



Agenda

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**PUBLIC WORKS/CIP & LAND USE COMMITTEE
MEETING
CITY COUNCIL CHAMBERS
MONDAY, MARCH 23, 2009
5:15 P.M.**

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF AGENDA
4. APPROVAL OF CONSENT AGENDA
5. APPROVAL OF MINUTES FROM MARCH 9, 2009 PUBLIC WORKS COMMITTEE MEETINGS

PUBLIC HEARINGS

6. REQUEST FOR APPROVAL OF THE NORTHWEST QUADRANT TRAFFIC PLAN (**KATHY MCCORMICK**)
7. DISCUSSION ON THE SIX MONTH REVIEW ON THE RAILYARD PARKING PROGRAMS
 - REQUEST FOR APPROVAL FOR A CHANGE IN RATES ON SATURDAY AND SUNDAY AT THE RAILYARD (**BILL HON**)
8. OVERVIEW OF PLAZA IMPROVEMENTS (**ROBERT ROMERO**)

CONSENT AGENDA

9. REQUEST TO APPROVE CONTRACT BETWEEN THE CITY OF SANTA FE AND THE SANTA FE PUBLIC SCHOOLS FOR ADMINISTERING THE PROGRAM AND REIMBURSING COSTS. THIS CONTRACT IS FOR FY 2009-2010 (**MIKE LANDAVAZO**)
10. REQUEST FOR APPROVAL OF 2006 NEW MEXICO LEGISLATIVE GENERAL FUND PROJECT GRANT AGREEMENT AMENDMENT NO. 2 – REDUCTION OF THE ORIGINAL \$3,500,000 APPROPRIATION TO \$500,000 (**DAVID CHAPMAN**)
11. REQUEST FOR APPROVAL OF CITY OF SANTA FE RAILYARD COMMUNITY CORPORATION LEASE AND MANAGEMENT AGREEMENT AMENDMENT NO. 7 (**ROBERT SIQUEIROS**)

12. CIP PROJECT #879A – SILER ROAD EXTENSION PROJECT

- REQUEST FOR APPROVAL OF BID NO. 09/24/B AND APPROVAL OF THE CONSTRUCTION AGREEMENT WITH A.S. HORNER, INC. FOR BID OPTION 1 IN THE AMOUNT OF \$3,970,487.90 PLUS \$315,157.48 NMGR FOR A TOTAL AMOUNT OF \$4,285,645.38
- REQUEST FOR APPROVAL OF AMENDMENT NO. 2 TO THE MEMORANDUM OF AGREEMENT (MOA) BETWEEN THE COUNTY OF SANTA FE AND CITY OF SANTA FE FOR ADDITIONAL FUNDS FOR CONSTRUCTION FROM COUNTY GROSS RECEIPTS TAX CAPITAL OUTLAY FOR JOINT REGIONAL PROJECTS (JOINT CITY/COUNTY ¼% GRT) **(DESIRAE LUJAN)**

13. REQUEST FOR APPROVAL OF A RESOLUTION ACCEPTING THE DONATION OF A SMALL STATUE OF DON DIEGO DE VARGAS FROM CABALLEROS DE VARGAS TO BE PLACED IN FRONT OF THE DE VARGAS ROOM IN THE SANTA FE COMMUNITY CONVENTION CENTER **(COUNCILOR DOMINGUEZ AND TRUJILLO) (DEBRA GARCIA Y GRIEGO)**

DISCUSSION

14. CIP PROJECT #408C – FRANKLIN E. MILES PARK RENOVATION

- REQUEST FOR APPROVAL TO AWARD BID #09/23/B AND AGREEMENT BETWEEN OWNER AND CONTRACTOR (ABOC) TO LEE LANDSCAPES, INC. IN THE AMOUNT OF \$1,333,331.17 (NEGOTIATED) FOR RENOVATIONS TO FRANKLIN E. MILES PARKS **(BEN GURULE)**

15. REQUEST FOR APPROVAL OF AN ORDINANCE AMENDING SECTION 14-8.10 SFCC 1987 PERMITTING OFF SITE TEMPORARY SIGNS FOR HOLIDAY TREE VENDORS **(COUNCILOR ORTIZ) (JACK HIATT)**

16. MATTERS FROM STAFF

17. MATTERS FROM THE COMMITTEE

18. NEXT MEETING: APRIL 6, 2009

19. ADJOURN

SUMMARY INDEX

PUBLIC WORK, CIP & LAND USE COMMITTEE

March 23, 2009

ITEM	ACTION TAKEN	PAGE(S)
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4. APPROVAL OF CONSENT AGENDA	Approved as published	2
5. APPROVAL OF MINUTES - March 9, 2009	Approved as submitted	2
PUBLIC HEARINGS		
6. NWQ Traffic Plan	Postponed with direction	2-10
7. Railyard Parking Programs	Approved	10-14
8. Plaza Improvement Overview	Referred to HDRB	14-18
CONSENT AGENDA LISTING	Listed	18-19
DISCUSSION AGENDA		
14. Franklin E. Miles Park Renovation	Approved	19
15. Signs for Holiday Tree Vendors	Denied	19
16. Matters from Staff	None	19
17. Matters from the Committee	None	19
18. Next Meeting	Set for April 6, 2009	20
19. Adjournment	Adjourned at 9:00 p.m.	20

MINUTES OF THE
CITY OF SANTA FE
PUBLIC WORKS/CIP & LAND USE COMMITTEE

MONDAY, MARCH 23, 2009

1. CALL TO ORDER

A regular meeting of the Public Works/CIP & Land Use Committee was called to order on the above date by Chair Patti Bushee at approximately 5:15 p.m. in City Council Chambers, City Hall, 200 Lincoln, Santa Fe, New Mexico

2. ROLL CALL

Roll Call indicated the presence of a quorum as follows:

MEMBER PRESENT:

Councilor Patti Bushee, Chair
Councilor Christopher Calvert
Councilor Miguel Chávez [arriving later]
Councilor Rosemary Romero
Councilor Ronald S. Trujillo

MEMBERS ABSENT:

OTHER COUNCILORS PRESENT:

Councilor Carmichael Dominguez

OTHERS PRESENT:

Mr. Robert Romero, Public Works Director
Ms. Bobbi Mossman, Public Works Staff

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

3. APPROVAL OF AGENDA

Councilor Calvert moved to approve the Agenda as published. Councilor Romero seconded the motion and it passed by unanimous voice vote.

4. APPROVAL OF CONSENT AGENDA

Councilor Calvert moved to approve the Consent Agenda as presented. Councilor Trujillo seconded the motion and it passed by unanimous voice vote.

5. APPROVAL OF MINUTES FROM MARCH 9, 2009, PUBLIC WORKS COMMITTEE MEETING

Councilor Romero moved to approve the minutes of March 9, 2009 as presented. Councilor Calvert seconded the motion and it passed by unanimous voice vote.

PUBLIC HEARINGS

6. REQUEST FOR APPROVAL OF THE NORTHWEST QUADRANT TRAFFIC PLAN (KATHY MCCORMICK)

Ms. McCormick was not present. Chair Bushee asked if there was a staff member from that division. There was not and Chair Bushee asked Mr. Romero to speak to it. She asked if the City Manager was present to speak to it. Ms. Mossman distributed a memo from John Romero on the Traffic Plan [attached as Exhibit A].

Mr. Robert Romero said the memo gave a short synopsis of what had been studied with the costs of each option and the pros and cons of each option. The Public Works Department studied the two traffic analyses (TIAs).

Chair Bushee tried to reach the City Manager by phone.

Mr. John Romero came forward and explained that the original TIA looked at residential and five different access scenarios (A - E) and recommended three of them as viable options. He reviewed them. He said that improvements that would be needed at the interchange at Ridgetop Road including signalization would cost about \$700,000 and emergency access would have to be furnished at Camino las Montoyas and that Santa Fe Estates was set to contribute most of the costs for signalization at Ridgetop Road.

He cautioned that the NMDOT might not allow any further signalization along Hwy 599. One of the other options would require signalization at Camino las Montoyas and the total cost of that option could be \$15-20 million.

He said the cost of roundabouts was about \$150,000 and the cost of a signal at Las Crucitas would be about \$200,000. He explained the necessary other construction that would be needed in each scenario. (Listed in the memo).

Mr. John Romero said with commercial added in, it would require reconstruction of the interchange to widen ramps and a widening of the bridge to accommodate additional lanes at an estimated cost of \$10-15 million. With partial access, an interchange would be required at Camino las Montoyas at an additional \$10-15 million.

Chair Bushee asked if the Committee could get copies of the TIAs.

Mr. John Romero - we normally don't. We tried to keep this as short as possible because with the development, it significantly increases. With the commercial it would significantly increase the required improvements. The traffic on Crucitas between Alamo and Rio Vista with full access without commercial development was 5,040 cars per day and with the commercial development it would be 5,850 cars per day. This development would raise traffic counts at Rio Vista and Crucitas from 5,680 cars per day to 8,150 per day. It would increase traffic on Alamo from 3,310 to 3,590 cars per day.

Mr. Romero Robert Romero said the rest of the report dealt with the pros and cons of each scenario.

Councilor Chávez arrived at this time.

Councilor Calvert asked if the report indicated the signal would not be needed right away.

Mr. John Romero agreed and explained they used 2030 as an arbitrary year of full build out.

Councilor Calvert asked in what year that would be required.

Mr. John Romero said the TIA did look at implementation and estimated it would have to be built in 2013. In that year, the background traffic would have increased about 3%.

Mr. Robert Romero said it would depend on how quickly the build out occurred. As each development came in, the TIA would be revised. The TIA did not determine what volume would trigger the requirement for a signal or for the signal to become an interchange.

Ms. McCormick arrived at this time.

Councilor Chávez noted that there was no information for this item in the packet. The agenda indicated the request for approval of the NWQ Traffic Plan and he would expect to have seen that plan included in the packet prior to the meeting. He asked how he was to vote on a plan he had not seen.

Chair Bushee said it was handed out at the beginning of the meeting.

Councilor Chávez asked that the information be provided ahead of the meeting.

Ms. McCormick said she thought they needed a little history for context. She asked Ms. Claudia Horne (Design Workshop Consultant) to hand out the History of Public Works Committee Recommendations to NWQ Design Team [attached as Exhibit B].

Ms. McCormick said the TIA started in 2007 and some was previous to 2007 from Santa Fe Engineering. The initial work just looked at residential. If this only had residential with access from Ridgetop in both directions into and out of the project. She apologized for not having a map.

At the request of Public Works Committee, they added four other intersections to the study in May 2008. In July 2008 they were asked to look at adding commercial through it. They did a model based on 125,000 sq. ft. of commercial space being developed and another 90,000 sq. ft. of neighborhood or commercial space. They looked at that as a worst case analysis.

The second part of their work involved asking Jim Charlier from Boulder who had worked on the TOD study for long term planning (for the Rail Runner TOD stops) to review the plan and make suggestions on how they might mitigate some on-site traffic. They also compared this with other similar projects and worked on ideas for mitigating traffic in surrounding area. He made good suggestions about how to make sure the plan was consistent with the goals of the Sustainable Santa Fe Plan and alternative modes, e.g. pedestrian.

They decided to reduce the commercial to 40,000 because the traffic impact was too great. Secondly, they proposed 758 residential units and for that number, 90,000 of commercial would be overkill. Their formula was to take thirty percent of the residential units at 2,400 square feet as the maximum that would ever be used as commercial. She said that was consistent with the Lofts at Marquez Place and with Second Street. She clarified later that the formula was not based on total residential units but upon the 172 Live/Work units that would be developed in the NWQ. She envisioned artist studios or massage therapists, and other uses that would be low impact for traffic generation.

She added that the Public Works Committee had asked them to remove the Calle Mejia from the site map and it had been done.

She went next to the road network options [attached as Exhibit C] and said the Committee asked staff to also remove an area called the red funnel that would have had a parking garage for park and ride.

Councilor Chávez asked for clarification among scenarios B and C and options 1, 2 and 3.

There was quite a bit of confusion in the discussion about the difference among them.

Ms. McCormick explained that the options for 1, 2 and 3 concerned traffic patterns at Las Montoyas. Option 1 was what happens if you turn right onto Montoya - so no traffic all the way from 599 to Crucitas. And then a right only to 599. They spent lots of time trying to decide if it was possible to allow a left turn but not a right turn. She apologized that it came upon them suddenly and they did not have time to draw it out. Their conclusion was that it was possible but would require a fly over bridge.

Mr. Romero said he understood if you are coming north from Crucitas to eliminate a right into the development from Montoyas. To allow a left in only would require either a special lane with a gate. It is not a common practice and would require a grade separated intersection. It would be the only way to do it. He said that was not analyzed in the traffic study.

Ms. McCormick added that there was no assurance someone wouldn't make a u-turn and come right back down.

Councilor Calvert said none of these options presumed people would continue up Crucitas to 599. So the notion of a fly over at one million dollars would not be needed and an at-grade solution was possible. They were just trying to restrict traffic on that one road out of NWQ. Option 1 was trying to accommodate people living up on Montoyas. He suggested they did not need to have that intersection be a four-way intersection. The road in could have any number of restrictions to allow only emergency access and public transit access. It could be done by gate or by bollards and forbid exit with spikes.

Councilor Chávez didn't think they needed a fly over but had to invest something in time and capital resources on the road network. He felt restricting in one place would push it someplace else. Not asking for grade separated was asking for trouble. He didn't think they could do more at-grade intersections.

Councilor Dominguez asked when the decision to have scenarios B and C and to remove the red funnel happened.

Ms. McCormick said direction was given to the Public Works Committee and all they were doing was putting it into the master plan and was slated to be heard by the Planning Commission on April 2 so all of the recommendations from Public Works Committee would be included in their presentation to the Planning Commission including the road network options.

Councilor Dominguez asked her what she understood the direction from the Committee to be and when it was requested.

Ms. McCormick said she reviewed a series of minutes because one of them led into another. Their direction was to look at Option D to find a way to minimize traffic moving up and down Casa Solana. And the Design Team also looked at option E.

Councilor Calvert asked if they were anticipating something to justify a grade separated intersection.

Mr. John Romero said projections were based on the MPO's traffic model. He agreed that if traffic was not allowed up Casa Solana it would tend to reduce traffic impacts at Montoyas and 599 and could cause changes to the recommendations.

Mr. Robert Romero, in response to Chair Bushee, restated the options. He clarified that the City had an agreement with Santa Fe Estates, based on the development they submitted, to share the expenses for signalizing that intersection. But if it turned out to be \$20 million he didn't think the city could go back and ask Santa Fe Estates to pay a portion of that and he didn't see any other developments in the area that could contribute that amount. He added that the NMDOT could come back and say it had to be done.

Ms. McCormick reiterated that in addition to reducing commercial space, the other factor was to restrict uses. They had been overestimating the number of trips generated and could restrict uses to those that would not generate much traffic.

Chair Bushee asked when she would have a recommendation.

Ms. McCormick said it would probably be early next week. They were currently working with the Design Team on possible restrictions.

Chair Bushee asked if the restrictions would then be in private development rather than traffic restrictions. Ms. McCormick agreed.

Chair Bushee asked if staff had a recommendation for traffic for the Planning Commission.

Ms. McCormick said they would recommend Scenario D and the recommendations from Public Works and Planning Commission would go to the Governing Body. They would not have new traffic counts but knew it would be less. Grade separated was the only sure answer for restricting the traffic.

Mr. Robert Romero and Councilor Calvert discussed further the problem of design for prohibiting right in traffic.

Chair Bushee asked Mr. Romero what he would suggest to limit traffic in Casa Solana

Mr. Romero said he would recommend Option A.

Councilor Calvert said option A with emergency only access would satisfy it.

Councilor Chávez asked if all of these are improvements would fall into category of off-site improvements. Mr. Romero agreed.

Councilor Chávez asked if Option A would require a grade separated intersection.

Mr. Romero said only minimal improvements would be needed. Otherwise a grade separated intersection or a signal would be needed.

Councilor Trujillo asked for a response from Public Safety.

Chief Rivera said at they had been through his with Station 7. It would cause a serious delay. We would be 1500 feet away from some homes. Allowing emergency access would help them greatly. It was not ideal situation but something they could manage.

PUBLIC HEARING

Ms. Nicole Dijourney, 201 Alamo Drive, VP of Casa Solana Neighborhood Association and Chair of NWQ Committee. She had been working on this for over two years and this was the only Committee that had given them the time of day. She would be very grateful if the Committee would approve Option A with emergency access only. It would solve the problems for Casa Solana and everyone liked it a lot.

Mr. Alberto Garcia, Camino de las Montoyas, said without any information everyone was sort of lost. He said in the neighborhood, out of ten families, 5 had teenagers who were going to start driving soon and

they could not have them out driving on 599. He suggested the Committee look at plan A seriously as it would be much easier for them.

Mr. Pat Simons, 123 Alamo Drive, asked how many fire stations could be built for \$30 million to solve that whole problem. It could provide lots of low income people homes to live in. He felt spending that much on the two intersections would be misuse of public funds.

Mr. William Vigil 136 Crucitas believed the best option was Option A with access for emergency vehicles.

Mr. Michael Rodriguez 123 Solana Drive. A good developer would listen to the neighbors and respect their concerns. The neighborhood of Casa Solana made it clear they wanted no further traffic in it and wanted Crucitas as a cul de sac. Solana Drive was not intended as a through street. If the city could not find another access, it should not do the project. Convoluted intersections were not natural. He expected decision makers to be good developers and respect for old neighborhoods was best for all concerned.

Mr. Ben Vigil, Camino de las Montoyas, said he had a Nov 18 1998 new article which was the last time this road was closed and it cost \$23,000 to rebuild it.

Mr. Rick Martínez, 725 Mesilla Road said this old neighborhood should be respected. They needed more agreements with this neighborhood before moving on. He didn't think these people were prepared. The developer should be here as well as the Mayor, Councilor Ortiz and Councilor Wurzbarger, who were the main sponsors of this project, to listen to the neighborhood and their concerns.

Ms. Karleen Boggio-Montgomery, 1020 Placita Loma thanked the Committee for allowing them to speak. She felt they had gotten great cooperation from this meeting. She said they contacted everyone in Casa Solana and most were present. They wanted to protect their neighborhood from too much traffic coming through. She went along with Option A

Mr. Bill Friedman, 1209 Placita Loma said staff had made this whole thing so complex with all these options, even to the point of traffic circles and traffic signals on Rio Vista and Crucitas and Alamo. Protecting their neighborhood was number one and number two: KISS this project (keep it simple...).

Mr. Brian Harris, 224 Las Mañanitas, said he walked across the bridge at Crucitas and St. Francis almost every day and noticed trees growing out of that bridge. That was a pretty serious engineering concern and he had heard no engineers talk about existing needs Casa Solana had right now. Chinese elms growing out of a bridge would lead to future trouble. No one talked about how it would be replaced. Rather, they talked about 100,000 traffic lights and 30 million dollar overpasses. It would need to be replaced soon so it was important to step back a little bit. He was not sure Option A with emergency only would address the concerns of the families at las Montoyas. He asked the Committee to postpone this proposal until they could make sure what Option A with emergency only access meant and whether it addressed all of these concerns and get more information and then make an informed, sound decision.

Mr. Ronald Miller, 813 Calle David, (Santa Fe Estates 2), said he would oppose Option A as would others in his neighborhood. To concentrate traffic onto Ridgetop Road would be a mistake because it was

already a bottleneck at 599. Widening the bridge would still be a bottleneck so he opposed it.

Ms. Cecilia Keogh, 120 Serena Road said she thought Option A was fabulous. She said she drove Ridgetop Road and 599 north and south to check mileage and minutes to see what would happen for the people coming out of NWQ. Ridgetop Road from the Unity Church and las Montoyas was one mile to the Ridge Top Road exit and then was exactly 2 miles and 3 minutes to Albertsons. So it was less than four minutes for everyone entering and exiting NWQ to be at DeVargas Mall and no one would be disturbed. Option A was fabulous.

Mr. Jean Chabaud, 130 Camino de las Crucitas, said he put trucks on each side of Camino de las Crucitas to show the width of the road (30' across). He said the traffic was getting worse.

Mr. Michael Gold, 126 Pine Street, President of La Nueva Casa Solana Neighborhood Association, said that Old Taos Hwy was closed off a dozen years ago to protect neighbors there from traffic to the downtown area. The change was made due to neighborhood wishes. Richards does not connect Rodeo Road to Cerrillos in order to protect the people in that neighborhood from cut through traffic. The connection was kept closed due to neighborhood wishes.

More recently, Camino Francisca and Calle Dorthea were not connected to Calle Mejia because the traffic from Zocalo and Santa Fe Estates would have overwhelmed that road. Casa Solana, with 850+ residences and more than fifty years old, deserved no less protection than those other neighborhoods. He asked if the Committee would like anything less for their own neighborhood.

Mr. Steven Prince Placita Las Crucitas had a question for Councilor Chávez if he had dismay or if it came as a surprise that this large development was trying to be done by exploiting the existing access. None of these roads were designed to sustain this kind of traffic and he wondered why the developer was not asked to pay for this access.

He was hesitant to have Option A to the Governing Body. They could not even articulate the details. These things should be hashed out before the Council was asked to make a decision. He thought Option A seemed to be a NIMBY.

Ms. Deanna Einspahr, President of the Neighborhood Network and speaking on their behalf, urged concern for Casa Solana, Torreon, and Montoyas. They did not feel the City had proposed a satisfactory solution for these neighborhoods. She asked if the exit ramp there was really safe for school buses, etc. They felt the city needed to do a better job.

Michael Bateman 128 Avenida de las Crucitas, said accidents continued to happen on Crucitas. A semi got stuck on Alamo and blocked traffic for awhile. They had become a short cut and needed the Committee's help. He said it was dangerous getting in and out of his driveway.

Ms. Cynthia Turner off of Ridgetop Road said Ridgetop Road traffic should not be routed through Casa Solana but with traffic at the overpass, traffic would be backed up onto 599. She urged finding another solution.

End of public hearing.

Councilor Calvert moved to table this request for two more meetings. Councilor Chávez seconded the motion with the proviso that it contain a direct access to 599 from NWQ. Councilor Calvert agreed.

Councilor Calvert said he didn't think they have enough information for the options presented, specifically on Option A and more clarification on Option D.

Mr. Romero asked if he was asking staff to evaluate an interchange just for this development to 599.

Councilor Calvert asked Councilor Chávez if he was saying this development could not access Ridgetop. Councilor Chávez said he was not.

Mr. Romero clarified that the request was for an interchange for NWQ, an interchange at las Montoyas, in addition to the one at Ridgetop.

Chair Bushee asked for more information on Option A with emergency access and what it would do to las Montoyas and have that report in writing. She also asked for the maps that would visually show the options to be there during the discussion.

Councilor Calvert asked that they please have the information prior to the meeting. Chair Bushee agreed.

Chair Bushee asked how much time does staff need to do this work.

Ms. McCormick said she was completely confused on what you were requesting.

Councilor Calvert explained that the motion was to postpone it until we got clarification on the details of these options and the new option (Councilor Chávez's).

Mr. Romero explained that the DOT makes the decision on the number of access points. That would slow this down quite a bit because of the corridor study going on. They could come back in two meetings with an estimate of cost.

Chair Bushee said it was not to focus just on Ridgetop.

Mr. Romero said it was just like the issue of how close 599 was to 285, this would take a lot more work. It was a pretty big task.

Chair Bushee asked who was doing the work.

Mr. Romero believed the detail was there for the present options. It would be an analysis of a new option that could be done in a month.

Chair Bushee agreed on the first meeting in May.

Ms. McCormick reiterated some of the things they talked about including taking down the commercial and restricting uses. They needed a grade separated intersection that would not take one but the other engineering of emergency. She asked if that was fair.

Councilor Calvert suggested that if the state determined that a grade separated intersection at Montoyas then maybe they should pay for it. He didn't know if this development alone meant a grade separated was needed. It would also be nice to know the DOT criteria on spacing.

Councilor Romero thought the bigger question was a Master Plan for NWQ. It was bigger than just the road plan. She favored moving it on the Planning Commission but it was just one more nick on the skin.

Chair Bushee noted that the information had morphed and continued to morph.

Councilor Dominguez agreed with Councilor Romero that they needed to pursue it and do the best that they could. The dialogue was good and helpful. He was curious to see how the project overall would occur.

The motion to postpone passed by unanimous voice vote.

7. DISCUSSION ON THE SIX MONTH REVIEW ON THE RAILYARD PARKING PROGRAMS

- **REQUEST FOR APPROVAL FOR A CHANGE IN RATES ON SATURDAY AND SUNDAY AT THE RAIL YARD (BILL HON)**

Bill Hon presented this matter to the Committee by reviewing his written memo. It included that the electronic meters were getting a mixed review, signage was being reviewed, a waiting list was being maintained, and a restaurant would be opening shortly. He said Santa Fe Pick-Up was averaging 425 people or 850 round trips. Bicycle lockers were in stock and ready to be installed.

The RFP for zip cars was completed but they didn't have a store front location for companies to operate. The agreement with Sanbusco had been terminated. Projected revenues were down -

Councilor Chávez asked if the gallery association was helping to pay for Santa Fe Pick Up.

Mr. Hon said they were not. He explained that they proposed to go to the base of Canyon Road but had never offered to drive people up Canyon Road. He added that the galleries were not open during the drive times for Santa Fe Pick Up for commuters. They didn't stop there until 10 a.m. and then until 4 p.m.

He said the economic downturn was a big issue and YTD loss was \$194,861.

Weekend parking rates had been criticized. He proposes \$2 per day on Saturday and Sunday and based on analysis, it would mean a loss of \$167,700 annually. The Parking Advisory Committee approved the \$2 rate for the Railyard garage, surface parking, and the Sandoval and Water Street facilities but the Parking Division only supported the \$2 rate at the Railyard parking garage. He provided further details on

statistics. About 24% of revenue at Sandoval and Water Street was on Saturdays and Sundays.

He reiterated that the Parking Division did not agree with the Advisory Committee to change rates to \$2/day at Sandoval and Water Street facilities.

PUBLIC HEARING

Ms. Sarah Noss, Executive Director of Farmers Market said they worked hard to negotiate the one dollar rate for Market Day. They did a market analysis through Bruce Poster at Southwest Marketing that looked at \$1 for Saturday and \$1.50 for Tuesday and it came to \$135,400 annually. To double the parking fees would put it on the backs of the Farmers Market customers on Saturdays. They moved the Market there in September and she felt this change would have a negative effect.

Ms. Alva Liera, owner of Santa Fe Clay, brought a petition. She said students began leaving Santa Fe Clay in favor of the free parking at Santa Fe Community College or left to set up studios in their own homes. Class enrollments dropped drastically as did their retail business. She appreciated the passes for students at times of their classes but it was not enough. She said she started the petition 3 weeks ago and got 810 signatures to request removal of parking meters because it threatened business at the Railyard.

She said she understood the agreements with the parking garage were needed to pay for the construction of it but requested the City find another way to pay for it.

Mr. John Sanchez, 613 Avenida Solana, a retiree living in Santa Fe for about 6 months. He loved everything about the City until he had to start paying for parking at the Railyard district. There was probably nothing more unpopular than paying for parking there.

When he first came he could park for nothing there. It amounted now to about \$4-5 per day and it added up on his fixed income. He would have to keep looking at his watch and go back to the meter and get a ticket when late. It was a disappointment to him.

Mr. Carl Wilkey, 15 Coyote Trail, a student at Santa Fe Clay. Since he retired last fall he decided to take up ceramics and commuted to the railyard. He was told about the parking fees the day he enrolled. He did a cost analysis and submitted it just to show what he was spending his money on. It had reduced his ability to pay \$75-80 to Santa Fe Clay over past 3 months.

He explained that the classes were from 6-9 in the evening so nothing else was going on. So far he had not purchased about 125 pounds of clay because of meters.

Ms. Eileen Gorman said It seemed to her the City was faced with a Perfect Storm and Field of Dreams with the parking situation. The City had spent about \$750,000 of the Parking Enterprise fund for non parking infrastructure in 07-08 and now with economic downturn, the City didn't have the revenue. The parking there was a construction zone with a big hole. She worked as an artist at Santa Fe Clay. She was a self employed consultant. Venture capital and bio tech companies didn't have more than six month's revenue so she had lots of time and not much money.

Having to pay for parking, the enterprise fund had a revenue stream. They would not have as much of

a problem if the infrastructure had not been paid for. It was time for Council to get real about the parking imbalance crisis. It was currently still a construction zone. They potentially would not have a theater there to require a parking garage. The developer was making no progress on it and might not go forward. It was unrealistic for the few businesses there would make up the deficit. If you walk by there, the only people parking there were the contractors who obviously had their parking paid by somebody else. She personally parked elsewhere and walked because she didn't have the extra \$4 to pay each day. She thought paid parking should be removed there while it was a construction zone. Then there would be enough businesses there to support a parking garage.

Ms. Suby Bowden said she participated in the Railyard planning for about 25 years. In 2001 and they brought a Master Plan including metering and garage parking and fees. She suggested that if they went to downtown Santa Fe and passed around a petition, they would get lots more signatures for getting rid of meters down town. Everybody would be delighted to get rid of them.

She felt that flat fees were good for Saturdays and Sundays. It was true the Farmers' Market did cover most of the parking. But they were getting applications for stalls in the afternoon that would double the Farmers Market's stalls with artists, wood workers, clothing designers, etc. They were awaiting the policies and procedures that would come before the Committee in two weeks. There would be greater demand for parking there and she hoped the City would approve the \$2 charge.

Mr. Eric Gent had a gallery there. He said there were some very authentic businesses there and was glad for good parking. They were open from 11 to 1 on Saturdays and were affected with the parking. They had actively solicited petitions for free or all day fees so people wouldn't have to feed meters.

Mr. Richard Czoski, Executive Director of the Santa Fe Railyard Community Corporation encouraged at least surface spaces to be continued as paid parking. Anything to encourage employees to park in parking garage where they had ample room there now with 400 spaces. Even now on Saturday morning, there was not a lot of surface parking. They appreciated the cooperation and how the Parking Division worked with their tenants.

End of public comment.

Councilor Chávez moved to support staff's recommendation of \$2/car on Saturdays and Sundays from 6 to 6. Councilor Romero seconded the motion.

Councilor Calvert said he would propose a possible amendment to make the garage fee less than metered parking. He would say a maximum at the garage to be \$5 per day on weekdays. It would encourage all day parkers. Councilor Chávez did not accept it as a friendly amendment and the motion died for lack of a second.

Mr. Hon explained that the only rate he proposed was for weekends but agreed that he and Councilor Calvert did have a conversation about weekday parking. The national standard was more expensive on street vs. facility parking. They talked about that at the Council level before.

Councilor Chávez said he understood but this discussion was just about weekends.

Councilor Calvert asked about including a recommendation that staff look at that before it goes to Council.

Councilor Chávez agreed that could be part of the motion.

Chair Bushee asked what it cost for a permit at the garage.

Mr. Hon said a monthly permit fee was \$60. What Councilor Calvert was referring to was transient parking in the facility. It would reverse fees to move long term parkers off the streets and into the facility.

Chair Bushee understood it was a friendly amendment.

Mr. Hon said he didn't propose to keep people from parking all day. But in order to establish parking patterns he hoped the \$2 rate would encourage use of the parking garage.

Chair Bushee asked if he would come back every six months to update them, especially when no parking was available.

Mr. Hon agreed and said in that instance he would propose some kind of change. He said it was totally different downtown. Meters were currently free on Sunday. But the \$2 fees at Sandoval and Water he could not support. He explained that the Uniform Traffic Code had two different rules governing this. By UFC the City could not charge at meters on dedicated roads on Sundays but Railyard did not yet have any dedicated roads. When they become dedicated, the City could not charge on Sundays there either.

Chair Bushee asked about changes to electronic parking.

Mr. Hon reported they were operating well now and maintenance staff checked them daily. Over the last few weeks there were no complaints.

Chair Bushee asked how he would get the word out.

Mr. Hon said he had purchased \$8,000 of ads on local radio.

Chair Bushee clarified she was asking about signage.

Mr. Hon said they would change the signs to reflect the new rates.

The motion with the friendly amendment passed by unanimous voice vote.

8. OVERVIEW OF PLAZA IMPROVEMENT (ROBERT ROMERO)

Mr. Romero said the request to replace the street lights on the north side was approved as was the backflow preventer. The commemorative plaque would be done by SHPO. The electrical outlets were

painted to match gravel or grass.

Mr. Romero handed out pictures and the options report [Exhibits D and E]. He reviewed the options and referred to the associated picture.

For Option 3 he explained the critical necessity for preventing any water in the vault using a large trap door on the stage for access. It would require a vault like a basement that they would have to keep cool and dry. PNM thinks that would be dangerous situation. A breach could mean water and with rain could be a huge potential risk.

For Option 4 it would cost about \$345,000 to move the box and transformer and would be less without moving the transformer. They would have to trench under the street and splice into the existing wiring. It was hard to estimate and they might have possible water and sewer lines to contend with.

Councilor Calvert thought it would be much less traumatic to the whole area to have the vault at that location.

Public Hearing

Ms. Dorothy Victor from the State Historic Preservation Office said they had been fortunate to work with the City on the Plaza issues to improve safety and its appearance. SHPO had concerns about the current cabinet options. If it became a vault at the NE corner, an archaeology investigation would be needed. A vault would be the size of ten by 20 feet and would require a lot of archaeology. She recognized the City needed feasible alternatives. Anything that could be done to reduce the cabinetry would be a great improvement. The location near the Burrito Company was very attractive but she recognized feasibility and cost were considerations. SHPO would review the options once staff provided them to SHPO for review. They just received this tonight so they didn't have any recommendations yet. She agreed to discuss it with Ms. Slick and the archaeology staff.

Chair Bushee asked her opinion about lowering it at its present location.

Ms. Victor said if the box were to stay where it was and be underground it would be out of the pedestrian way. Excavating under the stage could also be a big issue with archaeology. They would be thrilled to have it located near The Burrito Company.

Mr. John Dressman, representing the Santa Fe Downtown Merchants Association, said the Association thought the most elegant solution was under the bandstand. All the devices could be put under there - water, etc. everything could fit under it. Archaeology was obviously a problem but there had been dressing rooms under the old bandstand at one time.

Regarding the "mess" made on the plaza (referring to the irrigation boxes) he said that at DeVargas Park there was no building permit. And several projects had been red tagged. There were 69 structures red tagged on the Plaza, all in violation of City code. He asked how citizens could trust the City if the City violated its own code. He asked if any of the Committee members were in support the 69 structures on the plaza. The electrical fixtures only helped commercial uses of the plaza.

Ms. Marilyn Bane, President of the Old Santa Fe Association (OSFA) thanked all of the Councilors for this report. The actions followed the discussion. She called attention to the fact that they also discussed street lights on San Francisco as well.

She referred to the Cultural Report on the Plaza that was signed on by SHPO, NPS, Public works, HP, and City Parks and Recreation. It was a huge landmark study and she was impressed with it.

Her first preference was Option 4 because it would mean no boxes on the Plaza. She said she would appreciate a better figure and to see how OSFA could be involved. They would like to pursue that public/private partnership and get large numbers involved.

She reminded them that error that put it there did not come to the H Board. What was important was what the HDRB thought of these options so she asked the Committee to refer this to the HDRB.

Ms. Sharon Woods, HDRB Chair, said the Board believed that by ordinance these things must come before the HDRB and if it had it wouldn't be here now with this issue. She shared the ordinance citations for that requirement. She thought this resolution was a great resolution by Councilors Chávez and Bushee that the City needed to follow its own law. And the Plaza Landscape Report dealt with it. The City appointed the HDRB to look at these things. And it would help them avoid this in the future. It was an exorbitant amount of money but they had to protect the Plaza. So she asked that the Committee refer the matter to the HDRB to give them a chance to look at it.

There were no further speakers from the public regarding this issue.

Chair Bushee asked Mr. Romero about financing the project.

Mr. Romero said they would have to find a source of funds. The Parks Bonds had all been allocated. Perhaps they could reallocate some of it and they could look at CIP.

Chair Bushee asked what the general practice was for changes to the Plaza. She was told they went to the HDRB for the curbs.

Mr. Romero said he was led to believe it had gone to the HDRB. He said they did go there for lights and benches. They were showed a plan view. No one expected this and it happened. They did their best to address every H Board issue. The utilities were a must. They had to be there. He said he would take the blame for it.

Councilor Trujillo asked Mr. Romero if option 1 would just move it down 18".

Mr. Romero agreed; it would go from 63" to 48" at a cost of \$45,000.

Councilor Trujillo felt they could not afford to spend \$345,000. Even \$45,000 was a lot of money and if somebody didn't like the way it looked, that was the way things happened.

Chair Bushee asked how many national landmarks there were in New Mexico.

Ms. Victor said there were 48 or 49 in New Mexico.

Chair Bushee asked how many were in Santa Fe

Ms. Victor thought there were three to five.

Councilor Chávez thought no one could be blamed for what happened. It was an oversight that it didn't get to the HDRB. But now they needed to decide what to do to fix it. He liked reducing the size and keeping it there (Option 1). It was the least cost and would have the least impact on the timeline for this season on the Plaza.

Councilor Chávez asked how long it would take to replace the big box with a small box.

Mr. Romero thought it would take about 25-30 days.

Mr. Lilienthal said they were pretty far down the road with Option one. They could do the change but the design would have to go before State and City. Going through the process would take them too far into the summer. He proposed doing it right after Fiesta. That would extend it out 6-8 weeks.

Councilor Chávez asked what would happen with the other issue.

Mr. Lilienthal said none of the electrical within the Plaza would not be looked at for 2-3 weeks but it would not interfere with the stage.

Mr. Fabian Chávez said beginning April 16, the contractor would plant the rest of the trees. For that, they would need power that was not interrupted. But if work was being done to the panel box he was sure he could hook up temporary power. As long as no major disruption, they could continue with that plan.

Councilor Chávez asked Ms. Woods how she saw this fitting into the HDRB schedule and being sensitive to staff.

Ms. Woods asked if they would be looking at all the options at the HDRB or just option 1.

Councilor Chávez said he would propose they lower it to one of the options here. Option one for him was more feasible for the fiscal impact.

Ms. Woods offered to call a special meeting request tomorrow for an immediate public notice. The next meeting was two weeks away. Whatever worked for the Committee. They would do the public notice to the Board tomorrow night. To her knowledge, there was nothing on the plan that came to the HDRB regarding electrical boxes.

Mr. Lilienthal said the reason they didn't go through the normal process with HDRB was because of the cost. That they could not provide all that was needed for the park and upgrade the electrical power until after the bids were opened. They determined it would go from 200 amp to 400 amp. They were told to be

off the Plaza by Feb 12th and they didn't see the panel until Feb 8th. They were very surprised by its size.

Councilor Romero said unfortunately the Plaza wasn't the City's plaza. The cheapest route didn't make sense to her. It needed to be done right. It would be looked at for a long time. They had a plan and needed to follow it and do it right. She would really advocate for Option 4 and could not recommend Option 1. Option 2, 3, or 4 were the only ones that appealed to her. A band aid didn't feel right. She said she would really advocate for option 4. There was a lot to be said for getting it off the plaza. She would make a motion to have the HDRB look at option 4.

Councilor Calvert said he was looking at the celebration of the 400th anniversary. He understood funding would be a problem. But they had to go through a process with this Board and with SHPO. So he recommended going to the HDRB as expeditiously as possible and look for sources of funding to make a good correction happen.

Councilor Chávez said his motion was to remand it to HDRB to consider all options and funding sources.

Chair Bushee added an amendment for a special meeting of HDRB possibly.

Mr. Lilienthal said it could require stage shutdown for 5-6 weeks. So it would be best to look at it right after fall. There was no other good time.

Councilor Chávez understood the timeline was sensitive. He asked Ms. Woods if they wanted to review all of it.

Ms. Woods said they could review it on the 14th. She didn't understand what was being held up.

Chair Bushee said it was the irrigation boxes, if they wanted to see everything.

Mr. Fabian Chávez agreed they should take everything back and advocated taking time to do it. Now that they had the water to put the sod in they had this amount of time and then they could redo the whole package. All the irrigation lines would stay the same.

Councilor Calvert seconded the motion.

Councilor Calvert asked if SHPO could do this concurrently.

Ms. Victor said they would be more than happy to be expeditious. They would hear the recommendations by HDRB and could do it expeditiously.

The motion passed by majority voice vote with all voting in favor except Councilor Trujillo who voted against.

CONSENT AGENDA LISTING

9. REQUEST TO APPROVE CONTRACT BETWEEN THE CITY OF SANTA FE AND THE SANTA FE PUBLIC SCHOOLS FOR ADMINISTERING THE PROGRAM AND REIMBURSING COSTS. THIS CONTRACT was FOR FY 2009-2010 (MIKE LANDAVAZO)
10. REQUEST FOR APPROVAL OF 2006 NEW MEXICO LEGISLATIVE GENERAL FUND PROJECT GRANT AGREEMENT AMENDMENT NO. 2 – REDUCTION OF THE ORIGINAL \$3,500,000 APPROPRIATION TO \$500,000 (DAVID CHAPMAN)
11. REQUEST FOR APPROVAL OF CITY OF SANTA FE RAILYARD COMMUNITY CORPORATION LEASE AND MANAGEMENT AGREEMENT AMENDMENT NO. 7 (ROBERT SIQUEIROS)
12. CIP PROJECT #879A – SILER ROAD EXTENSION PROJECT
 - REQUEST FOR APPROVAL OF BID NO. 09/24/B AND APPROVAL OF THE CONSTRUCTION AGREEMENT WITH A. S. HORNER, INC. FOR BID OPTION 1 IN THE AMOUNT OF \$3,970,487.90 PLUS \$315,157.48 NMGRY FOR A TOTAL AMOUNT OF \$4,285,645.38
 - REQUEST FOR APPROVAL OF AMENDMENT NO. 2 TO THE MEMORANDUM OF AGREEMENT (MOA) BETWEEN THE COUNTY OF SANTA FE AND CITY OF SANTA FE FOR ADDITIONAL FUNDS FOR CONSTRUCTION FROM COUNTY GROSS RECEIPTS TAX CAPITAL OUTLAY FOR JOINT REGIONAL PROJECTS (JOIN CITY/COUNTY ¼% GRT) (DESIRAE LUJÁN)
13. REQUEST FOR APPROVAL OF A RESOLUTION ACCEPTING THE DONATION OF A SMALL STATUE OF DON DIEGO DE VARGAS FROM CABALLEROS DE VARGAS TO BE PLACED IN FRONT OF THE DE VARGAS ROOM IN THE SANTA FE COMMUNITY CONVENTION CENTER (COUNCILOR DOMINGUEZ AND TRUJILLO) (DEBRA GARCIA Y GRIEGO)

DISCUSSION

14. CIP PROJECT \$408C – FRANKLIN E. MILES PARK RENOVATION

- REQUEST FOR APPROVAL TO AWARD BID #09/23/B AND AGREEMENT BETWEEN OWNER AND CONTRACTOR (ABOC) TO LEE LANDSCAPES, INC. IN THE AMOUNT OF \$1,333,331.17 (NEGOTIATED) FOR RENOVATIONS TO FRANKLIN E. MILES PARKS (BEN GURULÉ)

Mr. Gurulé explained that they got the prices to do 2 and 3. Because of the time involved, they would be looking at August so they were looking at artificial turf.

Councilor Trujillo asked if they could come back and do them with real turf later. Mr. Gurulé agreed.

Councilor Romero moved to approve the request. Councilor Calvert seconded the motion and it passed by unanimous voice vote.

15. REQUEST FOR APPROVAL OF AN ORDINANCE AMENDING SECTION 14-8.10 SFCC 1987 PERMITTING OFF SITE TEMPORARY SIGNS FOR HOLIDAY TREE VENDORS (COUNCILOR ORTÍZ) (JACK HIATT)

Mr. Hiatt was not present to make the request.

Councilor Romero moved to recommend denial of the request. Councilor Calvert seconded the motion and it passed by unanimous voice vote.

16. MATTERS FROM STAFF

None.

17. MATTERS FROM THE COMMITTEE

None.

18. NEXT MEETING: APRIL 6, 2009

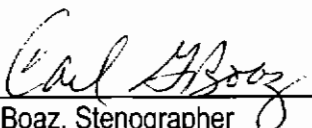
19. ADJOURN

Having completed the agenda and with no further business to come before the Committee the meeting was adjourned at 9:00 p.m.

Approved by:

Patti J. Bushee, Chair

Submitted by:



Carl Boaz, Stenographer