

Henry P. Roybal
Commissioner, District 1

Anna Hansen
Commissioner, District 2

Robert A. Anaya
Commissioner, District 3



Anna T. Hamilton
Commissioner, District 4

Ed Moreno
Commissioner, District 5

Katherine Miller
County Manager

DATE: March 21, 2017

TO: SLDC Hearing Officer

FROM: John M. Salazar, Development Review Specialist Sr. *JMS*

VIA: Penny Ellis-Green, Growth Management Director *PEG*
Vicki Lucero, Building and Development Services Manager *VL*

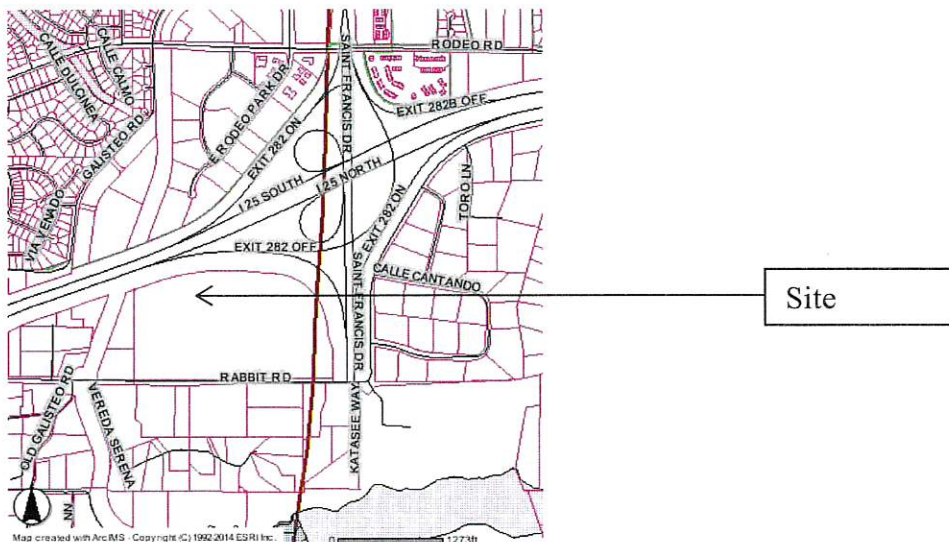
FILE REF.: CASE # V 17-5030 St. Francis South Variance

ISSUE:

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 Rd. within Section 11, Township 16 North, Range 9 East (Commission District 4), SDA-1

VICINITY MAP:



NB3-1

SUMMARY:

The Applicant is requesting a variance of SLCD Table 7-12, Urban Road Classification and Design Standards (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 below as followed with Staff's response:

1. *where the request is not contrary to the public interest;*

Applicant's Response:

As stated above, the Project's roadway design calls for a right-of-way varying in width from 65' to 70'. This will allow for two 12' wide drive lanes, a 12' wide landscaped median, two 5' wide bicycle lanes, curb and gutter, and 5' wide sidewalks with a landscape buffer. These improvements will ensure a high level of safety and comfort for vehicles, cyclists, and pedestrians, as well as an attractive landscaped median, all of which will benefit the public. Furthermore, the Project's low impact design promotes the intent of the SLDC's sustainability standards.

In contrast, compliance with the 120' wide right-of-way as mandated by Minor Arterial standards would allow room for future expansion to a four-lane road, which is not warranted for a private drive serving a coordinated development.

Staff's Response:

Table 7-12 classifies the loop road as a Minor Arterial due to the average daily traffic of 2000 to 4999 trips. The road serves only the traffic generated by this development which would not warrant a 4-lane road, therefore, a 120' wide right of way is not needed.

2. *where due to extraordinary and exceptional situations or conditions of the property, the strict application of the code would result in peculiar and exceptional practical difficulties or exceptional and undue hardship on the owner; and*

Applicant's Response:

The strict application of the SLDC would result in exceptional practical difficulties to the applicant by requiring right-of-way in excess of what is needed for the Project. Establishing right-of-way for a road that will never be widened to four lanes is an undue hardship for the applicant. A 120' wide right-of-way would force buildings to be constructed further away from the street, which would not only unnecessarily waste real estate, but would cause a situation in which maintenance of the setback would be an issue, and the development would suffer aesthetically. The proposed 65'-70' wide right-of-way will create a sense of intimacy and connection between properties, whereas if the buildings are farther from the street, a sense of cohesiveness is compromised. In addition, the unused right-of-way would be difficult to maintain and be unattractive.

Staff's Response:

A 120' wide right-of-way is required by Table 7-12. With a two lane road, curb and gutter, sidewalks and bike lanes meeting the design standards of Table 7-12, a 70' right of way should be adequate.

3. *So that the spirit of the SLDC is observed and substantial justice is done.*

Applicant's Response:

The Variance request observes the spirit of SLDC §7.11, Road Design Standards, as outlined below.

§7.11.1 *Ensure that the design of roads conforms to the policies of the SGMP;*

The road design will conform to the Minor Arterial standards listed in SLDC Table 7-12, except for the right-of-way width.

§7.11.2 *Provide for the safety for both vehicular and pedestrian traffic;*

As demonstrated on the attached plans, the road design will provide for the safety of both vehicular and pedestrian traffic by providing the requisite 12' wide drive lanes, 5' wide bicycle lanes, and 5' wide sidewalks, with the addition of a 12' wide landscaped median, which will provide further vehicular safety by separating the drive lanes. The road design will accommodate all modes of transportation, including vehicular traffic, cyclists, and pedestrians.

§7.11.3 *Provide for livable residential, mixed-use and commercial environments;*

The road design will provide for a livable mixed-use environment by conforming to the SLDC Minor Arterial standards, as well as by providing attractive, sustainable landscaping in the median and in the landscape buffer between the sidewalk and the road. As stated above, the 65'-70' wide right-of-way will create a sense of intimacy and connection between properties, whereas if the buildings are farther from the street, a sense of community is

NBB-3

compromised. In addition, the unused right-of-way would be difficult to maintain and unattractive.

§7.11.4 Provide for economy of land use, construction, and maintenance; and

The Variance to roadway standards is requested in order to make the Project more sustainable through the efficient use of land. The proposed roadway design allows for infiltration of runoff and provides passive water harvesting for vegetation. The reduced right-of-way width ensures economy of land use, construction, and maintenance.

§7.11.5 Provide safe and efficient access to property.

Safe and efficient access to the property will be provided in accordance with the attached plans. Per the direction of the NMDOT, the following median and turning improvements will be made to Rabbit Road: Right turn deceleration lane and left turn lane into the west entrance, which will have full access both entering and exiting the site; and limited access at the east entrance, which will be limited to right in, right out, left in. If future development warrants further intersection control, a roundabout will be constructed at the west entrance.

Staff's Response:

The Road Design Standards have been created to provide for the safety for both vehicular and pedestrian traffic while providing safe and efficient access to the property. A 70' right of way will allow for construction of roads and sidewalks that provide safe and efficient access to the development.

On September 16, 2010, the County Development Review Committee (CDRC) recommended approval of a request for Master Plan Zoning for a mixed-use subdivision (commercial, residential and community service) consisting of 22 lots on 68.94 acres, more or less, with approximately 760,000 sq. ft. of structures at full build out.

On December 14, 2010, the Board of County Commissioners (BCC) approved the Master Plan Zoning for the mixed-use subdivision consisting of 22 lots on 69 acres,

On January 14, 2014, the BCC approved a request for Master Plat Authorization to proceed with the creation of up to 22 mixed-use lots on 69 acres.

The site for the development is located in SDA-1 within a Planned Development District (PDD) in the SLDC, which requires residential and allows commercial, retail, recreational, community and employment uses. Section 1.4.2 of the SLDC requires that development approval for significant projects not be granted unless there is adequate on and off-site provision of facilities and services available to the development at established levels of service."

The applicable requirements under the Santa Fe County Sustainable Land Development Code, Ordinance No. 2016 (SLDC), which governs this Application are the following:

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Chapter 7.11 Road Design Standards, Table 7-12 Urban Road Classification and Design Standards (SDA-1)

Chapter 4, Section 4.9.7.1, Variances, Purpose

The purpose of this section is to provide a mechanism in the form of a variance that grants a landowner relief from certain standards in this Code where, due to extraordinary and exceptional situations or conditions of the property, the strict application of the Code would result in peculiar and exceptional practical difficulties or exceptional and undue hardship on the owner. The granting of an area variance shall allow a deviation from the dimensional requirements of the Code, but in no way shall it authorize a use of land that is otherwise prohibited in the relevant zoning district.

Chapter 4, Section 4.9.7.4, Variance Review criteria states:

A variance may be granted by only a majority of all the members of the Planning Commission (or the Board, on appeal from the Planning Commission) where authorized by NMSA 1978, Section 3-21-8(C):

1. Where the request is not contrary to public interest;
2. Where due to extraordinary and exceptional situations or conditions of the property, the strict application of the code would result in peculiar and exceptional practical difficulties or exceptional and undue hardship on the owner; and
3. So that the spirit of the SLDC is observed and substantial justice is done.

Chapter 4, Section 4.9.7.5 Variance Conditions of approval.

1. The Planning Commission may impose conditions on a variance request necessary to accomplish the purposes and intent of the SLDC and the SGMP and to prevent or minimize adverse impacts on the general health, safety and welfare of property owners and area residents.
2. All approved variances run with the land, unless conditions of approval imposed by the Planning Commission specify otherwise.
3. All approved variances automatically expire within one year of the date of approval, unless the applicant takes affirmative action consistent with the approval.

As required by the SLDC, the Applicant's Agent presented the Application to the Technical Advisory Committee (TAC) on November 3, 2016, at the regular scheduled monthly meeting, which satisfied the requirements set forth in Chapter 4, TAC Meeting Table 4-1.

The Applicant conducted a pre-application neighborhood meeting on November 16th 2016 in accordance with Chapter 4 Section 4.4.4. Table 4-1

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Notice requirements were met as per Chapter 4, Section 4.6.3., General Notice of Application Requiring a Public Hearing, of the SLDC. In advance of a hearing on the Application, the Applicant provided an affidavit of posting of notice of the hearing, confirming that public notice posting regarding the Application was made for fifteen days on the property, beginning on March 6, 2017. Additionally, notice of hearing was published in the legal notice section of the Santa Fe New Mexican on March 6, 2017, as evidenced by a copy of that legal notice contained in the record. Notice of the hearing was sent to owners of land within 500' of the subject property and a list of persons sent a mailing is contained in the record.

This Application was submitted on January 20, 2017.

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' 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 (SDA-1) to reduce the right-of-way width subject to the following conditions:

1. Right of way width shall be a minimum of 70'.

Staff requests the Hearing Officer memorialize findings of fact and conclusions of law in a written recommendation. The Santa Fe County Planning Commission (SFCPC) will be holding a public hearing on this matter on May 18, 2017.

EXHIBITS:

1. Applicants Request
2. Proposed Plans
3. Photos
4. Aerial Site
5. Chapter 7.11 Road Design Standards, Table 7-12
6. Chapter 4, Section 4.9.7.4, Variance Review criteria
7. Noticing
8. Review Agency Comments

NBB-4



JENKINS GAVIN
LAND USE | PROJECT MANAGEMENT

January 20, 2017

Penny Ellis-Green
Land Use Administrator
Growth Management Division
Santa Fe County
102 Grant Avenue, Suite 101
Santa Fe, NM 87501

**RE: St. Francis South
Variance Application**

Dear Penny:

This letter is respectfully submitted on behalf of Vegas Verdes, LLC in application for a Variance to be heard by the Hearing Officer on March 23, 2017 and by the Planning Commission on May 18, 2017. The ± 69.84 -acre subject property is located at 199 Rabbit Road and is zoned PDD (Planned Development District). A Master Plan for the 22-lot Large Scale Mixed-Use Project ("the Project") was approved by the Board of County Commissioners at their meeting of December 14, 2010 as Case #Z 10-5360. The Project is approved for a mix of commercial and residential development. A Preliminary/Final Subdivision Plat application for the ± 69.84 -acre site will be submitted on February 24th, to be heard by the Board of County Commissioners on June 13, 2017, after the Variance is approved.

The subject property is bordered by I-25 to the north, St. Francis Drive to the east, Rabbit Road (the Northeast Connector) to the south, and two large residential lots to the west. The Master Plan contemplates 22 parcels. At build out, the gross building area is anticipated to be approximately 760,000 square feet, with a combination of office, community service, retail, warehouse, and residential uses. The Project will be served by two entrances connected by an interior loop road. Per the direction of the New Mexico Department of Transportation ("NMDOT"), the following median and turning improvements will be made to Rabbit Road: Right turn deceleration lane and left turn lane into the west entrance, which will have full access both entering and exiting the site; and limited access at the east entrance, which will be limited to right in, right out, left in. If future development warrants further intersection control, a roundabout will be constructed at the west entrance. Please refer to the attached plans for further details.



Variance Request

A Variance is requested from SLDC Table 7-12, Urban Road Classification and Design Standards (SDA-1), with regard to the required right-of-way width for the private interior loop road. The drive is classified as a Minor Arterial, which requires 120 feet of right-of-way intended to accommodate a four-lane road. This is an excessive amount of right-of-way for the proposed two-lane loop road, which will serve only the Project's 22 lots. Therefore, a Variance is requested to allow for a right-of-way varying in width from 65' to 70'.

By definition, a Minor Arterial is a high-capacity urban road with the primary function of delivering traffic to collector roads or highways. For example, 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. It will be improved with two 12-foot wide drive lanes, a 12-foot wide landscaped median, two 5-foot wide bicycle lanes, curb and gutter, and 5-foot wide sidewalks with a landscape buffer, all within a right-of-way which varies in width from 65' to 70'. Please refer to the attached plans and Traffic Analysis Letter for further details.

As an approved Large Scale Mixed-Use Project, the Project's Permitted Uses include senior housing, live/work, and multi-family uses. 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.

Our responses to the Variance Review Criteria in SLDC §14.9.7.4 are outlined below.

A variance may be granted only by a majority of all the members of the Planning Commission (or the Board, on appeal from the Planning Commission based on the following criteria:

- 1. where the request is not contrary to the public interest;*

Applicant's Response:

As stated above, the Project's roadway design calls for a right-of-way varying in width from 65' to 70'. This will allow for two 12' wide drive lanes, a 12' wide landscaped median, two 5' wide bicycle lanes, curb and gutter, and 5' wide sidewalks with a landscape buffer. These improvements will ensure a high level of safety and comfort for vehicles, cyclists, and pedestrians, as well as an attractive landscaped median, all of which will benefit the public. Furthermore, the Project's low impact design promotes the intent of the SLDC's sustainability standards.

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In contrast, compliance with the 120' wide right-of-way as mandated by Minor Arterial standards would allow room for future expansion to a four-lane road, which is not warranted for a private drive serving a coordinated development.

2. *where due to extraordinary and exceptional situations or conditions of the property, the strict application of the code would result in peculiar and exceptional practical difficulties or exceptional and undue hardship on the owner; and*

Applicant's Response:

The strict application of the SLDC would result in exceptional practical difficulties to the applicant by requiring right-of-way in excess of what is needed for the Project. Establishing right-of-way for a road that will never be widened to four lanes is an undue hardship for the applicant. A 120' wide right-of-way would force buildings to be constructed further away from the street, which would not only unnecessarily waste real estate, but would cause a situation in which maintenance of the setback would be an issue, and the development would suffer aesthetically. The proposed 65'–70' wide right-of-way will create a sense of intimacy and connection between properties, whereas if the buildings are farther from the street, a sense of cohesiveness is compromised. In addition, the unused right-of-way would be difficult to maintain and unattractive.

3. *So that the spirit of the SLDC is observed and substantial justice is done.*

Applicant's Response:

The Variance request observes the spirit of SLDC §7.11, Road Design Standards, as outlined below.

§7.11.1 *Ensure that the design of roads conforms to the policies of the SGMP;*

The road design will conform to the Minor Arterial standards listed in SLDC Table 7-12, except for the right-of-way width.

§7.11.2 *Provide for the safety for both vehicular and pedestrian traffic;*

As demonstrated on the attached plans, the road design will provide for the safety of both vehicular and pedestrian traffic by providing the requisite 12' wide drive lanes, 5' wide bicycle lanes, and 5' wide sidewalks, with the addition of a 12' wide landscaped median, which will provide further vehicular safety by separating the drive lanes. The road design will accommodate all modes of transportation, including vehicular traffic, cyclists, and pedestrians.

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§7.11.3 Provide for livable residential, mixed-use and commercial environments;

The road design will provide for a livable mixed-use environment by conforming to the SLDC Minor Arterial standards, as well as by providing attractive, sustainable landscaping in the median and in the landscape buffer between the sidewalk and the road. As stated above, the 65'-70' wide right-of-way will create a sense of intimacy and connection between properties, whereas if the buildings are farther from the street, a sense of community is compromised. In addition, the unused right-of-way would be difficult to maintain and unattractive.

§7.11.4 Provide for economy of land use, construction, and maintenance; and

The Variance to roadway standards is requested in order to make the Project more sustainable through the efficient use of land. The proposed roadway design allows for infiltration of runoff and provides passive water harvesting for vegetation. The reduced right-of-way width ensures economy of land use, construction, and maintenance.

§7.11.5 Provide safe and efficient access to property.

Safe and efficient access to the property will be provided in accordance with the attached plans. Per the direction of the NMDOT, the following median and turning improvements will be made to Rabbit Road: Right turn deceleration lane and left turn lane into the west entrance, which will have full access both entering and exiting the site; and limited access at the east entrance, which will be limited to right in, right out, left in. If future development warrants further intersection control, a roundabout will be constructed at the west entrance.

The following documentation is submitted in support of this request:

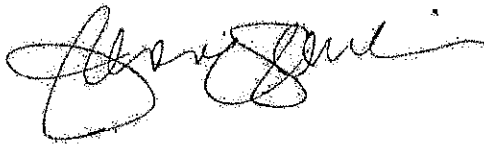
- Development Review Application
- Letter of Owner Authorization
- Approved Emergency 911 Assigned Address Form
- Plans & Roadway Profile
- Traffic Letter
- Warranty Deed & Legal Lot of Record Verification
- Proof of Taxes Paid
- Pre-Application Neighborhood Meeting Report

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- Fees in the amount of \$375.00 - \$300.00 Variance Fee; \$75.00 Fire Review Fee

Your consideration of this request is greatly appreciated. Please do not hesitate to call with any questions.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jennifer Jenkins".

Jennifer Jenkins
JenkinsGavin, Inc.

NBB-11

Santa Fe Engineering Consultants, LLC

S
F
E
C

Civil and Traffic Engineering
Construction Management
Land Development

1599 St Francis Drive, Suite B
Santa Fe, N. M. 87505
(505) 982-2845 Fax (505) 982-2641

January 19, 2017

Ms. Penny Ellis Green
Director, Growth Management Administration
102 Grant Avenue
Santa Fe, New Mexico 87501

RE: SAINT FRANCIS SOUTH DEVELOPMENT REQUEST FOR A ROAD VARIANCE

According to the Santa Fe County Sustainable Land Development Code (SLDC), this site is in SDA-1. Based upon Table 7-12 "Urban Road Classification and Design Standards (SDA-1)," for an Average Daily Traffic (ADT) of 2000-4999, the roadway would be classified as a minor arterial. According to the SLDC, a minor arterial consists of a minimum of 120 feet of right-of-way. It has two to four - 12 foot wide driving lanes, two - 5 foot wide on road bike lanes, and two - 5 foot wide sidewalks. It should be designed to meet a design speed of 30-60 MPH, with a maximum grade of 5%. The pavement consists of six (6) inches of basecourse with five (5) inches of pavement.

A variance is requested because the proposed interior roadway does not function as an arterial. An arterial is a high capacity roadway. Its main function is to move traffic from collector streets to urban centers. Usually arterials have high speed limits.

The proposed interior road functions as a commercial driveway. It provides access to the businesses in the development. It moves traffic to and from Rabbit Road, which is a minor arterial. Functionally it could be classified as a collector or sub-collector.

In addition, a variance is requested in order to make this project more sustainable. One aspect of sustainability is in the efficient use of materials and land. The proposed roadway section would consist of a 68 feet of right-of-way with two - 11 foot wide driving lanes, two - five (5) foot wide on road bicycle lanes and two - five (5) foot wide sidewalks with a five (5) foot wide landscape area between the sidewalk and the curb and gutter. In addition, the lanes are super elevated to drain to a 12-foot wide median, which is depressed to "harvest" the runoff from the roadway in a vegetated swale. This also provides an area to build left turn lanes if required.

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Ms. Penny Ellis Green
Direct, Growth Management Administration
January 19, 2017
Page Two

This proposed typical section reduces impervious area, allows for infiltration of runoff, provides passive water harvesting for plants and vegetation. This variance is based on the low impact development (LID) approach to land planning and promotes the ideas contained in the Sustainable Land Use Development Code.

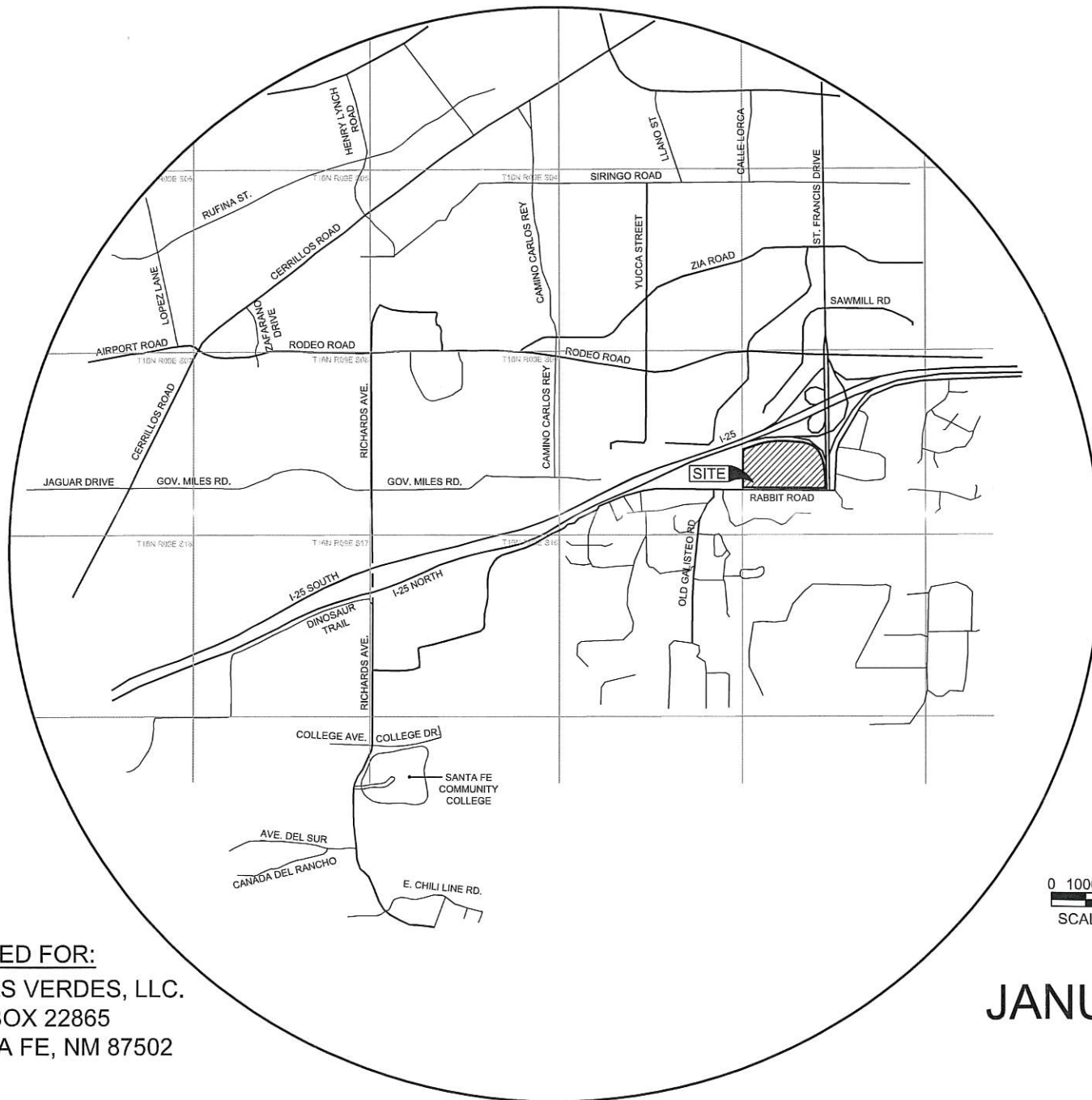
If you have any questions, or desire additional information, please do not hesitate to contact me at 505/982-2845.

Sincerely,


Michael D. Gomez, P.E., P.T.O.E.
Santa Fe Engineering Consultants, LLC.

NBB-13

ROAD VARIANCE SUBMITTAL FOR ST. FRANCIS SOUTH



PREPARED FOR:
VEGAS VERDES, LLC.
P.O. BOX 22865
SANTA FE, NM 87502

JANUARY
2017

SANTA FE COUNTY, NEW MEXICO
SECTION 11, TOWNSHIP 16 N, RANGE 9 E NMPM

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3-1	SLOPE ANALYSIS MAP
4-1	TYPICAL SECTIONS
5-1 TO 5-2	ROADWAY PLAN AND PROFILES

CASE #

COUNTY LAND USE ADMINISTRATOR DATE

SFCO UTILITIES DATE

COUNTY PUBLIC WORKS DIRECTOR DATE

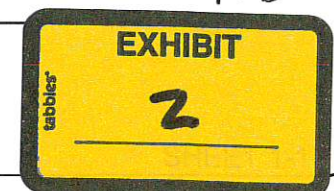
COUNTY FIRE MARSHAL DATE



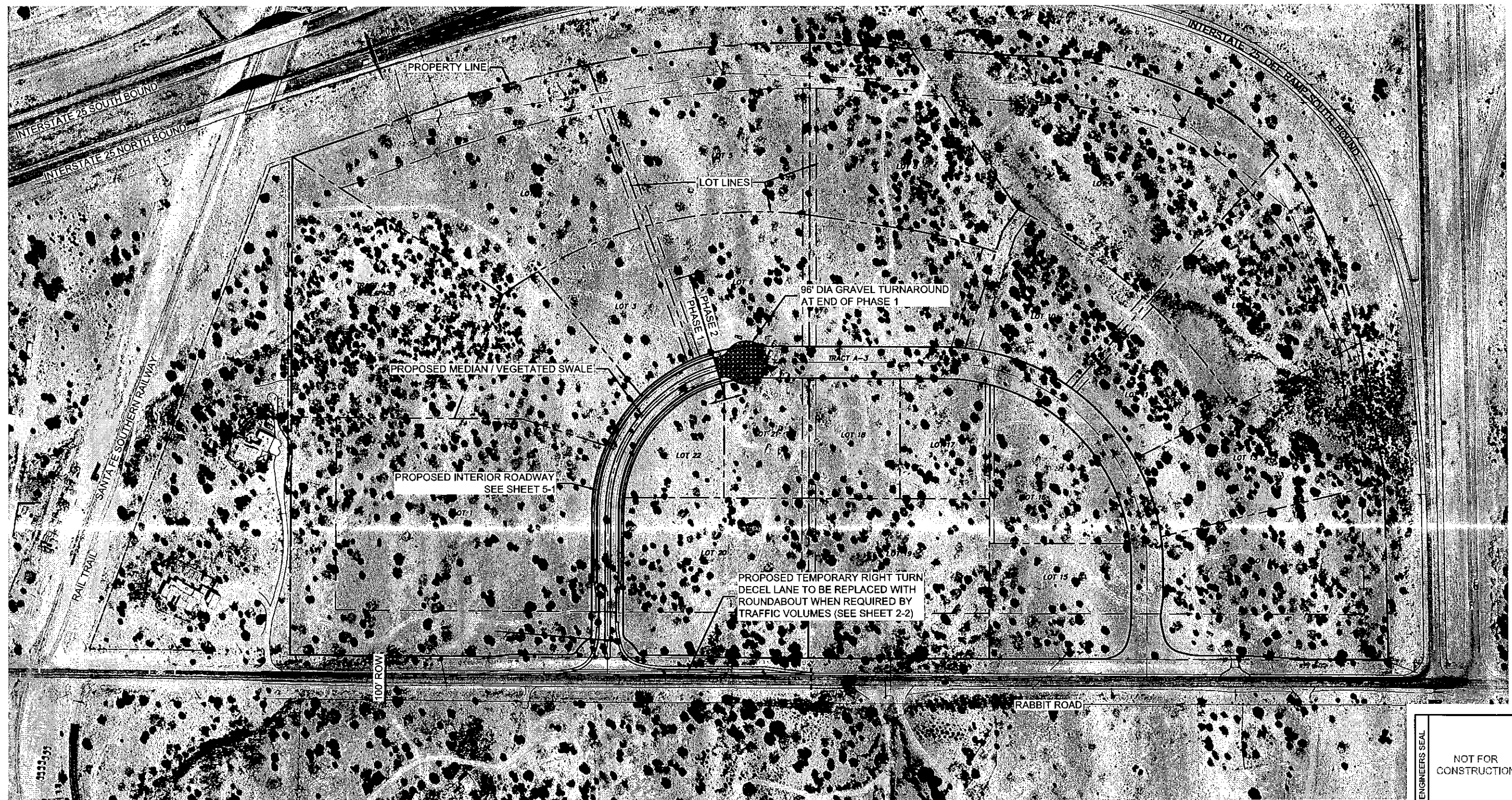
COUNTY OF SANTA FE } SS
STATE OF NEW MEXICO }
I hereby certify that this instrument was filed
for record on the _____ day of _____ A.D.
20_____, at _____ o'clock _____ m.
and was duly recorded in book _____
page _____ of the records of
Santa Fe County

Witness my Hand and Seal of Office
Geraldine Salazar
County Clerk, Santa Fe County, N.M.

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

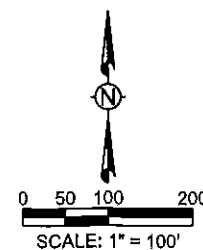


NBB-14



NOTES:

1. LEFT TURN LANES ARE TO BE PROVIDED IF REQUIRED, BASED UPON THE ACTUAL TRAFFIC VOLUMES FOR THE PROPOSED LAND USE.
2. MEDIAN DROP INLETS ARE TO BE INSTALLED IN THE MEDIAN / VEGETATED SWALE TO PROVIDE MAXIMUM INFILTRATION.



CIVIL SITE PLAN - PHASE 1
SCALE: 1" = 100'

AERIAL PHOTOGRAPHY FROM
SANTA FE COUNTY GIS, DATED 2011

**S
F
E
C**

**Santa Fe Engineering
Consultants, LLC**

1599 St. Francis Drive, Suite B
Santa Fe, N. M. 87505
(505) 982-2845 Fax (505) 982-2841
<http://www.SFENGR.com>

ROAD VARIANCE SUBMITTAL FOR
ST. FRANCIS SOUTH

SITE PLAN - PHASE 1

DATE:
JANUARY 2017

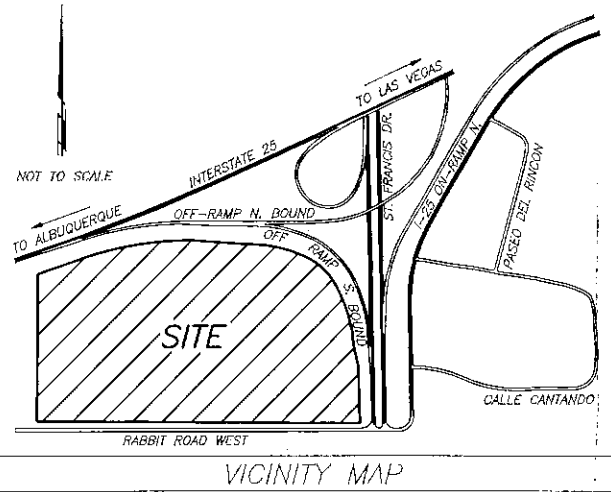
SCALE:
1" = 100'

SHEET:
2-1

ENGINEER'S SEAL
DATE
REVISIONS

NOT FOR
CONSTRUCTION

NBB-15



FLOOD ZONE:

THIS PROPERTY IS LOCATED WITHIN OTHER AREAS ZONES "X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS SHOWN ON FIRM PANEL 3504900414E, MAP REVISED DECEMBER 04, 2012.

REFERENCE DOCUMENTS:

BOUNDARY SURVEY PLAT OF TRACT A ON RABBIT ROAD WEST, PREPARED BY DEAN L. SHRAIDER NMPLS No. 12451, RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK AS PLAT BOOK 674, PAGE 037.

NOTES:

THIS PLAT IS SUBJECT TO ANY RESTRICTIONS, COVENANTS AND EASEMENTS OF RECORD.

LEGEND:

BEARINGS ARE REFERRED TO THE NEW MEXICO STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE. DISTANCES SHOWN ARE GROUND LEVEL REFERRED TO 6600' AMSL DATUM. TO CONVERT DISTANCES SHOWN TO GRID DISTANCES MULTIPLY BY A SCALE FACTOR OF 0.999598.

- DENOTES FOUND MONUMENT AS SHOWN
- DENOTES REBAR TO BE SET UPON RECORDING
- DENOTES CALCULATED POINT NOT SET
- DENOTES UTILITY POLE WITH ANCHOR
- DENOTES OVERHEAD UTILITY LINES
- DENOTES EXISTING BARBED WIRE FENCE
- DENOTES OPEN SPACE TRACT

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE REPRESENTATION OF A SURVEY COMPLETED UNDER MY PERSONAL SUPERVISION IN DECEMBER 2013, TO THE BEST OF MY KNOWLEDGE, THE SURVEY AND PLAT ARE CORRECT, TRUE AND MEET THE MINIMUM STANDARDS FOR LAND SURVEYS IN NEW MEXICO.

PRELIMINARY FOR REVIEW

BARRY S. PHILLIPS, N.M.P.L.S. 15517

VEGAS VERDES, LLC.

BY: DAVID GURULE, PRESIDENT

STATE OF NEW MEXICO
COUNTY OF SANTA FE

THE FOREGOING WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY DAVID GURULE, PRESIDENT OF VEGAS VERDES, LLC, THIS ____ DAY OF _____, 2013.

NOTARY PUBLIC MY COMMISSION EXPIRES

SANTA FE COUNTY APPROVAL, NOTES AND CONDITIONS:

- BUILDING SITES AND DRIVEWAY LOCATIONS ARE SUBJECT TO THE SANTA FE COUNTY TERRAIN MANAGEMENT REGULATIONS.
- PRIOR TO THE ISSUANCE OF BUILDING PERMITS, THE SANTA FE COUNTY FIRE MARSHALL MUST FIND THE ACCESS ROADS ACCEPTABLE FOR EMERGENCY VEHICLE ACCESS AND THE FIRE HYDRANTS MUST BE ACCEPTABLE AND OPERABLE.
- THESE LOTS ARE SUBJECT TO SANTA FE COUNTY FIRE AND RESCUE IMPACT FEES AT THE TIME OF BUILDING PERMIT. SUCH FEES SHALL BE PAID BY THE PARTY SEEKING THE BUILDING PERMIT.
- ALL UTILITY LINES SHALL BE PLACED UNDERGROUND. UPON THE COMPLETION OF THE INSTALLATION OR REPAIR OF THE SAID UTILITIES, THE GRADE OF THE UTILITY EASEMENT SHALL BE RESTORED BY THE UTILITY COMPANY TO ITS CONDITION PRIOR TO SAID INSTALLATION OR REPAIR TO ALLOW FOR THE NATURAL DRAINAGE OF STORM WATERS. HOWEVER, TEMPORARY, ABOVE GROUND UTILITIES, NOT TO EXCEED ONE YEAR SHALL BE ALLOWED.
- THESE LOTS ARE SUBJECT TO ARTICLE VII, SECTION 3, OF THE SANTA FE COUNTY TERRAIN MANAGEMENT REGULATIONS AT THE TIME OF LOT DEVELOPMENT.
- THE APPROVAL OF THIS PLAT DOES NOT CONSTITUTE THE APPROVAL OF ANY FURTHER DEVELOPMENT, INCLUDING BUILDING PERMITS.
- THIS PLAT LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE COUNTY OF SANTA FE, NEW MEXICO.
- SANTA FE COUNTY'S APPROVAL OF THIS PLAT DOES NOT INCLUDE THE CONSTRUCTION OF THE PRIVATE EASEMENTS OR ROADS AS SHOWN. PRIOR TO CONSTRUCTION OF SAID PRIVATE EASEMENTS OR ROADS, IT IS REQUIRED THAT AN ADDITIONAL DEVELOPMENT PERMIT BE APPLIED FOR AND APPROVED BY THE SANTA FE COUNTY LAND USE ADMINISTRATOR.

COUNTY APPROVAL:

APPROVED BY THE BOARD OF COUNTY COMMISSIONERS OF SANTA FE COUNTY AT THEIR MEETING OF _____

CHAIRMAN _____ DATE _____
ATTESTED BY _____ COUNTY CLERK _____

COUNTY REVIEW:

COUNTY LAND USE ADMINISTRATOR _____ DATE _____
DEVELOPMENT PERMIT # _____
COUNTY PUBLIC WORKS _____ DATE _____
COUNTY FIRE MARSHALL _____ DATE _____
COUNTY RURAL ADDRESSING _____ DATE _____
COUNTY WATER UTILITY _____ DATE _____

UTILITY COMPANIES:

CENTURY LINK COMMUNICATIONS _____ DATE _____
COMCAST CABLE _____ DATE _____

IN APPROVING THIS PLAT, PNM ELECTRIC SERVICES DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM DOES NOT WAIVE NOR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLATS, REPLATS OR OTHER DOCUMENTS WHICH ARE NOT SHOWN ON THIS PLAT.

PUBLIC SERVICE CO. OF NEW MEXICO _____ DATE _____

IN APPROVING THIS PLAT, NM GAS COMPANY DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, NM GAS COMPANY DOES NOT WAIVE NOR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLATS, REPLATS OR OTHER DOCUMENTS WHICH ARE NOT SHOWN ON THIS PLAT.

NM GAS COMPANY _____ DATE _____

DEDICATION AND AFFIDAVIT:

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED OWNERS OF THOSE LANDS LYING WITHIN SANTA FE COUNTY CONTAINING AN AREA OF 28.932 ACRES, MORE OR LESS, BEING A PART OF SECTION 11, T16N, R9E, N.M.P.M., HAS CAUSED THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAT AND THAT THE SAID SUBDIVISION IS NAMED AND SHALL BE KNOWN AS "ST. FRANCIS SOUTH". ALL THAT APPEARS ON THIS PLAT IS MADE WITH THE FREE CONSENT, AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNERS.

THE DRAINAGE, ACCESS AND UTILITY EASEMENTS SHOWN HEREON ARE HEREBY GRANTED FOR THE CONSTRUCTION, MAINTENANCE, REPAIR AND OPERATION OF UTILITIES. THE EASEMENTS ARE SUBJECT TO THE PROVISIONS ON THIS PLAT.

DRAINAGE EASEMENTS AS SHOWN HEREON ARE GRANTED TO THE RVS&A FOR THE PURPOSE OF MAINTAINING THE FLOW OF STORM WATERS. THESE DRAINAGE EASEMENTS SHALL BE MAINTAINED FREE OF OBSTRUCTIONS AND DEBRIS BY THE OWNER WHOSE LOT IS SUBJECT TO THE DRAINAGE EASEMENT.

OWNERS:

"TITLE AND INDEXING INFORMATION FOR COUNTY CLERK"

SUBDIVISION PLAT PREPARED FOR
VEGAS VERDES, LLC
CREATING
ST. FRANCIS SOUTH
BEING A SUBDIVISION OF TRACT A, PLAT BOOK 674 PAGE 037
WITHIN SECTION 11, T16N, R9E, N.M.P.M., SANTA FE COUNTY, NEW MEXICO

PURPOSE OF THIS PLAT:
TO CREATE 22 RESIDENTIAL LOTS, WITH OPEN SPACE WITHIN LOTS, AND 1
RIGHT OF WAY TRACT, BEING PART OF THE COUNTY APPROVED ST.
FRANCIS SOUTH MASTER PLAN.

COUNTY OF SANTA FE)
STATE OF NEW MEXICO)
I hereby certify that this instrument was filed for
record on the ____ day of _____, 20____ A.D. at _____
o'clock ____ M. and was duly recorded in book _____
page(s) _____ of the
records of Santa Fe County.
Witness my Hand and Seal of office
GERALDINE SALAZAR
County Clerk, Santa Fe County, N.M.

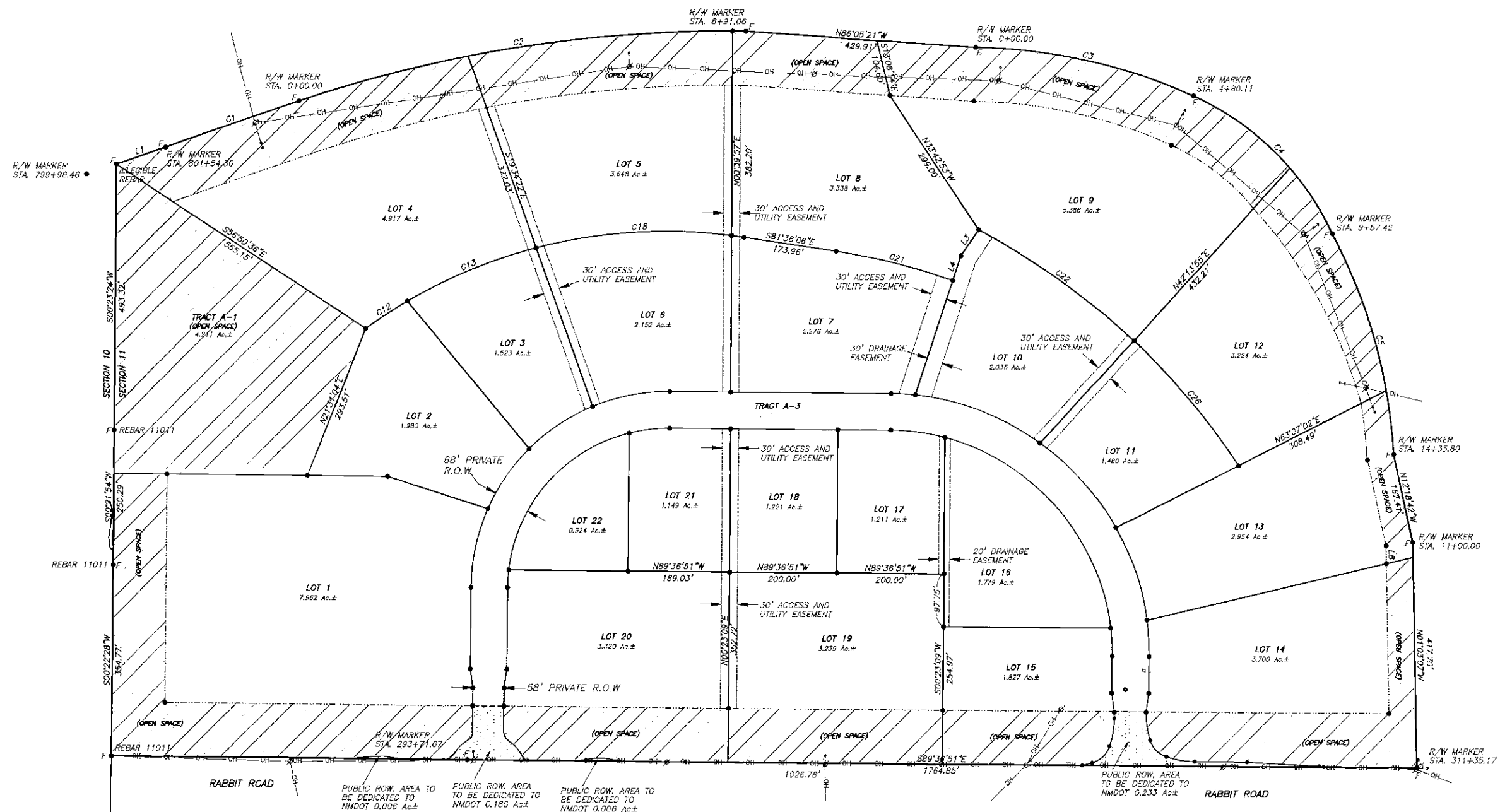
Deputy

SHEET 2-3

SHEET 1 OF 2

UPC: 1-053-095-115-220

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 CAMINO ENTRADA
SANTA FE, NEW MEXICO
FILE# 93755UBD DATE: 1-19-17



PRELIMINARY FOR REVIEW

SHEET 2-4

SHEET 2 OF 2

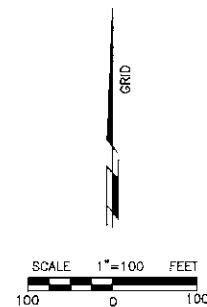
NBB-18
 DAWSON SURVEYS INC.
 PROFESSIONAL LAND SURVEYORS
 2502 CAMINO ENTRADA
 SANTA FE, NEW MEXICO
 FILE # 9375SUBD DATE: 1-19-17

FLOOD ZONE

NOT TO SCALE



BOUNDARY SURVEY PLAT OF TRACT A ON RABBIT ROAD WEST, PREPARED BY
DEAN L. SHRADER NMPLS No. 12451, RECORDED IN THE OFFICE OF THE
SANTA FE COUNTY CLERK AS PLAT BOOK 674, PAGE 037.



NOTES

THIS PLAT SUBJECT TO ANY RESTRICTIONS, COVENANTS AND EASEMENTS OF RECORD,

UTILITIES SHOWN LARGER THAN ACTUAL SIZE FOR VIEWING PURPOSES.






NO UNDERGROUND UTILITIES WERE LOCATED.

THIS IS NOT A BOUNDARY SURVEY, APPARENT PROPERTY CORNERS ARE SHOWN FOR ORIENTATION ONLY. ALL IMPROVEMENTS MAY NOT BE SHOWN.

LEGEND

BEARINGS ARE GRID, N.M. STATE PLANE CENTRAL ZONE. DISTANCES ARE REFERRED TO 6800' AMSL. TO CONVERT TO N.M. STATE PLANE CENTRAL ZONE, MULTIPLY DISTANCES BY 0.999583883.

ELEVATIONS ARE NAVD88, GEOID '99 DERIVED FROM CONTINUAL OPERATING BASE STATION DAWSON2 HAVING AN ELEVATION OF 6572.376', DERIVED FROM STATIC GPS OBSERVATIONS ON 1992 SANTA FE COUNTY GIS MAPPING CONTROL.

-  DENOTES REBAR, OR AS SHOWN FOUND
 DENOTES SIGNS
 DENOTES 1' CONTOUR INTERVAL
 DENOTES 5' CONTOUR INTERVAL
 DENOTES UTILITY POLE WITH ANCHOR

SURVEYORS CERTIFICATE

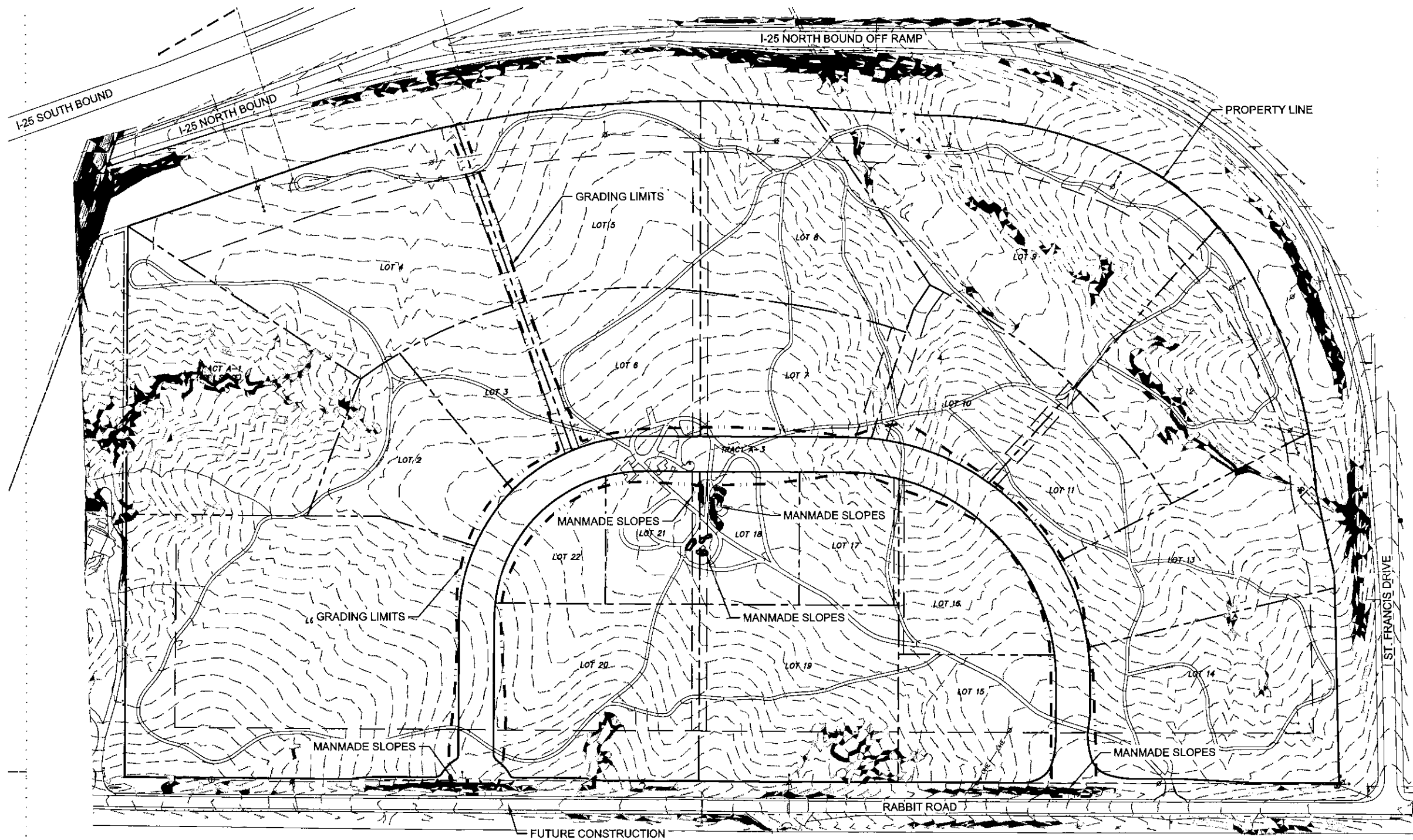
I HEREBY CERTIFY THAT THIS MAP IS A TRUE REPRESENTATION OF A TOPOGRAPHIC SURVEY COMPLETED UNDER MY PERSONAL SUPERVISION IN NOVEMBER 2013. TO THE BEST OF MY KNOWLEDGE, THE SURVEY AND MAP ARE CORRECT, TRUE AND MEET THE MINIMUM NATIONAL MAPPING STANDARDS.

BARRY S. PHILLIPS,

N.M.P.L.S. 15517

SHEET 2-5

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502B CAMINO ENTRADA
SANTA FE, NEW MEXICO 87507
FILE#9375TOPO DATE:12/04/13

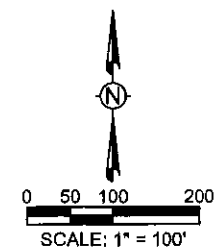


LEGEND

- AREA OF 15% TO 20% SLOPE
- AREA OF 20% TO 30% SLOPE
- AREA OF 30% AND GREATER SLOPE
- GRADING LIMITS

THIS SLOPE ANALYSIS MAP IS BASED UPON A 2 FOOT CONTOUR INTERVAL
THERE ARE NO 30% AND GREATER NATURAL SLOPES BEING IMPACTED BY THE INTERIOR ROADWAY.

SLOPE ANALYSIS MAP SCALE: 1" = 100'



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

ROAD VARIANCE SUBMITTAL FOR
ST. FRANCIS SOUTH

SLOPE ANALYSIS MAP

DATE: JANUARY 2017 SCALE: 1"=100' SHEET: 3-1

ENGINEERS SEAL

NOT FOR CONSTRUCTION

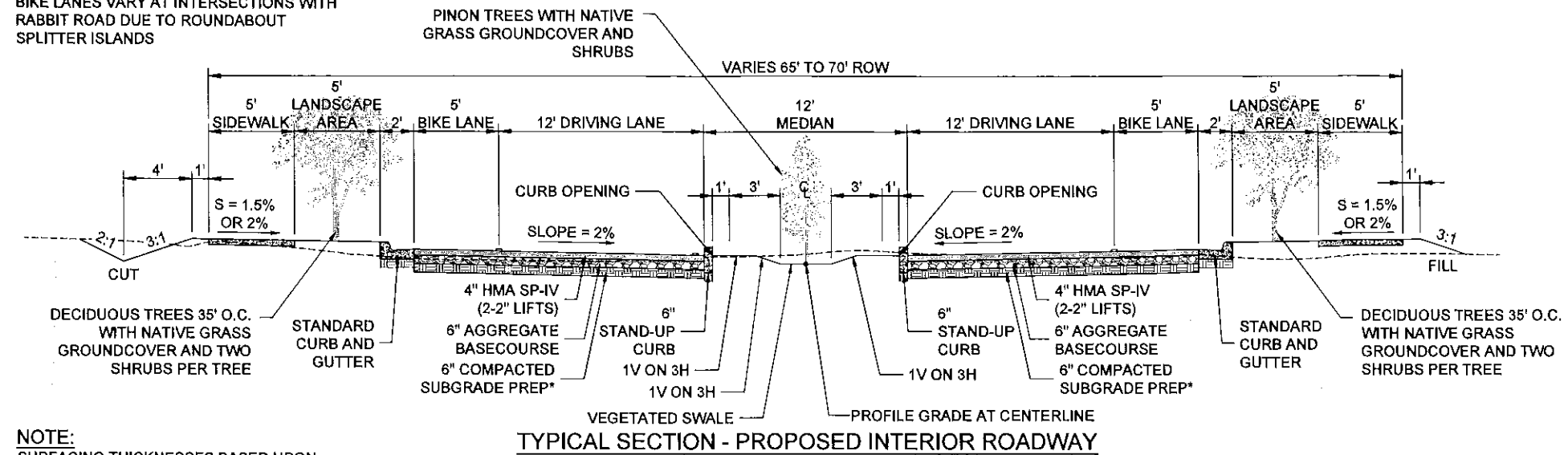
DATE

REVISIONS

NBB-20

NOTE:

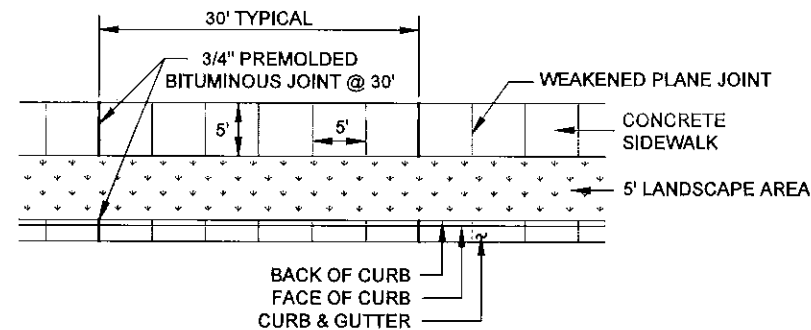
BIKE LANES VARY AT INTERSECTIONS WITH RABBIT ROAD DUE TO ROUNDABOUT SPLITTER ISLANDS



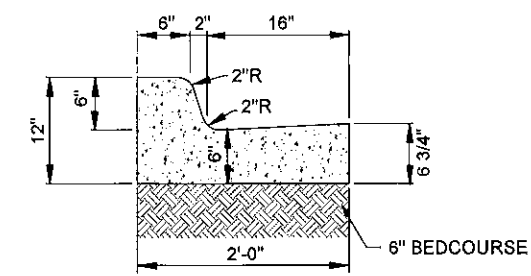
NOTE:

SURFACING THICKNESSES BASED UPON REPORT ENTITLED "GEOTECHNICAL ENGINEERING SERVICES JOB NO. 1-50512: ST. FRANCIS SOUTH PROJECT, SANTA FE COUNTY, NEW MEXICO", PREPARED BY GEO-TEST, INC., DATED JUNE 19, 2015.

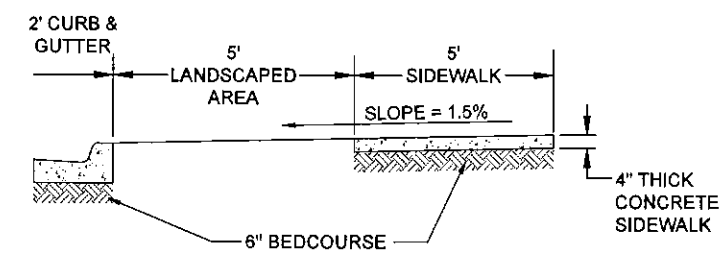
* BASED UPON GEOTECHNICAL PAVEMENT DESIGN



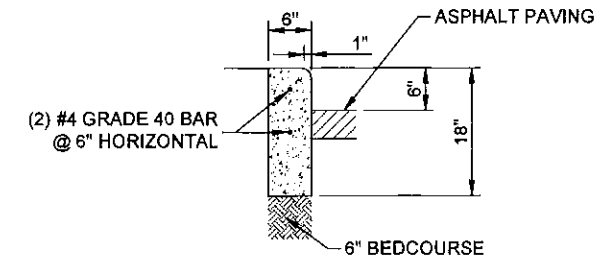
TYPICAL SIDEWALK PLAN



STANDARD CURB AND GUTTER



TYPICAL SIDEWALK SECTION



6" STAND-UP CURB

SFE

Santa Fe Engineering Consultants, LLC

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

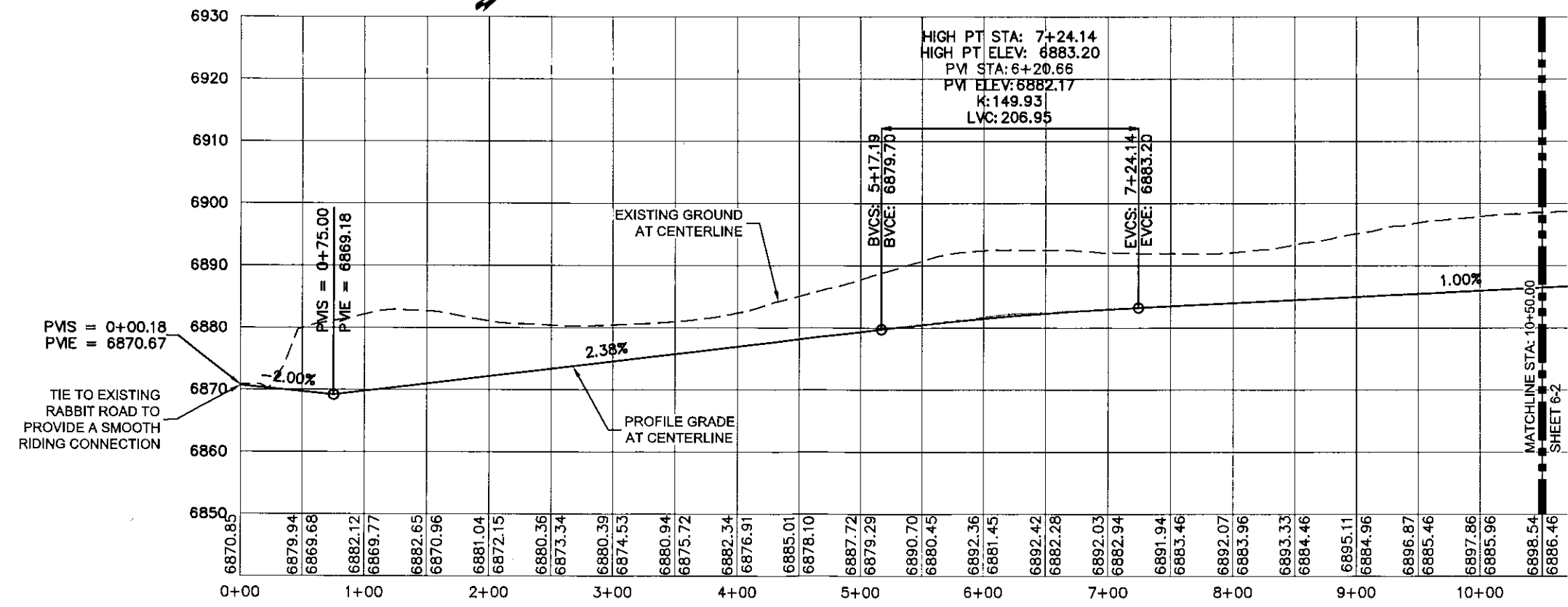
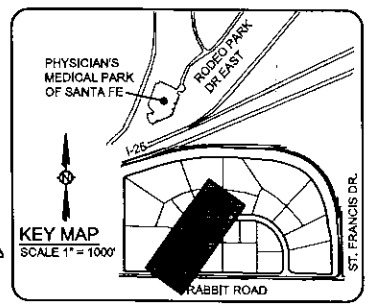
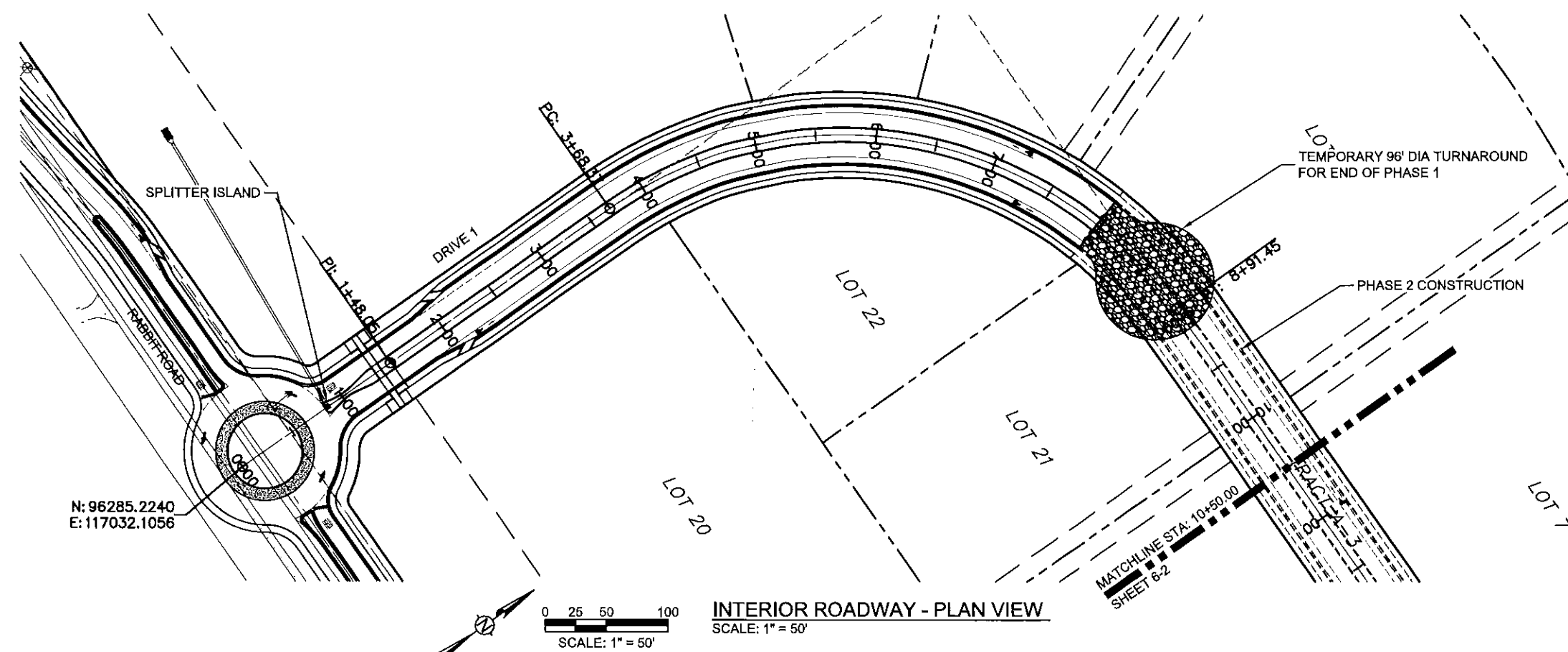
ROAD VARIANCE SUBMITTAL FOR
ST. FRANCIS SOUTH

TYPICAL SECTIONS

DATE: JANUARY 2017 SCALE: N.T.S. SHEET: 4-1

NBB-21

ENGINEERS SEAL	NOT FOR CONSTRUCTION	
	DATE	PROJECT
REVISIONS	1	
	2	
1" OF DRAWING LINES	3	
	4	
	5	
	6	
	7	
	8	
	9	
	10	



ENGINEERS SEAL	NOT FOR CONSTRUCTION				
DATE					
REVISIONS					

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

ROAD VARIANCE SUBMITTAL FOR
ST. FRANCIS SOUTH

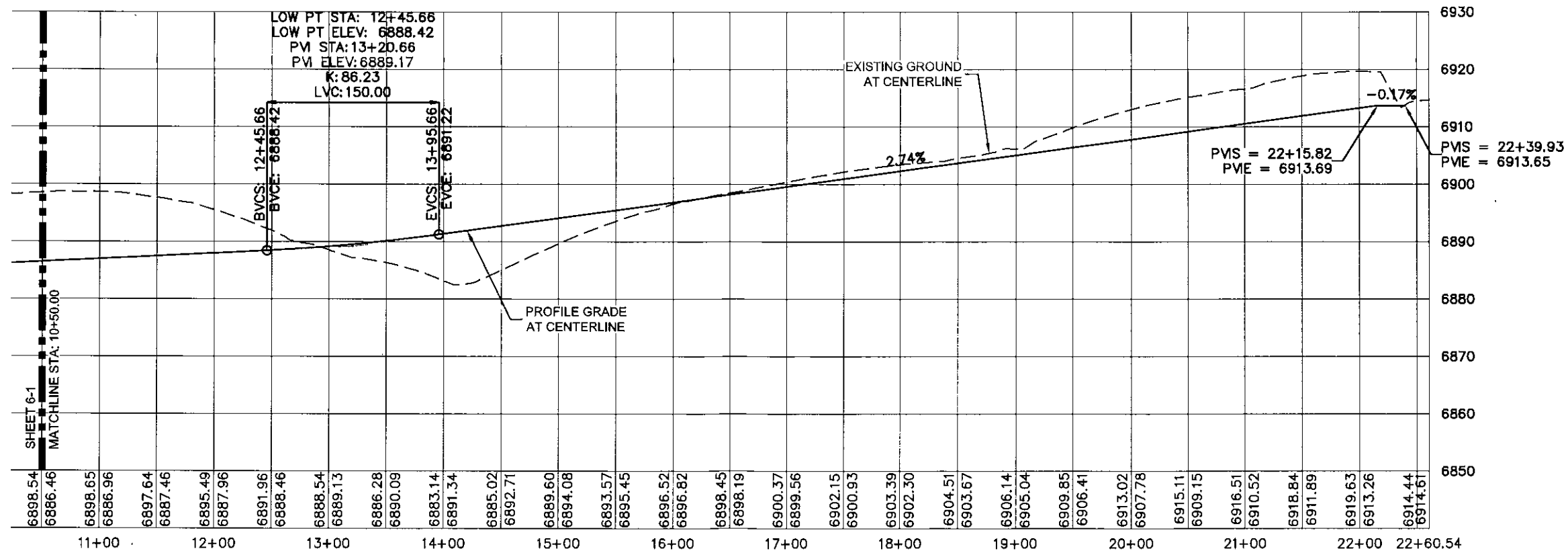
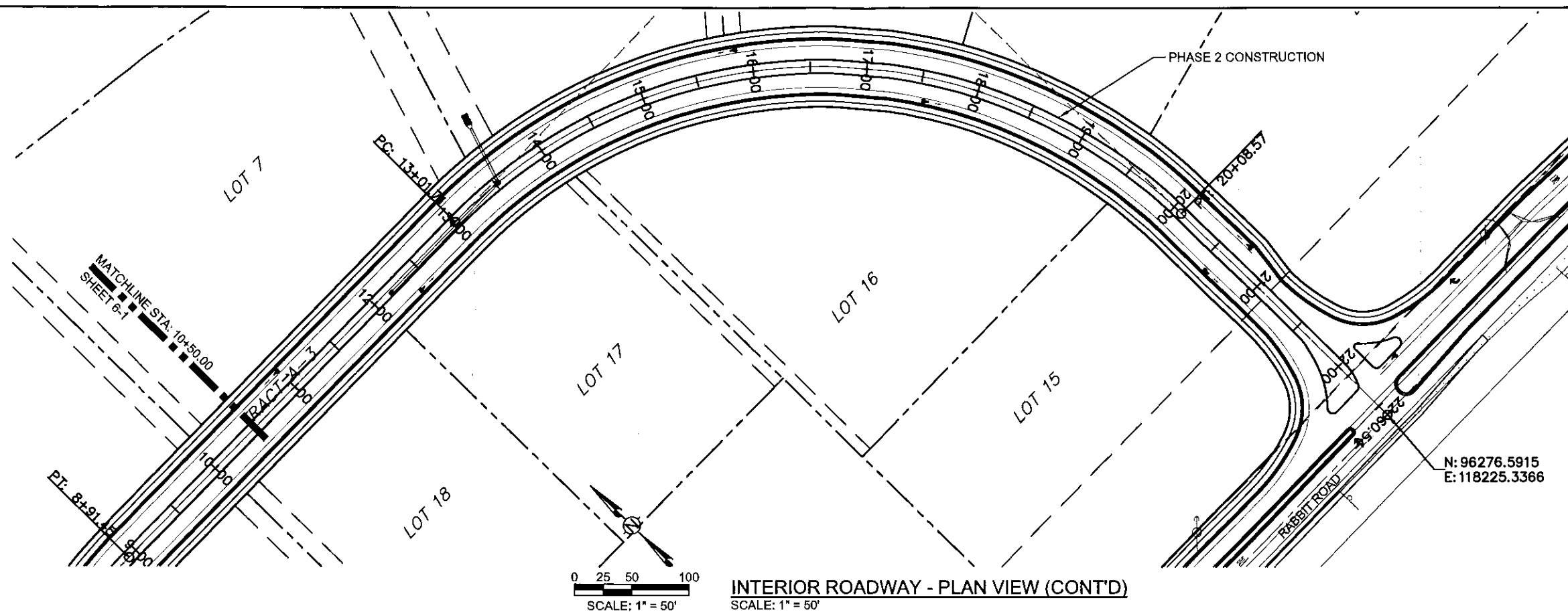
**ROADWAY PLAN AND PROFILE -
INTERIOR ROADWAY**

NBB-22

DATE: JANUARY 2017

SCALE: 1" = 50'

SHEET: 5-1



REVISIONS	DATE	ENGINEER'S SEAL

NOT FOR CONSTRUCTION

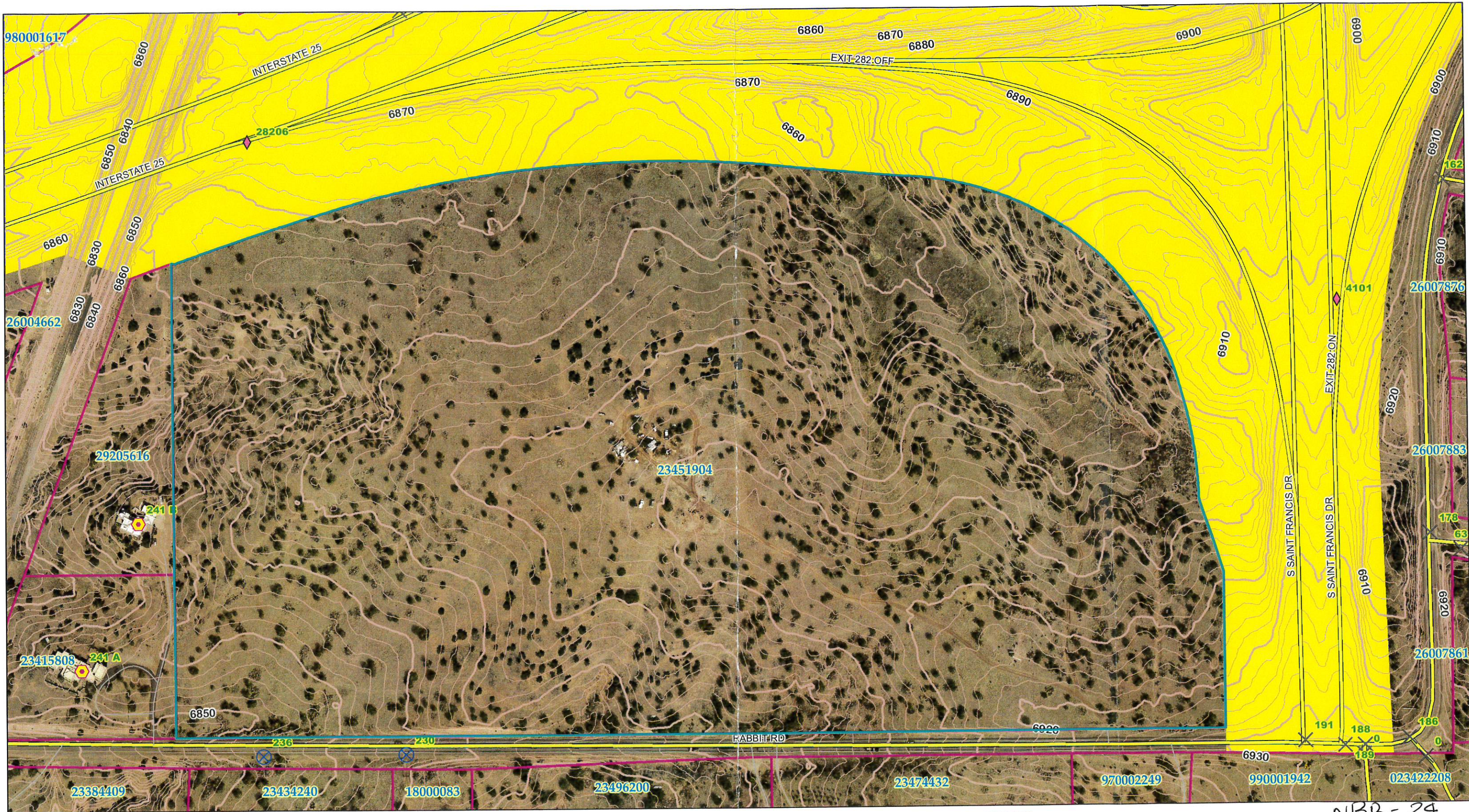
SFE Santa Fe Engineering Consultants, LLC
1599 St. Francis Drive, Suite B
Santa Fe, N.M. 87505
(505) 982-2845 Fax (505) 982-2641
<http://www.SFENGR.com>

ROAD VARIANCE SUBMITTAL FOR
ST. FRANCIS SOUTH

ROADWAY PLAN AND PROFILE -
INTERIOR ROADWAY (CONT'D)

DATE: JANUARY 2017 SCALE: 1" = 50' SHEET: 5-2

NBB-23



Subject Property

Parcels

Elevation Isolines

7400 Foot Elevation

7800 Foot Elevation

2012 Base Flood Elevations

Official FEMA Flood Zones - 2012

0.2 % Annual Chance Flood Hazard

2012 Zone A (No BFEs Determined)

2012 Zone AE

2012 Floodways

2012 Zone AO

2012 Zone D

Roads

Driveways

Incorporated Area

1:2,400

1 inch represents 200 feet

EXHIBIT
3

Aerial Photography from 2014
 Contour Interval 2 Feet (source: 2001)
 North American Vertical Datum 1988

This information is for reference only.
 Santa Fe County assumes no liability for
 errors associated with the use of these data.
 Users are solely responsible for
 confirming data accuracy.

N3B-24

January 3, 2017

7.10.18.2. Drop-off and pick-up areas for public or private schools shall provide for at least one automobile and one half of a school bus space for each fifty students, not to exceed eight automobile or bus spaces.

7.10.18.3. Drop-off and pick-up area for a day care, institutional and recreational use shall provide at least one drop-off/pick-up space and also shall provide a maneuvering area to allow vehicles to drop-off and pick-up passengers and exit the site without backing.

7.10.18.4. Drop-off and pick-up areas may be adjacent to a primary driveway access or aisle, but shall be located far enough off the road to prevent back-up onto the road.

7.10.18.5. Minimum widths for a drop-off and pick-up area that is combined with an access drive are 12 feet for one-way traffic and 24 feet for two-way traffic.

7.11. ROAD DESIGN STANDARDS.

7.11.1. Purpose and Findings. These regulations are designed to:

7.11.1.1. ensure that the design of roads conforms to the policies of the SGMP;

7.11.1.2. provide for the safety for both vehicular and pedestrian traffic;

7.11.1.3. provide for livable residential, mixed-use and commercial environments;

7.11.1.4. provide for economy of land use, construction, and maintenance; and

7.11.1.5. provide safe and efficient access to property.

7.11.2. Applicability. The standards of this Section shall apply to all development. Tables 7-12 and 7-13 provide road design standards. Urban road standards shall apply to all roads within SDA-1, and to all planned development and mixed-use zoning districts. Rural road standards shall apply to all roads within SDA-2 and SDA-3. Local roads serving a major subdivision, multifamily development or non-residential use over 10,000 sq. ft. in SDA-2 and SDA-3 may be required to provide paving, sidewalks or bike lanes for continuity if existing roads have this level of improvement.



NBB-25

Table 7-12: Urban Road Classification and Design Standards (SDA-1).

	Avg. daily traffic	# of driving lanes	Lane width (ft)	Sidewalks	Bike lanes	Minimum ROW (ft)	Design Speeds (mph)	Max. % Grade	Min. agg. base course	Min. bit. pavement	Max. % Super-elev.
Major Arterial or highway	5000 +	2-6	12	Two 5'	Two 5 ft. on-road	150	Level: 50+ Rolling: 50+ Mount.: 50+	5%	6"	6"	Refer to AASHTO
Minor arterial	2000 to 4999	2-4	12	Two 5'	Two 5 ft. on-road	120	Level: 30-60 Rolling: 30-60 Mount.: 30-60	5%	6"	5"	Refer to AASHTO
Collector	601 to 1999	2	11	Two 5'	Two 5 ft. on-road	80	Level: 30+ Rolling: 30+ Mount.: 30+	8%	6"	4"	5%
Sub-collector	301 to 600	2	11	Two 5'	Two 5 ft. on-road	60	Level: 30+ Rolling: 30+ Mount.: 30+	8%	6"	4"	5%
Local	0 to 400	2	10	One 5'	n/a	50	Level: 20-30 Rolling: 20-30 Mount.: 20-30	7%	6"	3"	5%
Cul-de-Sac	0 to 300	2	10	n/a	n/a	38	Level: 30-50 Rolling: 20-40 Mount.: 20-30	9%	6"	3"	n/a
One Way Alley	n/a	1	12	n/a	n/a	19	n/a	7%	6"	3"	n/a
Residential Driveway	n/a	1	14	n/a	n/a	20	n/a	10%	n/a	n/a	n/a

NBB-26

c. the proposal conforms to the SLDC and is consistent with the goals, policies and strategies of the SGMP.

2. Minor Amendments Causing Detrimental Impact. If the Administrator determines that there may be any detrimental impact on adjacent property caused by the minor amendment's change in the appearance or use of the property or other contributing factor, the owner/applicant shall be required to file a major amendment.

3. Major Amendments. Any proposed amendment, other than minor amendments provided for in Section 4.9.6.9.1, shall be approved in the same manner and under the same procedures as are applicable to the issuance of the original CUP development approval.

4.9.6.10. Expiration of CUP. Substantial construction or operation of the building, structure or use authorized by the CUP must commence within twenty-four (24) months of the development order granting the CUP or the CUP shall expire; provided, however, that the deadline may be extended by the Planning Commission for up to twelve (12) additional months. No further extension shall be granted under any circumstances, and any changes in the requirements of the SLDC, or federal or state law shall apply to any new CUP development approval application.

4.9.7. Variances.

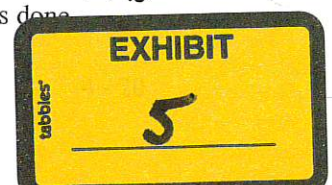
4.9.7.1. Purpose. The purpose of this Section is to provide a mechanism in the form of a variance that grants a landowner relief from certain standards in this code where, due to extraordinary and exceptional situations or conditions of the property, the strict application of the code would result in peculiar and exceptional practical difficulties or exceptional and undue hardship on the owner. The granting of an area variance shall allow a deviation from the dimensional requirements and standards of the Code, but in no way shall it authorize a use of land that is otherwise prohibited in the relevant zoning district.

4.9.7.2. Process. All applications for variances will be processed in accordance with this chapter of the Code. A letter addressing Section 4.9.7.4. review criteria must accompany the application explaining the need for a variance.

4.9.7.3. Applicability. When consistent with the review criteria listed below, the planning commission may grant a zoning variance from any provision of the SLDC except that the planning commission shall not grant a variance that authorizes a use of land that is otherwise prohibited in the relevant zoning district.

4.9.7.4. Review criteria. A variance may be granted only by a majority of all the members of the Planning Commission (or the Board, on appeal from the Planning Commission) based upon the following criteria:

1. where the request is not contrary to the public interest;
2. where due to extraordinary and exceptional situations or conditions of the property, the strict application of the code would result in peculiar and exceptional practical difficulties or exceptional and undue hardship on the owner; and
3. so that the spirit of the SLDC is observed and substantial justice is done



4.9.7.5. Conditions of approval.

1. The Planning Commission may impose conditions on a variance request necessary to accomplish the purposes and intent of the SLDC and the SGMP and to prevent or minimize adverse impacts on the general health, safety and welfare of property owners and area residents.
2. All approved variances run with the land, unless conditions of approval imposed by the Planning Commission specify otherwise.
3. All approved variances automatically expire within one year of the date of approval, unless the applicant files a plat implementing the variance or substantial construction of the building or structure authorized by the variance occurs within that time.

4.9.7.6. Administrative minor deviations. The Administrator is authorized to administratively approve minor deviations upon a finding that the deviation is required, that the result is consistent with the intent and purpose of this SLDC, and that the deviation is not detrimental to adjacent or surrounding properties as follows:

1. minor deviations from the dimensional requirements of Chapters 7, 8 and 9 of the SLDC not to exceed ten percent (10%) of the required dimension; and
2. minor deviations from the density dimensional standards of Chapter 8 of the SLDC not to exceed five tenths of a percent (0.5%) of the gross acreage allowed in the zoning district.

4.9.8. Beneficial Use and Value Determination (BUD).

4.9.8.1. Purpose. The intent of the SLDC is to provide, through this Section, a process to resolve any claims that the application of the SLDC constitutes an unconstitutional regulatory taking of property. This Section is not intended to provide relief related to regulations or actions promulgated or undertaken by agencies other than the County. The provisions of this Section are not intended to, and do not, create a judicial cause of action.

4.9.8.2. Application. In order to evaluate whether, and if so, the extent to which, application of the SLDC unconstitutionally creates a regulatory taking without just compensation, or other constitutional deprivation, an applicant, once denied development approval or granted conditional development approval, or as otherwise provided in Section 7.16.3.1, may apply to the Administrator for a beneficial use and value determination, the application for which shall describe:

1. the extent of diminution of use and value with respect to the entirety of the owner's, or lessee's real property interests in common ownership;
2. the distinct and reasonable investment backed expectations of the owner, lessee, or predecessors in interest, in common ownership;
3. the availability of cluster development, phased development, tax incentives, or transfers of development rights;
4. any variance or relief necessary or available to relieve any unconstitutional hardship or regulatory taking created;

NBB-28

The newspapers of **New Mexico** make public notices from their printed pages available electronically in a single database for the benefit of the public. This enhances the legislative intent of public notice - keeping a free and independent public informed about activities of their government and business activities that may affect them. Importantly, Public Notices now are in one place on the web (www.PublicNoticeAds.com), not scattered among thousands of government web pages.

County: Santa Fe
Printed In: Santa Fe New Mexican
Printed On: 2017/03/06

LEGAL #82264

CASE # V 17-5030 Vegas Verdes, LLC

NOTICE OF PUBLIC HEARING

Notice is hereby given that a public hearing will be held to consider a request by Jenkins Gavin, Inc., Agent, Vegas Verdes LLC, Applicant, for 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 Rd. within Section 11, Township 16 North, Range 9 East (Commission District 4).

A public hearing will be held in the County Commission Chambers of the Santa Fe County Courthouse, corner of Grant and Palace Avenues, Santa Fe, New Mexico on the 21st day of March 2017, at 3:00 p.m. on a petition to the Santa Fe County Hearing Officer and on the 18th day of May 2017, at 4:00 p.m. on a petition to the Santa Fe County Planning Commission.

Please forward all comments and questions to the County Land Use Administration Office at 986-6225.

All interested parties will be heard at the Public Hearing prior to the Hearing Officer/Planning Commission taking action.

All comments, questions and objections to the proposal may be submitted to the County Land Use Administrator in writing to P.O. Box 276, Santa Fe, New Mexico 87504-0276; or presented in person at the hearing.

Published in the Santa Fe New Mexican on March 6, 2017.

Public Notice ID:

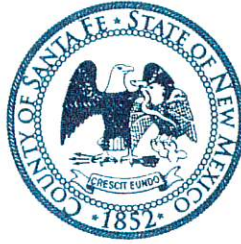


N13B-29

Henry P. Roybal
Commissioner, District 1

Anna Hansen
Commissioner, District 2

Robert A. Anaya
Commissioner, District 3




Anna T. Hamilton
Commissioner, District 4

Ed Moreno
Commissioner, District 5

Katherine Miller
County Manager

Date: February 28, 2017

To: John M. Salazar, Development Review Specialist

From: Johnny P. Baca, Traffic Manager Public Works 

Re: Case VAR #17-5030 Vegas Verdes Road Standards Variance

The referenced project has been reviewed for compliance of the Santa Fe County Sustainable Land Development Code (SLDC), and shall conform to roads and driveway requirements of Sustainable Design Standards **Chapter 7.4 (Access and Easements) and Chapter 7.11 (Road Design Standards). Chapter 8.10.3.5 (Road Design Standards) for the Community College District**, in which the roadway/driveway needs to conform. The project is located south of Interstate 25, west of the Saint Francis Drive and north of Rabbit Road, within Section 11, Township 16 North, Range 9 East. The applicant is requesting a variance a to the Urban Road Classification and Design Standards to allow a reduction in Right-Of-Way from 120 feet to 70 feet.

Access:

The applicant is proposing two access points from Rabbit Road to the 68.94 acre tract. The applicant is proposing a two lane loop road with two 12-foot wide lanes, a 12-foot wide landscaped median, two 5-foot wide bicycle lanes, curb and gutter, and 5-foot wide sidewalks with a landscaped buffer, all within a 70-foot right-of-way width.

Conclusion:

Public Works has reviewed the submittal, and feels that at full build-out of the project, the roadway would never be constructed to a four lane road, which would require the full 120 feet of Right-of Way. Public Works feels like they can support the variance for a 70 foot Right-of-Way.



NBB-30

Henry P. Roybal
Commissioner, District 1

Anna Hansen
Commissioner, District 2

Robert A. Anaya
Commissioner, District 3



Anna T. Hamilton
Commissioner, District 4

Ed Moreno
Commissioner, District 5

Katherine Miller
County Manager

Santa Fe County Fire Department Fire Prevention Division

Official Development Review

Date	02/14/2017		
Project Name	Vegas Verdes, LLC		
Project Location	199 Rabbit Road, Santa Fe New Mexico 87505		
Description	Variance to roadway standards – SLDC table 7-12	Case Manager	JM Salazar
Applicant Name	Jenkins Gavin INc	County Case #	17-5030
Applicant Address	130 Grant Ave, Suite 101 Santa Fe, New Mexico 87501	Fire District	Eldorado
Applicant Phone	505-930-6149		
Review Type:	Commercial <input checked="" type="checkbox"/> Family Trans <input type="checkbox"/>	Residential <input type="checkbox"/> Inspection <input checked="" type="checkbox"/>	Lot Split <input type="checkbox"/> Wildland <input type="checkbox"/> Variance <input checked="" type="checkbox"/> Zone No. PD ____
Project Status:	Approved <input checked="" type="checkbox"/>	Approved with Conditions <input type="checkbox"/>	Denial <input type="checkbox"/>

The Fire Prevention Division/Code Enforcement Bureau of the Santa Fe County Fire Department has reviewed the above submittal and requires compliance with applicable Santa Fe County fire and life safety codes, ordinances and resolutions as indicated (Note underlined items):

Conditions of Approval

- This variance has no impact on fire access roads (page #)

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Fire Department Access

Shall comply with Article 9 - Fire Department Access and Water Supply of the 1997 Uniform Fire Code inclusive to all sub-sections and current standards, practice and rulings of the Santa Fe County Fire Marshal

■ Fire Access Lanes

Section 901.4.2 Fire Apparatus Access Roads. (1997 UFC) When required by the Chief, approved signs or other approved notices shall be provided and maintained for fire apparatus access roads to identify such roads and prohibit the obstruction thereof or both.

■ Roadways/Driveways

Shall comply with Article 9, Section 902 - Fire Department Access of the 1997 Uniform Fire Code inclusive to all sub-sections and current standards, practice and rulings of the Santa Fe County Fire Marshal.

Roads meet the minimum County standards for fire apparatus access roads of a minimum 20' wide driving surface. Roads, turnouts and turnarounds shall be County approved all-weather driving surface and an unobstructed vertical clearance of 13' 6" within this type of proposed development. This variance does not impact the listed roadway size for emergency equipment access.

■ Permits

As required


Final Status

Recommendation for Development Plan approval with the above conditions applied.

Renee Nix, Inspector


Code Enforcement Official

2-14-17
Date

Through: David Sperling, Chief
Jaome Blay, Fire Marshal 

File: DEV/VegasVerdesLLC/021417/ED

Cy: JM Salazar, Land Use
Battalion Chiefs
Regional Lieutenants
District Chief Eldorado
Applicant