City of Santa Fe

Agenda

CITY CLERK'S OFFICE
DATE 1/3/14 TIME 10:40 AM
APPROVED BY
RECEIVED BY

HISTORIC DISTRICTS REVIEW BOARD FIELD TRIP

TUESDAY, January 14, 2014 at 12:00 NOON

HISTORIC PRESERVATION DIVISION, 2nd FLOOR CITY HALL

HISTORIC DISTRICTS REVIEW BOARD HEARING

TUESDAY, January 14, 2014 at 5:30 P.M.

CITY COUNCIL CHAMBERS

A M E N D E D

A. CALL TO ORDER

B. ROLL CALL

C. APPROVAL OF AGENDA

D. APPROVAL OF MINUTES: December 10, 2013

E. FINDINGS OF FACT & CONCLUSIONS OF LAW

Case #H-13-076A	DeFouri Street Bridge	Case #H-13-105	354 Hillside Avenue
Case #H-13-082B	304 Camino Cerrito	Case #H-13-106	552 Agua Fria Street
Case #H-13-066	537 Hillside Avenue	Case #H-12-107	103 E. Water Street
Case #H-13-082B	304 Camino Cerrito		

F. COMMUNICATIONS

G. BUSINESS FROM THE FLOOR

H. ACTION ITEMS

1. Case #H-05-172. 540 E. Palace Avenue, Unit C. Aaron Bohrer, agent for Meem Santa Fe, LP, owners, proposes to amend a previous approval to construct a 2,624 sq. ft. residential structure to 20'6" high with alterations to footprint, massing, doors, and windows and to remodel the yardwall on the south property line to install a pedestrian gate and relocate another pedestrian gate. (David Rasch).

2. Case #H-08-096. 1150 Canyon Road. Downtown & Eastside Historic District. Architectural Alliance Inc., agent for Santa Fe Public Schools, owners, proposes to remodel the existing contributing structure by repairing or replacing historic materials, restoring historic features, constructing 850 sq. ft. of portals, yardwalls, and gates and constructing a 3,637 sq. ft. single-family residence to the maximum allowable height of 20'. Three exceptions are requested to remove historic materials (Section 14-5.2(D)(1)(a)), placing an addition on a primary elevation (Section 14- 5.2(D)(2)(d)), and to replace traditional stucco with paint (Section 14-5.2(D)(5)(b)). (David Rasch).

3. Case #H-11-105B. 237 & 239 E. de Vargas Street. Downtown & Eastside Historic District. El Castillo Retirement Residence, agent for Duty & Germanas Architects, owners, proposes to amend a previous approval to remodel a contributing property including the installation of publicly-visible rooftop mechanical equipment that will be painted to match the stucco color, remove openings and shutters in front yardwall, and construct a 144 sq. ft. trash enclosure with stuccoed walls and brown painted steel gates. (David Rasch).

4. Case #H-12-053. 540 E. Alameda. Downtown & Eastside Historic District. Christopher Purvis, agent for 540 E. Alameda LLC et.al., owners, proposes to convert a non-contributing garage to a guest house. An exception is requested to place a window at less than 3' to a corner (Section 14-5.2(E)(2)(b)). (David Rasch).

5. Case #H-13-016B. 461 Acequia Madre. Downtown & Eastside Historic District. Gayla Bechtol, agent, for Daniel Greenberg/Susan Steinhauser, owners, proposes to construct an approximately 700 sq. ft. addition between two contributing residential structures at 13'4" high where the maximum allowable height is 14'4", remove a wall/fence between the two structures, and replace a coyote fence with an 8' high stuccoed yardwall. An exception is requested to place an addition at less than 10' back from a primary elevation (Section 14-5.2(D)(2)(d)). (David Rasch).

6. Case #H-13-073. 908 Galisteo Street. Don Gaspar Area Historic District. Lon Perry, agent for Tom Bachicha, owner roposes to amend a previous Board approval to place an HVAC unit on the ground, by placing it on the roof behind a screen wall at the maximum allowable 15'0" streetscape height at this contributing residence. (David Rasch).

7. Case #H-13-076B. Defouri Street Bridge. Downtown & Eastside Historic District. Richard Roto, agent for City of Santa Fe, Public Works Department, proposes to replace a contributing bridge. An exception is requested to demolish a contributing structure (Section 14-5.2 (D)(1)(a)) and to replace it with material that is not in-kind to the original structure (Section 14-5.2 (D)(5)(b)) (David Rasch).

8. Case #H-13-104. 302 Camino Cerrito. Downtown & Eastside Historic District. Cody North, agent for 1020 CNYN LLC, owner, requests permission to demolish two non-contributing structures and proposes to construct an approximately 1,751 sq. ft., with either a pitched roof at the maximum allowable 16'0" streetscape height, or 14'6" flat roof residence, and a 606 sq. ft., 15'0" high flat or pitched roof guesthouse, and erect yardwalls. An exception is requested to build a pitched roof (Section 14-5.2 (D)(9)(d)). (David Rasch).

9. Case #H-14-001. 135 W. Palace, Suite 101. Downtown & Eastside Historic District. John Dixon, agent/owner, proposes to replace a window and install wrought iron railing at this non-contributing commercial building (David Rasch).

10. Case #H-14-002A. 536 ½ W. Alameda. Westside-Guadalupe Historic District. Michael Monnet, agent for Reid & Susan Engstrom, requests an historic status review to downgrade a contributing residence. (David Rasch).

11. Case #H-14-002B. 536 ½ W. Alameda. Westside-Guadalupe Historic District. Michael Monnet, agent for Reid & Susan Engstrom, proposes a remodeling project to create parapets, replace doors and windows, reconstruct canopies, re-stucco, and make other changes to this contributing residence. (David Rasch).

12. Case #H-14-003. 356 and 358 Hillside Avenue. Downtown & Eastside Historic District. JenkinsGavin Design & Development, Inc. agent for Nancy Mammel Revocable Trust, owner, proposes to build a 155 sq. ft., 15'0"high addition, where the maximum allowable height is 16'3"; remove a non-historic portal and construct a new 158 sq. ft. connector portal at the contributing residence, and demolish a non-statused garage/studio and replace it with a 1'841 sq. ft., 13'6" accessory structure, where the maximum allowable height is 16'4". (David Rasch).

I. MATTERS FROM THE BOARD

J. ADJOURNMENT

Cases on this agenda may be postponed to a later date by the Historic Districts Review Board at the noticed meeting. Please contact the Historic Preservation Division at 955-6605 for more information regarding cases on this agenda.

Persons with disabilities in need of accommodation or an interpreter for the hearing impaired should contact the City Clerk's office at 955-6520 at least five (5) working days prior to the hearing date. Persons who wish to attend the Historic Districts Review Board Field Trip must notify the Historic Preservation Division by 9:00 am on the date of the Field Trip.

City of Santa Fe

Agenda

CITY CLERK'S OFFICE
DATE 12/24/13 TIME 10:45 AM
SUBMITTED BY Camille Vigil
RECEIVED BY JD

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3. Case #H-11-105B. 237 & 239 E. de Vargas Street. Downtown & Eastside Historic District. El Castillo Retirement Residence, agent for Duty & Germanas Architects, owners, proposes to amend a previous approval to remodel a contributing property including the installation of publicly-visible rooftop mechanical equipment that will be painted to match the stucco color, remove openings and shutters in front yardwall, and construct a 144 sq. ft. trash enclosure with stuccoed walls and brown painted steel gates. (David Rasch).

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8. Case #H-13-095. 321, 325, 329 W. San Francisco Street. Downtown & Eastside Historic District. Lloyd & Associates Architects, agent for Colombus Capital dba 1640 Hospital Dr., LLC, owners, proposes to demolish non-contributing structures, and requests a preliminary hearing to construct approximately 11,000 sq. ft. in four structures with a potential height exception above the maximum allowable height of 20'4". (David Rasch).

9. Case #H-13-104. 302 Camino Cerrito. Downtown & Eastside Historic District. Cody North, agent for 1020 CNYN LLC, owner, requests permission to demolish two non-contributing structures and proposes to construct an approximately 1,751 sq. ft., with either a pitched roof at the maximum allowable 16'0" streetscape height, or 14'6" flat roof residence, and a 606 sq. ft., 15'0" high flat or pitched roof guesthouse, and erect yardwalls. An exception is requested to build a pitched roof (Section 14-5.2 (D)(9)(d)). (John Murphey).

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HISTORIC DISTRICTS REVIEW BOARD
January 14, 2014

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MINUTES OF THE

CITY OF SANTA FÉ

HISTORIC DISTRICTS REVIEW BOARD

January 14, 2014

A. CALL TO ORDER

A regular meeting of the City of Santa Fé Historic Districts Review Board was called to order by Chair Sharon Woods on the above date at approximately 5:30 p.m. in the City Council Chambers, City Hall, Santa Fé, New Mexico.

B. ROLL CALL

Roll Call indicated the presence of a quorum as follows:

MEMBERS PRESENT:
Ms. Sharon Woods, Chair
Ms. Cecilia Rios, Vice Chair
Mr. Bonifacio Armijo
Mr. Edmund Boniface
Mr. Frank Katz
Ms. Christine Mather
Ms. Karen Walker

MEMBERS ABSENT:

OTHERS PRESENT:
Mr. David Rasch, Historic Planner Supervisor
Ms. Kelley Brennan, Interim City Attorney
Mr. Zach Shandler, Assistant City Attorney
Mr. Matt O'Reilly, Land Use Director
Mr. Carl Boaz, Stenographer

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

C. APPROVAL OF AGENDA

Ms. Rios moved to approve the agenda as presented. Mr. Katz seconded the motion and it passed by unanimous voice vote.

D. APPROVAL OF MINUTES: December 10, 2013

Ms. Rios requested a change on page 9 to clarify that she was talking about a smaller scale. On page 40, tenth paragraph, she asked to delete the word "if"

Mr. Katz moved to approve the minutes of December 10, 2013 as amended. Mr. Armijo seconded the motion and it passed by voice vote with all voting in the affirmative except Mr. Boniface and Ms. Mather who abstained.

E. FINDINGS OF FACT & CONCLUSIONS OF LAW

Case #H-13-076A	**DeFouri Street Bridge**	**Case #H-13-105**	**354 Hillside Avenue**
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Case #H-13-066	**537 Hillside Avenue**	**Case #H-12-107**	**103 E. Water Street**
Case #H-13-082B	**304 Camino Cerrito**		

Ms. Walker requested a change on Case #H-13-076A on page 2 #10 to say that all of the bridge is contributing.

Mr. Shandler asked if saying "50 years old for all of it" was okay. Chair Woods agreed.

Ms. Walker asked for clarification regarding the Findings of Fact for Case #H-13-105, fact #14 if the structure could be demolished because the City Engineer, finding no violations, meant it was in good shape to be demolished. She asked if the building was in good condition or if there were violations.

Mr. Shandler explained that he tried to lift the language from the Engineer's letter.

Ms. Walker said the statement made it sound like if it was in good shape it was fine to demolish it.

Mr. Shandler said he would add a phrase to make it clearer.

Mr. Katz moved to approve the Findings of Fact and Conclusions of Law as amended. Mr. Armijo seconded the motion and it passed by voice vote with all voting in favor except Mr. Boniface and Ms. Mather who abstained.

F. COMMUNICATIONS

Mr. Rasch asked if the 2014 HDRB schedule was okay with the Board and if it wasn't to let him know.

G. BUSINESS FROM THE FLOOR

There was no business from the floor.

Chair Woods announced to the public that anyone wishing to appeal a decision of the Board could file the appeal to the Governing Body within fifteen days after the date the Findings of Fact and Conclusions of Law for that case were approved by the Board.

She said it was a long agenda and would limit public statements.

H. ACTION ITEMS

1. **Case #H-05-172. 540 E. Palace Avenue, Unit C.** Aaron Bohrer, agent for Meem Santa Fé, LP, owners, proposes to amend a previous approval to construct a 2,624 sq. ft. residential structure to 20'6" high with alterations to footprint, massing, doors, and windows and to remodel the yardwall on the south property line to install a pedestrian gate and relocate another pedestrian gate. (David Rasch).

Mr. Rasch gave the staff report as follows:

BACKGROUND & SUMMARY:

540 East Palace Avenue is a two-family residential building that was originally constructed by John Gaw Meem as a single-family residence for Mrs. Ashley Pond in 1930 and is contributing to the Downtown & Eastside Historic District. In 2006, this Board approved the construction of four additional free-standing residential units on the vacant area to the east and south, then known as 542 Units 1-4.

Unit 2, aka, Unit C, is a Spanish-Pueblo Revival two-story adobe at 2,187 square feet. The building is 21' 6" high, where the maximum allowable height is 21' 7" and it features windows and doors with exposed headers, flagstone sills, and wooden shutters, portals, and second floor porches on the north, west, and south elevations. The applicant was granted an exception to enclose the south elevation porch with true divided-lite windows that do not comply with the 3' corner rule.

Now, the applicant proposes to remodel Unit C and make other site improvements as follows:

1. The overall square footage will be reduced by 32 square feet including the removal of the 146 square foot sunroom porch and the 85 square foot portal and constructing a 60 square foot laundry room and a 32 square foot living room portal. There will be no change to the existing maximum height.

2. The south elevation will be altered by the removal of the second story sunroom massing, filling in the second story west elevation approved porch massing, replacing one 4-lite window with two smaller 4-lite windows on the ground floor, and replacing a 4-lite window with an 8-lite French door on the ground floor.

3. The east elevation will be altered by the removal of the second story sunroom massing on the south and reconfiguring the ground and second floor portal massing on the north.

4. The west elevation will be altered by the removal of the second story sunroom massing and the construction of the laundry room and portal massing on the second story.

5. The north elevation will be altered by the alteration of the ground floor and second floor portal changes on the east and the laundry room and portal changes on the west.

6. The pedestrian access through the yardwall opening on the south lotline will be finished with a wooden panel bifold gate at slightly lower than the adjacent wall height.

7. A section of the yardwall at the southeast corner of the property will be removed for the construction of an additional pedestrian entrance from the south. Brick steps and a landing will direct pedestrians to a wood paneled gate set between stuccoed pilasters with brick coping that will be shifted further west from the previously approved yardwall and pedestrian gate to allow for the installation of a fire hydrant.

STAFF RECOMMENDATION:

Staff recommends approval of this application which complies with Section 14-5.2(D)(9) General Design Standards, Height Pitch Scale and Massing and (E) Downtown & Eastside Historic District.

Questions to Staff

Ms. Mather clarified that the exception that was granted for the south elevation porch was the same one that now was being removed.

Applicant's Presentation

Present and sworn was Mr. Aaron Bohrer, who had nothing to add to the staff report.

Questions to the Applicant

Ms. Mather asked if the yardwall gate had a color.

Mr. Bohrer said it would be natural.

Ms. Mather asked what stucco color would be used.

Mr. Bohrer said it would match the existing color.

Ms. Mather asked if the project would have exterior lights.

Mr. Bohrer said they would install those required by code and had not selected a style yet.

Ms. Rios asked how much reduction in size the project would result in.

Mr. Bohrer said the project would reduce the footprint by 32 square feet.

Ms. Rios asked if on the south elevation he would install true divided French doors.

Mr. Bohrer agreed.

Ms. Rios asked if they would have anything on the roof.

Mr. Bohrer said there would be nothing on the roof.

Public Comment

Ms. Judy Sherman was sworn. She said she had a hard time hearing the staff report. She asked if there was a place for parking for those who would live there.

Chair Woods explained that was not under the Board's jurisdiction.

Ms. Sherman asked about the proposed gate on the south side.

Mr. Rasch said it would be a pedestrian gate.

Ms. Sherman asked if there would be a sidewalk at all or just out of the gate.

Mr. Bohrer said the gate was contiguous with the sidewalk on Alameda. It was 3' wide and the public way was 5' as it entered into the property.

Mr. Rasch explained the first one was a gate at an existing opening and the second gate would be at a cut into wall.

Mr. Bohrer added that they would put steps where the wall was cut to get to ground level.

Action of the Board

Ms. Rios moved to approve Case #H-05-172 per staff recommendations with conditions that the second gate was a pedestrian gate, that the gates would have a natural finish, that there would be no rooftop appurtenances and that exterior lighting designs would go to staff for review and

approval. Mr. Boniface seconded the motion and it passed by unanimous voice vote.

2. **Case #H-08-096. 1150 Canyon Road.** Downtown & Eastside Historic District. Architectural Alliance Inc., agent for Santa Fé Public Schools, owners, proposes to remodel the existing contributing structure by repairing or replacing historic materials, restoring historic features, constructing 850 sq. ft. of portals, yardwalls, and gates and constructing a 3,637 sq. ft. single-family residence to the maximum allowable height of 20'. Three exceptions are requested to remove historic materials (Section 14-5.2(D)(1)(a)), placing an addition on a primary elevation (Section 14- 5.2(D)(2)(d)), and to replace traditional stucco with paint (Section 14-5.2(D)(5)(b)). (David Rasch).

Mr. Rasch gave the staff report as follows:

BACKGROUND & SUMMARY:

1150 Canyon Road, known as Manderfield Elementary School, was originally constructed with hollow clay tile in the Territorial Revival style by John Gaw Meem in 1927 with approximately 3,000 square feet. The building was designed for future expansion along a north-south hall axis. The building features a flat roof with brick coping at the parapets and windowsills, earth-toned stuccoed walls, and white-painted window and door trim.

The recent 2007 State Register Nomination details the building's history and its alterations. The original massing included an inset entry portal with projecting classroom blocks flanking the entrance on the north and south sides. Seven additions have been added to the original building. In 1943, additions were constructed on the south end. In 1947, a room was added to the southeast corner. In 1948, an addition was constructed on the northeast corner. These additions were completed by Meem's firm. A final historic addition was added at the north end in 1957. Further additions occurred between 1967 and 1970.

The non-historic additions included the infill of the central recess created by the original front projecting wings and two small room additions, one to the south of the front center infill and one at the rear between the original 1928 restrooms and the north 1948 addition. Some historic wood windows have been removed and replaced with wall infill or non-historic aluminum windows. All additions are sensitive to the character and style of the original building.

The building was placed on the New Mexico State Register of Cultural Properties on December 7, 2007. On August 26, 2008, the Board listed the building as contributing to the Downtown & Eastside Historic District and on February 28, 2012 the Board designated as primary all elevations facing west, all elevations facing east except the northernmost block, and the easternmost block of the north elevation, excluding the three non-historic additions and all non-historic windows. The School Board appealed this designation to the Governing Body on May 9, 2012 where the Board's designation was upheld with most of the primary elevations, but they removed the west as a primary elevation (see attached floor plan for final designation) with the condition that the 26 historic windows on the west façade be, to the greatest extent practicable, preserved and reused and, to the greatest extent practicable, in their historic pattern.

Now, the applicant proposes to remodel the property by converting the school building into 5 residential units and constructing additional free-standing structures with the following items.

1. A 189 square foot portal will be constructed at the north entrance on a primary elevation (Unit 5). The portal is designed in the Territorial Revival style at 13' high with white painted wood details. Existing concrete steps and ramp with steel railing will be removed and replaced with brick steps. An exception is requested to place an addition on a primary elevation (Section 14-5.2(D)(2)(d)) and the required exception criteria are at the end of this report.

2. Additional square footage is proposed on non-primary elevations at the east, south, and west elevations.
   a. The non-historic entry vestibule and portal near the center of the east elevation will be removed and replaced with a 189 square foot portal at 13' high in the Territorial Revival style (Unit 3).
   b. A 270 square foot portal will be constructed on the south elevation at 12' 6" high in the Territorial Revival style (Unit 1).
   c. A 60 square foot portal will be constructed on the west elevation at 11' 6" high in the Territorial Revival style (Unit 2).
   d. The kitchen vestibule on the west elevation will be removed and replaced with a 72 square foot portal at 11' 6" high in the Territorial Revival style (Unit 4).

3. Additional character changes on the west elevation include the installation of a cantilevered eyebrow over the entry door (Unit 3) with dentil detailing at 24" deep. An exception has not requested for the cantilever beyond 18" deep (Section 14-5.2(E)(2)(c)). Also, the stairwell to the basement on the west elevation will be closed with a locked hatch.

4. Historic windows on the east primary elevation will be removed and replaced with doors (Units 2 and 4) in the existing openings to maintain existing height and width. An exception is requested to remove historic material (Section 14-5.2(D)(1)(a)) and the required exception responses are at the end of this report.

5. A door on the east primary elevation (Unit 1) and two small windows on the east primary elevation (Units 1 and 2) will be reestablished from evidence in Meem's drawings. These openings are presently enclosed.

6. Historic doors and windows, brick coping, and metal downspouts will be restored and retained or replaced. The applicant has not specifically identified which ones will be replaced and materials, muntin dimensions, etc. have not been identified. Therefore, staff is unclear if exceptions are required and none have been requested.

7. Non-historic aluminum windows on the east primary elevation will be removed and replaced with units that are based upon Meem's drawings. Staff is unsure whether muntin dimensions will match Meem's or probably they will be wider to accept thermal pane glazing.

8. Additional door and window openings are proposed on non-primary elevations that will match historic character.

9. Yardwalls and pedestrian gates will create courtyards for the units on the east, south, and west elevations. Most heights appear to be 6' or lower, but at the northwest corner the yardwall exceeds 6' and a BOA height variance has not been granted. Pedestrian gates will be arched wood with brick-capped flanking pilasters. Elevations showing the impact of these walls on the primary elevations have not been provided.

10. The building will be painted in "Hogan" rather than stuccoed. An exception is required to use a non-traditional material (Section 14-5.2, although the required exception criteria responses have not been submitted.

11. A 3,637 square foot casita (#1) with attached garage will be constructed at the northwest corner of the property at the maximum allowable height of 20'. The building is designed in the Territorial Revival style with brick coping, white PVA trim, white-painted wood railing and portals, with cementitious stucco in "Buckskin." A screened portal hides the façade behind, so staff is unaware of the façade character behind the screens. Solar panels will be installed on the garage roof. Yardwalls and pedestrian gates are proposed at the casita.

12. Additional site work and structures are proposed. Yardwalls have not been drawn to scale, but noted on the site plan. The chain-link fence at the street frontage will be removed and on the west the existing wall will be increased in height. The zoning staff has not reviewed this extension which appears to be over the maximum allowable height of 6' and a BOA height variance has not been granted. The historic districts maximum allowable heights for yardwalls or fences within 20' of the public ways are 64" on the north and 72" on the east. Wall height exceptions may be required. Other casitas, garages, and carports are proposed but they are not approved by zoning, yet.

EXCEPTION TO PLACE ADDITION ON PRIMARY ELEVATION

(I) Do not damage the character of the streetscape

The portal is designed to complement the overall Territorial style of the original building without being an exact copy of the original east entry portal. The portal will have a simple fascia of two horizontal boards with dentils. Columns to be square wood with base and crown trim. All elements to be painted white. It is the opinion of the applicant that the proposed portal does not damage the character of the District.

Staff response: Staff agrees with this statement. However, the applicant has not described how the addition will not damage the streetscape.

(ii) Prevent a hardship to the applicant or an injury to the public welfare

The proposed portal prevents a hardship to the applicant and the building user as the portal provides a sheltered entrance to the primary entry to the north studio. The existing entry has a stair and ramp that are exposed to the elements. Snow and ice accumulates on the exterior landing as it receives minimal sunshine which would provide a hardship to the resident.

Staff response: Staff agrees with this statement.

(iii) Strengthen the unique heterogeneous character of the city by providing a full range of design options to ensure that residents can continue to reside within the historic districts

The proposed exception would strengthen the heterogeneous character of the neighborhood without intruding on the neighborhood as it complements the overall character of the building. The portal breaks up the massing of the north end of the building and provides human scale elements to the building.

Staff response: Staff does not agree with this statement. The applicant has not described other design options that are feasible, such as a supported overhand that would not change massing, and why this design option was chosen. The existing massing of this primary elevation is character-defining as monolithic and tall. The proposed portal alters this character.

Criteria (iv)-(vi) responses were not submitted as required for exceptions that involve height, pitch, scale, massing, and floor stepbacks (Section 14-5.2(C)(5)(c)).

EXCEPTION TO REMOVE HISTORIC MATERIALS (A) (Unit 2)

(I) Do not damage the character of the district

The existing window is a large wood double hung unit. The proposed door with fixed transom will match the width and head height of the existing window. The door and transom will mirror the glazing lite size and pattern of the existing window. The door will have two solid wood panels below the sill of the existing window. The intent is to match the scale and detail of the original window without trying to be an exact copy of the window. The overall character of the District would not be damaged by this work.

Staff response: Staff agrees with this statement. However, the applicant has not described why this proposal will not damage the character of the district.

(ii) Are required to prevent a hardship to the applicant or an injury to the public welfare

The proposed door will allow for a necessary entrance to the existing building required by the change in the

building's function from a public school into a multi-family development. The applicant would incur hardships if required to use only existing entry doors on the south, north, and west façades.

Staff response: Staff does not agree with this statement. An entry door for Unit 2 could be installed at the side of the entry vestibule to Unit 3 without affecting this historic window.

(iii) Strengthen the unique heterogeneous character of the City by providing a full range of design options to ensure that residents can continue to reside within the historic districts

The proposed door will complement the design of the building and allow for more flexible use of the building interior and exterior. Per Section 14-5.2(A) Historic Districts General Provisions {Purpose}, the proposed door provides "harmonious outward appearance, which preserve property values and attract tourists and residents alike...".

Staff response: Staff does not agree with this statement.

EXCEPTION TO REMOVE HISTORIC MATERIALS (B) (Unit 4)

(I) Do not damage the character of the district

The existing window is a large wood double hung unit. The proposed door with fixed transom will match the width and head height of the existing window. The door and transom will mirror the glazing lite size and pattern of the existing window. The door will have two solid wood panels below the sill of the existing window. The intent is to match the scale and detail of the original window without trying to be an exact copy of the window. The overall character of the District would not be damaged by this work.

Staff response: Staff agrees with this statement. However, the applicant has not described why this proposal will not damage the character of the district.

(ii) Are required to prevent a hardship to the applicant or an injury to the public welfare

The proposed door will allow for a necessary entrance to the existing building required by the change in the building's function from a public school into a multi-family development. The applicant would incur hardships if required to use only existing entry doors on the south, north, and west façades.

Staff response: Staff agrees with this statement.
(iii) Strengthen the unique heterogeneous character of the City by providing a full range of design options to ensure that residents can continue to reside within the historic districts

The proposed door will complement the design of the building and allow for more flexible use of the building interior and exterior.

Staff response: Staff agrees with this statement. The applicant has not described other design options that are feasible and why this design option was chosen.

STAFF RECOMMENDATION:

Staff defers to the Board as to whether exceptions are required or not and for those that have been submitted whether they have been met or not. Staff finds that all exception criteria have not been met. Otherwise, this application complies with Section 14-5.2(C) Regulation of Contributing Structures, (D) General Design Standards, and (E) Downtown & Eastside Historic District.

Mr. Rasch noted two letters in the packet: one from the Canyon Neighborhood Association and the other from the Old Santa Fé Association.

Questions to Staff

Chair Woods asked Mr. Rasch to clarify which parts the Board was considering.

Mr. Rasch clarified it was not units 2 and 3; just the five residential units and the casita on the northwest corner of the property.

He said the only site improvement he had a problem with was the north yardwall at 6.5'.

Chair Woods asked if that yardwall wouldn't be included tonight.

Mr. O'Reilly said, based on the drawings, that element would be approvable under zoning.

Mr. Rasch said it would need a height exception.

Chair Woods understood the applicant had not provided the responses to the exception criteria.

Mr. Rasch agreed. No exceptions were proposed. On one side they removed the chain link fence.

Mr. O'Reilly agreed. If an exception was required, the Board could not consider it this evening.

Ms. Mather said the Board didn't have any of those elevations.

Mr. Rasch said the applicant could provide the information.

Ms. Rios heard him indicate that there were insufficient criteria and asked which proposal the Board could not act on. She asked if the eyebrow on page 4 was one of them.

Mr. Rasch said the Board had latitude on that part. The only other one was the portal on the north where only three of the six criteria had been responded to.

Ms. Walker pointed out on page 5 of 11 that the heights of façades for the yard wall were not drawn to scale, wall height exceptions might be required. It appeared to her that a lot of the submittal wasn't done yet.

Mr. Rasch said it was up to the Board whether to consider the façades on page 11.

Mr. Armijo asked Mr. O'Reilly why this multi residential project did not go before the Planning Commission first.

Mr. O'Reilly explained that the number of units was not large enough for PC. Anything less than 10 units could be approved administratively by staff. Over 10 units required Planning Commission approval.

Ms. Walker asked about projects over 10,000 sq. ft.

Mr. O'Reilly agreed. The way this was proposed, it was determined that a development plan was not required.

Ms. Walker asked if there was any possibility of have an Affordable Housing unit.

Mr. O'Reilly couldn't say.

Ms. Rios asked if this proposal would allow the school to retain contributing status.

Mr. Rasch agreed but it depended on how many historic windows were requested for replacement.

Applicant's Presentation

Present and sworn was Mr. Eric Enfield, 612 Old Santa Fé Trail who said he would answer some concerns about wall heights and planned to address all of them to the Board. He brought some information

to respond to all of those including the northwest wall height that Mr. Rasch mentioned.

He apologized that it was hard to be short with this proposal. He thanked the Board for the opportunity to present this project. It was an honor to work on it. He knew John Gaw Meem and this was one of his first projects.

He wrote a brief history in an attachment to share the historic data. Mr. Enfield read through the history which included being built in 1927 with additions in 1943, 1946 and 1968 with later additional modifications by the Santa Fé School Board. Page 14 showed the footprint with historic additions to be helpful.

He also brought copies of the drawings John Gaw Meem did which he got from the regional library.

Mr. Enfield indicated that the new residences were 2,500 sq. ft. heated. The height of the house was not 20' but varies from 17' to 20' to minimize the impact on Canyon Road. The portals helped to break up the stucco mass with portals, parapets and different stucco color.

He provided a drawing of the elevation [attached as Exhibit 1]. It showed that the house beyond complied with the historic ordinance. It would be the owner's residence.

He went to the school portion and provided renderings of the proposed structure for the Board [attached as Exhibit 2]. He explained that the renderings were actually colored photos. One shot was from Canyon Road and the other at Camino Cabra. Those trees were all existing and they were planning the project around them.

For their program for the school they were hired to convert the school into five residential units that would respect the fabric of the school. He referred to page 87 and said they were planning a one-way lane and a two-way road off Camino Cabra. New sidewalks would connect and an existing retaining wall would be stuccoed to soften it and placing it there would eliminate the need for guard rails which would have been required if they had not done the planter. The rock walls both at the bottom of the retaining wall and at the top would have stacked stones. He would cut back and call for a 16" wall as a planter. It would allow them to keep the height at the same location except at the northwest corner. And he had a solution for the northwest Canyon road side.

There was a wall section he sent to Mr. Rasch earlier. He had a drawing that showed they didn't need an exception. It was by raising the rock wall to 2' and would allow that wall on Canyon Road [attached as exhibit 3].

If the Board agreed to that, no exception was required and the solution met the height restrictions. The

carport would be presented later.

He brought a revised elevation of the east façade. The only place the walls were six feet high were between the units to retain because the buildings stepped down. He had a drawing showing walls and gates dotted to show how little impact would be on the building. [attached as Exhibit 4].

He pointed out that one could see from the revised drawings that the walls would have minimal impact on the building and it would be flat roofed structure so it wouldn't impact the parapets. Unit #5 touches the stuccoed façade and asking for 18 by 9' wall where it touches the primary façade. The only place was where the portal hits the stuccoed wall and would have no impact on windows or doors. That was where he asked for the exception.

He said that Mr. Rasch told him he had only answered three questions. He did so because he thought that was all he needed. So he brought all six responses and explained that the first three didn't change. [attached as Exhibit 5].

Mr. Enfield said they would repaint the existing stucco. They looked at removing it and replacing it but the historic texture would be altered so they were led to believe they should rather repaint this building. Their intent was not to do elastomeric - just latex paint. He had paint chips that came off and it exposed the pen tile. Only a few corners had fallen out from moisture. He wanted to leave the original finish on the building and paint it. The code said they could maintain paint on stuccoed walls. He added that it was already painted so he didn't know how the Board wanted to deal with it. He brought his exceptions for that.

He talked about the two doors on the non-primary west façade in place of windows for access to the rear of units 2 and 3 and keeps the windows impractical while preserving all the rest. He noticed where overhangs could not exceed 30" but he was willing to reduce the overhang to 18" instead of 24 ".

Regarding the windows he proposed to refurbish all the windows. He got two reports on Christmas Eve. One was from Ra Patterson that said the windows were junk and should be replaced. But he also got one that said the existing frames were all in good shape and they only needed to replace upper and lower sash. His client was willing to do that exactly as John Gaw Meem did them with glass units in 3/8" thickness which would allow them to use the existing muntins. He had a drawing showing how they would not change muntin style and size but just add 1/4" piece of wood on the new ones. He shared the drawing [attached as Exhibit 6].

The tally he did based on the PK evaluation show that out of 52 windows, only 12 needed replacement. They were here if the Board wanted to ask questions. He also reached out to OSFA, CNA, Santa Fé Foundation and the Law Center and got letters from two of them.

He said he had received a lot of verbal support also. There were concerns at those meetings that he could share too. They were concerned about screening the parking areas by adding piñon trees and about the triangle view shed at Canyon Road which he acknowledged they had to meet. There was also a concern about the slope on the drive and he agreed to flatten it.

One individual had a concern with the stacked stone and he clarified that they would not use Anasazi red stones but white stones.

He promised to replace a section of coyote fence for one neighbor and promised to another that they would not have windows facing into their kitchen.

He still had a couple of things outstanding to talk about.

Mr. Enfield also brought what Mr. Rasch requested about removing historic material and putting in a new door which he shared as Exhibit 7. He also brought piece of window and a piece of stucco and color sample called Hogan.

Public Comment

Present and sworn was Mr. John Eddy, 227 East Palace, who said he had been a strong advocate to see Manderfield go back to the original building but he was very encouraged by what he was seeing from this architect.

There were no other public comments.

Questions to the Applicant

Mr. Boniface asked if he was saying on the windows that he was only replacing upper and lower sash because he saw other windows there with aluminum frames and thought he would replace those.

Mr. Enfield agreed and he got the original Meem drawings and would custom make the new windows to match the original profile.

Mr. Boniface asked then if on the east elevation, left hand side would be three double hung windows.

Mr. Enfield clarified that there were only two aluminum windows there now but Meem had three there originally so he would reopen that third window opening.

Mr. Boniface noticed the aluminum windows were shown as shorter.

Mr. Enfield agreed. They had filled in below the windows so he was reopening that part.

Ms. Rios reasoned that the height of this historic opening wouldn't be disturbed. Mr. Enfield agreed.

Ms. Rios asked about the coping.

Mr. Enfield said it would be replaced only where it needed replacement.

Ms. Rios asked about the rock wall height.

Mr. Enfield said the rock wall was 18" up to 2' 10". He added 3' to the retaining wall in order to save those elm trees. Instead of removing them, he proposed to raise it three feet instead of installing a guard rail so the planter in front complies with the 64" height requirement.

Ms. Rios asked about the relationship of the proposed height with the existing Manderfield building.

Mr. Enfield - right now that the proposed parapet was 19' above finished floor in the living room and that was lower than the physical height of the school.

Ms. Rios asked if there were light fixtures proposed.

Mr. Enfield said there were not in this proposal. They were not yet determined but he would submit them later. They were not putting in high exterior lighting, just low level and sconces by door.

Ms. Rios asked if there would be any skylights.

Mr. Enfield said yes but they would be low profile and not visible. The HVAC on the roof would also not be visible.

Mr. O'Reilly said on the retaining wall, a few issues have to be addressed and there was not enough information provided to say the City could approve it. The stone wall was within the city ROW and would require a lease agreement so he requested the Board not take action on that element this evening.

Chair Woods pointed out that what Mr. Enfield had given the Board at this meeting, the Board members had not had a chance to review. That was problematic for them and they didn't have staff's

review of them either.

Chair Woods asked Mr. Rasch if it all was to be painted.

Mr. Rasch agreed. The Code said original finishes must be retained but right now it doesn't have an original finish.

Chair Woods asked what the Board should do.

Mr. O'Reilly deferred to Mr. Rasch.

Mr. Rasch said it was really the Board's decision.

Mr. Enfield said he didn't know it the paint was historic because they didn't know the date it was painted. He shared the sample he brought.

Chair Woods asked about re-establishing the streetscape.

Mr. Rasch said it didn't have the same streetscape the school had. It was an anomaly.

Ms. Mather asked Mr. Enfield how he arrived at that decision for the doors where the windows were.

Mr. Enfield said that door was designed by John Gaw Meem. It was on the north elevation right now. He agreed to rebuild the doors to match his original doors exactly. On the north elevation you would see that door. He was leaving the upper sash and frame as it is. Then they were doing two panels on the bottom and the light on top so that is would look like the window was still there. As long as he didn't change width or height it was allowed but he had to remove historic material to do that.

Ms. Mather referred to page 85 and asked if that was the south elevation. Mr. Enfield agreed. On the north elevation it showed the same door style.

Ms. Mather had trouble with the giant transom above the door compared with the small transom elsewhere.

Mr. Enfield explained that he had to have the window match the sashes there now.

Ms. Mather understood what he was doing but asked if it had to match exactly.

Mr. Rasch said if he lowered the height it would require another exception. That was the entrance for Unit 4 and the project needed that. On the front of Unit 2 he didn't know if it needed an exception or not.

Mr. Enfield said on this whole structure, he was reducing the footprint by taking off the nonhistoric additions and using all existing doors and windows. He regretted that he had to cut two on the east. The courtyard was part of the original drawing and it just didn't have a way to get out of unit 2 and 4.

Ms. Mather thought it might work out visually but in the drawing it looked odd. A little transom would look more like the old school houses.

Mr. Boniface noted that Mr. Enfield show a ten foot high ceiling in the garage and the parapet was 12.5' that only left one foot for the parapet. He asked how they would hide the solar panels.

Mr. Enfield said he did it before at another location. They were not visible with a ten degree angle and he only lost about 10% efficiency by doing them at that angle.

Ms. Rios asked if the grade of the house was the same as the school.

Mr. Enfield said the house was at the lowest part of the site. He thought it was about a foot and a half below the school's grade.

Ms. Rios asked him to describe the garage door.

Mr. Enfield said it would have applied cedar to a flush wood door.

Ms. Rios asked if the garage would have brick parapets too.

Mr. Enfield agreed but it would have only two courses to differentiate it.

Ms. Rios asked for the- distance from school to house.

Mr. Enfield said there was 15' of roadway and ten feet of landscape so about 26'. Mr. Rasch agreed.

Ms. Rios said there was a lot to digest here. She asked if staff could go over the exceptions.

Mr. Rasch said one was the addition onto the north portal; to remove historic windows on west elevation and into the doors; and perhaps the paint on stucco. On the east elevation the applicant wanted to remove two windows and put in doors.

Mr. Armijo said in looking at the sample, he could see the stucco on the back side. To him it could go back to stucco. It was textured paint. He asked if there was additional plaster when he took the sample. The front was red and the back was all grey.

Mr. Enfield said it was pulled off a corner about 3 feet off the ground and was not on the oldest addition. The red on the back was where they plastered stucco directly to the pen tile so it was bonded to the pen tile and if he pulled off the stucco, it would ruin the pen tile.

Mr. Armijo suggested using Crack Master which was a mesh and didn't add a whole lot to the thickness and then bull nose it.

Mr. Enfield said Meem wanted sharp corners because it was Territorial.

Mr. Armijo asked if the revisions to his drawings were submitted.

Mr. Rasch said he was satisfied.

Mr. Armijo was given the original drawings.

Mr. Rasch said the applicant didn't flesh out the background and for the door on unit 2 he didn't provide the hardship since he could go through the vestibule but he did present the hardship for unit 4.

Mr. Enfield said staff was asking him to go into the adjacent unit to have egress. He tried to maintain the integrity of the large rooms that existed for the units. He could not go through the other unit in order to go to the courtyard.

Ms. Walker asked again about the height.

Mr. Enfield explained that taking off the amount for the drop, it was 18.5' in height. Every part of the school was 16.5' above the finished floor but he didn't measure it from grade.

Ms. Walker questioned having it at 20'

Mr. Enfield explained that a 20' height wouldn't be visible from Camino Cabra but it would from Canyon Road.

Ms. Mather thought the casita was very large. It said the windows and trim would be light PVA. He didn't know what that was. On the plan elevation it said PVC trim. She asked if he could call out what the

windows were there and asked if they were true divided lites.

Mr. Enfield said they were true divided windows and PV was a light maintenance-free polyvinyl. It was a neutral color and if scratched would still look white.

Chair Woods asked if that meant no clad windows.

Mr. Enfield agreed.

Ms. Rios asked about his response for the exception on the portal.

Mr. Rasch said it was the least negative effect. In his opinion the least impact would be an 18" overhang.

Ms. Rios asked him to describe the walkways.

Mr. Enfield said the walkways would be colored concrete in an approved color and a border on the sixteen foot road that was sixteen inches wide. They were doing sidewalks to connect to Camino Cabra and Canyon Road.

Chair Woods announced she would poll the board and when everyone was done Mr. Enfield could respond.

Mr. Enfield apologized and said he wouldn't have brought so many attachments but found out only this morning about staff concerns and the need for extra information.

Mr. Armijo said he liked the project. It had good organization. His concern was about the additional two units to be built later on.

Mr. Katz was pleased that the school would be reused and would be better looking.

Ms. Walker had some concern with the north elevation impact. Overall, her concern was about how many units would be built and having a possible Affordable Housing unit.

Ms. Rios said his presentation was thorough and she was pleased he wasn't increasing its size. Overall she would give it a plus. Regarding the paint instead of stucco, the point he made was good.

Mr. Boniface applaud Mr. Enfield for the research he did and for getting the Meem drawings and

recapturing what used to be there. It definitely had been botched up. Regarding concerns, he would not want to see Mr. Enfield restucco that. Stucco used to be painted. Regarding the north portal Mr. Boniface thought it was a nice addition. The casita height at 20' was a little much and he would be in favor of dropping it lower.

Ms. Mather said paint and long-term maintenance was a concern of hers. She did have some problem with the window to door design but all of it would add to this building.

Chair Woods also applauded him for this work. He certainly did a lot of work. Her biggest concern was window replacing. The sashes were most of the window. Each window should be identified as to what would be done to it - which ones would be restored. She thought that was critical in maintaining the contributing status. She was not comfortable with the lack of specifics on it. She was not happy with PV trim on the casita. She would prefer to see painted wood. She agreed regarding it being too high.

Mr. Enfield thanked the Board for their comments. He agreed to lower the living room area to 18' 6" and was willing to use paint on the trim. He was also willing to go through each window.

Chair Woods said the windows should be numbered with each elevation if that was part of the motion and should also specify what was happening with each specific window.

Mr. Enfield said that was in the packet and it could be a condition to come back for each window.

Chair Woods asked the maker of the motion to be specific. She commented that the retaining wall on the north needed to go back to Zoning.

Action of the Board

Ms. Mather moved to approve this project in Case #H-08-096 as submitted excluding the retaining walls and rock wall to come back to the Board as well as walls and subject to the following conditions:

1. **That the renderings for the courtyard and the gates be submitted along with the window schedule for each window called out on a plan for restoration of each window;**
2. **That the trim color on the casita be white;**
3. **That the casita height not exceed the height of the school itself;**
4. **That the exception is met for the addition of portals and for removal of historic material to put in doorways.**

Ms. Walker seconded the motion.

Ms. Rios requested a condition:

5. **That there be no visible rooftop appurtenances.**

Ms. Mather agreed and added a condition:

6. **That the exterior lighting details come back to the Board.**

Mr. Armijo asked for an amendment that the windows come back to the Board. Ms. Mather said she had that included already.

Chair Woods asked if that meant the residence would actually be below the height of the school.

Ms. Mather said it meant not higher than the school height.

Mr. Armijo recommended topography of elevations and maybe story poles for finished height.

Mr. Katz understood the school was a certain height above grade so it could be higher from the lower elevation.

Mr. Boniface understood the casita could not exceed the actual height of the school.

Ms. Mather asked for reconsideration of the style of both east-facing doors.

The motion passed by unanimous voice vote.

3. **Case #H-11-105B. 237 & 239 E. de Vargas Street.** Downtown & Eastside Historic District. El Castillo Retirement Residence, agent for Duty & Germanas Architects, owners, proposes to amend a previous approval to remodel a contributing property including the installation of publicly-visible rooftop mechanical equipment that will be painted to match the stucco color, remove openings and shutters in front yardwall, and construct a 144 sq. ft. trash enclosure with stuccoed walls and brown painted steel gates. (David Rasch).

Mr. Rasch gave the staff report as follows:

BACKGROUND & SUMMARY:

237 and 239 East de Vargas Street are two historic structures that are separated by a common wall on

one lot west of Brothers Lane. 237 was constructed in a vernacular manner before 1912 in an "L" shaped floor plan. A pitched roof was added at an unknown date and the previous parapets had brick coping. 239 was constructed in approximately 1930 on the south end of the small leg of the "L" on 237 in a vernacular manner. The buildings are listed as contributing to the Downtown & Eastside Historic District and elevations 1-9 of 15 are designated as primary.

In the fall of 2011, this Board conditionally approved remodeling with additions to the building and the construction of a front yardwall with a height exception. In the summer of 2012, the project was amended with the inclusion of an exception to widen a door opening on a primary elevation on 239 and to restore the flat roof and parapets of 237. Minutes of the hearings from September 27, 2011, October 11, 2011, November 8, 2011, and June 26, 2012 are attached.

Now, the applicant proposes to make the following final amendments.

1. At the end of the hearing on June 26, the applicant stated that there will be mechanical equipment placed on the roof of the newly constructed addition behind the contributing structure at 237 after a friendly amendment was made regarding no visible rooftop appurtenances. Three roof-mounted condensers are visible from the public right-of-way on the addition. The applicant proposes that the equipment could be painted or screened, since there is no place on the ground to accommodate them. Another potential option is to construct a brick coping on the front and/or rear parapet and possibly the west parapet of 237 to mostly hide the equipment and paint the remaining several inches to match the brick or the stucco color.
2.
2. The front yardwalls were approved with two windows with shutters and they were not constructed. One member of the Board's reasoning (October 11) was to provide the public with visual access to the original contributing historic structure, not to meet the intent of the 1999 wall and fence guidelines.

3. A dumpster enclosure that was previously approved on the adjacent lot to the east for 250 East Alameda Street, aka El Castillo, had to be moved. The 144 square foot enclosure will have 7' 2" high stuccoed walls on three sides and brown-painted steel gates at 5' 10" high. It is proposed at the east side of this lot where parking was shown previously. The dumpster placement does not affect the required parking by zoning standards.

STAFF RECOMMENDATION:

Staff defers to the Board regarding the roof-mounted mechanical equipment and otherwise recommends approval of this application which complies with Section 14-5.2(C) Regulation of Contributing Structures, (D) General Design Standards, and (E) Downtown & Eastside Historic District.

Questions to Staff

Ms. Rios said the Board on the site visit saw a very large hot box and asked what the Board's purview was over that.

Mr. Rasch deferred to other staff.

Mr. O'Reilly didn't believe a hot box was a structure. Backflow prevention devices could be put underground in vaults but cost about ten times as much as putting them above ground. Covers could be designed as landscaping or rocks for water main connections but this one would be too large for that. They could be painted.

Chair Woods was concerned that this had not come before the Board.

Mr. Katz suggested that if it so expensive to put it underground then they should put it on the other side of the wall so it wouldn't be visible when someone drove by there. It was just put there and was inappropriate to have it there.

Mr. O'Reilly agreed they didn't have to be put right there. But he didn't believe in the past this Board had considered other utilities.

Chair Woods said there was a precedent that the Board didn't have jurisdiction over it.

Mr. O'Reilly clarified that he hadn't said the Board didn't have some jurisdiction over the location but didn't know that the Board could require that it be placed underground.

Ms. Walker mentioned another situation they had on Old Santa Fé Trail

Mr. Rasch said those were the water valves.

Ms. Mather asked a concern about the original motion.

Chair Woods explained recalled that after the motion was made and voted on, the applicant clarified that he was going to have rooftop appurtenances. She assumed that in no way changed the motion.

Ms. Brennan agreed. If there were no rooftop appurtenances and that was part of the motion and that was what was voted on, that would be the Board's decision. The applicant's understanding of it didn't seem

to be the motion.

Ms. Mather couldn't find her original motion but recalled it said if on the original building a discovery of brick coping there that it would be either be repaired or replaced in kind. She didn't see any coping there, yet Mr. Rasch reported that they discovered the coping.

Mr. Rasch agreed. He did see some coping. It was on the June 26 hearing where Chair Woods asked for a motion. It was on page 71 of the packet.

Ms. Mather asked then why it wasn't part of what the Board was looking at.

Mr. Rasch said the application didn't address it and it wasn't what the applicant requested today.

Chair Woods said if the Board made a motion and it wasn't followed, she wanted to know what they could do at this point.

Mr. Rasch said the coping was not put on the permit set and the City approved the permit set.

Chair Woods asked Ms. Brennan what the Board could do about it. The permit didn't parallel the Board's motion. She wanted to know what happened in that circumstance.

Ms. Brennan said the Board approved what they approved. What happened were external circumstances.

Chair Woods reasoned that the Board could still say this was what they approved when it comes back.

Applicant's Presentation

Present and sworn was Mr. Michael Duty, 404 Kiva Court. He said this Board was very helpful and there were lots of pieces and he came back 4-5 times and unfortunate things that happened to them. They did not find brick all along that parapet. They found about three or four feet of it along the corner. His recollection was that he made a commitment if they found the coping but they didn't find it to any significant extent. And what they did see was very deteriorated and he thought their response was consistent. So they didn't find it; they shared that with Mr. Rasch and they proceeded.

The hot box happened to them just as it happened to the Board or the city. The City didn't permit us to relocate it. There was a water line it had to go over and the Water Department dictated the location and

actually required the applicant to cut a block out of the wall to make it easier for the meter reader. They wouldn't approve it without an 8" cut. He said all they could do was repaint it and do landscaping and they could also put coyote fencing around it but the water company forced it on them. The water people often didn't notify the owner until after time to get that on the agenda. Some of them happened very quickly. So he informed Mr. Rasch in a letter to bring it to the Board's attention.

The two other items- one was regarding what was said at the end of the motion - no rooftop appurtenances. When things were brought up at the end of motion without the applicant being able to respond, it was difficult. But he was glad the Board didn't approve any other onerous things.

There were no rooftop appurtenances on the historic building. They took off all of the mechanical equipment on the historic building. But there were two condensers at the back that were visible and he brought it to the Board's attention at that time. He tried to insert himself into the motion to explain that there were already rooftop appurtenances on it and wasn't allowed to.

The building has been completed and they had some open houses and this was the final matter.

The only other item was the trash enclosure and in the meantime, the City required them to move it to this location that they had already approved. So he offered to build an enclosure around it. Then the City required two dumpsters. So he had a revised drawing to hand out [attached as Exhibit8]. It was 20 feet wide to accommodate two dumpsters. They had to give up some parking spaces to do it.

Public Comment

There were no speakers from the public regarding this case.

Questions to the Applicant

Mr. Boniface asked if it was possible to relocate the wall in front of the hot box.

Mr. Duty said that was not allowed because the water company would not have access to it and they didn't want to cut a hole in that wall. That would be an issue with the residents. He said they did have gates right now but they were kept locked. A gate would mean workmen would have to come in and they were adamant this was the only way to access it.

Chair Woods asked if the box was owned by the City.

Mr. O'Reilly said the owners' responsibility started at the main and worked back into the property. He was not aware that the City needed that box but it was the Water Department. They were metal boxes. There were other things that could be done. Coyote materials could be affixed to the box itself. A fence could be put around it.

Chair Woods asked if at the next meeting the water company could address the Board about it.

Mr. O'Reilly said it had been a long-term requirement that the water department provide these things. People have asked for alternatives for about 20 years. The water company said it was needed for backflow prevention. Before he worked for the city, he was able to conceal these things.

Mr. Duty clarified that the City was not the one who told him. It was the water company.

Mr. O'Reilly clarified that the City owned the water utility. So there was no difference.

Ms. Walker couldn't believe there was nothing to be done about the condensers. She asked if they could work on their side.

Mr. Duty said they wouldn't work with them on their side. They looked at every place to put them but there was no other place to put them.

Mr. Armijo thought they could be set up on the ground.

Mr. Duty agreed if there was room but here there was not.

Chair Woods recalled that Mr. Acton made it clear that it needed to be boxed in or screened so they were not publicly visible.

Mr. Duty said that was why he was here tonight. They had a discussion in the field and he fully understood that. But he wondered if screening would be more objectionable than just painting them. They were willing to screen them or paint them.

Ms. Mather asked if he could provide drawings for screening them as well as screening the hot box. Overall, she was looking at elevations of existing and the proposed. They went from a charming building to a blank façade with big equipment in front of it and no details visible at all. It has been transformed into institutionalized building. That's not what the Board was hoping to get. It looked like there were different levels.

Mr. Duty said everything they built was to the approved specifications. There just happened to be a hot box in front. They had plantings there that when more mature would be as they presented the project except for the hot box. They had to have water and there was no other choice.

Ms. Mather asked if they could build walls on either side of the hot box and put a gate in front.

Mr. Duty said he would check with the water company about it.

Ms. Walker said they had two big planters. She asked if they could put the condensers in them.

Mr. Duty explained that they would have to have a setback. That would take it from the frying pan into the fire. He agreed that on the roof you could see it. But they went to every effort to minimize the visibility. The historic roof was covered with ductwork and other large things and they went to a system where they could take all of that off. There had to be a setback around the condensers to allow them to work. They wouldn't get monkeyed with and they wouldn't get dirt on them and bushes wouldn't get in the way in the proposed location.

They were consistent with the Board's approval.

Ms. Rios asked what he was proposing for screening.

Mr. Duty said they proposed a stucco screen.

Mr. Rasch said, said "This is the compromise for not restoring he brick coping I observed. Put a brick screen up there."

Chair Woods thought that would look odd.

Mr. Rasch said he went to the site and saw brick coping on the original building. He did not see entire coping. He thought they were going to restore the brick coping. They had a discussion and he expected to see it.

Public Comment

There were no speakers from the public regarding this case.

Action of the Board

Mr. Katz moved to postpone Case #H-11-105B and have the applicant come back with designs for screening the hot box and the condensers and clarification from the City water department on what was happening and to know from the engineer what could be done about it. Ms. Rios seconded the motion.

Ms. Mather asked for a friendly amendment for a permanent enclosure around the hot box for walls on either side and a gate in front if possible. Mr. Katz accepted it as friendly and the motion passed by unanimous voice vote.

Mr. Duty asked if the Board was not going to take action on the dumpsters so he couldn't build that.

Mr. Rasch said it had not gone to Zoning to see if they could remove that parking space.

Mr. Duty said that was not true. He had submitted it to Zoning and also to Mr. Murphey at Mr. Rasch's request because he was out of town.

Mr. Rasch said he had not seen this drawing until tonight.

Mr. Duty said it was not the drawing but the Zoning approval of the parking spaces.

Mr. Rasch understood and said he needed the drawing.

Mr. O'Reilly said for any change of parking on site the City staff had to make some ruling he had not seen anything in the packet in writing and didn't know what John Murphey may have said to the applicant verbally.

Mr. Duty said for the record that he submitted it to Dan Esquibel who signed the approval and it was submitted on time.

4. **Case #H-12-053. 540 E. Alameda**. Downtown & Eastside Historic District. Christopher Purvis, agent for 540 E. Alameda LLC et.al. owners, proposes to convert a non-contributing garage to a guest house. An exception is requested to place a window at less than 3' to a corner (Section 14-5.2(E)(2)(b)). (David Rasch).

Mr. Rasch gave the staff report as follows:

BACKGROUND & SUMMARY:

540 East Alameda Street is an adobe single-family residence that was constructed between 1928 and 1934 in the California Mission Style. In the 1970s, a Spanish-Pueblo Revival Style addition was placed at the rear of the building. The building is listed as contributing to the Downtown & Eastside Historic District.

In 2004, five new single-family residences were constructed on the rear lot along with rehabilitation of the existing California Mission Style guest house and a well house. In 2005, an 842 square foot three-car garage was constructed in the Spanish-Pueblo Revival style at 12' high where the maximum allowable height is 14' 6". Then, on July 10, 2012, this Board approved the construction of yardwalls and gates on the north side of the property.

Now, the applicant proposes to amend the approval to construct the garage by converting it to a guest house with the following changes that have already been performed without approval or a construction permit.

1. The square footage will increase to 1170 square feet and the height will increase to slightly over 17' on the west elevation. A topographic survey shows that there is a grade change that allows 4 additional feet of height without an exception.

2. The three garage doors on the north elevation will be removed and replaced with two sets of 8-lite paired French doors with 4-lite sidelights and exposed wooden headers, two 4-lite casements windows with exposed wooden headers, a sculpted fireplace with chimney, and an 18' long x 2' high x approx.30" deep pitched roof overhang with a curved clay tile finish. One of the French door sets is less than 3' from the outside corners, but they were not publicly visible. One of the windows is less than 3' from the outside corner and an exception has been requested (Section 14-5.2(E)(2)(b)). The cantilevered overhangs exceed 18" (Section 14-5.2(E)(2)(c)) and bracket supports are proposed.

3. The paired doors on the east elevation will be removed and replaced with a single-lite casement window with exposed wooden header, an 8-lite French door with exposed wooden header, and three pitched roof overhangs like that ion the north elevation. The door is less than 3' from the outside corner, but it is not publicly visible.

4. Five single-lite awning windows with exposed wooden headers were installed on the unfenestrated south elevation.

5. Additional alterations include the construction of two roof penetrating chimneys.

EXCEPTION TO PLACE A WINDOW AT LESS THAN 3' TO A CORNER

(I) Do not damage the character of the district

This window change does not damage the streetscape because the new window is hardly visible from the street and contributes to the casita nature of this building.
Staff response: Staff agrees with this statement.

(ii) Are required to prevent a hardship to the applicant or an injury to the public welfare

The window change allows the owner to keep a window that was placed there by a previous builder without his knowledge.

Staff response: Staff does not agree with this statement. The present owner should have been aware of the unapproved and unpermitted alterations as part of the due diligence before purchasing the property.

(iii) Strengthen the unique heterogeneous character of the City by providing a full range of design options to ensure that residents can continue to reside within the historic district

The proposed window change is part of the full range of design options that could be available for residents.

Staff response: Staff does not agree with this statement. The applicant has not demonstrated what design options are available that pointed to this solution, especially since the floor plan reveals no restriction to moving the window further west.

(iv) Are due to special conditions and circumstances which are peculiar to the land or structure involved and which are not applicable to other lands or structures in the related streetscape

This window change is proposed because of the proximity of the window to the irregularly shaped property line.

Staff response: Staff does not agree with this statement. Given the 9 '9" wall length with a 5' zoning setback from the west property line and a 3' setback from the east building corner, a 1' 9" wide window could be installed that does not violate zoning or historic standards.

(v) Are due to special conditions and circumstances which are not a result of the actions of the applicant

This window change is proposed because the previous builder placed the window then sold the property.

Staff response: Staff agrees with this statement.

(vi) Provide the least negative impact with respect to the purpose of this section as set forth in Subsection 14-5.2(A)(1)

This proposed window change is as close to the property line as will fit.

Staff response: Staff agrees with this statement. This 3' wide window is less than 5' 6" from the west lotline.

STAFF RECOMMENDATION:

Staff finds that the applicant has not met all of the exception criteria to place a window at less than 3' to an outside corner (Section 14-5.2(E)(2)(b)) but otherwise recommends approval of this application which complies with Section 14-5.2(D)(9) General Design Standards, Height Pitch Scale and Massing and (E) Downtown & Eastside Historic District.

Questions to Staff

Ms. Mather understood that this building was 842 sq. ft. and over some period of time became a 2,070 sq. ft. guest house without any permitting or appearance before this Board for permission. She asked if this behavior was something for which the City could impose a fine.

Mr. O'Reilly agreed. Not only could someone not do it in the H district, but could not do it anywhere in the City. The City issues over 4,000 permits a year and there would always be people who do it without a permit and when the City catches them, the City fines them by charging a double fee for a permit. The reason they were here tonight was because it was being brought to the Board. If Ms. Mather was asking for an additional punitive measure such as jail time, the answer was no. If someone refused to bring it into compliance the City would take them to court and they did that all the time. Here we have an applicant willing to bring it into compliance.

Applicant's Presentation

Present and sworn was Mr. Christopher Purvis, 200 E Marcy, who had nothing to add to the staff report.

Questions to the Applicant

Ms. Walker said it would be nice if the Board could have permission to grant forgiveness. The Board has one or two cases like that at each meeting. She asked if the Board could only ask them to come into conformity.

Chair Woods said if the Board found that it didn't comply with code the Board could require them to change it.

Mr. O'Reilly agreed. There were a couple of ways to look at that. If they were not coming before then staff had not found them. But staff were finding them. With regard to people who continued to do it without approval, he was not sure what they could do. He didn't think the current applicant had anything to do with it. The person who did it was long gone. He also asked Board members, if they saw one, to call him and they could investigate it.

Mr. Katz asked if the four foot additional height for grade change was automatic.

Mr. Rasch said it wasn't. He showed on the plat where it could be done at the Board's discretion. He was not asking for a height exception at this point.

Mr. Armijo asked if the fine was just a doubled building permit fee or if there was also a historic district fee.

Mr. O'Reilly said that it was a building permit fee.

Mr. Armijo asked if there was not another fee for it being in the historic district.

Mr. O'Reilly said there might be other fees involved. With a garage conversion to a guest house, there was an impact fee that they would have to pay. If the building was completely finished, the inspector could require stamped certified letters from engineers. If not finished, then staff could do the inspections.

Mr. Purvis said he didn't believe the height changed in this project. Regarding how it got bigger, he explained that it was a tool shed before on the left side that was existing and someone had a bright idea of joining it with the garage and it hangs over the adjacent property. Then it acquired the higher height of that tool shed.

Mr. Rasch added that it was on a downward slope. He didn't know how this got by the building permitting department because it seemed pretty visible. It belonged to two doctors who both lived 500 miles on either side from Santa Fé and they net here and they had to get a water meter. That was when it came to attention of the City.

Mr. Armijo asked how the condo association picked up on this.

Ms. Rios said it was not a part of a condo association.

Mr. Boniface noted on page 3 that there were paired doors to be moved but didn't see that in the

proposal.

Mr. Purvis said on the east elevation on the left side at the bottom of the sheet he drew a drawing of what was approved and then what was built. Mr. Rasch said he couldn't get the overhang approved without brackets. So he submitted another drawing He realized there was only one copy of the drawing so he showed that to the Board.

Ms. Rios asked about moving it closer to the property line.

Mr. Purvis said he couldn't move it any closer to the property line and couldn't move it to the right on the drawing because it was five feet from the property line.

Public Comment

There were no speakers from the public regarding this case.

Action of the Board

Mr. Boniface moved to approve the project for Case #H-12-053 as submitted with the exception to place a door closer than 3 feet from the corner and a condition to add brackets under overhangs. Ms. Walker seconded the motion and it passed by unanimous voice vote.

5. **Case #H-13-016B. 461 Acequia Madre.** Downtown & Eastside Historic District. Gayla Bechtol, agent, for Daniel Greenberg/Susan Steinhauser, owners, proposes to construct an approximately 700 sq. ft. addition between two contributing residential structures at 13'4" high where the maximum allowable height is 14'4", remove a wall/fence between the two structures, and replace a coyote fence with an 8' high stuccoed yardwall. An exception is requested to place an addition at less than 10' back from a primary elevation (Section 14-5.2(D)(2)(d)). (David Rasch).

Mr. Rasch gave the staff report as follows:

BACKGROUND & SUMMARY:

461 Acequia Madre Unit 1 was constructed before 1940 in the Territorial Revival style with brick coping on the parapets and wooden pedimented wood surrounds on doors and windows. A yardwall and pedestrian gate at the southeast corner of the residence was constructed at an unknown later date. The

residential structure is listed as contributing to the Downtown & Eastside Historic District and the south, street-facing elevation is designated as primary.

461 Acequia Madre Unit 2 was constructed from approximately 1902 to 1935 with three sections, the middle section being the oldest, and it is now representative of the Spanish-Pueblo Revival style. The HDRB listed the building as contributing with the east elevation excluding the south third as primary on March 26, 2013.

On Dec 10, 2013 the Board requested a redesign of this proposed project that reduces the massing of the addition in height and setback.

Now, the applicant proposes to remodel the property with the following three items.

1. A 720 square foot addition will be constructed to the maximum allowable height of 13' 4" that connects the two buildings from the west elevation of Unit 1 to the non-historic section on the east elevation of Unit 2. The design intends to harmonize between the two architectural styles by utilizing crisper edges and protruding square beams that relate to the Territorial Revival style but without trim surrounds or parapet coping and with wall-dominated stepped massing and small window openings that relate to the Spanish-Pueblo Revival style on the street-facing south elevation. The addition will stepback 2' 4" to 5' from the south primary elevation of Unit 1 and at the existing 3" stepback from the east primary elevation of Unit 2. An exception is requested to place the addition at less than 10' back from primary elevations (Section 14-5.2(D)(2)(d)) and the required exception criteria responses are at the end of this report.

2. A non-historic stacked adobe wall, rock wall, and coyote fence between the two lots will be removed and replaced with a low retaining wall.

3. Other site improvements include the construction of an 8' high stuccoed yardwall on the east lotline with an enclosed entry courtyard and a wooden pedestrian gate and a 7' 6" high stuccoed wall enclosure with a wooden pedestrian gate on the west lotline.

EXCEPTIONS TO PLACE AN ADDITION LESS THAN 10' FROM PRIMARY FAÇADES

I. Do not damage the character of the streetscape

Unit 1: This exception will not damage the character of the streetscape; it will provide a strip for landscaping at the street and an opportunity of a kitchen window to the street following the similar stepped massing of

the properties along this block of Acequia Madre. Because the addition is 1' 4" lower than the original the corner will still be visible from Acequia Madre and the closest wall is over 10' away so therefore the primary façade is not obscured by the new façade.
Unit 2: This exception will not damage the character of the streetscape; this exception will not be visible to the street.

Staff response: Staff agrees that the minimal setback meets the intent of primary façade preservation.

ii. Prevent a hardship to the applicant or an injury to the public welfare

Unit 1: This exception prevents a hardship for the owners of the property. This enables the owners to have a more open plan kitchen that has been a hardship for them with the current room configuration. If the 10' stepback is enforced the new space will barely allow an opening into the kitchen. The other space adjacent to attach is an even older structure, the wall even more sculptural.

Unit 2: This exception prevents a hardship for the owners of the property. This enables the owners to have a more open plan house, and an outdoor living/eating space that they do not have with the current layout.

Staff response: Staff agrees with this statement.

iii. Strengthen the unique heterogeneous character of the City by providing a full range of design options to ensure that residents can continue to reside within the historic districts

Unit 1 and Unit 2: This exception strengthens the unique heterogeneous character of the City; without this exception the owners would not be able to use their house in the manner they wish.

Staff response: Staff agrees that the design options presented harmonize with the district standards and the streetscape.

iv. Are due to special conditions and circumstances which are peculiar to the land or structure involved and which are not applicable to other lands or structures in the related streetscape

Unit 1 and Unit 2: The circumstance and special conditions are due to the nature of historic houses and their necessary preservation. This connection is the most minimal and least damaging to the structures.

Staff response: Staff agrees that the historic residential structures are located in an RC8 zoning district that also has non-residential commercial structures in the streetscape.

v. Are due to special conditions and circumstances which are not a result of the actions of the applicant

Unit 1 and Unit 2: The special exceptions are not a result of the actions of the owners of this property; the owners did not create the two structures that they are connecting.

Staff response: Staff agrees with this statement.

vi. Provide the least negative impact with respect to the purpose of this section as set forth in Subsection 14-5.2(A)(1).

Unit 1: The exception provides the least negative impact with respect to the purpose of the Historic District and the historic fabric. The most important features of this house are preserved. One can still read the corner of this house from the street.

Unit 2: This exception provides the least negative impact with respect to the purpose of the Historic District and the historic fabric. The most important features of this house are preserved. This diminutive house will remain a hidden gem accessible only to its appreciative owners and their guests.

Staff response: Staff agrees with this statement.

STAFF RECOMMENDATION:

Staff recommends approval of the exception request to place an addition at less than 10' back from primary elevations (Section 14-5.2(D)(2)(d)), which otherwise complies with Section 14-5.2(C) Regulation of Contributing Structures and Section 14-5.2(E) Downtown & Eastside Historic District.

Questions to Staff

Ms. Walker said it was an unusually high wall and asked if that was because the east and west were abutting the adjacent property

Mr. Rasch said yes and because they were in the RC-8 district which allowed 8' side walls.

Applicant's Presentation

Present and sworn was Mr. Karl Sommer P.O. Box 2476 who said they would stand for questions and he believed Ms. Bechtol had addressed the concerns that were raised by Mr. Armijo and Ms. Woods and others as he went through the minutes. They would agree that the project as modified would meet the

code.

Questions to the Applicant

Ms. Rios asked if it would be the same color as existing.

Mr. Sommer agreed.

Ms. Rios asked if the applicant could please describe the landscaping at the street and the height.

Present and sworn was Ms. Gayla Bechtol who said the landscaping was not finished yet but anticipated something on the walls and at the addition because graffiti was becoming an issue on the side facing the Downtown Subscription parking lot. It would be for the low adobe wall and the low concrete wall and the parapet. It was 18" at one end and 8" at the other so it was a low wall, just as a planter.

Mr. Rasch said it was shown in the handout [attached as Exhibit 9].

Ms. Bechtol said she had a colored version of the drawing which she shared with the Board. She explained that it attached to the wall at an angle. They hadn't designed it. It was more of an idea. The landscaping would be on the wall where the graffiti is.

Chair Woods asked if she would bring that back. Ms. Bechtol agreed.

Ms. Mather said she walked that area and the cobbles there made a very uneven surface.

Ms. Bechtol said they would do colored concrete there as they recognized it was treacherous now.

Mr. Katz said it was reflected both in the handout and also on page 20. At Acequia Madre, looking along the bottom, that new part seemed to dominate and detract from what was significant with the south as primary. On page 20 it seemed to be the same height but dominated. He wished it could be less dominating.

Ms. Bechtol thought the height met the existing building so the connector was at that height. The bigger rooms proposed served to make it available for art hanging and viewing. Her client, Susan was very involved in art here and other countries and they wanted to share their art with a wide range of people.

Ms. Walker thought the windows on the addition didn't seem right. They felt like they were pulling the building out.

Ms. Bechtol said they put them that way so the owner could hang big art between them but she thought they could bring them in to meet Territorial revival style if the Board wished.

Chair Woods wondered if she could possibly break up that wall by putting a little step in the wall either in or out.

Ms. Bechtol said they would prefer to keep that wall as straight as possible to hang art on it. She could step it in maybe six inches. It was adobe. It was a two foot wall.

Chair Woods suggested maybe keeping it at the same plane inside.

Ms. Rios asked what the height of the new addition was.

Ms. Bechtol said the outside height from the sidewalk was 12'8" at the east end and at the west end it was 13' 4".

Ms. Rios asked if the historic building was the same.

Ms. Bechtol agreed but said in relation to the sidewalk it was not quite that high.

Public Comment

There were no speakers from the public regarding this case.

Action of the Board

Ms. Mather moved to approve Case #H-13-016B as submitted and with the understanding that exception criteria have been met for a 2' set back and stucco matches the original. Ed seconded the motion.

Ms. Walker asked if she would be comfortable with some shadow to break up that long façade.

Ms. Mather said she was not comfortable with that.

The motion passed by unanimous voice vote.

6. **Case #H-13-073. 908 Galisteo Street**. Don Gaspar Area Historic District. Lon Perry, agent for Tom Bachicha, owner proposes to amend a previous Board approval to place an HVAC unit on the ground, by placing it on the roof behind a screen wall at the maximum allowable 15'0" streetscape height at this contributing residence. (David Rasch).

Mr. Rasch gave the staff report as follows:

BACKGROUND AND SUMMARY:

Located on the west side of Galisteo Street, the subject property consists of two separate homes (908 and 908 ½) joined together under one ownership. The front portion—the subject of this case—has a massed, rectangular, flat roof form that has taken on the appearance of the Spanish-Pueblo Revival style over the years. Constructed before 1912, it is designated contributing to the Don Gaspar Area Historic District.

Project

The applicant came before the Board on August 27, 2013, with a project to remodel the combined residences. The Board approved the project with a number of conditions, including moving an exposed rooftop HVAC unit to the ground. Because of financial considerations, the applicant has not moved the unit, and now asks the Board to reconsider keeping it on the roof behind screen walls.

The rooftop unit is located near the southeast corner and is visible from the street. The applicant erected plywood walls to screen it. If approved, the applicant would stucco the walls to match the texture and color of the house. The erected screen is at approximately 15'-0", the maximum allowable height for the property.

An alternate location for the unit is proposed near the northwest corner of the roof. This would move the unit away from the street and potentially lower the screen by 8".

STAFF RECOMMENDATION:

Staff defers to the Board as to whether the request complies with City of Santa Fé Land Use Code, Section 14-5.2 (D)(9), General Design Standards, the standards of the Don Gaspar Area Historic District (H), and the standard to disallow publicly visible rooftop appurtenances on a contributing structure (Section 14-5.2 (D)(3)(b)).

Questions to Staff

Ms. Mather asked if the applicant was not only screening the unit but also the ductwork.

Mr. Rasch agreed. He noted at the last hearing the action of the Board was to move the HVAC unit to the ground and gave approval of having the ductwork on the roof with minimal screening so that was approved then.

Ms. Rios asked if Mr. Rasch could point out the alternate location.

Mr. Rasch pointed it out and commented that they didn't see the box there this afternoon so the applicant could speak to that.

Applicant's Presentation

Present and sworn was Mr. Ron Curry, 100 Alamos Road, Corrales, New Mexico.

He said he had a wonderful idea to move it to the ground but that was dumb. When he talked to the heating guy, the ductwork would block the bedroom window so he went back to staff and was going to show it today when the Board was there but they were in a hurry. They would have to get out and look between the trees. The existing extended screen was 13' 10" from street level. The extra piece he put on the top showed what it would look like. The other stuff needed to be there to block the PVC and ducts. That extra could come down 4" and he would prefer this location. He was asking to continue with it there and stucco the screen to match.

Public comment

There were no speakers from the public regarding this case.

Questions to the Applicant

Mr. Katz thought there should be three different heights. He asked if the unit was removed how much would have to be there.

Mr. Curry said the extra part would come off.

Mr. Katz asked what the rest of the screen covered.

Mr. Curry said it covered the PVC for water heater that came up high.

Mr. Rasch said PVC didn't qualify as needing screening but the ductwork did.

Mr. Armijo asked what the PVC was for.

Mr. Curry said it was ducting for the water heater.

Public Comment

There were no speakers from the public regarding this case.

Action of the Board

Mr. Katz didn't have a good sense for what was behind the screen and he didn't like what he was looking at.

Chair Woods said keeping it there would mean minimizing the screening.

Mr. Curry said the alternate location would require much more screening.

Mr. Boniface asked if he could reduce it.

Mr. Curry said he could step down the left side.

Mr. Boniface asked if he could carry it back without adding steps.

Mr. Curry agreed.

Ms. Rios moved to approve Case #H-13-073 to screen all the unit and duct work and stucco it all the way around. Mr. Katz seconded the motion.

Mr. Boniface asked for a friendly amendment to match the stucco texture and color on the house and screen at least the south west and east that would cover the unit as well and on the south side be eight inches lower than the mechanical unit. Ms. Rios agreed it was friendly.

Chair Woods asked if the amendment could say **as low as possible to cover the duct work**. .

Mr. O'Reilly said once the motion was finalized he would ask that the Chair ask the applicant to specifically agree to the conditions of the motion. Because the issue was addressed earlier, it was a good practice to use.

Chair Woods clarified that the screening would be on the south, east and north side and that it would cover the equipment and the ducting and be stuccoed with same texture and color as the house.

Mr. Curry agreed to those conditions.

The motion passed by unanimous voice vote.

7. **Case #H-13-076B. Defouri Street Bridge.** Downtown & Eastside Historic District. Richard Roto, agent for City of Santa Fé, Public Works Department, proposes to replace a contributing bridge. An exception is requested to demolish a contributing structure (Section 14-5.2 (D)(1)(a)) and to replace it with material that is not in-kind to the original structure (Section 14-5.2 (D)(5)(b)) (David Rasch).

Mr. Rasch gave the staff report as follows:

BACKGROUND AND SUMMARY:

Situated north of Our Lady of Guadalupe Church, crossing the Santa Fé River, Bridge No. 4063, or the Defouri Street Bridge, is a simple two-span structure. The superstructure, constructed in c.1959, consists of precast concrete channel beams supporting an asphalt-surfaced deck. The superstructure rests on an earlier, presumed late 1930s substructure of a masonry cutwater pier and masonry abutments. A pedestrian walkway is located on the east side, representing a modest widening of the bridge in the c.1970s.

The Board designated the bridge contributing at the December 10, 2013 hearing. At the same hearing, the Board postponed review of its replacement, as the applicant had not requested exceptions to demolish and replace a contributing structure.

Project

The applicant requests a review of a project to demolish and replace the structurally deficient bridge and make other improvements to the crossing.

Before granting approval or denial of a requested demolition, City staff shall provide information on the

structure under consideration. This information includes 1) the historic or architectural significance of the structure; 2) a report from the City Building Inspector on the state of repair and structural stability of the structure; and 3) a report from the Archaeological Review Committee on whether the demolition would damage possible archaeological artifacts (14-3.14 (C)).

For Item 1, staff defers to the Board's December 10, 2013 designation of contributing status. In regard to Item 2, staff asks the Board to review the November 12, 2013 New Mexico Department of Transportation (NMDOT), Bridge Management Section, Bridge Inspection Report, which found the deck, superstructure and substructure to be in "poor" condition, with a recommendation to "replace the bridge." In regard to Item 3, the Archaeological Review Committee granted clearance of the project on July 18, 2013, under Case #AR-16-13.

The Board's decision to grant or deny demolition is premised on the application of three standards (14-3.14 (G)(1)):

(a) Whether the structure is of historical importance;

(b) Whether the structure for which demolition is requested is an essential part of a unique street section or block front and whether this street section or block front will be reestablished by a proposed structure; and

(c) The state of repair and structural stability of the structure under consideration.

For Item a, the subject structure is contributing to the Westside-Guadalupe Historic District. In regard to Item b, a "bridge" over the Santa Fé River at this location has been part of the street section for over 70 years. Its replacement will reestablish and maintain this component of the street section For Item c, the NMDOT Management Section recently designated the bridge "Structurally Deficient," finding the entire structure to be in poor condition, and recommended replacement. The inspection found the "girders continue to deteriorate with advanced section loss, smalls, exposed rebar, leaching, efflorescence and heavy section loss. Girders 1, 2, 3, 8, and 9 have advanced deterioration at both spans."

In 1990, a structural assessment was performed by a New Mexico State University Bridge Inspector under contract with NMDOT. The load capacity was determined to be substandard and the inspector recommended posting the bridge for a 10-ton weight restriction and replacing the structure. Since 1990, all subsequent NMDOT bridge inspections have recommended replacing the bridge. The City's design engineer additionally recommends replacement of the structure.

Finally, in a January 2, 2014 letter, the City Building Inspector recommended that the bridge be "demolished and rebuilt to protect the health, safety, and welfare of the citizens of Santa Fé."

Staff, therefore, recommends demolition.

The Project

Superstructure/Deck

The proposed work will consist of replacing the deteriorated spans with a single precast, pre-stressed concrete superstructure resting on pre-bored H-pile foundations.

The new deck will carry wider lanes and is designed for a better turning radius approach from Alameda Street. The proposed deck at 41'-0"will increase the overall width of the bridge by approximately 11'-1". In this regard, the proposed overall width of the bridge has not changed since the initial August 27, 2013 hearing.

While the overall width is the same as the previous design, its carrying lane arrangement has changed from two 10'-0" lanes with 4'-0" shoulders, to two 14'-0" shared-use lanes. The ADA-compliant sidewalks (5'-0") and outer hand-railing (1'-5") configurations remain the same as the original proposal.

Substructure

Work will involve removing the existing center pier and excavating for a new foundation. The existing masonry abutments, tenuously thought to be associated with a New Deal river improvement project, will be retained to prevent scour, but will have no structural function.

Railing

The final design of the hand-railing is not selected but is proposed as a rusted steel, standard 4'-0"-high pedestrian design, similar to what is found on the nearby Sandoval Street Bridge. The approach railing is proposed as a 3'-0"-high standard steel picket design.

Following HDRB precedent, the outside deck and sidewalks will be colored in "Oatmeal Buff" concrete, a color similar to El Rey's "Buckskin" stucco. The bridge sidewalks will continue along the radius of the curve of Alameda and Alto streets to connect with existing walkways.

Exception Responses

The applicant has requested an exception to demolish a contributing structure (Section 14-5.2 (D)(1)(a)) and to replace the structure with material that is not in-kind to the original bridge (Section 14-5.2 (D)(5)(b)).

To demolish a contributing structure (Section 14-5.2 (D)(1)(a)):

i. **Do not damage the character of the district;**

The proposed design seeks to demolish the existing bridge deck and the cutwater pier. The removal of this material is required to bring the structure into compliance with engineering prescribed design loads, to correct the bridge's slope for adequate drainage, and to provide a more durable bridge type that is less prone to deterioration.

The proposed design seeks to retain in place the contributing stonework at the bridge abutments by constructing new deep foundation approximately 5 feet behind the existing abutments. Not only does this approach preserve the existing stonework at the abutments but it will ensure that the channel width is not modified. Preserving the stonework will retain the historical character of the existing bridge.

The proposed structure maintains the character of the district by using bridge elements of similar scale as the existing Defouri St Bridge with the design and layout of the sidewalks in accordance with Section 14-9.2(E) of the Code and consistent with other bridges spanning the Santa Fé River including the Guadalupe Bridge and the Sandoval Bridge.

Staff Response: The proposed demolition and new construction does not damage the character of the Westside-Guadalupe Historic District.

ii. **Are required to prevent a hardship to the applicant or an injury to the public welfare;**

Records show that the New Mexico Department of Transportation (NMDOT) has inspected the Defouri St. Bridge on a two year basis since at least 1941. In its present condition, the bridge has been in a process of continued deterioration since being reconstructed in 1959. In January of 1977, the NMDOT bridge inspector noted the continuing deterioration of the bridge deck and wrote that the condition is "becoming serious". The NMDOT first recommended replacement of the bridge in 1990. The latest NMDOT Bridge Inspection Report dated November 12, 2013 recommends that the "City should replace bridge." The bridge no longer has the structural integrity to safely carry its original design load and therefore poses a potential risk to public welfare.

The superstructure and substructure design, and lack of adequate slope, were the primary factors that have caused heavy deterioration of the structure. Replacing the structure in kind will not mitigate the root causes of deterioration and will become a hardship to the City of Santa Fé Public Works Department, and the public.

A denial of the exception to demolish the proposed portions of the bridge will lead to further deterioration

of the structure and would constitute a potential risk of injury to the public.

Staff Response: The proposed demolition and new construction does prevent a potential injury to the public.

iii. **Strengthen the unique heterogeneous character of the City by providing a full range of design options to ensure that residents can continue to reside within the historic district;**

Defouri Street is a two lane local street with average daily traffic of approximately 540 vehicles per day. It is also a designated shared use (on street) bicycle route on the Santa Fé Metropolitan Planning Organization (MPO) 2012 Bicycle and Trail Map and intersects the Santa Fé River Trail.

A vehicle sweep path analysis of the existing bridge configuration was performed and a passenger car is unable to stay within its own lane while navigating basic operational movements at adjacent intersection. The proposed configuration will accommodate both a passenger car and emergency response vehicles within their own lane performing the same operational movements that failed with the existing condition.

The purpose of the project is to replace the Defouri St. Bridge. Demolition of the existing bridge is required to replace the bridge. The need for the project is to address structural deficiencies, provide pedestrian and bicycle improvements consistent with planned trails connections and designated shared use bicycle routes, and to comply with ADA requirements. This purpose and need is consistent with Section 14-9.2(B)(1) which states that design criteria for new construction on public streets were intended to serve all users. In particular, the Code says that streets:

(a) Function as a critical urban design component of the neighborhoods they serve;

(b) Together with sidewalks and trails, must safely meet the transportation needs of all users, including pedestrians of all ability levels, bicyclists, motorists and transit users.

The design criteria for this project is based on a two lane roadway with improved pedestrian and bicycle facilities including 5-foot sidewalks and ADA compliant ramps, which appropriately serves the heterogeneous character of the City and is proposed to meet the transportation needs of all users, both present and future. Adherence with such criteria is significant since the minimum code prescribed design life for a bridge of a public street is 75 years.

Staff Response: This question is not germane to a non-residential, public works project, therefore, the applicant's response is not considered and does not factor into whether the exception has been met.

To replace the structure with material that is not in-kind to the original bridge (Section 14-5.2 (D)(5)(b)):

Responses to the exception criteria specified in Section 14-5.2(C)(5)(b) are as follows:

v. **Do not damage the character of the district**;

The proposed structure is to be replaced with concrete and steel which are identical to the materials present in the existing bridge and meets the material properties specified in the New Mexico Department of Transportation Standard Specifications for Roadway and Bridge Construction. The condition of the bridge warrants replacement in lieu of repair.

The proposed bridge façade will be similar in appearance and depth as the original bridge façade except for the bridge railing. The existing railing does not meet current design standards. As such, the new façade will include a crash tested bridge rail. The type of railing proposed is the same as the Sandoval Bridge and very similar to railing on the Guadalupe St. and Galisteo St. Bridges.

Staff Response: The new bridge is composed concrete and steel, as is the current c.1959 super-structure. Part of the project will remove the center masonry cutwater pier, but will retain the masonry abutments. The proposed design will not damage the Westside-Guadalupe Historic District.

vi. **Are required to prevent a hardship to the applicant or an injury to the public welfare**;

NMDOT has determined the sufficiency rating of the bridge, the truest measure of the structural fitness of the bridge, at 33.7% out of 100%. This is the lowest sufficiency rating within the City's bridge inventory. The condition rating of the deck, substructure and superstructure are all rated as poor. NMDOT recommends replacement. Failure to replace the bridge with appropriately designed members and materials will constitute a hardship to the City who has the duty to protect the health, safety and welfare of the public by addressing infrastructure in disrepair and that designs meet current engineering standards.
The existing foundations are made from unreinforced stone masonry. Unreinforced masonry foundations are not an acceptable foundation type under the current design codes. Therefore, replacement of the foundations with in-kind material as a load bearing foundation is not permissible.

The bridge lies within a FEMA designated flood hazard area and a regulatory floodway. Estimated scour depths for the 100-year flood recurrence interval exceed the depth of the existing foundations. Therefore, the existing stone foundations are susceptible to being undermined by scour during the design flood event. An exception to not replace the cutwater pier with in-kind material significantly reduces the susceptibility of the bridge to damage by scour during flood events.

The quality and strengths of the existing concrete and steel bridge materials do not meet current specifications for bridge construction. Repair or reconstruction of the bridge with in-kind material is not feasible and constitutes a hardship to the applicant and injury to public welfare.

Staff Response: The proposed new construction does prevent a potential injury to the public by providing a new super and substructure designed to meet current safety standards.

vii. **Strengthen the unique heterogeneous character of the City by providing a full range of design options to ensure that residents can continue to reside within the historic district**;

Being able to replace the bridge will restore the original functionality of the bridge to carry residents of the City across the river and strengthening the heterogeneous character of the City's to serve all type of users.

New materials maximize the full potential of today's concrete and steel strength of materials so that the Santa Fé River Park can be bridged with a single span to permit the removal of the constriction of the pier within the river and restoring the bed and channel to more open drainage beneath the structure in accordance with Section 23-4.4 of the Code. This strengthens the special use of the street, sidewalks and park which adds to the unique heterogeneous character of the City.

Using new materials permits the sidewalks to be colored concrete in the Historic District in accordance with 14-9.2(E)(11) and to be widened to five (5) feet per the requirements of Section 14-9.2(E)(7) of the Code. The proposed exception will strengthen the unique heterogeneous character of the City by providing improved pedestrian and bicycle facilities.

Defouri Street is proposed to remain a two lane local road in order to retain the historic character of the area. No additional language is proposed.

This question is not germane to a non-residential, public works project, therefore, the applicant's response is not considered and does not factor into whether the exception has been met.

In conclusion, staff finds the applicant has met the two exceptions.

STAFF RECOMMENDATION:

Staff finds the applicant has met the exception to demolish a contributing structure (Section 14-5.2 (D)(1)(a)) and to replace the structure with material that is not in-kind to the original structure (Section 14-5.2 (D)(5)(b)) and, therefore, recommends approving the application, finding it complies with Section 14-

5.2 (D)(9), General Design Standards, and the standards of the Westside-Guadalupe Historic District, Section 14-5.2 (I).

Questions to Staff

Ms. Rios noted this was a City project and asked if there were any federal funds involved.

Mr. Rasch said they would need to ask the applicant.

Applicant's Presentation

City Director of Roadways and Trails Engineering Division of the Public Works Department, Mr. Eric Martínez, went over a few points about the bridge. It was deemed by NMDOT as beyond repair and required replacement. It was the worst bridge in the City's inventory and has weight restrictions. It was unclear when it would fail. Fortunately DOT hasn't yet ordered closing of the bridge. But to address health safety and welfare, the Council authorized $12 million for replacement and DOT agreed to provide state funds as well.

The proposed bridge would have a similar profile as shown on the rendering. The style would be similar to the Sandoval Bridge. It would help aid in the flow of the river, improve the flood plain and increase the volume of the channel. The abutments along the channel were proposed to remain.

The width of the structure had been contentious among residents. Other bridges didn't have room to widen but it could be done here. There were no physical constraints to justify why it could not be widened.

Ms. Desirae Luján was present and also the design consultant, Mr. Rich Roto.

The two 10' lanes didn't adequately accommodate turns by vehicles. It was very tight right now. They also analyzed the current design and a minor section that would accommodate turning by larger vehicles.

What was proposed was to widen the lane by two feet on each side and would result in a 41' wide project that included five foot wide sidewalks as required by ADA. So compared to the existing structure, most of the new width was to accommodate the sidewalks and platform. Presently a normal car could not negotiate a turn without encroaching into adjacent lanes. Such widening would also provide a shared lane for bicycle use and connect with the Santa Fé River Trail. Wider vehicles such a delivery trucks was in the design.

They were at an impasse with local residents on the bridge work. But engineering and ADA guidelines and City rules to accommodate existing traffic conditions was contrary to residents' preferences and they put up resistance.

The cross section coincided with dimensions of surrounding streets. Defouri was 29 feet wide and expanded to 32 feet. So what was proposed was in line with what was already there.

His next slide showed that what they proposed would provide a 28 foot width with a slightly narrowed upper section to be consistent with the street across the bridge.

The City agreement with DOT executed by both parties required the City to follow the current engineering and ADA guidelines. That includes AASHTO guides for streets, bike facilities and bridges. Otherwise, it would jeopardize Santa Fé's access to federal and DOT funds.

The Mayor's Committee on Disability has review authority and purview over compliance with federal ADA regulations over pedestrian facilities on projects such as this. Aside from the ADA requirements, more recent events provides an emphasis on accommodating multiple users in a public facility. For example, things like a walkability movement called "Walk Santa Fé" for walking in the downtown area. The Santa Fé MPO was currently developing a Pedestrian Master Plan to address areas lacking in pedestrian infrastructure. The City of Santa Fé was recently nationally recognized as a Bicycle Friendly Community by the League of American Bicyclists and awarded a silver designation which was the highest designation achieved by any city in New Mexico. Santa Fé was being recognized more and more for its work in multi-modal transportation planning.

Upon the Board's approval of this project, City staff and their consultants were ready to move forward and complete the design, bid the project and complete these much needed improvements. If we were looking to narrow it in some way, the width would have to come from somewhere. The lane width and sidewalk width have all been designed according to city code to accommodate save driving and turning.

Mr. Roto identified himself as a consultant engineer for this project. Studies have shown that bridge width was the single most important factor in safety. A width of 24' from curb to curb was much narrower than normal. We have to meet the minimum design criteria. The recommended width it would be 32' but we proposed 28' wide. The minimum requirement was equal to approach roadways which here was 29'. We integrated it to a shared use land width for DeFouri.

Nationwide studies on narrow bridges was that a narrow bridge didn't affect the vehicle speed any more than 2 mph. So it didn't deal with speed but just for safety.

Public Comment

Chair Woods limited public comment to two minutes from each individual. She asked people to not repeat from former speakers had said.

Present and sworn was Mr. Jerry Richardson, 703 Don Felix Street, speaking as President of the Guadalupe Historic Neighborhood Association. He said he hadn't polled the members before speaking but they met last week.

Regarding the request for demolition of the bridge, they recognized the bridge was old and didn't want an unsafe bridge but they were concerned with the bridge size being proposed. Frankly, they were frustrated. They had expressed their concerns at the August 27 meeting. The Board directed the City to meet with the neighborhood and that was held on October 3rd. Three plans were presented then by the City. On August 27 the City talked about those three plans. The sense from everyone there was agreement at that meeting that the City was going to proceed with the smaller bridge. So they were astonished with same original proposed design came back to the Board on December 10 and also tonight. They felt no one at the City Engineer's Department heard their concerns. So their Association voted to bring their concerns here.

He directed the Board's attention to the August 27 meeting minutes where Mr. Katz asked Mr. Roto if any of the three designs would meet safety requirements and Mr. Roto said any of the three would meet the safety requirements. Then there was more discussion and then on page 25, "Mr. Boniface said he would like to see it be narrow according to the historic fabric of this neighborhood. Mr. Roto mentioned the turning radius and that it was structurally unsound. He would like to revisit the first option for the narrowest bridge. The City did not need to accommodate ADA on both sides as that would necessitate widening it more." So he was hearing something different tonight from what they were told on August 27.

Regarding the turn radius, Mr. Richardson said he watched two cars turn there and it could be done. It was done all the time. He asked that their concerns be taken into account and have something more appropriate.

Present and sworn was Ms. Lettie Penyon, 533 Alto Street who said regarding the requirement to meet the standards that she researched with FHWA and found an article on Application of Design Standards, Uniform Federal Accessibility Standards, and Bridges. In the statement was a section which she read, "Projects with Historic and Scenic Impacts or Values. Title 23 U.S.C. 109(p) deals with the application of design standards on projects which involve or are located in areas of historic or scenic value. The intent is to emphasize that a great deal of flexibility can and should be used in design and construction of such projects. Because each scenic or historic site or area is unique, development of national standards for such projects is not appropriate." [Attached as Exhibit 10].

Present and sworn was Mr. Ed Reid, 510 Alto Street who said he had a statement from Jean Berinati (3-6 DeFouri Street) that he agreed with and she was not able to be here and he read the statement, "Please add my vote to those of my neighbors to petition for the preservation of the authentic character of the DeFouri

Street Bridge. That bridge has been a portal to the narrow streets and unique architecture of this historic community. Widening the bridge would encourage more car and truck traffic endangering the village atmosphere and quiet. Widening the bridge would also compromise the safety of our citizens including children, elders and parishioners of the church. I'm voting for preservation as a resident, a home owner and a co-founder and past president of the Historic Guadalupe Neighborhood Association."

Mr. Reid also had notes from Robert Howell and Ruth Howell at 714 Agua Fria Street. This historic neighborhood was not built by engineers. The corner, which he pointed out was a blind corner with no sidewalks on either side for handicapped or physically fit people to get off the street. So these kinds of design elements exist all over the neighborhood and we would like not to start destroying them at this point. [Ms. Jean Berinati's statement is attached as Exhibit 11].

Present and sworn was Mr. Rick Martínez, Santa Fé Neighborhood Network, who was asking the Board to hear their concerns. The bridge as it was added character to the neighborhood and width was very important to them. It was almost a throughway to Sanbusco and the Railyard. The Sandoval Bridge had no sidewalk and it would come down sometime soon.

Present and sworn was Ms. Rosemary Menaud, 544 Alarid Street, who said she walked this neighborhood daily down by the bridge. She didn't think there was enough foot traffic now and didn't see it in the foreseeable future to warrant two five-foot wide sidewalks. One should be adequate. She drove across that bridge all the time and never had any problem turning there either from Alameda onto the bridge or off of it. The same went for Alto Street. If there was a problem the answer was to just slow down.

She also found it hard to believe that studies showed people don't slow down to go across a narrow bridge. The city has opportunity here to keep a bridge that was more than a physical bridge, more than a functional bridge but to remember that a bridge was also a psychological factor and aesthetic factor joining two very different parts of the City. It was appropriate to kept it in its current scale.

Present and sworn was Ms. Deanna Einspahr, representing the Executive Committee of the Old Santa Fé Association. She agreed with the preceding speakers. They were opposed to the widening of the bridge. The scale of streets and functions of bridges were very important to maintain in historic neighborhoods of our city. She reaffirmed that there was fear that redoing the bridge would lead to redoing other historic bridges. She thought that was a very real danger. She thought there was room for compromise. She asked what was wrong with people crossing the street to use one five foot wide sidewalk there. There was a pedestrian bridge planned nearby so there would be other access here.

Present and sworn was Mr. Arthur Firstenberg, 247 Barela Street in this neighborhood, who also disagreed with the turning radius and that a narrow bridge was not slower. The required turning radius

depended on what speed one was traveling. They didn't want cars turning at 35 mph into there. There was no trouble turning at 5 or 10 mph. The speed at which traffic entered their neighborhood was controlled by the width of that bridge. He pointed out that on this particular bridge, the normal rules didn't apply. When you come up Alameda, you were turning onto a 24 ' width street but then one could turn onto Alto Street and that was a 24' wide street. And going further it turned into a 12' wide street. The bottleneck was on Alameda before turning onto DeFouri Bridge. Widening it would make the bottleneck move to Alto Street and that would be more dangerous intersection rather than less.

Present and sworn was Ms. Barbara Yazzi. 209 Polaco Street, who said they were voices in the wilderness. She was a member of this neighborhood and was very dismayed yet she was also hopeful. She thought this had all been constructed to be such a divisive issue and it was not because everyone was a stakeholder in this neighborhood. Their neighborhood association was as much as the church was. Referring back to the August 27 meeting where all of a sudden they were faced again, even after the public input meeting on October 3, where it was very difficult to get those notes and she only got them this morning. But now, all of a sudden, they were presented with the same thing. After three H Board meetings and 2 public information meetings - it was frustrating.

In the October 3rd meeting minutes and with city representatives there it was a friendly and informative meeting. They had all three plans there and the discussion during the meeting was almost a consensus that the smaller version of the bridge was just as safe and would be good. They had consensus that the scale should fit the neighborhood and the railings could also look like they fit into a neighborhood and not the standard steel painted railings. This was the gateway to a historic neighborhood. The DeFouri Street Bridge was named after James H. Defouri who was the first pastor of our Lady of Guadalupe appointed by bishop Lamy. He was also a historian who wrote about New Mexico and this was a legacy to him.

Present and sworn was Mr. Gregory Ross, 352 Alto Street. Although he greatly appreciated his neighbors' concerns for historic preservation of the neighborhood, he thought the sentimentality about this narrow slab of asphalt across the river was misplaced. The current bridge was extremely dangerous. When he pulled his car in and out of there daily, he had to wait for people to pull out. He was in a larger four-door sedan car and it was dangerous. He walked his dog around there through the park and across the bridge and it was taking our lives in our own hands. He believed the design was well thought out and accommodated the neighborhood. It was like fond memories of a violent spouse. There might be an issue about the five foot sidewalks on both sides. Overall he felt this was the more compatible design.

Present and sworn was Mr. John Eddy, 227 east Palace Suite D. He said he didn't live in the neighborhood but was concerned about the proposed width of the bridge and wouldn't like to see it widened as proposed by the City. He couldn't say he agreed with everything said after the last testimony. He would encourage this Board to look at where DeFouri Street meets Agua Fria. He thought the 32' width was perhaps

disingenuous. As he saw it, maybe moderate widening was okay but any more than that would encourage more traffic and further impact.

There were no other speakers from the public regarding this case and the public comment portion was closed.

Mr. Roto said the city code did require sidewalks on both sides unless it was a one-way street.

On the north side, there was no radius. It was about a six inch curve in the sidewalk. On both sides the sidewalk was flush with the pavement. And often a car's wheel runs over the sidewalk. The traffic analysis they did included fire trucks. It did not work even with the widest of the three designs. This was designed only for a car. They evaluated all the widths with a turning analysis and it showed how they arrived at this recommendation.

Mr. Katz asked if part of the issue of turning radius was about how wide the street was you were turning into.

Mr. Roto said in the turning analysis it was designed to select a particular vehicle type and do a design that would keep the vehicle from encroaching onto other lanes or a sidewalk.

Mr. Katz reasoned that if it was wider a driver would not encroach onto another lane.

Mr. Roto agreed and the current width didn't allow staying in the lane.

Mr. Katz asked if he was talking about the width on Alameda.

Mr. Roto said Alameda lanes were about 12'.

Mr. Katz asked why they couldn't make the eastbound lane wider.

Mr. Martínez said what really was the problem was that they were not able to provide a large enough radius at those corners. And they had the river channel right beside Alameda Street. So negotiating into or out of DeFouri they had to accommodate from lack of a wider corner.

Mr. Katz understood but said if the lane you were turning into at east-bound Alameda were wider, you wouldn't cross the lane.

Mr. Martínez thought it might not meet standards. They were cheating into the adjacent lane to do the

turn now.

Mr. Armijo asked Mr. Roto how he would respond to what the woman read about the FHWA the historic standards.

Mr. Roto said right now they had $500,000 of city bond money. It was not quite enough to do the project. They did have some state money. Part of this project depended on how much money was available. If they were using federal money they might be able to follow those guidelines but it would be an exception to the city code.

Mr. Armijo said that didn't answer his question.

Mr. Roto explained that there were at least two standards that applied here: NMDOT standards and City Code. In the agreement, the federal standards were wrapped into it. What they were proposing would meet both of them. Narrower would require a design exception.

Mr. Armijo concluded that this project had to get their blessing.

Mr. Martínez said they had to follow ADA requirements because it was federal law. The Mayor's Committee had authority over all projects such as this. He didn't think they would approve any less than five feet. The City and DOT also follow that requirement. They had not had a chance to address the historic standards mentioned earlier but he knew what the City, NMDOT, ADA and AASHTO required.

Mr. Katz noted that currently the railing was flush with the side. He asked if someone made railing to meet the vehicle safety standard that was not attached on top.

Mr. Roto said the railing for attaching on the side was not appropriate for pedestrians. The design standards require it to be 42". It was under 36" tall so the railing was not suitable for sidewalk installations. The rest were top mounted. These railings have to meet certain standards.

Mr. Katz couldn't imagine why a taller side mounted railing wouldn't work to keep cars from going over the side.

Mr. Roto saw his point but said it was not designed for a sidewalk installation.

Mr. Boniface said as an architect, whenever he had to have a guard railing for pedestrians the balustrades had to be four inches on center. He asked why that was not being done here.

Mr. Roto said the Type A railing had such a fabric but he wasn't sure that the Type D railings had that. It

was up to the agency to decide which type they would prefer. The Siler Road Bridge did not have it. But with the South Meadows Bridge the County did decide to have that fabric.

Mr. Boniface said in looking at this proposal it didn't have that fabric.

Mr. Roto agreed but that option did exist and it would be made by the Public Works Department.

Mr. Boniface understood he was saying that the design could change.

Mr. Martínez said there was that option that the DOT provided for netting along the bridge rail of fabric or chain link type material. They did consider that for Sandoval but believed that would not get approved for this project. There was no requirement that they had to provide individual vertical areas along a bridge rail like an architectural standard for it.

Mr. Boniface said it was actually shown on page 65 - a pedestrian railing and yet you are talking about a pedestrian sidewalk. He asked why they were not one and the same.

Mr. Martínez said over the bridge it had to be a radius for vehicles to traverse off the bridge.

Mr. Boniface said he understood that but wondered why they wouldn't be putting the balustrade four inches on center on top of the reinforced railing that was designed to keep a car from going over. It seemed like there were different criteria and he just heard that this could be something that would get applied later. He said he was just trying to figure out what the Board was being asked to approve.

Mr. Martínez said what they were proposing was a typical vehicular railing on the bridge. Everything beyond that would be pedestrian railing as the Board noted on that photo. They also talked at the public meetings about a railing with a more decorative element inserted like what was at Camino Alire. That was the same type railing but the decorative element was included as part of that railing system and provided there as an insert as an artistic element for that particular bridge. That was done as part of the neighborhood discussion to try to meet that bridge. That was discussed but they had no movement on it whether folks wanted to go that way.

Ms. Mather asked Mr. Rasch a question. She wasn't here when the bridge was designated contributing. But she understood that for the demolition aspect, that in order to demolish a contributing structure, it had to be replaced with something that harmonized with the existing streetscape.

Mr. Rasch said first of all that the bridge was historic but it was two different periods of historicity so it was not integral to one period. So staff recommended non-contributing status because they did not see integrity of

a historic bridge. That staff member was not present to defend himself on it. But the Board made it contributing anyway. So now the applicant was requesting an exception to remove historic material and to replace not in kind.

The Board saw such exceptions on San Francisco Street. Even with non-contributing structures, this Board could decide that it was an essential street section for that replacement in-kind. But here, they were still asking for that exception to not replace in kind.

Ms. Mather countered that they were then not re-establishing the streetscape as it is now.

Mr. Rasch agreed. He pointed out that this Board has not determined this bridge represented an essential street section and Mr. Murphey said this bridge did represent an essential street section there so replacing the bridge would re-establish the section because it would still have a bridge.

Ms. Rios said many of tonight's speakers mentioned a design the City have that was narrower and asked what happened to the narrower design.

Mr. Martínez said they analyzed all three designs. The narrower one was 37' wide overall, including 5-foot sidewalks on both sides and staff recommended 41' wide - about four feet wider to allow more room for the vehicular lanes. The lanes now were 12 feet wide and in the analysis we determined vehicles could not turn there without going into the other lane. So the 41 foot design was the minimum width we could have.

Ms. Rios asked if they took into account the smaller scale in the existing surrounding neighborhoods.

Mr. Martínez said they did. The street opposite Alameda was 29' wide curb to curb. What they proposed curb to curb would be essentially the same before and after the bridge.

Chair Woods asked if it was a precedent that the city would come back with an impact analysis on Alameda Street.

Ms. Brennan said the Board should not make a decision based on what might happen in the future but consider this application itself tonight.

Chair Woods asked about the five foot sidewalk on either side. From an engineering stream, the Board couldn't quarrel with that but she asked if there was any alterative like a two foot wide sidewalk. She wanted to know if the Board had any latitude on it.

Mr. O'Reilly confirmed that the City section requirements were for five foot sidewalks on both sides since

the Code was changed in 2011. There was a time when the City allowed narrower sidewalks. But as far as this Board's purview was, he didn't think the City would allow it. If this were a private developer coning before the Planning Commission and Board of Adjustment to request narrower sidewalks they would have to request a variance.

Chair Woods clarified that it was on both sides of the street.

Mr. O'Reilly agreed. Current street sections required sidewalks on both sides of the street. He apologized that he was not familiar with the statement made about having only sidewalks on one side for one -way streets but this was a two-way street.

Ms. Brennan agreed. She wasn't familiar with that either.

Chair Woods said she was feeling uncomfortable in what the City was asking here. She asked if there were different design standards within historic districts.

Mr. O'Reilly didn't think there were design standards in historic districts for structures of this type.

Mr. Rasch and Ms. Brennan agreed.

Ms. Walker commented that these standards were for new developments but the Board was looking at neighborhoods that were over a hundred years old. She went over the Delgado Bridge every day and walked over it. There was no sidewalk there so pedestrians just waited until there were no cars there. It was a 20'3" wide bridge and two cars easily pass there and pedestrians wait. The corner was very tight. The hardest corner in the City was on Old Pecos Trail. They tried to put five foot sidewalks on both sides of East Alameda and it couldn't be done. On the river side, they tried to get as close to ADA standards as possible. The issue in this part of town should be respected. We don't want to move traffic as fast as possible but to respect the heritage of these old areas. Just to widen it because a standard says this was not as important. She understood they had to get money from somewhere but they have had challenges before where they had to bend the code to make something work.

Mr. Katz commented that the basis for declaring this bridge contributing was its size, not its beauty. Its size was part of that historic structure.

Ms. Rios thought it was very important in this historic time to preserve our historic structures. She agreed with everything Ms. Walker said. It was about preserving the small scale and we should work together with the neighborhood to get an appropriate bridge for that neighborhood. She was curious to know about accidents there.

Mr. Katz moved in Case #H13-076B to make a finding that the basis for the demolition had been shown with the safety factor but only if the replacement bridge preserves the exact streetscape, with a condition that the bridge by no wider than 33-34' wide with a sidewalk on only one side and eliminating the three feet of railing area and have the railing flush with the edge. Mr. Bonifacio seconded the motion.

Mr. Martínez noted the existing width was almost 30'.

Mr. Katz clarified his motion that it would be about eight feet less than what the City was proposing.

Mr. Armijo believed in historic preservation but this Board also needed to respect what other boards and staff must do. Accommodating a person in a wheelchair trying to go across a bridge was important. There were other important zoning issues. To hi, widening it by 11' was not enough to deteriorate the character of that bridge.

The motion passed by majority 4-2 voice vote.

The Board took a 5-minute recess. Ms. Walker left the meeting during the recess.

8. **Case #H-13-104. 302 Camino Cerrito.** Downtown & Eastside Historic District. Cody North, agent for 1020 CNYN LLC, owner, requests permission to demolish two non-contributing structures and proposes to construct an approximately 1,751 sq. ft., with either a pitched roof at the maximum allowable 16'0" streetscape height, or 14'6" flat roof residence, and a 606 sq. ft., 15'0" high flat or pitched roof guesthouse, and erect yardwalls. An exception is requested to build a pitched roof (Section 14-5.2 (D)(9)(d)). (David Rasch).

Mr. Rasch gave the staff report as follows:

BACKGROUND AND SUMMARY:

Located near the southwest corner of the intersection of Camino Cerrito and Canyon Road, south of the Santa Fé River, the roughly L-shaped lot is associated most recently with a house at 304 Camino Cerrito. This house was recently sold and the lot subdivided. Two noncontributing ancillary buildings formerly associated with 304 are now part of the undeveloped lot at 302 Camino Cerrito.

The applicant came before the Board on December 10, 2013, with a project to construct a pitched roof

residence and guesthouse on the undeveloped lot. The Board postponed the application, finding the applicant had not met the exception to build pitched roof structures. The Board requested the applicant return with a design for a flat roof dwelling. The Board additionally postponed review of the guesthouse, requiring the applicant to return with a request to demolish two noncontributing structures, as per Section 14-3.14, "Demolition of Landmark or Historic Structure," (C) and (G).

Project

The applicant now requests a review of a project to demolish the noncontributing structures and to build a main house and guesthouse presented as two options: 1) pitched roof structures, as originally presented, or 2) flat roof structures, as requested by the Board.

Demolition

At the September 24, 2013 hearing, the Board designated a former garage and shed at the time associated with 304 Camino Cerrito noncontributing, finding they did not meet the definition of a Contributing Structure.

Before granting approval or denial of a requested demolition, City staff shall provide information on the structure under consideration. This information includes 1) the historic or architectural significance of the structure; 2) a report from the City Building Inspector on the state of repair and structural stability of the structure; and 3) a report from the Archaeological Review Committee on whether the demolition would damage possible archaeological artifacts (14-3.14 (C)).

For Item 1, staff defers to the Board's September 24, 2013 designation of noncontributing status. In regard to Item 2, staff asks the Board to review the December 9, 2013 letter from the City Building Inspector, finding the structures "to be in need of maintenance and repair but do not appear to be in danger of collapse." In regard to Item 3, the Archaeological Review Committee clearance is not needed, as the structures are less than 75 years old.

The Board's decision to grant or deny demolition is premised on the application of three standards (14-3.14 (G)(1)):

(a) Whether the structure is of historical importance;

(b) Whether the structure for which demolition is requested is an essential part of a unique street section or block front and whether this street section or block front would be reestablished by a proposed structure; and

(c) The state of repair and structural stability of the structure under consideration.

For Item a, the subject structures are noncontributing to the Downtown and Eastside Historic District. In regard to Item b, the structures are not an essential part of a unique street section. For Item c, the City Building Inspector found the structures in need of maintenance but not structurally unsound.

In this regard, staff recommends demolition.

The Project

Main Residence

Option 1

Proposed along the north property line, fronting Canyon Road, is an approximately 1,751 sq. ft., roughly L-plan, intersecting gable roof house designed in a regional vernacular style. The house's ridgeline is 16'-0", the maximum allowable streetscape height.

From Canyon Road it will present a long shed roof containing a 176 sq. ft. portal and the bump-out projection of the master bedroom. The roof, of standing-seam Galvalume composition, will be seen in longitudinal perspective, with an intersecting gable end facing directly onto the street.

An exception is requested to build a pitched roof for the residence and the guesthouse (Section 14-5.2 (D)(9)(d)). See responses below.

The house will be fenestrated with a regular pattern of single and grouped casement windows. The proposed windows are "Integral Divided Lite" units with a 2/3 pattern and cladded in a "slate" color.

The west and south elevations will include shed-roof portals, made of rough-sawn wood and standing-seam Galvalume roofs. The south elevation will include a carport of similar design.

Guesthouse

Situated at the south end of the property, where currently the noncontributing structures stand, is proposed a small, one-story, pitched-roof, side-gabled guesthouse. The unit is distinguished by an inset porch at its northwest corner; otherwise it's nearly identical in treatment to the main house.

Option 2

Following the Board's direction, the applicant redesigned both dwellings as flat roof structures. In regard to height, the revised design for the main house is at roughly 15'-0". Otherwise, the flat roof revision is nearly the same in regard to location, footprint, portal layout, and fenestration, as the original design for the main house, with the exception of its more Spanish-Pueblo Revival treatment. The same is true of the flat roof option for the guesthouse.

Under both options, the dwellings will be stuccoed with a cementitious application of El Rey's "Hacienda" color coat.

Walls/Fences

Along the Canyon Road frontage is proposed a combination stucco-on-block and coyote structure at 5'-9", the maximum allowable streetscape height. A coyote fence at a 6'-0" maximum height will continue along the east and west property lines. Following Board policy, the tops of the latilla poles will be irregular in height and shape. A separate combination stucco-on-block and coyote 6'-0" structure will form a small courtyard on the south side of the house.

Exception Responses

An exception to build a pitched roof where there is no precedent in the streetscape for the form (Section 14-5.2 (D)(9)(d)):

(I) Do not damage the character of the streetscape;

A pitched roof home of this style is found throughout historic Santa Fé and is a historic roof style there for does not damage the character of the streetscape. There is one house at 1132 canyon which is in the streetscape which is of similar design and is contributing historic home. There has been a prescient set by other pitched roofs in the streetscape including 1103 Canyon rd. which has multiple pitches. This design will not damage the streetscape but in fact add to it as Canyon Rd. has many pitched roofs adding to the history and charm of the road as a whole.

Staff Response: Except for one similar residence at 1132 Canyon, there is no precedent for a gabled, pitched roof form along the specific streetscape. Other than the proposed roof form, the treatments for the main house and guesthouse under Option 1 are consistent with the standards for the district. Option 2, however, is closer to the building stock of the specific streetscape. In sum, Option 1 is less harmonious but would not damage the character of the streetscape.

(ii) Prevent a hardship to the applicant or an injury to the public welfare;

This lot is tight with a mature apricot tree on the site that forces the home to butt up to the north (street side) setback. This coupled with the fact that the site is elevated make the home tower over the street and the neighbors to the north. A pitched roof remedies this hardship and prevents an injury to the public welfare by keeping the eave height along the street at 10' which is much lower than a 14 or 16' parapet.

Staff Response: The location, in regard to frontage along Canyon Road, appears to be identical for both Options 1 and 2. There is some visual setback achieved by employing a pitched roof. But the roof's ridge and the gable end will be visible from Canyon Road. In this regard the visual setback of the pitched roof is negligible. In sum, staff does not believe a hardship has been established.

(iii) Strengthen the unique heterogeneous character of the City by providing a full range of design options to ensure that residents can continue to reside within the Historic Districts;

The unique heterogeneous character of the City will be enhance by providing a variety of building forms and roof profiles in the historic district and the eastside neighborhood.

Staff Response: Staff agrees with the statement.

(iv) Are due to special conditions and circumstances which are peculiar to the land or structure involved and which are not applicable to other lands or structures in the related streetscape;

The special conditions and circumstances which are peculiar to this site and are not applicable to other lands in the streetscape are when you drive east on Canyon road and round the bend at Acequia Madre this property is dead center of your view and with the exception of a couple homes all the homes in the related streetscape are at street level. This house will be a predominant feature of the streetscape. The pitch roof will reduce the impact of the house on the streetscape and soften the impact on the street in front of the residence.

Staff Response: The lot, as a few others along the specific streetscape, is considerably above street grade (5'-0"), resulting in the fact that any structure arranged at street frontage will be more visible than adjacent residences. A pitched roof will somewhat reduce the massiveness of a flat roof wall plane, but in final appearance the effect is negligible.

(v) Are due to special conditions and circumstances which are not a result of the actions of the applicant; and

Special conditions and circumstances of this property is 1. It is elevated above the road substantially. 2. The lot is very tight. 3. A beautiful mature apricot tree exists that deserves to be preserved. This forces the

home to the north setback of the property at the street.

Staff Response: Staff agrees with the applicant's stated special circumstances, 1-3, but does not believe a pitched roof design mitigates these conditions any more than a flat roof option.

(vi) Provide the least negative impact with respect to the purpose of this section as set forth in §14-5.2(A)(1).

Option 1 will provide the least negative impact over option 2 by enhancing the general harmony of design in the historic area. The pitched roof will soften the streetscape and be less overwhelming to the street below thus preserving property values and attract tourists and residents alike which will promote the economic, cultural, and general welfare of the people of the city.
Staff Response: Staff believes the flat roof design, Option 2, would provide the least negative impact to the specific streetscape.

In conclusion, staff believes the applicant has many but not all of the exceptions. A pitched roof house, while rare to the specific streetscape, would not damage the streetscape. However, Option 2, the flat roof design, would be more harmonious.

STAFF RECOMMENDATION:

Staff recommends granting approval to demolish the noncontributing garage and shed, finding that the applicant has met the standards under Section 14-3.14 (C) and (G)). In regard to the project, staff believes the applicant has not met the requested exception to build pitched roof residences under Option 1 (Section 14-5.2 (D)(9)(d)), finding that Option 2 more closely harmonizes with the streetscape and complies with Section 14-5.2 (D)(9), General Design Standards, and the standards of the Downtown and Eastside Historic District, Section 14-5.2 (E).

Questions to Staff

Ms. Mather asked how it sat on the lot in relation to Canyon Road. It looked like a wall and something on top of it, then another wall and coyote fence.

Mr. Rasch said although it fronted Canyon Road, it was accessed from Cerrito so that was a side lot on Canyon Road. There was a retaining wall from the street, then a set back and then a stucco wall with coyote on top.

Ms. Mather reasoned that it could be more than six feet then.

Mr. Rasch said zoning allowed it and then a setback for the second wall.

Mr. Boniface thought it had to be a four foot setback. They could put a four foot wall on top of the retaining wall but he didn't know about the distance back. He wasn't sure about the setback distance.

Applicant's Presentation

Present and sworn was Mr. Cody North, 107 East Lupita, who said he was passionate about a pitched roof and thought his responses would get it done but didn't so he would just go with a flat roof. He thought the pitched design was appropriate.

With regard to the fence, Zoning said it had to be four feet back for another retaining wall but this was just a yard wall. If there was another retaining wall the restriction would apply. So he didn't have a set back requirement for a yard wall but did set it back about two feet.

Questions to the Applicant

Mr. Boniface was looking at page 17 in the packet at the site plan. It showed on the upper left 7' from the edge of the house to the property line. It looked like 5' from the edge of the house to the coyote and stucco wall and then another two feet to the property line. What was confusing was the perspective on page 22 where the retaining wall was in front of that stuccoed wall. He asked which one was correct.

Mr. North said both of the drawings were correct. The retaining wall was existing on the property line so it was not shown on page 17.

Chair Woods said five feet there was pretty tight and claustrophobic. .

Mr. North said they were trying to gain some privacy with a courtyard and block it from houses across the way. It would give a height of 5' 9".They decided to put coyote in the block to soften the claustrophobia. The coyote fence only went about half way up the window as shown in the perspective. There was a little slope drop away from the house so it was six feet from the existing retaining wall but not necessarily from the finished floor height.

Ms. Rios asked what the material for the porch on the flat roof design would be.

Mr. North said it was rough sawn weather treated wood beams with standing seam Galvalume on top

of that. The carport on the other side would be the same treatment.

Ms. Rios asked on the portal, what was holding up that roof.

Mr. North said they used 6x6 wood on the porches.

Chair Woods thought it looked okay.

Mr. Boniface said he personally liked the pitched roof design. It helped to lower the overall scale of the building. On page 23 with the flat roof he asked the Board to look at all the stucco that went all the way up to the parapet. The pitched roof tended to pull the massing down.

Secondly, on the site plan, he still feel as Chair Woods did that the house was too close to the road and asked if he would consider moving the house back another five feet.

Mr. North explained that they could not push it further back because the parking was on the south side and would be in a common easement and a perfect apricot tree was on the southwest side and going further would take that tree out. It was tight so that was as close as he could put it.

Ms. Rios asked what interior heights were.

Mr. North couldn't say for sure. They had foamed roofs so he was trying to keep it as low as possible.

Chair Woods asked what the height of ceilings was.

Mr. North said it was 12' in the living room.

Chair Woods asked if he could lower it a little.

Mr. North said he could but they were already two feet below the maximum height. He believed with pitched roof it would reduce the oppression on Canyon Road.

Mr. Armijo noted that this property sloped up and the code didn't recognize an elevation that steps up. There might be something in the ordinance that dealt with sloping up. This building wasn't that high when considering the extra four feet.

Ms. Rios asked what windows and doors were being used.

Mr. North said the windows were inset 2 inches. Doors were clad doors on the plan but he used custom doors and true divided light windows.

Public Comment

There were no speakers from the public regarding this case.

Action of the Board

Mr. Boniface moved to approve Case #H-13-104, that the applicant met the standards to demolish the garage and shed and agreeing that the applicant met the exception to build a pitched roof under Option 1 as the applicant presented. Ms. Mather seconded the motion and the vote result was three in favor (Mr. Boniface, Mr. Katz and Ms. Mather) and two against (Ms. Rios and Mr. Armijo). Chair Woods voted no to result in a tie vote and declared the motion did not pass. Ms. Walker was not present for the vote.

Chair Woods said she needed to entertain another motion. She asked what material the roof would have.

Ms. Mather said it was Galvalume.

Mr. North said it could be any roof material the Board wanted. He said seriously that he would use any material to get a pitched roof on it.

Ms. Rios moved in Case #H-13-104 to allow demolition of the garage and shed and to approve the flat roof option. Mr. Armijo seconded the motion which failed to pass by a minority voice vote of 2-3. Ms. Walker was not present for the vote.

Mr. Armijo asked if Mr. North could lower the pitched roof.

Mr. North said he could probably drop it a foot and reduce the pitch with the eave heights dropped a little as well.

Mr. Katz moved in Case #H-13-104 to approve demolition of the garage and shed and approve the pitched roof at one foot lower height than in the application and the same pitch. Mr. Boniface seconded the motion and it passed by unanimous voice vote. Ms. Walker was not present for the vote.

9. **Case #H-14-001. 135 W. Palace, Suite 101.** Downtown & Eastside Historic District. John Dixon, agent/owner, proposes to replace a window and install wrought iron railing at this non-contributing commercial building (David Rasch).

Mr. Rasch gave the staff report as follows:

BACKGROUND AND SUMMARY:

Situated along Grant Avenue, Suite 101 was part of a larger, three-story, multi-mass commercial complex built in the c.1980s. Designed in a modern Spanish-Pueblo Revival style, it is noncontributing to the Downtown and Eastside Historic District.

Project

The applicant requests a review of a project to install a sliding service window and erect patio railing.

Window

The existing non-historic fixed window would be replaced with a sliding unit. The new window will fit in the current opening and will consist of a beige tone, metal-clad, true divided-light unit meeting the district standard.

Railing

In order to comply with **New Mexico** Regulation and Licensing Department requirements to serve alcohol, the applicant proposes to erect a short fence around a patio. The fence will measure approximately 3'-6" in height and will consist of a standard picket design with interval wrought-iron flourishes.

STAFF RECOMMENDATION:

Staff recommends approval of the application, finding it complies with City of Santa Fe Land Use Code, Section 14-5.2 (D)(9), General Design Standards and the standards of the Downtown and Eastside Historic District (E).

Questions to Staff

There were no questions to Staff.

Applicant's Presentation

Present and sworn was Mr. John Dixon, 103 Catherine Street, #63, who agreed with the staff report.

Questions to the Applicant

Ms. Mather asked about the design in the picket fence.

Mr. Dixon said it was a black wrought iron fence.

Ms. Mather said it had what Mr. Rasch called flourishes in it but on the building itself there were other wrought iron pickets without those flourishes. She asked if he would consider not having flourishes.

Mr. Dixon agreed to eliminate the flourish design.

Mr. Boniface asked if the sliding window would use the same size opening since on page 9, the window looked square and not rectangular.

Mr. Dixon said it would be the exact same size dimensions as the one they were taking out. It was not square.

Mr. Boniface surmised the square drawing was incorrect.

Mr. Dixon agreed and added that the header was not part of the replacement.

Mr. Boniface pointed out that it had a fixed transom above and asked if what he proposed was to leave the fixed transom there.

Mr. Dixon agreed.

Public Comment

There were no speakers from the public regarding this case.

Action of the Board

Ms. Mather moved to approve Case #H-14-001 with the condition that the muntin pattern would

continue onto the fixed transom and that header not be replaced and using picket fence design matching the existing picket design. Mr. Boniface seconded the motion.

Chair Woods clarified that the transom would be divided into four divided lights in either architectural series or divided light.

Mr. Boniface agreed and the motion passed by unanimous voice vote. Ms. Walker was not present for the vote.

10. **Case #H-14-002A. 536 ½ W. Alameda.** Westside-Guadalupe Historic District. Michael Monnet, agent for Reid & Susan Engstrom, requests an historic status review to downgrade a contributing residence. (David Rasch).

Mr. Rasch gave the staff report as follows:

BACKGROUND AND SUMMARY:

Located on the north side of Alameda Street, 536 ½ is a simple, flat roof, adobe-constructed rectangular box. Most likely built after World War II, the house was owned for many years by the Silva family. Faintly Spanish-Pueblo Revival in style, it is contributing to the Westside-Guadalupe Historic District.

Project

The applicant requests a review to downgrade the house to noncontributing status.

Historical Overview

Little is known about the origin of the house. When surveyed in 1989, the dwelling was fenestrated with 3/1 double-hung wood windows, their openings accented with heavy lug sills. Since that survey, all of the windows have been replaced with aluminum sliding units, with the lug sills removed. At some point after 1989 a small bump out addition was added to the rear and canopies were placed over the doors and windows.

Evaluation of Historical Status

While representing vernacular building traditions, the house does not particularly add "to the historic associations and/or historic architectural design qualities" of the Westside-Guadalupe Historic District.

Further. Further, the post-1989 changes altered what little historic integrity the dwelling possessed. While 50 years old, the house lacks sufficient architectural or associative significance or historic integrity to contribute to the district.

Staff recommends downgrading the structure to noncontributing status.

STAFF RECOMMENDATION:

Staff recommends downgrading the house to noncontributing status to the Westside-Guadalupe Historic District, finding it does not meet the definition of a Contributing Structure.

Questions to Staff

There were no questions to staff.

Applicant's Presentation

Present and sworn was Mr. Michael Monnet, P. O. Box 2235, and had nothing to add to the staff report.

Questions to the Applicant

There were no questions to the applicant.

Public Comment

There were no speakers from the public regarding this case.

Action of the Board

Mr. Katz moved to approve Case #H-14-002A per staff recommendation to downgrade the property to non-contributing status. Mr. Armijo seconded the motion and it passed by unanimous voice vote. Ms. Walker was not present for the vote.

11. **Case #H-14-002B. 536 ½ W. Alameda.** Westside-Guadalupe Historic District. Michael Monnet, agent for Reid & Susan Engstrom, proposes a remodeling project to create parapets, replace doors and windows, reconstruct canopies, re-stucco, and make other changes to this contributing

residence. (David Rasch).

Mr. Rasch gave the staff report as follows:

BACKGROUND AND SUMMARY:

Located on the north side of Alameda Street, 536 ½ is a simple, flat roof, adobe-constructed rectangular box. Most likely built after World War II, the house was owned for many years by the Silva family. Faintly Spanish-Pueblo Revival in style, it is contributing to the Westside-Guadalupe Historic District.

Project

The applicant requests a review of a remodeling project, to include creating parapets for the bump out addition, replacing windows and doors, and making other changes.

Addition

To improve roof drainage, the applicant proposes to change the non-historic, shed roof addition to a flat roof structure. This will include creating parapets to reach the height (12'-6") of the existing flat roof portion of the dwelling.

Doors/Windows

The existing, mostly non-historic doors and windows will be replaced with new units. Windows will be of an aluminum-clad, double-pane, true-divided design in a variety of operations; the cladding will be white. All doors will be replaced with new panel-and-glass aluminum-clad units.

Miscellaneous

The non-historic overhangs will be replaced with supported canopies. These will be covered with corrugated metal roofs with a beige or brown finish.

The non-historic lights will be replaced with wall lamps in a dark or antique finish.

The entire house will be re-stuccoed with a cementitious application of El Rey's "Adobe" color coat.

STAFF RECOMMENDATION:

Staff recommends approval of the application, as it complies with City of Santa Fé Land Use Code, Section 14-5.2 (D)(9), General Design Standards and standards of the Westside-Guadalupe Historic District (I).

Questions to Staff

Ms. Mather asked on page 8 of the packet, the floor plan, #2 if one of those front doors would be replaced with a window.

Mr. Rasch agreed.

Applicant's Presentation

Mr. Monnet, previously sworn, had nothing to add to the staff report.

Questions to the Applicant

There were no questions to the Applicant.

Public Comment

There were no speakers from the public regarding this case.

Action of the Board

Mr. Boniface moved to approve the application of Case #H-14-002B as presented. Ms. Mather seconded the motion

Ms. Rios asked for nothing to be put on the roof. Mr. Boniface accepted that as a friendly amendment and the motion passed by unanimous voice vote.

12. **Case #H-14-003. 356 and 358 Hillside Avenue.** Downtown & Eastside Historic District. Jenkins/Gavin Design & Development, Inc. agent for Nancy Mammel Revocable Trust, owner, proposes to build a 155 sq. ft., 15'0"high addition, where the maximum allowable height is 16'3"; remove a non-historic portal and construct a new 158 sq. ft. connector portal at the contributing residence, and demolish a non-statused garage/studio and replace it with a 1,841 sq. ft., 13'6" accessory structure, where the maximum allowable height is 16'4". (David Rasch).

Mr. Rasch gave the staff report as follows:

BACKGROUND AND SUMMARY:

Located down a private, gated lane off Hillside Avenue, the subject property contains two dwellings—a c.1920s Territorial Revival house contributing to the Downtown and Eastside Historic District and a non-statused ancillary building constructed in 1992.

Project

The applicant requests a review of a project to demolish the non-statused structure and replace it with a guesthouse/garage and to create an addition and make other changes to the main house.

Demolition

The structure proposed for demolition is an approximately 828 sq. ft., flat roof, Spanish-Pueblo Revival style two-car garage/studio constructed in 1992.

Before granting approval or denial of a requested demolition, City staff shall provide information on the structure under consideration. This information includes 1) the historic or architectural significance of the structure; 2) a report from the City Building Inspector on the state of repair and structural stability of the structure; and 3) a report from the Archaeological Review Committee on whether the demolition would damage possible archaeological artifacts (14-3.14 (C)).

For Item 1, staff defers the Board to the brief description above. In regard to Item 2, staff asks the Board to review the December 19, 2013 letter from the City Building Inspector, finding the building to be "structurally sound and well maintained." In regard to Item 3, the Archaeological Review Committee clearance is not needed, as the structure is less than 75 years old.

The Board's decision to grant or deny demolition is premised on the application of three standards (14-3.14 (G)(1)):

(a) Whether the structure is of historical importance;

(b) Whether the structure for which demolition is requested is an essential part of a unique street section or block front and whether this street section or block front will be reestablished by a proposed structure; and

(c) The state of repair and structural stability of the structure under consideration.

For Item a, the subject structures is less than 50 years of age and would be presumed to be noncontributing to the Downtown and Eastside Historic District. In regard to Item b, the structure is not an essential part of a unique street section. For Item c, the City Building Inspector found the structure sound. In this regard, staff recommends demolition.

The Project

Main Residence

Constructed in the c.1920s, the main house received a 502 sq. ft. porch enclosure/addition in c.1989. As part of the remodel, the east portal was replaced with a red standing-seam metal roof. Other changes have been made to the house's exterior over time. Given these considerations, staff recommends designating the east elevation, the traditional entry to the house, the primary façade for the dwelling.

South

The applicant proposes to build a 155 sq. ft. addition across the south elevation to create a mudroom. The addition will be at 15'-0", where the maximum allowable streetscape height is 16'-3". It will receive a similar Territorial Revival treatment, including a small portico entry and fired glazed tile coping. The addition—as with other changes to the house's fenestration—will have a pattern of non-divided light, white metal-clad, double-hung windows. The will addition be accessed from the exterior by two five-light wood doors finished with a charcoal stain.

West

The applicant proposes to remove the non-historic portal and replace all of the fenestration, including deleting a pedestrian door. The revised elevation will include an exterior chimney and a reworking of the parapet line.

North

Windows along this elevation will be repainted to match the new clad units on the south and west elevations. The existing lintels will be deleted.

East

Changes proposed for the recommended primary façade were minor and consist of painting window

trim and replacing the non-historic roofing material of the porch with a new bronze colored standing-seam roof. The current wood entry door will be stained.

The existing house and the proposed addition will be finished with a cementitious application of El Rey's "Sahara" color coat.

Guesthouse/Garage

Planned for the site of the demolished structure is a one-story, approximately 1,841 sq. ft. combined guesthouse and two-car garage. Its height ranges from 12'-0" to 13'-6", where the maximum allowable streetscape height is 16'-4."

Designed in a modern Territorial Revival style, its fenestration will consist of, like the revised main house, grouped metal-clad double-hung windows and glass-paneled wood doors. The cladding, will however, be a bronze finish. The north elevation will feature a small wood portico entry.

The two-car garage portion of the structure will be entered through the west by a single, metal roll-up door clad in a bronze finish.

The new structure will be connected to the main house addition by an approximately 158 sq. ft. wood portal.

Mr. Rasch said they might need an exception for exceeding the 50% footprint rule.

Site Work

New 6'-0" latilla pole fencing is proposed for the east, north, and south property lines. Following Board policy, the latilla poles will be of different heights, with their tops cut at irregular angles.

Landscaping will include erecting sections of 3'-6"picket-type wrought-iron fence with interval gates around the two dwellings.

Existing stuccoed pillars will be incorporated with both fence schemes.

STAFF RECOMMENDATION:

Staff finds the applicant has met the standards for demolition under Section 14-3.14 (C) and (G)) and, therefore, recommends granting approval to demolish the non-statused garage/studio. Staff recommends

designating the east elevation as the primary façade for the main house. Staff additionally recommends approval of the application, finding it complies with Section 14-5.2 (D)(9), General Design Standards, and the standards of the Downtown and Eastside Historic District, Section 14-5.2 (E).

Questions to Staff

Ms. Rios asked if that elevation shown was the primary elevation.

Mr. Rasch said this was the west elevation of the contributing main house. The primary elevation recommended by staff was the east elevation.

Ms. Rios asked if they were doing away with this entry way and would have a new entry way.

Mr. Rasch said the original front door was on the east elevation.

Chair Woods asked why the west elevation would not be a primary façade also.

Mr. Rasch was not sure and would try to find out if it was in this report. The east portal was replaced with a red standing seam roof. The applicant proposed to remove the non-historic standing seam roof so the west had a non-historic portal that they proposed and to remove all the fenestration so it was not historic.

Applicant's Presentation

Present and sworn was Ms. Colleen Gavin, 130 Grant Avenue, who said they agreed with staff recommendations and to clarify that for the portal to connect the two structures they would detach it to comply with the 50% footprint rule. She would have to decide where to detach it. She added that the rule was new to them. But they would pull it away to be an independent structure.

Questions to the Applicant

Chair Woods was confused with the new garage with the medium bronze roofing.

Ms. Gavin explained that the reason they decided on metal coping was that the existing fire brick coping was unique and no longer available. To find that product was impossible. Replicating it might be possible but they wanted to differentiate from the historic part. Bronze was the color of the fire tile.

Public Comment

There were no speakers from the public regarding this case.

Action of the Board

Mr. Boniface moved to approve the project in Case #H-14-003 as submitted with conditions that the applicant work with staff to resolve the 50% footprint issue and also that the Board designated the east elevation as the primary façade and approved the demolition. Mr. Armijo seconded the motion and it passed by unanimous voice vote. Ms. Walker was not present for the vote.

I. MATTERS FROM THE BOARD

Mr. Armijo was concerned about having people wait so long to have their case considered.

Mr. Rasch explained the formulation of the agenda and didn't know how they could accommodate everyone any other way.

J. ADJOURNMENT

The meeting was adjourned at 10:50 p.m.

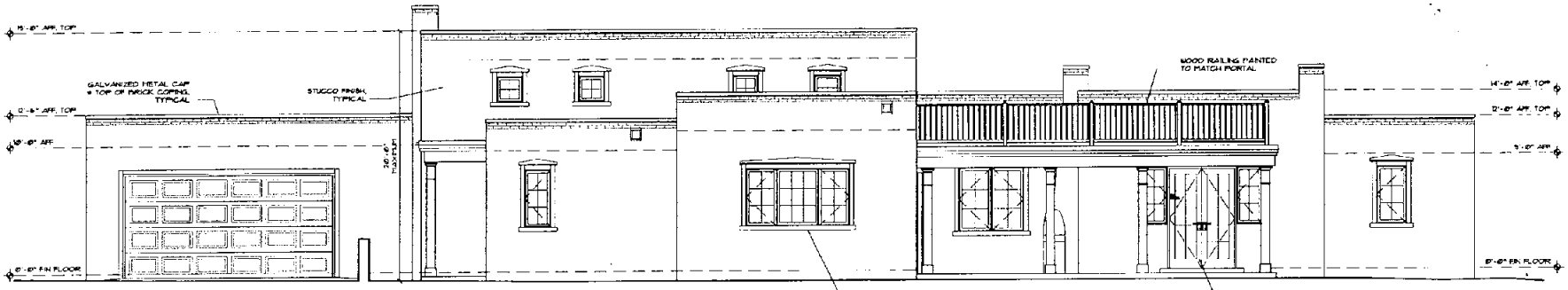
Approved by:

Sharon Woods, Chair

Submitted by:

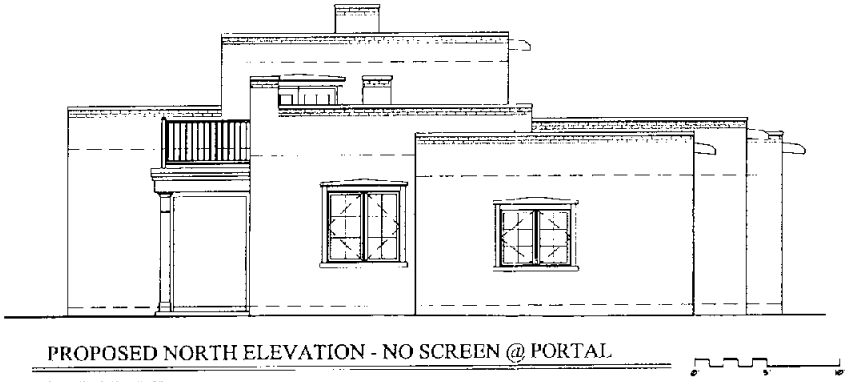
Carl G. Boaz for Carl G. Boaz, Inc.

Exhibit 1
HDRB
01-14-14



PROPOSED EAST ELEVATION - NO SCREEN @ PORTAL

SCALE: 1/4" = 1'-0"



PROPOSED NORTH ELEVATION - NO SCREEN @ PORTAL

SCALE: 1/4" = 1'-0"

ARCHITECTURAL ALLIANCE INC
612 OLD SANTA FE TRAIL
SANTA FE, NEW MEXICO 87501
Telephone 505-988-1250
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NO.	REVISION/SUBMISSIONS	DATE

KEY PLAN

PROJECT TITLE

MANDERFIELD SCHOOL SITE

NEW SINGLE FAMILY HOME

1150 CANYON ROAD
SANTA FE, NM

PROJECT NO. 13-30

CHECKED BY	EE	DATE	1/14/13
DRAWN BY	BR	DATE	1/14/13

SHEET TITLE

PROPOSED ELEVATIONS

SHEET NO.

A-2

Exhibit 2
HDRB
Item 4

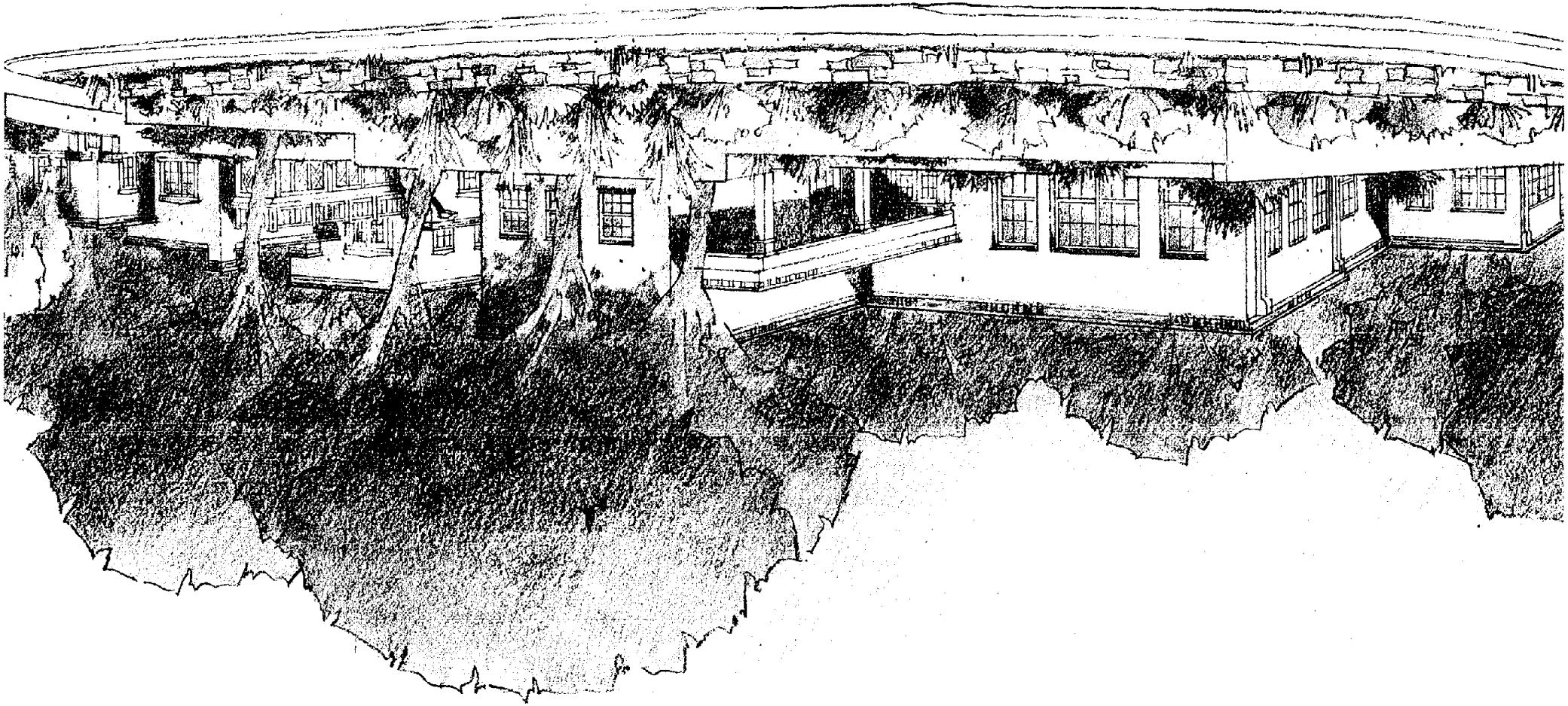

Exhibit 3
HDRB
01.14.14

MANDERFIELD SCHOOL

1150 CANYON ROAD
SANTA FE, NM

ARCHITECTURAL ALLIANCE INC

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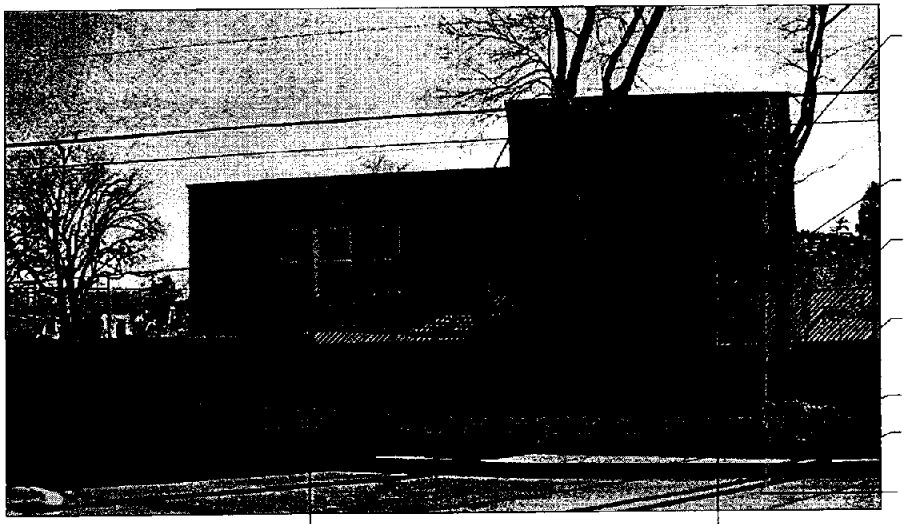
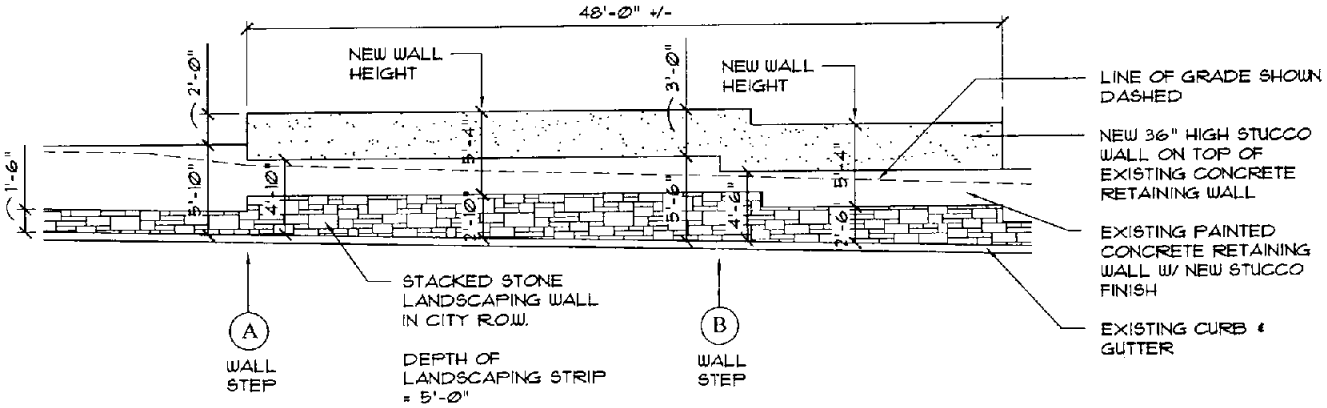




PROPOSED RETAINING WALL

SCALE: 1/8" = 1'-0"

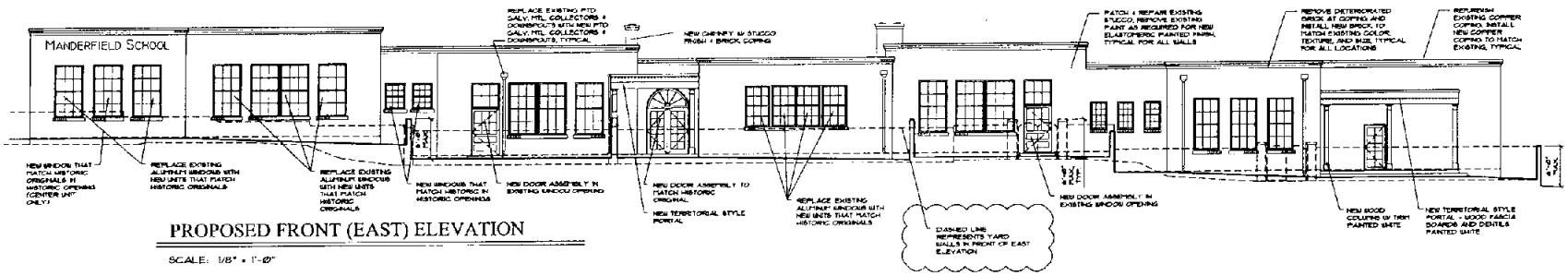
HISTORIC DISTRICTS REVIEW BOARD

Case #H-08-096

SUPPLEMENTAL DRAWING

JANUARY 6, 2014
revised 01/14/14

Exhibit 4
01·14·14
HDRB



PROPOSED FRONT (EAST) ELEVATION

SCALE: 1/8" = 1'-0"

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NO	REVISION/SUBMISSIONS	DATE

KEY PLAN

PROJECT TITLE

MANDERFIELD SCHOOL

1150 CANYON ROAD
SANTA FE, NM

PROJECT NO.	13-30		
CHECKED BY	EE	DATE	1/14/13
DRAWN BY	REW	DATE	1/14/13

SHEET TITLE

EXISTING & PROPOSED EXTERIOR ELEVATIONS

SHEET NO.

A-3

Exhibit 5
HDRB
01.14.14

The following exception will address the criteria set forth in Historic Districts 14.5.2(C)(5)(c) **Height, Pitch, Scale, Massing, and Floor Setbacks** criteria (i) through (vi).

Exception: New portal beam, fascia & roofing on the north end of the primary east façade.
The applicant proposes a new territorial style portal at the north end of the primary east façade. An exception is requested where the portal terminates against the north wall at the northeast corner of the building. The east façade and a portion of the north facade are considered primary.

(i) "Do not damage the character of the streetscape":
The portal is designed to complement the overall Territorial style of the original building without being an exact copy of the original east entry portal. The portal will have a simple fascia of two horizontal boards with dentils. Columns to be square wood with base and crown trim. All elements to be painted white. It is the opinion of the applicant that the proposed portal does not damage the character of the streetscape as the addition is distinct yet harmonious in relation to the existing building.

(ii) "Prevent a hardship to the applicant or an injury to the public welfare":
The proposed portal prevents a hardship to the applicant and the building user as the portal provides a sheltered entrance to the primary entry to the north studio. The existing entry has a stair and ramp that are exposed to the elements. Snow and ice accumulates on the exterior landing as it receives minimal sunshine which would provide a hardship to the resident.

(iii) "Strengthen the unique heterogeneous character of the City by providing a full range of design options to ensure that residents can continue to reside within the Historic Districts."
The proposed exception would strengthen the heterogeneous character of the neighborhood without intruding on the neighborhood as it complements the overall character of the building. The portal breaks up the massing of the north end of the building and provides human scale elements to the building.

(iv) "Are due to special conditions and circumstances which are peculiar to the land or structure involved and which are not applicable to other lands or structures in the related streetscape:"
The renovation of an existing public school to private multi-family dwelling units presents special conditions and circumstances. The school had one primary public entrance with two secondary public entrances. The renovation proposes five (5) dwelling units with each unit requiring a roofed entrance. The proposed new portal is necessary to provide such an entrance to one of the units. The circumstances are special insofar as the majority of the surrounding structures are single family houses with some public buildings such as the church on the adjacent lot.

(v) "Are due to special conditions and circumstances which are not a result of actions of the applicant":
The Manderfield School has outlived its original purpose of a public school facility as it is too small to function efficiently and the site is too small to allow for further expansion. The applicant intends to renovate the building for a different function than it was originally built, thus requiring changes to the building entrances. The applicant did not cause these conditions and circumstances to occur.

(vi) "Provide the least negative impact with respect to the purpose of this section as set forth in Subsection 14-5.2(A)(1):"

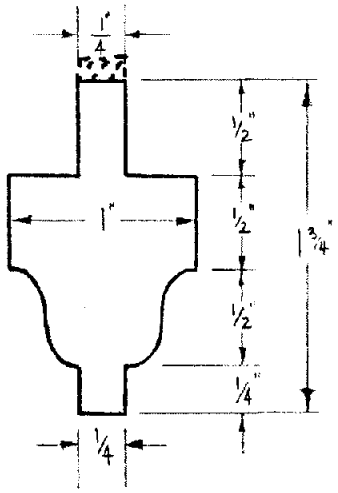
The portal is designed to complement the overall Territorial style of the original building without being an exact copy of the original east entry portal. The design upholds the general purpose of the Historic Districts section of the city code by exhibiting a "general harmony as to style, form, color, height, proportion, texture and material height between buildings of historic design and those of more modern design." Other design options (such as an exact replication of the original east facing portal, territorial style with stucco parapet with brick coping, sloped metal roofed portal, pueblo style portal, etc.) would have a greater negative impact on the building and surrounding historic district.

Exhibit 6
HDRB
01.14.14

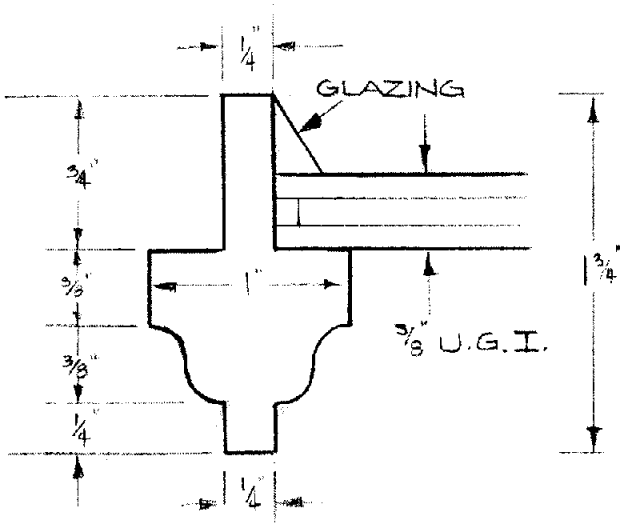
PK works
design restore

Manderfield School Muntin Cross-Section
(dimensions are approximate)

Existing:



Proposed:



PK Works, LLC
PO Box 33015
Santa Fe, N.M.
87594

pkworks.org
t 505/699.9416
erin@pkworks.org

Respectfully submitted,

Pete Kuzov
Project Manager
NM License # 379204
cell 505-310-0887
pete@pkworks.org

Exhibit 7
HDRB
01·14·14

The following exception will address the criteria set forth in Historic Districts 14.5.2(C)(5)(b) **Design Standards and Signage** criteria (i) through (iii).

Exception: Removing historic window material where a new door is proposed at an existing window opening toward the center of the primary east façade (two locations).
The applicant proposes installing a new entrance door at the location of an existing window. The window is part of the original 1927 John Gaw Meem designed school.

(i) "Do not damage the character of the District":
The existing window is a large wood double hung unit. The proposed door with fixed transom will match the width and head height of the existing window. The door and transom will mirror the glazing lite size and pattern of the existing window. The door will have two solid wood panels below the sill of the existing window. The intent is to match the scale and detail of the original window without trying to be an exact copy of the window. The overall character of the District would not be damaged by this work.

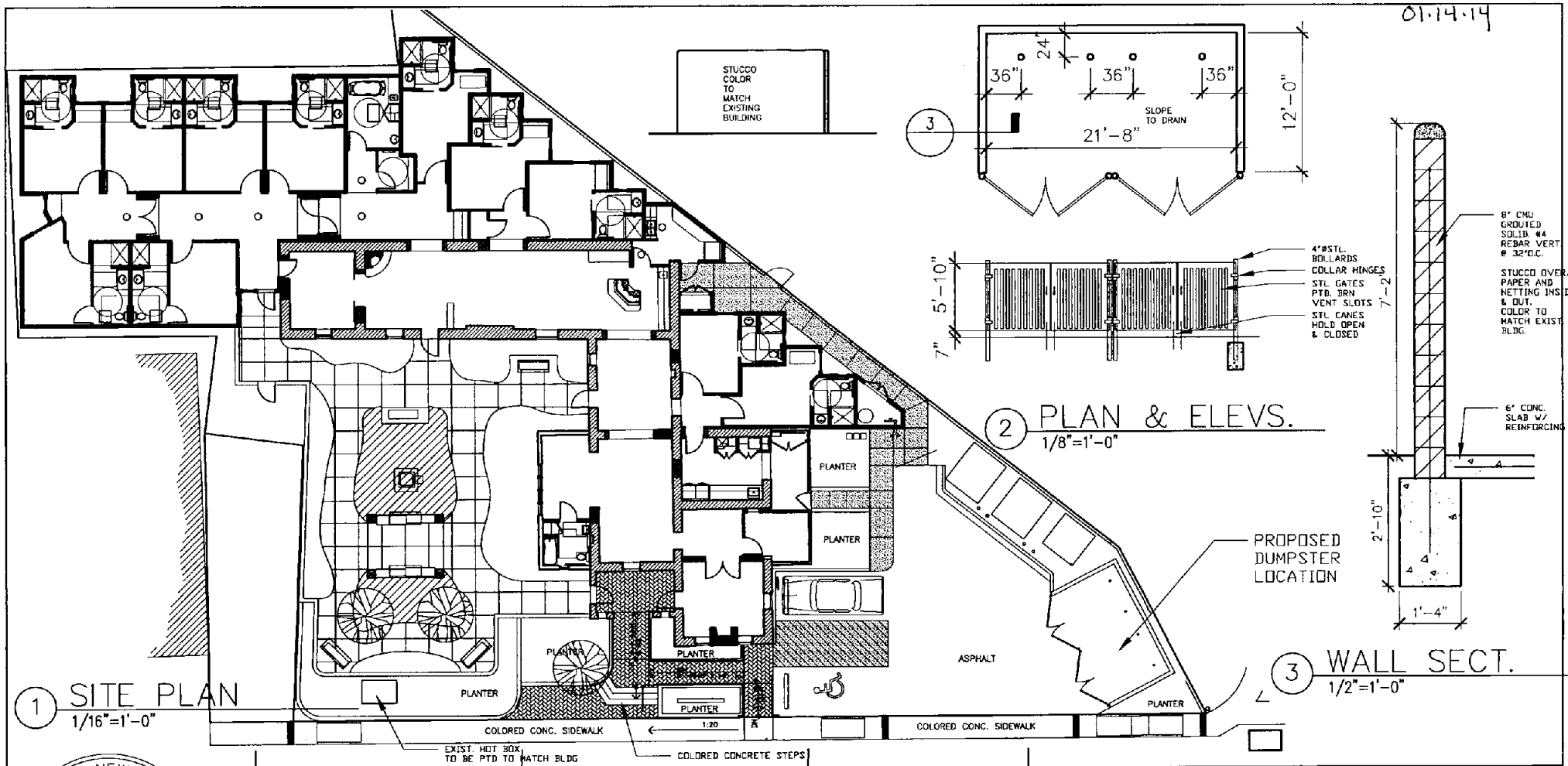
The original building and the subsequent additions have an identifiable fenestration pattern, typically a center double window with flanking single windows. The proposed doors would be installed at existing widow locations to preserve the fenestration pattern. (Adding a door adjacent to the windows would disrupt this pattern.) The new doors would resemble the size and glazing pattern of the existing windows. Thus, the character of the building would be preserved.

(ii) "Are required to prevent a hardship to the applicant or an injury to the public welfare":
The proposed door will allow for a necessary entrance to the existing building required by the change in the building's function from a public school into a multi-family development. The applicant would incur hardships if required to use only existing entry doors on the south, north, and west facades.

The door cannot be placed to the side of existing windows due to the size and location of windows. The door would either crowd the existing windows or would be within 3'-0" of a building corner.

(iii) "Strengthen the unique heterogeneous character of the City by providing a full range of design options to ensure that residents can continue to reside within the Historic Districts."
The proposed door will complement the design of the building and allow for more flexible use of the building interior and exterior.

Exhibit 8
HDRB
01.14.14



2 PLAN & ELEVS.
1/8"=1'-0"

3 WALL SECT.
1/2"=1'-0"

1 SITE PLAN
1/16"=1'-0"

STATE OF NEW MEXICO
OLIVER MICHAEL DUTY
1825
REGISTERED ARCHITECT

EL CASTILLO – MEMORY CTR. DUMPSTER LOCATIONS & DETAILS

239 EAST DEVARGAS STREET
SANTA FE, NEW MEXICO

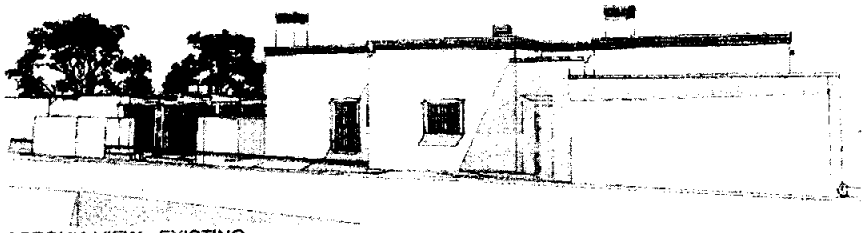
HISTORICAL APPROVAL

Duty&Germanas Architects

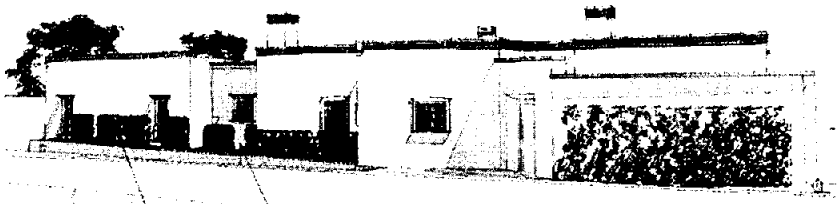
DATE 1/9/14

Exhibit 9
HDRB
01.14.14

GAYLA
BECHTOL
ARCHITECT
1813 HANO
ROAD
SANTA FE,
NEW MEXICO
505-660-6301



ACEQUIA VIEW - EXISTING



ACEQUIA VIEW - PROPOSED

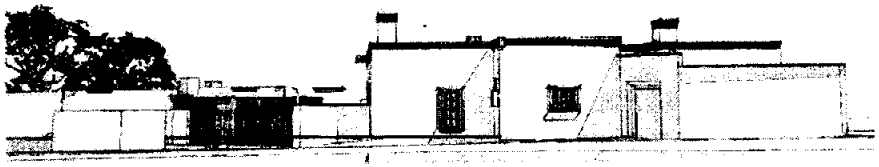
INCREASED SETBACK TO 5'

SETBACK FROM PROPERTY LINE

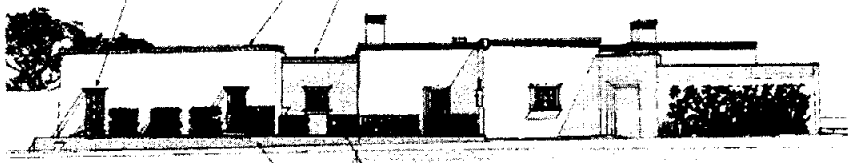
461
ACEQUIA
MADRE
SANTA FE
NEW
MEXICO

ADDITION
REMODEL
RESTORATION

REVISIONS DATE



ACEQUIA VIEW - EXISTING



ACEQUIA VIEW - PROPOSED

DIFFERENT BRICK PATTERN FOR COPING

WINDOW TRIM
DIFFERENT FROM
EXISTING

DIFFERENT MATERIAL FOR COPING
FOR CONNECTOR

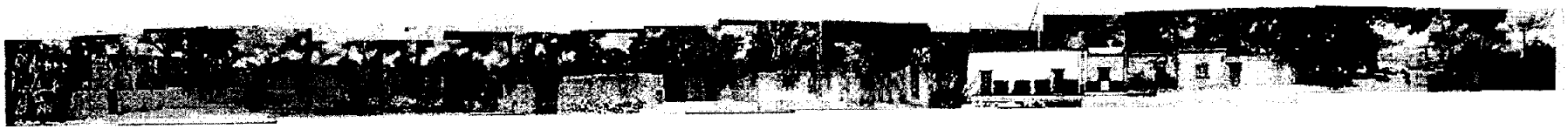
LANDSCAPING AT STREET

LOW STUCCOED WALL

Date
1.14.14
Scale:
AS NOTED
Drawn
Job:
Sheet

REVISED

HDRB.08



PANORAMA OF ACEQUIA MADRE WITH RENDERING INSERTED

U.S. Department of Transportation
Federal Highway Administration

Search | Feedback

Exhibit 10
HDRB
01.14.14

Design

FHWA > Design > Application of Design Standards, Uniform Federal Accessibility Standards, and Bridges

Context Sensitive Solutions

Design Awards

Design Standards

Interstate System

Utility Program

Value Engineering

Application of Design Standards, Uniform Federal Accessibility Standards, and Bridges

Contact information was updated by Vertical Clearance Memo on 4/15/09.

Formerly Federal-Aid Policy Guide Non-Regulatory Supplement, NS CFR 23 625
March 1, 2005, Transmittal 33
See Order 1321.1C FHWA Directives Management

This supplement includes information on application of design standards, uniform federal accessibility standards, and bridges

1. **National Highway System**. Section 109(c) of Title 23, United States Code (U.S.C.), provides that design and construction standards for new construction and reconstruction on the National Highway System (NHS), and for resurfacing, restoring, and rehabilitating multi-lane limited access highways on the NHS, shall be those approved by the Secretary in cooperation with the State highway departments. In a similar manner, 23 U.S.C. 109(b) provides standards for the Interstate system. The term "multi-lane limited access highway" in 23 U.S.C. 109(c) means Interstate or other freeway with full control of access. Standards for the design and construction of all projects on the NHS, including the Interstate system, are applicable to any proposed improvement regardless of the funding source (Federal, State, local or private). The standards are for the National Highway System, rather than for Federal-aid projects on that system. Deviations from the standards must have approved design exceptions.

   a. **Interstate System Projects**. In accordance with 23 U.S.C. 109(b), the current AASHTO Interstate standards and policies as incorporated in 23 CFR 625 are applicable. Those standards apply whether or not the State has chosen to use the exemption provisions of 23 U.S.C. 106(b). Also, there is no authority under the ISTEA to develop FHWA approved individual State 3R standards for Interstate projects.

   b. **Non-Interstate System Projects**

      (1) New construction and reconstruction: In accordance with 23 U.S.C. 109(c), the current AASHTO standards and policies as incorporated in 23 CFR 625 are applicable to new construction and reconstruction. In addition to the Interstate system, the NHS consists of other principal arterials, including non-Interstate freeways. Therefore, those parts of the AASHTO Policy on Geometric Design of

Contact

Michael Matzke
Office of Program Administration
202-366-4658
E-mail Michael

Highways and Streets (Green Book) applicable to highways classified as principal arterials, including non-Interstate freeways, must be used. Generally, the criteria in the Green Book functional chapters on local roads and streets and on collectors are not applicable to projects on the NHS. However, if highway segments functionally classified less than principal arterials are incorporated in the NHS because they connect to intermodal facilities or serve defense needs, the standards used may be those appropriate for the functional classification, including military requirements, of the segment taking into account the type of traffic using the segment.

(2) For 3R projects: All 3R projects, other than on the Interstate System or other freeways, may be constructed in accordance with FHWA-approved AASHTO standards for new and reconstruction projects or in accordance with FHWA-approved individual State standards developed pursuant to 23 U.S.C. 109(o) and 23 CFR 625.

(3) Certification acceptance projects: Standards for projects under certification acceptance procedures are those identified and approved in accordance with 23 CFR 640.

c. **Certification**. For projects on the NHS under the exemption provision of 23 U.S.C. 106(b)(1), the State certification that "...all work will meet or exceed the standards approved by the Secretary under section 109(c)" must be done on a project-by-project basis. Title 23 U.S.C. 109(c) applies to new construction, reconstruction and to multilane limited access (freeway including Interstate) 3R projects on the NHS. For non- freeway 3R projects the certification should be based on meeting the FHWA approved 3R standards developed under 23 U.S.C. 109(o) and 23 CFR 625. The form of the certification should be agreed upon between the Division office and the State.

2. **Non-National Highway System**. As provided in 23 U.S.C. 109(p), there will be no federally required or approved standards for Federal-aid projects off the NHS regardless of the funding source. Non-NHS projects are to be "designed, constructed, operated, and maintained in accordance with State laws, regulations, directives, safety standards, design standards, and construction standards." While there is no direct applicability of the safety provisions of 23 U.S.C. 109(o) or the historic and scenic values provisions of 23 U.S.C. 109(q) to non-NHS projects, the States are strongly encouraged to consider and apply these provisions in developing and applying their non-NHS standards.

3. **Projects with Historic and Scenic Impacts or Values**. Title 23 U.S.C. 109(q) deals with the application of design standards on projects which involve or are located in areas of historic or scenic

value. The intent is to emphasize that a great deal of flexibility can and should be used in design and construction of such projects. Because each scenic or historic site or area is unique, development of national standards for such projects is not appropriate. The intent of this section should be considered in the development of all Federally funded projects but is required to be considered in the design of NHS projects funded under 23 U.S.C. 103(e)(4), Interstate Substitute Program; 23 U.S.C. 133, Surface Transportation Program; or 23 U.S.C. 144, Highway Bridge Replacement and Rehabilitation Program.

4. **Safety Enhancement**

   a. Title 23 U.S.C. 106(b)(3) provides that safety enhancement on 3R projects on the NHS and on any low cost (less than $1 million estimated construction cost) projects on the NHS may be accomplished using phase construction. That is, those safety considerations that are reflected in an operative Safety Management System (established and implemented in accordance with 23 U.S.C. 303) and which do not present an immediate potential hazard as the result of the proposed improvement, may be met by phased construction. However, until such safety management system is in effect, the general safety requirement of existing 23 U.S.C. 109(a) and the safety enhancement provisions of 23 U.S.C. 109(o) are applicable to projects on the NHS.

   b. Preventive maintenance projects (joint repair, pavement patching, crack sealing, bridge painting, etc.) using Federal-aid funds on Interstate highways and similar minor work on other NHS highways may be approved by FHWA without including safety or geometric enhancements. However, such approvals are to be given with the understanding that appropriate safety and geometric enhancements will be an integral part of future 3R/4R projects. Further, preventive maintenance or minor work items performed in this manner must not degrade any existing safety or geometric aspects of the facility.

5. **Design Speed**

   a. For all new and reconstruction projects, and all Interstate System projects, the geometric design should be consistent with speed implied to the driver by the posted or regulatory speed. Therefore, the design speed chosen for such projects should equal or exceed the posted or regulatory speed in order to assure that drivers operating at the legal speed limit can do so without unwittingly exceeding the safe design speed of the facility.

   b. For all non-freeway 3R projects the design speed for specific elements may be determined and selected as described in Technical Advisory (TA) T 5040.28, "Developing Geometric Design Criteria and Processes for Non-freeway RRR Projects", dated October 17, 1988. The TA provides for selecting a

design speed that equals or exceeds the posted or regulatory speed limit or as an alternate, the use of specific, measured 85th percentile speeds for design of individual or series of horizontal and vertical curves as recommended in the Transportation Research Board 3R study. The alternative procedure may be used whether or not the State has FHWA approved special 3R criteria.

c. The intent of this policy is not to require speed limit posting or advisory speed signing to correspond to the actual design speed of the project or to an individual design element within a project. However, when the legal driving speed exceeds the design speed of a project element, the need for signs and markings should be based on recognized traffic engineering practice and accepted State policy, and be in accordance with the Manual on Uniform Traffic Control Devices.

6. **Bridges**

a. **Bridge Widths**. It is FHWA policy that the criteria contained in 23 CFR 625 apply in determining the width of all bridges to be constructed, reconstructed, or rehabilitated on the NHS. Exceptions may be provided on a project basis per 23 CFR 625 and within the delegated authority provided by FHWA Order M 1100.1. For rehabilitated bridges the provisions in 23 CFR 625 dealing with 3R projects may be applied. These provisions allow for flexibility in determining what geometric criteria are to be applied to 3R projects, including bridge widths other than full construction or reconstruction standards. Appropriate deck widths for rehabilitated bridges are to be determined on the basis that 3R projects must be designed and constructed in a manner that will enhance highway safety.

b. **Treatment of Existing Bridges on 3R/4R, Bridge Replacement, and Bridge Rehabilitation Projects**

(1) On each project, a determination must be made as to whether an existing bridge should remain in place, be rehabilitated, or replaced. This decision should be based on an assessment of the bridge's structural and functional adequacy for the type and volume of projected traffic over its design life.

(2) The AASHTO design standards list minimum clear roadway widths for existing bridges to remain in place. Any exception to these standards should take into consideration the accident history, future traffic use, and general physical features of the bridge approach roadway as permitted in 23 CFR 625. When a decision is made to retain a bridge, the bridge rail should be evaluated to determine if it can adequately contain and redirect vehicles without snagging, penetrating, or vaulting. Consideration should be given to upgrading structurally inadequate or functionally obsolete bridge rail. The evaluation should be based upon criteria

similar to that shown in NCHRP Report 239, "Multiple-Service-Level Highway Bridge Railing Selection Procedures." Guidance concerning width, rail and geometric criteria tradeoffs, and the effects on safety are contained in NCHRP's research Digest 98 and Report 203 both entitled, "Safety at Narrow Bridges." Appropriate traffic control devices should be installed where the clear roadway width is less than the approach roadway width.

(3) Rehabilitated bridges should be designed to at least the minimum AASHTO standards for new and reconstructed bridges. Exceptions to these standards may be approved based upon individual site evaluations; however, the rehabilitated bridges should, as a minimum, have at least an H15 load capacity and have an expected service life of 15 years or more. Bridges on the Interstate System, however, should have an HS-20 load capacity. Bridge rehabilitation projects must include correction of all major structural and safety defects. Substandard bridge rail should be upgraded to current standards and "safety" curbs which can cause vehicles to vault the rail should be eliminated. Exceptions may be considered on a case-by-case basis where safety can be adequately enhanced but cost-effective considerations prevent full widening or full upgrading of the bridge rail.

(4) Bridge replacement projects should meet the AASHTO standards for new bridges with very few exceptions. In the case of bridges on low volume roads and streets, exceptions may be appropriate if the existing road will not be upgraded in the foreseeable future (10 years or more).

(5) On all projects involving bridges, the approach guardrail should be evaluated and upgraded to current standards. Approach guardrail, if warranted, must be properly anchored to the bridge. The transition between the approach guardrail and the bridge rail should be smooth and of sufficient strength (i.e., reduced post spacing) to prevent snags and vehicle pocketing.

(6) Bridges which have been strengthened, replaced, or rehabilitated to eliminate deficiencies are to be reclassified as non-deficient in the bridge inventory. Those existing bridges for which FHWA has approved an exception to the AASHTO standards are also to be reclassified as non-deficient since it was determined that the bridge is adequate for the type and volume of projected traffic over its remaining design life. If exceptions were granted as a temporary measure because of a scheduled future replacement project, the bridge may remain classified as deficient.

c. **Bridge Rails**. Bridge railing designs used for new and

reconstructed bridges on the NHS shall have been successfully crash tested in accordance with NCHRP 350 criteria (or equivalents).

7. **Vertical Clearance on the Interstate System**

   a. It must be emphasized that the integrity of the Interstate System for national defense purposes be maintained to meet AASHTO Policy as stated in *A Policy on Design Standards - Interstate System*, incorporated by reference in 23 CFR 625. On Interstate sections in rural areas, the clear height of structures shall be not less than 4.9 meters (16 feet) over the entire roadway width, including the usable width of shoulder. On Interstate sections in urban areas, the 4.9-meter (16-foot) clearance shall apply to a single routing. On other Interstate urban routes, the clear height of structures shall be not less than 4.3 meters (14 feet). Design exceptions must be approved whenever these criteria are not met.

   b. The FHWA has agreed that all exceptions to the 4.9-meter (16-foot) vertical clearance standard for the rural Interstate and the single routing in urban areas will be coordinated with the Military Traffic Management Command Transportation Engineering Agency (MTMCTEA) of the Department of Defense. This agreement applies whether it is a new construction project, a project that does not provide for correction of an existing substandard condition, or a project which creates a substandard condition at an existing structure. Furthermore, it applies to the full roadway width including shoulders for the through lanes, and to ramps and collector-distributor roadways in Interstate-to-Interstate interchanges.

   c. A number of toll roads have been incorporated into the Interstate System under the former provisions of Section 129(b) of Title 23, United States Code. While the FHWA does not have any particular "leverage" on the toll authorities to comply with Federal standards on non-federally funded projects, it is expected that the SHA's have established appropriate procedures to assure that proposed changes or alterations of the toll road will meet applicable policies established for the Interstate System. The working relationship should ensure the needs of the military are considered and that necessary coordination occurs.

   d. The approval action for Interstate design exceptions has been delegated to FHWA field offices and, in some cases, to the SHA. Whoever has responsibility for approving the design exception also is responsible for coordination with MTMCTEA. A request for coordination may be forwarded directly to the MTMCTEA at any time during project development but in all cases prior to taking any action on the design exception. It should include a time period of 10 working days (after receipt) for action on the request. The office initiating a request for coordination to the MTMCTEA can verify receipt of the request

by telephone or fax. If the MTMCTEA does not respond within the time frame, it can be concluded that the MTMCTEA does not have any concerns with the proposed exception. If comments are forthcoming, the FHWA and/or SHA will consider mitigation to the extent feasible. A request for coordination should be addressed to:

Director
Military Traffic Management Command
Transportation Engineering Agency (MTMCTEA)
ATTN: MTTE-SA
720 Thimble Shoals Boulevard, Suite 130
Newport News, VA 23606-2574
(Telephone: 757-599-1117, Fax: 757-599-1560)

8. **Design Exceptions**

a. **General**. The 23 CFR 625 provides that exceptions may be given on a project basis to designs which do not conform to the minimum criteria as set forth in the standards, policies, and standard specifications for: experimental features on projects and projects where conditions warrant that exceptions be made.

(1) Some project conditions that may warrant exceptions could be the extreme difficulty or high cost of obtaining right-of-way, cost of construction, mitigation of environmental impacts, or the preservation of historic or scenic values of the location. The careful application of the flexibility provided in the design standards and policies, appropriate use of design exceptions, and coordination with transportation enhancement activities can result in projects that provide safe and efficient transportation facilities and are sensitive and responsive to scenic and historic resources.

(2) Although all exceptions from accepted standards and policies should be justified and documented in some manner, the FHWA has established 13 controlling criteria requiring formal approval. These criteria are design speed, lane and shoulder width, bridge width, structural capacity, horizontal and vertical alignment, grade, stopping sight distance, cross slope, superelevation, and vertical and horizontal clearance (other than the "clear zone"). Design exceptions to these controlling criteria can, in the most part, be easily identified and defined. However, two items, horizontal clearance and design speed, warrant some further explanation and discussion.

(a) Horizontal Clearance: A recovery area clear of unyielding objects should be established for all projects. Criteria from the AASHTO Roadside Design Guide should be treated as guidance for setting individual project or statewide criteria or policies, not as a national standard requiring a design exception if not met.

(b) Design Speed: Design speed is a concept by which coordination of the various physical design elements is achieved. Design speed has a significant effect on the operation and safety of a highway because it is used to determine various individual design elements with specific dimensions such as stopping sight distance or horizontal curvature. Therefore, a "design speed exception" is necessarily an exception to individual physical design elements and accordingly must be justified on that basis.

(3) In a number of instances, a range of specific values of minimum, maximum, and desirable are contained in the AASHTO policies and guides. It is FHWA policy that the lowest or highest value of the range, whichever is appropriate, is to be considered as the minimum or maximum acceptable for design of NHS projects.

(4) For preventive maintenance projects, no exceptions are needed for the retention of existing substandard features. In effect, the State is maintaining the project as built, and as it was agreed upon in the project agreement. However, any new substandard features created, or existing ones made worse, must be covered by an exception since such actions in effect change the project as built.

b. **Evaluating Exceptions**

(1) When evaluating a request for a design exception, consideration must be given to the effect of the variance from the design standard on the safety and operation of the facility and its compatibility with adjacent sections of roadway. Since safety enhancement is an essential element of any project design, exceptions should not be approved if the exception would result in degrading the relative safety of the roadway. Such factors as the functional classification of the road, the amount and character of the traffic, the type of project (i.e., new construction, reconstruction, or 3R), and the accident history should be considered in the evaluation. The cost of attaining full standards and any resultant impacts on scenic, historic or other environmental features, as well as whether any other future improvements are programmed should also be taken into consideration.

(2) Depending on the nature of the variance from the design standard, it may not be necessary to look at all of the above factors. However, before an exception is approved there should be compelling reasons why the adopted criteria should not be used. Three issues should be considered in any analysis: (a) what is the degree to which a standard is being reduced; (b) will the exception affect other standards; and (c) are there any additional features being introduced, e.g., signing or delineation, that

would mitigate the deviation?

(3) One of the factors that has a significant influence on the appropriate design criteria is design speed. Since design speed affects curvature, sight distance, and other speed related features, care must be taken in the selection of the most appropriate value. Any design which uses a design speed below the posted or regulatory speed limit should not be approved.

(4) The amount and character of the traffic actually using the route, or that can legally use it (including trucks with grandfathered lengths), should be determined and used in the design exception process whether or not the route is on the National Network. It is recommended that **permanent** Interstate lane widths less than 11 feet not be approved except in only the most extreme and special cases. If Interstate lane widths less than 11 feet are used, they should be on a temporary basis only.

c. **Documentation**. All exceptions to the design standards shall be identified and justified, taking into consideration the effect of any deviation from design standards on safety. The project files must include this information. Approved exceptions shall be identified either in project correspondence or on the project plans. Separate lists or a file of exceptions is recommended in order that the division office remains fully informed on the nature and extent of design exceptions being approved for given categories of projects.

d. **Review and Approval**. If the FHWA is involved in reviewing and approving plans, specifications and estimates for any NHS project, then it also must review and approve design exceptions to standards applicable to that project. On those NHS projects on which the State has elected to apply one of the 23 U.S.C. 106(b) exemption provisions, which are administered under certification acceptance, or which are funded by other than Federal-aid funds, the State may approve design exceptions, but must evaluate and document the decision as if it were doing it for the FHWA. Design exceptions approved by the State for FHWA are still subject to FHWA oversight through periodic process reviews.

9. **Uniform Federal Accessibility Standards (23 CFR 625)**. The Uniform Accessibility Standards (UFAS) adopted by the General Services Administration (GSA) are to be used for design of all future buildings (and facilities) for which Federal and Federal-aid funds are used.

   a. The design of all new and altered rest area facilities must comply with the UFAS.

b. The design of all new parking facilities must comply with the UFAS.

c. The design of all pedestrian overpasses and underpasses must include ramps which do not exceed a 1:12 grade and platforms should be provided every 30 feet. Other features such as handrails and stairs (where stairs and ramps are used) should comply with UFAS. A 1979 agreement with the Architectural and Transportation Barriers Compliance Board (ATBCB) requires Washington Headquarters approval of all pedestrian overpasses and underpasses with grades that exceed a 1:12 slope or spacing of platforms of greater than 30 feet.

d. The design of all facilities such as sidewalks and curb cuts not located on a building site should comply with the UFAS unless there is some compelling reason such as very steep terrain which does not permit compliance. Curb ramps, sidewalks, etc., on building sites must conform to the UFAS.

e. A waiver may be obtained to the above accessibility design requirements on a case-by-case basis. Requests for waivers should be submitted together with a justification to the Washington Headquarters, HNG-14, for approval or submission to GSA.

10. **Prestressing Strand for Pretension Applications Development Length Revisited (23 CFR 625.4)**

a. As a result of evaluations and discussions, the criteria for strand development length in pretensioned applications is revised as follows:

(1) The use of 0.6-inch diameter strand in a pretensioned application at a 2-inch center-to-center of strand spacing is allowed;

(2) The use of 0.5-inch diameter strand in a pretensioned application at a 1.75-inch center-to-center of strand spacing is allowed;

(3) Development length for all strand shall be determined as 1.6 times AASHTO equation 9-42 (17th Edition); and

(4) Where strand is debonded (blanketed) at the end of a member, and tension at service load is allowed in the precompressed tensile zone, the development length shall be determined as 2.0 times AASHTO equation 9-42 (17th Edition), as currently required by AASHTO article 9.28.1.

b. Exceptions to the above criteria are as follows:

(1) Development length for prestressed piling subjected to flexural loading shall be determined as indicated above. Development length for embedded piling not subjected to flexural loading shall be determined as per AASHTO equation 9-42 (17th Edition), and the use of 0.6-inch diameter strand will be allowed.

(2) Development length for pretensioned precast sub-deck panels or precast pretensioned voided deck plank, shall be determined as outlined above, or alternatively, by utilizing AASHTO equation 9-42 for development length and designing and tensioning on the basis of a guaranteed ultimate tensile strength (GUTS) of 250 ksi and release of prestressed at 70 percent of GUTS regardless of the type of strand used (i.e., 250 or 270 ksi strand).

c. The above criteria and exceptions are an interim measure, until such time as the research indicates otherwise and AASHTO adopts the results.

11. **Epoxy Coated Reinforcing Steel for Bridge Decks (23 CFR 625)**. As the result of recent laboratory and field studies, questions regarding the long-term performance and overall effectiveness of epoxy coated reinforcement (ECR) have been raised. The current policy of the FHWA is to continue to support the use of ECR as an alternative cost-effective means of combatting corrosion in bridge decks. However, the FHWA strongly recommends that the States:

a. Evaluate existing specifications and strengthen provisions where appropriate. In particular, minimum film thickness, holiday limits and testing, allowable bare areas and strong positive provisions for detecting and patching bare areas found at job-sites should be included.

b. Inspections of fabricating plants supplying ECR for State projects should be made. While the Concrete Reinforcing Steel Institute Certification Program is a significant step in the right direction, the States should not relinquish vigilance over coating operations and overall production of ECR.

c. Thoroughly inspect the coated steel delivered to the job-site and after installation in the forms to ensure that or is not damaged, and that when there is damage, it has been properly patched.

d. See that bars are stored properly, both at the coating plant and on the job-site. For example, it is known that the epoxy coating can suffer from ultraviolet light degradation if left exposed outdoors too long. (Some experts recommend limiting exposure to 3 months or less.) Extended outdoor storage of coated bars, either at the coating plant or the job-site, or the combination of the two, should be avoided. If the stored bars

are subject to exposure to aggressive environments, e.g., salt laden air, the bars should be stored off of the ground either indoors or outdoors. If stored outdoors, the bars should be covered for protection against the elements and in such manner that condensation does not form on the bars.

e. Provide multiple corrosion protective systems in marine or harsh environments for bridge decks on critical high-volume traffic structures. In addition, multiple corrosion protective systems should also be used for other structural components that are subjected to marine or harsh, aggressive environments.

f. Use durable quality concrete and provide adequate cover over the reinforcing steel. These points cannot be emphasized enough for effective prevention of reinforcing steel corrosion.

g. Evaluate the corrosion performance and adhesion characteristics of ECR in existing bridge decks. The individual States may use SPR or other research funds to evaluate the integrity of the epoxy coating in existing decks after several years of service. These studies might also assist in determining if specification ECR is being placed into decks following normal construction practices.

12. **Construction and Contract Management of Major and Unusual Structures (23 CFR 625)**. Previous information issued on this subject is clarified and amplified by this supplement as follows:

a. It is the sole responsibility of the contractor to construct and/or erect the structure in a safe and prudent manner and the contract documents should so indicate.

b. Current state-of-the-art type structures, more often than not, require that the designer assume a method of construction and/or erection (balanced cantilever, span-by-span incremental launching, strand tendons versus bar tendons, erection loads and/or equipment, etc.) in order to design the structure. Assumed construction loads and erection method loads should be indicated in the general notes of the drawings and clearly state that they were assumed for design purposes only.

c. In many instances the designer will provide schematic erection sequence drawings based upon the assumed method of construction/erection. These drawings should be placed in a clearly defined appendix to the contract drawings and clearly indicate that they are provided for information only and the if the contractor elects to use the methodology depicted, it is the contractor's responsibility to determine the appropriateness and adequacy of the method depicted.

d. Contractor options and/or limitations to options should be clearly delineated in the contract documents.

e. The contractor should be required to submit, for review by the Engineer, his or her construction/erection method, erection equipment drawings indicating loads imposed on the structure during all phases of erection falsework design and all supporting calculations as may be required to indicate the stress level resulting therefrom. All such documents are to be prepared and stamped by a registered Professional Engineer familiar with the particular methods and/or procedures being proposed.

f. It should be clearly stated in the contract documents that the Engineer's review does not in any way absolve the Contractor from responsibility for the structural adequacy of the construction /erection methods and/or the erection equipment. The Engineer's review is only to:

(1) determine that appropriate design specifications have been complied with; and

(2) that any temporary stresses imposed upon the structure or permanent (locked-in) stresses in the completed structure, resulting from the construction/erection method or construction equipment, are within allowable limits.

g. Any modification to the structure from the contract documents resulting from construction/erection loads imposed on the structure in excess of that assumed in design is to be at the contractor's expense and be approved by the Engineer.

h. The above notwithstanding, where there is a risk to the general public from construction/erection activities and/or falsework over or adjacent to travelled roadways, navigation or recreational waterways, existing operational, commercial or industrial facilities, etc., it should be the responsibility of the State or its consultant to do a sufficiently detailed in-depth review of the contractor's proposed methods and/or procedures to establish adequacy and safety.

13. **TIED ARCH BRIDGES (23 CFR 625)**. Because tied arch bridges have only two main supporting members, there is little redundancy with regard to catastrophic failure. For this reason, any future preliminary plans for this type of structure should be submitted to the Washington Headquarters office at an early date for review and possible suggested use of an alternate structure type.

14. **MARYLAND ROUTE 198 BRIDGE FALSEWORK FAILURE - BOARD OF REVIEW - FINAL REPORT (23 CFR 625)**. As the result of the August 31, 1989, falsework related bridge collapse of the Route 198 bridge over the Baltimore-Washington Parkway in

Maryland, the Federal Highway Administration established a Board of Review to evaluate the failure and make recommendations to avoid future occurrences. The major recommendations of the Board of Review which were strongly endorsed and should be implemented include:

a. Falsework specifications should be revised to better define the responsibilities of material suppliers, contractors, and engineers. To minimize the possibility that this type of situation occurs in the future, highway agencies should review their falsework specification and construction procedures and strengthen them, where needed.

b. It is very important that every bridge on a project receive a separate falsework design analysis. On the subject project the same design analysis was used for two separate bridges even though the beam spacing differed slightly between the two. As a result, the falsework support beams were not directly under the webs of the second bridge which subsequently failed during concrete placement.

c. In the event that falsework is moved from one bridge to another, the falsework should be thoroughly inspected for structural damage and plumbness to ensure that all members are in place and properly aligned and connected.

d. Manufactured products that require certification by the manufacturer have been a problem on some highway construction projects. Contractors and engineers generally accept a certificate for specification compliance. In essence, manufactured shoring tower assemblies are considered to be certified through the contractor submitting catalog data to the engineer. This catalog information shows the shoring tower configurations, screw jack criteria, and other design information that is used in the design of the overall falsework system. For the subject bridge, the contractor did not construct the approved and certified shoring towers, Instead, the shoring tower assemblies that were furnished contained undersized jacks and consisted of components from several other manufacturers. The Board recommends that highway agencies should require:

   (1) All falsework design submittals be formally signed and sealed by the contractor's registered Professional Engineer.

   (2) The contractor's registered Professional Engineer certify that the falsework system has been assembled according to the approved falsework drawings, prior to placing loads on the falsework.

e. Each falsework system should be designed to handle all vertical and horizontal loading and to contain enough redundancy to prevent a failure in the entire system. Vertical

loading and differential settlement forces, and horizontal lateral and longitudinal forces should be taken into account. Unbalanced temporary loading, caused by the placement sequence, should also be considered.

f. When falsework installations are to be placed adjacent to an open public road, special design considerations and protection should be taken to ensure that the falsework system is not disturbed by errant highway vehicles or from vibration forces caused by passing vehicles.

g. This post-failure investigation points out the importance of the highway agency moving quickly to preserve and document the in-place failure and to assign investigation responsibilities to qualified impartial parties.

15. **Metal Stay-in-Place Bridge Deck Forms (23 CFR 625)**

a. Virtually all States allow the use of metal stay-in-place bridge deck forms. The introduction of longer span forms, up to 4.8 meters (15 feet), suggest that a review of existing specifications and requirements is appropriate to insure that cost-effective designs are not being compromised.

b. To meet AASHTO Specifications, it is necessary to ensure that adequate cover is provided and that all dead loads are accounted for in the design. The limits of deflection suggested by at least one manufacturer (L/240 not to exceed 3/4") has been used successfully , with FHWA approval, in Pennsylvania. For design purposes, this appears to be a practical limit.

c. Designs should incorporate an allowance for the weight of the form and additional concrete (15psf), with the provision that if it is exceeded, the contractor is responsible to show that the effects on the rest or the bridge are acceptable, or, to provide additional strengthening if necessary, at no expense to the owner.

16. **Guides and References**

The following are citations to publications that are primarily informational or guidance in nature and serve to assist the public in knowing those materials that are considered by the Federal Highway Administration (FHWA) to provide valuable information in attaining good design. The number in brackets following each citation indicates the location of the document as listed in the Appendix.

a. Roadways and appurtenances

(1) An Informational Guide for Roadway Lighting, American Association of State Highway and Transportation Officials

(AASHTO) 1985. [2]

(2) Highway Safety Design and Operations Guide, AASHTO 1997. [2]

(3) Roadside Design Guide, AASHTO 2002. [2]

(4) An Informational Guide on Fencing Controlled Access Highways, AASHTO 1990. [2]

(5) Highway Capacity Manual, Transportation Research Board (TRB), 2000. [4]

(6) Pavement Management Guide, AASHTO 2001. [2]

(7) Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT<400), AASHTO 2001. [2]

(8) Skid Accident Reduction Program, T 5040.17, FHWA December 23, 1980. [1]

(9) Guidelines for Skid Resistant Pavement Design, AASHTO 1976. [2]

(10) Special Report 214, Designing Safer Roads, Practices for Resurfacing, Restoration, and Rehabilitation, TRB 1987. [4]

(11) AASHTO Guide for Design of Pavement Structures, AASHTO 1993. [2]

(12) National Cooperative Highway Research Program Report 350, Recommended Procedures for the Safety Performance Evaluation of Highway Features, TRB 1993. [4]

(13) Guide for the Design of High Occupancy Vehicle Facilities, AASHTO 1992. [2]

(14) Roundabouts: An Informational Guide, Publication No. FHWA-RD-00-067, FHWA 2000. [1]

(15) A Guide for Transportation Landscape and Environmental Design, AASHTO 1991. [2]

b. Bridges and structures

(1) Guidelines for Bridge Management Systems, AASHTO 1993. [2]

(2) Manual for Condition Evaluation of Bridges, AASHTO 2000. [2]

(3) A Guide for Protective Screening of Overpass Structures, AASHTO 1990. [2]

(4) Guide Specifications for Fracture Critical Non-Redundant Steel Bridge Members, AASHTO 1978, and amending Interim Specifications - Bridges, AASHTO 1981 through 1990. [2]

(5) Guide Specifications for Horizontally Curved Highway Bridges, AASHTO 1980, and amending Interim Specifications - Bridges, AASHTO 1981 through 1993. [2]

(6) Guide Specifications for Aluminum Highway Bridges, AASHTO 1991. [2]

(7) Guide Specifications for Seismic Isolation Design, AASHTO 1999. [2]

(8) Guide Specifications for the Design of Stress-Laminated Wood Decks, AASHTO 1991. [2]

(9) Guide Specifications and Commentary for Vessel Collision of Highway Bridges, AASHTO 1991. [2]

(10) Guide Specifications for Fatigue Evaluation of Existing Steel Bridges, AASHTO 1990, and Interim Specifications - Bridges, AASHTO 1993. [2]

(11) AASHTO Guide Specifications - Thermal Effects in Concrete Bridge Structures, AASHTO 1989. [2]

(12) Guide Specifications for Fatigue Design of Steel Bridges, AASHTO 1989, and Interim Specifications - Bridges, AASHTO 1993. [2]

(13) Guide Specifications for Strength Evaluation of Existing Steel and Concrete Bridges, AASHTO 1989. [2]

(14) Guide Specifications for Design and Construction of Segmental Concrete Bridges, AASHTO 1989, and Interim Specifications -Bridges, AASHTO 1994. [2]

(15) Guide Specifications for Structural Design of Sound Barriers, AASHTO 1989, and Interim Specifications - Bridges, AASHTO 1992. [2]

(16) Guide Specifications for Bridge Railings, AASHTO 1989, and Interim Specifications - Bridges, AASHTO 1990 through 1992. [2]

(17) Guide Specifications for Alternate Load Factor Design Procedures for Steel Beam Bridges Using Braced Compact Sections, AASHTO 1991, and Interim Specifications - Bridges, AASHTO 1994. [2]

(18) Guide Specifications for Strength Design of Truss Bridges (Load Factor Design), AASHTO 1986. [2]

(19) Guide Specifications for Distribution of Loads for Highway Bridges, AASHTO 1994. [2]

(20) Recommendations for Stay Cable Design, Testing and Installation, Post-Tensioning Institute 2000. [5]

(21) Model Drainage Manual, AASHTO 1991. [2]

(22) Highway Drainage Guidelines, Volumes I through X, AASHTO 1992, and Volume XI, AASHTO 1994. [2]

(23) Manual on Subsurface Investigations, AASHTO 1988. [2]

(24) Soils and Foundations Workshop Manual, FHWA 1994. [1]

c. Other

(1) Transportation Glossary, AASHTO 1983. [2]

(2) A Guide for Erecting Mailboxes on Highways, AASHTO 1994. [2]

(3) Guide for Development of Rest Areas on Major Arterials and Freeways, Third Edition, AASHTO 2001. [2]

(4) Guide for the Development of Bicycle Facilities, AASHTO 1999. [2]

(5) Guide Specifications for Highway Construction,

AASHTO 1993. [2]

(6) Guide for the Design of Park-and-Ride Facilities, AASHTO 1992. [2]

(7) Guide to Wetland Mitigation Issues for Transportation Designers, AASHTO 1996. [2]

(8) Building a True Community, U.S. Access Board 2001. [6]

(9) Designing Sidewalks and Trails for Access, Publication No. FHWA-EP-01-027, FHWA 2001. [1]

(10) Flexibility in Highway Design, Publication No. FHWA-PD-97-062, FHWA 1997. [1]

(11) A Guide to Best Practices for Achieving Context Sensitive Solutions, National Cooperative Highway Research Program (NCHRP) Report 480, TRB 2002. [4]

Appendix A - Document Availability

These documents may be reviewed at the following locations:

1. Department of Transportation Library, 400 7th Street, SW, Room 2200, Washington, DC 20590.
2. American Association of State Highway and Transportation Officials, Suite 249, 444 North Capitol Street, NW, Washington, DC 20001.
3. American Welding Society, 2501 Northwest 7th Street, Miami, FL 33125.
4. Transportation Research Board, 2101 Constitution Avenue, NW, Washington, DC 20418.
5. Post-Tensioning Institute, 1717 W. Northern Avenue, Suite 114, Phoenix, Arizona 85021.
6. U.S. Access Board, 1331 F Street, NW, Suite 1000, Washington, DC 20004-1111.

Updated: 04/07/2011

FHWA

United States Department of Transportation - **Federal Highway Administration**

Exhibit 11
HDRB
01.14.14

From: Jean Berinati <jean.berinati@gmail.com>

To: ed@edreid.com
Cc:
Date: Monday, January 13, 2014 04:11 pm
Subject: Vote for preservation and letter to be read at H-Board Hearing
Attachments:

To the Historic Districts Review Board for its hearing on January 14, 2014

Please add my vote those of my neighbors to petition for the preservation of the authentic character of the De Fouri Street Bridge. That bridge has been a portal to the narrow streets and unique architecture of this historic community. Widening the bridge would encourage more car and truck traffic, endangering the village atmosphere and quiet. Widening the bridge would also threaten the safety of our citizens, including children, elders, and parishioners of the church. I am voting for preservation as a resident, a homeowner, and the co-founder and past president of the Historic Guadalupe Neighborhood Association.

Jean Berinati

206 De Fouri Street

Santa Fe, NM