul style="list-style-type: none"> • No fences, walls, or other obstructions shall be placed or constructed across or within public sanitary sewer or utility easements. • Wastewater Utility Expansion Charges for each lot shall be due to the City of Santa Fe at time of building permit application. • Add a note that the development is served by a private on-site sewer collection system <p>The following are conditions of approval:</p> <ul style="list-style-type: none"> • Show the existing sewer line and sewer easement on the grading/drainage plan and the landscape plan • Indicate on sheet C-3 in the title block that the on-site sewer system is private. • No trees are allowed within the sewer easement as shown on the landscape plan set. • It appears some of the proposed buildings/foundations and drainage ponds are encroaching into the existing sewer easement which is not allowed. • It is not clear how access to the existing sewer manhole within the site will be provided. • It appears the proposed six (6) inch private sewer line can connect to the existing public manhole without the addition of two (2) new public manholes. Please verify. 	<p>Wastewater</p>	<p>Stan Holland</p>
<ul style="list-style-type: none"> • Prior to recording, Development Plan must contain vicinity map and all items listed in Article 14-3.8(C)(1). • Consolidation Plat must be recorded prior to or simultaneous with approved Development Plan. 	<p>Land Use Engineer</p>	<p>RB Zaxus</p>

River Trail Lofts

(Case #2015-46)

2180 and 2184 West Alameda Rezoning with a Development Plan

<ul style="list-style-type: none"> • Provide Landscape Plan as per Article 14-8.4 “Landscape and Site Design” • Show compliance with Article 14-8.4 (F)(2)(e) which states “stormwater detention ponds and retention ponds shall be planted with appropriate trees, shrubs and grasses, with a minimum of one tree and three shrubs per five hundred (500) square feet of required ponding area. Plants located in the bottom third of the detention pond or retention pond must be adaptable to periods of submersion and may require replacement during periodic maintenance to remove silt”. • Provide analysis of how many trees and shrubs are required and how many are actually provided for all open space, detention ponds, and streets. • Provide details on proposed plant species. This shall include icons, species, size and caliper... • Show compliance with Street Tree Standards. Trees shall be planted in a 5 foot planter strip located between the curb and sidewalk. Each tree shall be space between 25 and 35 feet. 	Landscape Review	Noah Berke
<p>There are over 18 units so it does not qualify for service in 90 gallon containers. There should be a space designated for dumpster service.</p>	Solid Waste	Eric Lucero

~~Mr. Sears said, "The square footage in this proposal, that would be the maximum, I think we're slightly under that now in terms of recent tweaks of the Plan, but I don't have an exact number right now, but I would look for approval of the maximum, the square footage that is in this document."~~

~~**MOTION:** Commissioner Villarreal moved, seconded by Commissioner Padilla, to approve Case #2015-42, Wagon Road Self Storage Development Plan, with all conditions of approval as set out in the Staff Report, Exhibit "5," and with the amendments proposed.~~

~~**VOTE:** The motion was approved on a voice vote, with Commissioners Kadlubek, Kapin, Padilla and Villarreal voting in favor of the motion, no one voting against, and Commissioner Chavez absent for the vote [4-0].~~



3. CASE #2015-46. RIVER TRAIL LOFTS, 2180 AND 2184 WEST ALAMEDA REZONING. SOMMER, KARNES & ASSOCIATES, AGENT FOR ALAMEDA LOFTS INVESTMENTS, LLC, REQUEST REZONING OF 4.25 ACRES FROM R-5 (RESIDENTIAL, 5 DWELLING UNITS PER ACRE) TO R-7 (RESIDENTIAL, 7 DWELLING UNITS PER ACRE). THE APPLICATION INCLUDES A DEVELOPMENT PLAN FOR 32 DWELLING UNITS. (DONNA WYNANT, CASE MANAGER)

A Memorandum dated May 20, 2015 for the June 4, 2015 Meeting, to the Planning Commission from Donna Wynant, Senior Planner, Current Planning Division, in this matter, is incorporated herewith to these minutes as Exhibit "6."

A Memorandum dated June 4, 2015, with attachments, to the Planning Commission from the Current Planning Division, regarding additional information in this case, is incorporated herewith to these minutes as Exhibit "7."

A copy of a Memorandum dated June 4, 2015, to Donna J. Wynant, from David M. Elliott, with attached letter from his wife, Gabrielle McKenna-Elliott, owner of the property at 163 Calle Don Jose, sent via email, is incorporated herewith to these minutes as Exhibit "8."

A copy of the relevant Section of Chapter 13, 4-3.5 Rezonings (C) Approval Criteria, submitted for the record by Karl Sommer, is incorporated herewith to these minutes as Exhibit "9."

An aerial photograph of the subject site, submitted for the record by Karl Sommer, is incorporated herewith to these minutes as Exhibit "10."

A copy of "Notes & Thoughts" from JoEllen Bokar, 108 Calle Nopal, submitted for the record by Pamela Ann Hughes, is incorporated herewith to these minutes as Exhibit "11."

A Memorandum dated June 4, 2015, from David A. Sena, to the Planning Commission, regarding Alameda Lofts 2180 and 2184 West Alameda, entered for the record by Pamela Ann Hughes, is incorporated herewith to these minutes as Exhibit "12."

The *River Trail Lofts at West Alameda Development Plan and Rezoning*, dated April 27, 2015, is on file with, and copies can be obtained from, the City of Santa Fe Land Use Department.

Chair Harris said prior to beginning the Staff Presentation, Commissioner Kadlubek raised an interesting question that he can't answer, and said Commissioner Kadlubek will be addressing Mr. Shandler.

Commissioner Kadlubek asked, "It was made known to us that Commissioner Chavez might be late and she had stated a time she thought she was going to be arriving, which would be 7:30 p.m. I imagine we will still be listening to the case. If she arrives halfway into the case would she be able to vote on the case, or what is your opinion on that."

Mr. Shandler said, "Mr. Chairman, as long as she familiarized herself with the record, she will still be eligible to vote. So she might have to take a little extra time, a few minutes to do that, but let's proceed ahead."

Chair Harris thanked Mr. Shandler and Commissioner Kadlubek for the question/answer.

Staff Presentation

Donna Wynant presented the Staff report in this case, using the overhead. Please see Exhibit "6," for specifics of this presentation.

Public Hearing

Presentation by the Applicant

All those presenting were sworn en masse

Karl Sommer, Agent for the Applicant, Member of the New Mexico Bar, said he represents Rick Brenner and Rachel Watson. He introduced his partner, Joseph Karnes, and Morrie Walker, Traffic Engineer, and Christopher Purvis, Architect and Planning Consultant. He said, "We're excited about this project. We think it's good for Santa Fe and it's being done by an individual and individuals with an excellent track record for success, creativity and innovation. That's good for this town and it's good for this particular piece of property. We are happy that staff has recommended approval, because it recognizes that their thorough review means that all boxes have been checked, and they haven't said to you there is a problem here or there's a problem there. I would like to tell you tonight, one, a little bit about Rick and Rachel, tell you a little bit about this project, turn it over to Christopher to tell you a little bit about the design and the design and the concept behind this, and Morrie to address some of the questions about traffic that have been raised. And then Rick and Rachel have just a couple of things to add and we'll answer any questions you have. We'll try and be as brief and as quick as possible."

Mr. Sommer continued, "May I approach, I have a couple of handouts."

Chair Harris said yes.

Mr. Sommer, using the overhead, said, "What I've handed you, I think it's helpful to have the criteria for you on one page. I've highlighted them and we'll go that very briefly. I started out by telling you a little bit about Rick and Rachel. Rick has been doing innovative, creative and successful designs in Santa Fe for 30 years. Why is that important really. Because the people who are making representations to you, if they have a track record, either good or bad, you would like to know that in terms of what commitments are they making now. Rick has done the *[inaudible]* Lofts, successful, creative and innovative project, and revitalized that entire area in part with other developments. He has also done the West Alameda Lofts. Again, if you're familiar with that project, innovative, creative, successful, sustainable, enjoyed by the people who live there. There might be somebody here tonight who speaks a little bit about that. Like I said, it's relevant because the people making the representations to you are going to make commitments. And they're going to make statements about what they intend to do. Their track record is important on that, and I thought maybe you would like to know a little bit about that."

Mr. Sommer continued, "In looking at any application for a rezoning, you have to look at do they meet the minimum requirements of the Code. Your Staff Report goes through the checklist of all the things of all the things in this. The page that I gave you, in highlights, I just copied right out of the Code. And in the analysis by staff, every one of those boxes is checked and these are minimal criteria. These aren't like you make these and you 'Pass Go and collect your \$200.' These are minimal criteria. If you don't get past these your application is sort of DOA. This Application is not DOA. This Application meets every single requirement, and they're found in 4-3.5(c), and I've highlighted them. There has been a change in the surrounding area, altering the character of the neighborhood to such an extent to justify the change in zoning and a different use category is more advantageous to the community as articulated in the General Plan. That is a key provision of the criteria."

Mr. Sommer continued, "As your Staff Report points out, the General Plan talks about fundamentally, infill that is compatible, but at higher densities. Why. Because one of the policies of the General Plan is efficiency, variety of housing and affordability. That comes from the efficiencies. That provision in the criteria of the Code that you have in front of you is not just sort of vague and empty. You can look at this application and judge it against that criteria and say, Yes. This is an infill project that is a different category, R-7, rather than R-5, that is advantageous to the Community. It takes advantage of existing utilities, existing infrastructure which is good for the community, it prevents sprawl. All of the things you've heard about for years and years and years, this project. And it's also compatible."

Mr. Sommer continued, "If you look down West Alameda in the photograph that I've handed to you all, that is a Google Earth Map. You can see, what we've done is, shown a representation of how this fits into those developments along the way. It is different than the single family, residential subdivision to the east, very different in a sense. But when you look at its intensity it is not, and does not appear incompatible or more intense. It is different because it offers a different variety of housing which is good for this community."

Mr. Sommer continued, "Moving on to the next criteria, and that is 1(b). Have we met the requirements of the Code. We have met the requirements of the Code, staff has confirmed that. Again, we look at the next criteria which is the General Plan. I have included here, if you all didn't get a chance to look at it, the language in the General Plan is very specific. That's right out of the General Plan. And what does it say [*inaudible*]. This is on your future land map an infill area specifically. That's not just sort of like a vague reference to a vacant lot somewhere. That is an area on your map that has said infill. In these areas, it says the City must encourage higher densities of residential and commercial development, than existing zoning often allows. Now what are we asking about here. R-5 to R-7. We're not going R-5 to R-11. We're moving the next step up. It is a higher density, but your Code and your policies and the policies of our community for the last decade have said, this is what you should do. And they say it, and the recognize the efficiencies that are gained by it, which is good for the overall community."

Mr. Sommer continued, "The last one that is relevant there is C, and that is the existing and proposed infrastructure that can accommodate the impact of the proposed development. We know that water, the sewer, the road facilities, all of those facilities are adequate as they are today to accommodate the proposed development. Mr. Walker will talk a little bit about the traffic facilities, because that I think is key to some of the things that we heard in the ENN meeting. And I'll talk a little bit about that. But, as I said, if you go through and look at the criteria and compare it to this application, we check every box. We meet every policy and we implement every policy on a project like this that your Code and our plan as a community says we should do. So I think that is one of the reasons that supports the staff's recommendation for approval. We're not asking for any variances. We're not asking that you change any rules or lessen any standard. And that's important."

Mr. Sommer continued, "I've talked to you about why we believe you should approve this application. We went to an ENN and we heard a great deal about traffic and density. Just a broad overview. Mr. Walker will talk about the traffic, but Mr. Purvis will tell you about the density in this. And I would like to turn it over to him to tell you about the design concept that this plan implements. And I say it's not new, because Mr. Brenner, Rick, did this just down the road at the West Alameda Lofts in part and has done it successful. And I would Mr. Purvis to address that briefly.

Christopher Purvis, 200 West Marcy [previously sworn]. Mr. Purvis used the overhead for his presentation. Mr. Purvis said, "I would like to talk a little bit about this project. About 20 years ago, Rick came to my office and said, what can you do on this farmland, which happens to be 2-3 properties down. And I've always been interested in the space between buildings, because that's kind of what makes Santa Fe a successful place. It's not so much the buildings, but it's our streets and roads between them and how we define those spaces. So we came up with this concept of a 20 by 50 foot module which is enough room to put a small house in, but if you make it two stories you can get some lofted space. There's a lot of various configurations, 1-2-3 bedrooms that could be put into that, but mostly it was about creating a large interior space, or a spacious interior space in a small footprint, and then with the taller walls, using those buildings to define small courtyards or space that you could actually enjoy on the exterior, too."

Mr. Purvis continued, "So we worked on that. Spent a lot of time, because it was back in the old days, build 3-D models to try to examine what the correct space was between buildings. Now we've all kind of moved passed. Not everybody does 3-D models. Then we have this project down the road we

were kind of fussing with the 20 feet or 15 feet or 25 feet between buildings, right up until when they were placed. So using that information from that project, we tried to again create this, although we ended up introducing more options, because I've done a couple of other buildings with Rick and we kind of worked on some other options, so there's the basic L-shaped building that you can see, for example, 'there' which is made up of two 20 by 50 foot units. There's one where we actually stretched the building long and cut it in an unequal way, because it seems like it's better to have more variation in the housing so we have some smaller units right 'there,' and..... so we stretched them and then we pulled them apart, so those L's are now composed more of 3 units, although the space between the L and 'that' space 'there,' is more of an intimate courtyard that is created with buildings on both sides of it. There's about 16 feet between the buildings, the buildings are about 20 feet wide, so there's this kind of small space. We had some issues at the other unit where we didn't have as much personal space that people could define as well. So this was an effort to kind of respond to that and create more spaces that were definable, specifically to that unit. I think that's most of what I have to say. Do you have any questions."

Chair Harris said, "Not just yet Mr. Purvis."

Mr. Sommer said, "I would like to add one thing. While we were talking about what we heard about at the ENN about density, this tells you what the type of density is, the number of units you already know. You can do that calculation. But the configuration here and the concept behind this, which is proven and successful, creative and sustainable, is compatible with the neighborhood, and that explains it. One of the things that neighbors to the east in the single-family development were concerned about was, well you're going to have cut-through traffic into 'this' portion of their development. We are not going to connect any roadway through 'that,' except for emergency access. And they'll be blocked off so that only Fire and emergency vehicles can get through. These drives are not built to public road standards, so this development actually secures the concern and the fear that was expressed which was we don't want traffic coming through your development into ours or going through our development out to yours and out. These roads don't accommodate that. They're not built for that purpose and this design addresses that particular issue. So we've taken care of that issue."

Mr. Sommer continued, "I would like to move to the issue of traffic as an overall thing. You're going to hear from Mr. Walker what he did, in terms of doing his analysis, because I think that's important for you to know what the Traffic Engineer actually did. He didn't just sit in his office and he didn't just look at numbers on a page, he actually did counts on separate occasions and then did his analysis, and then backed that up with additional counts. It's important for you to know that. He'll tell you about what his conclusions are and what the level of service is on this roadway right now, and why he's made his recommendations. I would just like to say this. The observation that we heard at the ENN over and over was, there's a lot of traffic on West Alameda. There has already been more traffic on West Alameda. That is true. That is correct. West Alameda, not too long ago, and certainly when I was growing up was a dirt road. It was a rural collector. There were mostly horse properties down that, and it is vastly different than it used to be. It is now an arterial and it has facilities at both ends that accommodate that traffic. There is more traffic."

Mr. Sommer continued, "The level of service that you hear from Mr. Walker is important. Because what you tend to think about when you hear complaints about traffic and anecdotes about traffic is, wow, the level of service is not a level where the City says this is a problem. It's a level of service C. There's an A to F as you'll hear. Mr. Walker will now tell you what he's done, what he's found and why he's made his recommendation."

Morrie Walker, Walker Engineering, 905 Camino Sierra Vista [previously sworn]. Mr. Walker said, "When I started on this traffic study we were trying to figure out exactly how we wanted to do it. And there's certain ways of doing it. You actually can just pull out a book, the ITE rates and look at those and say, okay this development generates this much traffic. It's not really the way we ought to do it, because it actually is an innovative housing situation, live/work. And so we actually went out and counted traffic in that area at very similar subdivisions to see if our analysis will be correct on how much traffic we determine this will generate in a.m. and p.m. counts at 5 different subdivisions down the road just to see how much traffic we are going to generate. And actually what we did find out, amazingly enough, well actually not amazingly enough, because it is still somewhat of a rural nature. The existing subdivision didn't generate near as much traffic as we expected. There actually was created almost a quarter to about half the amount of traffic as we were expecting they were going to generate, based on the standard rates."

Mr. Walker continued, "And what we did, we said okay, if these do not generate this much traffic, we can be a little bit more conservative as to how we do our analysis. So what we did, we combined the at peak rate which is a higher rate versus the actual rates that we found and we just literally took an average of them and used that for analysis. So we feel very comfortable of our analysis being correct as far as how much traffic this subdivision will generate. So, yeah, I've seen traffic reports before, basically we take that traffic and we extend it to the design year, I think we took a 3-year design year and increased it actually. Not only with the traffic out there, we actually put an increased factor to it and used that as our analysis and looked at it from there. Then we added our traffic count to it to see what happened. And what we found out with our traffic if we increase the background traffic via Calle Nopal and Alameda went to the level of service of C or better. There was a little delay here and there, but for the most part it meets standards. That intersection does meet the City of Santa Fe standards. So we feel very comfortable with that."

Mr. Walker continued, "So once I did that, I said okay once the existing conditions work. So I said okay, what would happen if we took the stop sign out. Then we did that analysis, and it turns out what we found out actually there was so much more traffic on Alameda than on Calle Nopal, it made sense to remove the stop sign on Alameda. There was significantly more traffic on Alameda than on Calle Nopal. And once we took that traffic sign out, the intersection worked better, and that's all we were looking for. So I said okay, what improvements can we do at the intersection to make that intersection work. I think it was almost 10 to 1, the amount of traffic on Alameda versus on Calle Nopal, and it made more sense to take that traffic sign out, so we did, and found out that that intersection works way better. So that's what our recommendation is."

Mr. Walker continued, "We said okay if we're going to improve this intersection, just this intersection, then the best way to make this intersection work better is to take out the stop sign, and that's where those recommendations came from. We understand some people like the traffic sign there. A good architect friend of mine likes the stop sign there because it does slow the traffic, and she thinks it's more traffic calming than for traffic control, so she wants that in there. Our subdivision works with or without that stop sign on Alameda, so we can go either way as far as that goes."

Mr. Walker continued, "One thing we were talking about is how much traffic there is on Alameda. That has increased and we know it's increased, with the bridge over Siler Road there was definitely an increase in traffic. But the capacity is still there, and amount of our impact is very minimal on the whole intersection, and we feel very confident that the amount of traffic we can generate will be minimal. Thank you."

Mr. Sommer said John Romero, City Traffic Engineer, is here and his report from his Division is in the packet, and you can ask him about those. He said, "I would note for you one of the key recitations in that report was that the traffic study indicates that there are no warrants that justify that intersection the way it is configured now. It is there for other reasons, and I think Morrie alluded to one of them. I would like to turn it over to Rick and Rachel for just two seconds, and then we'll conclude our presentation, Mr. Chairman."

Rachael Watson, 1400 ½ Cerro Gordon, Owner [previously sworn], said she grew up in Santa Fe, about half hour from here, and her family had a very successful tile business for 50 years. She had the opportunity to work with her dad and to see the developments in Santa Fe that they sold tile to and to see the growth of Santa Fe from the time there were dirt roads and it took an hour to get to Rodeo Road. She sees this an opportunity of the history of Santa Fe, and "I just think our development is a really nice project for Santa Fe."

Rick Brenner, 1400 ½ Cerro Gordo, Owner, said contrary to "what I call Fox News letters and signs that have been posted in the area, that my motivation, Rachel's motivation isn't to make a million, two million, five million bucks out of this issue." He said he told all his friends that he is retiring from this business, but he got back into it was he was brought to this site. He said, "I was encouraged by people who live in the other project I did, and by many people in the industry, that Santa Fe needs some more different type of housing, not the issue of affordable, the issue of just a different type of housing that other people who don't like what Homewise is doing, that don't like cookie cutter normal subdivisions, that people can live in and work in and feel comfortable in. I decided, with a lot of encouragement from Rachel to drive me out of retirement that was an excellent opportunity to do something that will work effectively in the neighborhood just like the other one did, that has great access to amenities of the River, the River Trail." He said he thinks it's important for people to know and understand that.

Mr. Sommer said, "Often you have people come in front of you, and you recently had a very controversial case where the property was under contract and they were coming for a zoning request, or a zoning approval of some kind and they were testing the waters with you, and that's understandable in many cases. But Rick and Rachel bought this property because they are committed and because they believe in it. They're not here doing a look-see or tire-kicking. They're a part of this community, they've

been a part of this community, particularly the development community for 30 years. They believe in what they're doing and have done. This projects meets Code, implements City policies and deserves your recommendation for approval. Thank you."

Speaking to the Request

Commissioner Chavez arrived early in the public testimony

Chair Harris asked everyone to provide their name and address. He said, "In the past, we have felt it necessary to limit testimony to 2 minutes, but I think the most important thing is just to be respectful of the people who are here. Everybody has their own voice, but be mindful of what's been said and you may acknowledge, concur or disagree, but we do ask you to be respectful. Also there is no turning to the audience and asking for a show of hands. We consider that to be developing bias one way or the other. We just ask that you address your comments to the Commission."

All those speaking were sworn en masse

Cindy Geist, 2225 West Alameda [previously sworn], lives across the street. She lived on West Alameda before we put in the four-way stops in and it calmed the traffic. She said Alameda is a narrow and curvy road, and with the Siler Road bridge it is a main thoroughfare for more people. "Please don't take away that stop sign." She said people are going 40 mph through that intersection, and it's a really dangerous road.

Jeannie DiLoreto, 149 Calle Don Jose, Rio Vista Subdivision [previously sworn], asked for a different "picture to be put up, the one with the housing" on the overhead because it's important for what she wants to explain.

Mr. Smith said, "I would note for the record that Ms. DiLoreto's letter was distributed to you separately immediately prior to the meeting [Exhibit "7"]."

Ms. DiLoreto said, "I want to say that I do not concur with the Land Use Department's recommendation to approve the zoning change request, and specifically do not concur with the traffic impact analysis, also referred to as the traffic impact study, recommendation to remove the stop signs. I concur with the previous speaker." Ms. DiLoreto has owned a home at this intersection for more than 30 years. She said this is a dangerous area with a history of problems, agrees with statements that traffic on West Alameda has increased, and they have no bus service. She said the bus service ends at Camino Alire. She said if they remove the stop signs the speeding will increase and there is nothing to stop them from the Siler Road roundabout all the way to El Rancho on Alameda. She said Mr. Walker recommended removing the stop signs to change the level of service to an A level, which means traffic travels at a rate higher than the speed limit, which she thinks is appropriate for freeways not urban area. Vehicles turning

left from Calle Nopal onto West Alameda have limited vision because the road curves – speeding cars and limited vision means more accidents. She drives through the intersection, and finds the stop signs annoying, but they help to slow the traffic.”

Chair Harris asked Ms. DiLoreto to wrap up her presentation, because she has exceeded two minutes.

Ms. DiLoreto continued, pointing out her house on the aerial map on the overhead. She said they have experienced serious incidents of cars crashing through their back fences and coming down the hills behind their houses, causing thousands of dollars of property damage. She said two cars crashed through Retired City Police Captain Ruth’s home. She said a carload of teenagers came through her back fence, landing in her apricot tree killing it, which she didn’t mind because it saved their lives. The repairs were \$4,0000, increasing her rates by \$200 per year.

Chair Harris again asked Ms. DiLoreto to conclude her statement.

Ms. DiLoreto said she and Captain Ruth went to the City and got the yellow barrels along the streets.

Stefanie Beninato, P.O. Box 1601 [previously sworn], said she lived in this area at one time. She said this is a lofts development, and understands they are work/live situations, and asked if that was considered in the traffic study. She said, regarding the density, 5×4.25 comes to 21 units, 21.25 rounded down, and 4.25×7 is 30 units, rounded up from 29.75. This is a difference of 9 units not 5 or 6 .
[Inaudible] There is much less density on the other side. [inaudible]

Richard Cady, 2190 W. Alameda [previously sworn], said he lives next door to the west of the proposed project. He is concerned about the traffic. He said the traffic is and will be a horror show, commenting he has been almost rear ended 3-4 times after going through the stop sign, noting his wife was rear-ended and had to have medical care. He is horrified to think the stop sign will come down. He said, “Graphically, a bird’s-eye view, it looks great, but on the ground it won’t work in terms of traffic. I’m telling you it will not work. Thank you.”

Mike Sloan, 1702 Medio Street [previously sworn] said he agrees with everyone that traffic is a problem and without the stop signs it will become kind of a super highway and a big problem. He said there are other solutions which need to be there if this will move forward. The other issue is that there is more open land across the River from this lot, and his concern is the change to R-7 will become a precedent, and that will change the character of the entire. He doesn’t know you can balance that.

Margaret Carrell [previously sworn], said she owns the property to the west of the proposed project. She is concerned about traffic, noting it is difficult for people to get onto her property. She thinks if the project is allowed, it will be a nightmare with 70 cars trying to get out at one time. This is going to be a big thing for the people who live there.

Rafaelita Bachica, 1713 Medio [previously sworn], said she was caring for her mother at the time the car came crashing down from Calle Nopal and if not for Jimmy's apricot trees she would have lost her life as the car barreled into her back years. These are serious considerations. She said the stop signs are beautiful attempt to stop people, but they don't work, noting there is no ticketing going on there. They also are concerned about the density which seems high, although they paint a beautiful picture, and she has a concern about the rural atmosphere on West Alameda which has been going away, although some does remain. This is a quality of life issue, and they want to preserve some part of the community. She asked the Commission not to rush into what has been presented as a creative and innovative idea."

Kerstyn Porsch [previously sworn] [Ms. Porsch's remarks are inaudible] Ms. Porsch said she is not in support of the project because it will change the character of the neighborhood.

Rob Turner, 1703 Santa Fe River Road [previously sworn], said he agrees with everything that has been said. He wishes we could have seen an elevation of the plans because he doesn't know if his objections are appropriate. He finds the plan remarkably inorganic and doesn't see to go along with the rest of the community on either side. He lives along the River and said there is a great deal of space across the River, and the slope down from Alameda adds to the openness. It is a relatively rural atmosphere. He has concern for the "happiness" of people coming out of their subdivision during snow and ice, commenting it's quite a slope and quite a road to come up onto.

Ryan Rempel, 159 Calle Don Jose [previously sworn], and pointed to his residence on the map on the overhead, noting his back yard will be about 10 feet from the nearest building in the new subdivision. He said he doesn't know what goes into traffic study, but "apparently it doesn't involve going to work at 8:00 a.m. and coming home at 5:00 p.m., without the subdivision going in." He said the attorney for the Applicant said all the boxes have been checked. He said it is unfortunate "that none of these boxes were checked for all of the houses in those areas. I live in one of those boxes and nobody checked with him." He is unsure who they are referencing when they talk about community, but they aren't talking about him and the people of this community, so community is a vague term and doesn't apply to the area around the subdivision. He said he and his wife bought their house in reliance that this neighborhood had been zoned R-5 or less on the other side of Alameda. Rezoning to R-7 will lower property values, increase traffic and increase traffic issues, as well as increase the noise. The developers had said the gate between Calle Jose and the development will be used only for emergency access, but it's inevitable that the residents and the City will want to open it for public use. This will create more safety issues, noting Calle Don Jose was not built for R-7 traffic. It was built for R-5 traffic. He is not under the illusion that the property will never be developed, but it needs to be developed as currently zoned which was zoned for a

reason. He said, "Please don't allow this rezoning. It will benefit absolutely no one other than the developers and in fact will harm the integrity of the entire surrounding community of people that actually live there."

Mr. Rempel said, "In my conclusion, I urge you to imagine living in our neighborhood. If this rezoning occurs, better yet, imagine yourself living in my house where your back yard is literally 10 feet from the closest two-story building in the proposed development." He urged them to consider the impact this will have on the current neighborhood.

Marcos Sena, 2191 West Alameda [previously sworn], said he lives directly west of the proposed subdivision. He agrees with everyone about the stop signs. He agrees the zoning should stay at R-5, noting everything across the road is R-1 and he wants to keep it that way.

Florence Sena, 110-B Calle Nopal [previously sworn] said she is against removing the stop signs, so "keep the stop signs."

Paul Olson, 122 LaJoya Road [previously sworn] said he believes R-5 is the appropriate zoning for the area, and to change the zoning would set precedent for the remaining area and potential development in the future. He thinks keeping the zoning at R-5 would allow for more creativity in the development plan for the site.

Kathleen Ilago, 126 Medio Street [previously sworn], said she agrees with all of the neighbors who have come to ask you to keep the zoning at R-5, as opposed to R-7. She said, with regard to traffic, she goes west on Alameda every morning, and without that stop sign she can't imagine getting of there easily. She respectfully disagrees with what has been presented in the traffic study. She would like to reiterate the point the neighbors have made about this setting a precedent. She loves the bucolic nature of the neighborhood. She isn't opposed to development and believes the Applicant wants to do a good job. However, for those of them fortunate enough to live in this neighborhood with young kids who ride bicycles and who enjoy this, she doesn't really see why , at this point, we need to increase the density without a little bit more forethought, and perhaps some master planning, some more discussions, and so she encourages the City to keep it at R-5.

Rick Martinez, 725 Mesilla Road [previously sworn], is here representing the West Santa Fe River Alliance and in support of the neighborhood at keeping the R-5 zoning. He pointed at the area of R-7 zoning on the map on the overhead, saying it is all single story homes and feels like an R-5. This development is all two-story which is a big difference and is not compatible with the existing neighborhood. He said there is no master plan for this River corridor, and asked the Commission to keep it at R-5 zoning and look at something in harmony with the Alameda corridor. He said we need to be careful with what we do because of everything that will follow, and it will fall apart. He supports keeping the stop sign as is. He

said it is 35 mph all along the road, commenting if it was 25 mph it might be a different story. He said, "Actually, 35 is 40."

Marci Riskin, 1707 Purple Aster [previously sworn], said she has lived at this address for 17 years and has watched Alameda turn from a rural collector into an arterial, and the traffic has increased and will continue to increase. She said, "With respect to Morrie," it's going to increase with this subdivision as well with more cars coming out. The City has a responsibility with this increase in density, to keep that road safe. She supports keeping the stop sign, commenting driving home every day she is tailgated the entire way. She said, "In the interest of keeping that road safe, I would like to urge you to keep the stop sign. It helps calm traffic and it helps maintain the speed limit. Thank you very much."

Nancy Desidario, 1702 Medio Street [previously sworn], said she agrees with the previous speakers, and wants to emphasize that one, it will set precedence for the area and if it is rezoned to R-7, it is the beginning of increased density here and across the River, commenting it's a slippery slope. She said people like to live in this area because it is bucolic and if you zone to R-7, no one will want to live there any more, so what's the purpose. Third, she can get onto or off Alameda because of the stop signs. She said where she gets onto Alameda there is a curve going west. She wants to keep the stop signs.

John Addison, 7 Circle, previously a resident at 2240 West Alameda 2000-2014 [previously sworn] which is the first Alameda Lofts development Rick Brenner developed in 1999. He said one of the things density does is it makes these units affordable. He said he his wife and daughter were looking for their first home in Santa Fe, while also considering Albuquerque. However, because they could buy a home for less than \$200,000 at 2240 West Alameda, they were able to stay in Santa Fe and not have to commute. His experience with Mr. Brenner is that once the project was finished he stayed involved with the development, served on the condo association board. He wasn't a developer who developed and left, and he is responsible to the community he was able to grow there.

Pamela Ann Hughes , 155 Calle Don Jose [previously sworn], said two neighbors have asked her to speak for them, one is David Sena at 1729 Santa Fe River Road [Exhibit "12"] and one is a disabled woman named Jo Ellen Bokar, 108 Calle Nopal [Exhibit "11"]. Ms. Hughes said she thinks she is the only house bordering the property with no back fence, and looks into heaven with a giant oak tree. She has had the property for 32 years, and it's sad, although she realizes development will happen. However, she thinks going to R-7 is wrong for the area and the traffic. She said it is hard to believe that the City will say the property can outlet onto River Road, because it is tricky getting up the hill and onto Alameda. She said their neighborhood is not made for more traffic, noting people converted their garages into another room and cars are parked on both sides of the street. The peaceful, semi-rural character of the neighborhood would be changed and it would be hurtful to the community. She said everything she knows about the builder is good, and probably would be tasteful, but the two stories right behind her will be where there were horses and goats. She thinks they need an overall plan for their area, because they will have to go through this over and over. There definitely needs to be sidewalks along West Alameda in this area if this

moves forward as an R-5, and there is no bus service that goes by there, so that would be good too.

Todd Christensian, 111 LaJoya Road [previously sworn], said he knows these people are trying to sell the project they want to do and it's colored beautifully by them, but the effect on the people who live in neighborhood is a negative, the increase in traffic and the precedent of R-5. He thinks they should consider building something there at R-5, because rezoning to R-7 will set a precedent for the whole area. He said, "They should develop at R-5, put a few homes in there, make a couple of bucks and leave us alone."

Nancy Fay, 728 Mesilla Road [previously sworn]. Ms. Fay said she has 3 points to make. In *Euclid v. Ambler*, a landmark Supreme Court case in 1926, which established the constitutionality of zoning laws, hinged on a crucial ruling that "benefit for the public welfare must be determined in connection with the circumstances, the conditions and the locality of the case." Ms. Fay said, "On page 6 of the summary section of the information packet from the City, 'The Planning Commission and the Governing Body shall not recommend or approve any rezoning, the practical effect of which is to benefit one or a few landowners at the expense of surrounding landowners or the general public.' So therefore, we must ask for benefits for an approval of Case #2015-46. The summary section of the information packet repeatedly disregards and minimizes the established distinctions between R-5 zoning and R-7. Page 6 states that, 'R-7 is marginally different than the surrounding R-5 zoning.' If these predominant zonings in R-5 exist, I believe that we should keep the R-5, or in fact, rezone to a lower designation."

Ms. Fay continued, "How does approval of Case #2015-46 protect the continuity of the neighborhoods and benefit the general public. The traffic impact study which really turns out to be a car count and not a traffic study, recommends removal of the West Alameda stop signs to 'improve traffic flow.' Testimony has been provided tonight on the long documented history of speeding, crashes that destroyed property and endanger life, the lack of traffic safety and impaired visibility. Sand filled yellow barrels have partially slowed speeding, but then an LOF-A is recommended, which is traffic jargon for traffic flows at or above the proposed speed limit. How does increase the volume of traffic at a documented dangerous intersection benefit the general public. How does this keep the community safe. This is historic after a long struggle to implement traffic calming remedies for a dangerous area, a study now reverses the work to protect the public safety and instead calls for stop signs to be removed at West Alameda and Calle Nopal.

Chair Harris asked Ms. Fay to wrap up her remarks as she has exceeded two minutes.

Ms. Fay continued, "Yes, I am concluding now. With the opening of the Siler Road Bridge onto West Alameda we have additional speeding and risk of more accidents on a two-lane road. So what future will we choose for Santa Fe. Safety on our roads in a livable City that values our legacy or will we be like Esau and sell our birthright for a mess of pottage. Santa Fe needs our Planning Commissioners to now serve the needs of the people, to examine all the required Planning regulations as detailed in Chapter 14, and to rule on this zoning case to benefit the public welfare. Vote no on Case #2015-46, vote no on R-7. Thank you."

The Public Testimony Portion of the Public Hearing was closed

Commissioner Kadlubek asked staff to explain the math of "how we get to 32 and how that is only a 6 unit increase."

Ms. Wynant said, "The first thing you would look at it is what is available to the lot. You have to subtract the flood plain, and once that's done, instead of 4.2 acres, you have 4.13 acres. When you multiply that by 7, a certain number of units, in this case it was 28 units, and then you factor in your affordable units at 20% of that number, so it comes out to 5.6, this is all figuring toward the R-7 zoning. So 5.6 units are affordable. The 28 units that were possible for the site, you multiply by a 15% bonus density – it's an additional 4.2 units. So the 4 units is added to the 28 that was possible at R-7, which comes out to 32 units."

Mr. Wynant continued, "When I started doing the math for the R-5, and I apologize for this not being in the report, I took it through the same calculation, and with an R-5 zoning district, working the math the same way, instead of 32 units would be 27 units. So 32 minus 27 is a difference of 5 units."

Commissioner Kadlubek said there already are issues with traffic on West Alameda and on Agua Fria which exist with or without the development or the stop sign. He said things may get more intense, and maybe not. He wants a sense from Mr. Romero's point of view, what is the vision from Traffic's point of view in regard to West Alameda and Agua Fria moving forward, knowing it has this connection to West Alameda that does have the connection to Siler that has turned it into more of a thoroughfare. He said, "I just want to get a sense from you as to how you guys are imagining how West Alameda will be able to sustain."

John Romero, Traffic Engineer, asked for clarification, what specific issues on Alameda is he speaking about for the City to address. He said he drives this area 4 times a day, so twice as much as a resident. Residents leaving to work, enter in the morning and come back in the afternoon. He said, "I do both. I think I have mentioned this before, it is maybe about 500 yards less of Calle Nopal, so I get off Alameda and its on the River side in the morning, get back on in the same morning and the same thing in the afternoon, so I'm very familiar with this. And the general comments that have been made, those are made on virtually every street in the City, let alone, I would imagine on every street in the nation. People worry about speeding, people worry about rear-ending, drunk drivers, all that type of stuff. So, where cause exists, those types of issues exist."

Commissioner Kadlubek said, "I can be more specific. Given that Siler now connects to West Alameda, it's a way for people to get from the east side of town to the south side of town without having to take Cerrillos. I think West Alameda is obviously being use a lot more since that connection was made. I think if we have continued development on the south side of town which seems also obvious to me, or continued housing development in the Siler Road/Rufina area which seems obvious to me, it seems pretty clear that traffic is going to increase on West Alameda as people use West Alameda instead of using Cerrillos because it's a lot more convenient."

Commissioner Kadlubek continued, "I work on Siler, I live down on the east side, I use West Alameda of course, and I just see that as an obvious trend. So I guess to be specific of what type of traffic issue I would be talking about, it would be the increase of cars on West Alameda would be one. And then two on sort on my side of it, people want to go fast through there, because they want to get from one point of town to the other. So that also sees like a natural thing there. There seems to be an increase in speed or a want to increase speed from cars on that street. I think what I've heard today from testimony does make sense to me as an issue. And I'm just wondering, and this is really like my just wondering like how the City is imagining dealing with this obvious increase of traffic on West Alameda now and over the next 5-10 years."

Mr. Romero said, "That is a tough question. The City has been developed very uniquely from other cities, Phoenix and Albuquerque, that developed roadway systems and a good system with arterials, collectors, sub-collectors and so on. The City of Santa Fe, unfortunately, from a traffic standpoint wasn't developed that way. Our major roads were wagon trails and they were all named after where that wagon trail led, whether it was Alameda, Agua Fria, Galisteo, Pecos, Old Pecos Trail, Old Las Vegas Highway, Old Taos Highway and so on. This is the framework that we're tasked with developing a roadway network around. As far as adding any new roadway network in the area to appease this, I don't see any roadway that could be added short of... there was discussion in the past about a Paseo de Vistas extension, but of course that, just like anything else, the people on Paseo de Vistas don't want that. So we're stuck in a pretty tough area."

Mr. Romero continued, "Now as far as traffic growth, my opinion is I don't see it increasing dramatically. And the reason being is traffic is a function of origin and destination. People are going from someplace to another place. So I understand that the west side is growing, so that is a definite origin. The destination, there's not any more work... the downtown area where people typically drive to is pretty much fully developed. So the destination isn't going to increase, if anything the destinations are going to relocate to the west side."

Mr. Romero continued, "Furthermore, I think I've discussed this at previous Planning Commission meetings, the destination such as work areas in the downtown area have been converted and removed. The PRC has moved out of the Old St. Vincent's Hospital, that's now a hospital. That destination is removed. The PERA has moved, County buildings have moved to the west side. I don't think the population is going to decrease and traffic in general is going to decrease, but I think the way the City has been developing and business has been developing, it has been better distributed throughout the City as opposed to everyone is on the west side and everyone works on the east side. So that's why I think traffic, in general, through this road driving downtown would not increase substantially."

Commissioner Kadlubek said he has concerns about removing the stop sign, and because there is a bend in the road there, it seems it would be difficult for people pulling out from Nopal or the proposed development, and that could be a tough place with people driving above the speed limit. He asked the reason that he put in the conditions that the stop sign be removed.

Mr. Romero said, "To the first point about the sight lines the condition in our Memo was to remove it if it is determined that the sight visibility is adequate. And there is a definite way to do it. We'll measure speeds, pre-flow speeds on mid block, not close to the intersection when people are slowing down and see how fast they're going and based off [inaudible] make sure you can see far enough. We'll make sure of that for sure. If that doesn't happen, then I wouldn't recommend removing it. The reason I'm recommending removing it is I do receive a lot of calls to remove that stop sign and the one at El Rancho. People view it as a nuisance. And it is viewed as a nuisance when they are stopped when there's no one on the side street to justify it. The El Rancho one, I have not been able to recommend removal because it is a definite sight line issue there, and I've never felt comfortable removing that stop sign from an administrative standpoint."

Mr. Romero continued, "So being that this was coming, I thought this would be the adequate forum so the public can voice their opinion. We'd be going through two public hearings. So I thought, in an effort to address all the other people that call me to remove it, this would be the forum to try it and leave it up to the Planning Commission and our Council to decide should we do it or not. My personal opinion about removing it and my professional opinion regarding stop signs and their effectiveness as traffic calming, there's been numerous studies that show it is not effective in traffic calming. What happens is people are going at a certain speed, and here's the intersection and this is what they're traveling at. Whenever they get to the stop sign, they slow down and they go right back up."

Mr. Romero continued, "A test to this is on Galisteo at Coronado. A stop sign was placed there in an effort to slow down traffic, and this was done about 10 years ago. Council had asked staff to do that, and staff recommended against it because of what I just said. So they measured speeds and said these are the speeds and we don't think it's going to work. Well Council said, we don't believe you, put the stop sign and we did. This person came to me and asked me to remove it, so we went through the whole gamut and what I did is I measured the speeds in the exact same locations they measured before. Sure enough, the speeds are exactly the same. It did not calm traffic. What it does is it's a lot of stop and go, emissions all the stuff that the City of Santa Fe in general prides itself as being a green, progressive LEED certified City and that's contrary to that."

Mr. Romero continued, "Regarding the level of service and the definition that was mentioned in testimony, that was an incorrect definition of level of service. There's several types of levels of service. On a freeway, getting from Santa Fe to Albuquerque, what they explained is that's where you measure that level of service. But the level of service we're looking at here at an intersection, and that is defined by delay, how long you wait at the intersection, not by speed limit or fast we're going or anything like that. So at Level of Service A, there is virtually no delay, they're not going to have to stop."

Mr. Romero continued, "Another reason why I think the stop sign should be removed is, first of all it doesn't meet federal guidelines. We are required to follow federal guidelines when we place traffic control. It doesn't meet the guidelines to be placed. Second, numerous studies have been created that show that stop signs actually increase the crashes you're trying to prevent. It not only increases rear-ends, but it promotes, when it's not warranted through enough side street volume, it promotes the running of stop signs and that's where those catastrophic crashes happen. Someone enters the intersection, someone doesn't stop and things of those types. For those reasons, where I recommend moving it, the reason I

brought it up at this time, is I really did want to do it in a public forum. I knew there would be opposition, so everybody could voice it, and then we'll leave it to you or the Council to decide if it's appropriate."

Commissioner Kadlubek asked when removing the stop sign or people turning into the new development, does he consider winter conditions of snow and ice.

Mr. Romero said the way that would be considered in a warrant analysis is based on actual crashes that the stop sign could have prevented. He said stop signs won't prevent people from sliding into the barrels. He said the City has a lot of steep roads that go into public roads, and if we were to use that justification we would be placing stop signs at almost every single driveway to prevent that problem. He is in charge of the City workers responsible for placing barrels, and recently he has not known those barrels to be damaged – in the past 7 years – by car accidents. He said they are weathering and are going to be replaced, because they're cracking and the sand is spilling out. The most recent case that they talked about was a drunk driver going excessive speeds, and on the citation it indicated he had a bottle of Wild Turkey in his car. You can't engineer for that, and it could have happened anywhere in the City. He said to prevent that type of crash, we'd have to armor the entire City. So they base it on what they consider to be a typical program, and "I wouldn't consider that to be one."

Commissioner Kapin said if stop signs are not an effective trafficking calming tool, what is.

Mr. Romero said in this type of area, City Code doesn't allow us to place vertical devices such as humps because it is an emergency response route. There are things such as bulb-outs, chicanes, things of that nature. He understands people say people are speeding. They did a study on Alameda between Camino Alire and St. Francis, and the same issue was brought up. They did a speed study and 82% were at the speed limit. He said what they can do and ask the developer to help, is to get some real numbers to see what the speeding problem is and what the extent of it is – measure spot speeds at mid-block locations, halfway between Nopal and the roundabout where people have enough room to get up to speed. He said his opinion, "In this area, being that the road is narrow, that in itself is a traffic calming measure. We narrowed the road on Old Pecos Trail, we lowered the speed by 5 mph."

Chair Harris asked what is the width of the right-of-way on Alameda.

Mr. Romero said he doesn't know that specifically.

Chair Harris asked if a roundabout has been considered at Nopal and Alameda, and Mr. Romero said no.

Chair Harris asked his opinion on the effect of a roundabout at that location.

Mr. Romero said, "As far as traffic calming, I believe a roundabout would have the effect as I explained with a stop sign – they'll slow but once they get past it, they will go up to whatever speed they feel comfortable. He said the City's policy currently is we typically don't place a roundabout where an all-way stop or a signal isn't warranted. We usually put roundabouts in lieu of a warranted all-way stop or a warranted signal. One thing federal guidelines recommend is that you don't implement a roundabout

where the side street traffic is 10% or less of the total entering traffic, which I believe is in this area. So based on those guidelines, I don't know if I would recommend it, and it would have to be designed and we would have to evaluate the right of way in that area."

Chair Harris said we've had discussions in the past and there is an ongoing discussion on Governor Miles there is a possibility with Dancing Ground [of a roundabout]. And he remembers Mr. Romero saying recently that the warrants weren't in place at that intersection for an all-way stop, but there was consideration for a roundabout, and wonders what the difference would be. He said he is a fan of roundabouts and thinks they work at a lot of different levels and he thinks the citizens understand and respect them for the most part. He would like to see if that is a possibility.

Mr. Romero said the difference between this and Governor Miles is the traffic study showed that at some point in the future, that would warrant a roundabout – with future development. The TIA for the Las Soleras master plan demonstrated that intersection warranted a signal. So that's why we were recommending putting that in at this point, a bit earlier, knowing that ultimately, it would fit there. And also, the volumes on Governor Miles are a lot less, under 3,000 cars a day, so there is a good chance that the side street, at this moment is over 10% of the entering traffic."

Chair Harris said, "Guidelines aside, I think it's appropriate. I realize there would be some complications. We don't know if the right of way is there. It seems the grade coming down on Calle Nopal to a roundabout would be a bit problematic, but it might help to allay.... I know you haven't had accidents or noticeable damage to the barrels there for the last 7 years, but there have been some incidents reported. Again, short of... I don't use Alameda that often, but I've been in town a long time and I know how people behave and it seems like what the people of the neighborhood are describing is probably what's happening. It seems to be a problem."

Mr. Romero said, "We can look to put that intersection on our future transportation fund. It will probably be low [in priority]. There are intersections we're looking at, Cerrillos and Sandoval definitely would be a priority over this, we're looking at a roundabout there. We're looking to do potentially, a roundabout at Agua Fria and South Meadows. These are intersections that have major capacity problems. It could possibly be, but would it be realistic that it happen in the next 20 years, I don't think so."

Chair Harris agrees the referenced intersections would carry a lot more traffic and potentially are more appropriate for a roundabout. He asked about a left turn lane, coming from the east, into the proposed development, commenting he would think that would relieve some safety concerns.

Mr. Romero said it would "take you out of the line of traffic." He said they would do a capacity analysis to determine if it is warranted. He said he makes that maneuver twice a day, left in, and he's never had to wait longer than 15 seconds and that's further down where there are no gaps from people stopping. He said, "The traffic study is the empirical, subjective determination that it is a fairly easy movement to make."

Commissioner Padilla said in the testimony for the Applicant an innovative housing project was mentioned, and asked for more information – how is it innovative.

Mr. Sommer asked Mr. Purvis and Mr. Brenner to say why this is different than the single family, detached residential unit in terms of the kinds of space it creates and the opportunity for the diversification of housing in this regard, commenting "I'm the lawyer, they're the professionals."

Commissioner Padilla said there was mention of lofts and everybody perceiving them as a live/work condition, and asked if that is a part of this development.

Mr. Purvis said, "What makes this innovative as much as the land around it are the buildings themselves. The idea is to gather the buildings into small units, so a 1,000 sq. ft. footprint for a building is not very much, you might agree. And by gathering it in, that leaves more space outside that is common area. And the real effort is, instead of everybody having a front yard and a back yard, that this is much more shared land. So that's part of it. The other part of it is by making only a 1,000 sq. ft. footprint, that means you get into a whole different set of people who can afford these units. I think these are the two biggest points. The last one is, of course, by making it two-story, you have the ability to modulate how that is used. You have artists that typically like high light coming in from the north, so you have windows up high and you have the ability to make that work."

Commissioner Padilla asked if all the proposed units are two-story, and Mr. Purvis said yes.

Commissioner Padilla said there are 32 units proposed, and Mr. Purvis said that is correct.

Commissioner Padilla asked him to identify where he plans the 6 affordable units, and if it will be integrated into the overall plan.

Mr. Brenner said, "As you know there is an agreement that is signed between the developer and the City, and part of that agreement identifies where the units will be. There is a requirement in the Code that the units be disbursed, generally compatible or similar to the design, size, etc."

Mr. Brenner, using the enlarged drawing on the overhead, said, "The units that have been identified are 'here,' possibly 'here,' 'here,' 'here,' 'here,' and 'here.' They're disbursed."

Commissioner Padilla asked Mr. Brenner to address his question about the Lofts.

Mr. Brenner said, "These are not the Cerrillos Roads Lofts, the Marquez Lofts, not even the *[inaudible]* Street Lofts. These are residential properties that have lofts as a major element that attract people who like that type of space. In the other project, and John could address it also, there are some people who have home occupations. My guess is the percentage is absolutely no higher than in the Rio Vista Subdivision, in terms of people who work out of their house and bring traffic in. There are very clear and rigid guidelines in City Code as to what home occupation means, and everybody here would have to qualify."

Commissioner Padilla asked if the units are for sale or for rent.

Mr. Brenner said they haven't decided, but they probably be both – some units rented and some sold. That is yet to be determined, and there needs to be discussion with the City's Affordable Housing Administrator about that.

Commissioner Padilla said there has been discussion that the density proposed is not appropriate for the area. He said Rio-Vista Subdivision is shown on the zoning map as an R-7, and asked staff to clarify if the zoning is R-5 or R-7.

Mr. Smith said, "I believe there is confusion because the exhibit in the packet shows R-7 in the green tinted parcel. That is not the Rio Vista Subdivision. That is the parcel that is east of the Rio Vista Subdivision. The Rio Vista Subdivision is zoned R-5. If I might note for the record, there has been considerable discussion about the calculation of density in the R-5 and in the R-7. Let me just clarify for the record that the proper calculation is the maximum density of 24 units under R-5 and 32 units under R-7. In each case, allowing for the maximum density bonus for affordable housing units."

Commissioner Padilla said, "So what we have in our packet indicating the Rio Vista Subdivision as R-7 is incorrect. It is R-5."

Mr. Smith said, "I believe it is labeled correctly, but it's labeled correctly in an unclear way. I'm looking at the Exhibit Zoning Map, if that's the one you're looking at."

Commission Padilla said, "Yes."

Mr. Smith said, "And so the large type number that says R-7 on the green tinted parcel, that green tinted parcel is zoned R-7, but the yellow tinted parcels are R-5. So the R-7 number is there, but it applies to a small tract to the east, not to the Rio Vista Subdivision. The Rio Vista Subdivision is zoned R-5 and the yellow highlighting in the R-5 label shows up in another place that is distant from the Rio Vista Subdivision and does apply to the entire yellow label."

Commissioner Padilla asked Mr. Smith to put that map on the overhead and clarify what we have in our packet.

[Mr. Smith's remarks here are inaudible because he was away from the microphone, but he did as Commissioner Padilla requested]

Commissioner Kapin asked if the R-7 parcel currently is developed, and Mr. Smith said yes.

Commissioner Kapin asked when it was developed.

Mr. Smith said he doesn't have that information.

Commissioner Villarreal said as a planner she likes to get historic perspective from areas being developed. She asked the acreage west of the property and Mr. Brenner said it is 3 acres.

Commissioner Villarreal asked how many units are developed in that area.

Mr. Brenner said it is 15 units plus workshops.

Commissioner Villarreal asked if anyone knows the number of homes in the Rio Vista Subdivision.

An unidentified person in the audience said there are 110 family dwellings.

Ms. Villarreal said she thinks about how things are developed historically, commenting her family has been in Santa Fe for generations. She said a lot of people were against the Rio Vista Subdivision when it was developed. She said she is trying to figure out what makes sense as we begin to grow, noting there is good and bad development, density that makes sense and density that doesn't. She said we are trying to figure out what will work for this area. She said this area previously was farming and agriculture, and they are struggling that it is no longer that scenario. She said, "If it was up to me, I would love for all of that to go back to agriculture, but we know that that's not the case with these kinds of situations." She said she is bringing up the density issue because R-5 seems like a lot to her. She asked the reasoning in looking at R-5 and R-7, and said she is sure it is a financial viability. She asked what makes the difference in an area like this when you're developing lots with 5-6 less units, and how does that change the viability of a development.

Mr. Sommer said, " There are a couple of calculations. And one is the economics – the more units you have, the more you can spread the cost of development and the more profitable it may be, depending on the costs at the end of the day. The other thing is, on this property, I note for you Commissioner, as well as the rest of the Commission, this property and the density of the structures you see, will be developed like this, because the idea is, if they're not going to be homes, there will be workshop kinds of structures. So the footprint we're talking about is, are you going to use it for that, or are you going to use it to provide housing. One of the calculations that, if that's the right word, that Rick and Rachel went through is, as I told you when I stood up, they believe in this project and one of the things they believe in and have provided is a variety of housing to middle income and lower middle income buyers. And the more you can put into a development without ruining its character and appeal to a broader sector of that middle and lower income, that's what they believe in."

Mr. Sommer continued, "One gentleman got up and said, build a few houses and make a couple of bucks, and leave us alone. That's not this developer. If that's what he was doing, he wouldn't be here tonight. He's not here to build a few houses, make a couple of bucks and move on. He's proven that. So to answer your question directly, those are the 3 elements in it. One of the economics to spread the cost over a greater number of units, two to provide more housing opportunity for the sector he is aiming at and wants to provide housing and to provide it in the footprint and that sort of unit that's there. I hope that answered your question."

Commissioner Villarreal asked if the Applicant looked at the scenario of building at R-5, and if that would mean there would be no affordable housing.

Mr. Sommer said there would still be an affordable housing component and a density bonus, and they would be different – 24 total units of which 20% would be affordable. But there would be less affordable units in the development and a lower density bonus. “So you would have the same level of structure in there.”

Commissioner Villarreal said, regarding the space between the east side of the proposed development and the west side of the Rio Vista Subdivision, we are told there is a 10 foot difference between the back yard of Rio Vista and the proposed development.

Mr. Purvis asked if she is speaking about the topographic change.

Commissioner Villarreal said, “I’m thinking about the distance between the east side of the closest unit of the proposed development and the backyard of the west side of the subdivision. Thank you. We were told it was 10 feet.”

Mr. Purvis said, “That’s correct. I don’t know that it’s exactly 10 feet, but there is between 10 and 12 feet on the east side. On the west side it’s greater, because there is an easement there, the City of Santa Fe has a drainage easement.”

Councilor Villarreal asked staff to explain the requirements between subdivisions – the footage requirement.

Mr. Smith said, “The minimum setback for the two story portion of the building on the side property setback is 10 feet.”

Mr. Purvis said, “I would add one thing to that is that we noticed the east side of this property seems to be between 4 and 6 feet lower than the property to its east.”

Commissioner Villarreal said then the proposed side is 6 feet lower than the existing.

Mr. Purvis said there is a large retaining wall at the edge of the subdivision.

Commissioner Villarreal asked Mr. Griego to explain, from the Fire Department’s perspective, the emergency access. She asked if it is proposed to have the emergency access or is that something that hasn’t been decided.

Mr. Smith said, “I’m sorry. It’s not clear to staff whether the Applicant has specifically proposed to create or not create the road proposed by the Applicant that terminates at the property line and the stub-out street likewise terminates at the property line of what is currently a lot.”

Commissioner Villarreal apologized to Officer Griego and asked Mr. Sommer if the access was proposed for emergency purposes.

Mr. Sommer said he understands the emergency access is required by Code, and it isn't just proposed, it's required.

Commissioner Villarreal asked Officer Griego to explain how emergency access works, and how a lock system would work for the Fire Department.

Officer Geronimo Griego, Fire Inspector, City of Santa Fe Fire Department, said, "We have an opticom, a sensor light that is attached to the Fire apparatus that accesses that portion of it. We have a 20 foot access to meet the approach to that gate. The road has to hold the weight of 75,000 pounds, which includes the apparatus weight, and 20 foot width for the gate. So you have the option of putting in a sliding gate or a swinging gate."

Commissioner Villarreal asked how many gates of this kind exist in the City.

Officer Griego said he doesn't know but he would estimate thousands, they're all over.

Commissioner Villarreal asked how many of those convert into through roads.

Officer Griego said he doesn't know, but he hasn't seen any and these are put in solely for the purpose of emergency traffic.

Councilor Villarreal said she would like to reassess the stop sign issue and how that can work, commenting Mr. Romero said he wants us to make that decision as a Commission, which thinks is a little strange. She said, "I actually think it would be a benefit to look at a roundabout. I agree with Chair Harris about that. Or just that we need to look at safety measures in general on that road. I don't know what that means because of prioritization. But I would proposed to keep the stop sign until we can figure out another way to handle speeding, which is an issue where I live off Agua Fria, on the other side of the River, but fairly close to this area. I have no further questions at the moment, so I will yield to my fellow Commissioners. Thank you."

Commissioner Kadlubek said it seems there is a disconnect between an education and general knowledge of the general plan, where it came from, when it was developed, when it was implemented. He said everything leads him to believe that the general plan has identified this area as an infill area and that R-7 is a preferred density for that infill. He would like to "get more color" on the General Plan itself and what means to development in general.

Mr. Smith said, "The General Plan Future Land Use Map and the map that is in the same Chapter as the General Plan.... was adopted by the Planning Commission and City Council in 1999. And staff concurs with the Applicant's analysis of those policies that are relevant to encouraging infill density at a density of 7 units per acres where it is feasible and appropriate to do so. There are General Plan policies that talk about consistency and compatibility with neighborhood character. Without postponing discussion to bring additional policies that are excerpted from the General Plan on the other issues, noting that document is, I forget what the County is, there are several hundred different policy statements in the General Plan, and it's a balancing act. Our Staff Report concurs with the Applicants that on balance, the

policies in that 1999 General Plan do support the density of 7 units per acre in a situation like this.”

Commissioner Kadlubek said, “And the General Plan is what we are to go off of in regards to future land use, future developing, along with balancing that with many other things. I guess it’s a significant document, and I guess my next question would be is it practical for homeowners to know when they purchase at R-5, but the areas next to it have been determined to be infill areas and that R-7 could exist next door to them. Is that knowledge when someone buys at R-5, because I hear that a lot from neighborhoods, I didn’t buy this for it to be an R-7, or I didn’t buy this to have my neighbors be R-7. Is that communicated, is that common practice.”

Mr. Smith said, “I would suspect that, although I can’t speak for everybody, I haven’t done a survey of buyers in Santa Fe. I suspect that by and large, it is true that people who buy in a neighborhood expect that the zoning will not change in their neighborhood. The information as to the General Plan designations, those maps are available to the general public, but I suspect that most do not, and most assume that the density will stay. And in fact, that’s part of the rationale for making rezoning cases at public hearings is so that not just the applicant, but also the people who live in the vicinity of the proposed rezoning are able to make their opinion known at the rezoning hearings at the Planning Commission and the City Council level.”

Commissioner Kadlubek asked about categories of density – low density, high density, and asked if there are different densities that are categorized like that.

Mr. Smith said, “There are. They start at the very lowest which is a corridor density which is less than one unit per acre. The low, medium, medium high and high as we go from one to three, three to five, seven to nine, nine to twelve and twelve to twenty-nine.”

Commissioner Kadlubek asked if R-7 is considered to be high density.

Mr. Smith said, “I believe the 7 is the high range of the low density category and the low end of the medium density category.”

Chair Harris asked Mr. Walker, “Do you happen to know the right-of-way for Alameda through there.

Mr. Walker said no. He has looked for it, but has found no evidence. He said we have a survey of our property, but not the property across the street, noting the street narrows.

Chair Harris said there is a good deal of distance between the property and the Alameda roadway, noting no dimensions are provided, and there seems to be a property line, on the High Desert Survey, shown across the street. He said, “I’ll just assume there is a fair amount of right-of-way in through there. Since Mr. Romero spoke, I’ve looked at the survey and another document that indicates where the box culvert would be, which is really offset to the west from your proposed driveway.”

Mr. Walker said yes, it carries mostly the runoff from Calle Nopal through our property, commenting it is a relatively big box culvert and it goes into a 48 inch pipe and then it drains into the drainage ditch.

Chair Harris said if there is a discussion, for example, of a right turn lane, a deceleration lane heading east into town, he thinks that box culvert probably would represent a bit of problem, a bit of expense.

Mr. Walker said it would be a real big problem, but there is a guard rail on the top of the box culvert.

Chair Harris said it seems to him, the left turn perhaps into the property, assuming the right of way is there, the box culvert wouldn't impact that solution.

Mr. Walker said, "It would actually. To get a left turn lane in there, you would have to widen the road on one side or another. You would have to get another lane in there somehow, so the box culvert goes either to the north if you're heading westbound, widen it on the right hand side...."

Chair Harris said on L-1 is the only place he sees where the box culvert is represented in relation to the driveway.

Mr. Walker said the grading plan should have it in there, because that is where we built the pedestrian path. We actually brought a pedestrian sidewalk. *[Mr. Walker's remarks here are completely inaudible because he was not speaking into a microphone].*

Chair Harris said, "No dimensions. I would rather refer to 'this.' So again, the L-1 suggests to me as well as the survey from High Desert, those documents suggest to me... Mr. Romero, sure."

[Several people speaking at the same time away from the microphone so no transcription here]

Chair Harris said, "First of all I should say that in this case, I'm giving more weight to the anecdotal testimony I've heard from neighbors regarding the Alameda traffic and the value of those two stop signs. I'm providing more weight to the anecdotal versus the empirical, and I respect Mr. Romero's point of view. We've worked a lot together the last 4 years, but in this case the anecdotal is what I'm looking at. Stop signs are important. I also accept Mr. Romero's opinion that even though a roundabout might be appropriate it's going to be pretty far down the road, given the 3 intersections he mentioned. So, I'm thinking how to improve the safety of this area. And it seems to me that, as you've heard Mr. Romero testify, the way people behave is they slow down to come to a stop sign, pause or roll through it and go right back up at the same speed. I have in mind that a left turn lane into this development if the right of way could accommodate it would perhaps temper some of those safety issues."

Mr. Walker said it's a good question. He said his feeling would be that if there is a stop sign there, and somebody is turning left into the site, they have to go through the stop sign too, so they would have a better reaction what the turning movement would be without the stop sign. You actually slow down, the

guy in front of you is going to take a left turn, and you can see him doing something so you can react a little bit better than it would be without the stop sign. The stop sign would help the left turn more than if it wasn't there.

Mr. Sommer said, "As I understand the Chair's question it is, is the distance of the right of way across 'this' portion of West Alameda, if you take it from 'that' side to 'this' side, wide enough to add another lane, so that cars could pass around cars making a left hand turn lane in there. That's your question."

Chair Harris said that is correct.

Mr. Sommer said, "If you put another lane here, if the box culvert is properly represented, that lane is going to stop there. It's going to go right where the box culvert is, and that's what I was confirming with Mr. Romero. The one lane coming into town is not going to get more narrow. So in the other side of the roadway, you must add a lane and that lane is going to continue past the left turn, and that's why we believe the box culvert will be implicated if it is accurately represented there. The other question is, how many cars are making the left turn lane movement from your study."

Mr. Walker said, "It wasn't much, I know that, I'd have to look it up, but I think at the most 10 per hour, if that much. I can get the report and tell you right now."

Chair Harris said, "Just respond to Mr. Sommer. I wasn't necessarily going to take it, if it were to happen, it wouldn't all have to happen on the north side of the road. There seems to be plenty of ground between the edge of West Alameda to the property line for the subject property. That's why I say, I'm assuming that can happen."

Chair Harris continued, "Again, my point is what measures can be taken to improve the safety in this corridor. In my own belief, again, I've already said I accept the anecdotal evidence, and I think the stop signs do provide a measure of safety."

Mr. Walker said, "I was correct, it was 10 cars turning left into the site in an hour."

Commissioner Padilla said there is a graphic scale on the High Desert Survey and the right of way is from property line to property line. It's approximately 60 feet. He said Mr. Romero may have the ability to respond to your question.

Mr. Romero said, "The 60 feet, or whatever the width is, there is a significant field slope on the River side. So to widen that way, we would have to place humongous retaining walls. Regarding the left turn bay, even if the left turn bay was situated just on the east side of the box culvert, you can't automatically transition it right back to where it was, so that transition is definitely is going to go over and past the culvert by the time you get them back to the two lanes. The question about what safety can be done. The whole corridor, if the City could make it into a typical *[inaudible]* with medians, left turn bays, shoulders, bicycle lanes, anything can be done with enough money. That could at least be put in a future plan where that falls again with all the City's priorities. That would be up to the MPO's policy board to

determine. One thing I know about this area of Alameda is, on the north side of it I believe there is a fiberoptic line that doesn't have a lot of shallow cover, as one of my colleagues explained to me. So it is a challenging area, anything can be done, but it's challenging. Because really when you look on Alameda itself, the only area you can widen, if possible, is north, because virtually everywhere east past Nopal is either a big field slope or developed. And so it would take right of way acquisition. It would take a lot of stuff to get it done."

Chair Harris asked what evidence he has from the digital signs that detect vehicle speed and if those devices impact people's behavior.

Mr. Romero said, "We tested a couple early on, and when we placed them, we have numerous ones throughout the City. There is compliance when they're first placed, but people become complacent and they ignore them just like they ignore the speed limit signs. So the speeds will go down, but then they go back up roughly to where they were before."

Mr. Romero said we can look at operating speeds now compared to what they were before, noting he can do something between now and the next meeting.

Chair Harris said it would be worth looking at it, and he would appreciate it if he would do that.

Commissioner Chavez said Mr. Smith was talking about density, and asked if there is anything in the General Plan about the height differential from community feedback, noting a lot of the concern comes about the two story buildings when everything around it is one-story and there is an issue of visibility. She asked if there is anything in the General Plan about development going up as well as the density.

Mr. Smith said, "Starting with the regulations in effect, and going back to the General Plan, the houses in the subdivision to the east are not prevented by City Code to constructing to a two-story height if they chose to do so under City regulations. The General Plan does indicate there is a process referred to in the General Plan and there is a process set up in the zoning regulations where a neighborhood can initiate a neighborhood conservation district, an overlay zoning district that could, in theory restrict the height to one story in a particular subdivision. That neighborhood overlay district has never been applied in the City. It's a difficult and complicated process that's been on the books for only about 5 years. No one has attempted it. Nor am I aware of any other case where the City has adopted a zoning regulation in response to that procedure that's referred to in the General Plan. There are a handful of subdivisions in the City where the Planning Commission has imposed a one-story height limit for all or part of the subdivision. There are a handful of subdivisions where the developer has voluntarily implemented CC&R's that limit the height to be more restrictive than allowed by the zoning regulations otherwise would be allowed by zoning."

Mr. Smith continued, "If I may remind the Commissioners that we are looking at a rezoning case and a preliminary development plan. There will be a separate hearing in front of this Commission on the final development plan if the Commission is interested in leaving some of the detailed issues off to a future hearing."

Commissioner Kadlubek asked how the staff conditions can be amended, and if it would be a motion to amend the staff conditions to remove the stop sign condition, because if so, he would like to do that.

Mr. Smith said I would suggest that the format of the motion to approve the project could include a reference to conditions of approval that would be added or deleted. It could be done separately, but typically, more often be done as part of the main motion.

Mr. Shandler said, "When we're talking about procedure. Let's say, and this is to Mr. Romero, let's say the Commission, and I don't know what they're going to do, if they approved it with the condition to study the roundabout, and let's say, if approved, it has to go through the Findings of fact, and it's a rezoning, it will go to the Council in the late summer. Tell me the mechanics of, are you going to study it, are the applicants going to study it, how much will it cost, will it be available for the August Council meeting, is that too soon. Tell me, if they made that condition to study if there could be a roundabout, how would that really work and who pays for it."

Mr. Romero said, "I think the question is how will it work as it pertains to this development. If it's a matter of us putting it on our Master Transportation Plan, identifying this intersection for future study, that could easily be done, and I could get it to the TCC committee that's the recommending committee to the MPO Policy Board. But as far as... there would be cost in studying and designing it and then what would be done with that. Would we ask the developer to build it. By doing that would it mean, I kind of see that the City would move it up in prioritization because it was designed. I'm not sure what that necessarily would accomplish to determine that at this point unless you were wanting to make it part of this development. I don't know if that answers that question."

Mr. Shandler said, "Let's say they did make it a condition as part of this development, by August would you have a study done. We'll start with that."

Mr. Romero said he may have to defer that to the Applicant, because they would be the ones that would have to revise their study, research the right of way maps and perform the design by August. He just doesn't know.

Mr. Shandler said, "I acknowledge Mr. Smith's point that you could approve this, but once the rezoning gets to the Council, which probably will happen before this more final development plan, the Councilors are going to be reading the minutes and they're going to ask that exact same question. And so, I think you need to kind of think through, if that's the condition you want to make, whether it really has any ramifications or not."

Mr. Romero said, "One thing I'd like to make a point of is something that Morrie mentioned in his presentation is that the development works with or without the all-way stop. It's my opinion that it works better without it, but it works both ways."

Chair Harris said, "I think that's important. Thank you."

Commissioner Villarreal said there are conditions placed in the matrix from the MPO from Keith Wilson, and they're not written as conditions, they're questions and they are clarification statements. She said, "So, I would like to understand what, out of the 3 bullet points, are considered as conditions. Or are they just questions that accidentally got into the matrix."

Mr. Smith said, "I believe you are correct in pointing out that those are not properly characterized as conditions of approval. They would more properly have been included in the request for additional information questions in the review process."

Commissioner Villarreal asked which ones are actually conditions that you, as staff are placing on this project.

Mr. Smith said, "I can't speak definitively for the MPO staff. I believe the first bullet point with regard to why does the project not have a roadway condition is not a condition of approval. The second bullet point says the project should provide a connection to the river trail which exists along its south boundary would be a condition. And the project shows no pedestrian pathways, sidewalks or pedestrian connections to the existing neighborhood to its east, it's not clear to me whether the MPO staff did include that as a condition or not."

Commissioner Villarreal said then on the 3rd point, could Mr. Sommer explain the third point specifically if it is to be part of the conditions.

Mr. Sommer said Mr. Brenner met specifically with Keith Wilson at the MPO and they arrived at an understanding about what would be there, noting this was long after Mr. Wilson did his submittal, and he can ask him to explain what they talked about and what would be proposed

Mr. Brenner said, "We met in the field, Mr. Wilson and I. His concern was that there be connectivity through the community we're building to the new River Trail."

Commissioner Villarreal asked him to explain connectivity, and asked if he is speaking of pedestrian connectivity.

Mr. Brenner said, "...When we went out there, he determined that the proper way to deal with it would be to... the graphics are off a little. 'This' is the road... the extension of River Road is 'here,' and it wouldn't go through a building. 'These' buildings would be further down. So, he wants, where the emergency access road would be for the Fire Department, he wants us to add on an asphalt lane for bicycles and connect it to the existing River Road and then help improve 'this' portion which is an extension of 'this' road, but not as a vehicular road, but as a bicycle lane down to the sidewalk trail which goes through 'here.' So the intent will be met. And he's agreed on that, it's just that it was too late for him to change the language, and as he said, well Rick you're only going to the Planning Commission at this point for preliminary hearing, you're going to revise not only this but many other small details, and we'll be back before them and you'll have an opportunity to endorse my condition at that time."

Commissioner Villarreal said I think we actually should state it the right way tonight so it's on the record as something we think needs to happen.

Mr. Sommer asked, "Did you concur with his suggestion, Rick."

Mr. Brenner said, "Yes."

Mr. Sommer said, "So as he described it, he doesn't have any problem with that connectivity as it was just described."

Commissioner Kapin said in the conditions from Stan Holland, Wastewater, there are statements there that, she is thinking should be clarified for the record, one of which says, "It appears some of the proposed building/foundations and drainage ponds are encroaching into the existing sewer easement which is not allowed." She said, "And then the one bullet right below that is also.... can you clarify if those are conditions or what to do with those."

Mr. Smith said, "These are concerns that would have to be corrected either with the preliminary development plan, or likely as possibly feasible to correct at the final development plan stage. They're not extensive encroachment I don't believe the grading of access to the sewer could also be handled by staff at that point with the final plan."

Commissioner Villarreal said for future reference, perhaps staff could state them as issues to look into versus statements that were concerns of the particular staff person.

Mr. Smith said, "That's a good suggestion. We have begun discussions with the DRT team, and it seems the Commissioners are looking more closely at the language on those, and staff will be more careful and have read it."

MOTION: Commissioner Kadlubek moved, seconded by Commissioner Padilla, to recommend approval to the City Council of Case #2015-46, River Trail Lofts, 2180 and 2184 West Alameda Rezoning with a development plan, with all staff conditions as set out in the Staff Report [Exhibit "6"], "with the following amendments to staff conditions, the first amendment is to remove the first condition in Traffic Engineering Public Works conditions of approval matrix that states, 'Remove the stop signs on West Alameda Street as presented in the TRS in order to improve the operation of the intersection, provided there are no site distance issues at this intersection; and to amend the 3rd bullet point in the MPO's conditions of approval to read, 'to include internal pedestrian pathways,/sidewalks or pedestrian connections to the existing neighborhood to its east'."

DISCUSSION: Mr. Smith said, "For the record, the Commission is actually to recommend approval by the City Council with those conditions."

Chair Harris said this is correct, we are a recommending body in this rezoning case.

Commissioner Villarreal said, "If there's a way to write language with a friendly amendment to have the Council look at traffic opportunities, and we were talking about this, but I really think they are in more of a position to look at and enforce traffic and speed calming possibilities in this area."

Commissioner Padilla asked if this is an amendment or a suggestion or a recommendation.

Commissioner Villarreal said, "A recommendation to the Governing Body to analyze the speeding... I guess I'm asking is I would like the Governing Body to further study this area due to traffic concerns, but more so speeding concerns related not to just this development, but in general."

Commissioner Padilla said, "It's a recommendation, because what we're going to continue to see coming before us as a Planning Commission is development on the west side. We've talked about Agua Fria, now we've got Alameda, we will continue to see development that will happen. Just because it's where development can happen, and it's the issue of infill. In our General Plan it speaks of infill, so I think what we need to do is to make sure that our Governing Body applies the proper resources to areas that we are seeing as potential development areas. Not so much change our motion."

Commissioner Kadlubek said he doesn't think the stop sign has anything to do with this development.

Commissioner Villarreal said, "I'm not asking to remove that portion of it, but if you could put that recommendation in his words versus mine, because I'm tired, and I'm not making much sense."

Ms. Helberg asked if the recommendation is a friendly amendment to the recommendation to the City Council.

Chair Harris said, "It is discussion, and somewhere in the transmittal, Mr. Smith and Mr. Shandler will sort it out and will highlight this recommendation."

VOTE: The motion was approved on the following Roll Call vote [5-0]:

For: Commissioner Villarreal, Commissioner Chavez, Commissioner Kadlubek, Commissioner Kapin, and Commissioner Padilla.

Against: None.

G. STAFF COMMUNICATIONS

Mr. Smith said a Planning Commission meeting is scheduled on June 18, 2015. He did photocopy at the Chair's request some comments and questions submitted by the Chair and Commissioner Kapin. Mr. Smith submitted a copy for the record [Exhibit "13"].

Mr. Smith said the Blue Buffalo Rezoning, heard previously by the Commission, is scheduled for a hearing before the City Council at its meeting on June 25, 2015.

City of Santa Fe, New Mexico

memo

DATE: May 20 for the June 4, 2015 Planning Commission Meeting

TO: Planning Commission

VIA: Lisa Martinez, Director, Land Use Department
Greg Smith, AICP, Current Planning Division Director

FROM: Donna Wynant, AICP, Senior Planner, Current Planning Division *D.W.*

Case #2015-46. River Trail Lofts, 2180 and 2184 West Alameda Rezoning with a Development Plan. Sommer Karnes & Associates, agent for Alameda Lofts Investments, LLC requests rezoning 4.25 acres from R-5 (Residential, 5 dwelling units per acre) to R-7 (Residential, 7 dwelling units per acre). The application includes a Development Plan for 32 dwelling units. (Donna Wynant, Case Manager)

RECOMMENDATION

The Land Use Department recommends **approval** of Case #2015-46 with staff conditions of approval as outlined in this report. The rezoning case will proceed to the City Council for final decision.

If the City Council approves the rezoning request, the lot consolidation plat shall be recorded immediately after rezoning approval and the final development plan will then proceed to the Planning Commission.

I. APPLICATION OVERVIEW

The subject property consists of two lots at 2180 and 2184 West Alameda that total approximately 4.25 acres. The applicant will apply for a lot consolidation after zoning approval. The applicant proposes 32 units, six of which will be affordable units. The total number of dwelling units includes the required 20% affordable dwelling units and 15% density bonus. Units will be two story up to a maximum of 24 feet in height and range in size from 900-1600 square feet. The existing house will be used for a shared workshop space.

II. SITE ANALYSIS

The property slopes down from W. Alameda Road to the Santa Fe River. A flat area at the northeast corner of the property is shown as an old manmade fill. A drainage ditch runs alongside the west property line on the subject property.

Access to the site is from Alameda through an existing driveway/roadway entrance approximately 150 feet to the west of the intersection of West Alameda and Calle Nopal. The 20-foot wide private drive winds around following the existing contour and comes just short of the Santa Fe River Road in the adjacent subdivision. The applicant has indicated that they do not intend to connect the private street of the proposed development to Santa Fe River Road, which is a public street that serves the Rio Vista Subdivision to the east.

The Traffic Impact Analysis states that the proposed development will have minimal impact on the level of service for the intersection of West Alameda and Calle Nopal and that the entrance to the development will operate at an acceptable level of service. The TIA recommends the following:

1. "The east/west signs on West Alameda at the Calle Nopal intersection should be removed to improve traffic flow.
2. Stop signs to be installed for exiting traffic from the subdivision
3. All interior roads to meet City of Santa Fe standards."

The 74 parking spaces provided exceeds the requirement for the minimum number of residential units proposed, giving an extra 10 spaces. A minimum of 15 bicycle spaces are required for the development.

The subject property is accessible to the City sanitary sewer system. A space must be provided for dumpster service since any project less than 18 units does not qualify for service with individual 90 gallon containers.

The applicant proposes to tie into the water main that is located in the Santa Fe River Road. Comments from the Fire Marshal require compliance with IFC requirements. Fire Department access shall not be any greater than a 10 % grade throughout the development and must be able to reach all buildings within 150 feet or provide an emergency turn-around. No emergency access is proposed from the subject development to the subdivision to the east via Santa Fe River Road.

Any details regarding lighting will be provided at the time of Final Development Plan. The applicant stated at the ENN that the development will be in compliance with the night sky ordinance and that no lighting will be installed along the drive.

III. REZONING

Section 14-3.5(A) and (C) SFCC 2001 sets forth approval criteria for rezoning as follows:

- (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;

Applicant response:

Not applicable.

Staff response:

The property was designated as R-5, similar to the surrounding area. There was no mistake in the original zoning. The applicant requests R-7 zoning to increase the number of units allowed by 6 units.

(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:

The application proposes a modest increase in allowable density of the subject properties from R-5 to R-7, which is consistent with the existing General Plan future land use designation for the subject property and area. In recent years, properties adjacent to the east (Rio Vista Subdivision) and to the west of the subject properties have developed at effective densities on par with proposed density. The nature of the development proposed on the subject properties will maintain more contiguous open space than the traditional single family development to the east. The actual density as measured by lot coverage will be equal to or less than the existing contiguous development to the east.

Staff response:

The subject property is currently developed with one single family house and various accessory structures on 4.25 acres. Properties along the south side of W. Alameda have developed over the years as multi-family type housing, rather than single family subdivisions. This proposal would be more in character with properties to the west than with its current single family home.

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

Applicant response:

General Plan Figure 4-4 includes the subject property within the “Infill Area.” General Plan Growth Management provision 4 states that infill areas, “the city must encourage higher

densities of residential and commercial development than existing zoning often allowed. ...Smaller subdivided lots and smaller homes help create efficient use of already existing roads and utilities, help ensure cost-efficient public transit, and provide the type of housing that will be in demand as the general population ages during the upcoming decades.

Also, General Plan Policy 4-1-I-1 states “educate the community about the benefits of limiting sprawl and increasing residential densities.” General Plan Policy 4-4-I-1 encourages giving of “top priority” to infill development. General Plan policy 4-4-I-6 states that “the target density for new infill residential development, in order to address affordable housing goals, is a minimum of five units per acre (net) with 7 units per acre (net) preferred...infill development should proposed a reasonable increase in density over the surrounding neighborhood.”

The proposed rezoning is consistent with the General Plan future land use designation of 3-7 dwelling units per acre and will further the General Plan’s policy directives for infill development and limitation of sprawl. The subject properties are centrally located and provide efficient access to downtown job centers as well as major arterials including St. Francis and Cerrillos Road via Siler Road. The proposed increase in density from 5-7 units per acre is a reasonable increase that will be compatible with existing development in the area.

A trunk sewer line runs through the subject property, and use of this existing infrastructure will be more efficient than extending the sewer line to serve new communities in future growth areas. The multi-family housing proposed concurrently with the rezoning is in demand now and as envisioned by the General Plan, provides for efficient use of resources as well as maximization of open space.

Staff response:

No change to the “use category” of Low Density (3-7 du/acre) as designated by the General Plan Future Land Use map is required to accommodate this rezoning request to R-7.

(b) all the rezoning requirements of Chapter 14 have been met;

Applicant response:

The rezoning requirements of Chapter 14 are addressed herein and the application is consistent with those requirements.

Staff response:

The development plan as presented with this application is preliminary in nature and will be more thoroughly evaluated when the application returns to the Planning Commission with a final development plan. Parking spaces, open space, lot coverage, setbacks etc, appear to meet code requirements but will be more closely evaluated at that time.

(c) rezoning is consistent with the applicable policies of the general plan, including the future land use map;

Applicant response:

The rezoning request is consistent with the existing General Plan future land use designation.

Staff response:

Staff concurs. The request to rezone the property to R-7 is within the General Plan Future Land Use designation. However, connectivity between the proposed development and existing development to the east and west is not provided since it neither ties into the public street to the east (Santa River Road), nor to any portion of the development to the west. Such connectivity as expressed in the General Plan would be more likely if the development was designed as a subdivision with public streets. The multi-family type of development that has occurred between W. Alameda and the Santa Fe river is less conducive to such connections with their private drives that connect individual developments to W. Alameda.

- (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 Land Use Policy 3-G-3 states “there shall be infill development at densities that support the construction of affordable housing and a designated mix of land uses that provide an adequate balance of service retail and employment opportunities... .” The rezoning request will increase the amount of centrally located land available for multi-family residential uses and will avoid urban sprawl.

Staff response:

Staff concurs with this statement.

- (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 properties are currently served by West Alameda Street. A traffic report has been prepared and no access concerns exist. The traffic report concluded that West Alameda is operating at an acceptable level of service that can accommodate the additional traffic generated by the development proposed per the rezoning. Also, if the stops signs at W. Alameda and Calle Nopal were removed, the level of service would be enhanced to LOS A. An existing sewer trunk line runs through the subject properties. Two existing water mains along Alameda end at the termination of Santa Fe River Road are available to serve the subject properties.

Staff response:

Infrastructure is available to serve the site. The applicant stated that the existing water well will be used to water landscaping.

However, private driveways to Alameda and no through streets are discouraged in Chapter 14, and in the General Plan. The Traffic Engineer, however, did not require streets to connect with this development.

- (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:

As addressed herein, the application is consistent with the General Plan future land use designation and applicable General Plan policies. Even if it were not, the proposed uses would not significantly change the character of the prevailing uses in the vicinity or the existing zoning designation of the subject properties.

Staff response:

The proposed rezoning of the subject property to R-7 is marginally different than the surrounding R-5 zoning, but is still within the future land use designation of Low Density (3-7 de/acre) and will therefore not change the character of the surrounding area. It will not affect an area of less than two acres, and will not benefit one or a few landowners at the expense of the surrounding landowners or general public.

(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:

No response.

Staff response:

Streets and utilities are adequate to accommodate the proposed development. No significant off-site facilities are needed. However, impacts on infrastructure will be assessed at the time of the final development plan.

(2) If the proposed rezoning creates a need for additional streets, sidewalks or curbs necessitated by and attributable to the new development, the city may require the developer to contribute a proportional fair share of the cost of the expansion in addition to impact fees that may be required pursuant to Section 14-8.14.

Applicant response:

No response.

Staff response:

Necessary basic infrastructure is available to serve the site. Any need for additional infrastructure will be more closely evaluated at time of the final development plan and construction permit application.

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;

Staff response:

Not applicable.

(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.

Staff response:

This will be determined at final development plan.

IV. EARLY NEIGHBORHOOD NOTIFICATION MEETING

An early neighborhood notification meeting was held on March 18, 2015 to discuss the proposed rezoning and development plan with approximately neighbors. Discussion focused primarily on the proposed density of the development. (See Exhibit D-2, ENN Notes)

V. CONCLUSION

Staff supports the proposed Rezone and Development Plan subject to the attached DRT Conditions of Approval. The applicant must return to the Planning Commission for Final Development Plan approval following City Council approval of the Rezone and Development Plan.

VI. ATTACHMENTS:

EXHIBIT A: Conditions of Approval

EXHIBIT B: Development Review Team Memoranda

1. Traffic Engineering Division memorandum, John Romero
2. Metropolitan Planning Organization email- Keith Wilson
3. Water Division memorandum, Dee Beingessner
4. Fire Marshal, Reynaldo Gonzales
5. Wastewater Management Division memorandum, Stan Holland
6. Technical Review Division – City Engineer email, Risana Zaxus
7. Landscape Review- Noah Berke
8. Solid Waste email- Eric Lucero

EXHIBIT C: Maps & Photographs

1. Future Land Use
2. Current Zoning & Aerial
3. Utilities and Floodplain Map
4. Close Up Aerial

EXHIBIT D: ENN Materials

1. ENN Responses to Guidelines
2. ENN Meeting Notes

EXHIBIT E: Applicant Materials

1. Letter of Application
2. Site Development Plan
3. Communications

City of Santa Fe, New Mexico

Exhibit A

Conditions of Approval

River Trail Lofts

(Case #2015-46)

2180 and 2184 West Alameda Rezoning with a Development Plan

DRT Conditions of Approval	Department	Staff
<p>Traffic Engineering Division stated several conditions of approval in the attached memo based on the Traffic Impact Report:</p> <ul style="list-style-type: none"> • Remove the stop signs on West Alameda Street as presented in the TIS in order to improve the operation of the intersection, provided that there are no sight distance issues at this intersection. <p>The Developer shall make the following changes to the Lot Consolidation plat prior to recordation:</p> <ul style="list-style-type: none"> • Grant public sidewalk easements for those portions of the 5' wide concrete sidewalk near West Alameda Street where the alignment of said sidewalk leaves the Right-of-Way (ROW) and continues through the subject properties of the River Trail Lofts. • Grant pedestrian access easement(s) from the River Trail Lofts to Santa Fe River Road that abuts the property to the East and to the River Trail on the south end of the property. • Grant Pedestrian access for the internal north-south, 4" thick concrete sidewalk so that it is ADA compliant and connects to the River Trail to the south of the property. <p>(See attached Traffic Engineering memo for more detailed comments regarding required revisions to civil and construction details on the applicant's plan sheets.)</p>	<p>Traffic Engineering/Public Works</p>	<p>John Romero (per Sandra Kassens)</p>
<ul style="list-style-type: none"> • It appears that Santa Fe River Road was stubbed out at the property line for this project with the intention for it to connect. Why does this project not have a roadway connection with Santa Fe River Road? • This size of project should provide a connection to the River Trail which exists along its south boundary • The project shows no internal pedestrian pathways/sidewalks or pedestrian connections to the existing neighborhood to its east. 	<p>MPO</p>	<p>Keith Wilson</p>

River Trail Lofts

(Case #2015-46)

2180 and 2184 West Alameda Rezoning with a Development Plan

<ul style="list-style-type: none"> • The proposed development requires a water main extension to connect a water main on Santa Fe River Road to a main on a private street off of Alameda St. Each dwelling unit must either be separately metered or sub-metered with a master meter. • An Agreement to construct and dedicate will be required to connect the existing mains through the subject lot. The water division has discussed the main extension concept with the developer. An approved water plan will be required for the agreement to construct and dedicate the new main. • Fire service requirements will have to be determined by the Fire Department prior to development. 	Water	Dee Beingsner
<p>Prior to any new construction or remodel shall comply with the current code adopted by the governing body.</p> <ul style="list-style-type: none"> • All Fire Department access shall be no greater than a 10% grade throughout. • Fire Department Access shall not be less than 20 feet width. • 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. • Fire Department shall have 150 feet distance to any portion of the building on any new construction. • Shall have water supply that meets fire flow requirements as per IFC 	Fire Marshal	Reynaldo Gonzales

River Trail Lofts

(Case #2015-46)

2180 and 2184 West Alameda Rezoning with a Development Plan

<p>The following notes shall be added to the plat for the final development plan as a condition of approval:</p> <ul style="list-style-type: none"> • No fences, walls, or other obstructions shall be placed or constructed across or within public sanitary sewer or utility easements. • Wastewater Utility Expansion Charges for each lot shall be due to the City of Santa Fe at time of building permit application. • Add a note that the development is served by a private on-site sewer collection system <p>The following are conditions of approval:</p> <ul style="list-style-type: none"> • Show the existing sewer line and sewer easement on the grading/drainage plan and the landscape plan • Indicate on sheet C-3 in the title block that the on-site sewer system is private. • No trees are allowed within the sewer easement as shown on the landscape plan set. • It appears some of the proposed buildings/foundations and drainage ponds are encroaching into the existing sewer easement which is not allowed. • It is not clear how access to the existing sewer manhole within the site will be provided. • It appears the proposed six (6) inch private sewer line can connect to the existing public manhole without the addition of two (2) new public manholes. Please verify. 	Wastewater	Stan Holland
<ul style="list-style-type: none"> • Prior to recording, Development Plan must contain vicinity map and all items listed in Article 14-3.8(C)(1). • Consolidation Plat must be recorded prior to or simultaneous with approved Development Plan. 	Land Use Engineer	RB Zaxus

River Trail Lofts

(Case #2015-46)

2180 and 2184 West Alameda Rezoning with a Development Plan

<ul style="list-style-type: none"> • Provide Landscape Plan as per Article 14-8.4 “Landscape and Site Design” • Show compliance with Article 14-8.4 (F)(2)(e) which states “stormwater detention ponds and retention ponds shall be planted with appropriate trees, shrubs and grasses ,with a minimum of one tree and three shrubs per five hundred (500) square feet of required ponding area. Plants located in the bottom third of the detention pond or retention pond must be adaptable to periods of submersion and may require replacement during periodic maintenance to remove silt” . • Provide analysis of how many trees and shrubs are required and how many are actually provided for all open space, detention ponds, and streets. • Provide details on proposed plant species. This shall include icons, species, size and caliper. . • Show compliance with Street Tree Standards. Trees shall be planted in a 5 foot planter strip located between the curb and sidewalk. Each tree shall be space between 25 and 35 feet. 	Landscape Review	Noah Berke
<p>There are over 18 units so it does not qualify for service in 90 gallon containers. There should be a space designated for dumpster service.</p>	Solid Waste	Eric Lucero

City of Santa Fe, New Mexico

Exhibit B

**Development Review Team
Memorandum**

City of Santa Fe, New Mexico

memo

DATE: May 19, 2015

TO: Donna Wynant, Land Use Division

VIA: John J. Romero, Traffic Engineering Division Director *JR*

FROM: Sandra Kassens, Engineer Assistant *SMK*

SUBJECT: River Trail Lofts, 2180 and 2184 West Alameda --Rezoning, (Case#2015-46.)

ISSUE:

Sommer, Karnes & Associates, agent for Alameda Lofts Investments, LLC requests rezoning of 4.25 acres from R-5 (Residential, 5 dwelling units per acre) to R-7 (Residential, 7 dwelling units per acre). The application includes a Development Plan for 32 dwelling units. The property is located at 2180 and 2184 West Alameda Street.

RECOMMENDED ACTION:

Review comments are based on submittals received on April 29, 2015. The comments below should be considered as Conditions of Approval to be addressed prior to subsequent submittals unless otherwise noted:

1. Traffic Engineering Division review of the Traffic Impact Study (TIS) for River Trail Lofts, by Morey Walker & Associates Engineering, Inc. dated April 24, 2015, (received on April 29, 2015):
 - The Traffic Impact Study (Report) for this proposed rezoning demonstrates that all three legs of the intersection of West Alameda Street with Calle Nopal currently operate at satisfactory levels of service with acceptable control delays, and will continue to do so in the 2018 build year with the addition of the trips generated by the River Trail Lofts. It also shows that the entrance from this development onto West Alameda Street will operate at satisfactory levels.
 - The Engineer Consultant modeled the intersection of West Alameda and Calle Nopal for the existing geometry, that is, an All-Way Stop Control (3-legs); and for a Single Stop Sign on for the southbound Calle Nopal. The All-Way stop control results in traffic backing up during the morning peak hour past the proposed entrance to the River Trail Lofts in the eastbound direction due to the stop sign on Alameda Street. The model of the intersection with only one Stop Sign, on Calle Nopal, has shorter delays and slightly better Levels of Service than that modeled by the existing AWSC.
 - The intersection of West Alameda Street and Calle Nopal does not meet the warrants for an All-Way stop control based on the traffic counts measured for by the consulting Engineer for this TIS.
 - The Engineer Consultant shall analyze the sight distance at the intersection of West Alameda Street and Calle Nopal and the intersection of the River Trail Lofts entrance onto West Alameda Street per the AASHTO methodology.

- The Traffic Engineering Division Concurs with the recommendation to remove the stop signs on West Alameda Street as presented in the TIS in order to improve the operation of the intersection, provided that there are no sight distance issues at this intersection.
2. The Developer shall make the following changes to the Lot Consolidation plat prior to recordation:
 - a. Grant public sidewalk easements for those portions of the 5' wide concrete sidewalk near West Alameda Street where the alignment of said sidewalk leaves the Right-of-Way (ROW) and continues through the subject properties of the River Trail Lofts.
 - b. Grant pedestrian access easement(s) from the River Trail Lofts to Santa Fe River Road that abuts the property to the East and to the River Trail on the south end of the property.
 - c. Grant Pedestrian access for the internal north-south, 4" thick concrete sidewalk so that it is ADA compliant and connects to the River Trail to the south of the property.
 3. Sheet C-1_Grading and drainage Plan:
 - a. Show the sidewalk easements that are to be granted for this Rezoning and Development plan.
 - b. Provide a cross-section to demonstrate clearance of the concrete sidewalk over the existing drainage pipe, include pipe size and clearance between the top of the pipe and the 4" concrete sidewalk.
 - c. Show alignment of 4" concrete sidewalk from West Alameda Street, heading south to the River Trail.
 - d. Label the retaining walls as such and indicate the dimensions.
 4. Sheet C-4_Civil Details and Construction Notes:
 - a. Note 3 - Replace the term "2000 Edition" with "Current Edition" in this sentence with reference to the NMDOT SSHBC.
 - b. Note 4 – In the order of preference, switch the order of SSHBC and APWASS so that APWASS is last.
 - c. Note 14 and note 25 – Change the telephone number for the City Traffic Engineer to 505-955-6631.
 - d. Eliminate notes 23, 24, 30, 31, 32, and 33 from the list of notes. (These requirements are specified in the NMDOT SSHBC, current edition.)
 - e. Note 27 – Change the word "muse" to "must".
 5. Sheet EC1 – Erosion Control Plan And Details:
 - a. Seeding Specifications; change the "2000 Edition" to "Current Edition" in the first sentence.
 6. Sheets PAD 1 – 3 of plan set:
 - a. Replace the NMDOT PAD sheets with the recently updated section 608 standard drawings pertaining to Accessibility. The most recent, update in January of 2015, may be downloaded from the NMDOT website.
 7. Sheet SF-5_Residential Street Details:
 - a. Delete this sheet and replace with references to the appropriate NMDOT standard drawings; to include the applicable 608 drawings and the 609 series drawing that pertains to curb and gutter and sidewalks.

If you have any questions or need any more information, feel free to contact me at 955-6697.

Thank you.

WYNANT, DONNA J.

From: WILSON, KEITH P.
Sent: Monday, May 04, 2015 4:37 PM
To: WYNANT, DONNA J.
Cc: KASSENS, SANDRA M.; ROMERO, JOHN J; PACHECO, LEROY N.
Subject: Case #2015-46. River Trail Lofts, 2180 and 2184 West Alameda Rezoning.

Hi Donna:

I am not sure if these questions/comments rise to the level of additional submittals or not for Case #2015-46 River Trail Lofts

1. It appears that Santa Fe River Road was stubbed out at the property line for this project with the intention for it to connect. Why does this project not have a roadway connection with Santa Fe River Road?
2. This size of project should provide a connection to the River Trail which exists along its south boundary
3. The project shows no internal pedestrian pathways/sidewalks or pedestrian connections to the existing neighborhood to its east.

Let me know if you need additional clarification or if you are requesting additional submittals on these questions/comments.

Keith P. Wilson
MPO Senior Planner
Santa Fe Metropolitan Planning Organization

Mailing: P.O. Box 909

Santa Fe, NM 87504-0909

Office: 500 Market St, Suite 200 (Above REI Store)

Santa Fe, NM

Map: <http://tinyurl.com/l6kejeg>

Directions & Parking: <http://www.railyardsantafe.com/north-railyard/>

Phone: 505-955-6706

Email: kpwilson@santafenm.gov

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WYNANT, DONNA J.

From: ZAXUS, RISANA B.
Sent: Thursday, May 14, 2015 12:30 PM
To: WYNANT, DONNA J.
Subject: Case # 2015-46, River Trail Lofts

Ms. Wynant –

There are my review comments on the above-referenced project, to be considered as conditions of approval:

*Prior to recording, Developmant Plan must contain vicinity map and all items listed in Article 14-3.8(C)(1).

*Consolidation Plat must be recorded prior to or simultaneous with approved Development Plan.

Risana B “RB” Zaxus, PE
City Engineer

City of Santa Fe, New Mexico

memo

DATE: May 8, 2015
TO: Donna Wynant, Land Use Planner Senior
FROM: Noah Berke, CFM, Land Use Planner Senior
SUBJECT: Request for Additional Submittals for Case #2015-46, River Trail Lofts, 2180 and 2184 West Alameda Rezoning

Below are comments for the River Trail Lofts, 2180 and 2184 West Alameda Rezoning request. These comments are based on documentation and plans submitted to the Development Review Team:

- Provide Landscape Plan as per Article 14-8.4 "Landscape and Site Design"
- Show compliance with Article 14-8.4 (F)(2)(e) which states "stormwater detention ponds and retention ponds shall be planted with appropriate trees, shrubs and grasses ,with a minimum of one tree and three shrubs per five hundred (500) square feet of required ponding area. Plants located in the bottom third of the detention pond or retention pond must be adaptable to periods of submersion and may require replacement during periodic maintenance to remove silt".
- Provide analysis of how many trees and shrubs are required and how many are actually provided for all open space, detention ponds, and streets.
- Provide details on proposed plant species. This shall include icons, species, size and caliper. .
- Show compliance with Street Tree Standards. Trees shall be planted in a 5 foot planter strip located between the curb and sidewalk. Each tree shall be space between 25 and 35 feet.

City of Santa Fe
memo

DATE: April 30, 2015
TO: Donna Wynant, Land Use Senior Planner, Land Use Department
FROM: Dee Beingessner, Water Division Engineer 
SUBJECT: Case # 2015-46 River Trail Lofts 2180 and 2184 W Alameda

The proposed development requires a water main extension to connect a water main on Santa Fe River Road to a main on a private street off of Alameda St. Each dwelling unit must either be separately metered or sub-metered with a master meter.

An agreement to construct and dedicate will be required to connect the existing mains through the subject lot. The water division has discussed the main extension concept with the developer. An approved water plan will be required for the agreement to construct and dedicate the new main.

Fire service requirements will have to be determined by the Fire Department prior to development.

City of Santa Fe, New Mexico

memo

DATE: May15, 2015

TO: Donna Wynant, Case Manager

FROM: Reynaldo Gonzales, Fire Marshal 

SUBJECT: Case #2015-46 River Trail Lofts 2180 and 2184 W Alameda

I have conducted a review of the above mentioned case for compliance with the International Fire Code (IFC) Edition. If you have questions or concerns, or need further clarification please call me at 505-955-3316.

Prior to any new construction or remodel shall comply with the current code adopted by the governing body.

1. All Fire Department access shall be no greater than a 10% grade throughout.
2. Fire Department Access shall not be less than 20 feet width.
3. 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.
4. Fire Department shall have 150 feet distance to any portion of the building on any new construction.
5. Shall have water supply that meets fire flow requirements as per IFC

City of Santa Fe, New Mexico

memo

DATE: May 4, 2015
TO: Donna Wynant, Case Manager
FROM: Stan Holland, Engineer, Wastewater Division
Case #2015-46 River Trail Lofts, 2180 and 2184 West Alameda Rezoning and
SUBJECT: Development Plan

The subject property is accessible to the City sanitary sewer system.

The following notes shall be added to the plat for the final development plan as a condition of approval:

1. No fences, walls, or other obstructions shall be placed or constructed across or within public sanitary sewer or utility easements.
2. Wastewater Utility Expansion Charges for each lot shall be due to the City of Santa Fe at time of building permit application.
3. Add a note that the development is served by a private on-site sewer collection system

The following are conditions of approval:

1. Show the existing sewer line and sewer easement on the grading/drainage plan and the landscape plan
2. Indicate on sheet C-3 in the title block that the on-site sewer system is private.
3. No trees are allowed within the sewer easement as shown on the landscape plan set.
4. It appears some of the proposed buildings/foundations and drainage ponds are encroaching into the existing sewer easement which is not allowed.
5. It is not clear how access to the existing sewer manhole within the site will be provided.
6. It appears the proposed six (6) inch private sewer line can connect to the existing public manhole without the addition of two (2) new public manholes. Please verify.

WYNANT, DONNA J.

From: LUCERO, ERIC J.
Sent: Wednesday, May 20, 2015 2:04 PM
To: WYNANT, DONNA J.
Subject: RE: DRT Comments ?

Donna,

Sorry for the late response. I have been overwhelmed this week.

[\\file-svr-1\Public\\$\Land Use\2015-46 2180 & 2184 W Alameda- River Trail Lofts](#)

I noticed that there is no designated area for refuse or recycle service on the plans. There is over 18 units so it does not qualify for service in 90 gallon containers. There should be a space designated for dumpster service.

Wagon Road Storage Units:

[\\file-svr-1\Public\\$\Land Use\2015-42 4000 Office Court Drive- Wagon Road Self Storage](#)

I met with the architect on this project. The area designated for refuse service appears to be exactly how we discussed and angled appropriately. I am content with how it is laid out on the plans.

If you have any other questions, feel free to contact me.

Thanks,

Eric J Lucero
City of Santa Fe
Environmental Services
Operations Manager
505-955-2205 office
505-670-6562 cell
[*ejlucero@santafenm.gov*](mailto:ejlucero@santafenm.gov)

From: WYNANT, DONNA J.
Sent: Wednesday, May 20, 2015 1:42 PM
To: LUCERO, ERIC J.
Subject: DRT Comments ?

Hi Eric

Could you get me your comments on:

River Trail Lofts:

[\\file-svr-1\Public\\$\Land Use\2015-46 2180 & 2184 W Alameda- River Trail Lofts](#)

And

Wagon Road Storage Units:

[\\file-svr-1\Public\\$\Land Use\2015-42 4000 Office Court Drive- Wagon Road Self Storage](#)

Thanks

Donna J. Wynant, AICP

Land Use Senior Planner
City of Santa Fe Land Use Department
200 Lincoln Ave., Box 909
Santa Fe, NM 87504-0909
(505) 955-6325
(505) 955-6829 (fax)
djwynant@santafenm.gov

City of Santa Fe, New Mexico

Exhibit C

Maps & Photographs

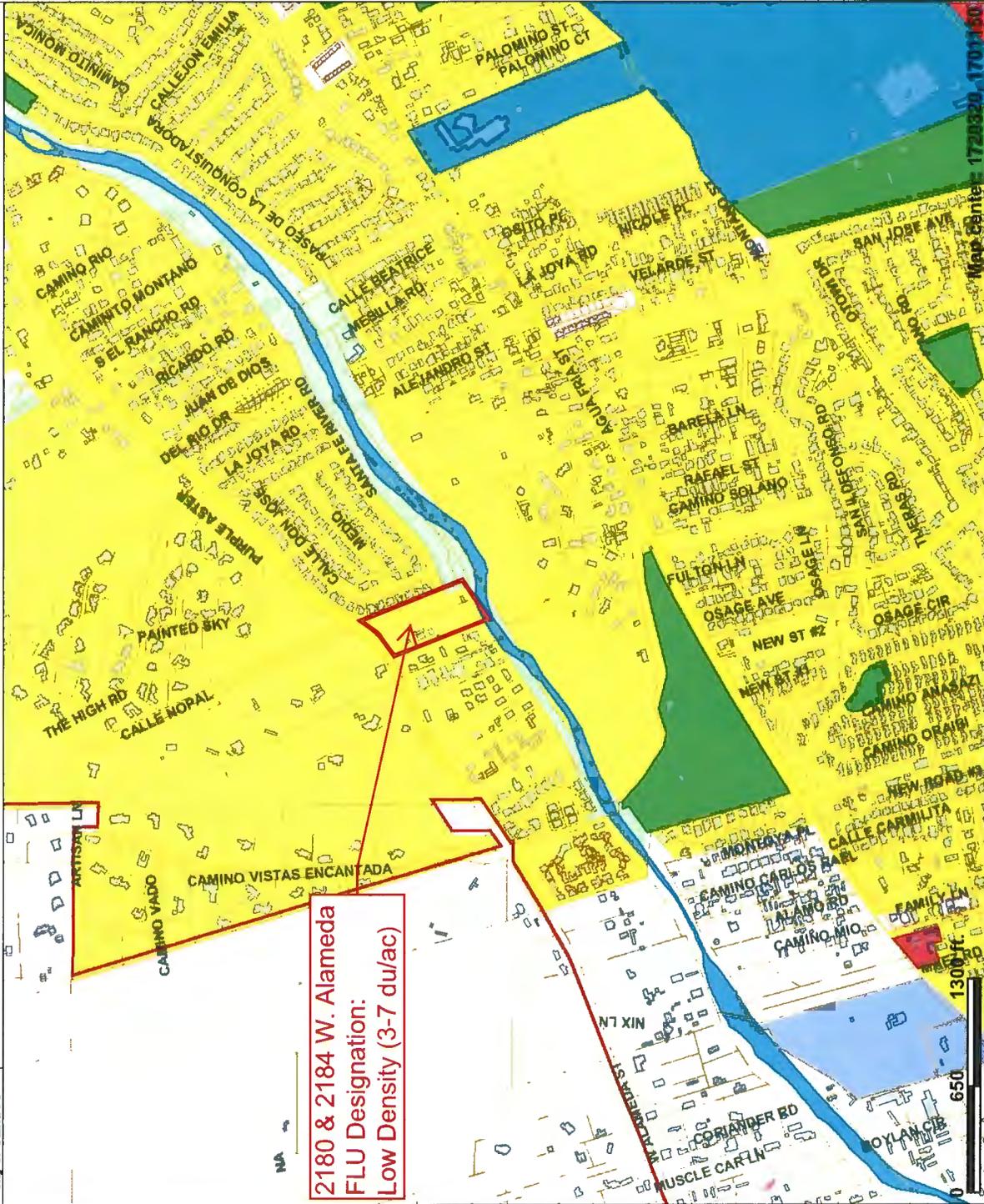
Future Land Use Map



Legend

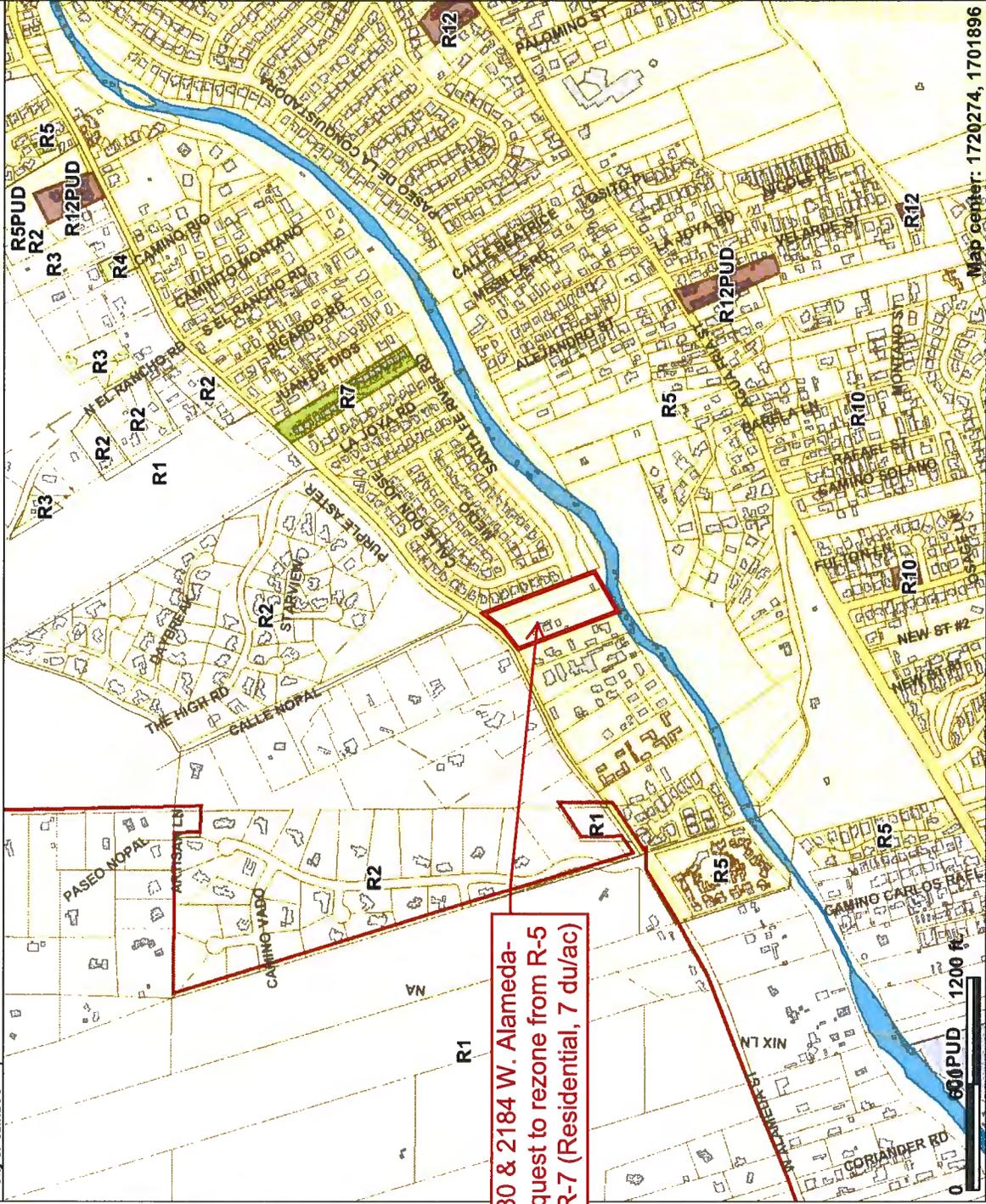
- City Limits** (Red arrow)
- Parcels** (Thin black lines)
- Building Footprint** (White with black outline)
- Santa Fe River** (Blue)
- Future Land Use**
 - Mountain/Corridor (1 dwelling per 10+ acres) (Light green)
 - Very Low Density (1-3 dwellings per acre) (Yellow)
 - Low Density (3-7 dwellings per acre) (Light yellow)
 - Moderate Density (7-9 dwellings per acre) (Orange)
 - Medium Density (7-12 dwellings per acre) (Red-orange)
 - High Density (12-29 dwellings per acre) (Red)
 - Regional Commercial (Dark red)
 - Community Commercial (Purple)
 - Neighborhood Center (Dark purple)
 - Transitional Mixed Use (Grey)
 - Business Park (Light blue)
 - Office (Blue)
 - Industrial (Light green)
 - Public/Institutional (Dark blue)
 - Open Space (Green)

Scale: 1:11,154



This map is a user generated static output from an internet mapping site and is for general 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.

Zoning Map



2180 & 2184 W. Alameda-
Request to rezone from R-5
to R-7 (Residential, 7 du/ac)

Legend

- City Limits
- Parcels
- Building Footprint
- Santa Fe River
- Zoning**
 - RR Rural Residential
 - R1, (PUD) Single- Family 1du/ac.
 - R2, (DT), (PUD), (AC) Single - Family 2du/ac
 - R3, (PUD) Single - Family 3du/ac
 - R4 Single - Family 4du/ac
 - R5, (DT), (PUD), (AC), R6 Single - Family 5-8du/ac
 - R7, (I), (PUD), R8 Single - Family 7-8du/ac
 - RC5, RC5AC Compound 5du/ac
 - RC8, RC8AC Compound 8du/ac
 - R10, (PUD) Multiple - Family 10du/ac
 - R12, (PUD) Multiple - Family 12du/ac
 - R21, (PUD) Multiple - Family 21du/ac
 - R29, (PUD),(AC) Multiple - Family 29du/ac
 - RAC Residential Arts & Crafts
 - MHP Mobile Home Park



Scale: 1:10,373

This map is a user generated static output from an Internet mapping site and is for general 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.

Map center: 1720274, 1701896



742002



Graphic Scale
Scale Factor 1" = 50'

- SYMBOL LEGEND**
- FOUND BRASS CAP MONUMENT AS INDICATED
 - FOUND MONUMENT AS SHOWN
 - PROPERTY CORNER
 - EXISTING SANITARY SEWER MANHOLE
 - UTILITY POLE AS INDICATED
 - OVER HEAD UTILITY LINE
 - FENCE LINE
 - WATER UTILITY
 - GAS METER
 - TELEPHONE PEDESTAL
 - CABLE TELEVISION PEDESTAL
 - FIRE HYDRANT
 - SEPTIC TANK
 - DRAINAGE FLOWLINE
 - EASEMENT

**NON-MOTORIZED TRAIL
EASEMENT SURVEY PL.**
PREPARED FOR
THE CITY OF SANTA FE
LOCATED OFF WEST ALAMEDA WITHIN
PROJECTED SECTION 27, T.17 N., R.9 E., N.M.P.
CITY OF SANTA FE, STATE OF NEW MEXICO



COUNTY OF SANTA FE
STATE OF NEW MEXICO
I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED
FOR RECORD ON THE 11th DAY OF SEPTEMBER, 1991,
AND IS CORRECTLY AND TRULY A TRUE AND ACCURATE
AND AS THE SAME IS FILED IN THE OFFICE
OF THE RECORDS OF THE SANTA FE COUNTY,
NEW MEXICO.

WITNESS MY HAND AND SEAL OF OFFICE
WILHELM ESPINOZA
COUNTY CLERK OF SANTA FE COUNTY, N.M.

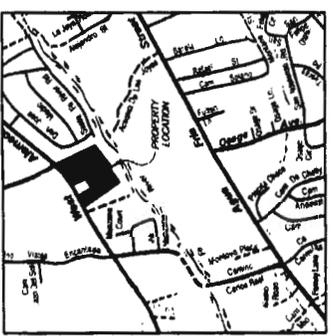
DEPUTY COUNTY CLERK
COUNTY OF SANTA FE
STATE OF NEW MEXICO
DOCUMENT NO. 158886
LIMITS 100 YEAR
PLAY BOOK 317, PAGE 017

ALARID AND ASSOCIATES, L.L.C.
SANTA FE, NEW MEXICO
1289 ST. FRANCIS DR.
86611-1102

PUBLIC NOTICE

THE SANTA FE COUNTY LAND USE ADMINISTRATOR HAS NOT REVIEWED THIS PLAT OF SURVEY BEFORE ITS FILING IN THE OFFICE OF THE SANTA FE COUNTY CLERK. THE FILING OF THIS PLAT OF SURVEY DOES NOT CONSTITUTE AN ENDORSEMENT OR NEW LOTS, ALTERING THE BOUNDARIES OF ANY EXISTING LOTS OR FOR THE PURPOSE OF DEVELOPMENT AS DEFINED IN THE SANTA FE COUNTY LAND DEVELOPMENT CODE, EXTRATERRITORIAL ZONING ORDINANCE OR EXTRATERRITORIAL SUBDIVISION REGULATIONS. THIS STATEMENT DOES NOT IN ANY WAY REPRESENT OFFICIAL COUNTY APPROVAL OF THIS PLAT.

COURSE	BEARING	LENGTH	AREA	CO. BEARING	CO. LENGTH	CO. AREA
C-1	S 20°53'22" E	69.69	2,448.00	S 20°53'22" E	69.69	2,448.00
C-2	S 20°54'49" E	61.00	2,448.00	S 20°54'49" E	61.00	2,448.00
C-3	S 15°51'29" E	27.30	2,448.00	S 15°51'29" E	27.30	2,448.00
C-4	S 20°31'14" E	235.91	2,448.00	S 20°31'14" E	235.91	2,448.00
C-5	S 20°32'15" E	69.69	2,448.00	S 20°32'15" E	69.69	2,448.00



NOTES

1. BASIS OF BEARING IS BASED ON A TIE TO A BRASS CAP SET IN CONCRETE BY BOWMAN BOSTON LABELED T-5 FROM WILHELM ESPINOZA, STATE PLANE WATER TABLE ON JUNE 4th, 1928, PROJECT NO. 3-12-1.

2. THE MONUMENTS LABELED "TERRILL" ARE LOCATED AT THE CROSS

REFERENCE DOCUMENTS

- 1. PLAT ENTITLED "BOUNDARY SURVEY FOR PROCO, INC." AS FILED IN THE OFFICE OF THE SANTA FE COUNTY CLERK IN PLAT BOOK 366, PAGE 007 ON JULY 28, 1987.
- 2. PLAT ENTITLED "JAMES SURVEYED 8-4-54 FOR GLEN I. TERRELL", PREPARED BY WATER TABLE ON JUNE 4th, 1928, PROJECT NO. 3-12-1.
- 3. PLAT ENTITLED "THE SANTA FE COUNTY CLERK IN PLAT BOOK 317, PAGE 017 ON OCTOBER 4th, 1925.
- 4. WARRANTY DEED FROM MARGARET W. TERRELL TO THE CITY OF SANTA FE COUNTY CLERK IN PLAT BOOK 14, PAGE 43.
- 5. WARRANTY DEED FROM MARGARET W. TERRELL TO PROCO, INC. AS FILED IN THE OFFICE OF THE SANTA FE COUNTY CLERK IN BOOK 751, PAGE 413 ON SEPTEMBER 3th, 1991.
- 6. WARRANTY DEED FROM MARGARET W. TERRELL TO PROCO, INC. AS FILED IN THE OFFICE OF THE SANTA FE COUNTY CLERK IN BOOK 751, PAGE 413 ON SEPTEMBER 3th, 1991.
- 7. QUITCLAIM DEED FROM JUDITH DEUTSCH TO RONALD F. DEUTSCH AS FILED IN THE OFFICE OF THE SANTA FE COUNTY CLERK IN BOOK 1784, PAGE 474 ON MAY 9th, 2000.
- 8. WARRANTY DEED FROM WILLIAM E. JENNETT TO HAVEN G. TERRELL AND MARGARET W. TERRELL AS FILED IN THE OFFICE OF THE SANTA FE COUNTY CLERK IN BOOK 184, PAGE 374.

CERTIFICATE

BERNIE A. ALARID, A NEW MEXICO PROFESSIONAL SURVEYOR NO. 3305, DO hereby certify that the above described plat of survey was prepared by me or under my direct supervision, that I am responsible for the accuracy of the same, and that it is true and correct to the best of my knowledge and belief.

11/11/91 DATE



City of Santa Fe, New Mexico

Exhibit D

ENN Materials



ENN GUIDELINES

Applicant Information

Project Name: **River Trails Lofts at W. Alameda**

Name: **Alameda Lofts Investments, LLC** Agent – **Sommer Karnes & Associates, LLP**

Address: **200 W. Marcy St** Suite **133**

Phone: **(505) 989-3800** E-mail Address: **KHS@sommer-assoc.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 detail about the criteria, consult the Land Development Code.

(a) EFFECT ON CHARACTER AND APPEARANCE OF THE SURROUNDING NEIGHBORHOODS For example: number of stories, average setbacks, mass and scale, landscaping, lighting, access to public places, open spaces and trails.

The multi-family community is designed for maximum compatibility with the W. Alameda neighborhood and is based on the 2240 W. Alameda Loft community that is situated a few parcels to the west. The buildings will be situated in a manner that offers maximum landscaped common open space, which will accentuate the semi-rural feeling of the area while providing the flexible housing that is desired by many Santa Feans. The buildings will incorporate Northern New Mexico pitch roofs with two story open loft interiors. The east and west side setbacks will be a minimum of eight (8) feet and up to twenty (20) feet. There will be a walking path through the property, providing access from the property to the Santa Fe river trail to the south.

(b) EFFECT ON PROTECTION OF THE PHYSICAL ENVIRONMENT For example: trees, open space, rivers, arroyos, floodplains, rock outcroppings, escarpments, trash generation, fire risk, hazardous materials, easements, etc.

The property has existing easements for drainage, sewer, utilities and the river trail. The southernmost portion of the property, which includes the Santa Fe River trail, includes an area within the floodplain. These easements will be maintained.

The property will be enhanced by the installation of landscaping in the form of native trees, native shrubs, and native grasses.

(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 or cultural sites located on the property. A portion of the property has been previously developed in historic times. The property is within the River & Trails Archaeological Review District.

(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 area south of W. Alameda and north of the Santa Fe River is zoned R-5. Properties along the north side of W. Alameda are a mix of R-1 and R-2. The proposed R-7 zoning is consistent with the General Plan Future Land Use designation for the surrounding area of Residential 3-7 dwelling units per acre. The adjacent land to the east has been developed as the Rio Vista subdivision with a traditional single family lot pattern, with lots of about 6,000 square feet each. The 2-story buildings of the proposed project spread out through the property will convey a sense of lower density compared to the Rio Vista subdivision. The layout is similar to the Alameda Lofts project located a few parcels to the west, which was developed by the same applicant. The proposed project is consistent with General Plan policy 4-4-G-1 which promotes infill development to make more efficient use of existing infrastructure.

(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.*

Vehicular access will be provided within the property via driveways and parking lots. Parking for residents and guests will be provided within the property at a level that is equal to or greater than City of Santa Fe code. Trails that comply with ADA standards and are "children friendly" will be installed to provide direct access to the Santa Fe River Trail, which provides pedestrian access to the Casa Solana commercial center and, ultimately, to downtown.

(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.*

Provision of affordable and mid-range market rate housing will increase the amount of workforce housing close to downtown employment centers consistent with the General Plan land use designation for this area. The unit designs will allow for code compliance home occupations that will provide employment opportunities, as small home-based businesses will be likely created. The new community will assist in the economic development process by bringing more shoppers to the commercial enterprises in the area.

(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 River Trail Lofts at W. Alameda will provide six (6) new affordable housing opportunities through compliance with the City of Santa Fe affordable housing ordinance. Additionally it will serve a large segment of the Santa Fe population with household income just above the limitations of the City affordable programs. The house designs will also serve Santa Feans who are seeking alternative floor plans and styles that function well for creative endeavors.



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

<i>Project Name</i>	River Trail Lofts
<i>Project Location</i>	2180 and 2184 W. Alameda
<i>Project Description</i>	River Trails Lofts. Rezoning from R-5 to R-7. Development Plan Approval for 32 Dwelling Units, and a Lot Consolidation
<i>Applicant / Owner</i>	Richard Martinez, Abe Rivera and Michael River
<i>Agent</i>	Karl Sommer
<i>Pre-App Meeting Date</i>	February 5, 2015
<i>ENN Meeting Date</i>	Wednesday, March 18, 2015
<i>ENN Meeting Location</i>	Frenchy's Field Community Building
<i>Application Type</i>	Rezoning, Development Plan and Lot Consolidation
<i>Land Use Staff</i>	Donna Wynant
<i>Other Staff</i>	None
<i>Attendance</i>	Approximately 28 members of the public, 1 city staff, 4 representing applicant.

Notes/Comments:

Meeting started at 5:35. Staff (Donna Wynant) gave an introduction about the purpose of the ENN meeting and the Rezoning, Development Plan, and Lot Consolidation.

Karl Sommer gave an overview of their request and introduced Rick Brenner and Rachel Watson. Mr. Sommer said the applicants have the property on contract. The subject site is comprised of 2 lots. The applicant, Rick Brenner has developed Alameda Lofts, further to the west. Mr. Sommer said that it is a pleasant place to live and people enjoy living there. He oriented the group to the site on the map. The property is currently zoned R-5. The proposal is for R-7 zoning which would yield an additional 6 dwelling units over the R-5. Most of the buildings have 2 units and the small ones have one unit. The existing house is single story and will be used as a workshop.

Question: Will this include affordable units? Mr. Sommer gave an overview of the City's inclusionary zoning program that requires a certain percentage of the units as affordable. The bonus density will allow additional units. The R-5 district x 4.25 acres allows 21.25 units plus the density bonus. The request for R-7 x 4.25 acres allows 29.75 units plus the density bonus.

Question: Regarding the requirement for a 2nd access, Mr. Brenner said the City does not want a 2nd access. Fire has to at least do a turn around.

Question: Can you tie into a 3 way stop (at W. Alameda and Calle Nopal?)

Morey Walker said he has talked to the City's traffic engineer, John Romero, and they'll work out any problems.

Question: Is the river trail along the property? How green is the project and will the development include any solar?

Mr. Brenner said he does green development. He'll be doing pumice wicks. He has done photo voltaics and will evaluate that for this development. He mentioned the Lena Street Lofts. He said he will build to green standards and will do xeriscaped landscaping. A trail will go through the property to give access to the river trail and will have a gate at the trail.

Question: Will the structures be one or two stories. (They will all be two story). Will these be attached or detached. (Some will be attached, others detached). How many single units are detached?

Question: How does the density of this proposal compare with the W. Alameda Lofts? (Mr. Brenner responded: This project will have 6 additional more units).

Question: Will the lot consolidation require a public hearing and will the applicant close on the property if it does not get zoned? Mr. Sommer explained that the request would go to the Summary Committee, but with no public hearing.

Question: A neighbor who owns property to the west said there's drainage problems onto her property from the subject property, and said the property owner has not maintained his ditch.

Mr. Summer explained how the City deals with the cubic footage of pre and post development water. Morey Walker said he walked the ditch several times and explained that the City never put in the culvert to carry the water away from the property and that the City should maintain it, but will require the property owner to maintain.

Question: Can the developer place taller buildings (i.e. 2 story) to where they would minimize impact on neighbors? (Response: the developer can't accommodate it that way.)

Question: How tall will the structures be? (Response: all structures will be 24 feet tall)

Question: Why do you have parking close to Alameda? (Response: we will redesign the site to where parking will not be at that location.)

Question: If you try to turn west out on the West Alameda- it's a problem Who have you talked to in the City who doesn't like moving the drive closer to the West Alameda and Calle Nopal intersection.

Question: Why isn't there a turn around? The street ends. Will it open in the future?

Question: About trash pick-up, how many dumpsters will there be (response: 2 dumpsters).

Question: Will electricity be overhead. (Response: electricity will come to the site overhead, and the go underground at the site.)

Question: What will happen with the well on site? Will it be capped? (Response: the well can be used for irrigation. The proposal will comply with the city's water conservation regulations and water for the site will be handled with water rights.)

Question: Will there be a meter on the well? (response: we believe it will.)

Question: Someone asked why R-5 won't work for you and asked about the prices and sizes of the units. (Response: If the units are sold – as condo units- then the units would be around \$300,000 and the units would range in size from 1,600 – 1,800 sq. ft. units)

Comment: A lot of comments that have been made have to do with density. When you look around the area, most of the properties are zoned R-5. We don't want R-7 zoning.

Question: What kind of lighting will there be on the drive in the development? (Response: No lighting is planned for the road. The proposal will comply with the City's night sky ordinance.)

Question: Will the development be condominium ownership? (Response: We have not yet determined that.)

Question: Who are you targeting for the development? (Response: people with few children or with young children, people in the arts, middle income people, single people, etc.)

Question: Will this be a phased development? (Yes, but we have not determined the staging yet.)

Question: Will there be an HOA or management company to manage the property? (response: yes).

Comment: I think you should have the entrance/exit at the 4-way stop (W. Alameda & Calle Nopal)

Comment: Concerned about emergency vehicles along W. Alameda. There's no room to pull over on W. Alameda.

Question: Will the development be rental or owner occupied? (response: It depends on what we leave for our children. If owner occupied, people often have questions such as how often trash is picked up.

Comment: Someone said she looked up W. Alameda Lofts, and found the development (condo assn.?) is not in good standing. (response: the W. Alameda investment, LLC is probably the W. Alameda nonprofit (HOA Board?))

Question: Do you know what the Rio Vista density is? (Someone in the audience commented that it is R-5)

Question: Regarding the utilities... where will they come from? (Response: from W. Alameda, and into the site in a loop system.)

Question: Are the W. Alameda lofts all occupied? (response: yes)

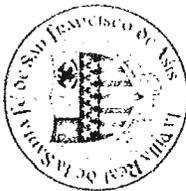
Question: Someone asked again about whether the units in the development will be a condo or rental. The applicant again responded that that has not yet been determined but stated it will be a multiple family development and not a subdivision project with separate lots.

\$220,000-\$300,000 (if for sale)
900- 1,500 or 1,600 sq. ft.

Someone mentioned that properties near the river had bad internet reception from Century Link.

Someone pointed out that the various city departments will review the proposal when it gets to the Development Plan request.

The meeting adjourned around 7:30 pm.



City of Santa Fe Early Neighborhood Notification Meeting Sign-In Sheet

Project Name: River Trail Loop Meeting Date: 3/10/15
 Meeting Place: Hatchery Meeting Time: 5:30 PM

Applicant or Representative Check Box below

	Name	Address	Email
<input type="checkbox"/>	1 Ronald Odion	2214 West Alameda	Search Light NM @ hotmail.com
<input type="checkbox"/>	2 Brian Kengel	159 Calle Don Jose	brrempel@gmail.com
<input type="checkbox"/>	3 DAVID A. SENIA	1729 SANTA FE RIVER RD	dsena123@gmail.com
<input type="checkbox"/>	4 MARI SENIA	2191 West Alameda	MITSUNA@land.gov
<input type="checkbox"/>	5 ORLANDO SORZA	109 CALLE NOPAL	
<input type="checkbox"/>	6 ANDRES C. SALAZAR	1605 City Lights	30424r1605@gmail.com
<input type="checkbox"/>	7 Carlyn Jervis	109 Daybreak	jervidae@cybermesa.com
<input type="checkbox"/>	8 Paulsela Mathews	155 Calle Don Jose	pamelamathews@hotmail.com
<input type="checkbox"/>	9 SUE KHOZEIN	1002 Paseo de la Cam	Suekhozein@hotmail.com
<input type="checkbox"/>	10 Margaret Tirtell	2190 1715 Calle Cabine	pesterrelle@msd.com
<input type="checkbox"/>	11 Niki Kowalski	1412 Paseo de la Luna	NIKYKOWALSKI@GMAIL.COM
<input type="checkbox"/>	12 Richard Cady	2190 B West Alameda	richardcady@comcast.net

For City use: I hereby certify that the ENN meeting for the above named project took place at the time and place indicated.

Dana Warrant 3/10/15
 Printed Name of City Staff in Attendance Date
 Signature of City Staff in Attendance

This sign-in sheet is public record and shall not be used for commercial purposes.

ENN Sign-in
3/18/15

<u>Name</u>	<u>Address</u>	<u>E-Mail</u>
Norma Cross	1390 Caminos Mio	CROSS@cybermedia.com
Ronald Skypen		
Ron Deutsch	2200 W. Alameda	
- Stephanie Deutsch	607 Don Gaspar	deutsch.stephanie@gmail.com
FRANK RUTÉ	147 CARCE DON JOSE	
Carlyn Massey	2214 W. Alameda	
Jeanne Cede Baca	2190 W. Alameda	
Sylvia de Quiroz	2190 W Alameda St	sherie@newmexico.com
Amidaxee	2214 F W. Alameda	
Rita Harrow	" "	
- Hilario Romero	1561 La Cienegueta	(505) 474-4533
Mike Sloane	1702 Medio St	Palmolive@cybermedia.com
Nancy Desiderio	" need handouts, please	
Pamela Matthews	155 Calle Don Jose, SF 8750A	pamelamathews@hotmail.com
Andres C. SALAZAR	1605 C. by Lights	salazw1605@gmail.com
(signed in in other page) Donald Auer	1717 Medio St.	
(signed in in other page) Kathleen Hillcock	1726 Medio St.	kathleenhillcock@yahoo.com
Rod Martinez	723 Mesilla	rodgmartinez@yahoo.com
Anna Hansen	3008 KIVARD	dahmedes@newmexico.com

City of Santa Fe, New Mexico

Exhibit E

**Applicant Materials
&
Communications**

**Alameda Lofts Investments, L.L.C.
Rick Brenner & Rachel Watson, Managers
Post Office Box 9146
Santa Fe, NM 87504**

City of Santa Fe
Current Planning
Land Use Department
200 Lincoln Avenue
Santa Fe, NM 87501

Dear Land Use Director:

We are herewith submitting an application for both a multi-family development at 2180/84 West Alameda, Santa Fe, NM and a re-zoning of the property from R-5 to R-7. The property is approximately 4.25 acres.

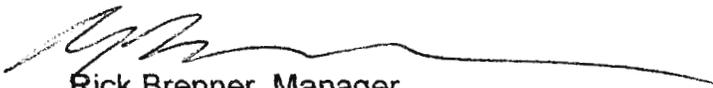
The development consists of a total of thirty-two (32) dwelling units including six (6) affordable units. This total number of dwelling units includes the required twenty percent (20%) affordable dwelling units and fifteen percent (15%) density bonus.

We have previously reviewed this proposed development with Staff at a pre-application meeting and we have met with neighbors at the Early Neighborhood Notification meeting.

Our agent representing us during the development review process is Sommer Karnes & Associates, 200 W. Marcy Street, Suite 133, Santa Fe, NM 87501, 505 989 3800.

Please let us know if you need any additional information.

Sincerely,


Rick Brenner, Manager
Alameda Lofts Investments, L.L.C.

Copy: Joseph Karnes

River Trails Lofts at West Alameda Rezoning Criteria Statement

The Applicant provides the following responses to the City Code criteria for approval of rezoning requests.

Approval Criteria

(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;

Response: Not applicable.

(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

Response: The application proposes a modest increase in allowable density of the subject properties from R-5 to R-7, which is consistent with the existing General Plan future land use designation for the subject property and area. In recent years, properties adjacent to the east (Rio Vista Subdivision) and to the west of the subject properties have developed at effective densities on par with the proposed density. The nature of the development proposed on the subject properties will maintain more contiguous open space than the traditional single family development to the east. The actual density as measured by lot coverage will be equal to or less than the existing contiguous development to the east.

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

Response: General Plan Figure 4-4 includes the subject property within the “Infill Area.” General Plan Growth Management provision 4 states that in infill areas, “the city must encourage higher densities of residential and commercial development than existing zoning often allowed. ... Smaller subdivided lots and smaller homes help create efficient use of already existing roads and utilities, help ensure cost-efficient public transit, and provide the type of housing that will be in demand as the general population ages during the upcoming decades.”

Also, General Plan Policy 4-1-1-1 states “educate the community about the benefits of limiting sprawl and increasing residential densities.” General Plan Policy 4-4-1-1 encourages giving of “top priority” to infill development. General Plan policy 4-4-1-6 states that “the target density for new infill residential development, in order to address affordable housing goals, is a minimum of

five units per acre (net) with 7 units per acre (net) preferred ... infill development should propose a reasonable increase in density over the surrounding neighborhood.”

The proposed rezoning is consistent with the General Plan future land use designation of 3-7 dwelling units per acre and will further the General Plan’s policy directives for infill development and limitation of sprawl. The subject properties are centrally located and provide efficient access to downtown job centers as well as major arterials including St. Francis and Cerrillos Road via Siler Road. The proposed increase in density from 5-7 units per acre is a reasonable increase that will be compatible with existing development in the area.

A trunk sewer line runs through the subject property, and use of this existing infrastructure will be more efficient than extending the sewer line to serve new communities in future growth areas. The multi-family housing proposed concurrently with the rezoning is in demand now and as envisioned by the General Plan, provides for efficient use of resources as well as maximization of open space.

(b) all the rezoning requirements of Chapter 14 have been met;

Response: The rezoning requirements of Chapter 14 are addressed herein and the application is consistent with those requirements.

(c) the rezoning is consistent with the applicable policies of the general plan, including the future land use map;

Response: The rezoning request is consistent with the existing General Plan future land use designation.

(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; and

Response: General Plan Land Use Policy 3-G-3 states “there shall be infill development at densities that support the construction of affordable housing and a designated mix of land uses that provide an adequate balance of service retail and employment opportunities... .” The rezoning request will increase the amount of centrally located land available for multi-family residential uses and will avoid urban sprawl.

(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.

Response: The Subject Properties are currently served by West Alameda Street. A traffic report has been prepared and no access concerns exist. The traffic report concluded that West Alameda is operating at an acceptable level of service that can accommodate the additional traffic generated by the development proposed per the rezoning. Also, if the stop signs at W. Alameda and Calle Nopal were removed, the level of service would be enhanced to LOS A. An existing

sewer trunk line runs through the subject properties. Two existing water main along Alameda and at the termination of Santa Fe River Road are available to serve the subject properties.

(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.

Response: As addressed herein, the application is consistent with the General Plan future land use designation and applicable General Plan policies. Even if it were not, the proposed uses would not significantly change the character of the prevailing uses in the vicinity or the existing zoning designation of the subject properties.

SOMMER, KARNES & ASSOCIATES, LLP

Mailing Address

Post Office Box 2476
Santa Fe, New Mexico 87504-2476

Street Address

200 West Marcy Street, Suite 139
Santa Fe, New Mexico 87501

Telephone:(505)989.3800

Facsimile:(505)982.1745

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Mychal L. Delgado, Certified Paralegal
mld@sommer-assoc.com

James R. Hawley, Attorney at Law
jrh@sommer-assoc.com

Of Counsel
Licensed in New Mexico and California

March 27, 2015

VIA US Mail

Jean Salazar
15 City Lights St
Santa Fe, NM 87507

Re: River Trail Lofts Application 2180/84 W. Alameda

Dear Ms. Salazar,

We are writing on behalf of Rachel Watson and Rick Brenner in response to your email to Ms. Wynant at the City Land Use Department. It is unfortunate that you were not able to attend the ENN for Rachel and Rick's plans for 2180/84 W. Alameda, but we appreciate the fact that you have taken the time to express your concerns in your letter to Ms. Wynant at the Land Use Department of the City of Santa Fe (copy attached).

Ms. Wynant passed your concerns on to us and we would like to respond to your questions and comments. We recognize that there are valid neighborhood issues and that Santa Fe has experience major changes in recent decades and that many of these changes have not been for the better. Rachel has lived in Santa Fe all her life and Rick has been active in the community since just shy of forty years. Rachel and Rick have done their utmost to ensure that the communities they have created bring positive changes and enjoyable places to live and work.

To address you specific concerns.

1. In recent years there have been a number of flood plain studies performed by the City of Santa Fe and FEMA. The most recent flood plain maps adopted by the City have identified only a very small portion of the subject property that is along the Santa Fe River Trail as being in the flood plain. Certainly there will not be any construction of homes in this area and all improvements will be located outside of the designated flood plain.
2. The additional homes per acre beyond the existing zoning that we are asking permission to build will not adversely affect the neighborhood and your quality of life. The additional homes will not materially affect the traffic situation on Alameda nor create a whole new urbanization of the area. But the additional dwellings will open up an opportunity for a

SOMMER, KARNES & ASSOCIATES, LLP

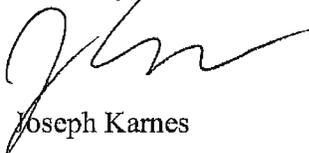
Jean Salazar
March 27, 2015
Page 2 of 3

greater cross section of our Santa Fe community to live in a lovely environment and in homes that better meet their taste and personal needs. The City has planned for residential use of this area and the proposal is consistent with the City's General Plan land use designation

3. The project engineer is currently performing traffic counts and a traffic analysis, which will be available for review once it is completed and submitted to the City. Clearly the traffic on W. Alameda has increased since the construction of the Siler Street bridge. But we anticipate that the amount of traffic generated by the additional dwellings in this new community will not have a substantial effect on the existing and anticipated conditions. Your suggestion of aligning the driveway with Calle Nopal and creating a four way stop sign is a good one. But unfortunately it is not physically possible and would not provide a viable solution to existing traffic concerns. The traffic analysis will include assessment of existing conditions, conditions with the project and recommendations to mitigate any impacts caused by the project. If you like, we will send you a copy of the report when it is available.

We will endeavor to address your concerns as we move forward. If you have additional questions or concerns, please do not hesitate to contact us.

Sincerely,



Joseph Karnes

Cc: Donna Wynant
Rick Brenner

I couldn't make it to last evening's meeting but I have always wondered why the city allows so much development along the river in what is clearly a flood plain. I know it is unlikely that there will ever be a flood because the river is dammed up in the mountains, but isn't flood insurance still required along the river?

I would suggest that the city leave the R5 zoning in place. The developers will still get some extra units that are affordable. The site plan looks really dense but developers always try to get as many units as possible and say the project isn't feasible with fewer units which is usually baloney.

The big concern for the neighborhood (I live in the Las Lomas subdivision) is how River Trail residents are going to get in and out onto West Alameda. Is there any way to reconfigure the intersection with Nopal and West Alameda to create a 4 way stop? Morning and evening traffic isn't heavy particularly on West Alameda but it is constant and it can be difficult to access West Alameda during those times.

Jean Salazar
1605 City Lights
Santa Fe

SOMMER, KARNES & ASSOCIATES, LLP

Mailing Address

Post Office Box 2476
Santa Fe, New Mexico 87504-2476

Street Address

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James R. Hawley, Attorney at Law
jrh@sommer-assoc.com
Of Counsel
Licensed in New Mexico and California

March 27, 2015

VIA US Mail and Email (mjseña@lanl.gov)

Marc Sena
2191 W. Alameda
Santa Fe, NM 87507

Re: River Trail Lofts Application 2180/84 W. Alameda

Dear Mr. Sena,

We are writing on behalf of Rachel Watson and Rick Brenner in response to your email to Ms. Wynant at the City Land Use Department. Thank you for attending the ENN for Rachel and Rick's plans for 2180/84 W. Alameda and for expressing your concerns in your follow up letter to Ms. Wynant at the Land Use Department of the City of Santa Fe.

Ms. Wynant passed your concerns on to us and we would like to respond to your questions and comments. We recognize that there are valid neighborhood issues and that Santa Fe has experience major changes in recent decades and that many of these changes have not been for the better. Rachel has lived in Santa Fe all her life and Rick has been active in the community since just shy of forty years. Rachel and Rick have done their utmost to ensure that the communities they have created bring positive changes and enjoyable places to live and work.

To address you specific concerns.

1. The additional homes that Rachel and Rick are asking permission to build will not adversely affect the neighborhood and your quality of life. The additional homes will not materially affect the traffic situation on Alameda nor create a whole new urbanization of the area. The additional dwellings will open up an opportunity for a greater cross section of our Santa Fe community to live in a lovely environment and in homes that better meet their taste and personal needs. The City has planned for residential use of this area and the proposal is consistent with the City's General Plan land use designation.
- 2/6. The project engineer is currently performing traffic counts and a traffic analysis, which will be available for review once it is completed and submitted to the City. Clearly the traffic on W. Alameda has increased since the construction of the Siler Street bridge. But

SOMMER, KARNES & ASSOCIATES, LLP

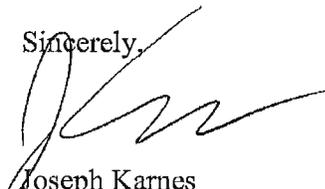
Marc Sena
March 27, 2015
Page 2 of 3

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3. The on-site well will not be used to supply water for the homes. Any other use of well water and water rights is governed by the Office of the State Engineers and our clients will follow the applicable regulations.
4. The decision regarding the rental or sale of the dwellings in the community will be made based on sound business and personal criteria. Although our clients completely understand the concern for safety, they do not believe that properly managed rental houses contribute in any way to neighborhood crime.
5. The City of Santa Fe has contracted for an engineered solution to the issue of offsite drainage flowing in the drainage easement along the West property line of the subject property. Our clients are trying to work with the City as it implements the engineered plan to insure that it provides a comprehensive solution to the existing drainage issue. At the very least, independent of the proper actions of the City of Santa Fe, our clients will execute their civil engineer's plans for addressing this problem on the subject property.

We will endeavor to address your concerns as we move forward. If you have additional questions or concerns, please do not hesitate to contact us.

Sincerely,



Joseph Karnes

Cc: Donna Wynant
Rick Brenner

Hello Donna,

Here are a few of my concerns regarding the Proposed Santa Fe River Lofts at 2184 West Alameda.

1. Stay with the Current R5 zoning, No R7 Zoning
2. Align the Driveway with Calle Nopal and West Alameda. Possible four (4) way Stop sign.
3. Shut off And Cap Well that is on the Land
4. Units to be Sold, NO rentals. 99% of Homes on the East side of West Alameda from Calle Nopal down are all rentals. We have a bad percentage of Break ins in this area.
5. Arroyo on west side of Proposed property, needs to be dug out and maintained.
6. Traffic Study needs to be done and sent to all surrounding residence, Ever since the put the crossing over the River at Siler to join West Alameda, those who live on the West side of West Alameda have a hard time turning left out of their driveways to head East on Alameda and those who live on the East side of West Alameda have a hard time turning left out of their driveways to go west on Alameda.

Please forward these on, to whom ever may be able to answer. And or provide comments back to me.

I can be reached at (505) 660-8214 after 5:00pm weekdays or by e-mail mjsena@lanl.gov

Thank You.

Marc Sena

RIVER TRAIL LOFTS AT WEST ALAMEDA

DEVELOPMENT PLAN AND REZONING

VICINITY MAP



SHEET INDEX

SHEET TITLE	No.
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GRADING PLAN.....	C-1
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EROSION CONTROL PLAN AND DETAILS.....	C-4
LANDSCAPE PLAN.....	EC-1
NMDOT DETAILS.....	L-1
CITY OF SANTA FE DETAILS.....	PAD-01 TO PAD-03
	SF -1 TO SF-5

CONSULTANTS

ENGINEER
Walker Engineering
10000 Santa Fe Blvd, Suite 100, Santa Fe, NM 87505
505-833-1000 www.walkereng.com FAX: 505-833-1008

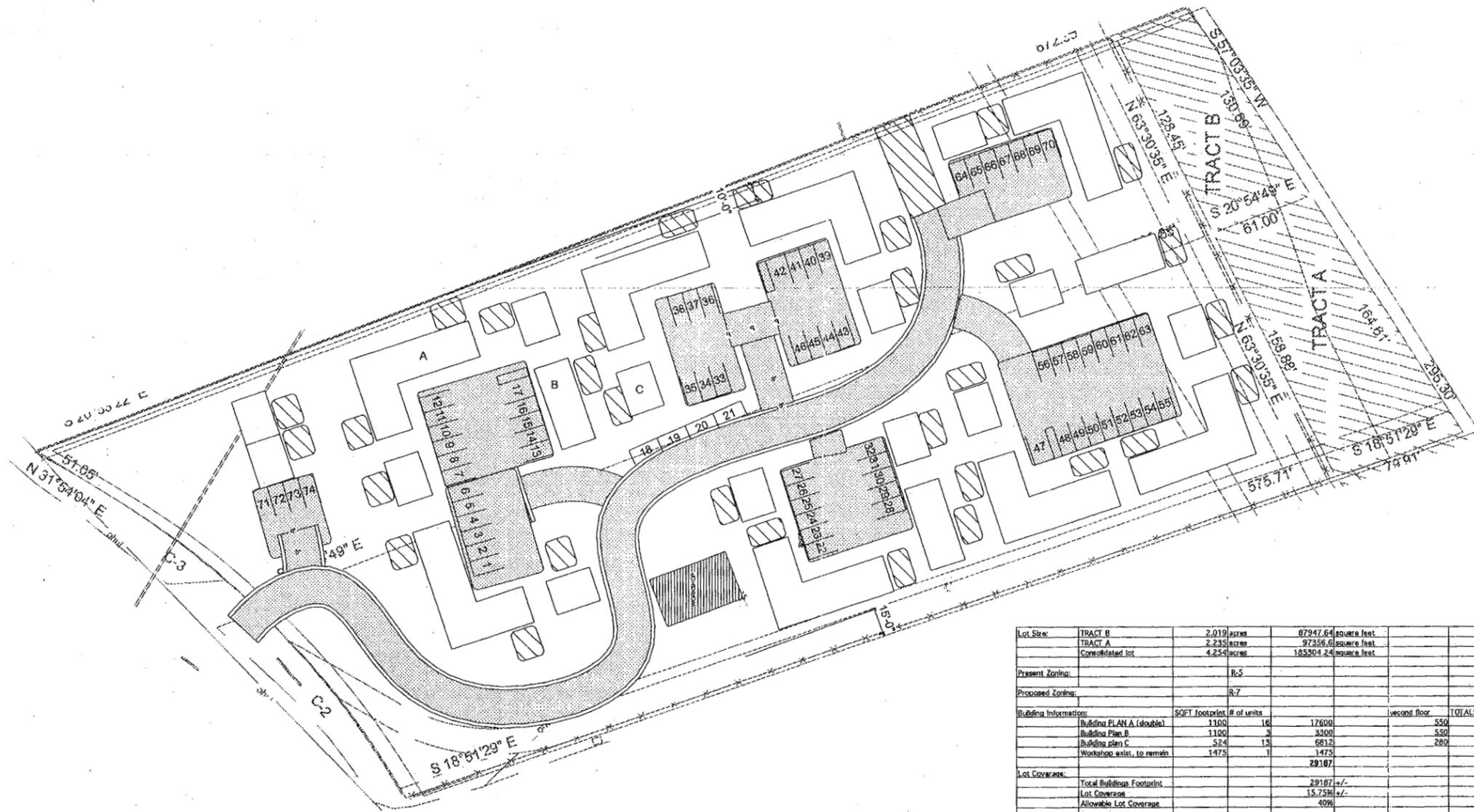
ARCHITECT
Christopher Purvis Architects
300 S. Marry St., Santa Fe, NM 87501
505-833-1001 christopherpurvis.com

SURVEYOR
High Desert Surveying, Inc.
1800 Airport Dr., Santa Fe, NM 87505
505-833-1004

04/27/15

SHEET NO.

C

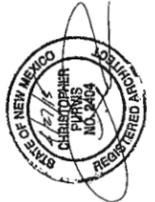


Lot Size:	TRACT B	2.019 acres	87947.64 square feet		
	TRACT A	2.235 acres	97356.61 square feet		
	Consolidated lot	4.254 acres	185304.24 square feet		
Present Zoning:		R-5			
Proposed Zoning:		R-7			
Building Information:		SQFT Footprint	# of units	second floor	TOTALS
	Building PLAN A (double)	1100	16	550	8800
	Building Plan B	1100	4	550	1650
	Building plan C	524	15	280	3640
	Workshop exist. to remain	1475	1		
					TOTAL floor area
					14080
					43277
Lot Coverage:					
	Total Building Footprint		29187 +/-		
	Lot Coverage		15.758 +/-		
	Allowable Lot Coverage		40%		
SETRACKS required:					
	5 feet first floor		10 feet second floor		
			Setbacks provided 12 feet minimum		
Open Space Required:		Table 14-7.2-1			
		Acres/Unit	Rate		Total Open Space Required
	Residential	32	250		8,000
Open Space Provided			Greater Than:	26,000	SF
Parking Load Requirements		Units	Rate		Spaces
	Residential	32			64
	Total Parking Required				64
	Total Parking Provided				74
Mix of Car Spaces					
	One Size Fits All		71		
	Standard Accessible Spaces		0		
	Van Accessible Spaces		3		
City of Santa Fe Approvals:					

DEVELOPMENT PLAN

A. CHRISTOPHER HUNTS

200 West Nancy #147
Santa Fe New Mexico 87501 Tel: 505 982 5461
E-Mail: Architect@ACT-ALIA.com



RIVER TRAIL LOFTS
@ WEST ALAMEDA
2180/2184 WEST ALAMEDA

SANTA FE, NEW MEXICO

4/24/15

D-1

BOUNDARY DATA

CL	CB	LS
N02°08'33"E L=142.83' A=15°27'17" R=250.00' A=142.83'	N08°23'59"E L=103.31' A=14°17'24" R=250.00' A=103.31'	S81°50'12"W D1.01'
S04°21'02"E L=103.31' A=14°17'24" R=250.00' A=103.31'	N07°50'20"E L=103.31' A=14°17'24" R=250.00' A=103.31'	N87°31'07"E D1.01'

Lot Consolidation Plat
of
**RIVER TRAIL LOFTS
TRACT**

(Formerly Tract A & Tract B
La Era Subdivision)

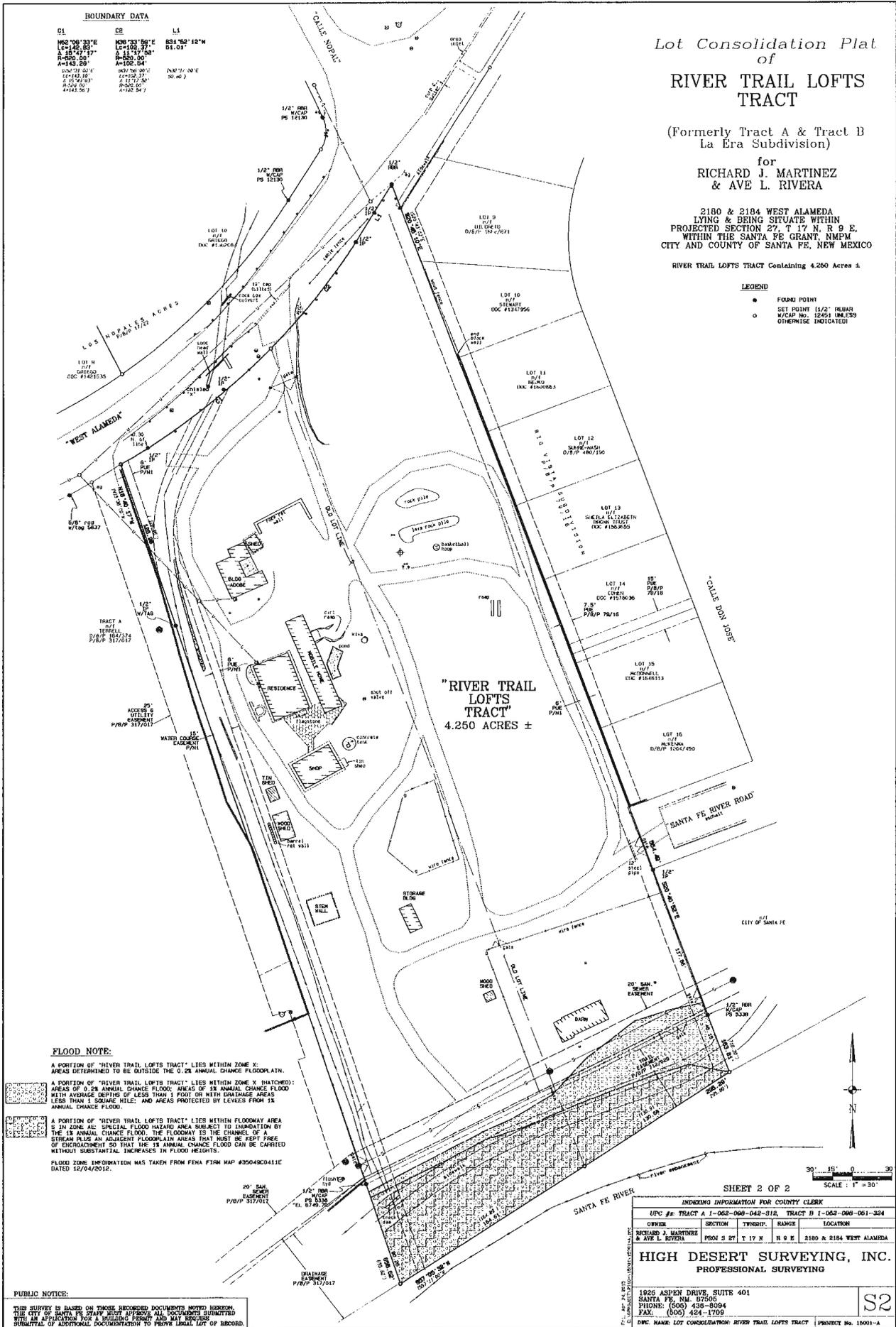
for
**RICHARD J. MARTINEZ
& AVE L. RIVERA**

2180 & 2184 WEST ALAMEDA
LYING & BEING SITUATE WITHIN
PROJECTED SECTION 27, T 17 N, R 9 E,
WITHIN THE SANTA FE GRANT, NMPM
CITY AND COUNTY OF SANTA FE, NEW MEXICO

RIVER TRAIL LOFTS TRACT Containing 4.250 Acres ±

LEGEND

- FOUND POINT
- SET POINT (1/2" REBAR
W/CAP NO. 12458 UNLESS
OTHERWISE INDICATED)



FLOOD NOTE:

A PORTION OF "RIVER TRAIL LOFTS TRACT" LIES WITHIN ZONE X. AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN. A PORTION OF "RIVER TRAIL LOFTS TRACT" LIES WITHIN ZONE X (HATCHED): AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.

A PORTION OF "RIVER TRAIL LOFTS TRACT" LIES WITHIN FLOODWAY AREA 5 IN ZONE A-C SPECIAL FLOOD HAZARD AREA SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD. THE FLOODWAY IS THE CHANNEL OF A STREAM PLUS AN ADJACENT FLOODPLAIN AREAS THAT MUST BE KEPT FREE OF ENCROACHMENT SO THAT THE 1% ANNUAL CHANCE FLOOD CAN BE CARRIED WITHOUT SUBSTANTIAL INCREASES IN FLOOD HEIGHTS.

FLOOD ZONE INFORMATION WAS TAKEN FROM FEMA FIRM MAP #250400411E DATED 12/04/2012.

PUBLIC NOTICE:

THIS SURVEY IS BASED ON THOSE RECORDED DOCUMENTS NOTED HEREON. THE CITY OF SANTA FE STAFF MUST APPROVE ALL DOCUMENTS SUBMITTED WITH AN APPLICATION FOR A BUILDING PERMIT AND MAY REQUIRE SUBMITTAL OF ADDITIONAL DOCUMENTATION TO PROVE LEGAL LOT OF RECORD.

SHEET 2 OF 2

SCALE: 1" = 30'

INDEXING INFORMATION FOR COUNTY CLERK

UPC #	SECTION	TOWNSHIP	RANGE	LOCATION
TRACT A 1-062-060-042-012				
TRACT B 1-062-060-061-024				
RICHARD J. MARTINEZ & AVE L. RIVERA		T 17 N	R 9 E	2180 & 2184 WEST ALAMEDA

HIGH DESERT SURVEYING, INC.
PROFESSIONAL SURVEYING

1925 ASPEN DRIVE, SUITE 401
SANTA FE, NM 87506
PHONE: (505) 438-8094
FAX: (505) 424-1709

DPC: NAME: LOT CONSOLIDATION FROM RIVER TRAIL LOFTS TRACT PROJECT No. 10001-A

Surveyors Certificate

I HEREBY CERTIFY THAT THIS TOPOGRAPHIC SURVEY AND THE NOTES SHOWN HEREON WERE PREPARED BY ME OR UNDER MY PERSONAL DIRECTION AND ARE A TRUE & ACCURATE REPRESENTATION OF A FIELD SURVEY WHICH WAS COMPLETED ON 1/22/2015 TO THE BEST OF MY INFORMATION KNOWLEDGE AND BELIEF. THIS TOPOGRAPHIC SURVEY MEETS OR EXCEEDS THE MINIMUM STANDARDS FOR LAND SURVEYING IN NEW MEXICO.

DEAN L. SHRAIDER NEW MEXICO PROFESSIONAL SURVEYOR NO. 12451



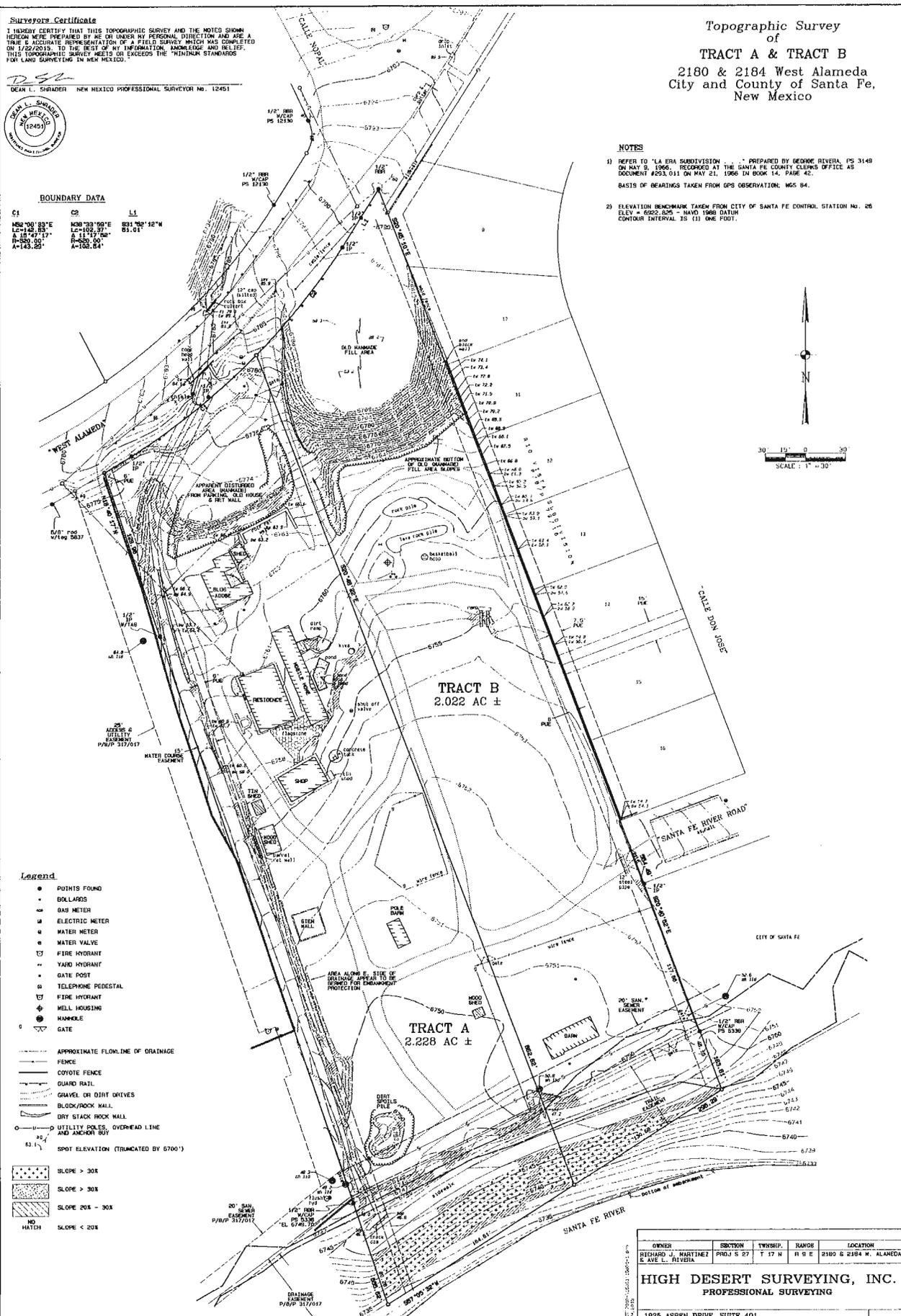
BOUNDARY DATA

C1	C2	L1
N52°00'33"E	N38°33'59"E	831.90' ± 12" M
L=143.85'	L=102.97'	B1.01'
A=157°47'17"	B=11°19'00"	
INSIDE 90°	A=102.84'	

Topographic Survey of TRACT A & TRACT B
2180 & 2184 West Alameda
City and County of Santa Fe,
New Mexico

NOTES

- REFER TO "LA ERA SUBDIVISION" PREPARED BY GEORGE RIVERA, PS 3149 ON MAY 3, 1965 RECORDED AT THE SANTA FE COUNTY CLERKS OFFICE AS DOCUMENT #253.011 ON MAY 21, 1966 IN BOOK 14, PAGE 42. BASIS OF BEARINGS TAKEN FROM GPS OBSERVATION; MGS 84.
- ELEVATION BENCHMARK TAKEN FROM CITY OF SANTA FE CONTROL STATION NO. 26 ELEV = 8252.825 - NAVD 1983 DATUM CONTOUR INTERVAL IS (1) ONE FOOT.



THIS IS NOT A BOUNDARY SURVEY. APPARENT PROPERTY CORNERS ARE SHOWN FOR ORIENTATION ONLY. BOUNDARY DATA, EASEMENTS, DEVELOPABLE AREA, AND SETBACKS SHOWN (IF ANY) ARE SHOWN FOR ORIENTATION ONLY & ARE TAKEN FROM RECORDED DOCUMENTS AND THOSE DOCUMENTS NOTED HEREON.

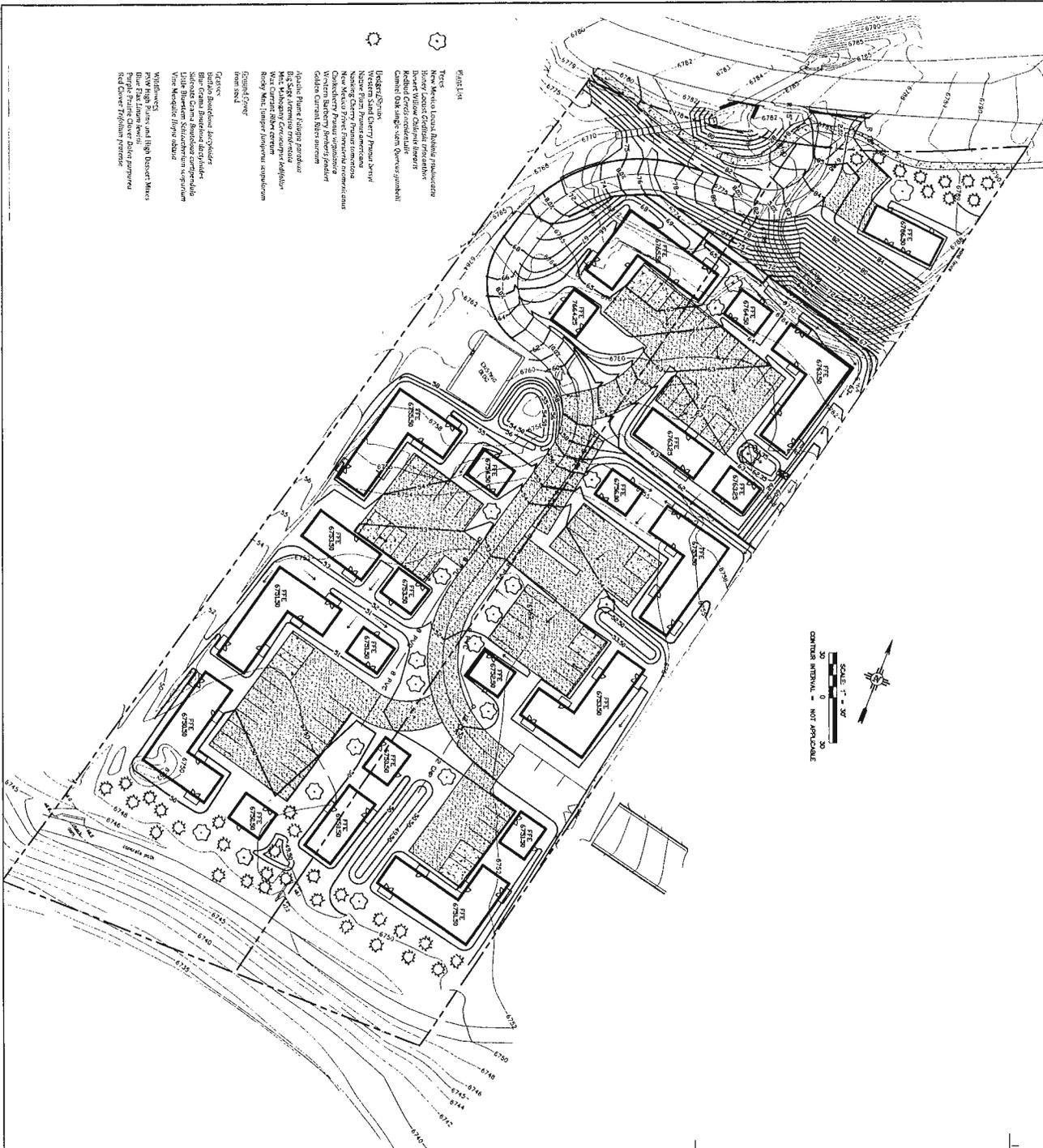
OWNER	SECTION	TOWNSHIP	RANGE	LOCATION
RICHARD J. MARTINEZ S. AVE. L. RIVERA	PROJ S 27	T 17 N	R 9 E	2180 & 2184 N. ALAMEDA

HIGH DESERT SURVEYING, INC.
PROFESSIONAL SURVEYING

1925 ASPEN DRIVE, SUITE 401
SANTA FE, NM, 87505
PHONE: (505) 438-8094
FAX: (505) 424-1709

S3

PROJECT No. 15601



- Plant List**
- Tree
 - ✓ Mature Redwood
 - ✓ Mature Sycamore
 - ✓ Mature Willow
 - ✓ Mature Olive
 - ✓ Mature Cypress
 - ✓ Mature Palm
 - ✓ Mature Juniper
 - ✓ Mature Cedar
 - ✓ Mature Fir
 - ✓ Mature Spruce
 - ✓ Mature Pine
 - ✓ Mature Oak
 - ✓ Mature Maple
 - ✓ Mature Elm
 - ✓ Mature Ash
 - ✓ Mature Birch
 - ✓ Mature Alder
 - ✓ Mature Poplar
 - ✓ Mature Willow
 - ✓ Mature Olive
 - ✓ Mature Cypress
 - ✓ Mature Palm
 - ✓ Mature Juniper
 - ✓ Mature Cedar
 - ✓ Mature Fir
 - ✓ Mature Spruce
 - ✓ Mature Pine
 - ✓ Mature Oak
 - ✓ Mature Maple
 - ✓ Mature Elm
 - ✓ Mature Ash
 - ✓ Mature Birch
 - ✓ Mature Alder
 - ✓ Mature Poplar
 - Shrub
 - ✓ Mature Redwood
 - ✓ Mature Sycamore
 - ✓ Mature Willow
 - ✓ Mature Olive
 - ✓ Mature Cypress
 - ✓ Mature Palm
 - ✓ Mature Juniper
 - ✓ Mature Cedar
 - ✓ Mature Fir
 - ✓ Mature Spruce
 - ✓ Mature Pine
 - ✓ Mature Oak
 - ✓ Mature Maple
 - ✓ Mature Elm
 - ✓ Mature Ash
 - ✓ Mature Birch
 - ✓ Mature Alder
 - ✓ Mature Poplar
 - Grass
 - ✓ Mature Redwood
 - ✓ Mature Sycamore
 - ✓ Mature Willow
 - ✓ Mature Olive
 - ✓ Mature Cypress
 - ✓ Mature Palm
 - ✓ Mature Juniper
 - ✓ Mature Cedar
 - ✓ Mature Fir
 - ✓ Mature Spruce
 - ✓ Mature Pine
 - ✓ Mature Oak
 - ✓ Mature Maple
 - ✓ Mature Elm
 - ✓ Mature Ash
 - ✓ Mature Birch
 - ✓ Mature Alder
 - ✓ Mature Poplar



IRRIGATION NOTES:

Irrigation shall be a complete underground system with Trees to receive (5) 1.0 GPH Drip Emitters and Shrubs to receive (2) 1.0 GPH Drip Emitters. Drip and Rubber systems to be tied to 1/2" poly pipe with flush caps at each end.

Run time per each drip valve will be approximately 15 minutes per day, to be adjusted according to the season.

Point of connection for irrigation system is unknown at current time and will be coordinated in the field.

Irrigation will be operated by automatic controller. Location of controller to be field determined and power source for controller to be provided by others.

Irrigation maintenance shall be the responsibility of the Property Owner.

LANDSCAPE NOTES:

Landscaping maintenance shall be the responsibility of the Property Owner.

It is the intent of this plan to comply with Landscaping and Water Waste Ordinance planting restriction approach.

Approval of this plan does not constitute approval of any other provisions of the Water Conservation, Landscaping and Water Waste Ordinance. Water management is the sole responsibility of the Property Owner.

San Joaquin River Water Filter Fabric shall be placed in all landscape areas which are not designated to receive native seed.

CITY REVIEW DEPARTMENT SIGN-OFF DATE WATER PW ENGINEERING TRAFFIC FIRE DEPARTMENT SOLID WASTE LANDSCAPE TRAILS/OPEN SPACE SUBDIVISION REVIEW		PROJECT: RIVER TRAIL LOFTS AT WEST ALAMEDA SHEET TITLE: LANDSCAPE PLAN	No. REVISION BY APP. DATE PROJECT: DESIGNED BY: DATE: 4/27/16 CHECKED BY: SCALE: AS NOTED	Civil Engineering • Water Resources • Traffic Engineering W • E Walker Engineering 906 Camino Sierra Vista, • Santa Fe, NM 87506 505-820-7990 FAX 505-820-8659 E-Mail: civil@walkerengineering.net
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RIVER TRAIL LOFTS

AT WEST ALAMEDA

DEVELOPMENT PLAN AND REZONING

VICINITY MAP



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LANDSCAPE PLAN.....	L-1
NMDOT DETAILS.....	PAD-01 TO PAD-03
CITY OF SANTA FE DETAILS.....	SF -1 TO SF-5



CONSULTANTS

ENGINEER
Walker Engineering
 900 Camino Sierra Vista Santa Fe, NM 87505
 505-825-7980 mawry@walkering.com Fax: 505-825-3329

ARCHITECT
Christopher Purvis Architects
 220 W. Henry St. Santa Fe, NM 87501
 505-825-9441 cpurvis@cpa-ia.com

SURVEYOR
High Desert Surveying Inc.
 1225 Archon Dr. Santa Fe, NM 87502
 505-426-2004

RIVER TRAIL LOFTS AT WEST ALAMEDA

04/27/15

SHEET No.

C

Lot Consolidation Plat
of
RIVER TRAIL LOFTS
TRACT

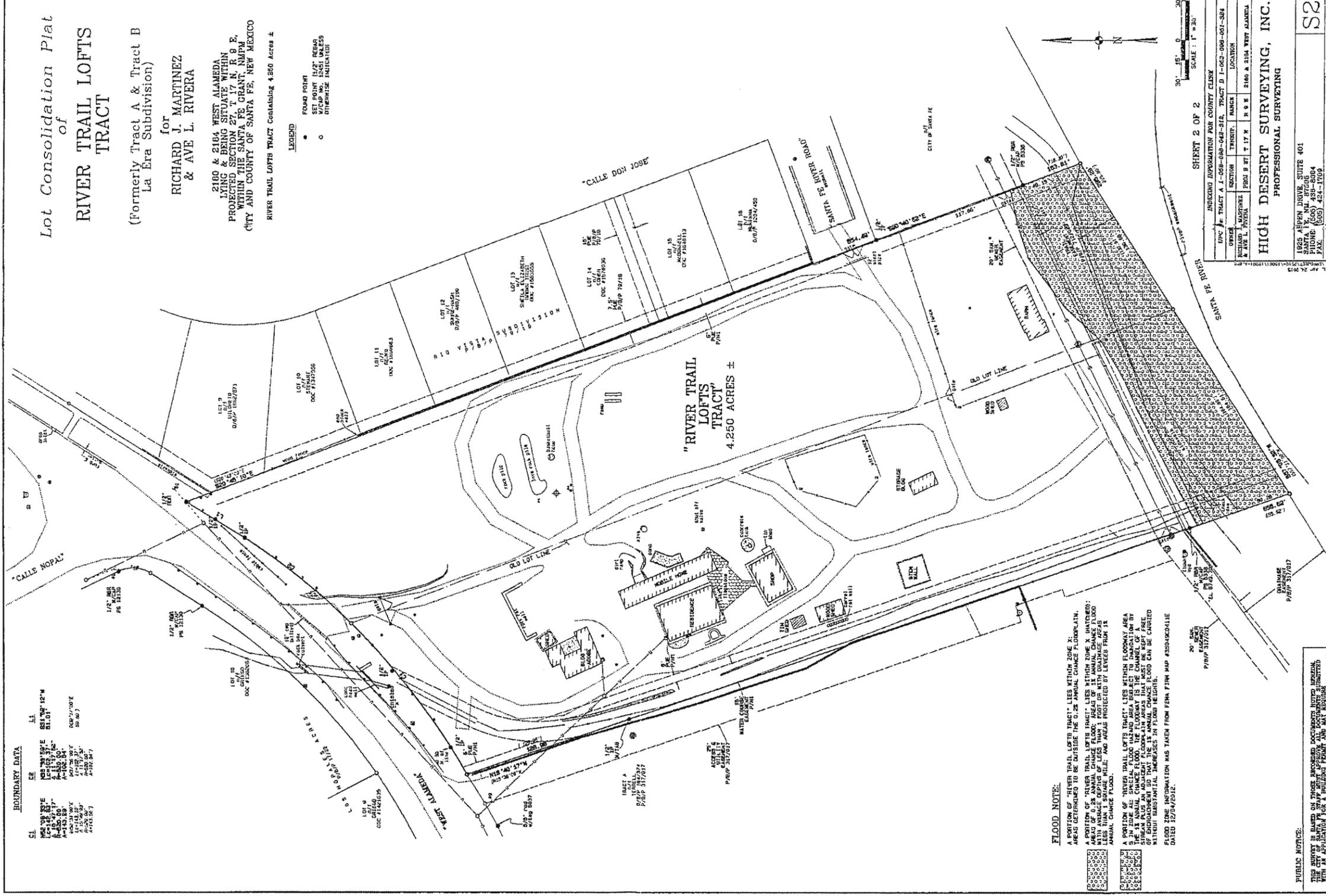
(Formerly Tract A & Tract B
La Era Subdivision)

for
RICHARD J. MARTINEZ
& AVE L. RIVERA

2180 & 2184 WEST ALAMEDA
LYING & BEING SITUATE WITHIN
PROJECTED SECTION 27, T. 17 N. R. 8 E,
WITHIN THE SANTA FE GRANT, NMPM
CITY AND COUNTY OF SANTA FE, NEW MEXICO

RIVER TRAIL LOFTS TRACT Containing 4.250 Acres ±

LEGEND
● FOUND POINT
○ FOUND POINT NOT RECORDED
○ FOUND POINT LINES, UNLESS
OTHERWISE INDICATED



BOUNDARY DATA

SE	EA	LA
106° 08' 30" E 157.57' ± A=103.58'	88° 50' 12" W 81.01' A=117.74'	068° 17' 00" E 50.00' A=103.58'
106° 08' 30" E 157.57' ± A=103.58'	88° 50' 12" W 81.01' A=117.74'	068° 17' 00" E 50.00' A=103.58'

FLOOD NOTE:
A PORTION OF "RIVER TRAIL LOFTS TRACT" LIES WITHIN FLOOD ZONE X.
AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
A PORTION OF "RIVER TRAIL LOFTS TRACT" LIES WITHIN FLOOD ZONE X (HATCHED).
AREAS DETERMINED TO BE WITHIN THE 0.2% ANNUAL CHANCE FLOODPLAIN.
AREAS WITHIN FLOOD ZONE X (HATCHED) ARE NOT TO BE CONSIDERED AS
BEING PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.
A PORTION OF "RIVER TRAIL LOFTS TRACT" LIES WITHIN FLOODWAY AREA
WHICH IS AN ADJACENT FLOODWAY TO THE FLOODWAY TO THE CHANNEL OF
SANTA FE RIVER. FLOODWAY AREAS ARE NOT TO BE CONSIDERED AS
BEING PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.
FLOOD ZONE INFORMATION WAS TAKEN FROM FEMA FIRM MAP #200400010E
DATED 12/04/2012.

PUBLIC NOTICE:
THIS SURVEY IS BASED ON THOSE RECORDS DOCUMENTS NOTED HEREON.
WITH AN ASSUMPTION OF A BUILDING PERMIT AND ALL NECESSARY
SUBMITTAL OF ADDITIONAL DOCUMENTATION TO PUBLIC TRAIL, LOT 09 RECORD.

SHEET 2 OF 2
SCALE: 1" = 30'

OWNER	RICHARD J. MARTINEZ & AVE L. RIVERA
SECTION	27
TOWNSHIP	17 N
RANGE	8 E
LOCATION	2180 & 2184 WEST ALAMEDA

INDEXING INFORMATION FOR COUNTY CLERK
TRACT A I-058-088-048-212, TRACT B I-052-088-051-304

HIGH DESERT SURVEYING, INC.
PROFESSIONAL SURVEYING

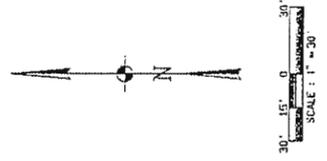
1924 ASPEN DRIVE, SUITE 401
SANTA FE, NM 87508
PHONE: (505) 458-8004
FAX: (505) 424-1700

DATE: 12/04/2012
PROJECT NO.: 100011-1

S2

Topographic Survey
of
TRACT A & TRACT B
2180 & 2184 West Alameda
City and County of Santa Fe,
New Mexico

NOTES
1) REFER TO "LA ERIA SUBDIVISION 1, 2, 3" PREPARED BY GEORGE RIVERA, PS 3149
RECORD BOOK 100, PAGE 21. THE SURVEY WAS CONDUCTED IN THE FIELD BY
EXAMINER 4232, 011 ON MAY 2, 1986, IN THE CITY OF SANTA FE, NEW MEXICO.
BASIS OF READINGS TAKEN FROM UPS OBSERVATION, NOS 84.
2) ELEVATION MEASUREMENTS WERE TAKEN FROM CITY OF SANTA FE CONTROL STATION NO. 195
BY THE SURVEYOR, WITH A CONTOUR INTERVAL OF 10 FEET.

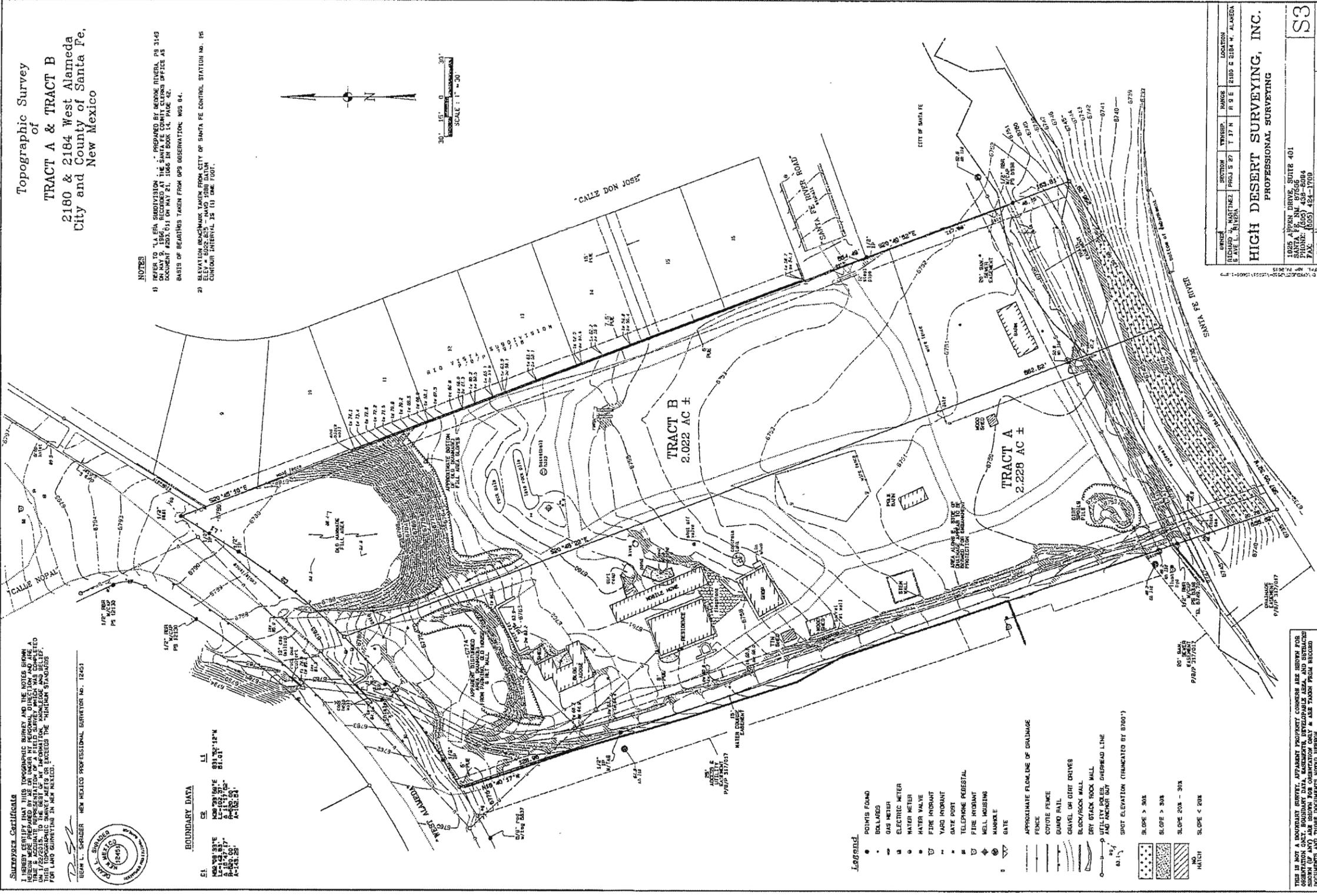


SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT THIS TOPOGRAPHIC SURVEY AND THE NOTES THEREON
WAS MADE BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT
I AM A LICENSED PROFESSIONAL SURVEYOR IN THE STATE OF NEW MEXICO.
I HAVE TO THE BEST OF MY INFORMATION, KNOWLEDGE AND BELIEF
COMPLIED WITH ALL THE REQUIREMENTS OF THE STATUTES AND RULES
FOR LAND SURVEYING IN NEW MEXICO.

DEAN L. SHRODER NEW MEXICO PROFESSIONAL SURVEYOR NO. 12451



BOUNDARY DATA
S1: N89°20'58"E 891.70±12'N
L1: N10°14'37"W 101.00±0.1'
S2: N45°00'00"W 450.00±0.1'
L2: N45°00'00"W 450.00±0.1'



- Legend**
- POINTS FOUND
 - BELLAIR
 - GAS METER
 - ELECTRIC METER
 - WATER METER
 - WATER VALVE
 - FIRE HYDRANT
 - YARD HYDRANT
 - GATE POST
 - TELEPHONE PEDESTAL
 - FIRE HYDRANT
 - WELL HOUSING
 - MANHOLE
 - GATE
 - APPROXIMATE FLOW LINE OF DRAINAGE
 - FENCE
 - COTTON FENCE
 - GUARD RAIL
 - GRAVEL OR DIRT DRIVES
 - BLOCK/ROCK WALL
 - DRY STACK ROCK WALL
 - UTILITY POLES, OVERHEAD LINE AND ANCHOR GUY
 - SPOT ELEVATION (TRIMMED BY 8700')
 - ▨ SLOPE > 50%
 - ▨ SLOPE > 30%
 - ▨ SLOPE 20% - 30%
 - ▨ SLOPE < 20%
 - NO HATCH

THIS IS NOT A BOUNDARY SURVEY. APPARENT PROPERTY CORNERS ARE SHOWN FOR ORIENTATION ONLY. BOUNDARY DATA, ELEVATIONS, DEVELOPABLE AREA, AND DISTANCES ARE SHOWN AS TAKEN FROM RECORD DOCUMENTS AND THOSE DOCUMENTS NOTED THEREON.

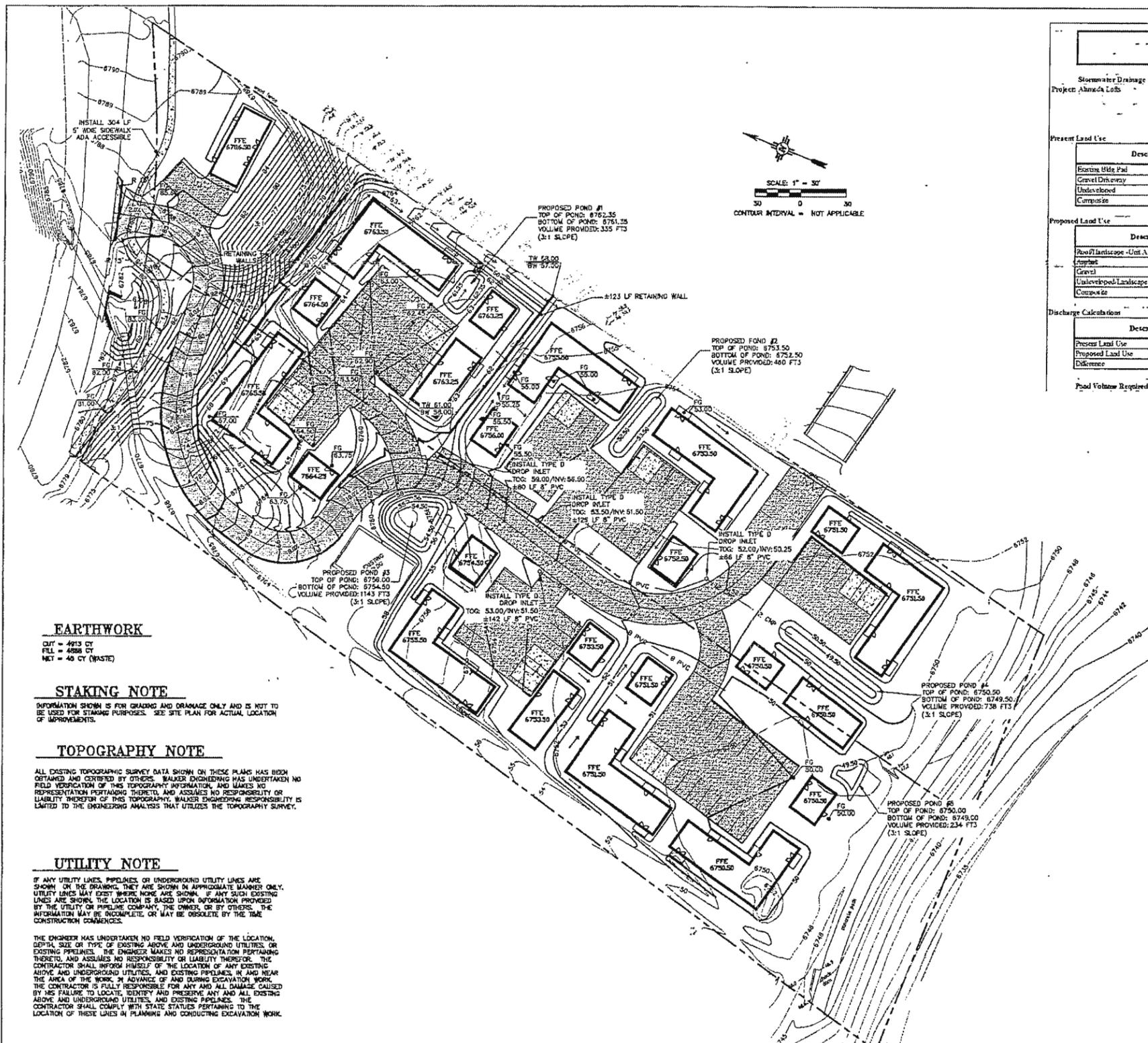
OWNER	SECTION	TOWNSHIP	RANGE	LOCATION
RICHARD W. MARTINEZ	PROJ 5 27	T 17 N	R 9 E	2180 & 2184 W. ALAMEDA
BY SAUL L. NITEN				

HIGH DESERT SURVEYING, INC.
PROFESSIONAL SURVEYING

1025 ALPHEA DRIVE, SUITE 401
SANTA FE, NM 87506
PHONE (505) 439-5084
FAX (505) 439-1118
E-MAIL: HD@HDSURV.COM

DATE PLOTTED: 2000 TRACT A & TRACT B

PROJECT NO. 15091

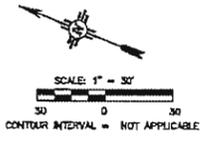


EARTHWORK
 CUT = 4913 CY
 FILL = 4888 CY
 NET = 48 CY (WASTE)

STAKING NOTE
 INFORMATION SHOWN IS FOR GRADING AND DRAINAGE ONLY AND IS NOT TO BE USED FOR STAKING PURPOSES. SEE SITE PLAN FOR ACTUAL LOCATION OF IMPROVEMENTS.

TOPOGRAPHY NOTE
 ALL EXISTING TOPOGRAPHIC SURVEY DATA SHOWN ON THESE PLANS HAS BEEN OBTAINED AND CERTIFIED BY OTHERS. WALKER ENGINEERING HAS UNDERTAKEN NO FIELD VERIFICATION OF THIS TOPOGRAPHY INFORMATION, AND MAKES NO REPRESENTATION PERTAINING THERETO, AND ASSUMES NO RESPONSIBILITY OR LIABILITY THEREFOR OF THIS TOPOGRAPHY. WALKER ENGINEERING RESPONSIBILITY IS LIMITED TO THE ENGINEERING ANALYSIS THAT UTILIZES THE TOPOGRAPHY SURVEY.

UTILITY NOTE
 IF ANY UTILITY LINES, PIPELINES, OR UNDERGROUND UTILITY LINES ARE SHOWN ON THE DRAWING, THEY ARE SHOWN IN APPROXIMATE MANNER ONLY. UTILITY LINES MAY EXIST WHERE NONE ARE SHOWN. IF ANY SUCH EXISTING LINES ARE SHOWN, THE LOCATION IS BASED UPON INFORMATION PROVIDED BY THE UTILITY OR PIPELINE COMPANY, THE OWNER, OR BY OTHERS. THE INFORMATION MAY BE INCOMPLETE, OR MAY BE OBSOLETE, BY THE TIME CONSTRUCTION COMMENCES.
 THE ENGINEER HAS UNDERTAKEN NO FIELD VERIFICATION OF THE LOCATION, DEPTH, SIZE OR TYPE OF EXISTING ABOVE AND UNDERGROUND UTILITIES, OR EXISTING PIPELINES. THE ENGINEER MAKES NO REPRESENTATION PERTAINING THERETO, AND ASSUMES NO RESPONSIBILITY OR LIABILITY THEREFOR. THE CONTRACTOR SHALL INFORM HIMSELF OF THE LOCATION OF ANY EXISTING ABOVE AND UNDERGROUND UTILITIES, AND EXISTING PIPELINES, IN AND 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 HIS FAILURE TO LOCATE, IDENTIFY AND PRESERVE ANY AND ALL EXISTING ABOVE AND UNDERGROUND UTILITIES, AND EXISTING PIPELINES. THE CONTRACTOR SHALL COMPLY WITH STATE STATUTES PERTAINING TO THE LOCATION OF THESE LINES IN PLANNING AND CONDUCTING EXCAVATION WORK.



Walker Engineering
 905 Camino Sierra Vista
 Santa Fe, NM 87501

Stormwater Drainage Calculations
 Project: Alameda Lofts
 Project No: 13-102
 Date: 4/17/2015

Developable Area: 4.06 Acres
 176795.00 Sq Ft

Present Land Use

Description	Area (SF)	Area (Ac)	C	C*A
Existing Utility Pad	5502.00	0.13	0.95	0.120
Gravel Driveway	23356.00	0.53	0.7	0.302
Undeveloped	148717.00	3.41	0.55	1.878
Composite	176795.00	0.13	0.58	2.360

Proposed Land Use

Description	Area (SF)	Area (Ac)	C	C*A
Professional/Office - Unit A	27830.00	0.64	0.95	0.61
Asphalt	22320.00	0.51	0.95	0.48
Gravel	24398.00	0.56	0.70	0.39
Undeveloped/Landscape	107335.00	2.46	0.55	1.36
Composite	176795.00	4.06	0.66	2.67

Discharge Calculations

Description	C*A	Rainfall (in/hr)	Discharge (cfs)
Present Land Use	2.36	7.3	17.23
Proposed Land Use	2.67	7.3	19.51
Difference	0.11	0.00	2.28

Pond Volume Required: 2715 ft³

LEGEND

	EXISTING CONTOURS
	DESIGN CONTOURS
	SITE BOUNDARY
	PROPOSED SPOT ELEVATION
	FG — FIELD GRADE
	BW — BOTTOM OF WALL = FG
	TW — TOP OF WALL
	RRP — RIP RAP MAT
	WATER FLOW DIRECTION
	FTE — FINISHED PAD
	GRAVEL
	CONCRETE
	RETAINING WALL

RECORD DRAWINGS
 THIS RECORD DOCUMENT HAS BEEN PREPARED BASED ON THE BEST AVAILABLE INFORMATION AS PROVIDED BY OTHERS. WALKER ENGINEERING CERTIFIES THAT THE INFORMATION SHOWN IS A REASONABLE DOCUMENTATION OF THE FINAL CONSTRUCTION.
 MOREY E. WALKER, P.E. 12/05 DATE

Walker Engineering
 905 Camino Sierra Vista
 Santa Fe, NM 87501
 505-880-7890
 FAX 505-880-9090
 E-MAIL: civil@walkereng.com

City Review Sign-Off

DEPARTMENT	DATE	DATE
WATER		
SEWER		
TRAFFIC		
FIRE DEPARTMENT		
SOLID WASTE		
TRAILS/OPEN SPACE		
SUBDIVISION REVIEW		

PROJECT: RIVER TRAIL LOFTS AT WEST ALAMEDA
 SHEET TITLE: GRADING AND DRAINAGE PLAN
 PROJECT: 13-102
 DESIGNER BY: P.L.B.
 FILE: JON ORLAND DRAWN BY: M.A.V.
 DATE: 4/24/15
 CHECKED BY: M.A.V.
 SCALE: AS NOTED

C1

