

MINUTES OF THE
SANTA FE COUNTY
PLANNING COMMISSION

Santa Fe, New Mexico

May 17, 2017

I. This meeting of the Santa Fe County Planning Commission called to order by Chair Filandro Anaya on the above-cited date at approximately 4:00 p.m. at the Santa Fe County Commission Chambers, Santa Fe, New Mexico.

II. Roll call preceded the Pledge of Allegiance and indicated the presence of a quorum as follows:

Members Present:

Filandro Anaya, Chair
Louie Gonzales, Vice Chair
Rena Gray
Leroy Lopez
Frank Katz
Susan Martin

Member(s) Absent:

[One Vacancy]

Staff Present:

Vicki Lucero, Building & Services Manager
Rachel Brown, Deputy County Attorney
Jaome Blay, Fire Marshal
Tony Flores, County Deputy Manager

IV. APPROVAL OF AGENDA

Ms. Lucero noted item G, referring to the findings of fact and conclusions of law on the previous case has been added, and cases V 17-5020, the Jerry West Variance, and V 17-5000, EAWSD Variances, have been tabled.

Commissioner Martin moved to approve the agenda with those changes. Commissioner Lopez seconded and the motion carried unanimously.

V. APPROVAL OF MINUTES: April 20, 2017

Commissioner Martin noted on page 5, "wit" should be "with." With that correction she moved approval and Commissioner Lopez seconded. The motion passed

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without opposition.

VII. NEW BUSINESS

A. Matters from the Land Use Staff

MS. LUCERO: Thank you, Mr. Chair. We have an announcement and then a couple of follow-up items from last month's Planning Commission meeting. So first I just wanted to announce that Bette Booth has resigned from the Planning Commission, so we're hoping that the County Commission will appoint a replacement before the next Planning Commission meeting. We're hoping that the Board of County Commissioners will assign a replacement before the next Planning Commission meeting so we don't have a gap of time where we don't have a full commission.

And then as far as the follow-up items, there's a memo in your packet, first in regard to the variance procedures and some issues and questions that were raised at the April 20th meeting. Questions were raised specifically about the criteria that a variance may only be granted by a majority of all members of the Planning Commission, and how and why the decision was made to require this. So we did some research and state statute actually states that a zoning authority by a majority vote of all its members may authorize in appropriate cases and subject to appropriate conditions and safeguards variances or special exceptions from the terms of the zoning ordinance or resolution that are not contrary to the public interest, whereby owing to special conditions a literal enforcement of the zoning ordinance will result in unnecessary hardship so that the spirit of the zoning ordinance is observed and substantial justice done, and so that the goals and policies of the comprehensive plan are implemented.

So the language in Chapter 4, Section 4.9.7-4, Variance review criteria of the SLDC is modeled directly after the state statute.

CHAIR ANAYA: Vicki, can you hold on just one second please? Ms. Martin.

COMMISSIONER MARTIN: Well, I have a question after she's done.

CHAIR ANAYA: You were raising your hand. That's what I was wondering. Sorry about that Vicki.

MS. LUCERO: Okay. So the language in the SLDC is modeled directly after the state statute and conforms to the limitation imposed by that statute, hence the requirement that the majority of all members of the Planning Commission must vote in favor of a variance in order for the variance to be granted.

In regards to the question from the Planning Commission on whether or not they can pass a request on to the BCC without a recommendation, certain duties were delegated to the Planning Commission to make decisions and take final action and the variances are actually one of those duties. Chapter 3, Section 3.3.2 in the SLDC which covers the duties and powers of the Planning Commission states that your duties include to hold public hearings and take final action and issue development orders regarding applications for variances and conditional use permits. And members of the Planning Commission are therefore tasked with making those decisions by the authority granted to them through the SLDC and accepted those responsibilities when they accepted to becoming a Planning Commission member.

And I think the last thing that was brought up at the meeting was about recommendations from local groups. So in regards to honoring recommendations from

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local groups, while we do value their input, ultimately the commission must apply the code's variance criteria in each application independently in order to assess whether the evidence supports a variance.

So I think those were the questions that were brought up in regards to variances. The Planning Commission, if there are any additional questions or comments I'd be happy to take those at this time.

CHAIR ANAYA: Okay. Thank you, Vicki. Ms. Martin.

COMMISSIONER MARTIN: I have a comment and almost in the nature of a question. But in the past, what the Planning Commission has been provided with and I hope that we will continue to be provided with the actions of the Board of County Commissioners on our actions, and I think it is telling that the Hearts Way Variance that was adopted, that was approved by a majority vote of this was unanimously overturned by the Board of County Commissioners. So I think we need to keep that in mind as we go on here. I do think that we need to keep the fact that variances have a very heavy lift in order to get approved is really important for the members of this commission. So keep that in mind.

CHAIR ANAYA: Ms. Martin, are you saying that we still – I'm trying to understand this – that we still need a scorecard based on what the BCC is doing and based on what we are doing? As far as approvals and denials? And then when BCC overturns – we used to know – we haven't seen that in a while.

MS. LUCERO: Mr. Chair, and the reason for that is because now, under the SLDC the Planning Commission has authority over a lot more application types than they did before, so we haven't had anything that actually has gone to the BCC at this point, that the Planning Commission has acted on.

CHAIR ANAYA: Okay. Ms. Martin.

COMMISSIONER MARTIN: I just also would like to reiterate my concern that the Hearing Officer has not yet seen fit to deny any variance request and I would again ask the Board of County Commissioners to rebid on that contract.

CHAIR ANAYA: So noted. Any other questions for County staff. Having heard none, this is not an item that needs to be in front of the audience, is that correct?

MS. LUCERO: Mr. Chair, that's correct. It's an informational item.

CHAIR ANAYA: Thank you, ma'am.

MS. LUCERO: So moving on, the other issues that were brought up at the Planning Commission meeting in April were concerns about the attendance at the planning Commission meeting and how it was affecting quorums and decisions by the Commission. So we've done some research as far as attendance records and those are attached in Attachment A. There's also a County resolution. It's 2009-2, which is a resolution establishing rules of order for meetings of the BBC of Santa Fe County and for certain specified committees. And it states that the BCC can remove a member of any Board whose members are appointed by the BCC if a member misses three or more meetings within a one-year period. The BCC shall have the discretion to allow a member with more than three absences to retain his or her position if such absences were unavoidable or excused. The SLDC also covers terms and removal of Planning Commission members in Chapter 3.3.3.2 and that states that members may be removed by the Board after a public hearing solely for reasonable cause set forth in writing and made part of the public record.

The County Manager's Office has undertaken a review of attendance of members

on all County boards and committees and we'll be presenting to the BCC a list of all members who have had issues with attendance at public hearings so the BCC can determine whether any board members will be removed. And then I just wanted to emphasize the importance of the attendance on the Planning Commission and on other boards and committees as well, but as far as the Planning Commission, we have had to cancel one meeting so far this year due to the lack of a quorum, which does set the applicant behind by at least a month or so and we understand it's a commitment. We appreciate the time and the effort that you've all put into reviewing the packet information, attending the meetings, and if there comes a time where you feel like you can't fulfill that commitment please talk to staff. Please get with us and we can arrange for a seamless transition so that we wouldn't have a vacancy on the Planning Commission for an extended period of time.

So if anybody has any comments or questions I'd be happy to take those also at this time.

CHAIR ANAYA: Any more questions from the Commissioners? None. Anything else from staff?

MS. LUCERO: Mr. Chair, that's all the informational items we have at this time.

CHAIR ANAYA: Thank you very much.

VI. B. Case #V 17-5020, Jerry West Variance. TABLED

VI. C. **Case #V17-5010 Michael and Jill Schlumpberger and Lee Fugate Variance. Michael and Jill Schlumpberger and Lee Fugate Applicants, Ted Harrison, Agent, request variances of Ordinance No. 2016-9, the Sustainable Land Development Code (SLDC as amended), Chapter 7.11, Table 7-13 Road Design Standards to allow a roadway to be less than 20' in width, and to allow the roadway to exceed a 9 percent grade. The properties are located at 30 and 45 Silver Saddle Road, within the vicinity of Spur Ranch Road, within Section 32, Township 15 North, Range 10 East (Commission District 5) SDA-2**

MS. LUCERO: On March 21, 2017, the Application was presented to the Hearing Officer. The Hearing Officer recommended approval of the requested variance with the following conditions:

1. The Applicant must obtain building permits for dwelling units;
2. The Applicant shall comply with all Fire Prevention Division requirements at time of development permit Application; and
3. The Applicant shall work with the County Fire Marshal on additional improvements as they may agree upon, such as sprinkler fire suppression systems and turn outs on Silver Saddle Road.

The first Applicants, the Schlumpbergers, are the owners of the property at 45 Silver Saddle Road. The second Applicant, Fugate, is a prospective buyer of the property at 30 Silver Saddle Road which is currently owned by Santa Fe Ranchland. The Applicants are requesting a variance to allow a roadway to be less than 20 feet in width, and to allow the roadway to exceed a 9 percent grade.

The property at 30 Silver Saddle Road consists of 12.529 acres, and the property

at 45 Silver Saddle Rd consists of 29.802 acres. Both properties are within the vicinity of Spur Ranch Road in the Rural Residential zoning district.

The variances sought by the Applicants are regarding Chapter 7, Table 7-13 Rural Road Classification and Design Standards. The Applicants are requesting variances to allow a roadway to be less than 20 feet in width, and to allow the roadway to exceed a 9 percent grade.

The Applicants' agent states that Silver Saddle Road serves eleven lots that were developed in 1990 with a 50' right-of-way. Without a variance, the existing roadway will need to be redeveloped with 20-foot driving lanes, turnouts, drainage ditches and culverts. Based on estimates from local civil engineers and road contractors, the cost of Silver Saddle Road's widening could be \$150,000-\$250,000. Given current values of \$150,000-250,000 per lot, the cost of improving Silver Saddle Road to the SLDC standards will severely diminish the Applicants' property values. According to local real estate professionals, the expected cost of County-imposed road and drainage improvements would make the properties extremely difficult to market and, possibly, without value beyond that of an open space use.

Staff Response is that Silver Saddle Road does not currently meet Santa Fe County Road Standards. The current road ranges in width from 10-13 feet. The lots accessing off of Silver Saddle Road were created through land divisions and therefore were not required to build out the road to county standards. Current county standards would require two driving lanes each lane must be a minimum of 10 feet in width, a max grade of 9 percent, 50 foot easement, and 3 inches of basecourse as stated in chapter 7 table 7-13 Rural Road Classification and Design Standards.

Although the Applicants are interested in building on their existing lots, offsite road improvements are a requirement for all development as stated in Chapter 7, Section 7-11. Section 7.11.11.5.1 allows for residential development to reduce the road easement for off-site road to no less than 20 feet if adequate drainage control is provided and allow the surface to be hard-packed dirt with compaction of 95 percent of the maximum density. Chapter 4 Section 4.9.7.6.1, Administrative minor deviations, allows deviation from dimensional requirements standards of chapters 7, 8 and 9 of the SLDC not to exceed ten percent of the required dimension, therefore allowing the roadway to be a minimum of 18 feet in width.

Driveways require a minimum of 14' in width to serve no more than two lots, so the request wouldn't even meet driveway standards. Staff believes that widening Silver Saddle Road from the existing 10- to 13-foot wide roadway to 18 feet is not unreasonable, since there is already a 50-foot access and utility easement that was dedicated for the right of way. A 10 to 13-foot roadbed does not allow emergency vehicles or even passenger vehicles to pass one another.

The Applicants did not provide us with a breakdown of the estimated cost of improvements as stated above, but it is assumed that the cost includes basecourse on the roadway. Based on staff's estimate, the cost of improvements would be significantly lower than what the Applicant is stating. With the elimination of basecourse, the cost would be greatly reduced for an 18-foot wide roadbed with a dirt surface.

The Applicants' agent states, although a detailed slope analysis has not been made, County staff estimates that one or two sections of Silver Saddle Road may involve slopes with 12-15 percent grades. To meet the SLDC's minimum grade requirement of 9 percent, an extensive excavation responsibility would be imposed on the Applicants.

Such a project would involve significant re-contouring and re-grading of slopes within and outside of the platted 50-foot right-of-way corridor. The visual impact, erosion risks and loss of vegetation from such a project would be destructive to the escarpment, as well as prohibitively expensive to engineer, construct and re-vegetate.

The Applicants' agent further states, according to recent contractor estimates, the combined cost of widening and re-grading to comply with 9 percent grade Silver Saddle to meet SLDC standards could exceed \$350,000. The Applicant states that at this level of investment, the undeveloped lots along Silver Saddle would have nominal residual value and the County's code requirement could be construed as imposing the effect of a "taking." According to outside legal counsel, the financial burden associated with improving Silver Saddle on a relatively small number of innocent property owners would be, at a minimum, "wholly unfair and out of conformance with accepted standards of proportionality."

Staff Response is that the maximum rural road grade is 9 percent as indicated in the SLDC in Chapter 7, Table 7-13 Rural Road Classification and Design Standards. County Staff has conducted a field inspection of Silver Saddle Road and estimates that two locations along Silver Saddle Road have slopes of 12-15 percent. Staff feels that given the dedicated right-of-way easement there is room to get those two sections of Silver Saddle Road to a 9 percent grade or better. The Applicant has produced no plans to indicate that the regrading cannot be accommodated in the existing easement. The Applicants did not provide us with a breakdown of the estimated cost of improvements.

The applicable requirements under the Santa Fe County Sustainable Land Development Code, Ordinance No. 2016 (SLDC), which govern this Application are: Chapter 7, Table 7-13 Rural Road Classification and Design Standards; Chapter 4, Section 4.9.7.1, Variance; Chapter 4, Section 4.9.7.4, Variance Review criteria; and Chapter 4, Section 4.9.7.5, Variance Conditions of approval.

As required by the SLDC, the Applicants presented the Application to the Technical Advisory Committee on November 3, 2016, at the regularly scheduled monthly meeting, which satisfied the requirements set forth in Chapter 4, TAC Meeting Table 4-1.

Notice requirements were met as per Chapter 4, Section 4.6.3, General Notice of Application Requiring a Public Hearing, of the SLDC.

Recommendation: Staff recommends denial of the Applicants' request for a variance to allow a roadway to be less than 20 feet in width, to allow the roadway to be 10-13 feet in width, and to allow the roadway to exceed a 9 percent grade. The Applicant has not addressed the variance criteria. Staff recommends that the minimum road width should be 18 feet.

This matter came before the Hearing Officer for a hearing on March 21, 2017. The Hearing Officer recommended approval of the Application with the following conditions. Mr. Chair, may I enter those conditions into the record?

[The conditions are as follows:]

1. The Applicant must obtain building permits for dwelling units;
2. The Applicant shall comply with all Fire Prevention Division requirements at time of development permit Application; and
3. The Applicant shall work with the County Fire Marshal on additional improvements as they may agree upon, such as sprinkler fire suppression systems and turn outs on Silver Saddle Road.

If the decision of the Planning Commission is to approve the application, you may consider adopting the Hearing Officer's finding of fact and conclusion of law in the written recommendation.

Mr. Chair, I also just wanted to point out that staff handed out a document from the County Fire Marshal's Office that lists some possible options if the variance is granted, some possible improvements that the applicant would have to make. *[Exhibit 1]* And with that I stand for questions.

CHAIR ANAYA: Questions for staff? Mr. Katz.

COMMISSIONER KATZ: Thank you. In our materials, Exhibit 2, there are several photographs and my question is whether those photographs accurately portray what the road looks like for its length.

MS. LUCERO: Mr. Chair, Commission Member Katz, these photographs were taken at various points along the existing roadway. So it's not the entire roadway that was photographed but just some points to try to give a visual of what the road actually looks like, which is hard to do, I know, in a photograph.

COMMISSIONER KATZ: No, no. I think the photographs are good. I just wanted to make sure that these were representative of what it looks like.

MS. LUCERO: Yes. That's correct. It is.

CHAIR ANAYA: Any other questions for staff at this time?

COMMISSIONER GONZALES: Chair Anaya.

CHAIR ANAYA: Mr. Gonzales.

COMMISSIONER GONZALES: Vicki, how many lots are in this – does this road service?

MS. LUCERO: Mr. Chair, Commission Member Gonzales, this road serves 11 lots.

COMMISSIONER GONZALES: And they posted where it was going to happen and all that? They put the posting like they were supposed to?

MS. LUCERO: Mr. Chair, Commission Member Gonzales, they did fulfill their public notice requirement.

COMMISSIONER GONZALES: Did you get any letters of approval or denial or – to me, there's not a lot of lots on this subdivision and I don't know if the people that are in there, if they support this or do not support it, to widen a road that would impact every one of their lots. I just want to understand that.

MS. LUCERO: Mr. Chair, Commission Member Gonzales, there are some letters of support in your packet, in Exhibit 8. There's some letters of support for the variance.

COMMISSIONER GONZALES: Okay. Thank you.

CHAIR ANAYA: Any other questions for staff? I do. Along those lines of the pictures that were taken, how many linear feet are we actually talking about the nine percent and greater?

MS. LUCERO: Mr. Chair, the entire roadway would need to be brought into compliance at a nine percent grade and there's different areas that actually exceed that, anywhere from 12 to 15 percent grade I believe, so it would have to be modified in several different areas.

CHAIR ANAYA: Again, and maybe the owners can answer this question, but how many linear feet are we talking about that are nine or above, or actually ten or above grade?

MS. LUCERO: Mr. Chair, I would defer that question to the applicant.

CHAIR ANAYA: Thank you, ma'am. Any other questions for staff at this time? Hearing none, is the applicant available.

[Duly sworn, Scott Hoeft testified as follows:]

SCOTT HOEFT: Scott Hoeft, Santa Fe Planning Group, P.O. Box 2482, Santa Fe, New Mexico, 87504. Thank you very much for allowing me to make a presentation this evening. First of all, I'd like to compliment the staff report. I thought it was very well written, very detailed and clearly outlined the issues related to this case. We understand why staff has to deny the application. It's a variance. They need to apply the code and enforce the code and so of course it's up to this board to grant the variance.

To just go off topic quickly, just to answer Mr. Katz' question earlier – yes, the photos in the packet are representative of the road and at the time comes Mr. Blay was in the field with us and you can ask him if he felt that the photos are representative of the roadway.

To go to Commissioner Gonzales' comment, I just wanted to say, yes, there are 11 lots on this road. That is a finite number of lots. There aren't more lots planned. This is a road that essentially dead-ends into a single residence, a single driveway. So this is a road that's been there for quite some time. There are existing homes along this road, seven existing homes. To go to the other comment I believe offered by Commissioner Anaya, if there's folks during the time of Q and A and comments from the public, I believe there are individuals in the audience who would like to speak regarding the case and making comment on the road.

Let me just talk quickly about why we got here. So we had two applicants who were interested in acquiring these two lots on this road last year and as they proceeded to understand the building permit process and address their questions to staff they learned that of course the road is substandard and they needed to go through a variance process. And so that timeline was last year, October. So it kind of goes to a comment to where if the SDLC was designed to speed things along we're now six to seven months deep into this process, just to get the road approved. They haven't even started on a building permit application and one lot hasn't even been acquired yet because they're waiting for the results of this. So it's been quite some time here to solve this problem.

Though I appreciate the staff report and I thought it was well written, this case begs for some common sense. You've got a road that's existing – seven homes, 11 lots. It's a finite road in terms of what it can be developed into. And the road standard that this is going to be, where the County code now requires this road to be is equivalent to the access road that gets to this road and I think it's important that I highlight this. So you access the property, obviously 285 and you come down Spur Ranch Road and then you of course head south on Silver Saddle Road. And this is the length of the road here in terms of the distance. From here to here, that's the subject road.

Okay, it's the same handout that you have here. This is the stretch of road that we're talking about here and this is Spur Ranch Road. Spur Ranch Road is a developed road. It is developed to the standards that this road, the subject road, is required pursuant to the staff report, is required to be. Now, that is a wide road that has two ten-foot driving lanes with barrow ditch on each side, gravel basecourse. It is a wide road, I would say collector status road. That road here that connects the 285 and goes on for miles services hundreds of lots. The standard for that road is the sale that's being applied to this road, which as you can see, is a small lane that accesses these subject lots with these existing

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homes along them.

And so if you just think about that for a second from a common senses standpoint, this road standard here is totally going to change the nature of this road and change the circumstances for the property owners along this road. And so the first comment I'd just like to make is from a common sense standpoint the appearance of the roadway is significantly wide for the finite number of homes that it's going to be utilized for.

The second thing we need to talk about is the cost to improve. And so like I stated earlier, we've got two lots that are under contract. This process has tacked on eight months to the process to get those lots transacted, and building permits underway. The cost to improve that road for these two individuals is an estimated \$350,000. That's the widening of the road, that's the adjustment of the slope of the road for that stretch, which somebody asked earlier what the distances are on that road and that's about a half a mile worth of length of road. That's the entire length of it.

The entire length is a mile and a quarter? Okay. And so what resulted from the Hearing Officer's recommendation was for us to head out to the site with Fire Marshal Blay and see if a common sense solution can prevail for this circumstance. Not applying, in our opinion, the heavy-handed standard of a collector road to a country lane, and totally changing the appearance of this road for all the residents that live along it. And so what we did is we met with Fire Marshal Blay. We drove and walked the entire length of the road and he outlined six areas on the map that a fire truck could pull off in a turnout and essentially two trucks could pass one another or a car could pass a fire truck.

And he can of course speak for himself but he thought this was a common sense solution to this problem. This is the first of many. Anybody here who's been in Santa Fe County for quite some time, there's hundreds of roads like this. Going to the comment that Commissioner Martin made earlier which I definitely hear and respect about the number of variances being approved, we look at is growing pains with the new code, that you've got a circumstance and a standard here that is being applied in a uniform way that ultimately is going to have to be applied to hundreds of roads throughout the county, which is obviously not cost effective nor is it commonsensical. And that through time, these variances hopefully would lessen because our hope is that with the code and the improvements of the code staff would actually get a little more discretion to be able to make a judgment call and find a solution with recommendations from other members of their staff, such as the Fire Marshal. The solution can be brought forth that suits the circumstances as opposed to us having to request variances each single time.

And so we, having to come forth with a variance in the circumstance and allowing two lot owners to have to delay their process for up to six to eight months before they even acquire the property is a little bit ridiculous regarding this circumstance, especially when we took the time, and if you look at it we could meet with the Fire Marshal and there's a common sense solution here that likely, if the code permitted it, this could have been solved within a matter of months, as opposed to the amount of time that this has required.

So with that, I will stand for questions.

CHAIR ANAYA: Mr. Katz.

COMMISSIONER KATZ: Scott, I'm a little puzzled of your suggestion that the code is being applied in a heavy-handed manner. I think the problem is the code maybe doesn't make sense. Is that what you're saying? Rather than it's being applied in some way that it shouldn't be applied?

MR. HOEFT: Commissioner Katz, heavy-handed? If you don't like that terminology, I think it should allow more room for flexibility.

COMMISSIONER KATZ: The code should?

MR. HOEFT: Yes. In the circumstances –

COMMISSIONER KATZ: Okay. That answers my question. So even under the least traveled road this road doesn't meet the standard. Is that right? A cul-de-sac. A driveway.

MR. HOEFT: That is correct. What you've got is existing circumstance that services currently seven homes, eleven lots, a finite circumstance in this situation that would, if improved to County standards pursuant to the SDLC would totally change the nature of that simple county lane for these individuals that have lived along this road for quite some time.

COMMISSIONER KATZ: I understand. I live on a road that services 15 houses. I would love it if my road looked like this road. I think this road looks very nice. Thank you.

MR. HOEFT: Many residents concur, Commissioner Katz. Yes.

CHAIR ANAYA: Any other questions for the applicant?

COMMISSIONER GONZALES: Chair Anaya.

CHAIR ANAYA: Mr. Gonzalez.

COMMISSIONER GONZALES: Scott, are these all legal lots of record? They are, correct?

MR. HOEFT: Yes, they are, Commissioner.

COMMISSIONER GONZALES: And when this was approved, they did the road to standard at that time but now that we have the new ordinance, all the other people that already have homes, they're not affected by it other than if we approve it, to build the road, then they would be affected because the road is widened. But the two people that are trying to buy these two lots, they have to conform to the ordinance as it is today?

MR. HOEFT: That is correct, Commissioner Gonzales.

COMMISSIONER GONZALES: But if they would have built their house two years ago, before the ordinance passed, this wouldn't apply?

MR. HOEFT: You have an example of seven homes that have been built along that road.

COMMISSIONER GONZALES: For the whole time.

MR. HOEFT: Yes. I'm not certain of the age of each of those homes and when they came forth. Maybe some of the residents were going to speak regarding the case could highlight some of that but generally yes, that is correct.

COMMISSIONER GONZALES: So maybe you can help me. Did we change that that much or is it the road with the ability for the emergency vehicles to get into these areas? Is that what's prompting this?

MR. HOEFT: Well, what happens is that if you have an existing condition, and staff can maybe highlight the issue better than I, if you have an existing condition you're grandfathered in, but the minute that you come in with a new lot in the circumstance to be built upon, I believe what's triggering it in this case is the request for a building permit for a house, if I'm not mistaken. Is that correct?

MS. LUCERO: Mr. Chair, Commission Member Gonzales, that is correct. I just wanted also to clarify that there would be the potential for each of these eleven lots

to have an accessory dwelling unit on there. So that would be a total of actually 22 residences that would be accessing off of Silver Saddle Road.

CHAIR ANAYA: That's potential?

MS. LUCERO: Potential, yes.

COMMISSIONER GONZALES: But that potential has existed since this subdivision was approved, correct?

MS. LUCERO: Mr. Chair, Commission Member Gonzales, when the subdivision was approved it was approved with 11 lots and at that time under the old land development code guesthouses or accessory dwelling units were not allowed.

COMMISSIONER GONZALES: Thank you.

MR. HOEFT: Right now the traffic volume is – we're talking a handful of cars, and again, maybe the residents can point out, but we're in the threshold of 20 cars per day. Again, this is a very, very low used road.

CHAIR ANAYA: Any other questions for the owner at this time? I do. Scott, you're saying that that road runs about a mile and a quarter long? Or the owner did? So the entire road length up to where the property that is owned by somebody else is one and a quarter miles. Is that correct? From Spur Road.

MR. HOEFT: Spur Road.

CHAIR ANAYA: All the way down to that point there –

MR. HOEFT: Yes.

CHAIR ANAYA: Is one and a quarter mile?

MR. HOEFT: To me that seems long. I thought it was much shorter than that. It's a half mile? Yes. That's what I thought.

CHAIR ANAYA: You all mentioned earlier that it was 1 ¼ miles.

MR. HOEFT: Commissioner, I need to get clarification because I'm getting hearsay here from a bunch of people in the audience. When I was out there I measured it with my odometer and I thought it was a half a mile. There's a home at the very end and I think sometimes people measure it because there's a gate at the end of this and if you continue to drive through that gate it gets obviously a longer distance. But the subject property that we're talking about here, Fugate, is here and Schlumpberger is here, and in our meeting with the Fire Marshal that we had in the field, that access to this lot will occur at the north here.

CHAIR ANAYA: Okay. So that is the property line of the owner that is not involved in this.

MR. HOEFT: No. The first property owner that is involved in this is Fugate and it's this property here. The second one is Schlumpberger and it's right here.

CHAIR ANAYA: Okay, so the two lots that you're talking about are definitely quite a distance apart.

MR. HOEFT: Yes. But there's one lot between. So there's an existing home here and there's a distance here between those two lots.

CHAIR ANAYA: Okay, so you need to go through actually three owners.

MR. HOEFT: Well, no. We've got to go through all of the owners – so these –

CHAIR ANAYA: So these red lines that you have on that exhibit that you're showing us there and one that was given to us, what does that signify exactly? The red?

MR. HOEFT: What those signify are areas that the Fire Marshal has

identified that can serve as turnouts so that a truck or a car traveling, traversing the road, could pull off to the side and allow another truck to come through. So those are widened out to 20 feet.

CHAIR ANAYA: Okay. So each one of those, and there's six turnouts, and you all are willing to improve those six turnouts as full improvements?

MR. HOEFT: As specified by the Fire Marshal. Yes.

CHAIR ANAYA: And do you by any chance know what the distance of those road turnouts would be? Sixty feet long? A hundred feet long?

MR. HOEFT: They're specified by the Fire Marshal. I think that would be a better question for Mr. Blay. Forty feet is what he's indicating.

CHAIR ANAYA: Thank you. Any other questions for the owners? Having none, this is a public meeting. Do we have anybody from the staff, from the audience that is willing to comment concerning this particular matter? Yes, sir.

[Those wishing to speak were placed under oath.]

[Duly sworn, Mike Schlumpberger testified as follows:]

MIKE SCHLUMPBERGER: Good day. I'm Mike Schlumpberger. We are looking to potentially purchase the 45 Silver Saddle lot, and first of all, I'd like to thank the Commission for inviting us to make these comments. Secondly, I'd certainly like to thank the staff for all the work they've tried to do with us and trying to come to some middle ground with what they've come to be so far. Certainly I'm sure they're tired of hearing Silver Saddle come up.

If we take a look at this. We've been working at this for over eight months. We don't even own the lot yet and we've already invested not only countless hours to work at this but we've invested thousands of dollars between trying to – the investment of monies towards people to represent us with investment of monies towards slope analysis and other things that had to be done with these things. What we're trying to do here is we're trying to develop a property in accordance with the existing neighborhood zoning, with a requirement for this road widening, however, imposes an unfair and disproportionate burden on landowners who have undeveloped lots, and certainly, even upon ourselves, where we're trying to come in and buy a lot, haven't even purchased the lot yet.

This has the effect, however, of providing a free pass for the people that are already out there. The requirements from the Fire Department, if we take a look at those, they're well intentioned. There's no doubt in my mind that these are well intentioned, but it has the effect of imposing a new fee or tax on development that works against what the County is trying to do with its goal of facilitating economic growth, tax revenue increases, and increasing jobs within the area.

This is not an issue that is unique to Silver Saddle Road. My understanding is this is something you're going to encounter time and time again throughout the county of Santa Fe. I would ask that the requirement that the road improvements in this instance be coupled with a larger countywide funding initiative whereby we ensure that the larger network of county roads have proper access and safety values rather than pursuing these improvements on a case-by-case, ad hoc manner. And certainly I would ask that the commission come to something that is fair, equitable and consistent for all of the potential owners along the lots. And with that I thank you for your time.

CHAIR ANAYA: Which lot are you interested in?

MR. SCHLUMPBERGER: 45 Silver Saddle.

CHAIR ANAYA: The farthest one.

MR. SCHLUMPBERGER: The furthest one back, yes.

CHAIR ANAYA: Thank you. Any questions? Having none. Thank you.

Next.

[Previously sworn, Al Webster testified as follows:]

AL WEBSTER: My name is Al Webster. I live on the Silver Saddle currently. I live at number 21, if you look at the map down here. If you're headed south mine is the second house on the left. I'm also a member of the Spur Ranch Road Association. Spur Ranch Road is a private road, so we have an association that maintains the road so I have some experience in road maintenance. As a matter of fact I'm the person who has contracted for grading and application of basecourse on Spur Ranch, and as a matter of fact, on Silver Saddle. And while the other people who are currently resident on Silver Saddle are not here I have checked with them and this is hearsay, but I have checked with them and they have no objection to the road being widened. They have no objection to the pull-outs, the cutouts, being put in so emergency vehicles and other vehicles can pass safely and easily on those red areas that are marked.

I have caused the road to be graded, Silver Saddle to be graded several times and have put basecourse down and the way I do that is we have a very, very – this is not part of the Spur Ranch Road Association; this is just a bunch of neighbors who get along and decide that the road needs some work. So I go to the individual neighbors and I say we need to put basecourse down, we need to have it graded and so far they have been very amenable to provide the funding for that. So the road is, as you have noticed in the photographs that apparently you have and I don't, the road is in good condition and we hope to keep it in that condition. That's about all I have to say but I'd be willing to answer any questions you might have.

COMMISSIONER GONZALES: Chair Anaya.

CHAIR ANAYA: Mr. Gonzales.

COMMISSIONER GONZALES: Mr. Webster, you stated that – how long have you lived there?

MR. WEBSTER: We have owned property out there for about 11 years and have lived there for ten of those years.

COMMISSIONER GONZALES: You stated that the majority of the people were okay with widening the road and improving the area where the emergency vehicles – did you mean to say that or they're okay with just widening the road for the emergency vehicles.

MR. WEBSTER: They have no problem at all with widening the road, for emergency vehicles or for any other vehicular traffic that maybe be the result of going down the road. They're aware of the fact that the road may be widened and they have no objection to that. I certainly have none and after having checked with our neighbors in number 7, number 8, number 15, number 21, which is directly across from my residence, I checked with my wife, even more importantly, she has no objection to it either.

COMMISSIONER GONZALES: Thank you.

CHAIR ANAYA: Any other questions for Mr. Webster? Mr. Webster, I do. You don't have any qualms with a potential of 23 total homes being up there?

MR. WEBSTER: I was not aware until this hearing that there would be that many homes possibly out there. So I can't answer that. I can't speak for the people that might become aware of the fact that there was that many homes out there.

CHAIR ANAYA: Okay, so you all were not aware of that.

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MR. WEBSTER: Correct.

CHAIR ANAYA: Thank you. Any other questions for Mr. Webster. Having none, is there anybody in the audience still willing to speak that hasn't spoken? [Previously sworn, Ted Harrison testified as follows:]

TED HARRISON: Ted Harrison with Commonweal Conservancy. I'm at 369 Montezuma Avenue, Santa Fe. Commonweal Conservancy is a property owner that also has a lot that accesses Silver Saddle Road and I'm not sure what the protocol is here with Al's comments but just in our case I want to quickly review. Commonweal Conservancy has a large property very near Silver Saddle. It extends across the Lamy-Santa Fe railroad tracks for actually seven miles to the west and it's a property and project that some of you have been involved with in the past known as the Galisteo Basin Preserve.

This is an effort that we've been involved with for 14 years. We have a master plan approval for a section of that larger property that includes a planned development district zoning status which allows for road widths that are actually quite narrow, quite a bit less than the 20-foot requirement that is universally associated with rural roads and I guess any other road conditions in the county.

CHAIR ANAYA: Ted, the question that I have concerning is you don't have any property adjacent to [inaudible]

MR. HARRISON: I do. Yes. Commonweal does, with a driveway access. It's not immediately adjoining Silver Saddle but our driveway comes off of Silver Saddle and then connects to our property. I can show you here on the map.

CHAIR ANAYA: Silver Saddle is only one entrance into this whole mountain?

MR. HARRISON: No. No. The Galisteo Basin Reserve is accessed from a road that is located about a mile, give or take, south of Spur Ranch Road.

CHAIR ANAYA: Okay. So you have other access to your place?

MR. HARRISON: Yes, we do. But our access to the one lot, the 35-acre lot, which was approved as an exempt lot condition, given its 35-acre size, in 2015. It was approved as a new lot as recently as that, two years ago, with the existing road standard. And so we're being caught a bit off guard here with suddenly having a lot which now – we'll have the same process. We are not an applicant here for a variance but under the code we will run through this same process when we can afford to do that. So today, I'm just coming before you for a couple reasons. One, to say that we have been involved in a long process. We've worked, I think, constructively with staff over this period. In particular, over the last few weeks based on the requests and comments that came from our hearing before the Hearing Officer. We met with Fire Marshal Blay and went out to the site and spent about an hour identifying sites along the roadway that we felt were reasonable to widen to a 20-foot standard, and then one stretch of the road, the longer, oval shape that you see on your map is actually a widening of 140-foot length. It's not just a 40-foot stretch. It's a steeper grade area and it will be widened to the 20-foot standard to accommodate the fire trucks.

So with our meeting with Fire Marshal Blay we felt like we had identified a reasonable compromise to a full widening of the road. I think if there is an opportunity or I'd just like to see if there's a nod of a head with respect to Al Webster's comments. Though it may be the case that the property owners are willing to accept a widened road I'm not sure that Al had the opportunity to ask whether they were willing and desiring to

pay the cost of –

CHAIR ANAYA: Excuse me sir. We can't do roll calls like that. We cannot ask for a show of hands.

MR. HARRISON: That's fine. But I think there may have been an error in Mr. Webster's comments that the willingness of the 11 property owners to pay the entire cost of this road improvement may not have been something they were excited about. So yes, they might be open to having the road widened, but not if they were going to have to be paying for \$350,000 worth of improvements. But that moment has past and I know Commissioner Gonzales tried to get clarification on that and it may have just been a misunderstanding. But in the case of Commonweal Conservancy as a property owner we certainly are not able and will not be able to pay for the cost of these road improvements and our lot, if it has any value at all at this point will be severely diminished if we have to make that level of improvement. We're hoping that the commission will consider, again, this compromise proposal that I believe we've worked out with Fire Marshal Blay and allow us to go forward with some improvements that allow for emergency access and create a safer road, a road that as Mr. Hoeft mentioned is of relatively short length serving a relatively few number of lots and rather than improve it to a standard that meets a much larger road condition serving many, many more lots that we can allow this relatively narrow country lane to remain largely intact.

CHAIR ANAYA: So going back to your two questions then. One is you're in favor of the widening for the turnouts, but you're not in favor of the cost.

MR. HARRISON: Commonweal Conservancy – the question came up among the property owners, how would we actually manage the cost of even these improvements?

CHAIR ANAYA: So that was just a short form of trying to figure what your two questions were. You were in favor of the widening and not in favor of the joint costs.

MR. HARRISON: We're willing to accept the requirements of the Fire Marshal to widen the road in those five locations and then a longer road stretch of 140 feet. Yes.

CHAIR ANAYA: Thank you.

MR. HARRISON: And how it's paid for we'll sort out but at least that's a more do-able project than the full road widening.

CHAIR ANAYA: Any other questions? Ms. Martin.

COMMISSIONER MARTIN: Yes, I've got a question for Commonweal Conservancy. Did the Conservancy take part in the many planning sessions that resulted in the SLDC being created? The public participation sessions all around the county for months and years?

MR. HARRISON: We did. Months and years. Hours and hours and hours. Yes. And actually, that's a bit of surprise here is that I felt that we were being assured through the whole SLDC process that existing lots were not going to have their development rights impaired by the new code. And although this is not technically a taking – we can make these improvements theoretically and go forward with the building – projects that we might pursue on these properties, in fact, as a practical matter, the costs that would be involved to develop the roads to the full County road standards would be so significant as to either diminish or entirely eliminate the opportunity to develop or market these properties.

CHAIR ANAYA: Thank you, sir. Any other questions? Thank you, Ms. Martin. Good question. Do we have any other questions or statements from the audience? You already spoke, right? Do you have a follow-up?

MR. SCHLUMPBERGER: We seem to have come across this 22, the possibility of 22 homes on this road, and I want to just clarify that some of these houses already have casitas.

CHAIR ANAYA: Sir, you can ask us the questions.

MR. SCHLUMPBERGER: I was under the understanding that there were some casitas along the road already, so the 22 would be inclusive of those that are already there, and I just want to make sure when we talk about 22 that that would be the maximum potential along there and some of that I think already exists, at least to a point. I may be mistaken.

CHAIR ANAYA: That was probably why the board asked that particular question a while ago. Thank you. Any other questions? Having none – you already spoke. No, that's enough. Thanks. Close the public comment and let's go back to Mr. Katz.

COMMISSIONER KATZ: Yes, I share Commissioner Martin's concern about the granting of variances in cases that don't seem to have the urgency. I've sat on this commission and the previous board for quite a while and seen a number of them. Often it's size of lot. There have been a number of family transfer type of situations and areas of the code that have been in existence for a very long time and I have been dismayed at the granting of variances in inappropriate cases. But I do think that there are cases where variances are appropriate and I think the problem here is largely one that this is an unrealistic standard for some really small roads in the county. And I am in favor of granting the variance and will make a motion when you feel it's time to make a motion.

CHAIR ANAYA: Thank you, Mr. Katz. But we need to speak to the staff again and I'd like to speak to the Fire Marshal concerning concerns and non-concerns that you have concerning this project.

JAOME BLAY (Fire Marshal): Mr. Chair, as long as this variance is granted that's where the Fire Department is going to come in and determine what would be the minimum standard that would still meet the fire code requirement to access these lots in a timely manner.

COMMISSIONER GONZALES: Chair Anaya.

CHAIR ANAYA: Mr. Gonzales.

COMMISSIONER GONZALES: What is your name, sir?

MR. BLAY: My name is Jaome Blay.

COMMISSIONER GONZALES: Were you the gentleman that walked out with the applicant and the planner when you were looking at the road to see where you could widen it and have emergency vehicles that could come in and out? Were you the gentleman that went?

MR. BLAY: Commissioner Gonzales, yes. I was.

COMMISSIONER GONZALES: And so you're okay with them the way that they've presented it where they would widen these areas for emergency vehicles, for fire trucks and ambulances and things?

MR. BLAY: Mr. Chair, Commissioner Gonzales, yes, I would.

COMMISSIONER GONZALES: Thank you, sir.

CHAIR ANAYA: Any other questions for the Fire Marshal? Any other questions for staff? Having none, thank you, sir.

MR. BLAY: You're welcome.

CHAIR ANAYA: And what would be the pleasure of the board? Mr.

Katz.

COMMISSIONER KATZ: Mr. Chair, in case #V 17-5010 I would move to grant the variance. I would adopt the findings of the Hearing Officer with that motion, with the provision that the improvements recommended by the Fire Marshal be a condition of approval.

CHAIR ANAYA: We have a recommendation for. Do we have a second? We have a question.

COMMISSIONER GONZALES: Yes. I share my views with Member Katz regarding this and what you guys presented. This is kind of onerous on us because you are correct. It's going to keep coming before us and keep coming before us and if we treat someone and they have to pay for all these costs to do it and the next guy we don't, it's just going to be really hard. And it is onerous. And with that I second the motion.

CHAIR ANAYA: We have a first and a second.

The motion passed by majority [5-1] voice vote with Commissioner Martin casting the nay vote.

CHAIR ANAYA: Do you have a comment?

COMMISSIONER MARTIN: I do have a comment. I was – my no vote was not because of this specific – it is because of the specific issue but what bothers me is the information in our packet about the – The applicant has produced no plans to indicate that the regrading cannot be accommodated in the existing easement. The applicants didn't provide us with a breakdown of estimated costs of improvements. So often we see in cases like this that the cost of improvements are very much overstated in order so that applicants can get their variance and I think this is very, very aware of during this time. So that's the reason for my no vote because I was unclear it wasn't really clear to me that the costs were as extensive as the applicants had said because they didn't provide, I think adequate information. Thanks.

CHAIR ANAYA: Okay we have a vote of five in favor and one against. Motion passes with staff recommendations.

VII. D. Possible Action on the Findings of Fact and Conclusions of Law for Case #V 17-5010

MS. LUCERO: Mr. Chair, so the next case we have with the adoptions of findings of fact and conclusions of law, the ones we have prepared in the packet do not include the additional condition imposed by Commission Member Katz, so we will amend this order and bring it back next month with the current language.

**VII. E. Case #V 17-5000, Eldorado Area Water and Sanitation District Variances
TABLED**

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VII. F. Case V 17-5030, St. Francis South Road Standards Variance. Vegas Verdes LLC, Applicant, Jenkins Gavin, Inc., Agent, is requesting a variance of the Sustainable Land Development Code Chapter 7.11 Road Design Standards, Table 7-12, Urban Road Classification and Design Standards (SDA-1) to allow a right-of-way width of 65 to 70 feet in different locations rather than the 120 feet of right-of-way as required in Table 7-12 which classifies the interior loop road as a minor arterial. The 69.84-acre property is located at 199 Rabbit Road within Section 11, Township 16 North, Range 9 East (Commission District 4), SDA-1

Ms. Lucero recited the case caption and provided the following report:

MS. LUCERO: On March 21, 2017, the Application was presented to the Hearing Officer. The Hearing Officer recommended approval of the requested variance with the following condition: That the right-of-way width shall be a minimum of 70 feet.

The Applicant is requesting a variance of SLDC Table 7-12, Urban Road Classification and Design Standards for SDA-1, with regard to the right-of-way width for the interior loop road servicing 22 lots within the mixed-use subdivision. Table 7-12 classifies the loop road as a minor arterial based on the estimated average daily traffic, which requires 120 feet of right-of-way intended to accommodate a four-lane road. The Applicant is proposing a right-of-way ranging from 65 to 70 feet in width.

The Applicant's Agent argues that "a minor arterial is a high-capacity urban road with the primary function of delivering traffic to collector roads or highways. Rodeo Road is a minor arterial connecting opposite sides of Santa Fe. The project's interior loop road clearly does not function as a minor arterial. Granting of the variance will allow the road to be improved to a standard that is appropriate for the development, similar to the loop road within the Rodeo Business Park, which will be sufficient for the number of lots, the zoning, and the approved uses."

The Applicant's agent addresses the variance criteria as stated in the staff report and staff has also provided responses to those variance criteria.

The applicable requirements under the Sustainable Land Development Code which governs this Application are the following: Chapter 7.11 Road Design Standards, Table 7-12 Urban Road Classification and Design Standards; Chapter 4, Section 4.9.7.1, Variances; Chapter 4, Section 4.9.7.4, Variance review criteria; and Chapter 4, Section 4.9.7.5, Variance conditions of approval.

Recommendation: The subject road is an internal loop road that provides access to this development/subdivision only. A two-lane road with curb and gutter, sidewalks, and bike lanes meeting the standards of Table 7-12 will be sufficient to serve the development. Therefore, a 70-foot right-of-way is sufficient. Staff recommends approval of the Applicant's request for a variance of Table 7-12, Urban Road Classification and Design Standards to reduce the right-of-way width to 70 feet.

This matter came before the Hearing Officer for a hearing on March 21, 2017. The Hearing Officer recommended approval of the Application with the following condition: That the right-of-way width shall be a minimum of 70 feet.

If the decision of the Planning Commission is to approve the application, you may consider adopting the Hearing Officer's findings of fact and conclusions of law in the written recommendation.

Thank you, Mr. Chair, I stand for questions.

CHAIR KATZ: Thank you. Questions, Mr. Katz?

COMMISSIONER KATZ: I don't disagree with what your recommendation is but it is puzzling to me why you would recommend approval here and not in the past case. This is a road that is going to vastly more traffic, serve lots more people and yet you're saying that what's required by the code really is too much. As I say, I don't disagree necessarily, but why such hard nature on the first one and then – all right, this will do here?

MS. LUCERO: Mr. Chair, Commission Member Katz, the only variance being sought here is of the right-of-way so they don't have to dedicate the 120 feet. They are complying with all of the other requirements of the roads standards. The road width, they're complying with that. They've got their sidewalks that they're complying with, their bike trails, a median, everything complies; it is just the fact that they can fit what is required within a 70-foot right-of-way rather than a 120-foot right-of-way. And the reason for the 120-foot right-of-way is to accommodate up to a four-lane road in which case it won't be warranted with this type of development. It is only servicing the development itself and not any other properties outside of this. It's an internal road.

COMMISSIONER GONZALES: Chair Anaya.

CHAIR ANAYA: Mr. Gonzales.

COMMISSIONER GONZALES: Vicki, regarding this plat, I guess it's Exhibit 2, the back of Exhibit 2. NBF-16. It's on the back of Exhibit 2. These lots have a zoning of mixed use. Is that correct?

MS. LUCERO: Mr. Chair, Commission Member Gonzales, yes, this property is a mixed-use subdivision.

COMMISSIONER GONZALES: Does that allow residential as well as commercial? What does that do?

MS. LUCERO: Mr. Chair, Commission Member Gonzales, it does allow for a mix of residential and non-residential or commercial uses.

COMMISSIONER GONZALES: Okay, so the way that Rabbit Road runs east and west, and when you're coming off of St. Francis, and you turn on to Rabbit Road, the first entrance is maybe a few hundred feet, is the flow of the traffic going to go, and they can go in, but they've got to exit at the further exit. Is that correct?

MS. LUCERO: Mr. Chair, Commission Member Gonzales, yes, I believe that is correct.

COMMISSIONER GONZALES: Thank you. I was just a little concerned that the first entrance would be pretty close to St. Francis and that would be kind of [inaudible] but they make it you can only go in there but you can't exit, which is good, because the people that are going to come across to get on to Rabbit Road and head east it will be a lot better exit. Thank you.

CHAIR ANAYA: I guess this would be a question for the architects, but I noticed that there's somewhat of a turnaround on NBF-17. I'm sure you'll explain that to us. Any other questions for staff at this particular time? Having none, let's hear from the owners.

Duly sworn, Jennifer Jenkins testified as follows:]

JENNIFER JENKINS: Thank you, Commissioners. I'm Jennifer Jenkins with JenkinsGavin. Also here is Mike Gomez from Santa Fe Engineering on behalf of Vegas Verdes, LLC. We're also joined by Mr. Ernie Romero, who is one of the

principals of Vegas Verdes.

We are here this evening in request for the variance that is before you for a reduction of right-of-way width for the St. Francis South Subdivision. St. Francis South was approved as a large-scale mixed-use project. The master plan was approved by the Board of County Commissioners in 2010. We are also currently in a process for a – we have been working out utility connections and a lot of other infrastructure details and we are now in the process. We approached the County that we are ready for our subdivision application to create these individual lots, and as we were looking at the standards and looking at the SLDC we realized that the 120 feet of right-of-way was excessive as staff has stated, because again, a minor arterial is intended, like Rodeo Road is a minor arterial. It connects the east side of Santa Fe to the west side of Santa Fe. Obviously, this is not how this internal, private roadway is functioning.

And so we are completely complying with all of the standards as far as lanes and pedestrian circulation and everything else. We are not asking for anything to reduce any of the standards in terms of what is actually going to be built on the ground. I think that's a very important distinction. The only thing is that swath of real estate that accommodates the road. And so when we approached staff and realized we wanted to pursue a variance of the right-of-way width we were told that because the Planning Commission has the purview over variance that this was going to be a separate, standalone process. So we are running a parallel path also with our subdivision application.

The subdivision application under the SLDC goes straight to the Board of County Commissioners. So we had a requirement that we complete the variance process prior to our subdivision request being heard by the Board of County Commissioners, which is tentatively scheduled for June. So originally our intent was we were going to lump it all together. We were going to take the variance request and the subdivision request as one application, as joint applications, it would be more accurate to say, and send them to the BCC. And then as we got a little deeper into it and looking at it with staff they realized that the code doesn't permit that type of process. The code is very clear that this body has the jurisdiction over variance requests, period, as was stated by Vicki at the beginning of the hearing in the informational item that addressed how the code addressed the authority of this body.

So this body has the authority over the variance. The Board of County Commissioners has the authority over the subdivision. So we are doing this process first and then we will proceed with the subdivision process with the Board of County Commissioner.

So I am going to approach and I have some imagery to explain this and I'll be brief. It's pretty straightforward. And I apologize; it's overlaid on an aerial so it might be a little challenging to see. This is St. Francis Boulevard here. This is Rabbit Road. This is an almost 69-acre parcel. This is I-25 right here. So the I-25/St. Francis Boulevard interchange is right here.

CHAIR ANAYA: Hold on. The diagram that she has up is in our packet. It's NBF-17.

MS. JENKINS: Okay. Thank you. So as you come off St. Francis and take a right heading westbound on Rabbit Round you can enter the site. And you see this is the loop road of question this evening that serves the lots coming off of the loop road. So you can turn in here and depending on the nature of the future users we are proposing a

potential roundabout in this location as a traffic control in this area once that particular level of traffic control is warranted. And then there would be an exit here to either go westbound or eastbound.

At this first entrance, Commissioner Gonzales, there are right-in privileges here; there are right-out privileges here. But as you correctly pointed out, because of our proximity to St. Francis, there are no left-out privileges here. So if you want to head back to St. Francis you would exit the property at the eastern entrance. So this is really the primary entrance. This is really the front door of the project.

So what we have here on this top image here, this is the actual roadway section. So this shows in cross-section what we are proposing. And what we have here, this shows this is the right-of-way line, so this shows the proposed 70 feet of right-of-way here. We have a five-foot sidewalk. We have a five-foot landscaped area, two feet of curb and gutter. We have a five-foot bike lane. We have a 12-foot driving lane going in one direction. We have a 12-foot landscaped median in the center. The 12-foot landscaped median is actually not even a requirement for a minor arterial but we are doing it anyway for several reasons which I will explain.

So we're actually exceeding the standards in terms of what we're building on the ground to the requirements for a minor arterial. And then we have a mirror image on the other side. Twelve-foot driving lane, bike land, landscaped strip and then the five-foot sidewalk. So the key element that we have to address is vehicular circulation, pedestrian circulation and bicycle circulation, and this absolutely accomplished that. And as Vicki accurately stated, this is a private driveway serving one project. It's never going to be a four-lane road. It will never be warranted to be a four-lane road. So the 120-foot right-of-way becomes unnecessary at that point, hence the request for the variance.

But the key thing about accommodating cars and accommodating and supporting appropriate traffic flow, the key element to that is turning movements. That's why on Rabbit Road we are constructing a right turn decel lane here, so as cars want to turn right into this project they get out of the travel lane so they do not obstruct the flow of vehicles. There's a right turn decel lane here. There will be a right turn decel lane here in the initial phase. So it's about getting turning movements out of the travel lanes that keeps the flow of traffic moving appropriately.

So this is just kind of a blow-up of a section of the onsite roadway. So again, we have the landscaped median, the travel lanes, the bike lanes as you can see here, the landscaped strip and then the sidewalks on the outside. So let's say there is a user that needs a right turn decel lane. They have the entire frontage of their lot in which they could construct a right turn decel lane. If this is a driveway to a medical clinic, for example, say this is a driveway to a medical clinic and the County Public Works Department determines based upon the cars that are going to be visiting this clinic, we think it's appropriate that they build a right turn decel lane. So they will build that as part of their lot and the access easement in this area would be enlarged to accommodate that.

CHAIR ANAYA: Mr. Katz.

COMMISSIONER KATZ: That works really well if that medical clinic is going on the corner, but what happens if it's going five lots up?

MS. JENKINS: It's still –

COMMISSIONER KATZ: But they don't have the property to do that decel lane.

MS. JENKINS: Looking in here we have lots, lots, lots, lots, lots. So all of

this, as lots are being developed and acquired, there will be a due diligence process for each developer to determine what are their access requirements going to be? And if for example, every single one of these lots has frontage, and so that can be accommodated. And if there's one lot that the frontage is not quite appropriate, it's like, well, I'm going to have to come over here. So in terms of any lot development that happens, that has to happen in accordance with County rules and regulations. So if there's a user that's pursuing a particular lot and it is determined that a right turn decel lane is warranted, which I think in this situation is going to be fairly unlikely in the future, but if it is, that is accommodated on the lot frontages itself.

COMMISSIONER KATZ: There are several lots in the back that don't have frontage.

MS. JENKINS: Yes, that is correct. That is correct. So like I said, every single one of these users is not going to require that. There are going to be instances where it may be required so that will be done on a case-by-case basis as the lots are developed.

COMMISSIONER KATZ: Does the 70-foot right-of-way give enough room for somebody back in Lot 5 to get a decel lane?

MS. JENKINS: No.

COMMISSIONER KATZ: So how is that going to work, if somebody in Lot 5 needs the decel lane?

MS. JENKINS: Because then they won't buy Lot 5. They would acquire a lot that would accommodate those turning movements.

COMMISSIONER KATZ: Okay. Thank you.

MS. JENKINS: And then also with respect to the potential for accommodating right turns we also have the potential for accommodating left turns. So that is where the median that is being constructed – as you can see here, we have the landscaped median here and then we have the opportunity to construct a left turn lane in that median, because it is 12 feet wide. So that is constructed here and you would enter the driveway in this area.

So again, 120 feet of right-of-way is for a four-lane road. It is never going to be warranted in this particular application of a private – this is essentially a private driveway serving one project. And so what we are trying to convey here is that with all of these improvements we are accommodating pedestrians, cyclists and vehicles appropriately, and we also have opportunities to accommodate turn lanes, if and when those would be warranted. And so with that I would be happy to stand for any questions.

CHAIR ANAYA: Any questions from the board?

COMMISSIONER GONZALES: Mr. Chair.

CHAIR ANAYA: Mr. Gonzales.

COMMISSIONER GONZALES: When you addressed Mr. Katz, when you said that they wouldn't buy that particular lot, you're basing that on a need and they wouldn't need the frontage for that right turn in and the ones that are in the back, they're serviced with easement and if they bought it that would service their needs. Is that what you meant?

MS. JENKINS: Yes. And I think there's a two-fold response to that. Any acquisition of a parcel here by any future user – a medical clinic, an office building or whatever, there is going to be a due diligence process to determine: Does this lot meet my needs? Can I build what I want in compliance with County requirements? If this

particular lot, for whatever reason – maybe it's the terrain or the whatever or the access or this, doesn't meet my needs I would either pursue a different lot within St. Francis South, or I'd pursue a different piece of property. That's standard development practice. And so what I can tell you, like if you drive through Rodeo Business Park, there aren't any right turn decel lanes. There aren't any left turn lanes. It is atypical for those types of turn lanes to be warranted, because this is not a high traffic, where you have cars driving across town like you do on Rodeo Road.

What I was trying to convey is that should there be a circumstance as the property develops, we are in a position to accommodate turn lanes. Every single office building out here is not going to need a turn lane. It is just not a reality in terms of the amount of traffic that is generated. So what we are trying to convey here is that we can accommodate this should it be necessary in the future.

COMMISSIONER GONZALES: Thank you.

COMMISSIONER KATZ: Mr. Chair.

CHAIR ANAYA: Mr. Katz.

COMMISSIONER KATZ: What would it mean if you had to have a 120-foot right-of-way?

MS. JENKINS: It is giving up a lot of real estate that would sit vacant for a long time.

COMMISSIONER KATZ: It would stay vacant forever, wouldn't it?

MS. JENKINS: Yes. Thank you. It would basically be an extra 50 feet, so you would have an extra 25 feet from here all the way over, and you would have an extra 25 feet from here all the way over.

COMMISSIONER KATZ: How would that impact the usage of those lots?

MS. JENKINS: It would create a lot less usable area. It would limit the possibility for the street to be building dominated and to create that sense of when you drive in instead of buildings being shoved far back, we liked the idea of having a streetscape and having buildings relate to the street. And it also becomes a long-term maintenance issue. That's going to be off-lot so there be a lot owners association that is going to be maintaining the roadway, maintaining the improvements, but it becomes a no-man's land. You have 25 feet that nobody is taking ownership of that. In the future, I think in the long term, I don't think it's ideal in terms of how the project matures in maintaining something that is aesthetic and beautiful for this area.

COMMISSIONER KATZ: Is there anything that requires a decel lane?

MS. JENKINS: It's really on a case-by-case basis. It's based upon the number of cars, so we would come in and say I've got this project. We're looking at traffic generation of this. This is how many cars are currently traveling on this loop road and then the Public Works Department, Johnny Baca or Paul Kavanaugh would make a determination. Like, well, the thing is decel lanes are often a function of background traffic. It's like how many cars on a daily basis are going back and forth on this loop road.

So if you're concerned about – and this is going to be a very low speed roadway. It's probably going to be 25, 30 miles an hour. The higher speed the road, the more decel lanes are required. Because if cars are going fast and all of a sudden somebody is slowing down and stopping to turn, that creates a traffic hazard. Right? So we have several things in our favor with respect to the need for potential turn lanes. We have a low speed,

private roadway that is not delivering cars from one part of town to another. It is only delivering cars internally to these users. And like I said, those are the elements that really reduce the need for these types. But should something occur where the Public Works Department determines that it's warranted we have opportunities to comply with that.

COMMISSIONER KATZ: I guess my concern is clearly you don't need 120 feet. You might need 12 additional feet where there could be a decel lane. And would you be willing to plan for that? To make it 70 feet for most of it but where there would be basically, judging from your lot structure you know there are only four or five lots that are in back that you would need to have in those places for whatever the length of a decel lane is and I'm sure Public Works –

MS. JENKINS: I'm maybe thinking where we have situations where there might be access points to do that. So I totally get what you're saying and one thing I would like to add and maybe we could craft something around that. We are showing a 22-lot subdivision here, but we know as users come in, somebody's going to say, well, I want all four of these lots. I'm putting my building – I need all four of them. So where we have multiple lots end up maybe as one lot. So I think we could definitely craft something that would require the provision as we move through the phasing of the subdivision platting that could require the provision for additional right-of-way to accommodate right turn decel lanes in certain areas where we had shared access serving multiple lots. So I think there might be an opportunity to craft something that would accommodate that.

COMMISSIONER KATZ: When would we craft that? Would we craft that now?

MS. JENKINS: We could craft that now as a condition and then that would sort of travel with the project. And then as we were moving through subdivision processes we'd have the opportunity – let's say we ended up needing some additional right-of-way to potentially accommodate a right turn decel lane here, and then let's say we ended up consolidating all those lots for a larger building, then we would have the opportunity to vacate that additional right-of-way if it ended up becoming unwarranted or unnecessary. So I think we could definitely craft something along those lines.

COMMISSIONER KATZ: Thank you. Twelve additional right-of-way for the length that Public Works would require for a decel lane in those areas where there are back lots. Thank you.

CHAIR ANAYA: This is a public meeting and if we have anybody from the public that's willing to stand up and speak on this particular issue of the widening of the turn lanes then we're happy to hear those statements.

[Those wishing to speak were placed under oath.]

[Duly sworn, Richard Ratto testified as follows:]

RICHARD RATTO: Good evening, Chairman Anaya and Commissioners. My name is Richard Ratto. I'm the president of the Campo Conejos Homeowners Association. We're on Rabbit Road, a 75-lot subdivision. We're a registered organization as well. We attended a March 21st meeting regarding this variance before it came before you today and our recommendation was to deny the variance. I think I heard from the discussions by the applicant and the questions some hesitation on your part. I'm an engineer registered in the state of New Mexico, both civil and structural and there are concerns I hear from being an engineer and even those of you who are not engineers, you can kind of pick up on this. There are some things that just don't make sense.

This is the beginning of the project. Nothing's been built yet but there's already concessions being made, so to speak, with the variance request. I think what they're asking for is a variance because of something written into the code based upon the volume of traffic. So Commissioners, I'd like you to consider that. It was described before you tonight as a driveway. I think even in common terms everybody understands what a driveway is. This is not a driveway. It's going to require signalization or a roundabout on St. Francis Drive in its full build-out and as you know, planning right-of-way, you need to consider the ultimate condition of the project.

The code requires 120 feet and we understood that's for a four-lane road. Well, if you take off two of those lanes you can subtract 24 feet from 120 feet, so if we're going with the intent of the code but you're giving a variance to a full build-out a two-lane road instead of a four-lane then basically, to be consistent with the code you should only be reducing it by 24 feet.

I was not provided the opportunity to see the typical section but it sounds like this is as concise a section as they can possibly build. In other words, an urban section, not a rural section. No ditches but rather curb and gutter. Anytime you build sidewalk you'd want to have curb and gutter so in that scenario, medians are typically 16 feet, not 12 feet to allow the curb and gutter in the median to be constructed and not interfere. If you have a 12-foot median you're only limited to about nine to ten feet in your turning lane. So that's just insufficient.

On their calculation, the agenda states 65 to 70 feet is what they're requesting. That only leaves a foot of extra land between the back of the sidewalk and the property line. That's insufficient even for dead flat conditions. But this is very – there's some nice terrain out there, sloping terrain so you're going to need some room for grading. There was a very good point by Commissioner Katz that pointed out the turning lane. I don't think you want to give up that turning lane right-of-way. So the turn lanes need to be factored in.

So I think what they're asking for, even at 70 feet is entirely too narrow. You've been presented a representation of a streetscape that's not fitting in the county at this location and if you go look on Rabbit Road there's nothing that would look like this at all, even over in the College District itself. So it's already out of place. We've been following this project for some time and we're concerned about it. And on this particular variance I'd ask that you stick with the code. I concur that four lanes is excessive for this location but what they're asking for is inappropriate. I would say that you look at the 120 minus 24 as a starting place and maybe negotiate from there. Thank you.

CHAIR ANAYA: Any questions? Thank you. Next.

[Previously sworn, Eve Cohen testified as follows:]

EVE COHEN: My name is Eve Cohen. I'm a resident in Campo Conejos, which is east of the proposed development. And I think, as I'm not an engineer but I do live in the county and have appreciated this property being in its natural state for some time and I understand that there are interests in developing it, but I think our concerns as residents are traffic and density. And trying to create more buildable area in this development is only going to increase the amount of traffic that's already existing on Rabbit Road. It's a major east-west connection now to avoid going through city streets and I think that this is not going to serve this concern as well as having an urban cityscape with buildings immediately adjacent to a sidewalk is certainly not in keeping with the nature of the county. And so I think that having a wider easement or right-of-

way certainly the Rodeo Park Business Center has been cited but there are much bigger setbacks there and you don't have this immediate proximity to the very edge of the sidewalk. So I think those are major concerns for us as residents. Thank you.

CHAIR ANAYA: Thank you. Next.

[Previously sworn, Peggy Fino testified as follows:]

PEGGY FINO: Hi. I'm Peggy Fino. I'm also a resident of Campo Conejos and I've sat on the ACC board for the past 15 years. Our main concern is safety and of course aesthetic reasons too. If they stay with the 120 feet it will appear as dense and it will certainly be a lot safer. It will create hundreds and hundreds more vehicles and I have lived there a long time, at least 15 years in that area and we have seen the increase since they opened Rabbit Road in the past few years and that road is deteriorating rapidly and of course it will be worse once there's a lot more cars on there. So I really would like to see you stick to your original plan, what the regulation is of 120 feet and thank you.

CHAIR ANAYA: Thank you, ma'am.

[Previously sworn, John Singleton testified as follows:]

JOHN SINGLETON: My name is John Singleton. I'm a resident of Campo Conejos for the last ten years. And my concern is similar to those –

CHAIR ANAYA: Sir, let me ask you one question, because you're the third one that has come up and said that you all are part of the ACC. Where is that?

MR. SINGLETON: The Architectural Control Commission of our homeowners association.

CHAIR ANAYA: And how far are you from the project?

MR. SINGLETON: We're about a mile to the east of the project. Almost exactly a mile along Rabbit Road.

CHAIR ANAYA: Along Rabbit Road.

MR. SINGLETON: The entrance to our development is on Rabbit Road exactly one mile east of the intersection between St. Francis and Rabbit Road.

CHAIR ANAYA: Okay. Thank you.

MR. SINGLETON: And our concern is mostly about traffic on Rabbit Road and also noise, although that I think is a more minor concern. If there's the possibility of a freight depot in this development with large trucks coming in and out day and night using Rabbit Road as access to I-25, that's not limited as far as I'm concerned by anything I've heard so far. So we're concerned about traffic on Rabbit Road and how it will impact our development.

CHAIR ANAYA: Thank you, sir. Anyone else from the public. Having seen none the public hearing is closed. Let's go back to Jennifer.

MS. JENKINS: If I may, Chair and Commissioners, I have a condition that I would like to read for your consideration, stating – based on the conversation that we had with you and with Commissioner Katz I have crafted a condition for your consideration: The developer shall provide additional right-of-way on the interior loop road to accommodate right-turn decel lanes if required by the County Public Works Department. So I would be happy to hand this to you.

And in conclusion, you know, we worked very closely with the County Public Works Department on this request. They analyzed our plans very, very closely and have determined that 70 feet is more than adequate to accommodate the roadway section that is being built on the ground in accordance with the minor arterial standards and we are building a median, that is not even a requirement of the code, that will create a more

beautiful environment as well as accommodating potential left-turn lanes. And, again, this is a private road that is serving one project. Note, everybody agrees this will never be a four-lane road. That one element of this is not in question. So we are asking for the opportunity for an appropriate width of right-of-way as demonstrated on our section that has been approved by the Public Works Department and we really appreciate staff's time on this and we appreciate staff's recommendation for approval. It may be my first recommendation for approval of a variance so I'm very happy about it I have to say. I am happy to stand for any additional questions. Thank you very much for your time and attention.

CHAIR ANAYA: Does staff have any more questions for the owners?

Sir, yes.

COMMISSIONER KATZ: I have a question for the attorney. You heard the concern that they don't know who's going to buy this. All they want to do is sell them and they'll sell them to anybody who will buy them. And in order to make sure that if somebody who buys one of those back lots will not cause difficulty if it's the kind of business that will have sufficient traffic to merit the decel lane, is the language that Jennifer has suggested provide the County the protection to make sure that that additional right-of-way will be there? Do you want me to read what she said? "Developers will provide additional right-of-way on the interior loop road to accommodate right-turn decel lanes if required by the County Public Works Department."

MS. BROWN: Mr. Chair, Committee Member Katz, I don't know whether – well certainly delegating to Public Works the decision that additional right-of-way would be required is one method of addressing that concern. I understand that that would not be the median but additional right-of-way beyond the roadway that has already been proposed. So whether or not that is an appropriate modification to justify the variance is not my place to say but granting Public Works the authority to require that as proposed development comes forward and needs a permit would certainly give an opportunity if that right-of-way is still owned by the developer and hasn't already been sold to a lot owner.

COMMISSIONER KATZ: That is a concern. Okay, thank you.

MS. JENKINS: And if I may offer on that point. I had the exact same thought that Ms. Brown has stated here. And, so, the good thing about this process coming first before we proceed with the subdivision is that we have the opportunity to incorporate this and so there's going to be appropriate setback along all of these lot frontages and so we can incorporate this mandate into the subdivision plat. So that is something that is easily done and that would make this requirement sort of, you know, run with the land and so basically, sort of, setting it up that in those kind of, you know, requisite setback areas anyway. So this is easily accomplished, you know, with the subdivision platting process that we are engaged in right now. And we'd be happy – maybe the best way to craft this is that we would work with Land Use staff and Public Works staff to address this particular element and craft proper notification, you know, on the subdivision plat. So, it's easily handled. And in a coordinated master plan development like this it is actually not unusual at all that these types of contingencies would be addressed in the project.

MS. BROWN: Mr. Chair, if I may?

CHAIR ANAYA: Yes, ma'am.

MS. BROWN: One option for assessing whether the proposed language

would be sufficient is to have staff consider that language and evaluate that and bring it back at your next meeting.

COMMISSIONER KATZ: Mr. Chair.

CHAIR ANAYA: Mr. Katz.

COMMISSIONER KATZ: I think that they're trying to get this done and I think my preference would be to remove the last "if required" and just simply provide that they – it could be 70 feet or whatever we agree on for the most of it but for the six areas where there is an access easement off to the right that it would be 82 feet for those areas.

CHAIR ANAYA: Any other questions? Having none, what would be the pleasure of the Board? Mr. Gonzales – I mean Lopez.

COMMISSIONER LOPEZ: I recommend approval of Case V 17-5030, St. Francis South variance with staff recommendation.

CHAIR ANAYA: Would you like to add anything else to the recommendations or with the condition as discussed? It's up to you.

COMMISSIONER LOPEZ: Yes, with staff recommendation as specified.

COMMISSIONER GONZALES: I'd like to second it with Member Katz's conditions.

MS. LUCERO: Mr. Chair, I'm sorry. If I could just get clarification, is that with adoption of the Hearing Officer's findings of fact and conclusions of law?

CHAIR ANAYA: That's what we're discussing. We have a first from Mr. Lopez with staff conditions and then we have a second with Mr. Gonzales with Mr. Katz's recommendations.

COMMISSIONER KATZ: And may I express those?

CHAIR ANAYA: Please.

COMMISSIONER KATZ: Which would be that the right-of-way be 82 feet wide in the areas where there is a access easement for a right-turn and there are six of them according to the plat for the length that the Public Works Department – and I'm not sure what the length would be and that's something that would be the lengths that the Public Works Department would require.

CHAIR ANAYA: Mr. Lopez, we have a friendly amendment and if you would like to make that into your motion, you may at this time.

COMMISSIONER LOPEZ: Okay.

COMMISSIONER KATZ: It would be 12 additional feet. If I can clarify that where there is a access easement that would have a right-turn that there be 12 additional feet because there actually are some that are right opposite each other so it wouldn't be 82 feet there but it would be larger – but where there is a right-turn there is an additional 12 feet for a decel lane for each of those right-turns and there are six of them on the plat now and that could change. But it would take care of the right-turn decel lanes.

CHAIR ANAYA: Ms. Lucero, do you have all of that in the motion?

MS. LUCERO: Mr. Chair, I believe we have the recommended conditions but in addition to that are the Hearing Officer's recommendations and conclusions also incorporated into the motion?

CHAIR ANAYA: Absolutely.

MS. BROWN: Mr. Chair, if you can clarify that that maker of the motion has accepted the friendly amendments.

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COMMISSIONER LOPEZ: You can include that also with the motion.

CHAIR ANAYA: All right. We have a motion for approval with friendly amendment and also approval of staff recommendation and do we have a second?

COMMISSIONER GONZALES: Well, I'd already seconded it so it would just be the condition and that's okay.

MS. BROWN: Have you completed your vote? I need a point of clarification. I'm sorry.

CHAIR ANAYA: Please.

MS. BROWN: I heard you say that you're moving to approve with staff recommendations and the additional condition of Mr. Katz. I didn't hear the adoption of Hearing –

CHAIR ANAYA: Hearing Officer, I consider that as staff. I'm sorry, and the Hearing Officer, I'm sorry, I thought that was considered as staff. I'll make that correction mentally. Thank you

So we have a first and a second.

The motion passed without opposition.

G. Possible Action on the Findings of Fact and Conclusions of Law for Case #V 17-5030, St. Francis South Road Standards

MS. LUCERO: Mr. Chair, and I could just clarify, we did have as item G, the adoption of the findings of fact and conclusions of law, so as in the other case, since we made changes to the conditions, staff will take this and revise it and bring it back to the Planning Commission next month.

CHAIR ANAYA: Okay, and we have to just approve those at the next meeting then.

MS. LUCERO: Yes. Correct.

H. Petitions from the Floor

None were presented.

I. Communications from Commission Members

Commissioner Martin announced she would be unable to attend the next meeting.

J. Communications from the Attorney

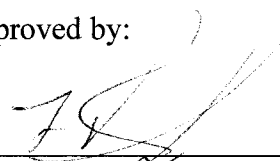
None were presented.

K. Next Planning Commission Meeting: June 15, 2016

L. Adjournment

Having completed the agenda and with no further business to come before this Committee, Chair Anaya declared this meeting adjourned at approximately 6:00 p.m.

Approved by:



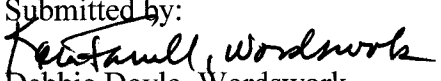
Filandro Anaya, Chair
Planning Commission

ATTEST TO:



GERALDINE SALAZAR
SANTA FE COUNTY CLERK

Submitted by:

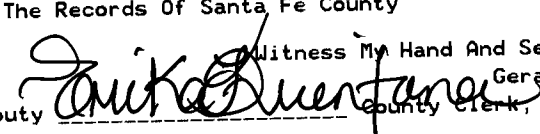

Debbie Doyle, Wordswork




COUNTY OF SANTA FE)
STATE OF NEW MEXICO) ss

PLANNING COMMISSION MI
PAGES: 32

I Hereby Certify That This Instrument Was Filed for
Record On The 25TH Day Of July, 2017 at 10:05:25 AM
And Was Duly Recorded as Instrument # **1831845**
Of The Records Of Santa Fe County

Witness My Hand And Seal Of Office
Deputy  Geraldine Salazar
County Clerk, Santa Fe NM


COUNTY CLERK
SANTA FE COUNTY
RECORDED
07/25/2017

Vicki Lucero

V17-5010
Schlumberger

From: Mathew E. Martinez
Sent: Wednesday, May 17, 2017 8:06 AM
To: Vicki Lucero
Subject: FW: Silver Saddle Road



From: Jaome R. Blay
Sent: Wednesday, May 17, 2017 7:51 AM
To: Mathew E. Martinez <memartinez@santafecountynm.gov>; Paul Kavanaugh <pkavanau@santafecountynm.gov>; scott hoeft <scotthoeft@hotmail.com>
Cc: Renee Nix <rnix@santafecountynm.gov>
Subject: FW: Silver Saddle Road

Good morning,

Attached is the proposed road improvements required by the Santa Fe County Fire Prevention Division should the planning commission approve the variance.
The improvements include road turnouts, road widening, and turnarounds.

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