



City of Santa Fe, New Mexico

Memorandum



DATE: June 8, 2022

TO: Community Development Commission

VIA: Alexandra Ladd, Director, Office of Affordable Housing

FROM: Cody Minnich, Housing Grant Manager

ITEM AND ISSUE:

Request for the Approval of Adding the El Camino Real Academy Safe-Routes-To-School Connector Trail Project to the 2022 Annual Action Plan (Cody Minnich, cjminnich@santafenm.gov, 505-955-6574)

BACKGROUND AND SUMMARY:

For several years, students and families who live in the Cottonwood Mobile Home park have used a dirt trail to walk to school at the El Camino Real Academy. In December of 2021, a preliminary engineering report (PER) was completed by Souder, Miller, & Associates to evaluate the existing and proposed conditions for a Safe Route to School connector trail located along the Santa Fe River, between Cottonwood Drive and South Meadows Road. Safe Routes to School (SRTS) is a US Dept of Transportation program that promotes walking and bicycling to school through infrastructure improvements, safety education, enforcement, and incentives.

The study evaluated the feasibility of designing and installing an all-weather trail to connect Cottonwood Mobile Home Park and the El Camino Real Academy school. The path would also connect to a portion of the Santa Fe River Trail. Both Santa Fe County and the City's Metropolitan Planning Organization (MPO) have identified the River Trail as a priority in their long range plans, as well as supporting safe trails and pathways between residential areas and schools. Two options were considered in the study for making the trail connection with initial costs of about \$400,000 for design and installation.

There are several reasons why staff recommends this project. Most importantly, it meets the national objectives of the Community Development Block Grant (CDBG) program because the trail connection is located in a census tract with more than 70% of residents qualifying as "low- or moderate income" (LMI) persons. Additionally, 100% of the students at El Camino Real qualify for free or reduced meal programs.

Secondly, other sources of funding have been difficult to secure and using CDBG funds would ensure that the improvement to this neighborhood could be made immediately. Additionally, the return of local funds to the City's line of credit as well as the generation of program income through mortgage principal reduction programs have created a situation where the City is considered "untimely" by HUD, in that the balance of available funds is more than 1.5X the current year entitlement amount. Supporting this project would enable the City to make important progress toward resolving the timeliness issues.

See table below to understand the sources and availability of funds:

	2017	2018	2019	2020	2021	2022	Program Income	TOTAL
Available to commit	\$72,648.51	\$288,556.83	\$157,209.19	\$195,958.73	\$300,000.00	\$605,094.00	\$388,028.00	\$2,007,495.26
left to allocate	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Housing

Lamplighter - rehab						\$295,094.00		\$295,094.00
Habitat - home repair						\$100,000.00		\$100,000.00
Homewise MPR					\$300,000.00			\$300,000.00

Public Services

Adelante - school liaison						\$35,000.00		\$35,000.00
Interfaith - WSSH						\$35,000.00		\$35,000.00
Youth Shelters - TLSO						\$20,000.00		\$20,000.00
NMCEH - Consuelo's			\$157,209.19	\$195,953.00				\$353,162.19

Public Improvements

SFCHA - Ocate		\$100,000.00						\$100,000.00
ECRA Connector Trail	\$72,648.51	\$188,556.83		\$5.73			\$388,028	\$649,239.07

Admin

Program Administration						\$120,000.00		\$120,000.00
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ACTION REQUESTED:

The Office of Affordable Housing respectfully requests your review and approval for including the SFTS Trail connection between El Camino Real and surrounding neighborhoods as an additional project in the 2022-23 Annual Action Plan.

Attachments:

1. Souder, Miller, & Associates PER
2. "Better Walk to School", Santa Fe Reporter, November 1, 2021

SANTA FE RIVER – EL CAMINO REAL ACADEMY SAFE-ROUTES-TO-SCHOOL CONNECTOR ENGINEERING REPORT



Prepared For:

The City of Santa Fe
200 Lincoln Avenue
Santa Fe, NM 87501

January 19, 2022

Revision 1: January 26, 2022

Prepared by:



Souder, Miller & Associates
Engineering ♦ Environmental ♦ Surveying

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1.0 Project Description, Purpose, and Need

The City of Santa Fe has retained Souder, Miller & Associates (SMA) to provide an engineering report evaluating existing and proposed conditions for the Santa Fe River – El Camino Real Academy Safe-Route-to-School connector located along the north bank of the Santa Fe River, between Cottonwood Drive and South Meadows Road (see Exhibit 1).

Many kindergarten through 7th grade-aged students that attend El Camino Real Academy live in the adjacent Cottonwood Village mobile home park, which are within easy walking distance of each other. However, no all-weather pathway exists to provide a walking connection. A well-worn dirt path offers evidence of the need for such a connection. The path also roughly coincides with a portion of the planned Santa Fe River Trail, as identified in the 2013 Santa Fe Greenway Master Plan (see Appendix 1).

Both Santa Fe County and the Santa Fe Metropolitan Planning Organization (MPO) have identified the Santa Fe River Trail as a priority under their long-range development plans. This connection qualifies as a Safe-Routes-to-School (SRTS) project, as it would provide a much shorter route than local streets. Local activists have also indicated interest in organizing group walks to the school.

This report serves to investigate the feasibility of developing such a route, identify additional work needed to complete the connection, and outline expected costs associated with its implementation.



Exhibit 1 – Project Vicinity Map (Revised 01/26/2022)

2.0 Existing Conditions and Ownership

2.1 Site Visit

SMA and our subconsultant, Sites Southwest conducted a site visit on November 16, 2021 to evaluate the existing conditions along the proposed trail corridor. The following section documents the findings of that site visit as well as other information collected.

2.2 Existing Conditions

Situated between the Cottonwood Village mobile home development and the deeply incised channel of the Santa Fe River, the proposed connection would cross over flat or gently rolling terrain comprised of native vegetation crossed by a network of informal dirt paths created by pedestrians and off-road vehicles. However, those informal paths also cross two tracts of private land (Leeder and Panther Mountain Ranch) directly south of Cottonwood Village, where the river channel remains in private ownership (see Exhibit 3). Also located south of the Cottonwood Village development is a drainage easement containing a retention pond that is defined to the south by a berm (see Exhibit 3).

At the west end of the corridor, along Cottonwood Drive, five access points (“AP-X”) have been identified. SMA identified these existing access points from aerial imagery and from the site visit. See Exhibit 2 for an Analysis Points Map.



Exhibit 2: Analysis Points Map

Analysis Point 1 (AP-1)

The first access point (AP-1) is located approximately 270 feet south of Cottonwood Drive and Olive Street. The entrance is a landscaped path leading towards the open space/drainage easement trail. Based on aerial imagery, there may be a jog between the trails suggesting preference of a trail after choosing an access point (see Exhibit 2).



Figure 1: AP-1 Leading to open space/drainage easement path

Analysis Point 2 (AP-2)

AP-2 is located approximately 10' south of AP-1, or about 280' south of Cottonwood Drive and Olive Street. Imagery shows an overrun railroad tie with sediment running onto the sidewalk. This appears to be a commonly used access point for the trail alongside the Santa Fe River for access coming from the north.



Figure 2: AP-2 Overrun railroad tie with path leading to river trail

Analysis Point 3 (AP-3)

AP-3 is located about 90' south of AP-2, or about 370' south of Cottonwood Drive and Olive Street. The access appears to be the intended entrance to the trail along the river, as the landscaping has set the vertical railroad ties closer and does not have a horizontal tie connection. It appears that AP-2 and AP-4 converge to this trail.



Figure 3: AP-3 Intended trail entrance/exit point

Analysis Point 4 (AP-4)

AP-4 is located approximately 45' south of AP-3, or about 415' south of Cottonwood Drive and Olive Street. Access is suggested through aerial imagery as shown in Exhibit 2; however, street imagery does not support this. This discrepancy could be due to differing imagery dates.



Figure 4: AP-4

Analysis Point 5 (AP-5)

AP-5 located about 85' south of AP-4, or about 500' south of Cottonwood Drive and Olive Street. Access has not been suggested from aerial imagery, but from a site visit performed on November 16, 2021, a damaged portion of the landscaping suggests unauthorized vehicle access is common here.



Figure 5: AP-5 Damaged portion of landscaping from access

At the east end of the project, an existing drive pad provides unimpeded vehicular access to the area from South Meadows Road (see Figure 6). The riverbank itself has also been impacted by all-terrain vehicles climbing the banks and crossing the channel.



Figure 6: Drivepad access from S Meadows Road

2.3 Property Ownership

Along the south edge of Cottonwood Village, a 1.6-acre linear drainage and open space easement provides a buffer between the mobile home village and the properties to the south (see Exhibit 4). A sanitary sewer line crosses through a utility easement at the southeast corner of the Cottonwood Village property, and then follows the south property line west to Cottonwood Drive. Also at the southeast corner of Cottonwood Village, a 50-foot “secondary access and utility easement” (shown in Exhibit 4 and Appendix 3) runs from the interior loop road to the sewer line easement and an area “reserved for future roadway and utilities.” It is anticipated that this 50’ easement may be used for a connector path to provide access from the neighborhood to the future river trail, as part of the SRTS connection.

The access and utility easement at the SE corner of Cottonwood Village is accessible via a 20’-wide double gate in the chain-link fence that bounds the two properties through which the easement passes. As recently as March of 2021, aerial photos in Google Earth showed a mobile home that encroached into the access easement; however, during the recent site visit it was observed that the mobile home had been removed, leaving only a remnant driveway, several electrical boxes, and a volunteer elm tree on the site.



Rev #	Date	Description	By	Checked
01	09/18	DRAWING ISSUED FOR WHAT	??	??

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S.F. RIVER TRAIL SAFE-ROUTE-TO-SCHOOL
SANTA FE, NEW MEXICO
EXHIBIT 3: EXISTING PROPERTY LINES AND
MASTER PLANNED TRAIL ALIGNMENT AND SRTS

CITY OF SANTA FE

SANTA FE, NM

THIS DRAWING IS INCOMPLETE AND NOT TO BE USED FOR CONSTRUCTION UNLESS IT IS STAMPED, SIGNED AND DATED

Designed	Drawn	Checked
SMA	CZW	RJS

Date: January 2022

Scale: Horiz: N/A
Vert: N/A

Project No: 9229895

Sheet: **EXHIBIT 3**

3.0 Related Plans

The proposed connection coincides with a section of the planned Santa Fe River Trail extension, as identified in Santa Fe County's 2013 Santa Fe River Greenway master plan. The Santa Fe Greenway master plan includes proposed alignments for both a 10'-wide trail and related river channel improvements. The proposed channel modifications will result in a widened channel that will effectively reduce the area available for trail development relative to current conditions. The master plan containing the project extents has been included in Appendix 1.

Plans for a new development (Aleksander Estates, included as Appendix 4) just to the east of Cottonwood Village will include the construction of approximately 300 feet of 10'-wide trail that will connect to an existing 8'-wide sidewalk that leads directly to El Camino Real Academy, and end at the east property line of Cottonwood Village. The proposed SRTS path would tie into the west end of that path, as shown in Figure 1 and Appendix 4.

4.0 Alternatives Considered (Revised 01/26/22)

Two primary alternatives and one abbreviated option were considered for making the desired SRTS connection.

South Alternative

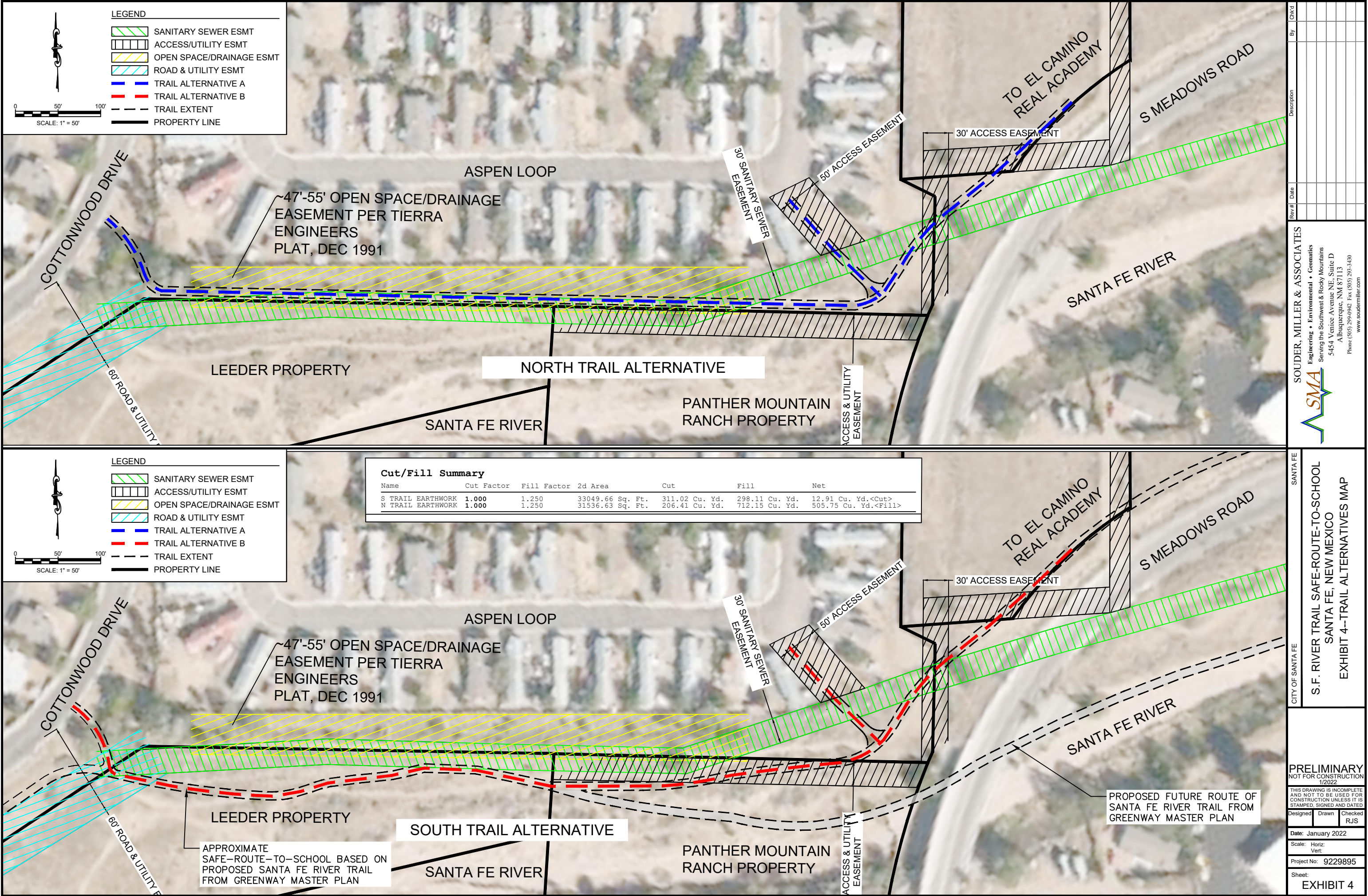
The first option would generally follow the route identified in the Santa Fe Greenway Master Plan, which coincides—to some degree—to the existing informal dirt path that is currently being used by local residents through the undeveloped land between the north edge of the river and the south edge of the Cottonwood Village development. The existing path would need to be shifted to the north to accommodate proposed changes to the channel alignment. This route also crosses two parcels of private property, as shown in the South Trail Alternative in Exhibit 4.

North Alternative

The second option has been considered as a short- or long-term option if ROW acquisition for the South Alternative becomes problematic. This option would locate the SRTS connection within the drainage and open space easement just inside the south boundary of the mobile home park property. There is an existing, but unused, roadbed or dike along the south edge of the drainage basin (described in Section 2.2 and shown in Exhibit 3) that is wide enough to accommodate the development of a fairly-straight trail connection from Cottonwood Drive to the edge of the Aleksander Estates property. Several timber bridges cross the detention basin, although fences and/or walls along the south lot lines preclude direct access into the neighborhood. Since the easement is currently only for drainage purposes, implementing this option would require approval from the Cottonwood Village owners.

Aspen Loop Connector—Alternate Option

Both of the above options provide a connection from Cottonwood Drive to South Meadows Drive and would serve students coming from the western half of the Cottonwood Village development. A separate connection could be accomplished via the 50' access and utility easement in the southeast corner of Cottonwood Village.



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CITY OF SANTA FE
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S.F. RIVER TRAIL SAFE-ROUTE-TO-SCHOOL
SANTA FE, NEW MEXICO
EXHIBIT 4--TRAIL ALTERNATIVES MAP

PRELIMINARY
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AND NOT TO BE USED FOR
CONSTRUCTION UNLESS IT IS
STAMPED, SIGNED AND DATED
Designed Drawn Checked
RJS
Date: January 2022
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Project No: 9229895
Sheet:
EXHIBIT 4

5.0 Trail Design Guidelines

Since this connection will ultimately be a part of the Santa Fe River Trail, it should follow any guidelines established for that facility. Within this reach, the Santa Fe River Greenway conceptual design shows a planned 10'-wide trail with several connections to surface streets, a future grade-separated crossing beneath South Meadows, and a proposed bridge crossing to the south side of the Santa Fe River just west of the project area. The river channel itself is proposed to be widened and rerouted slightly in this area, meaning that the trail would need to shift north from the existing informal path that is currently serving as an unpaved route between Cottonwood Drive and South Meadows Road. The proposed SRTS path should follow the approximate alignment shown in the master plan to avoid future conflicts with the river channel improvements.

The master plan drawings do not identify a recommended surfacing material for the trail in this area; however, the plan and profile drawings completed for Section A from Cottonwood Drive to the NM 599 by-pass call for a 10' asphalt path. Continuity with that section would dictate that asphalt should also be used for this reach, although that design was completed for Santa Fe County. Farther east, the City has indicated a preference for 6" thick concrete surfacing for the riverside trail, so that maintenance vehicles can drive on it with less likelihood of damage. Either surfacing material would be acceptable from an all-weather accessibility standpoint, so final determination may be made on the basis of expected construction costs.

Other design criteria for this multi-use path should follow the recommendations of the *AASHTO Guide for the Design of Bicycle Facilities* and the Americans with Disabilities Act (ADA) and its most recent supplemental guidelines for public rights-of-way and outdoor developed areas. Normally, multi-use recreational trails are not specifically required to meet ADA guidelines, but as a Safe Routes to School pathway, this would be considered a primary access route, and thus be subject to ADA.

6.0 Environmental Documentation Requirements

The Santa Fe Municipal Separate Storm Sewer System (MS4) Permit Program (Phase II) requires permittees to implement a stormwater management program to control polluted stormwater discharges under the National Pollutant Discharge Elimination System (NPDES).

Per the Environmental Protection Agency's (EPA) guide for determining whether a Construction General Permit (CGP) is required (see Appendix 2), the project site will be covered under the EPA's CGP.

Within the Notice of Intent, information that will be required includes:

- Possible Waters of the Americas accepting runoff from project site
- Endangered species and critical habitats per Endangered Species Act
- Existing pollutants in Waters of Americas
- Historic properties
- Stormwater discharge plan (including developed conditions stormwater control, erosion control, and SWPPP BMPs during construction)
- Chemical pollutants from project site (construction and developed)

7.0 Anticipated Costs (Revised 01/26/2022)

A 30% Engineer's Opinion of Total Construction Cost (EOPCC) estimate for the project has been included in Tables 1 through 4 that provide estimate costs for the trail alternatives as well as alternate costs for asphalt or 6" concrete trails. Earthwork has been estimated based on preliminary trail designs as shown in Exhibit 4.

Additional costs relating to procurement for permits, easement acquisition, etc., have not been included in this analysis. Estimates have been limited to design and material costs.

Table 1: SRTS--30% Opinion of Probable Cost of Construction Alternative A.1 (North Trail) - Asphalt - 1275 ft					
Item ID	Description	Unit	Quantity	Unit Price	Cost
	Surveying	LS	1	\$6,000.00	\$6,000.00
	Engineering	LS	1	\$24,187.50	\$24,187.50
Construction Phase					
203000	Unclassified Excavation	CY	1,000	\$13.46	\$13,455.00
203100	Borrow	CY	500	\$20.75	\$10,372.50
207000	Subgrade Preparation	SY	1,417	\$2.43	\$3,442.50
303140	4" Base Course	SY	1,417	\$5.48	\$7,756.25
416003	Minor Pavement HMA SP-III	SY	1,417	\$66.23	\$93,818.75
4.01	Construction Staking	LS	1	\$18,000.00	\$18,000.00
6.05	Mobilization	LS	1	\$22,500.00	\$22,500.00
30.02	NPDES Permitting, Including SWPPP Preparation and Implementation	LS	1	\$6,000.00	\$6,000.00
632.000	Class A Seeding	AC	2.5	\$4,500.00	\$11,250.00
Subtotal					\$216,782.50
Contingency (15%)					\$32,517.38
NMGRT (8.4375%)					\$21,034.68
Total					\$270,334.55

**Table 2: SRTS--30% Opinion of Probable Cost of Construction
Alternative A.2 (North Trail) - Concrete - 1275 ft**

Item ID	Description	Unit	Quantity	Unit Price	Cost
Surveying		LS	1	\$6,000.00	\$6,000.00
Engineering		LS	1	\$24,187.50	\$24,187.50
Construction Phase					
203000	Unclassified Excavation	CY	1,000	\$13.46	\$13,455.00
203100	Borrow	CY	500	\$20.75	\$10,372.50
207000	Subgrade Preparation	SY	1,417	\$2.43	\$3,442.50
450060	Concrete Pavement - 6"	SY	1,417	\$157.97	\$223,783.75
4.01	Construction Staking	LS	1	\$18,000.00	\$18,000.00
6.05	Mobilization	LS	1	\$22,500.00	\$22,500.00
30.02	NPDES Permitting, Including SWPPP Preparation and Implementation	LS	1	\$6,000.00	\$6,000.00
632.000	Class A Seeding	AC	2.5	\$4,500.00	\$11,250.00
Subtotal					\$338,991.25
Contingency (15%)					\$50,848.69
NMGRT (8.4375%)					\$32,892.74
Total					\$422,732.68

**Table 3: SRTS--30% Opinion of Probable Cost of Construction
Alternative B.1 (South Trail) - Asphalt - 1330 ft**

Item ID	Description	Unit	Quantity	Unit Price	Cost
Surveying		LS	1	\$6,000.00	\$6,000.00
Engineering		LS	1	\$24,187.50	\$24,187.50
Construction Phase					
203000	Unclassified Excavation	CY	600	\$13.46	\$8,073.00
203100	Borrow	CY	50	\$20.75	\$1,037.25
207000	Subgrade Preparation	SY	1,479	\$2.43	\$3,593.70
303140	4" Base Course	SY	1,479	\$5.48	\$8,096.92
416003	Minor Pavement HMA SP-III	SY	1,479	\$66.23	\$97,939.42
4.01	Construction Staking	LS	1	\$18,000.00	\$18,000.00
6.05	Mobilization	LS	1	\$22,500.00	\$22,500.00
30.02	NPDES Permitting, Including SWPPP Preparation and Implementation	LS	1	\$6,000.00	\$6,000.00
632.000	Class A Seeding	AC	2.5	\$4,500.00	\$11,250.00
Subtotal					\$206,677.78
Contingency (15%)					\$31,001.67
NMGRT (8.4375%)					\$20,054.20
Total					\$257,733.65

**Table 4: SRTS--30% Opinion of Probable Cost of Construction
Alternative B.2 (South Trail) - Concrete - 1330 ft**

Item ID	Description	Unit	Quantity	Unit Price	Cost
Surveying		LS	1	\$6,000.00	\$6,000.00
Engineering		LS	1	\$24,187.50	\$24,187.50
Construction Phase					
203000	Unclassified Excavation	CY	600	\$13.46	\$8,073.00
203100	Borrow	CY	50	\$20.75	\$1,037.25
207000	Subgrade Preparation	SY	1,479	\$2.43	\$3,593.70
450060	Concrete Pavement - 6"	SY	1,479	\$157.97	\$233,612.68
4.01	Construction Staking	LS	1	\$18,000.00	\$18,000.00
6.05	Mobilization	LS	1	\$22,500.00	\$22,500.00
30.02	NPDES Permitting, Including SWPPP Preparation and Implementation	LS	1	\$6,000.00	\$6,000.00
632.000	Class A Seeding	AC	2.5	\$4,500.00	\$11,250.00
Subtotal					\$334,254.13
Contingency (15%)					\$50,138.12
NMGRT (8.4375%)					\$32,433.10
Total					\$416,825.35

**Table 5: SRTS--30% Opinion of Probable Cost of Construction
Aspen Loop Connector - Asphalt - 165 ft**

Item ID	Description	Unit	Quantity	Unit Price	Cost
Surveying		LS	1	\$2,500.00	\$2,500.00
Engineering		LS	1	\$5,000.00	\$5,000.00
Construction Phase					
203000	Unclassified Excavation	CY	50	\$13.46	\$672.75
203100	Borrow	CY	50	\$20.75	\$1,037.25
207000	Subgrade Preparation	SY	183	\$2.43	\$445.50
303140	4" Base Course	SY	183	\$5.48	\$1,003.75
416003	Minor Pavement HMA SP-III	SY	183	\$66.23	\$12,141.25
4.01	Construction Staking	LS	1	\$2,000.00	\$2,000.00
6.05	Mobilization	LS	1	\$2,000.00	\$2,000.00
30.02	NPDES Permitting, Including SWPPP Preparation and Implementation	LS	1	\$2,000.00	\$2,000.00
632.000	Class A Seeding	AC	0.25	\$4,500.00	\$1,125.00
Subtotal					\$29,925.50
Contingency (15%)					\$4,488.83
NMGRT (8.4375%)					\$2,903.71
Total					\$37,318.03

Table 6: SRTS--30% Opinion of Probable Cost of Construction Aspen Loop Connector - Concrete - 165 ft					
Item ID	Description	Unit	Quantity	Unit Price	Cost
Surveying		LS	1	\$2,500.00	\$2,500.00
Engineering		LS	1	\$5,000.00	\$5,000.00
Construction Phase					
203000	Unclassified Excavation	CY	50	\$13.46	\$672.75
203100	Borrow	CY	50	\$20.75	\$1,037.25
207000	Subgrade Preparation	SY	183	\$2.43	\$445.50
450060	Concrete Pavement - 6"	SY	183	\$157.97	\$28,960.25
4.01	Construction Staking	LS	1	\$2,000.00	\$2,000.00
6.05	Mobilization	LS	1	\$2,000.00	\$2,000.00
30.02	NPDES Permitting, Including SWPPP Preparation and Implementation	LS	1	\$2,000.00	\$2,000.00
632.000	Class A Seeding	AC	0.25	\$4,500.00	\$1,125.00
Subtotal					\$45,740.75
Contingency (15%)					\$6,861.11
NMGRT (8.4375%)					\$4,438.28
Total					\$57,040.14

This ENGINEER'S opinion of probable construction cost is made on the basis of the ENGINEER'S experience and qualifications and represents the ENGINEER's best judgment as an experienced and qualified professional generally familiar with the industry. However, since the ENGINEER has no control over the cost of labor, materials, equipment, or services furnished by others, or over the CONTRACTOR's methods of determining prices, or over competitive bidding or market conditions, the ENGINEER cannot and does not guarantee that proposals, bids, or actual construction cost will not vary from opinions of probable construction cost as prepared by the ENGINEER. If the OWNER wishes greater assurance as to probable construction costs, the OWNER shall employ an independent cost estimator or contractor. Prices for the extension of private utilities (i.e. electrical, gas, phone, cable tv, etc.) are not included in this estimate. The OWNER should contact local utility companies to obtain current charges and rebates.

8.0 Conclusions and Recommendations

Table 5: EOPCC Summary	
Alternate	Cost
A.1: North Trail—Asphalt	\$ 270,334.55
A.2: North Trail—Concrete	\$ 422,732.68
B.1: South Trail—Asphalt	\$ 257,733.65
B.2: South Trail—Concrete	\$ 416,825.35
Aspen Loop Connector—Asphalt	\$ 37,318.03
Aspen Loop Connector—Concrete	\$ 57,040.14

The City of Santa Fe has provided its preference for a concrete, sinuous trail that follows a similar, southern alignment to the existing dirt trails created by pedestrians.

As summarized in Tables 5, the total cost is anticipated to be similar between the north and south trails when using the same material. The lengths of the trails are similar and the difference in cost is generally a result of the preliminary earthwork estimate. The following sections outline the pros and cons of the alternative and is concluded by SMA's recommendation.

North Trail Pros and Cons

The northern route is located within an open space/drainage easement but already has a less-used trail. It is possible to encourage the use of this trail by increasing accessibility.

SMA speculates that the Cottonwood trailer park would be more amenable to allocating land for the safe route trail, as the trail would be a quality-of-life improvement for the residents of the area and is not a particular resident's private land.

The northern route is located outside of the frequented trails closer to the river, indicating that the southern trails may be preferential to walk on.

South Trail Pros and Cons

Development of a federally-recognized trail could include benefits such as a maintained trail, landscaping, and litter/vandalism clean-up. The private land is currently bisected by the Santa Fe River; the northern portion (where the trail would be) is undeveloped, and the southern portion has development, as evident by aerial imagery in Exhibit 3. Land/easement acquisition may improve the likelihood of receiving federal funding in the future.

The southern route is located within the trail routes outlined in the Greenway Master Plan, which is like the southern trail—a natural-feeling, winding route carved by pedestrians and vehicles as a “path of least resistance”. Development of a paved walkway would include barriers to prevent vehicle access onto the trails.

Connector Trails (Revised 01/26/2022)

Cottonwood Drive Connector

Based on the current approximate alignment, AP-3 provides a natural extension of the current dirt trail to Cottonwood Drive—which is intended to be the basis for the final alignment. AP-3 also is an existing, intended access point, as indicated by the vertical, decorative railroad ties.

Connector points at either AP-2 or AP-4 curve the trail to the north or the south, creating greater distances for pedestrians walking from the opposite direction to access. Consideration could be placed on utilizing both access points near AP-2 and AP-4 instead of the perpendicular AP-3. As there is not a route that continues west from AP-3, pedestrians walking north or south may choose to shortcut across unpaved trails.

Aspen Loop Connector

This connection would provide more direct access from Aspen Loop to the future river trail/SRTS route, offering a more direct link for students in the east half of the development. This connection by itself could serve as the abbreviated alternative (discussed in Section 4.0), in the event that either of the longer connections is not implemented for any reason. However, such an abbreviated connection would not serve the students coming from the Cottonwood Drive side of the mobile home park.

Recommendations (Revised 01/26/2022)

The City of Santa Fe has expressed its preference for the southern alignment that generally follows the existing pedestrian dirt trail. For either alternative, SMA would recommend concrete material as this is the City's preference and is better suited for maintenance vehicle access. If the cost is restrictive, the asphalt trail will suffice for the purpose of the trail.

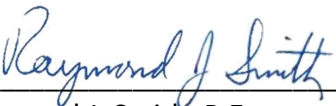
Alignment for the southern trail will likely follow a similar path to the existing dirt trail created by pedestrians. The final alignment and grading may be subject to easement locations, slope/grade restrictions, intent for future development, utilities, drainage needs, and aesthetics.

It is SMA's recommendation that the trail connector to Cottonwood Drive (to the west) be located at the final alignment's natural extension point, which currently is estimated to be near AP-3.

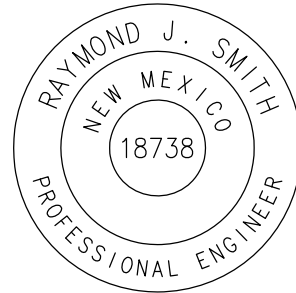
In the event the North or South Alternatives cannot be incorporated, the Aspen Loop connector may serve as a short term, budget-restricted, or less intensive option.

9.0 Engineer's Certification

I, Raymond J. Smith, a duly registered professional engineer in the State of New Mexico, (registration #18738), have prepared this report and related documents, and supervised the preparation of the enclosed exhibits. The information included is, to the best of my knowledge, accurate and consistent with professional practices in the State of New Mexico.



Raymond J. Smith, P.E. January 27, 2022

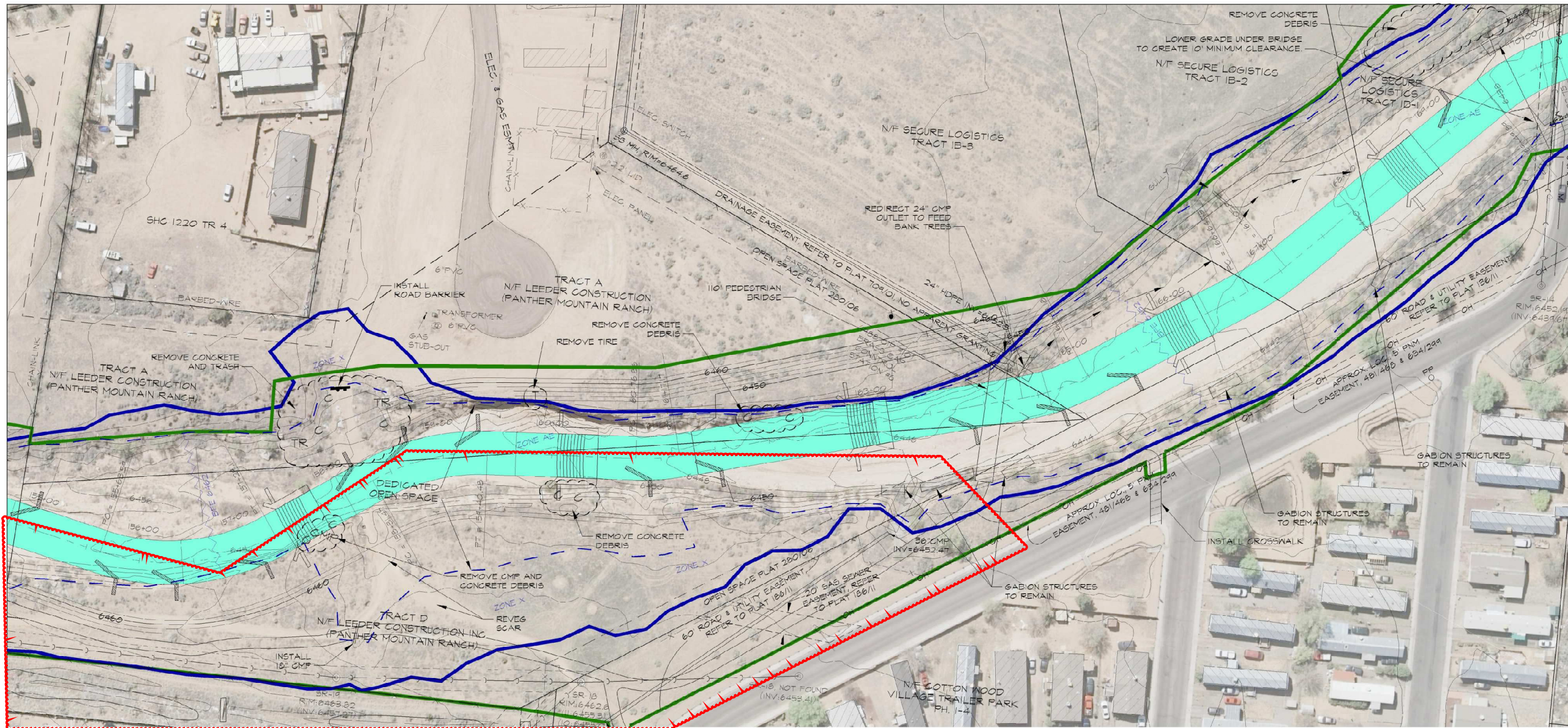


QC Reviewed by: _____
Paul Pompeo P.E.

Date: January 27, 2022

APPENDIX 1

Greenway Master Plan



LEGEND

PLAN PROFILE

BOULDER CROSSVANE

BOULDER OR POST Baffle

BOULDER OR POST VANE

STORMWATER RUNDOWN

RIP RAP

PRESERVE VEGETATION

BOULDER RIFFLE RUNDOWN

PUBLIC SEWER LINE AND MANHOLES

ROCK RETAINING WALL

FEWA LIMITS OF 100-YEAR FLOOD ZONE

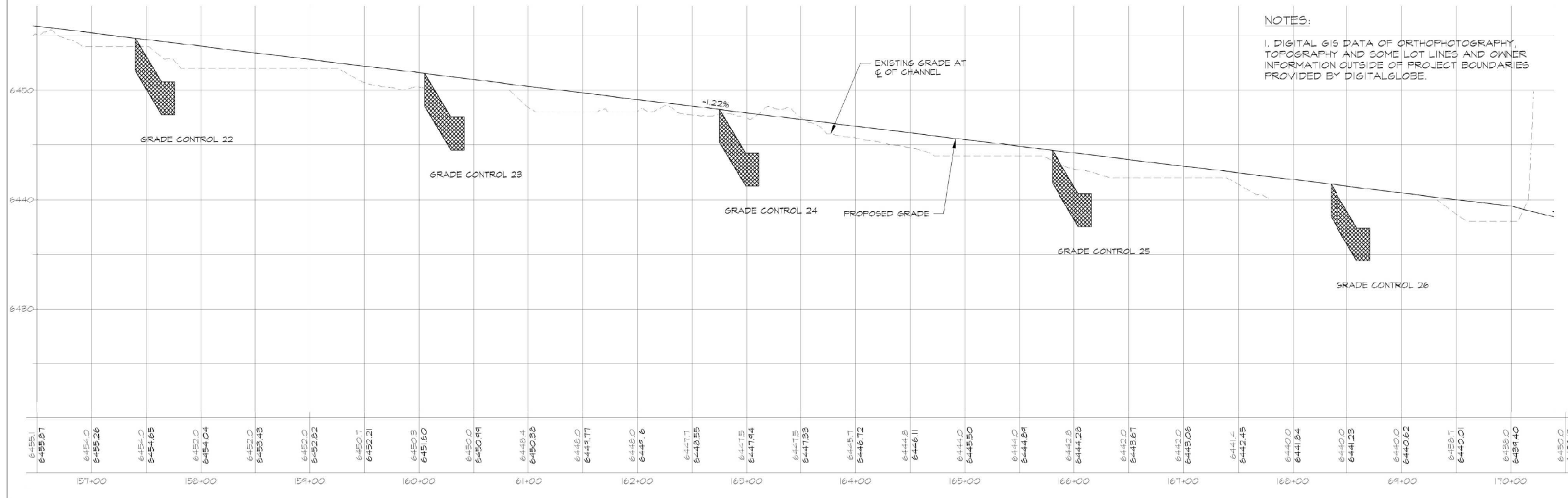
PROJECT LIMITS

NEW TRAPEZOIDAL SCALE DIMENSION INDICATED IN FEET:
B = BASE WIDTH
Z = SIDE SLOPES
D = DEPTH
MINIMUM 1% SLOPE

REVISIONS

DATE	BY

VERTICAL: 1" = 5'
HORIZONTAL: 1" = 50'



NOTES:

1. DIGITAL GIS DATA OF ORTHOPHOTOGRAPHY, TOPOGRAPHY AND SOME LOT LINES AND OWNER INFORMATION OUTSIDE OF PROJECT BOUNDARIES PROVIDED BY DIGITALGLOBE.

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 B CAMINO ENTRADA
SANTA FE, N.M., 87507
PH: (505) 471 6660

Santa Fe Engineering Consultants, LLC
1599 St. Francis Drive, Suite B
Santa Fe, N. M. 87505
(505) 982-2845 Fax (505) 982-2641
http://www.SFENGR.com

WATERSHED WEST
ENGINEERING HYDROLOGY RESTORATION
1200 LEJANO LANE, SANTA FE, NM 87501 (505) 670-4495 WWW.WATERSHEDWEST.COM

DESIGN ENGINEER

1421 Luisa Street, Suite C, Santa Fe, New Mexico
(505) 184-9991

SANTA FE RIVER GREENWAY
CONCEPTUAL SECTION C
PLAN AND PROFILE

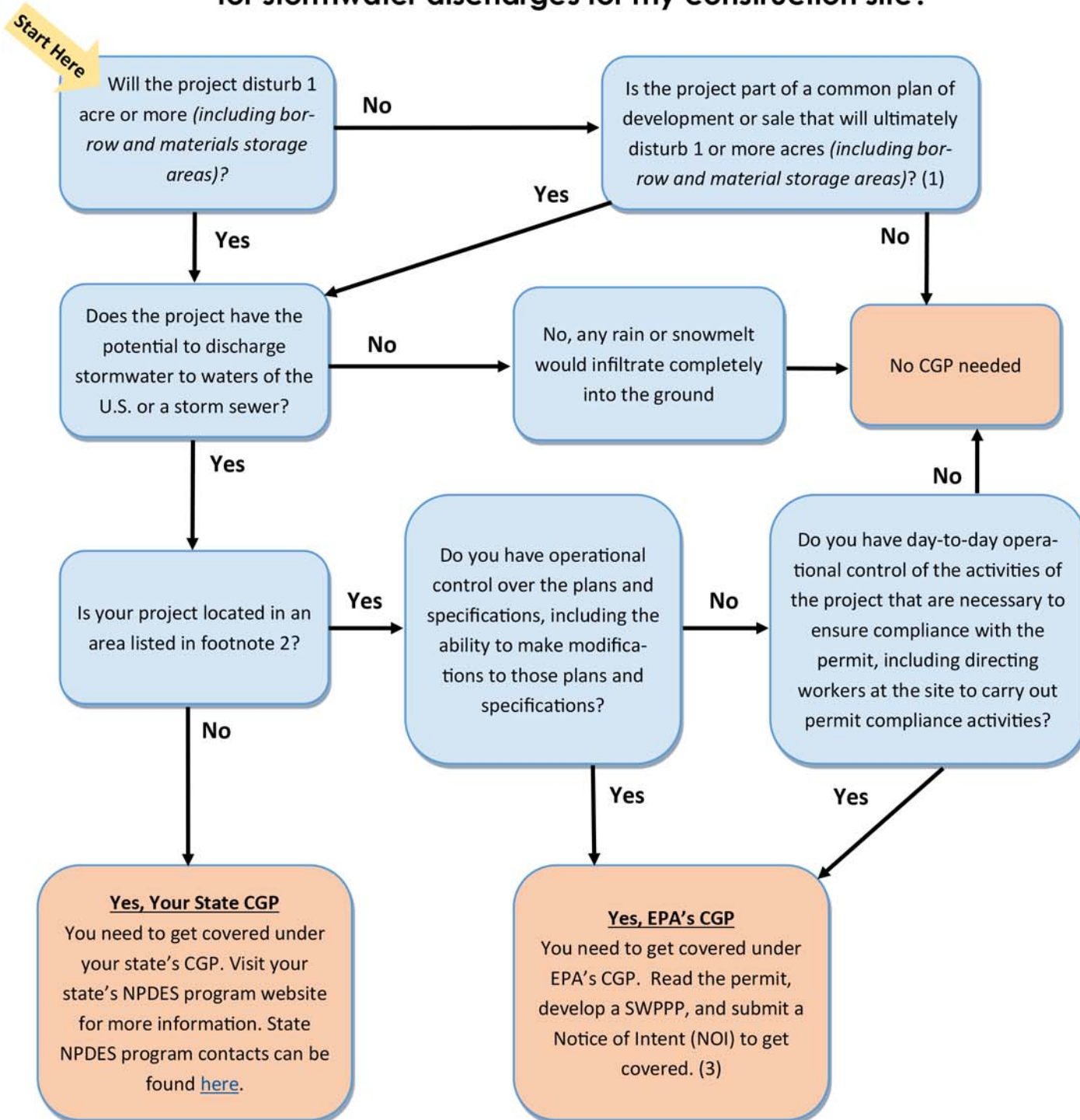
SCALE: 1" = 50' DATE: 05/22/2013

FILE CASE # SHEET NO. C.B.

APPENDIX 2

Environmental Protection Agency Permit Guide

Do I need to get covered under an NPDES Construction General Permit (CGP) for stormwater discharges for my construction site?



Need assistance? Contact Us - We're your partners in protecting clean water!

EPA Headquarters: [Emily Halter](mailto:halter.emily@epa.gov) (halter.emily@epa.gov) (202) 564-3324

[EPA Regional Offices contacts](#)

[State NPDES program contacts](#)

Do I need to get covered under an NPDES Construction General Permit (CGP) for stormwater discharges for my construction site?

Footnotes to flowchart

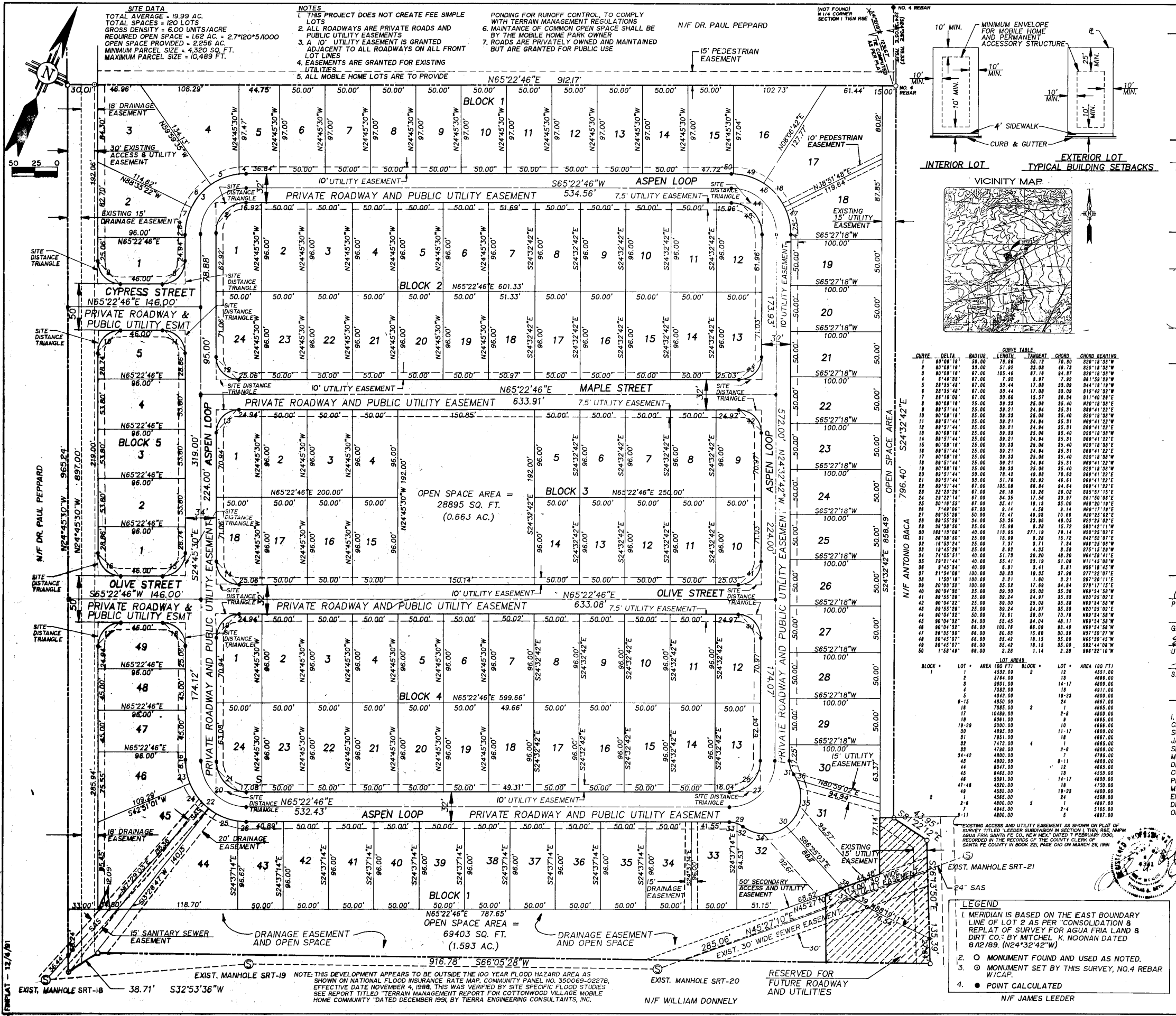
- (1) "Common Plan of Development or Sale" – A contiguous area where multiple separate and distinct construction activities may be taking place at different times on different schedules under one common plan. The "common plan" of development or sale is broadly defined as any announcement or piece of documentation (including a sign, public notice or hearing, sales pitch, advertisement, drawing, permit application, zoning request, computer design, etc.) or physical demarcation (including boundary signs, lot stakes, surveyor markings, etc.) indicating construction activities may occur on a specific plot.
- (2) Areas where EPA is the NPDES permitting authority for construction stormwater. See full detailed list of areas in [Appendix B—Permit Areas Eligible for Coverage](#)
- Idaho, Massachusetts, New Hampshire, New Mexico, and the District of Columbia;
 - American Samoa, Guam, Johnston Atoll, Midway and Wake Islands, Northern Mariana Islands, and Puerto Rico;
 - Indian Country lands within Alabama, Alaska (as defined in 18 U.S.C. 1151), Arizona, California, Colorado, Connecticut, Florida, Idaho, Iowa, Kansas, Louisiana, Massachusetts, Michigan, Minnesota, Mississippi, Montana, Nebraska, Nevada, New Mexico, New York, North Carolina, North Dakota, Oklahoma, Oregon, Rhode Island, South Dakota, Texas, Utah, Virginia, Washington, Wisconsin, and Wyoming;
 - Areas within Colorado, Delaware, Vermont, and Washington subject to construction by a federal operator;
 - Denali National Park and Preserve; and
 - Limited areas of Oklahoma and Texas.
- (3) What are the steps to obtain permit coverage?
- ⇒ Step 1. Read the [2017 CGP](#) and [Fact Sheet](#)
- ⇒ Step 2. Before submitting your Notice of Intent (NOI), the form you file to obtain coverage under the CGP in step 4, you must:
- Follow the procedures in [Appendix D of the 2017 CGP - Endangered Species Act \(ESA\) Requirements](#). Take note of the criterion (A, B, C, D, E or F) under which you are eligible because you will need to select this and provide supporting documentation in your NOI. Visit the [Endangered Species Requirements page](#) for more details on determining your ESA Eligibility under the CGP.
 - Follow the procedures in [Appendix E of the 2017 CGP – Historic Property Screening Process](#). Take note of your answers to the screening process questions because you will need to provide this information in your NOI.
- ⇒ Step 3. Develop a Stormwater Pollution Prevention Plan (SWPPP). A SWPPP outlines how you plan to implement erosion and sediment controls and meet other requirements of the permit on your construction site. Before submitting your Notice of Intent (NOI), the form you file to obtain coverage under the CGP in step 4, you must develop the SWPPP consistent with the requirements in Part 7 of the CGP. You can use EPA's [SWPPP template](#) to develop your SWPPP.
- ⇒ Step 4. Submit an NOI for your site using [EPA's NPDES eReporting Tool \(NeT\) for the CGP](#).

Disclaimer: This information is guidance only and does not establish or affect legal rights or obligations.

Agency decisions in any particular case will be made by applying the law and regulations to the specific facts of the case.

APPENDIX 3

Tierra Engineering Consultants Final Subdivision Plat, December 1991



DEDICATION

KNOW ALL PERSONS BY THESE PRESENTS THAT THE UNDERSIGNED OWNER HAS CAUSED TO BE DEVELOPED THOSE LANDS SHOWN HEREON, SAID DEVELOPMENT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER. UTILITY COMPANIES ARE HEREBY GRANTED THE EASEMENTS AS MARKED AND DESCRIBED ON THIS PLAT. PEDESTRIAN EASEMENTS ARE GRANTED TO THE PUBLIC.

THE DEVELOPMENT LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY AND COUNTY OF SANTA FE, NEW MEXICO.

273021

BY: *Paul Peppard* 12-10-91
DR. PAUL PEPPARD
NOTARY PUBLIC
MY COMMISSION EXPIRES 14, 1994

COUNTY OF SANTA FE
STATE OF NEW MEXICO
I, *Paul Peppard*, County Clerk, do hereby certify that this instrument was filed for record in the County of Santa Fe, New Mexico, on the 12th day of December, 1991, at 1:14 PM, and the same is a true and correct copy of the original as recorded in the County Clerk's Office.

COUNTY CLERK
SANTA FE COUNTY, NEW MEXICO

APPROVALS

APPROVED BY THE BOARD OF COUNTY COMMISSIONERS AT THEIR MEETING OF 12-10-91

CHAIRMAN *James L. ...* DATE *12-10-91* SECRETARY *...* DATE *...*

APPROVED BY THE EXTRATERRITORIAL ZONING COMMISSION AT THEIR MEETING OF 12-10-91

CHAIRMAN *...* DATE *12-10-91* SECRETARY *...* DATE *...*

CITY REVIEWS

REVIEWED BY *J. H. ...* 9/7/93
PUBLIC WORKS DEPARTMENT DATE

REVIEWED BY *David ...* 6/9/93
DIRECTOR, TECHNICAL REVIEW DATE

REVIEWED BY *Jim ...* 7-7-93
PLANNING DEPARTMENT DATE

APPROVED BY *...* 5-2-94
LAND USE ADMINISTRATOR DATE

COUNTY DEVELOPMENT PERMIT NUMBER 91-2286

UTILITY APPROVALS

... 12-4-91
PUBLIC SERVICE COMPANY OF NEW MEXICO DATE

... 12/4/91
GAS COMPANY OF NEW MEXICO DATE

... 12-5-91
U.S. WEST COMMUNICATIONS DATE

... 12-5-91
SANGRE DE CRISTO WATER CO. DATE

SURVEYORS CERTIFICATE

I, THOMAS A. ORTIZ, A REGISTERED LAND SURVEYOR IN THE STATE OF NEW MEXICO, CERTIFY THAT THE BOUNDARY FOR THIS PROPERTY WAS TAKEN FROM A PLAT OF SURVEY PERFORMED BY SALVADOR E. VIGIL, N.M.P.S. NO. 4405 FOR E.H. SLADE, DATED JANUARY 12, 1991, AND CHECKED AND ACCEPTED BY ME. THE PROPERTY IS LOCATED IN SECTION 1, TOWNSHIP 16 NORTH, RANGE 8 EAST, N.M.P.M., SANTA FE COUNTY, NEW MEXICO. THIS DEVELOPMENT PLAN WAS MADE BY ME AND UNDER MY SUPERVISION IN DECEMBER OF 1991, AND THAT THE REPRESENTATIONS MADE HEREIN ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. I FURTHER CERTIFY THAT THIS PLAT MEETS THE MINIMUM REQUIREMENTS OF THE STANDARDS FOR LAND SURVEYORS IN NEW MEXICO ADOPTED BY THE NEW MEXICO STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS. INTERIOR POINTS (N4 REBAR) WILL BE SET UNDER THE DIRECTION AND SUPERVISION OF THOMAS A. ORTIZ, N.M.P.S. SUBSEQUENT TO THE FILING OF THE PLAT IN ACCORDANCE WITH THESE STANDARDS.

TEC
TIERRA
ENGINEERING
CONSULTANTS
INC.

632 Paseo De Perilla
Santa Fe, New Mexico 87501
505/982-2845
105 Sixth St. S.W.
Suite 202
Albuquerque New Mexico 87103
505/242-2270

**COTTON WOOD VILLAGE
MOBILE HOME COMMUNITY
PHASE IV**

**FINAL SUBDIVISION
PLAT
(FINAL DEVELOPMENT PLAN)**

DATE DECEMBER 1991 SCALE 1" = 50' PLATE NO. 5

LEGEND

1. MERIDIAN IS BASED ON THE EAST BOUNDARY LINE OF LOT 2 AS PER "CONSOLIDATION & REPLAT OF SURVEY FOR AGUA FRIA LAND & DIRT CO." BY MITCHEL K. NOONAN DATED 8/12/89. (N24°32'42"W)

2. ○ MONUMENT FOUND AND USED AS NOTED.

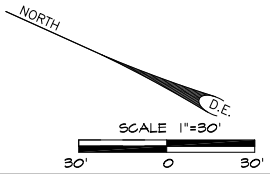
3. ○ MONUMENT SET BY THIS SURVEY, NO. 4 REBAR W/CAP.

● POINT CALCULATED

N/F JAMES LEEDER

APPENDIX 4

Aleksander Estates Plan



News • Food • Arts • Movies • SFR Fun • Cannabis • Contests • Calendar



News

Better Walk to School

Santa Fe officials looking at cost for a dedicated trail for students from Cottonwood Village to El Camino Real

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A student at El Camino Real Academy walks home to Cottonwood Village Mobile Home neighborhood on the Southside.
(Bella Davis)

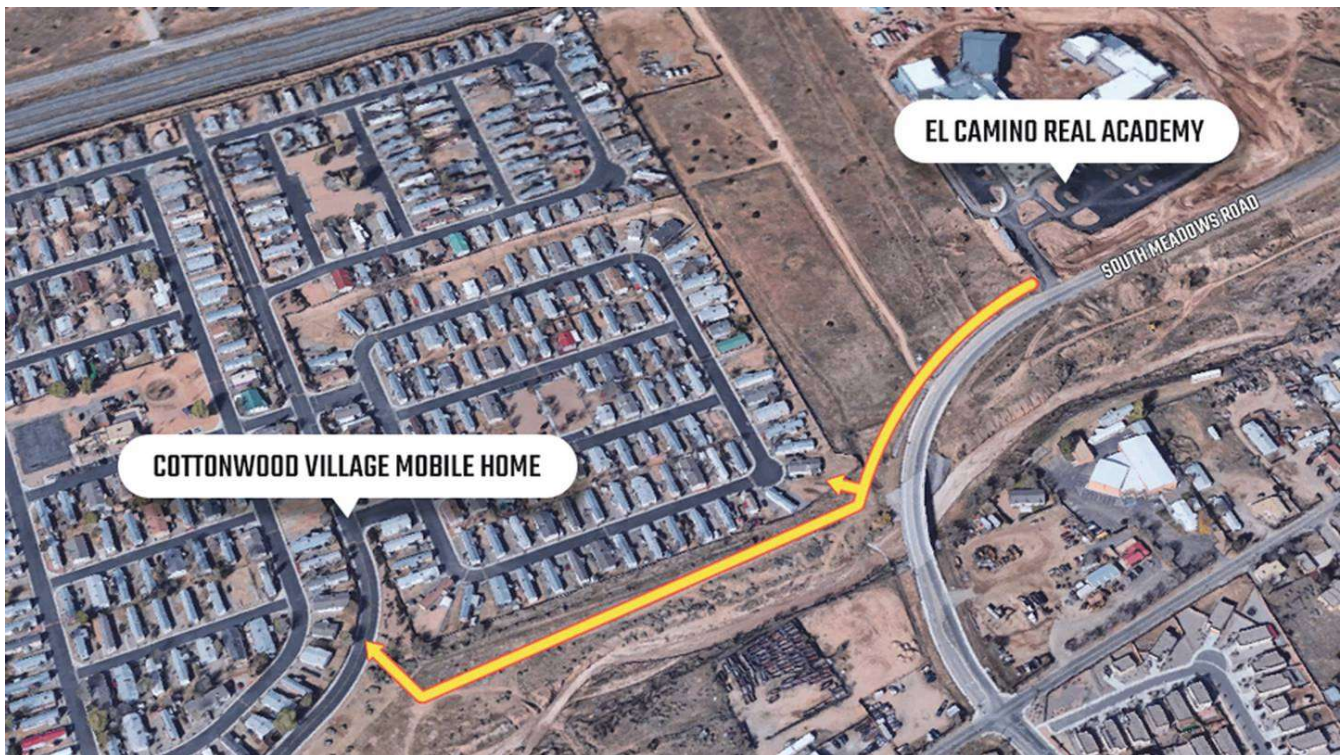
By Bella Davis

November 10, 2021 at 12:00 am MST

Houses line one side of the dirt trail between Cottonwood Village Mobile Home neighborhood and El Camino Real Academy, and the dry Santa Fe River bed presses against the other. On a recent afternoon, a few kids take the first detour off the trail on their way home from school, passing by a graffitied wall marked with, among other things, a swastika.

Another student continues on and heads home a ways up the path, about a 10-minute walk from the school.

It's a well-worn trail, with many students using it to and from the K-8 school as a faster, on-foot commute than taking the sidewalk along South Meadows Road or having parents drive them, particularly when traffic backs up.



Despite the convenience, many parents feel it isn't safe for their kids to trudge the trail alone. And they are pushing for funding to pave the path and line it with fencing.

A city advisory committee is working on a report to explore cost estimates that city officials will use to identify funding. Some city officials tell SFR they're looking for

federal money to complete the project—and local nonprofit executives say it should be a priority—but they’re wary of the difficulties involved with securing cash from Washington, DC for these kinds of initiatives.

Byanka Tarango, a teacher at El Camino Real who lives at Cottonwood Village, sometimes takes the path with her son, who’s in third grade, on their way to school.

Tarango would prefer the boy not traverse it by himself because she worries about



kidnapping and the used syringes that sometimes litter the trail.



Santa Fe Deputy Police Chief Paul Joye reports via email that he isn’t “aware of any



calls for service” along the trail. That doesn’t necessarily mean people haven’t called,



he writes, only that without a date, report number or name of a caller, he wasn’t able








to find any records of calls.

Still, Tarango is relieved she’s able to accompany her son, unlike many other parents.

"I think my son is lucky to have a mom that works there who can walk with him and take care of him, but we have some parents that can't go with their kids because they have other, younger kids to take care of or they have to work," Tarango says.

Tarango wants the city to create a paved, fenced-in trail. She says it would ease her mind—not to mention offer some welcome relief in the winter, when the dirt trail gets muddy.

 She's worked at the school for seven years and lived at the mobile home park for
 about six years.
 "I feel kind of upset because I think even though it's the Southside, it's still school and
 we have to protect the students," Tarango says. "It would be really good to invest in
 something the kids would use because it's not going away. It's something people will continue using for years."

City Councilor Roman "Tiger" Abeyta—who recently [lost reelection](#) to tire shop owner Lee Garcia in District 3, home to Cottonwood Village and El Camino Real—told SFR last month that he is aware of the ways students use the back route and wants to see the city take up the project.

"We've got to do a better job of connecting our children to their schools with trails especially here in District 3 and on the Southside," Abeyta says.


He says federal money for such projects can be hard to come by. So the city may have to find funding itself, with the possibility of getting reimbursed later on.

"It could take a while because sometimes federal grant cycles can be years out or it can take years before you're eligible, so that may be something we have to bypass as a city and try to fund ourselves if we can," Abeyta says. "I don't think we can afford to wait another five or six years."

Erick Aune, senior planner with the Santa Fe Metropolitan Planning Organization, tells SFR the city, county and Santa Fe Public Schools had a joint meeting in 2018 where they identified the trail as a project that ought to be undertaken.

The city's Capital Improvements Advisory Committee is working on a preliminary engineering report to provide a cost estimate for the project, which the city will use to identify the best funding sources—for example, a request to the Legislature or, as Abeyta suggested, city money.

There's not yet a deadline for when the report must be complete, Aune says, but he hopes it'll be done by early spring.

 "The need is so blatant that we're really committed to trying to make it happen," Aune says.



Tim Rogers, trails program manager at the nonprofit [Santa Fe Conservation Trust](#), says the trail should be a top priority.

"This has always been one of the routes that's, to me, the lowest-hanging fruit as far as getting more kids to walk and bike to school," Rogers tells SFR. "It's the lowest-hanging fruit in the city as far as I can tell...just in terms of promoting it and getting kids to use it based on the proximity of the subdivision to the school."

Rogers is also the coordinator of the "Safe Routes to School" initiative, which aims to get more kids walking or biking to school and is being funded by \$300,000 in federal grant money over two years.

The trust has a city contract to pilot the program, which it's doing partly by working with several Southside schools to work bike and pedestrian safety education into the classroom. Rogers says El Camino Real's physical education classes already incorporate similar lessons.

Pedestrian safety has long been an issue in the city, particularly on the Southside.

In 2014, a crossing guard named Dolores Byers [talked with SFR](#) after she was injured running in front of a car that wasn't slowing down for a girl Byers was trying to help guide across a crosswalk off Airport Road. The crosswalk didn't have a stoplight or stop sign to urge slower traffic.



Bella Davis

Bella grew up in New Mexico and found her passion for journalism while working at her college paper in 2020. The University of New Mexico grad covers the Southside, Santa Fe County, cannabis and other topics as part of Local News Fund fellowship program.

✉ Letters to the Editor

Mail letters to PO Box 4910 Santa Fe, NM 87502 or email them to [editor\[at\]sfreporter.com](mailto:editor[at]sfreporter.com). Letters (no more than 200 words)



should refer to specific articles in the Reporter. Letters will be edited for space and clarity.



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