Agenda **Regular Meeting of the Planning Commission**
May 7, 2026 at 6:00 PM
Council Chambers, City Hall
200 Lincoln Avenue

Procedures for Planning Commission Meeting

Viewing: Members of the public may stream the meeting live on the City of Santa Fe's YouTube channel at https://www.youtube.com/user/cityofsantafe . The YouTube live stream can be accessed at this address from most smartphones, tablets, or computers.

Live Public Comment: Members of the public may provide public comment in person during the public comment portion of the public hearing.

Virtual Public Comment: Members of the public may provide public comment virtually during the public comment portion of the public hearing by joining the Zoom meeting by internet or phone using the following link: https://santafenm-gov.zoom.us/j/85309915775

By phone:+1 253 215 8782 US (Tacoma) +1 346 248 7799 US (Houston) +1 669 444 9171 US +1 669 900 6833 US (San Jose) +1 719 359 4580 US +1 253 205 0468 US +1 360 209 5623 US +1 386 347 5053 US +1 507 473 4847 US +1 564 217 2000 US +1 646 931 3860 US +1 689 278 1000 US +1 929 205 6099 US (New York) +1 301 715 8592 US (Washington DC) +1 305 224 1968 US +1 309 205 3325 US +1 312 626 6799 US (Chicago)
Webinar ID: 853 0991 5775

Written Comment: Members of the public may submit public comments by 5 p.m. on the Monday before the meeting via: https://santafenm.gov/land-use/current-planning/public-comment.

Comments will then be published after this deadline. The agenda and packet for the meeting will be posted at https://santafenm.portal.civicclerk.com/

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Approval of Agenda
5. Approval of Consent Agenda
6. Approval of Minutes

a. April 16, 2026

7. Approval of Findings/Conclusions

8. Consent

9. Old Business

10. New Business

a. **Case #2025-10766. 2780 South Meadows Rd, General Plan Amendment.** Sommer, Karnes & Associates LLP, Agent for Montoya y Garcia LLC, Applicant request the Planning Commission recommend approval to Governing Body for a general plan amendment to change the Future Land Use Map designation affecting portions of land on three contiguous parcels totaling+/- 0.70 acres of land from "Very Low Density" to "Low Density". The parcels are located within the River & Trails Archeological Review District and Southwest Santa Fe Community Area Master Plan. Case Planner, Joel Cruz-Haber (jacruzhaber@santafenm.gov)

b. **Case #2025-10767. 2780 South Meadows Rd, Rezoning.** Sommer, Karnes & Associates LLP, Agent for Montoya y Garcia LLC, Applicant request the Planning Commission recommend approval for a Rezone request from R-3 (Three Dwelling-Units Per Acre) to R-6 (Six Dwelling-Units Per Acre) affecting three contiguous parcels totaling +/- 7 acres of land. The parcels are located within the River & Trails Archeological Review District and Southwest Santa Fe Community Area Master Plan Case Planner, Joel Cruz-Haber (jacruzhaber@santafenm.gov)

c. **Case #2025-11625. 1335 Camino de Jacobo Development Plan.** Autotroph., agent ("Agent") and applicant ("Applicant"), for the County of Santa Fe, owner ("Owner"), requests approval of a 2 phased Development Plan, to construct two 45' high, four-story buildings, and one 28.5' high building totaling 146,253 square feet of new construction. The uses include a 156-unit multi-family community with a Daycare facility. The subject properties comprise 5.92 +/- acres, located within the Suburban Archaeological Review District, and are zoned C-2 (General Commercial) (Claudia Kath, Case Manager, cmkath@santafenm.gov).

11. Staff Communications

12. Matters from the Commission

13. Adjourn

Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6521, five (5) working days prior to meeting date.

Planning and Land Use Department
Planning Commission Staff Report

Case No's: 2025-10766 & 2025-10767

Hearing Date: May 7, 2026

Agent: Sommer Karnes & Associates LLP.

Owner: Montoya y Garcia LLC

Request: General Plan Amendment & Rezoning

Location: 2780 S. Meadows Rd parcel #'s 910008728, 99312180, 99312181

Case Mgr.: Joel Cruz-Haber

Current Zoning: R-3

Current Future Land Use: Very Low Density

Overlay: Rivers and Trails Archeological District

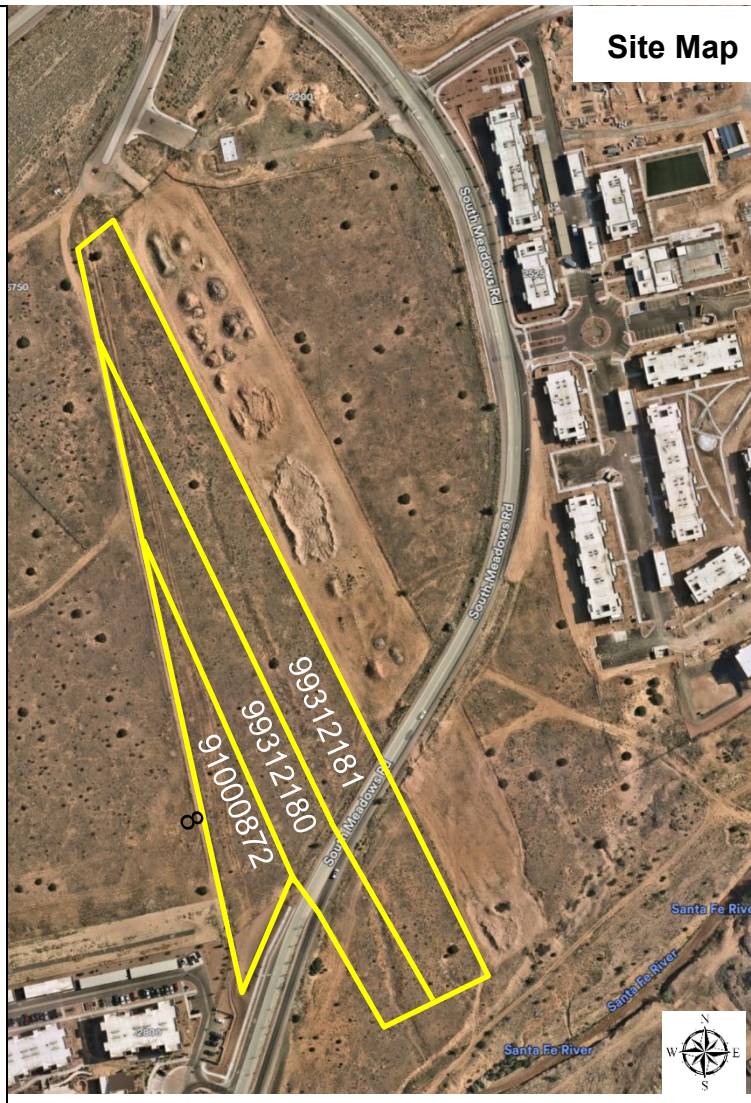
Master Plan: None

Pre-app Mtg: May 23, 2024

ENN Mtg: April 24, 2025

Proposal: The applicant requests approval for General Plan Amendment to the Future Land Use Map, change ≈0.70 acres of land from "Very Low Density" to "Low Density" and Rezoning from R-3 (three dwelling units per acre) to R-6 (six dwelling units per acre) for three contiguous parcels totaling ≈7 acres.

Site Map



Case #2025 – 107066 General Plan Amendment. Sommer Karnes and Associates, LLP, Agent, for Montoya y Garcia LLC, Owner, requests approval for a General Plan Amendment to the future land use map for two contiguous lots consisting of a portion of land approx. 0.70-acres located at 2780 S Meadows Rd. from "Very Low Density" to "Low Density" (Joel Cruz-Haber, Case Manager, jacruzhaber@santafenm.gov, (505) 955-6684).

Case #2025 - 107067 Rezoning. Sommer Karnes and Associates, LLP, Agent, for Montoya Y Garcia LLC, Owner, requests approval for a rezoning of three contiguous lots consisting of approx. 7.01-acres located at 2780 S Meadows Rd from R-3 (residential, three dwelling units per acre) to R-6 (residential, six dwelling units per acre) (Joel Cruz-Haber, Case Manager, jacruzhaber@santafenm.gov, (505) 955-6684).

I. RECOMMENDATION:

City Planning and Land Use Department staff ("Staff") recommends **the Planning Commission recommend the Governing Body *approve* Case #2025 – 10766, General Plan Amendment** and **Case #2025 – 10767, Rezoning**.

Two motions will be required for this case:

1. *Recommend the Governing Body approve or deny Case #2025-10766, General Plan Amendment.*

2. *Recommend the Governing Body approve or deny Case #2025-10767, Rezoning.*

II. EXECUTIVE SUMMARY:

This application was submitted on May 12, 2025, and is being reviewed under the Land Development Code ("Code") that was in effect prior to January 1, 2026. The property consists of three contiguous parcels (910008728, 99312180, 99312181) totaling approximately 7-acres, located at 2780 S. Meadows Road, directly Southwest from the South Meadows and Veterans Memorial Highway interchange, and bisected by South Meadows Road (the "Property") (Figure 1).

A pre-application meeting was held on May 23, 2024 with the City's "Development Review Team" ("DRT") to discuss the scope of the request and actionable steps to proceed with their proposal. To initiate the Early Neighborhood Notification ("ENN") process, the applicant ("Applicant") sent letters to neighbors within 300' of the Property, posted signs on the Property, and sent certified mail to neighbors within 100' on April 9, 2025. The ENN meeting was hosted by the Applicant over Zoom on April 24, 2025, with staff attendance and zero attendees from the public. The Applicant requests that the Planning Commission recommend that the Governing Body approve a General Plan Amendment changing the future land use designation on a portion of the Property approximately 0.70 acres in size, from "Very Low Density Residential" to "Low Density Residential", ("Amendment"), and a rezoning from R-3 (residential, three dwelling units per acre) to R-6 (residential, six dwelling units per acre) ("Rezoning") on the entirety of the Property. If the Amendment and Rezoning are approved, future development may require a Development Plan and/or Subdivision review subject to the requirements of the code in place at the time

of application[1].

III. PROJECT ANALYSIS

A. Property Information

The City of Santa Fe's Future Land Use Map, ("FLUM") designates a range of possible residential uses for the Property, from *Very Low*, *Low*, to *Medium* (see *Table 1 and* Figure 2) and designates a small portion of the Property immediately adjacent to the Santa Fe River as *Open Space*. The existing residential FLUM designations accommodate a range of densities from 1 dwelling unit per acre up to 12 dwelling units per acre. The Amendment request from *Very Low* to *Low* covers a small portion (approx. 0.70 acres) of parcels 99312180 and 99312181, closest to the Santa Fe River (see Figure 2). The City's zoning map ("Zoning Map") demonstrated in Figure 3 show the Property zoned as 3 Residential units per acre (R-3).

[1] The provisions now appear at SFCC 1987, 14-2.1D.3 effective January 1, 2026, following recodification.

TABLE 1: Existing Future Land Use Map Evaluation

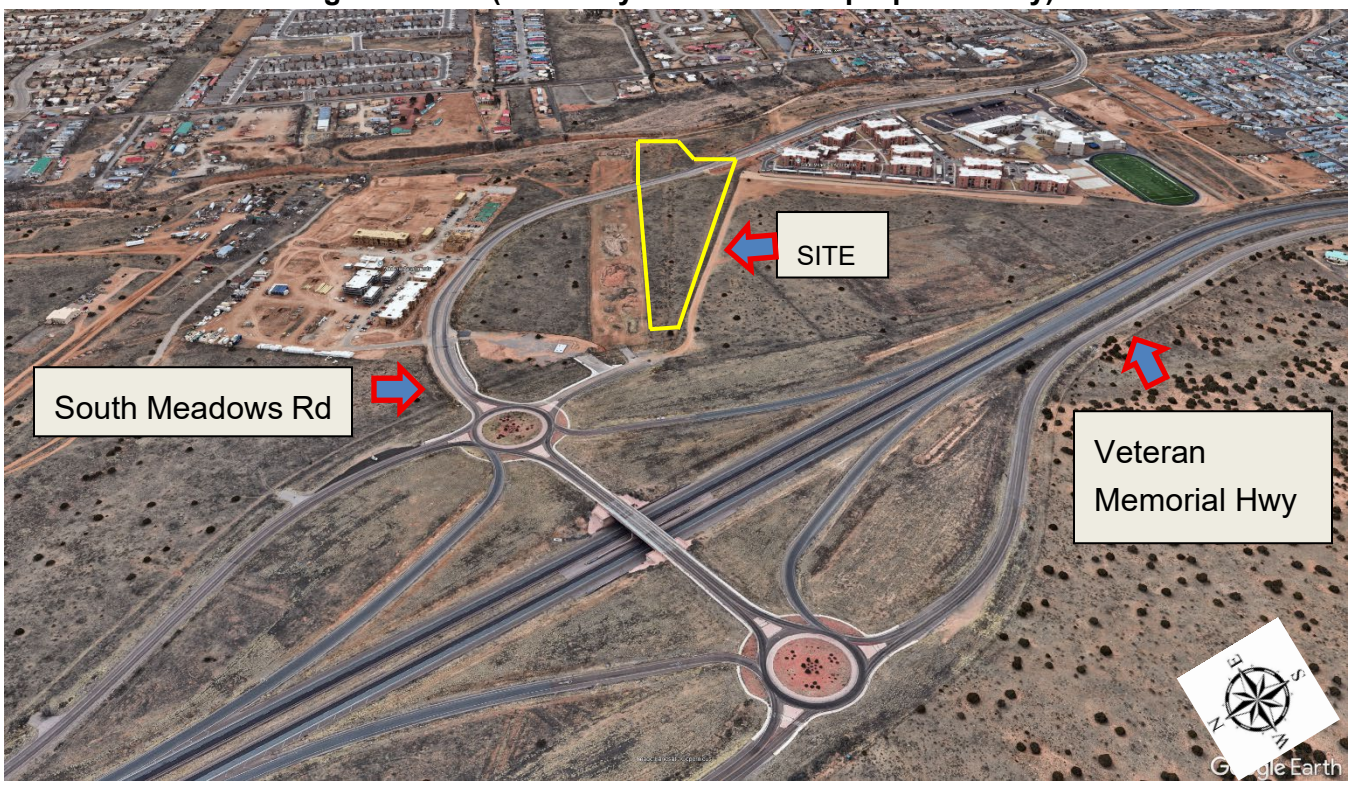
Parcel Number	Future Land Use Designation (FLUD) Densities	Total Acreage of FLUD Densities	Parcel Acreage
910008728	7-12 DU per acre (RMED), 3-7 DU per acre (RLOW)	**≈0.01** ≈1.70	≈1.71
99312180	7-12 DU per acre (RMED), 3-7 DU per acre (RLOW), 1-3 DU per acre, (RVLO), Open Space (POSP)	**≈0.28** ≈1.0 ≈0.27 ≈0.11	≈1.66
99312181	7-12 DU per acre (RMED), 3-7 DU per acre (RLOW), 1-3 DU per acre, (RVLO), Open Space (POSOP)	**≈1.27** ≈1.98 ≈0.46 ≈0.22	≈3.93

The Code requires that the official zoning map provided for in Section 14-4.1(C) must conform to the 1999 General Plan (the "General Plan"), including the FLUM. The FLUM designates a portion of parcels 993122180 and 99312181 as Very Low Density, which allows one to three dwelling units per acre. The underlying zoning district for the Property is R-3. The applicant is proposing to change the portion of the Property designated as *Very Low Density* to *Low Density*, which is compatible with a range of residential densities from three to seven dwelling units per acre. The Applicant is also requesting to rezone the Property from R-3 to R-6 to be consistent with the General Plan and requested change to the FLUM.

If the requested Amendment and Rezoning are approved, the Property would be consistent with the

Future Land Use Map; therefore, no changes to the future land use map or underlying zoning district would be required for future development consistent with Chapter 14. In addition, the Amendment and Rezone change from Very Low Density to Low Density and R-3 to R-6 reduces the density restrictions established by Low Density and the R-3 District and therefore is more consistent with General Plan policies encouraging infill development[2] and concentrating the population at greater densities to expand potential for central transit nodes.[3] Furthermore, the proposed medium-density development will be comparable to and compatible with nearby development. The character of the area is changing with the growth of the southwestern portion of the city.

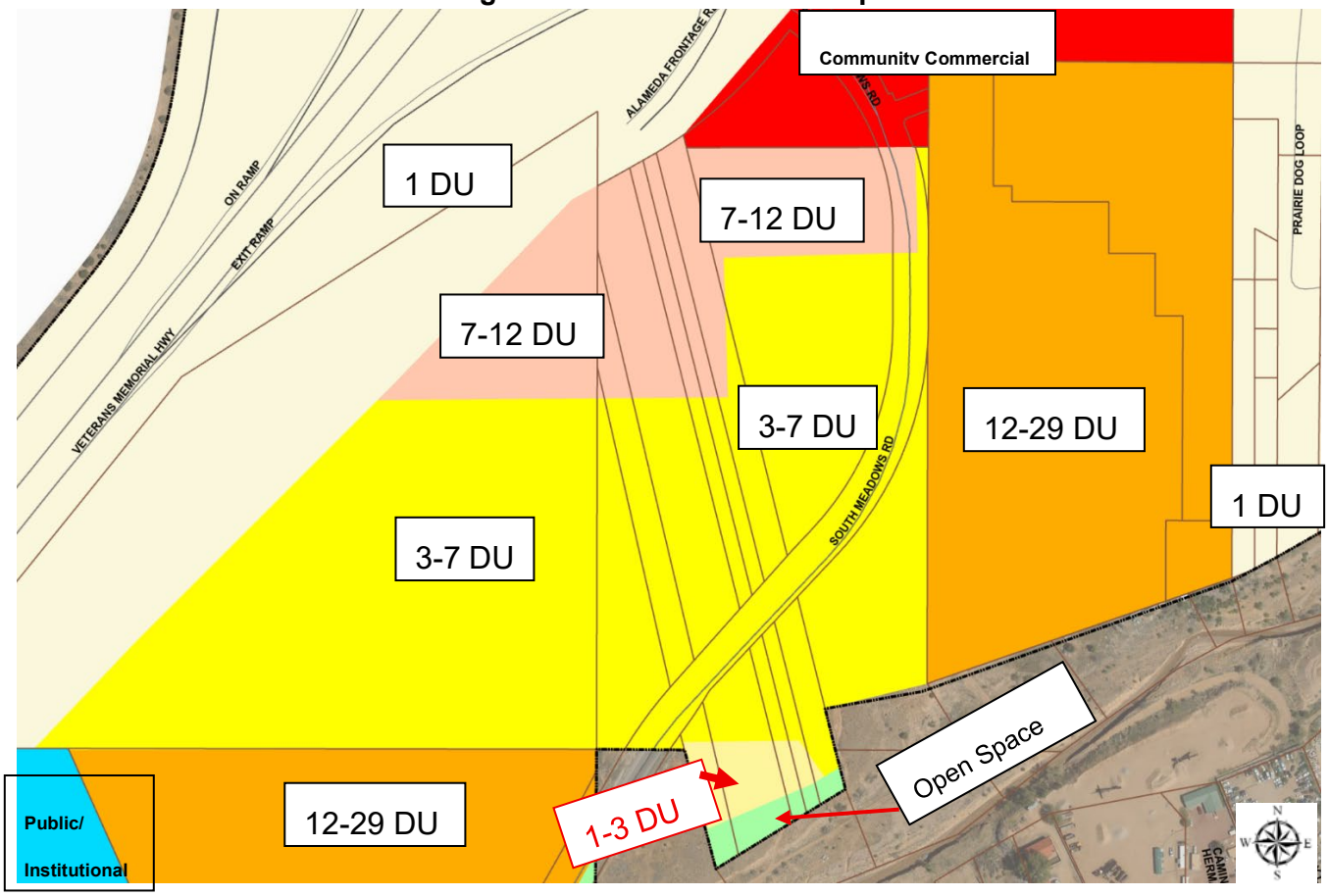
Figure 1: Site (boundary for illustrative purposes only)



[2] *See* General Plan Policy 3-G-3: "There shall be infill development at densities that support the construction of affordable housing, and a designated mix of land uses that provide an adequate balance of service retail and employment opportunities to address residential growth throughout the Urban Area, including the Railyard property."

[2] *See* General Plan Policy 4-1-G-2: "Concentrate population at greater densities in developing areas with centrally located neighborhood centers to encourage pedestrian scale development, reduce auto dependence, and provide central transit nodes."

Figure 2: Future Land Use Map



B. Zoning and Land Use

Zoning designations for the surrounding properties include R-1 (residential, one dwelling-unit per acre), R-3 (residential, three dwelling-units per acre), C-2 (General Commercial), and R-21 (residential, 21 dwelling-units per acre). The City Zoning Map is shown in Figure 3: *"Existing Zoning*." The abutting land uses include Veterans Memorial highway and South Meadows interchange to the north, vacant land to the East, West, and South. Surrounding land uses include single family homes within the Village of Agua Fria, Cottonwood Mobile Home Park, Madera and South Meadows Apartments providing 355 and 240 dwelling units, and El Camio Real Public School (preK-8th) (Table 2). Although the applicant is requesting a change in zoning, the zoning dimensional standards will remain the same for the original and prevailing rezone as set forth in the table of dimensional standards for residential districts per §14-7.2-1 (Table 3).

Table 2: Surrounding Zoning and Use

Abutting Property	FLUM Designation	Current Zoning	Existing Uses
North	1-DU	R-1	Veterans Memorial Highway
South	N/A	Village of Agua Fria (County)	Santa Fe River/ Vacant
East	3-7DU / 7-12 DU	R-3	Vacant
West	3-7 DU / 7-12 DU / 12-29 DU	C-2 / R-21	Vacant/ Madera Apartments

Figure 3: Existing Zoning

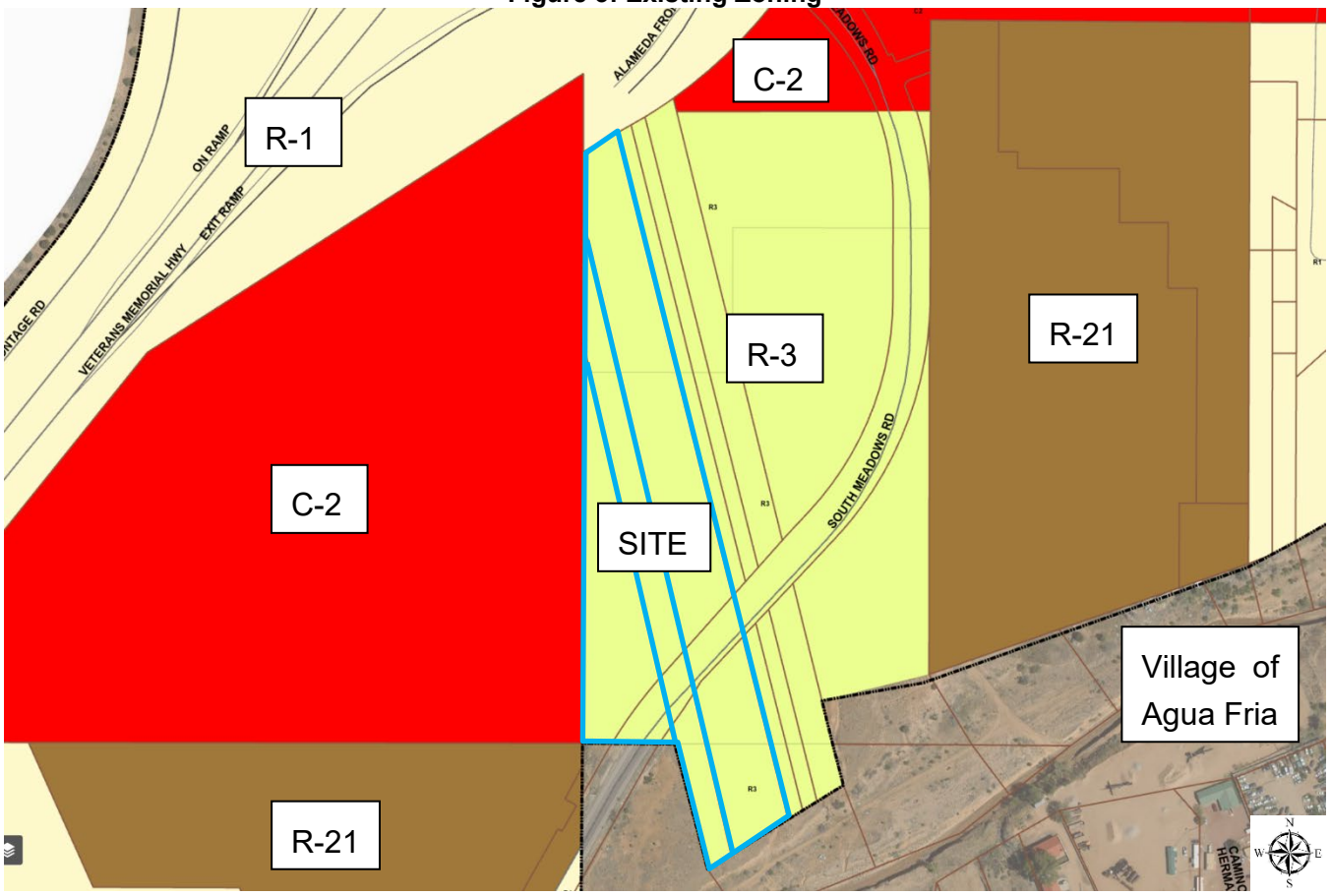


Table 3. Zoning Dimensional Standards

Requirement	R-3 (Current Zoning)	R-6 (Proposed Rezone)
Height	24' (Residential) / 35' (Nonresidential)	24' (Residential) / 35' (Nonresidential)
Setbacks	Street: 7' (20' for carport /garage) Rear: 15' Side: 5'	Street: 7' (20' for carport /garage) Rear: 15' Side: 5'
Open Space	None / Multifamily is 250 sq ft per DU	None / Multifamily is 250 sq ft per DU
Lot Coverage	40% or 50% with private open space	40% or 50% with private open space
Density	3 Dwelling Units Per Acre	6 Dwelling Units Per Acre

C. Legal Lot of Record

The Applicant has provided survey of subdivisions created by the United Stated Department of the Interior Bureau of Land Management December 2, 1995. Based on staff's determination, the survey provided established legal lot of record (see Attachment E).

D. Fire Prevention and Emergency Access

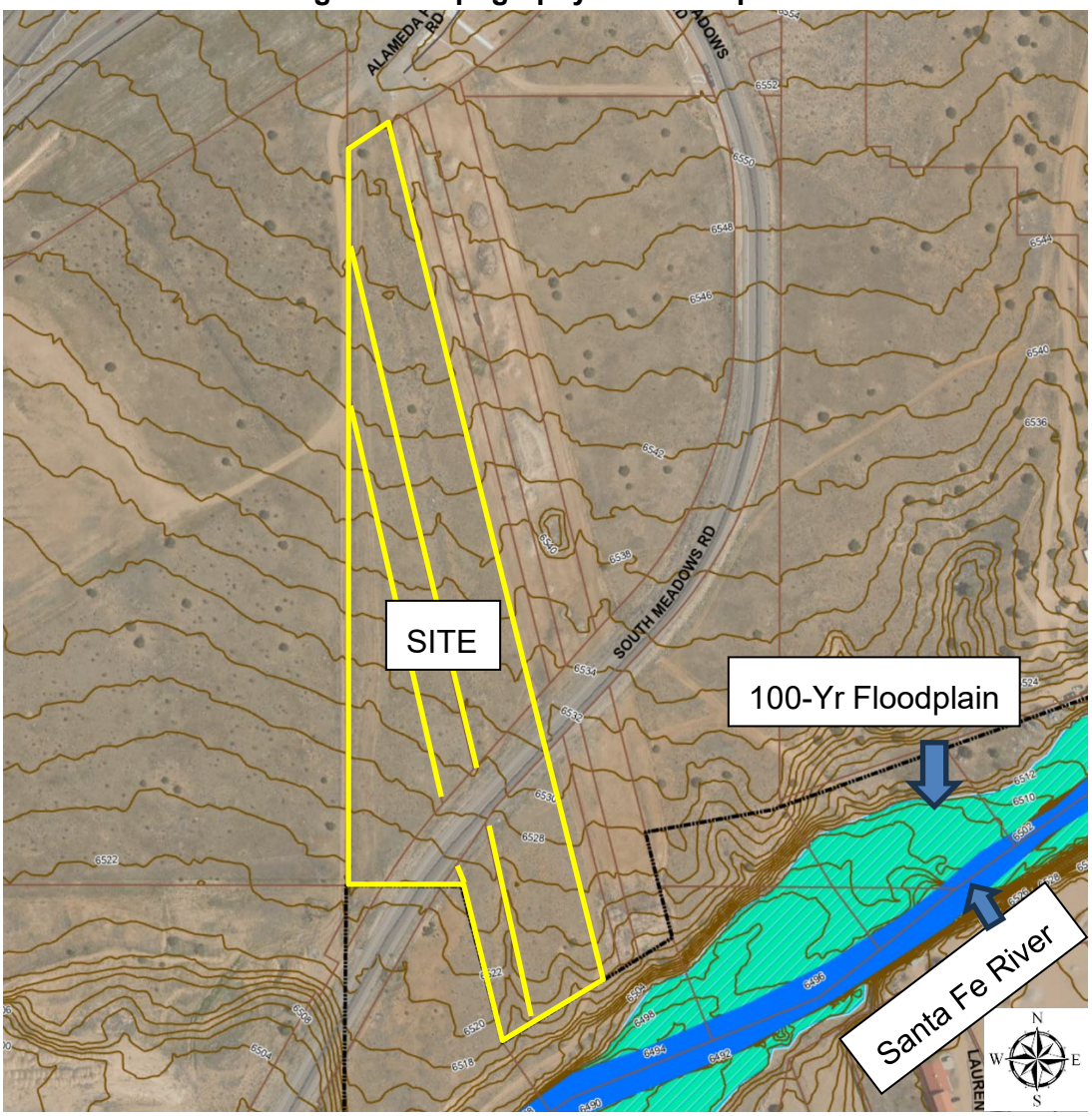
Infrastructure and onsite development are not being proposed with the requested Amendment and Rezoning. At the time of development, at least one through street that traverses the entire developed

area shall be provided for every 10-acres of development per §14-9.2(D)(3) and at least two connections to the existing road network points shall be provided for every 500' where feasible per §14-9.2(D)(4). It is likely that one road work connection will be off South Meadows Rd, located south of the Property and the second connection will be off Alameda Frontage Rd, located north of the Property.

E. Terrain Management

Infrastructure and onsite development are not being proposed with the requested Amendment and Rezoning. At the time of development, a drainage and terrain management plan shall be submitted to address drainage report, slope analysis, significant tree count, and lighting plan with the associated Development Plan. Staff's analysis of the site has determined the Property does not have slopes that exceed 30%. The northern portion of the Property has an elevation of 6,550 feet and gradually decreases to an elevation of 6,520 feet, a slope totaling approximately 2% traversing the Property (Figure 4). Although the Santa Fe River is located south of the Property, the Property is not located within the FEMA 100-year floodplain (Figure 4).

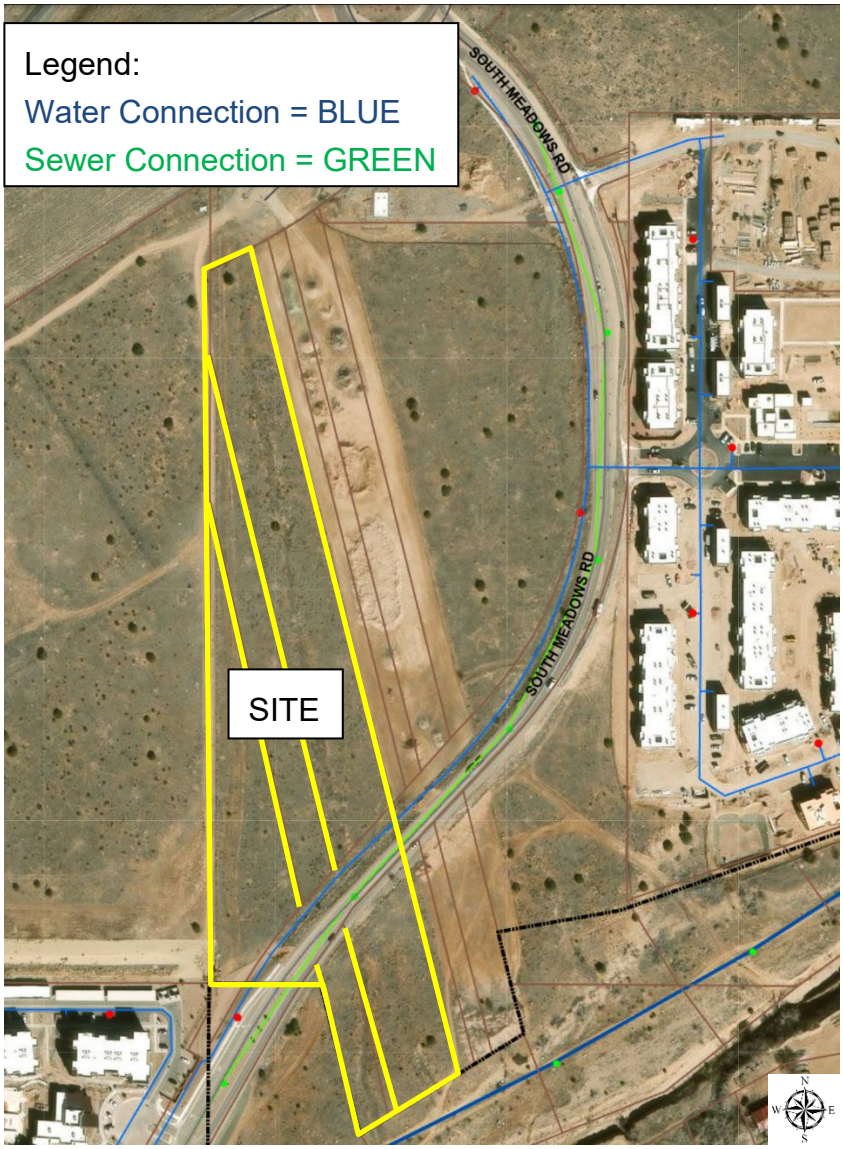
Figure 4: Topography and Floodplain



F. City Utilities

Infrastructure and onsite development are not being proposed with the requested Amendment and Rezoning. At the time of development, a water plan, water budget, and wastewater plan shall be provided to the City of Santa Fe Water and Wastewater for division for review. The Property is located within 200 feet of a water and sewer line (Figure 5), therefore, at the time of development, connections to city utility services shall be made.

Figure 5: Utilities



G. Archaeology

The Property is in the River and Trails Archaeological District and has not received archeological clearance. The Applicant shall submit an archaeology survey whether or when a development plan application is submitted. Archaeological clearance is not required at this time but shall be required prior to approval of any final development plan or plat for this project per SFCC 1987, §14-3.13(B)(2).

IV. GENERAL PLAN AMENDMENT APPROVAL CRITERIA

SFCC Section 14-3.2(E) and (E)(2) sets forth approval criteria for a General Plan Amendment as follows:

(1) The planning commission and the governing body shall review all general plan amendment proposals on the basis of the following criteria, and shall make complete findings of fact sufficient to show that these criteria have been met before recommending or approving any amendment to the general plan:

Table 1: General Plan Amendment Approval Criteria

Criterion a (14-3.2(E)(1)(a)): consistency with growth projections for Santa Fe, economic development goals as set forth in a comprehensive economic development plan for Santa Fe and existing land use conditions such as access and availability of infrastructure;	**Criterion Met: (Yes/No) YES**
Applicant's Response: The population of the City of Santa Fe is projected to grow at the rate of approximately 10% over the next ten years. The current population of the City of Santa Fe is approximately 91,000. (United States Cenus Bureau v2024 Estimate) According to population projections, the city will require 1,702 ownership units and 1,045 rental units to accommodate household growth by 2030. (City of Santa Fe City of Santa Fe Five Year Affordable Housing Strategic Plan, Sec. II, p. 31) The general plan amendment proposes to increase the range of allowable housing to between 3 and 7 dwelling units per acre. It is consistent with the current needs of the City with respect to housing. Likewise, the City of Santa Fe Economic Development Plan envisions the ability of the City to attract job creating businesses. The availability of housing is imperative for the implementation of the City's economic development goals. The application is consistent with those goals as well. In recent years, the City Council has acted to zone the vacant annexed area between the South Meadows interchange and Agua Fria Village for intensive urban development. The applications are consistent with the Council's designation of the Madera Apartment property west of the Property as R-21. If rezoned to R-6, this residential development will provide residential density for up to approximately 42 market rate homes and 8 affordable homes, together with accessory uses. Adding 50 homes to the existing housing stock will enhance the Council's desire to provide badly needed housing. Approval of the applications will also increase efficient use of infrastructure that will be developed as part of the approved projects in the immediate vicinity of the Property and will provide for the highest and best use of the Property in light of the City's planning decisions for the area. The Property is within the Southwest Santa Fe Community Area Master Plan (SWCAMP) "River Corridor Plan Area – Residential Low Density (Transitional)" Map 2.6.5 (Attachment E). The proposal is completely consistent with the Plan's future land use designation. The Plan states that new corridor developments are intended to be community focused rather than regional and should integrate with existing and future neighborhoods. (Plan, p. 60) U.S. Census date	

for 2020 identified that the County of Santa Fe's population was over 150,000; exceeding the Urban Area population increase of 17,000-25,000 residents projected for 2020. This population growth elevated the importance for updated growth management strategies established in the General Plan. Consistent with the approval criteria that development have "access and availability of infrastructure" the proposed designation and planned community commercial land uses are supported by existing infrastructure including utilities and transportation infrastructure. Making most effective use of areas already planned for community commercial neighborhood-serving development is consistent with the growing need for commercial services in this area.

Staff Response:

The Property is located within the Southwest Santa Fe Community Area Master Plan, a general plan amendment adopted by Governing Body in 2005 to review the characteristics, challenges, and development to propose neighborhood patterns in 7 neighborhoods that harmonious with the area. The subject Property is located in the River Corridor Plan area. Proposed development patterns include creating public easements to allow community access to the river, an increase in density ranging from 2.5 to 10 dwelling units per acre and maintaining long-lots between the River and Agua Fria to be harmonious with the Greater Agua Fria Area.

The 1994 county housing plan study projected an addition of 800-1,100 housing units in the greater Agua Fria area by 2020. Since the adoption of the 1999 General Plan, the Traditional Agua Fria Historic Community has increased its boundary, reducing the size of the Greater Agua Fria Area; and therefore, the acreage of land available for development has decreased and altered consistency with growth projections for Santa Fe and Santa Fe County.

Since the adoption of the 1999 General Plan which includes growth projections and economic development goals for the Greater Agua Fria Area, the boundary for the Greater Agua Fria has decreased in size to increase the boundary for the Traditional Village of Agua Fria (Attachment B). The change in boundaries has altered the growth and economic projections contained within the General Plan, making them erroneous. Although growth projections have not been met by the General Plan, aspects of the General Plan such as availability and access to infrastructure is consistent with the General Plan as there are city water and sewer services able to accommodate medium to high density development (Figure 5).

4-4-I-3: “Ensure that all residential development within the future growth areas is built at minimum gross density of three units per acre, and an average of five units per acre, where topography allows.

4-4-I-5: “Support rezonings requests for those specifically identified infill sites at densities consistent with those established in this Plan.”

4-4-I-6: “The target density for new infill residential development, in order to address affordable housing goals, is a minimum of 5 units per acre (net) with seven units per acre (net) preferred. The actual net density proposed for an infill site should be keeping the density range shown for the property in Future Land Use (Figure 2) and should propose a reasonable increase in density over the surrounding neighborhood. The design of the infill project must reflect the character of the surrounding

neighborhoods, while maintaining a balance between land use and the traffic carrying capacity of existing streets."

Staff finds the Applicant has addressed this criterion.

Criterion b (14-3.2(E)(b)): consistency with other parts of the general plan ;	**Criterion Met: (Yes/No) YES**

Applicant's Response:

By approving the "3-7 Dwelling Units" per acre land use designation on the Northern Lots, the City provided policy direction for the residential uses at the scale proposed, namely to provide housing at the R-7 level within the discrete planning area east of the South Meadows/NM 599 interchange. The Application furthers this policy by expanding the amount of land available for residential uses.
Given the City's focus and previous decisions that this area is appropriate for intensive urban development, approval of the applications will enhance the efficient use of existing roadway, water, sewer and other utilities serving this planning area while furthering a compact urban form and efficient development pattern as addressed by Growth Management section of the General Plan. (Chapter 4.1)

The City's selection of this area for intensive urban use makes effective use of the substantial investment in the South Meadows Drive/NM 599 interchange. The intensification of residential uses will provide housing opportunities. Proximity of the interchange and NM 599 provides for more efficient access compared to other areas reliant on the existing city street network for vehicular circulation.

The location of the Property and its residential community uses will further the implementing transportation policies of Chapter 6 including decreasing reliance on the automobile by allowing residents to access the commercial uses developing in the area within walking distances to the Property. (Chapter 6)

Southwest Santa Fe Community Area Master Plan (the "Master Plan"). The Property is located within the Master Plan, which is part of the General Plan. The Property is within the River Corridor Neighborhood Plan area. The following addresses consistency of the GPA application with relevant Master Plan provisions.

The Master Plan recognizes that the neighborhood is and remains the basic building block of the community and that complimentary to the neighborhoods are mixed-use commercial areas located within a reasonable walking distance. (p.5) The Master Plan further states "new neighborhoods should be connected to adjacent commercial areas (or within easy walking or driving distance." (P. 57) As addressed above, the City has recently approved over 400 dwellings east of the NM 599/Veterans Memorial Highway located immediately north, south and west of the Property.

Staff Response:
Staff agrees with the applicants findings regarding how the project is consistent with the General Plan and Southwest Santa Fe Community Area Master Plan's intensification of density and transportation

goals that are accomplished through existing infrastructure that had not existed over a decade ago.

The proposed amendment also meets the following General Plan policy and goals:

General Plan Policy 3-G-3: “There shall be infill development at densities that support the construction of affordable housing, and a designated mix of land uses that provide an adequate balance of service retail and employment opportunities to address residential growth throughout the Urban Area, including the Railyard property” And;

General Plan Policy 4-1-G-2: “Concentrate population at greater densities in developing areas with centrally located neighborhood centers to encourage pedestrian scale development, reduce auto dependence, and provide central transit nodes” And;

“This classification mainly applies to detached single-family dwellings but attached single-family units or multifamily units may be permitted, provided each unit has ground-floor living area and private outdoor open space”, per General Plan Policy 3.5.

Criterion c (14-3.2(E)(1)(c)): the amendment does not: **(i)allow uses or a change that is significantly different from or inconsistent with the prevailing use and character in the area; or** **(ii)affect an area of less than two acres, except when adjusting boundaries between districts; or** **(iii)benefit one or a few landowners at the expense of the surrounding landowners or the general public;**	**Criterion Met: (Yes/No)** **YES**

Applicant’s Response:

(i) The City's adoption of the Community Commercial future land use designation for the adjacent to the Property on the west demonstrates that designation of an additional 7.01 acres of residential uses will be consistent with the prevailing planned use and character in the area. Additionally, the approved and developed land uses adjoining the property and less than a quarter mile away are all residential uses and are therefore consistent with the prevailing character of the area.

(ii) The Application is consistent with this requirement, as the Property is 7.01 acres.

(iii) As addressed above, approval of the amendment will enhance the provision of residential opportunities in close proximity to Community Commercial center, thereby furthering multiple General Plan policies. The requested amendment will enhance the viability of the adjacent residentially designated property. The amendment will not benefit the owner of the property at the expense of the surrounding landowner because it will enhance the surrounding landowners’ use available on their properties, and the added housing will benefit the general public.

Staff Response:

(i) The requested Amendment does not allow uses or a change that is significantly different from or inconsistent with the prevailing use and character in area: the use is residential and staying residential. Recent residential development within the SWCAMP and particularly the River Corridor Plan Area has surpassed density targets due to the demand for additional housing. The uses surrounding the Property consists of high-density multifamily developments, vacant land zoned C-2, which allows for multi-family with no density restrictions, a K-8th grade school a nonresidential use and the Veteran's Memorial Highway (transportation). The area consists of high-density neighborhood style development making the proposed Amendment from Very Low Density to Low Density in alignment with prevailing uses and character of the area.

(ii) Although the portion of land being Amended from Very Low Density to Low Density only affects an area totaling ≈.73 acres, when adjusting boundaries between districts, a 2-acre minimum is not required to be met.

(iii) Although there is no proposed development currently, the cost of developing a property is at the responsibility of the property owner. Financial and surety agreements shall be arranged prior to recording a development plan or issuing a building permit.

<u>The Applicant has addressed this criterion.</u>

Criterion d (14-3.2(E)(d)): an amendment is not required to conform with Subsection 14-3.2(E)(1)(c) if it promotes the general welfare or has other adequate public advantage or justification;	**Criterion Met: (Yes/No) YES**

Applicant Response:

As indicated by the City's adoption of the Community Commercial future land use designation for the property to the west, the amendment will enhance promotion of the general welfare by increasing the provision of residential uses that will support the Community Commercial uses at an appropriate location within an area of approved Low density residential development.

As addressed above, over a decade ago, the City designated the Property residential. Approval of the amendment will enhance the provision of the already approved uses allowed by these designations within a planning.

Staff Response:

The proposed amendment conforms with §14-3.2(E)(1)(c). It will provide additional housing options, including affordable housing, for the community.

<u>Staff finds the applicant as addressed this criterion.</u>

Criterion e (14-3.2(E)(1)(e)): compliance with extraterritorial zoning ordinances and extraterritorial plans;	**Criterion Met: (Yes/No) YES**
Applicant's Response: Not applicable	
Staff Response: Not Applicable.	
Criterion f (14-3.2(E)(1)(f)): contribution to a coordinated, adjusted and harmonious development of Santa Fe that in accordance with existing and future needs best promotes health, safety, morals, order, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development ; and	**Criterion Met: (Yes/No) YES**
Applicant's Response: The proposed general plan amendment and rezoning provide an avenue to contribute to a coordinated, adjusted and harmonious development of Santa Fe that benefits an area on the west side of Santa Fe suffering from a lack of services. The proposal and planned uses contribute to the future needs that promote convenience and prosperity of the area contributing to the general welfare, efficiency and economy of an area that the governing body has already planned for community commercial uses.	
Staff Response: The Applicant's response does not clearly tie the request to coordinated, adjusted and harmonious development, nor does it clearly address how the requested change fits into the Southwest Santa Fe Community Area Master Plan or River corridor framework. The Applicant's response refers to a "lack of services," and that the Governing Body has already planned for community commercial uses but does not support or clearly address Criterion 14-3.2(E)(1)(f). The Applicant partially addresses the criterion, but Staff's Analyses is needed to establish that the amendment supports coordinated and harmonious development, is generally consistent with the SWCAMP Master plan, and promotes the general welfare, efficiency and economy of an area. It is clear that changes to the area have expanded opportunities for residential development in the area with existing and planned infrastructure, increases the City's housing stock, and supports development patterns that can help attract needed services to the area all of which promotes the "*contribution to a coordinated, adjusted and harmonious development of Santa Fe that in accordance with existing and future needs best promotes health, safety, morals, order, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development."* Staff finds that the proposed amendment supports coordinated and harmonious development, is	

generally consistent with the Southwest Santa Fe Area Master Plan, and with compliance with Chapter 14 and other applicable requirements, satisfies criterion 14-3.2(E)(1)(f).

Criterion g (14-3.2(E)(1)(g)): consideration of conformity with other city policies, including land use policies, ordinances, regulations and plans.	**Criterion Met: (Yes/No) YES**

Applicant's Response:

As addressed in sections A and B 1, above, the Property is located within the SWCAMP. The SWCAMP includes the Property as part of the neighborhood pattern designation and identifies a residential uses for both the Northern and Southern Lots. (Map 2.6.5) Approval of the application would include the Property within the Residential Low Density – Transition Community Commercial future land use designation. Sections A and Bl address conformity of the proposed General Plan amendment with applicable provisions of the SWCAMP.

Staff Response:

The Property is in the Archeological River and Trails Review District and shall receive Archeological clearance prior to receiving approval for a development plan or building permit for any proposed future development on site. Additionally, the Property is located within the River Corridor Plan Area established in Southwest Santa Fe Community Master Plan (SWCAMP) (Attachment B, Pg. 41-47) in the Summer of 2005."Through collaboration with constituents and local stakeholders, the SWCAMP determined there was a shift towards a de-emphasis of uses related to the Santa Fe River and an emphasis on urban and suburban development because of City utilities extending north of the Santa Fe River." (Attachment A-2, Pg. 42) Moreover, the report calls for the creation of easements along the Santa Fe River for the purpose of public access and protection of the river as a valued natural resource. As a result, the southern portion where the Property abuts the Santa Fe River has a future land use designation as Open Space (Figure 2). The proposed amendment does not include changing the Open Space designation in the FLUM; therefore, it is in conformance and consideration with that portion of the SWCAMP.

Furthermore, SWCAMP mentions "The remaining areas designated as rural protection areas have been recommended as a "Residential Very Low Density" future land use designation since these areas are predominately vacant. In literal translation, the densities typically would not fall within the 1-3 du/ac, but rather somewhere within the 2.5 to 10 acres per dwelling unit range. The City's General Plan provides no corresponding future land use category, which would accommodate this range of density, therefore, the most function classification was the designation suggested," (Attachment A, SWCAMP pg.45).

The proposed Amendment is in conformance with the desired density in the area and continuation of the character of the Traditional Agua Fria Village. Future development shall ensure public access to

the Santa Fe River and maintain long-lot form. Staff finds the Applicant has addressed this criterion.

Table 4: SFCC §14-3.2 (E)(2): Additional Criteria for Amendments to Land Use Policies

(2) In addition to complying with the general criteria set forth in Subsection 14-3.2(E)(1), amendments to the land use policies section of the general plan shall be made only if evidence shows that the effect of the proposed change in land use shown on the future land use map of the general plan will not have a negative impact on the surrounding properties . The proposed change in land use must be related to the character of the surrounding area or a provision must be made to separate the proposed change in use from adjacent properties by a setback, landscaping or other means, and a finding must be made that:

Criterion a (14-3.2(E)(2)(a)): the growth and economic projections contained within the general plan are erroneous or have changed;	**Criterion Met: (Yes/No) YES**
Applicant's Response: As to subsection a, as addressed in section 1. A, above, residential development subject to the SWCAMP has surpassed its additional density targets. City information indicates that while the SWCAMP projected 2.5 to 10 units per acre, actual development densities range from 5 to 20 units per acre. The proposed general plan amendment reflects a growing community need for residential uses in the previous growth projections.	
Staff Response: The subject Property is located within the River Corridor Plan Area, an area adjacent the Traditional Village of Agua Fria . The 1994 county housing plan study projected an addition of 800-1,100 housing units in the greater Agua Fria area by 2020. Since the adoption of the 1999 General Plan, the Traditional Agua Fria Historic Community has increased its boundary, reducing the size of the Greater Agua Fria Area and therefore, the acreage of land available for development has decreased and altered consistency with growth projections for Santa Fe and Santa Fe County. Since the adoption of the 1999 General Plan which includes growth projections and economic development goals for the Greater Agua Fria Area, the boundary for the Greater Agua Fria has decreased in size to increase the boundary for the Traditional Village of Agua Fria (Attachment B). The change in boundaries has altered the growth and economic projections contained within the general plan, making them erroneous. Although growth projections have not been met by the General Plan, aspects of the General Plan such as availability and access to infrastructure is consistent with the General Plan as there are city water and sewer services able to accommodate medium to high density	

development (Figure 5).

In 2007, the Governing Body adopted the Southwest Area Comprehensive Master Plan (SWACMP) by resolution and formally incorporated it into the General Plan. As such, the SWACMP amended the 1999 General Plan by adding the SWACMP master plan as part of the governing policy framework. Because the SWACMP was incorporated into the General Plan by official action of the Governing Body, both the General Plan and the SWACMP must be reviewed and addressed in connection with any General Plan Amendment. While I understand the SWACMP may be cumbersome to apply, it is nevertheless part of the General Plan and, in many instances, controls over the more general provisions of the 1999 Plan. Therefore, all proposed General Plan changes and rezonings are required to address the SWACMP where relevant.

Staff finds the Applicant has addressed this criterion.

Criterion b (14-3.2(E)(2)(b): no reasonable locations have been provided for certain land uses for which there is a demonstrated need; or	**Criterion Met: (Yes/No) YES**

Applicant's Response:

As to subsection b, the Governing Body has already designated the adjacent 16.3 acres for community commercial development. There is a very limited amount of existing and planned community commercial uses in the area and approval of the general plan amendment will increase the viability and effectiveness of the planning already undertaken by the Governing Body and will serve the 400+ residential dwellings planned and approved in the immediate vicinity.

Staff Response:

The Future Land Use designation for the subject Properties is Very Low Density residential. The applicant is requesting an amendment to Low Density residential, not a change in land use, therefore, the request is to allow for an incremental increase in the density of the site is in compliance with the General Plan.

Criterion c (14-3.2(E)(2)(c): conditions affecting the location or land area requirements of the proposed land use have changed, for example, the cost of land space requirements, consumer acceptance, market or building technology.	**Criterion Met: (Yes/No) YES**

Applicant's Response:

As to subsection c, as addressed in this letter, there is an increased demand for residential uses on the west side of Santa Fe and the Governing Body has already planned for those uses.

Staff Response:

The conditions affecting the location and area include high-density multifamily development, construction of the S Meadows corridor, and critical utility infrastructure has been provided to the area

because of development within the past 5 to 10 years. The market and Santa Feans demand more housing at infill development sites throughout the City, therefore, the proposed Amendment to increase density in step with the conditions affecting site location and land area. The Applicant has addressed this criterion.

V. REZONING APPROVAL CRITERIA

Section 14-3.5(A) and (C) SFCC 2001 sets forth approval criteria for rezoning as follows:

(1) The Planning Commission and the Governing Body shall review all rezoning proposals on the basis of the criteria provided in this section, and the reviewing entities must make complete findings of fact sufficient to show that these criteria have been met before recommending or approving any rezoning:

Table 3: Rezoning Approval Criteria

Criterion 1 (14-3.5(C)(1)(a)): one or more of the following conditions exist: **(i) There was a mistake in the original zoning;** **(ii) There has been a change in the surrounding area, altering the character of the neighborhood to such an extent as to justify changing the zoning; or** **(iii) A different use category is more advantageous to the community, as articulated in the general plan or other adopted city plans;**	**Criterion Met: (Yes/No)** **YES**
Applicant's Response: (i) There was a mistake in the original zoning; (ii) There has been a change in the surrounding area, altering the character of the neighborhood to such an extent as to justify changing the zoning; The 2008 settlement agreement between the City and County of Santa Fe memorialized a mutual policy effort to minimize urban sprawl and direct future urban development within the City of Santa Fe. The South Meadows interchange was built as part of the NM 599 Bypass project in the late 1990's, which created vehicular access to the area east of NM 599 including the Property. The increased residential density (both actual and planned) of surrounding properties for both residential and commercial uses, the City made the policy decision that this area is appropriate for the proposed level of residential uses. (iii) As addressed above, rezoning the Property from R-1 to R-6 will build on the City's policy decision in designating the area for Low Density Residential uses as part of annexation of the area to the City when the City made the decision to provide for residential uses within an area planned for Low Density Residential use. Approval of the Application will maximize returns on the investments made to enact the City-County settlement agreement and to build NM 599 including the South Meadows interchange,	

providing residential uses within approved neighborhoods and enhancing Santa Fe's compact urban form.
Staff Response: (i) There was no mistake in the original zoning. (ii) The surrounding area has gone through a considerable land use change that has altered the character of the surrounding neighborhood to such an extent to justify an increase in density. Since 2000, the surrounding area has been developed with high-density multifamily apartments, the South Meadows Interchange being completed in 2011, and rezones from lower densities to accommodate higher density residential development and infill commercial development. (iii) The Property is in the infill development area which promotes single family home and multi-family development on vacant land within the Santa Fe City limits. The request will not change the residential use of the Property, only increase the density from R3 to R6. Additionally, the SWCAMP designates the area the Property is located in as "transitional" from l low to medium residential density. This transitional area provides a buffer between higher density land-use designations and developments to the East. The higher density adds additional needed housing to the area which provides for greater opportunity and variety of benefits for the community than the current R-1 zoning. The change to R-6 is advantageous to the community to develop much needed services to the area. It is likely with the update of the Land Development Code the R-1 district will be eliminated to help promote additional housing development. Staff finds the Applicant has addressed this criterion.

Criterion 2 (14-3.5(C)(b)): all the rezoning requirements of Chapter 14 have been met;	**Criterion Met: (Yes/No) YES**
Applicant's Response: We assert that all the rezoning requirements of Chapter 14 have been med. Evidence for this is provided in the other responses provided within this application.	
Staff Response: Staff finds that the rezoning requirements of Chapter 14 have been met: specifically, §14-3.1 "Applicable General Provisions" (the authority to file; form of the application; fees paid; pre-application conference and ENN requirements, sign posting and public notice) and the provisions, procedures, and additional requirements of §14-3.5 "Rezonings." Additionally, the rezoning application has been transmitted and reviewed by the Development Review Team (DRT) of whom review and ensure the requirements in Chapter 14 have been met.	
Criterion 3 (14-3.5(C)(1)(c)): the rezoning is consistent with the applicable policies of the general plan, including the future land use map;	**Criterion Met: (Yes/No) YES**

Applicant's Response: In conjunction with and prior to consideration of the rezoning request, the Applicant has requested that the Governing Body the General Plan's Future Land Use Map (FLUM) to change its designation from Very Low Density Residential (1-3 dwellings per acre) to Low Density Residential. Approval of the General Plan amendment would provide for consistency with this requirement prior to the Governing Body's consideration of the request that the FLUM be amended.	
Staff Response: SWCAMP mentions "The remaining areas designated as rural protection areas have been recommended as a "Residential Very Low Density" future land use designation since these areas are predominately vacant. In literal translation, the densities typically would not fall within the 1-3 du/ac, but rather somewhere within the 2.5 to 10 acres per dwelling unit range. The City's General Plan provides no corresponding future land use category, which would accommodate this range of density, therefore, the most function classification was the designation suggested," (Attachment A, SWCAMP pg.45). If the proposed Amendment to increase the future land use designation of land from very low density to low density, is approved, the proposed Rezoning from 3 dwelling units per acre to 6 will be consistent with the policies of the Southwest Santa Fe Community Area Master Plan, and general plan, including future land use map. The Applicant has addressed this criterion.	
Criterion 4 (14-3.5(C)(d)): the amount of land proposed for rezoning and the proposed use for the land is consistent with city policies regarding the provision of urban land sufficient to meet the amount, rate and geographic location of the growth of the city;	**Criterion Met: (Yes/No)** **YES**
Applicant Response: The city has not quantified the rate and growth over time. As addressed in the response to the first General Plan amendment criteria, above, residential development in the vicinity has surpassed density targets. The proposed rezoning and planned land uses reflect a growing community need for residential uses. The Property exceeds the two-acre threshold set forth in 14-3.5(C)(2)(b).	

Staff Response:

SFCC 1987, Section 14-3.5(C)(2)(b) prohibits a rezoning if the rezoning will "affect an area of less than two acres." The Property is ≈7-acres and therefore exceeds the required two acres. The Rezoning and proposed use is sufficient and meets city policies regarding the provision of urban land sufficient to meet the amount, rate, and geographic location of the growth of the city. The project is located within the "Infill Area" identified in the Growth Management Chapter of the General Plan figure 4-4 Urban Sub-Areas and proposes a development that meets the needs of the community while being served by sufficient infrastructure including roads, utilities and transit. Furthermore, the infill development area represents the highest priorities for public investment for infrastructure and city services. The "Urban Area" has the potential to absorb 1,000 new housing units within the designated "Infill area," which includes vacant infill sites per the growth management section 4.4.1 of the General Plan. Therefore, the subject parcel is geographically located that sufficiently meets the projected growth rate goals for the city of 30,000 additional residents by 2020 (General Plan 4.3.1). Staff finds the applicant as addressed this criterion.

Criterion 5 (14-3.5(C)(1)(e)): the existing and proposed infrastructure, such as the streets system, sewer and water lines, and public facilities, such as fire stations and parks, will be able to accommodate the impacts of the proposed development.	**Criterion Met: (Yes/No) YES**

Applicant's Response:

The Property is served by the Highway 599/South Meadows interchange and is in an area of ongoing development. In conjunction with those development activities, streets, sewer and water lines have been and are being extended into the area east of the interchange.
Development of the Property is planned to occur in conjunction with development of the adjacent 16.3 acre parcel to the west and such development will be required to ensure provision of streets and services to the project in compliance with Chapter 14. Substantial existing park land exists just to eh east of the Property within Romero Park. The closest fire station is Fire Station 8 located at 6796 Jaguar about 2.5 miles from the Property. As the west side of Santa Fe continues to develop, additional fire services in the area will be needed and development of the Property and adjacent 16.3 acre property will generate funds that can be used to maintain adequate levels of fire service.

Staff Response:

Although the requested Rezoning does not include a Master Plan or Development Plan to determine how infrastructure would service the Properties, the existing infrastructure abutting and surrounding the Property will be able to accommodate impacts future residential development. The rezoning request was sent to City of Santa Fe agencies for review and determined future development will trigger a Traffic Impact Analysis, water budget, utility plan for connections to City water and sewer services to ensure compliance with Chapter 14. Today, the Property is bisected by South Meadows road, a high transit corridor with available infrastructure for surrounding and abutting uses include high density multifamily projects.

This existing infrastructure supports higher density uses, therefore the existing infrastructure will be able to accommodate the impacts for the proposed increase from low to medium density.

Staff finds the applicant as addressed this criterion.

Criterion 6 (14-3.5(C)(2)): Unless the proposed change is consistent with applicable general plan policies, the planning commission and the governing body shall not recommend or approve any rezoning, the practical effect of which is to: **(a) allow uses or a change in character significantly different from or inconsistent with the prevailing use and character in the area;** **(b) affect an area of less than two acres, unless adjusting boundaries between districts; or** **(c) benefit one or a few landowners at the expense of the surrounding landowners or general public.**	**Criterion Met: (Yes/No) YES**

Applicants' Response:

(a) Recognizing that the vicinity of the Property has been planned and some residential projects have been approved, the zoning districts and approved projects show that the area on the east side of the South Meadows interchange is planned for a mix of residential and neighborhood-serving commercial uses. The SWCAMP provides a finer level of detail regarding the desired uses. The Plan includes the Property within an area planned for Low Density Residential designation. Amendment of the General Plan Future Land Use designation for the Property from Very Low Density Residential to Low Density Residential is part of the Application and the Governing Body will consider that request prior to the rezoning application. Should that request be approved, then the proposed rezoning will be consistent both with the Future Land Use Designation as well as applicable General Plan policies as addressed herein.

(b) The 7.01-acre Property is more than 2 acres and therefore meets the requirements of subsection b.

(c) As addressed herein, development of the Property for Low Density Residential uses will benefit the planned residential development in the immediate vicinity of the Property by providing needed housing.

Staff Response:

(a) The proposed Rezoning will allow for an increase the maximum density from 3 dwelling units per acre to 6. This proposed increase in density is consistent with the infill development goals established in the General Plan and with the character of the area made up of high-density multifamily apartments, 21 and 3 dwelling units per acre districts abutting the Property (Figure 3). Although the proposed Rezoning does not propose a high-density designation, the increase in density is consistent with the

medium to high density uses and not significantly different with the prevailing use and character of the area. SWCAMP mentions "The remaining areas designated as rural protection areas have been recommended as a "Residential Very Low Density" future land use designation since these areas are predominately vacant. In literal translation, the densities typically would not fall within the 1-3 du/ac, but rather somewhere within the 2.5 to 10 acres per dwelling unit range. The City's General Plan provides no corresponding future land use category, which would accommodate this range of density, therefore, the most function classification was the designation suggested." (Attachment A, SWCAMP pg.45)

(b) The proposed Rezoning will affect an area totaling ≈ 7 acres and is adjusting the boundaries between districts.

(c) There is no proposed development with Rezone. At the time of development, the property owner shall develop the property at their expense and obtain the necessary surety agreements and bonds to ensure the cost of development is not at the expense of surrounding landowners or general public.

Staff finds the Applicant has addressed this criterion

VI. ATTACHMENTS

ATTACHMENT A: Development Review Team

1. Initial Review Letter 2780 S Meadows Rd
2. Southwest Area Santa Fe Master Plan

ATTACHMENT B: Maps and Photos

1. Future Land Use
2. Current Zoning
3. Aerial Photos
4. Topography
5. Utility Connections
6. Vicinity Map

ATTACHMENT C: Applicant Materials

1. A 2780 South Meadows Rd MyG PLUD-04_General_Plan_Amendment
2. B 2780 South Meadows Rd PLUD-07_Rezoning
3. C 2780 Montoya Y Garcia REVISED Ap Letter
4. C2 2780 South Meadows Rd ENN Meeting Notes
5. D 2780 South Meadows Rd County Parcel.300 FT BUFFER
6. D1 2780 South Meadows Rd County Parcel Info
7. D1 2780 South Meadows Rd Mailing Owners
8. D2 2780 South Meadows Rd Mailing Tenants 1 of 2
9. D3 2780 South Meadows Rd Mailing Tenants 2 of 2
10. D4 2780 South Meadows Road Map 300' Buffer

11. E 2780 South Meadows Road Boundary Survey
12. F1 2780 South Meadows Road LOR Package
13. F2 2780 South Meadows Rd Lot of Record
14. G 2780 South Meadows Road MAP Future Land Use
15. H 2780 South Meadows Road MAP Zoning
16. I1 2780 South Meadows Rd south meadows-row-plats
17. I2 2780 South Meadows Rd SM Road Project1
18. I3 2780 South Meadows Rd south meadows-row-plats-24
19. I4 2780 South Meadows Rd south meadows-row-plats-25
20. I5 2780 South Meadows south meadows-row-plats-23
21. J Letter Application REVISED 1/23/26

VII. APPROVED AS TO FORM BY THE PLANNING AND LAND USE DEPARTMENT:

Title	Name	Initials
Department Director	Heather Lamboy, AICP	HLL
Assistant Department Director	Maggie Moore	MRM
Planning Division Manager	Dan Esquibel	DAE
Planner Senior	Joel Cruz-Haber	JCH

City of Santa Fe, New Mexico

Attachment A

Development Review Team

1. Initial Review Letter 2780 S Meadows Rd
2. Southwest Area Santa Fe Master Plan

City of Santa Fe, New Mexico

200 Lincoln Avenue, P.O. Box 909, Santa Fe, N.M. 87504-0909
www.santafenm.gov

Alan Webber, Mayor

Councilors:
Signe I. Lindell, Mayor Pro Tem, District 1
Alma G. Castro, District 1
Michael J. Garcia, District 2
Carol Romero-Wirth, District 2
Lee Garcia, District 3
Pilar F.H. Faulkner, District 3
Jamie Cassutt, District 4
Amanda Chavez, District 4

September 8, 2025

Karl Sommer
P.O. Box 2476
Santa Fe, NM 87504

Re: Initial Review Letter for Case #2025-10766 & 10767 – Application request to amend the General Plan Amendment future land use designation from "Very Low Density" to "Low Density" and Rezone from R-3 to R-6 at parcel #'s 910008782. 99312180, 99312181.

Dear Mr. Sommer,

Your revised application was received on August 12, 2025, and has been reviewed by Planning Division staff (Staff) and the City's Development Review Team (DRT). Attached are the initial DRT review comments including conditions of approval and technical corrections. I would like to highlight and summarize the following key items:

A. Initial Planning Division Review Summary

1. Your response to general plan approval criteria §14.3.2(E)(1)(a), references the Southwest Santa Fe Community Area Master Plan ("SWCAMP") instead of referencing the Santa Fe economic development plan and general plan. Analysis of SWCAMP should be mentioned in general plan approval criteria (G). Additionally, provide a deeper analysis pertaining to existing land use conditions such as access and availability of infrastructure. The U.S. census population provided in your letter is for Santa Fe County, what about the City of Santa Fe?

2. Your response to general plan approval criteria §14.3.2(E)(1)(b) includes a reference to SWCAMP. Your response should only demonstrate the proposal's consistency with the other parts of the General Plan.

3. Your response to general plan approval criteria§14.3.2(E)(1)(c)(i) is specific to a future land use district abutting the site to demonstrate how the proposed amendment does not allow uses or change that is significantly different from the prevailing use and character of the area. Please revise your response to elaborate how the proposed amendment is consistent with existing and prevailing land uses in the area.

4. Your response to general plan approval criteria §14.3.2(E)(1)(C)(iii) does not elaborate how expenses will not affect surrounding property owners.

5. Remove general plan approval criteria §14.3.2(E)(1)(e) – "Compliance with extraterritorial zoning ordinances and extraterritorial plans;" from your approval letter. This is no longer an approval criteria staff reviews to determine compliance. Your answer can be transitioned to your response to general plan approval criteria §14.3.2(E)(1)(f).

6. Please revise the formatting of your response to§14.3.2(E)(2), "Additional Criteria for Amendments to Land Use Policies" so answers are divided by sections a, b, and c, rather than one paragraph for a net response. Additionally, your response to criteria (a) should be in reference to growth and economic projections contained within the general plan rather than the SWCAMP.

7. The first paragraph of your letter states "*requests that the existing future land use designation for a portion of the property of Very Low Density Residential be changed to Low Density Residential…"* However, the term "*Medium Density Residential*" is used in general plan amendment criteria responses in the letter to describe a change to "*Low Density."* Please revise the letter to be consistent with what is being amended to the general plan.

8. Please revise the formatting of your response to Rezoning approval criteria number 6, so answers are divided by sections a, b, and c, rather than one paragraph for a net response.

B. Initial DRT Review Summary

Your general plan amendment and rezoning applications has been reviewed by the DRT and the following necessary revisions have been identified:

1. Leroy Pacheo, MPO, has requested a Initial Traffic Analysis "ITA" be submitted at the time of development if the proposed rezoning is approved.

2. Alan Hook, Water Division, has requested a water budget be submitted at the time of development, if the proposed rezoning is approved.

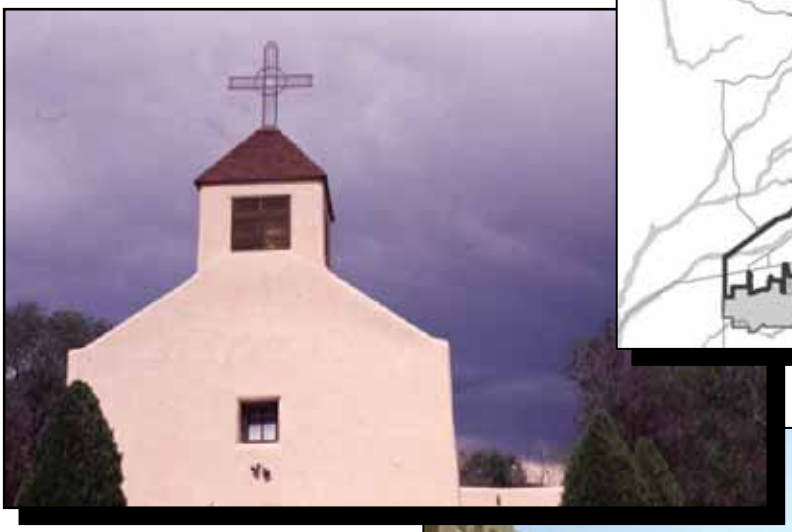
Please review all Staff and DRT secondary comments, revise your submittals as needed and resubmit for review and final approval. Once revised submittals are accepted, a public hearing date may be scheduled. Please let me know if you have any questions or concerns or if you would like to request a Review Coordination Meeting.

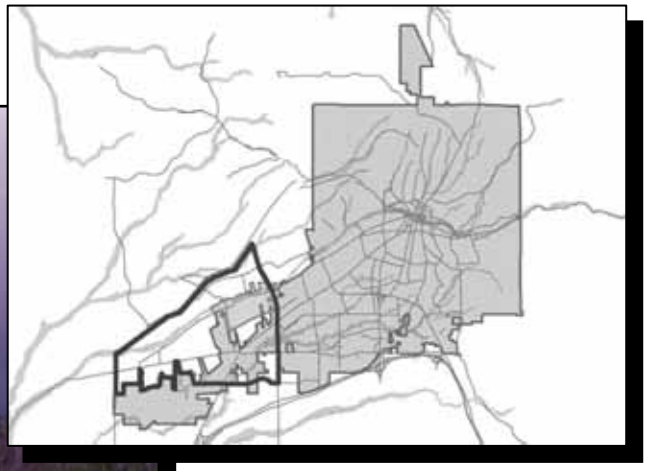
Thank you,

Joel Cruz-Haber
Senior Planner, Planning and Land Use Department

CC: Heather Lamboy, Planning and Land Use Director
Maggie Moore, Assistant Director
Dan Esquibel, Planning Manager

SOUTHWEST SANTA FE COMMUNITY AREA MASTER PLAN





Acknowledgements

City and County planning staff would like to express their deep appreciation for those persons who have contributed their personal time, thoughts and energy to the development of *the Southwest Santa Fe City County Master Planning Initiative Final Report* and the *Southwest Santa Fe Community Area Master Plan*. It has only been through their efforts that these projects have become a reality. Thank you for sharing your thoughts and beliefs.

Southwest Area Steering Group Members and Participants

Jeff Branch
Don Brayfield
Theresa Campos
Laurie Chapman
Miguel Chavez
Paul Duran
Fred & Linda Flatt
Ben "Gaby" Gabaldon
Fred Garcia
Joanna Garcia
Josefina Herrera
Jennifer Jenkins
Andy Joseph
Marie Longserre
Fred Lopez
Louis R. Mares
Connie Martinez
Rene Martinez
Sarah Melton
Harold Moya
Robert Padilla
Paul F. Peppard
Greg Reid
Ramon & Hazel Romero
Helga Schimkat
William G. Shrecengost
Gil Tercero
Lorn Tryk
Karen Wening
Don Wiviott
Olivia Tsosie
Tamara Lichtenstein

Master Planning Participants or Contributors

Delores Darnell
Cris Tercero
Marie Tercero
Tamara Lichtenstein
William Mee
Giacomo Zafrano
Lucy Chavez
Hazel Romero
Ramon Romero
Gil Tercero
Jesse Catanach
Mark Gonzales
Margret Ann Brunk
L. Puente
P. Nuanes
L. S. Boles
M/M Carlos Tapia
Robert McAllester
Tom Dominquez
Glen Bogue
Carl Lea
Helen Rodriquez
Jerry Gausson
Carlos Rapio
Sara Melton
Laurie Knight
Nava Ade HA
Town & Country HA
Cheri Dotson
Paige Grant
Nichoe Lichen
Juan Lopez
Antonio Lopez
Alexandra Crocker
Jose J Verela Lopez
Isabel Tafoya
Delores Pacheco
Karyn Stockdale
Brian Drypolcher
Hal Knox
Tony R Garcia

Luisa L Garcia
Eusebio Lopez
Linda MacIntyre
David Coss
Henrietta Tapia
Silvia Ketterman
Larry Warhimer
Lucille Warhimer
Morris Montoya
Ricarda Montoya
Jeff Branch
Don Heimbecker
Giano Zafarano
Joanna M. Garcia
Paul Martinez
Susan Stokes
Jennifer Jenkins
Robert Griego
Joe Dean
William Herrera
Thomas Nino
Karen Fisher
Walt Chapman
Mark Jensen
Pamina Haddock
Dianna Ruth Jones
Joan Shankin
Larry Hudgins
Ed Vasquez
Connie Salazar
Wayne Cox
Hazel Romero
Lino E. Garcia
Lorene Mills
Ted Berridge
Cayse Osterlund
Tom Bond
Laurie Chapman
Patrick Miller
Connie Martinez
Ernest M. T. Trujillo
Mary DiLorenzo
Bill Niblack
Gena Torecelli
Joanna Garcia
Ervin K. Hale
Joy Traxler
Adam Werber
Helen Wunnicke
Harold Moya
L.R. Cortez
Frances Miller
Israel Munoz
Ruben Munoz
Wayne Coe
J.C. Laul
Debra McElroy
Kathy Pitre
Greg Reid
Paul Rose
Connie R. Trujillo
Jack Watson
Theresa Zuments
Richard Galaz
Bill Herrera
Robert Patterson
Rita Uranga
Joe Hernandez
Dave Thomas
Gibo Baca
Hector Gonzales
Miles Martin
Shirley Martin
Tim Sloan
Tom Dominquez
Kathryn Lithgow
Rene Holaday
Jack Kolkmeyer
Richard Meltz
Meg Meltz
Jim Hannan
Margret Ann Brunk
L. Puente
L. S. Boles
Helen Rodriquez
Vista del Prada NA.
Jemez Road South MHP
Dell Weston
William Fields
Walter Gould
Wendy Montoya
Mark Gonzales
Bill Chapman

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Chapter 1
Guiding Principles and Community Vision

Preface

Neighborhood Identity and Local Solutions

"*It's really just about people*," was the response of one workshop participant during an early discussion on neighborhood issues and concerns. It is simply about their views, their concerns, their opinions—it is about their quality of life, as *they* would define it. For the planners who have participated in this process, it has been about listening and trying as best to understand those perspectives…

As the initial public visioning process neared completion, City and County planning staff began grappling with how to proceed with the next phase of the larger planning initiative. There was always one basic question in mind, "How do we begin to translate the principles and future development framework of the *Final Report* into something tangible to the people who live and are vested in the Southwest Area? How do we also encourage future development to create a stronger sense of neighborhood and community identity?" The answer lay in the maps themselves—the map of existing neighborhoods. The Southwest Planning Area is neighborhoods…neighborhoods of many styles, patterns, people, but all with a common vision; a vision of a diverse and unique place that has become the inclusive community that it is.

The planning process that was developed, and its results, is about local solutions. The Southwest Planning Area possesses many unique planning challenges and issues. The neighborhood plans that have been developed by the people who live there, work there, who own land there, have collaborated together to create their own unique solutions to those issues facing their neighborhoods. They worked to form a clear understanding of what exactly is their neighborhood, what makes it special or in some cases, not so special, and what could that neighborhood become in the future utilizing the tools described in the *Southwest Santa Fe City/County Master Planning Initiative Final Report*. The greatest single element of the master plan is not necessarily the outputs; it is the public process itself.

The Southwest Santa Fe Community Area Master Plan is a collection of those neighborhood solutions and an expression of their realized and future identity.

Introduction to the Southwest Santa Fe Community Area Master Plan

The Master Planning Process through Neighborhood Planning

Once City and County planning staff agreed that the approach for developing the master plan would be through neighborhood plans, neighborhood areas needed to be created out of the greater whole. Working with the original members of the Southwest Planning Area Steering Group, City and County staff divided the entire planning area into seven distinct neighborhood-planning areas. These groupings of neighborhoods were derived according to some unifying character, natural feature or relating theme. The areas had to remain geographically small enough to function as a neighborhood unit, but large enough to keep the number of neighborhood areas manageable.

Each neighborhood plan was to be developed within four planning worksessions totaling 28-neighborhood workshops. The process began in June of 2001 and was completed in December of that year.[1] All together, over 50 public participation forums, including meetings, workshops, presentations and public hearings have been conducted since June of 2000, the date the Southwest Area Master Planning Initiative public participation process began. There are also more public forums to follow before the work is complete.

Participation in the neighborhood planning workshops included property owners, neighborhood associations, business interests, and other concerned parties. Over 6,000 notices/agendas were mailed in accordance with County property owner appraisal records in addition to neighborhood associations, steering group members/interested parties and apartment/mobile home park management companies. Participation ranged anywhere from 5 to 40+ people at any given workshop, but the average attendance was usually between 8 and 15 people per meeting. It is estimated that over 140 people participated in the plan development process over the course of seven months.

The workshops[2] were conducted using scenario-building techniques. Workshop #1 focused on defining and understanding what made up their neighborhood; what were the concerns, issues and strengths. Staff also asked the participants what was it that furthered their own quality of life, where did people interact, where were the activity centers or neighborhood cores. The first workshop also served as an opportunity to familiarize the group with the principles and development design elements contained within the *Final Report*.

The second workshop verified the existing land uses. It was important to clearly understand how the land was being used so that a corresponding land use designation was appropriately assigned. Several of the land uses in the Southwest Area were new and unique, so the planning groups worked to define new categories

[1] One final workshop has yet to be completed—the final Agua Fria THC worksession.
[2] The Agua Fria THC did not follow the workshop schedule since their process was unique. See that Chapter 2, Section 7 for more details on their tailored process.

that would accurately describe their properties. The groups also worked to identify development patterns. Areas of differing urban and rural patterns were delineating, including vacant lands.

The third session began the scenario construction process. The focus was to identify areas of potential future development and/or areas that might be considered for rural protection. Participants looked at a variety of choices for neighborhood development pattern areas[3] and selected a series of alternatives that they considered the best future patterns. In several cases, the planning groups actually suggested modified or "interactive" land use control systems that they felt better satisfied the desired goals of the neighborhood.

The last workshop reconstructed the future neighborhood pattern selections from the previous session and then applied future land uses to those areas. In addition, future land uses were either applied to 1) undesignated areas or to 2) reevaluated future designations of the City's General Plan, based on the existing land use patterns and densities derived in Worksession #2. After examining a series of land use scenarios, the group, by consensus, selected the patterns and uses that they felt most accurately expressed their ideals of what their neighborhood should look like in the future.

Once the future land uses were complete, they were then reassembled into a single-composite, future land use plan (see Chapter 3, Section 1). In addition, each neighborhood process has been translated into individual neighborhood plans, making up the most important component of this master plan. Finally, the completed future land use plan allowed the planning and transportation/traffic engineering staff to derive conceptual transportation[4] and pedestrian connections and circulation patterns that would allow future neighborhoods to be connected within and among themselves. Future population, housing units and water demand estimates were also derived based on the future land uses.

To complete the planning process, a draft master plan will be distributed to the neighborhood planning groups at a final workshop (of all the groups together). Suggested modifications will be considered by group consensus and incorporated. The final draft of the master plan will then be circulated for public comment and review. When that process is complete, it is anticipated that formal public consideration will then be conducted[5].

[3] "Future neighborhood pattern models or areas" are the equivalent of "typology areas" as described within the *SW Area Final Report*.
[4] This process does not alter or amend the adopted ARTF Future Roads Plan. Suggested transportation connections are at the collector to local street levels only.
[5] The noted exception to this process is the Cerrillos Road Corridor Plan Area. Because of pending development, the City Council considered and adopted the Cerrillos Road Corridor Plan and corresponding City General Plan amendments in November of 2001. That section has been reincorporated into the larger master plan.

The Community Vision and the Guiding Development Principles

The Southwest Santa Fe City/County Master Planning Initiative Final Report

The Southwest Santa Fe City/County Master Planning Initiative Final Report (May 2001[1]), referred throughout this master plan as the *Final Report*, represents the first of three phases under the Southwest Area Master Planning Initiative[2]. City staff was directed to initiate a public participation process in order to develop a master plan for the Cerrillos and Airport Road area located in the southwest sector of the city. This directive was later expanded to include County participation in developing that process. The original area was also expanded to include a larger section of the extraterritorial zone that would ultimately constitute over 5,100 acres.

The result of the City/County collaboration was development of a public visioning process. The professional services of ACP Visioning, Inc. were employed to design, conduct and communicate a community area vision for Southwest Santa Fe, and then to create a series of corresponding development guidelines that would realize that vision. A detailed public participation process was included as part of that contract, including a series of focus groups, citizen surveys, public workshops and most importantly, creation of an oversight committee referred to as the Southwest Area Steering Group. Under the direction of ACP Visioning, Inc. and the dedication and commitment of the steering group members, the *Final Report* was completed within a seven-month period.

The *Final Report* provides three critical elements on which this master plan is based; the vision, the guiding development principles and building blocks, and the policy framework for future development. Throughout the master planning process, these elements were referenced, emphasized and translated. Their role and importance in development of this plan cannot be understated.

The following sections are highlights (only) taken from key sections of the *Final Report*. Greater detail on each of these sections can be found in Appendix III, the *Final Report*.

The Community Vision

The vision that was developed is a simple one—a vision of “place” that is both beautiful and balanced, that bears strong relation to historic Santa Fe, yet possesses its own distinct style and character. It is a place were streets are safe and comfortable for walking, where public parks become the social nuclei of each neighborhood and where affordability and good quality of life can be offered and enjoyed by all.

There are four basic premises that accompany that vision:

[1] Appendix III. The Final Report was adopted by the Santa Fe City Council on November 28, 2001.
[2] See Appendix II, Resolution 1991-91.

- The neighborhood is and remains the basic building block of the community.

- Complementary to the neighborhoods are mixed-use commercial areas, located within a reasonable walking distance thereof, that provide job opportunities, services and certain amenities to the people who live there.

- Civic spaces are part of each neighborhood and where schools are introduced within these structures whenever possible.

- Great care and consideration are given to the natural features of the area. These features should be integrated and respected in any planning process.

The overall vision reflects a predominance of residential land uses for the area, but where a full accouterment of goods and services compliment the community.

The Development Principles and Building Blocks

Ten development principles were also developed as part of the public participation process. Each represents a basic core value by which the policy framework for future development was constructed. The principles and the building blocks were intended to become the foundation by which future-planning tools would be developed in order to implement the plan. The master planning process has, in fact, been constructed on these basic core values. Because their importance in the process cannot be overstated, they are provided here as a matter of reference. These principles are also cited throughout the document.

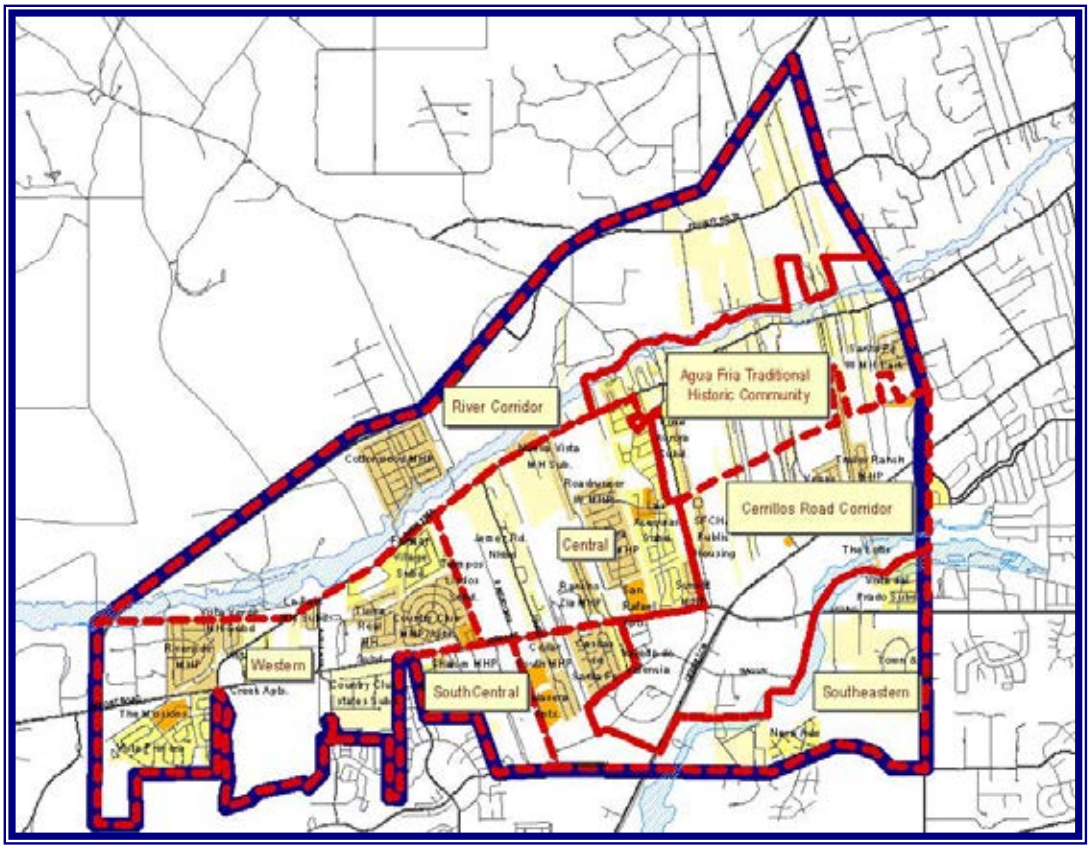
- Principle 1: Neighborhoods in Southwest Santa Fe should be walkable.
- Principle 2: Neighborhoods in Southwest Santa Fe should be connected within and among themselves.
- Principle 3: Neighborhoods in Southwest Santa Fe should include institutional buildings such as schools and churches in their core.
- Principle 4: Neighborhoods in Southwest Santa Fe should have a neighborhood center at their core.
- Principle 5: Neighborhoods in Southwest Santa Fe should have a variety of lot sizes and building styles to allow for economic diversity, affordability and an inclusive community.
- Principle 6: Commercial areas in Southwest Santa Fe should be connected to the surrounding neighborhoods (within an easy walking or driving distance).
- Principle 7: Commercial areas in Southwest Santa Fe should be linked to nearby neighborhoods through intermediate scale buildings such as live/work units.
- Principle 8: Residents of Southwest Santa Fe should be able to safely cross Airport Road at key intersections.
- Principle 9: Areas of Southwest Santa Fe contiguous to the Santa Fe River should be developed with a pattern similar to that of Agua Fria Village.

- Principle 10: The Santa Fe River is an important landmark in Southwest Santa Fe. It should be protected and easements should be created to provide residents with access to the river.

The respective building blocks described under each principle are specific guidelines or action statements necessary to carry out a principle's stated intent. They describe detailed design or planning elements that can be universally applied within the Southwest Area. As with the principles, they have provided the foundation on which many of the land use applications have been built.

The *Final Report* concludes with the policy framework for future development. Three "typology" area frameworks, derived from the principles and building blocks described earlier, are presented as the *future development models* that have been designed specifically for the Southwest Planning Area. Chapter 3 of this master plan has translated and applied those future development models contained within the *Final Report* as future neighborhood pattern areas. These future neighborhood areas are referenced throughout the neighborhood plans. Chapter 4 then provides a detailed description of how each of the these neighborhood pattern models are intended to function.

Chapter 2
Neighborhood Planning Areas



Neighborhood Planning Areas

The seven neighborhood plans contained in Chapter 2 are the “backbone” of the overall master plan. They offer the details and insight into how each neighborhood area views themselves and their potential future identity.

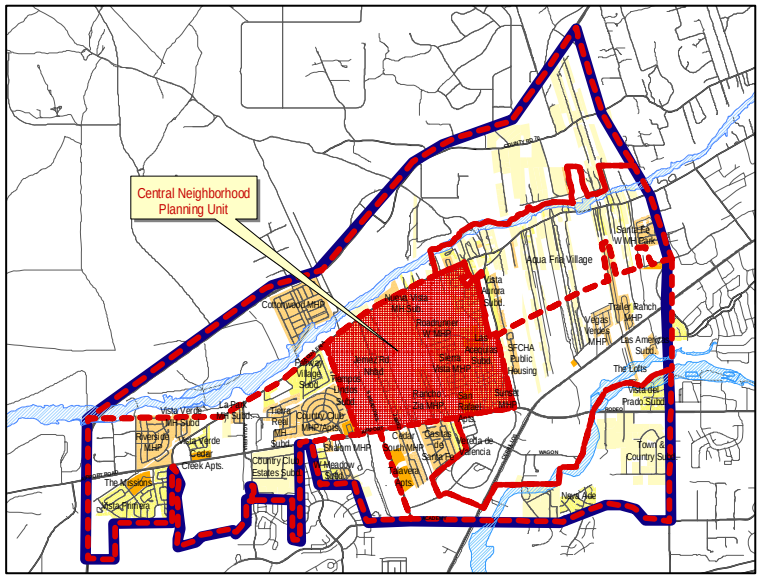
Each plan provides a detailed description of the existing land use conditions and pending development activity. It also describes each planning process and their outcomes, including the application of neighborhood development patterns to vacant lands and the application of future land uses that were intended to create community.

Each planning process was similar, yet each neighborhood plan is unique. All the neighborhood plans complement one another and work within the common thread of the *Final Report*.

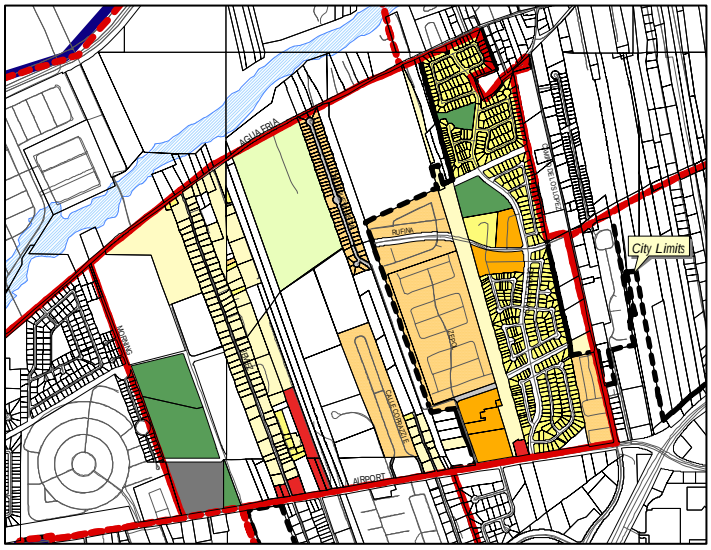
Central Neighborhood Plan Area

Unit Area Description

The Central Neighborhood Plan Area is generally bounded to the north and south by Agua Fria and Airport Roads, and east and west by the Agua Fria THC and those residential subdivisions located along Morning Drive (see Map 2.1.1). The neighborhood area falls within both the City (32%) and EZ (68%) jurisdictions. The area is predominately residential in nature but, consists of both the traditional Agua Fria land patterns (long-lot north/south tracts and the Jemez Road east/west orientation) as well as the more standard suburban model (Las Acequias).

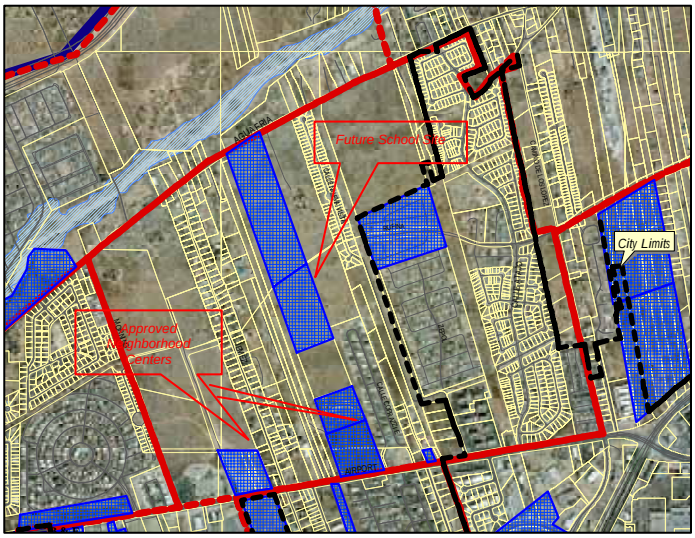

Central Neighborhood Planning Unit
Agua Fria Village
Santa Fe Wild Life Park
Colonias MHP
Vista Verde Subd.
Vista Verde Cedar Creek Apts.
La Rue Mar Subd.
Rivera Del Mar
The Mission
Mission Plaza
Country Club Estates Subd.
Country Club Mhp/Apts.
Bluffs MHP
Meadow Subd.
Cedar Court MHP
Gestia Fe Senior Pl.
Meseta de Valencia
Aspen Apts.
Vegas Verdes MHP
Trailer Ranch MHP
Las Amigos Subd.
The Lofts
Vista del Prado Subd.
Town & Country Subd.
New Age
SFCHA Public Housing
Cata Penca Subd.
Rancho Viejo Subd.
Rancho Viejo Apts.
Rancho Viejo Mhp
Rancho Viejo Subd.
Rancho Viejo Subd.
Rancho Viejo Subd.

In contrast, only 2% of the uses are commercial based. As noted previously, a considerable amount of land remains undeveloped. The Central Area also contains one of the two developed public parks (Las Acequias Park) located within the Southwest Planning Area. In addition, there is also an undeveloped park located in Las Acequias that may be developed at some future date, as well as the recently acquired County open space park referred to as Meadows Field.



Map 2.1.2 Central Area Existing Land Uses

There are several approved development projects (within the EZ) including two neighborhood commercial centers and a future elementary school. These future centers along Airport Road are proposed at the future intersections of the South Meadows extension and for the County Road 62 extension (see Map 2.1.3).



Map 2.1.3. Pending or Approved Development

The area urban forms represent a combination of both the traditional land patterns of Agua Fria and the suburban curvilinear/cul-de-sac style development. Regarding the traditional patterns, both forms of the Agua Fria Model are well represented in the area. The north/south, long-lot patterns make up a portion of the undeveloped lands. Where the long-lot tracts have developed, they have done so in accordance with the traditional linear east/west patterns as typified by the Jemez Road Neighborhood or the Nueva Vista and Tiempos Lindos Mobile Home Subdivisions. The variation between these two patterns are basically density, where the north/south patterns remain at rural density, because the land has not been perpendicularly subdivided. The east/west patterns are typically at a greater urban density due to either repeated lot splits or formal subdivision of land. The east/west patterns, however, are born from the original north/south tracts.

Residential densities also vary with these patterns. For example, the Las Acequias Neighborhood (located within the City) represents a gross residential density of 7.1 du/ac, a typical compact suburban density. In contrast, mobile home parks throughout the Southwest Plan Area, such as the Sunset Mobile Home Park, tend to have a higher

gross density (with a density of 9.3 du/ac). Within the traditional patterns that are commonly located outside the city limits, north/south tracts tend to be less dense--at or less than one du/ac, while the east/west patterns tend to be closer to an urban density of 2.5 du/ac. As an example, the rural residential patterns within the planning area consist of a gross residential density of approximately 0.7 du/ac while the Jemez Road Neighborhood consists of a 2.6 du/ac gross density.

The average density, excluding multi-family, for the Central Plan Area is approximately 5.5 du/ac. Including multi-family uses, the gross density falls closer to 8.4 du/ac.

Activity Centers and Neighborhood Cores

There are no major activity centers located within the neighborhood area, however, the Las Acequias Park has historically functioned as both a local activity center as well as the neighborhood core. As in many of the neighborhood planning units, the area is underserved by local centers. There is potential opportunity, however, to provide future cores through pending institutional uses such as future schools. In addition, the newly-acquired County public open space park (South Meadows Field) has potential as a future community core.

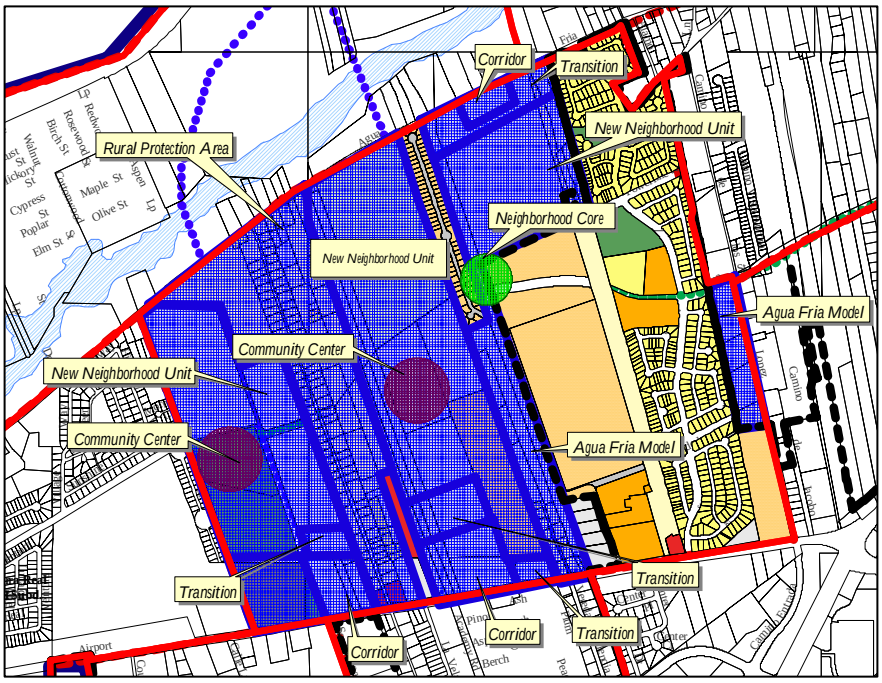
Las Acequias Park

As illustrated in Map 2.1.3, there are current plans to construct a new public elementary school on an 11-acre site at the southern intersection of Rufina Street and the future CR62. *This type of institutional use, centrally located within the community, will provide the kind of community facility that the Final Report references within Principle 3 (page 19) which states that neighborhoods should contain institutional buildings such as schools and churches at their core.* In addition, there is considerable vacant lands surrounding the site, which provide additional opportunities for creating development as envisioned by the *Final Report's* new neighborhood unit concept with the school acting as the neighborhood core.

Proposed Neighborhood Pattern Areas

Because of the substantial amount of vacant lands, the Central Area planning participants have chosen to apply new neighborhood pattern designations to nearly half of the planning area (see Map 2.1.4). *The proximity and tract size of these vacant areas renders this planning unit (out of the seven) with the greatest potential to integrate future neighborhood unit development and new neighborhood cores with existing residential development.*

One of the primary objectives of the Central planning group has been to employ the new neighborhood unit concepts to strengthen neighborhood community identity. *This is to be achieved by fully utilizing the neighborhood pattern models, including neighborhood center or cores, applying a variety of residential densities (to remain in keeping with Principle 5[1]) and tying existing and future commercial development along Airport Road to these new neighborhoods.*[2]



Map 2.1.4. Proposed Neighborhood Pattern Designations for the Central Neighborhood Plan Area

Three new neighborhood units have been designated with related neighborhood cores: 1) the Meadows Field open space/park, 2) the future elementary school and 3) a potential future pocket park that could tie together two existing and two future neighborhoods. Where there is an adequate amount of developable land with a new neighborhood unit, the neighborhood center/core development should follow the *Final Report's* model, including institutional uses with public parks or open space development.

The proposed new neighborhood units have also been related to existing and future commercial along Airport Road (and once instance along Agua Fria Road) by applying an appropriate corridor depth[3] along these arterials. In all instances, intermediate uses

[1] Principle 5 of the *Final Report* states that "neighborhoods…should have a variety of lot sizes and building styles to allow for economic diversity, affordability and an inclusive community".

[2] This follows Principles 6 and 7, which state that commercial areas…"should be connected to the surrounding neighborhoods" and "should be linked to nearby neighborhoods through intermediate scaled buildings such as live/work units".

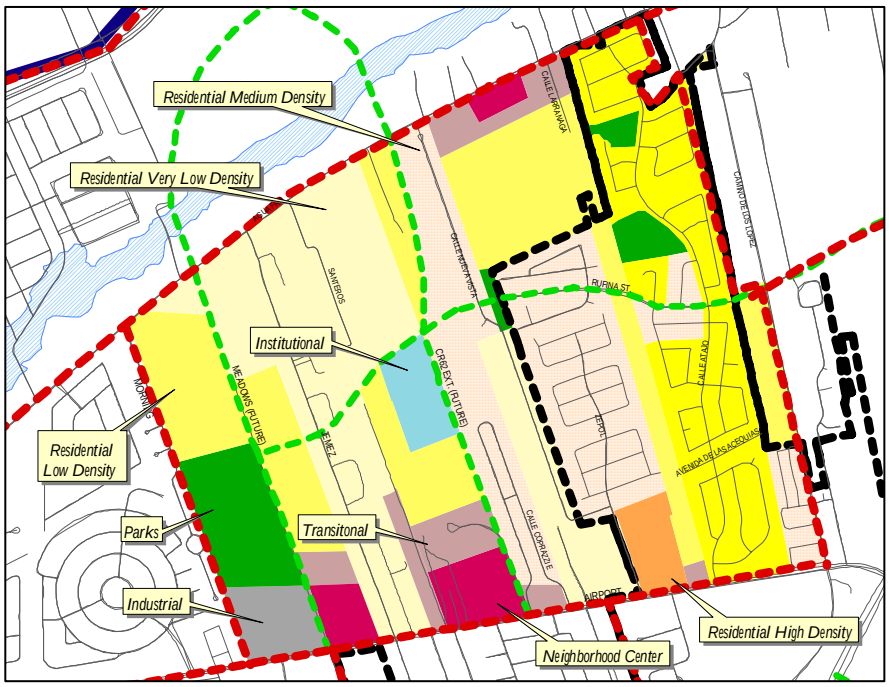
[3] As mentioned in the neighborhood pattern model section of the master plan, an appropriate corridor depth along Airport Rd. would allow for the types of uses and building scale for neighborhood-oriented commercial only. For Agua Fria Road, the uses and scale should be even further reduced as would be appropriate for a minor two-lane arterial and to be in keeping with the existing patterns.

introduced through transitional areas have been created as a "step back" from commercial to the adjacent residential areas to be in keeping with the neighborhood pattern design.

Lastly, two of three "traditional" pattern areas has been designated as the Agua Fria model and the other area, the Jemez Road Neighborhood, is designated as Rural Protection in order to preserve the character and forms. The Agua Fria Model area that fronts Airport Road is only partially built out[4], and the planning participants considered that the area should be encouraged to continue in its original urban form. This would allow for continued pattern diversity as well as respecting the original urban forms. For those tracts with direct access to Airport Road, some increase in residential density may be considered on a case-by-case basis, however, the proposed patterns should be in keeping with traditional development patterns and remain harmonious with any adjacent residential uses or patterns.

Future Land Uses

The derivation of future land uses (see Map 2.1.5) that is being proposed by the Central Area planning group 1) generally respects the existing land uses, 2) integrates the neighborhood pattern models, and incorporates approved future development for the area.



Map 2.1.5. Proposed Future Land Uses for the Central Neighborhood Plan Area

As formerly noted, the area offers considerable potential for creating new neighborhood unit development. *It has been the desire of the planning group to make every attempt to meet the principles of the Final Report, and have suggested a broad range of residential*

[4] As opposed to the Jemez Road area, which is virtually built out.

densities for these areas in an effort to promote diversity, housing affordability and further community identity. When housing type and style were discussed, the group expressed a strong interest in varying the housing styles as well. There was a strong preference, however, for ownership-based, "stick built" residential housing that would be more in keeping with the City's Housing Opportunity Program on affordability[5]. There seemed to also be a general acceptance of continued densities at or near the Las Acequias for the new neighborhood units (6-7 du/ac.), however, there was a preference for some housing pattern diversity, such as compound or clustered development, or a mixing of housing types.

The planning group also was generally open to the introduction of neighborhood-serving commercial, provided that it was restricted in size, location, uses and scale. Several of the participants agreed that such uses as "sit-down" restaurants, medical or professional offices, small/local retailers, or small grocery would be appropriate, however, they would need to be at a neighborhood scale and of a pedestrian orientation (in contrast to automobile-oriented retail/services such as a "fast-food restaurant" or gas station/convenience store). The group also has applied several transitional designations to areas where commercial has been suggested, in order to encourage compatibility and relationship where there is both existing and future residential areas. Smaller transition areas have also been suggested to those areas where legal, non-conforming commercial areas currently exist, so that if in the future they chose to expand, they would be considered a redevelopment site and would be required to meet the principles and guidelines for commercial redevelopment within the Final Report.

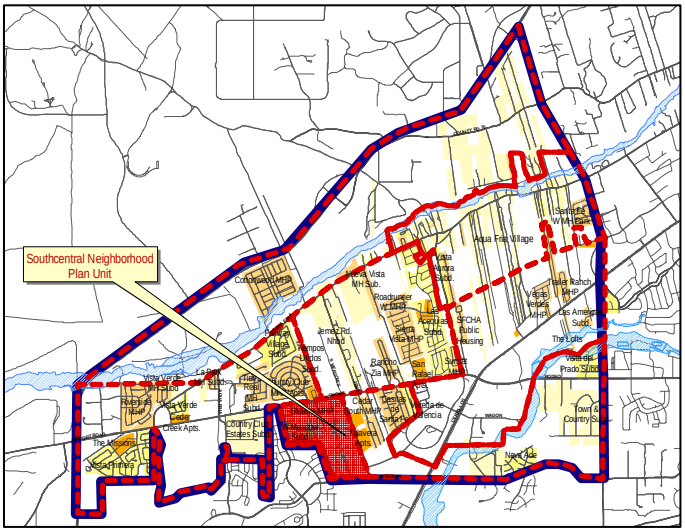
Regarding future connections, attempt should be made to connect existing neighborhoods, through the extension of local streets or through pedestrian trails. Local street connections may be restricted in such a way (see Chapter 3, Section 3, Connections and Circulation) as to merely connect one neighborhood to another, in an effort to discourage potential "cut-through" traffic. Pedestrian connections, however, should be created to unify entire neighborhood planning areas, connect local activity centers and neighborhood cores and provide access to public places such as a future River Trail.

[5] At the time of this writing, the City currently is the only jurisdiction with an adopted housing affordability program. The County/EZA, however, are now in the process of considering a similar housing affordability program.

Southcentral Neighborhood Plan Area

Unit Area Description

The Southeastern Neighborhood Plan Area is located generally north and east of Tierra Contenta, and is bounded by Airport Road and South Meadows Drive (see Map 2.2.1). In area, it is the smallest of the seven planning units. The plan area can generally be described as an "eclectic" assembly of uses, patterns, and densities. The area form is more the absence of any defining urban pattern, but with several distinguishing land use characteristics. Many of the property owners generally regard their area as a collection of mixed-uses ranging from agriculture, to art and crafts, to institutional, industrial and residential. There are also several instances of live/work type uses occurring in the area. The high proportion of institutional uses and live/work scenarios dominate the neighborhood area.



Map 2.2.1. Southcentral Neighborhood Planning Area

The area consists of approximately 162 acres whereby 25 acres (15%) are currently within the city limits. Approximately 28% of the area remains vacant---all of which is located within the EZ. Based on the number of recent applications for development review and approval by the governing body[1] (see Map 2.2.3), the area appears to be under increasing development pressure (within the EZ).

.

Existing Land Uses and Urban Forms

The existing land uses for the neighborhood area are illustrated in Table 2.2.1 below. As noted, greater than a quarter of the area remains undeveloped. In addition, the area has the highest overall percentage of institutional uses. Institutional uses include schools (Sweeney Elementary, Ortiz Middle School and a charter school) several churches and a semi-private rehabilitation center.

Probably the most unique feature of the area is the number of rural, live/work scenarios that occur within the area. *Several of the planning participants that are also property*

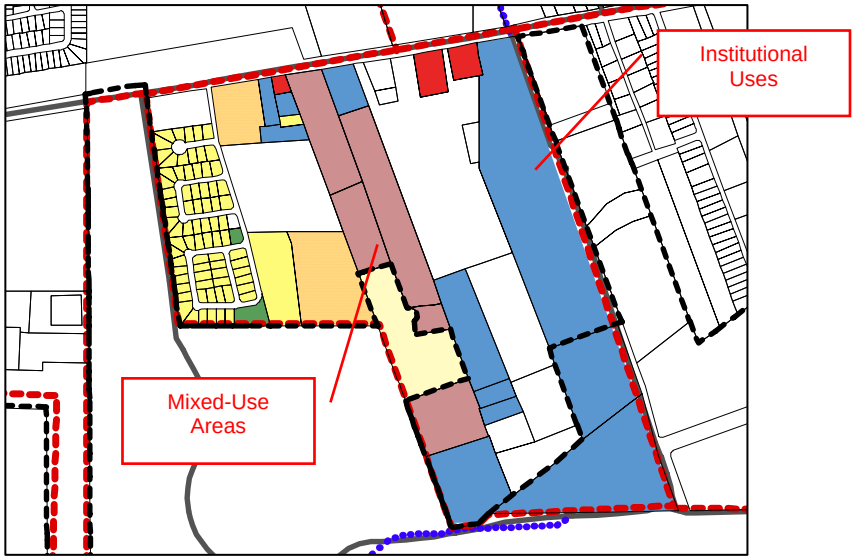
[1] The governing body referenced here is the Extraterritorial Zoning Authority. The current trend for requests for development approval are for projects at urban densities with city services without corresponding request for annexation. One such request is being processed through the creation of a project-specific "urban boundary" joint powers agreement in order to extend city services and build at otherwise urban densities without obligation of annexation into the City.

owners/residents in the area strongly associate themselves with rural/agricultural lifestyles where they live and work within their respective properties. The uses range

Existing Land Uses	*Total Acreage*	*% of Total*
Undeveloped	44.9	28%
Residential Very Low Density	6.9	4%
Residential Low Density	15.6	10%
Residential Medium Density	9.5	6%
Park	0.9	1%
Institutional	52.6	33%
Commercial	2.6	2%
Mixed Use	20.2	13%
ROW/Other	8.4	5%
Total	**161.7**	**100%**

Table *2.3.1. Existing Land Uses for the Southcentral Neighborhood Planning Area*

from animal_husbandry and agriculture to woodworking and milling to artistic metal stamping and bronzing. Although the urban forms are not necessarily in keeping with the historic Agua Fria models, the rural land practices tend to reflect the more traditional uses of the land. These live/work, or mixed-use, scenarios constitute approximately 13% of the area (see Map 2.3.2). Commercial land uses constitute only 2% of the planning area. In contrast, 20% of the planning unit is comprised of developed residential. There are only 2 small private park areas within the unit, however, the area terrain is dominated by a natural drainage feature that meanders through the heart of the area. The small arroyo traverses between the two schools southwesterly to eventually tie to the larger Tierra Contenta arroyo network. Several participants felt that the arroyo, although it remained in private ownership, was the neighborhood's actual "activity" space since there were no public access areas or connections.[2]

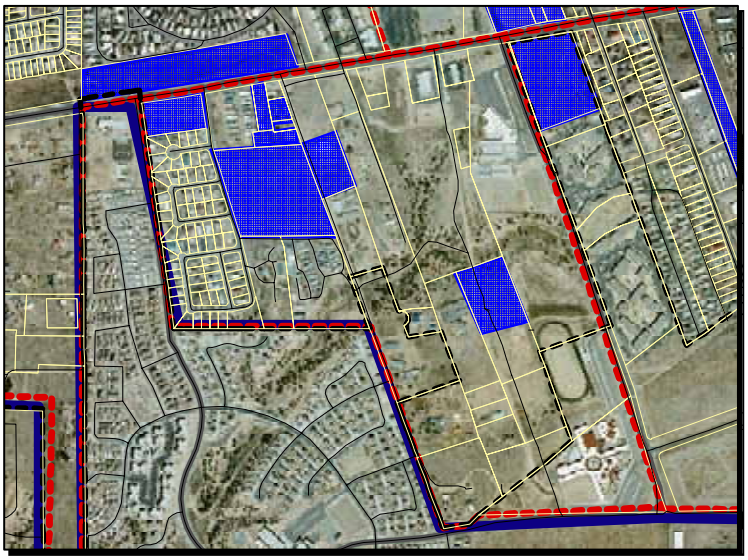


Map 2.2.2. Southcentral Area Existing Land Uses

Residential densities vary from Medium Density Residential within the mobile home parks (averaging 6-8 du/ac) to very low-density residential for the rural residential tracts.

[2] There were concerns, however, that there was increasing use of the arroyo as a public pedestrian path and with it an increase in crime and degradation of the natural feature. The group felt that the increase in use was due mostly to the increasing number of school children "cutting through" from Tierra Contenta to the schools.

The average density for the developed residential areas is approximately 6.1 du/ac. The prevalent residential housing types within the area are the mobile home subdivision or park and live/work scenarios with one residence-one business. As previously noted, there is no clear, definable *urban* development pattern within the neighborhood area. The area has continued, for the most part, to remain semi-rural or predominately institutional.



Map 2.2.3. Approved or Pending Area Development

Activity Centers and Neighborhood Cores

Another unique characteristic of the Southcentral Neighborhood Plan Area is the high number of community activity centers versus the lack of neighborhood cores. In several of the other planning areas, there has tended to be few or no activity centers, with several neighborhood cores (namely private parks). In this area, the opposite trend holds true.

The three schools and churches provide for a variety of public community places. In contrast, the continued rural character of the planning area has not created a need or the opportunity for neighborhood core[3] development or formalized pedestrian connections within the unit. *However, as development occurs within the planning unit, the introduction of a neighborhood core, including a developed public park, with possible pedestrian connections along the natural drainage feature should be incorporated as part of any future development.*

Proposed Neighborhood Pattern Areas

The neighborhood pattern areas that have been created by the planning group represent a combined hybrid of a mixed-use scenario and the new neighborhood unit development (see Map 2.2.4). The participant's primary objective was to apply a development pattern that was consistent with their own neighborhood vision—an eclectic range of styles,

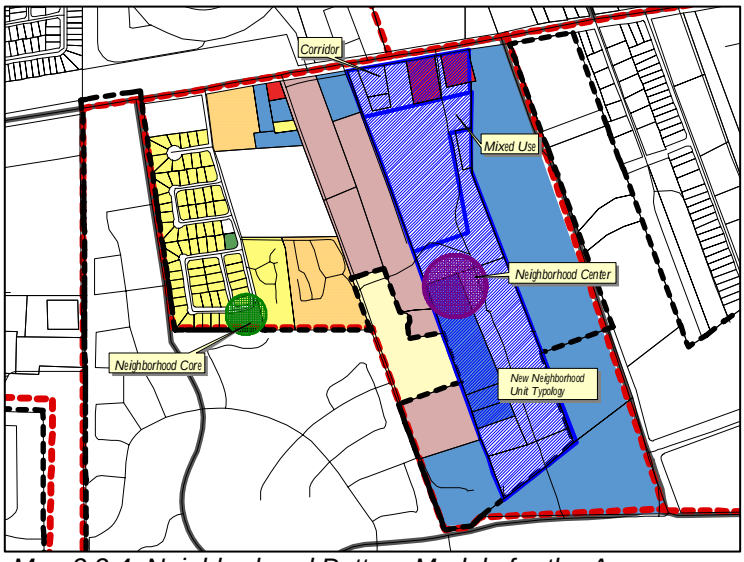
[3] The single exception is the open space/drainage area within the West Meadows MHP.

uses, and patterns that promote live/work and semi-rural or agricultural development patterns.[4]

The planning group has applied (and extended) a corridor area designation to the developing commercial area along Airport Road. It is intended to be at a continued neighborhood scale (see corridor descriptions--Chapter 3.2). The group then applied an expanded transitional area from the corridor along Lucia Lane to a proposed neighborhood center located in proximity to the area's natural drainage feature. The design of this area is intended to be in keeping with a mixed-use development scenario, including residential/non-residential uses that is in keeping with the adjacent mixed uses. The mixed-use area is considered large enough to be able to accommodate a mixed-use type project in lieu of smaller-scaled, "single-use" transitional development.

Example of the one of the arts & craft studio uses

Finally, the planning group has applied a new neighborhood unit model to the remaining vacant lands (including the RAP center and the "temporary" church facility that is adjacent to the south). *The group's principle objective was to design a land use system based on similar compatibility and reduced impacts[5] to the adjacent uses—i.e., future mixed-use adjacent to the area of existing live/work and future residential adjacent to existing schools.*



Map 2.2.4. Neighborhood Pattern Models for the Area

Future Land Uses

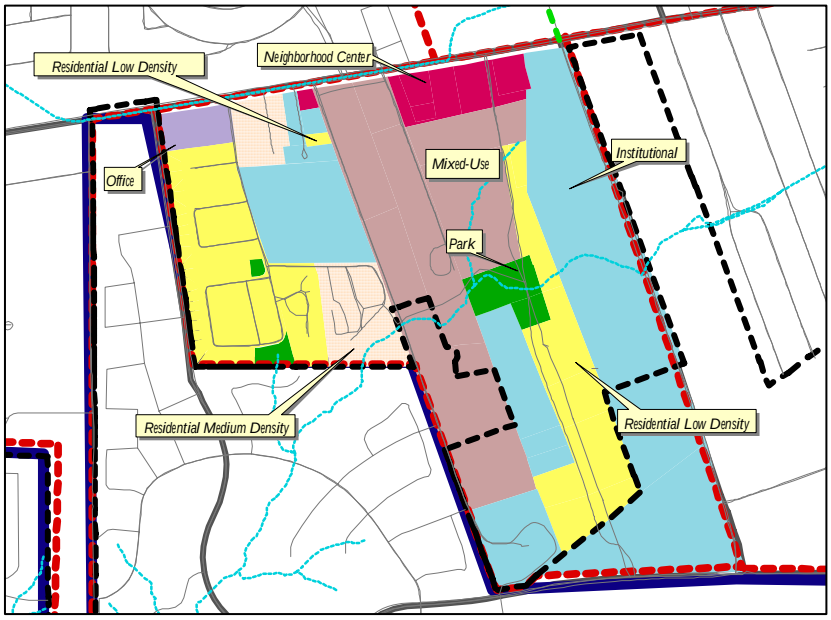
The proposed future land uses that were derived through the neighborhood workshop

[4] Throughout the planning workshops, the planning participants expressed a strong desire to create a minimum lot size requirement of 6,000 square feet in order to respect the existing character of the area. This should be taken into consideration as development occurs. The participants were not, however, interested in applying rural protection areas in order to meet that objective.

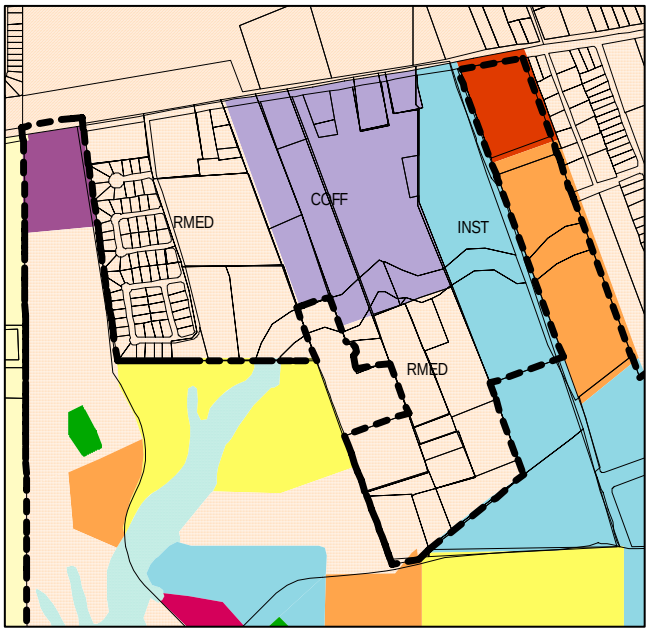
[5] There was expressed concern regarding continued negative impacts related to growth and the overcrowding of the adjacent schools. In an effort to reduce further impact to neighboring schools, the group chose to divide future designations between mixed-use and a new neighborhood unit.

process reflect the intent to create a land use system of mixed uses that are compatible with the present land patterns within the area (see Map 2.2.5). Again, there is a strong emphasis on furthering live/work opportunity within the area and maintaining, to some degree, the kind of semi-rural/agricultural flavor that defines the neighborhood unit.

The City's General Plan currently designates future land uses for the neighborhood area (see Map 2.2.6). The changes being proposed more closely align future land use to the



Map 2.2.5. Proposed Future Land Uses for the Southcentral Neighborhood Plan Area



Map 2.2.6. Current City GP Future Land Uses Designations

existing underlying land uses and applicable zoning, as well as promoting the collective neighborhood vision for their area. The intent is to encourage a wider variety of uses and styles within the neighborhood though incorporation of the mixed-use designation.

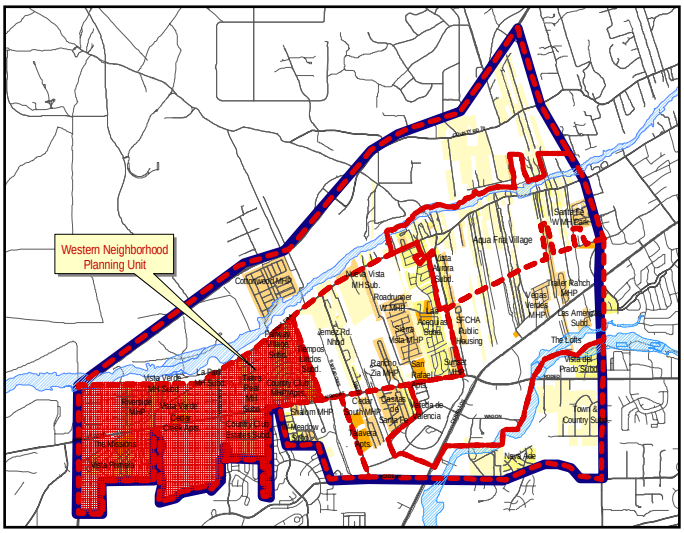
With regard to live/work, the appropriateness of what constitutes the work component should be evaluated on a case-by-case basis for the more intense uses. Where industrial-type uses are being proposed, there should be considerable evaluation performed based on measurable performance standard criteria such as noise, vibration, odor emission, environmental concerns, light degradation, etc…. In addition, appropriate use intensity should be considered in relation to the surrounding existing or proposed future uses. Where an industrial or some types of agricultural uses are being considered, there should be an adequate separation of adjoining uses and additional buffering to any adjacent residential properties in order to minimize or negate any potential impacts. *Uses of any substantial intensity should only be considered where it could clearly be demonstrated that controls such as adequate buffering, additional separation measures, and performance standard criteria have been incorporated and satisfied.* Expansion of any existing use should be required to meet these same types of standards as well.

For the new neighborhood unit area, the proposed residential density for the area falls within the 3-7 du/ac. range. More importantly, the planning group has requested that individual lost sizes not be less than 6,000 square feet (more in keeping with the suburban patterns of the 1960-early 80's—such as the La Resolana or the Casa Solana neighborhoods). Densities within Santa Fe neighborhoods with 6,000 square foot acre lots typically fall within the 4-5 du/ac. range. Theoretically, the new neighborhood unit model design standards could still be met, however, varying the lot sizes for greater housing variety may prove difficult under this scenario.

Western Neighborhood Plan Area

Unit Area Description

The Western Area Neighborhood planning unit is generally considered to be the most urbanized of the extraterritorial planning areas. It generally lies north of the Tierra Contenta development, is bordered by Agua Fria Road/Santa Fe River to the north, NM 599 to the west and encompasses nearly 50% of the north and south properties that bound Airport Road within the SW planning area (see Map 2.3.1). In addition, the Western Plan Area is one of two areas that fall within both the two- and five-mile extraterritorial zones.



Map 2.3.1. Western Neighborhood Plan Area

The plan unit is comprised of roughly 870 acres. Within the area, approximately 101 acres, or 11% (excluding the Highway Corridor critical setback area), remain vacant, developable land. Of that percentage, approximately 30 acres is currently under development or has received some level of project approval[1] for future development. Therefore, roughly 71 acres, or 8% of the total unit, remains as undeveloped, uncommitted acreage.

Existing Land Uses and Urban Forms

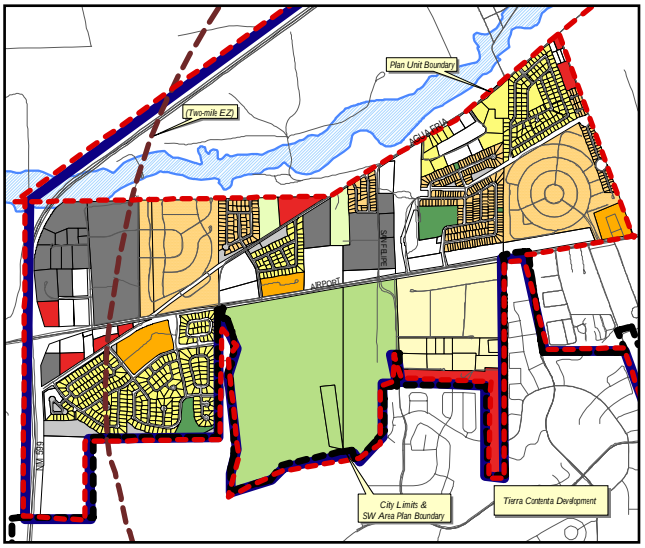
The existing land uses within the planning unit represent a broad spectrum of uses (Table 2.3.1.) as well as patterns and densities. The range of land uses vary in intensity

Land Use Category	Total Acreage	% of Total
Undeveloped/Vacant	101.4	12%
Rural Residential	10.3	1%
Residential Very Low Density	63.3	7%
Residential Low Density	102.5	12%
Residential Medium Density	149.5	17%
Residential High Density	21.1	2%
Park	11.4	1%
Recreational	164.4	19%
Commercial	33.3	4%
Industrial	89.0	10%
Easement/ROW/Other	122.1	14%
Total	***868.2***	***100%***

Table 2.3.1. Existing Land Use Summary

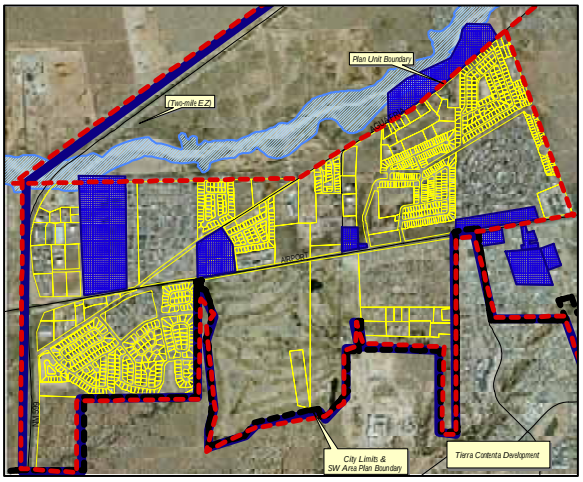
[1] The various projects have received some level of approval (i.e. Master Plan, Development Plan, etc…) through the EZA.

from industrial park development to rural density residential. Of the developed acreage (excluding right-of-way and other infrastructure-related uses), approximately 46% of the total acreage are residential uses (Map 2.3.2). In contrast, 16% of the existing uses are commercial/industrial-based with a primary orientation toward the Santa Fe Municipal Airport as well as accessibility to NM599. The planning area also includes several private neighborhood parks as well as the Santa Fe Country Club recreational facility. In general, the planning area is principally residential, but also includes an array of accompanying existing commercial, industrial and private recreational uses.



Map 2.3.2. Western Plan Area Existing Land Uses

As previously noted, the plan unit area is also one of the most "urbanized" neighborhood units, both with respect to the range of uses, the level of urban services[2],as well as the urban density and form. The Western Area represents a kind of planning paradigm, in so far as the area does not lie within the corporate city limits, but has and continues to develop at what is clearly urban densities. For example, the largest single residential percentile (see Table 2.3.1.) is represented by the Medium Density Residential land use classification ranging from 7-12 du/ac. In addition, the summation of the urban residential density classifications, including low density residential (4-7 du/ac.) and high-density residential (12-29 du/ac), comprise nearly 79% of the total residential acreage. This level of intensity for residential development is more typically found within a municipal setting or service boundary.



Map 2.3.3. Approved Future Development

The dominant area urban form is characteristic of suburban style development with curvilinear and cul-de-sac land patterns. The suburban form is in keeping with the primary development period as well as the levels of urban services that are currently being provided to the area. With respect to non-residential land patterns, development has tended to be less structured in form—more in keeping with an "urban fringe" development pattern, particularly in the industrial areas. It is also a common pattern for intense industrial uses to be located adjacent to residential neighborhoods without adequate buffering, separation, or other methods for providing

[2] Based on the data and mapping contained within the *SW Plan Area Existing Conditions Report*, July 2000.

protection to residential areas.[3]

Based on recent development approvals (See map 2.3.3), there appears to be a shift in pattern towards more community/neighborhood-based commercial development (fronting Airport Road) that is more typical of a suburban-like setting. Given the intensity of urban residential uses for the area, the expansion of neighborhood-serving commercial (retail and office) would be considered appropriate and desirable, however, the type and scale of those uses should be compatible with the neighborhoods for which they serve.

Activity Centers and Neighborhood Cores

The Western Neighborhood Planning Area contains one large community activity center—the Santa Fe Country Club. It offers a variety of recreational opportunities, including golf, tennis and private dining. It is, however, a semi-private recreational center that is fee-based for golf and tennis, and restricted to private membership for other country club activities.

With respect to local neighborhood centers or cores, the area is proportionately undeserved given the degree of urban residential development for the planning unit. In addition, there are few local connections, neither streets nor pedestrian paths or sidewalks, which unify or tie neighborhoods together. There are no public parks or institutional facilities, including churches or schools, located within the planning unit. There are, however, several relatively small private parks that are intended to serve individual neighborhoods exclusively (limited public access). These include two developed private parks that serve the Vista Primera and Fairway Village neighborhoods and one undeveloped and one developed "tot lot" park that serve the Tierra Real Mobile Home Park. The absence of defining public spaces and connections between neighborhoods is one of the key planning issues raised during neighborhood workshops.

Private park at the Vista Primera Subdivision

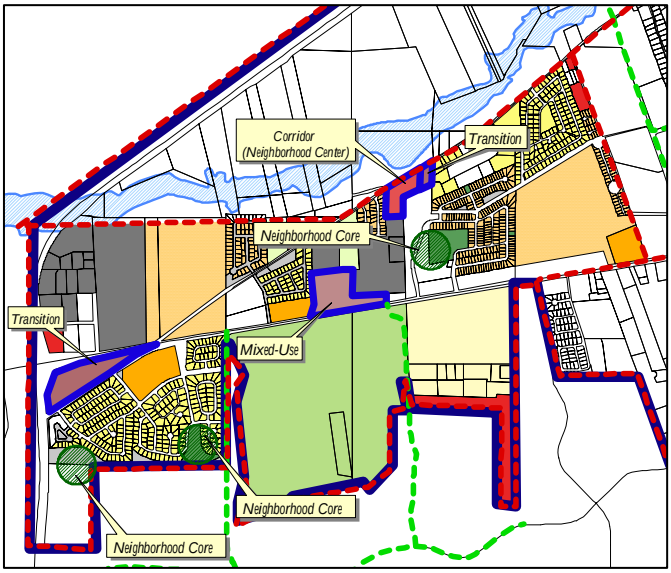
Proposed Neighborhood Patterns

Since the neighborhood planning area is nearing build out, there are only several largely undeveloped land segments[4] that would be considered "eligible" for new neighborhood pattern designations. At the conclusion of the scenario construction workshop (third out of the four meetings), the planning participants opted for a combination of applications

[3] This is one of the primary planning issues and/or concerns raised during the neighborhood workshop series for the area. Other concerns included lack of public spaces/centers and connections; rapid, unplanned development and associated traffic; and airport noise and encroachment.

[4] This generally excludes those vacant tracts with current master plan approvals or partially built out subdivisions.

(see Map 2.3.4) as well as more conventional land use applications for future development.



Map 2.3.4. Proposed Neighborhood Pattern Areas

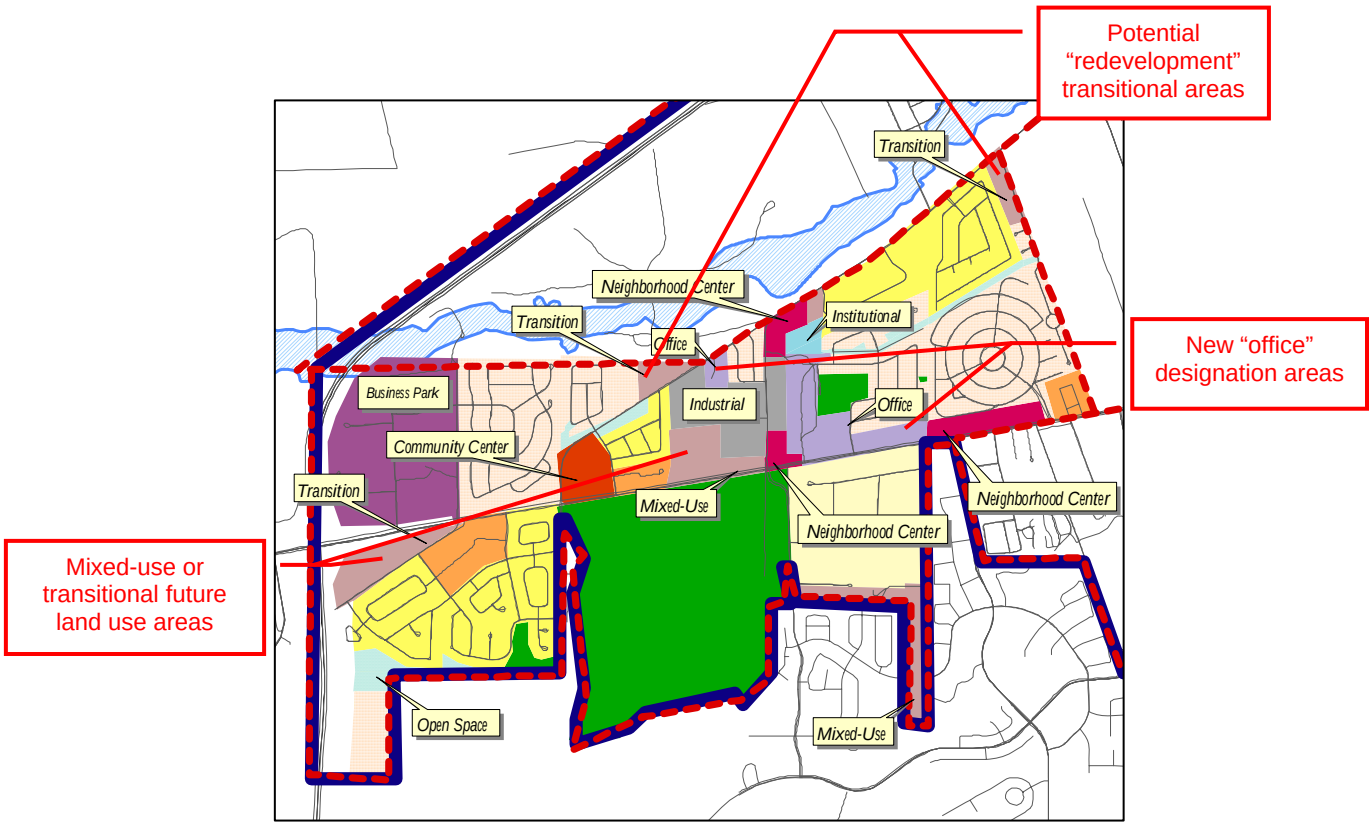
The planning participants have applied three [modified] new pattern areas as illustrated in Map 2.3.4 (areas in blue outline) and identified three existing/future neighborhood cores. The first pattern area, intersecting Agua Fria and San Felipe Roads, is defined by a neighborhood (retail center) corridor area wrapping the intersection with added transitional buffering to the adjacent residential. The second area is a kind of modified new neighborhood pattern defined as a single-project mixed-use area along Airport Road. The participants have used a mixed-use designation rather than the corridor and transition relationship since the majority of the adjacent existing land uses are industrial. This would allow for greater flexibility in design and an opportunity to incorporate both residential and non-residential uses within a master-planned setting. The third new pattern area, located between the Vista Primera subdivision and Airport Road, is shown as a transitional designation in order to encourage future transitional uses and buffering between the industrial use intensity to the north to the existing residential to the south.

The neighborhood pattern areas also include three neighborhood cores. The core located north of Airport Road (Tierra Real MHP) is currently an undeveloped park that could be developed and expanded into a neighborhood park that could unify future development to the south and west with the existing residential neighborhoods. The second neighborhood core designation merely validates the current functioning of the existing Vista Primera Park as a neighborhood core.[5] Finally, a third neighborhood core is recommended south of Vista Primera to, again, unify future development of the southern tract along NM599 to existing residential.

Future Land Uses

The proposed future land uses are generally a reflection of the underlying existing uses as well as an expanded set of future land uses applied to undeveloped areas (see Map 2.3.5). Of the seven planning areas, the Western Area incorporates the broadest arrangement of future land uses, including the introduction of future office, institutional, business park and community and neighborhood retail centers. The proposed future land uses generally offer the greatest variety and balance of land uses within a single planning area. With the exception of the Cerrillos Road Corridor Plan Area, it is also the most urbanized of the seven planning units.

[5] If annexation of this area occurs, it may be warranted to consider dedication of the park to the City for use as a public park. This would allow for greater public access to the park while shifting the ongoing responsibility for operation of maintenance of the facility to the City's Parks and Recreational Department.



Map 2.3.5 Proposed Future Land Uses for the Western Planning Area

The primary objective for the Western Area planning participants has been to incorporate future infill development of intermediary-type uses between the intense existing industrial and the residential areas, while recognizing that future development would most likely continue at an urban scale. Because of the strategic location of several of the remaining vacant tracts, there have been several opportunities to apply this strategy. The first application is through the introduction of office uses to vacant lands situated between industrial and residential areas (see Map 2.3.5--areas identified as red notations). The second application is the introduction of transitional and/or mixed-use designations that would encourage more creative and flexible design opportunities, while promoting protection to adjacent residential areas. Lastly, the planning participants have designated the potential redevelopment commercial[6] areas as future transitional areas so as to encourage greater compatibility with existing surrounding uses should redevelopment occur.

The planning area includes three proposed commercial areas with previous master plan approval along Airport Road—one community commercial center and two neighborhood centers. The community commercial, shown at the intersection of Airport and Agua Fria Roads is the only community commercial designated within the Airport Road Corridor. It is also expected that a community grocery center is to be located at this site. Although these areas are not shown as neighborhood pattern designations since they have

[6] These are areas generally described as legal, non-conforming commercial uses within the EZ that are likely to redevelop over time with the extension of urban services or as the area further develops at urban densities.

existing master plan approval, *every attempt should be made to design the final development plans to be in accordance with the development guidelines of the Final Report*. This would also include incorporating within the site itself, some level of buffering and transition to the adjacent existing neighborhoods, much as redevelopment areas along Cerrillos Road would be required to do. This is critical since these sites are relatively small or narrow and abut existing residential neighborhoods which could potentially impact surrounding residential if they were built without sensitive design. All three centers should remain at a neighborhood scale and orientation.

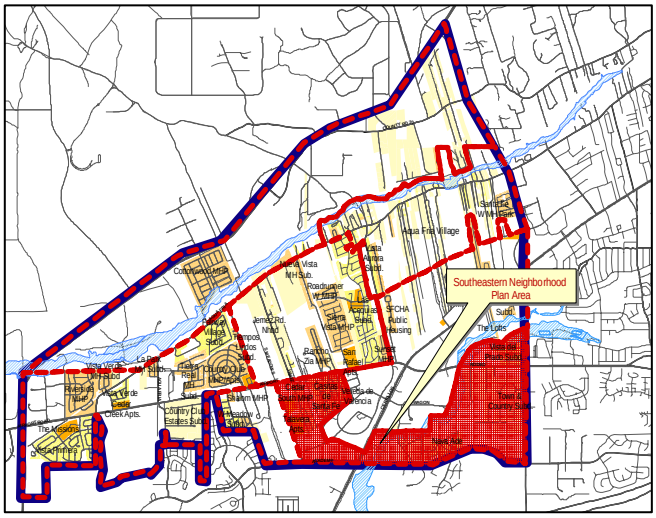
It should also be noted that the most western boundary (area outside of the two-mile EZ boundary) of this neighborhood planning area also lies within the Airport Development District planning boundary. Throughout the workshops for this unit, every attempt has been made to validate and recognize both concurrent-planning processes, so that the final outputs of these plans remain generally consistent with one another[7].

[7] It was generally accepted that the Western Area planning participants would have the primary voice on the "triangle area" adjacent to Vista Primera, while this process would defer to the Airport Development District for guidance on the industrial area north of Airport road within the concurrent planning boundaries.

Southeastern Neighborhood Plan Area

Unit Area Description

The Southeastern Neighborhood Plan Area is located south of the Arroyo de los Chamisos, crossing Cerrillos Road to the south and wrapping the Cerrillos Road Corridor Plan Area up to Airport Road (see map 2.4.1). The area includes such developments as the Nava Ade, Vereda de Valencia and the Town and Country subdivisions. Approximately 302 acres, or 49%, of the plan area is currently within the City limits. Nearly a quarter of the area remains undeveloped, but with pending or approved future development status.



Map 2.4.1. Southeastern Neighborhood Planning Area

The neighborhood area represents a very broad spectrum of development patterns and types. This is a fairly common pattern for urban fringe areas where development has occurred randomly. Much of the pattern for this area has not solely been influenced by jurisdiction, but often more by the provision of city water service. Again, this is a typical pattern through the Southwest Area where services have been extended without subsequent annexation. In contrast, subdivisions such as Town and County that continue to rely on water wells and septic tanks, have for the most part, maintained their exurban or semi-rural characteristics. These “pocket” areas within the neighborhood unit often abut or are surrounded by the City.

Existing Land Uses and Urban Forms

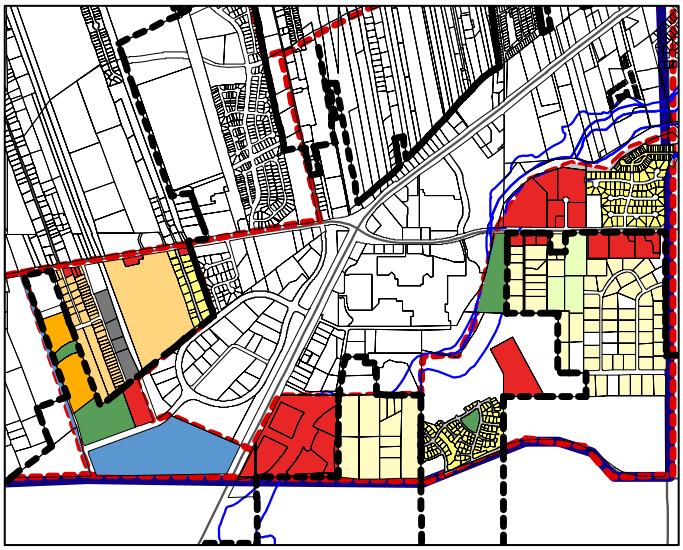
The existing land uses for the Southeastern Planning Area are illustrated in Table 2.4.1.

Existing Land Uses	*Total Acreage*	*% of Total*
Undeveloped	151.8	24%
Rural Residence	13.3	2%
Residential Very Low Density	118.7	19%
Residential Low Density	48.9	8%
Residential Medium Density	59.2	10%
Residential High Density	13.5	2%
Park	25.2	4%
Institutional	39.8	6%
Commercial	93.1	15%
Industrial	8.1	1%
Easement/ROW/Other	49.1	8%
Totals	**620.7**	**100%**

Table 2.4.1. Existing Land Use Summary

The plan unit represents a dichotomy of urban, suburban and exurban forms. Of the 302 acres within the City, nearly 130 acres, or 43%, is attributable to commercial or institutional/public uses (see Map 2.4.2). The remaining residential areas (within the City) occur at densities ranging from 3.1 to 12.9 du/ac.

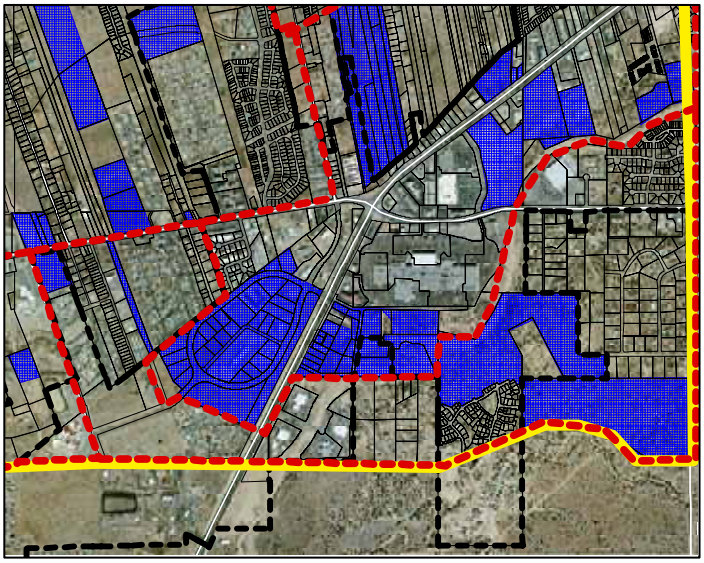
Development patterns and uses outside the City on the east side of Cerrillos Road are predominately exurban residential areas at or near gross densities of one (1) du/ac. The exception occurs south of Rodeo Road where the fronting residential properties have transitioned to lower intensity commercial (i.e., office and restaurant uses). The residential structures themselves remain intact while the uses have transitioned. This type of adaptive conversion has proved relatively successful in so far as the scale and building types remain connected to the adjacent neighborhood, but allowed the uses to appropriately adapt in response changes in demand for services. North of Rodeo Road, however, the uses are clearly urban, including regional retail and single-family residential (Vista del Prado) at a density of 4 du/ac.



Map 2.4.2. Southeastern Area Existing Land Uses

West of Cerrillos Road, the land use patterns more closely mirror similar Airport Road patterns within the EZ jurisdiction. The area contains a broad range of use intensities, including retail, industrial, and mobile home parks and subdivisions at an average density of 7.2 du/ac.

Although the area remains 24% vacant, the majority of those vacant lands have pending or approved development applications (see Map 2.4.3). Therefore, those tracts remaining vacant or undeveloped can generally be considered infill development.



Map 2.4.3. Pending or Approved Development

Activity Centers and Neighborhood Cores

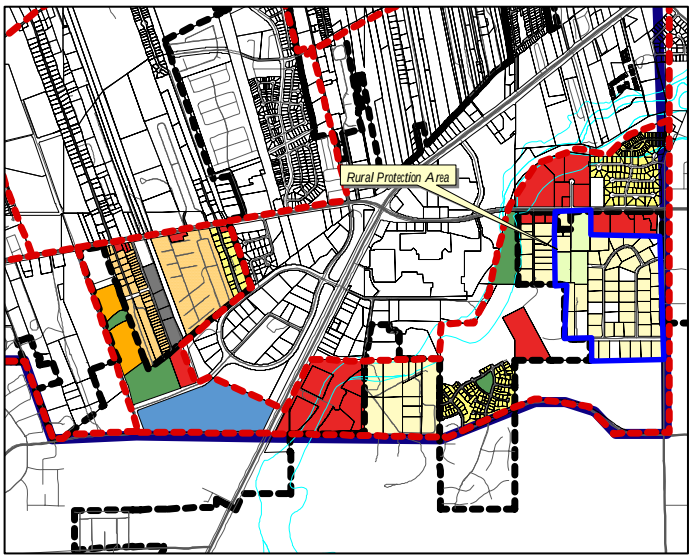
The Southeastern Neighborhood Plan Area includes two activity centers and two neighborhood cores within the residential areas. The first area activity center is the Arroyo de los Chamisos itself. One of the City/County's three major urban trails runs along the southern bank of the arroyo up to Rodeo Road. The trail currently serves as the Southwest Area's only major developed pedestrian connection. Completion of the trail (see Chapter 4, Section 3 – Connections and Circulation) will ultimately connect and unify developments along the arroyo within the Southwest Area. The second activity center, Villa Linda Park, is also situated along the northern bank of the arroyo. This community park is located adjacent to the mall and is heavily used for area community soccer activity.

Villa Linda Park

Two neighborhood parks currently function as limited neighborhood cores, including the developed Nava Ade pocket park and the dedicated open space within The Meadows Apartment Complex. There is also approval for a developed neighborhood center within the Nava Ade Master Plan[1]. The area can generally be considered as undeserved by community space or neighborhood centers. As future development occurs, the development of neighborhood cores should be included as part of a master plan review in order to encourage more active space within neighborhood development.

Proposed Neighborhood Pattern Areas

Since most of the Southeastern Area is either currently developed (Map 2.4.4) or subject to various master plan approvals, there was only limited opportunity for applying development typologies to vacant lands.[2] However, the participants chose to apply a rural protection area to the Town and Country sub-



Map 2.4.4. Neighborhood Pattern Designations for the Area

[1] Development of this center should be encouraged to do so in keeping with the guiding principles of the Final Report. The center has the potential of providing an important unifying element to both Nava Ade as well as to the area as a whole and should be encouraged to develop as a neighborhood-oriented, service-related facility.

[2] The exception was the vacant lands south of the Town and Country subdivision. Since that land is currently being considered for development as part of the Los Soleras project, the planning participants chose to defer to that public review process via Early Neighborhood Notification (ENN) review.

division and adjacent parcels as a matter of policy.

The intent was to declare and protect the semi-rural nature of the area both in how the land continues to be used as well as the development pattern. The group, particularly those from the subject area, expressed a strong desire to maintain their semi-rural/agricultural lifestyle, irrespective of jurisdiction. The planning participants felt that the declaration of a rural protection area would most effectively convey this desire within the planning process[3].

Future Land Uses

The City's General Plan currently provides future land use designations for this area (see Map 2.4.6). Map 2.4.5 illustrates the proposed changes to the current Future Land Use Map to more appropriately reflect the current and desired future uses for the neighborhood area. As in several of the other planning areas, most of the proposed changes to the current General Plan's Future Land Use designations are based on the underlying existing uses or, proposed changes that would effectively reduce the intensity of commercial to a more appropriate neighborhood scale or to be more in keeping with the intent of the Airport and Rodeo Road Corridors. Most of the proposed changes are intended to bring the Future Land Use Map in keeping with the way the land is actually being used and is expected to continue being used.[4]

Several of the commercial designations shown on the current Future Land Use Map indicate Community Commercial areas both within neighborhoods themselves as well as within the Airport and Rodeo Road Corridor areas. Since the intent of both of these corridors is to limit commercial intensity to neighborhood orientation, both in range of uses as well as scale (see Chapter 3, Section 2, Corridor Areas), the areas shown as "Community Commercial" are suggested for redesignation to "Neighborhood Center". This would also include the commercial node for the Nava Ade subdivision[5]. This is also intended to further the purpose intent of the PRC zoning relative to Nava Ade. The variation to this is within the Rodeo Road corridor, where there was an even stronger expressed interest to further restrict commercial uses to "Office" as a buffer to existing residential. Since there are currently a wide range of commercial uses near the Rodeo Road area, "Office" was suggested an alternative to retail centers.

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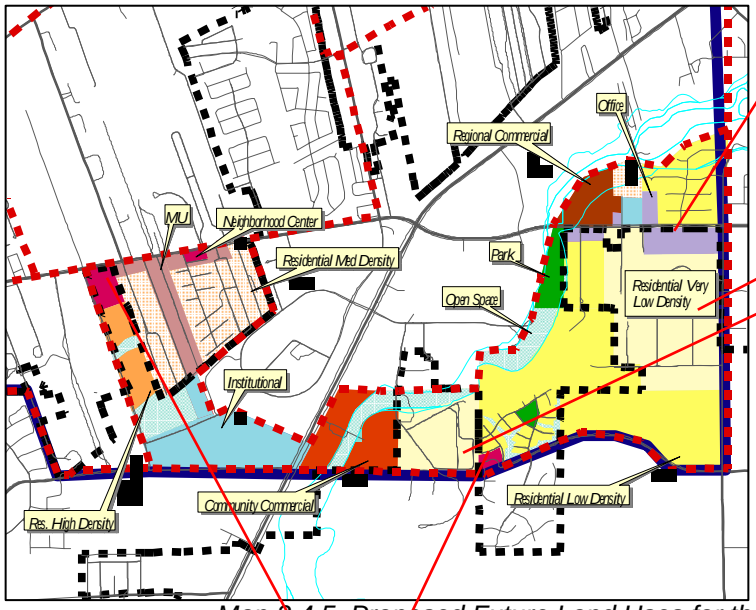
[3] One of the primary concerns for the group was the effect of annexation on their land and the manner in which it is used. There was concerns regarding continuation of private wells and septic systems as well as the ability to maintain livestock, particularly horses, on the property should the area be annexed by the City. This is the primary motivation for a rural protection designation by the group. The rural protection area and redesignation from Low- to Very Low Density Residential is also in keeping with the private land covenants for Town and Country (according to a realtor who owns property within that neighborhood). Although the City does not enforce private land use controls, it can be a restricting factor to future densification of land as long as they remain in effect.

[4] For those areas where the residential use intensities are being reduced, there remains a possibility that in future years, the land ownership may so dramatically change that there may become a renewed interest in subdividing the land on an individual basis. If there is general consensus among the neighborhood to change the existing character of the area, then it may be appropriate to reestablish greater densities. For the purposes of this exercise, however, there was expressed interest among the participants to change the densities to better reflect the current neighborhood buildouts.

[5] The developers of Nava Ade are currently seeking a revision to their master plan to eliminate the neighborhood commercial center and redesignate the tract to residential. Should the request be approved, it will effectively supercede this proposed revision.

The proposed uses west of Cerrillos Road are, again, intended to align the future and existing uses. A recently approved live/work, mixed use project is reflected by the mixed-use/transitional designation as well as the introduction of a transitional buffer to the existing neighborhood center. The residential densities remain unchanged for this part of the neighborhood area.

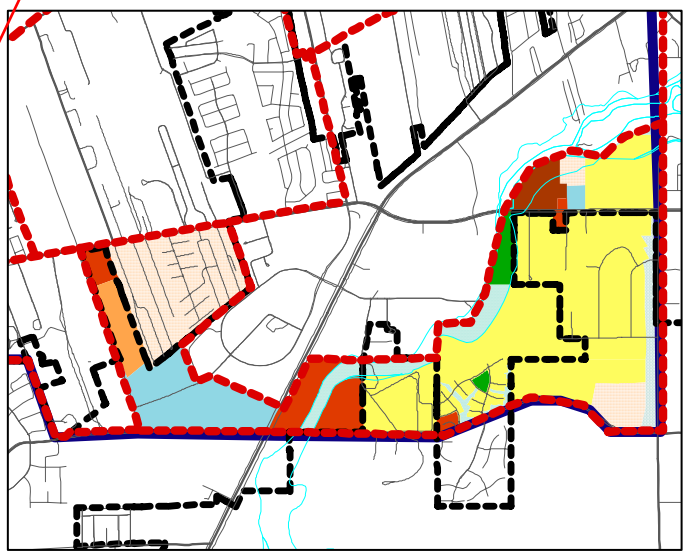


Redesignation to Office to reflect the current uses or intensity of uses

Redesignation to match the existing residential patterns

Map 2.4.5. Proposed Future Land Uses for the Southeastern Plan Area Map

Reduction of commercial intensity from Community Commercial to Neighborhood Center to reflect to Airport and Rodeo Road Corridors and neighborhood orientation



2.4.6. Current GP Future Land Uses for the area

In summary, the majority of recommended changes to the current City General Plan future land uses reflect the existing land uses as they are today and/or an expressed interest on the part of the planning group to continue those uses into the foreseeable

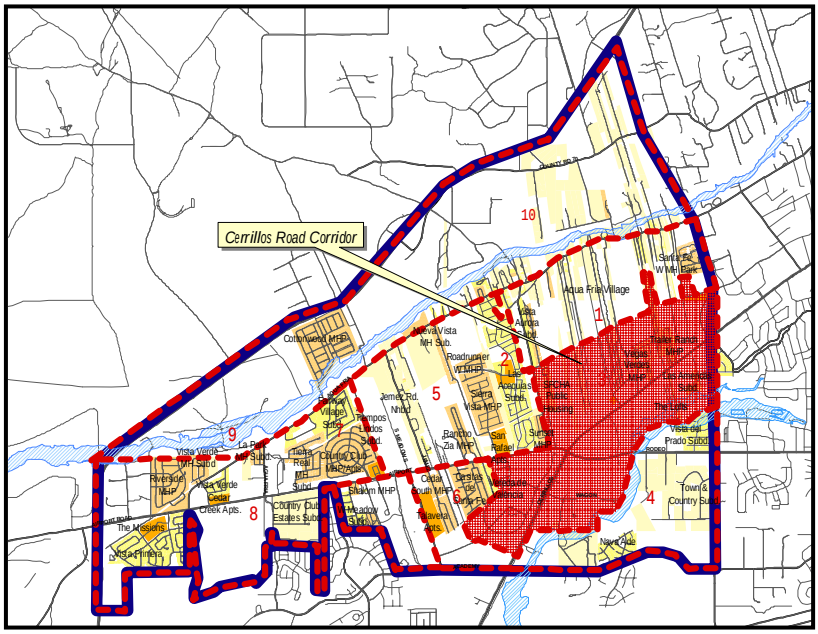
future.[6] They also incorporate recent development approvals to vacant lands, otherwise, the future land use designations remain unchanged.

[6] The proposed redesignation from low to very low density residential of the two existing neighborhoods is being suggested in response to the desires of the residents and property owners of those areas. As property ownership changes hands in the future, there may be a desire to further densify or redevelop those areas. Should that occur at some later time, it may be appropriate to revisit the designations, but only if there is consensus among the neighborhoods as a whole. Future land use plans are always intended to be living document that can adapt over time to changing social and economic conditions. This would hold true for the City's General Plan as well.

Cerrillos Road Corridor Plan Area[1]

Unit Area Description

The Cerrillos Road Corridor neighborhood planning area (Map 2.5.1) is generally comprised of those tracts of land fronting onto or having access from Cerrillos Road and are located south of Rufina Street and north of the Arroyo de los Chamisos. The area consists of approximately 860 acres of which 240 acres, or roughly 28%, currently fall outside of the city limits. In addition, nearly 358 acres, or 42%, located within the area remain undeveloped. Of that acreage, approximately 71% of undeveloped lands fall outside of the City boundary, with the majority falling between the Agua Fria THC and the city limits. There are six urban area neighborhoods within the area, in addition to the traditional, rural land holdings of the Agua Fria Village area.



Map 2.5.1. Cerrillos Road Corridor Neighborhood Unit

Existing Land Uses and Urban Forms

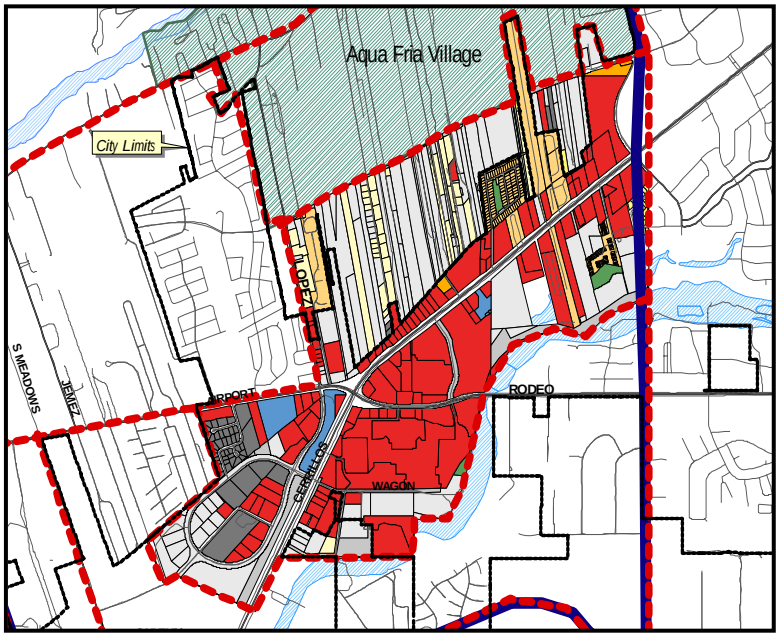
The commercial and industrial land uses (see Table 2.5.1) are the predominant land

Current Land Use	*Total Acres*	*% of Total*
Commercial	277.7	32%
Industrial	37.7	4%
Easement/ROW	44.1	5%
Institutional	15.5	2%
Mixed Use	8.1	1%
Park	5.8	1%
Residential	112.6	13%
Undeveloped	358.3	42%
Total Acreage	**859.8**	**100%**

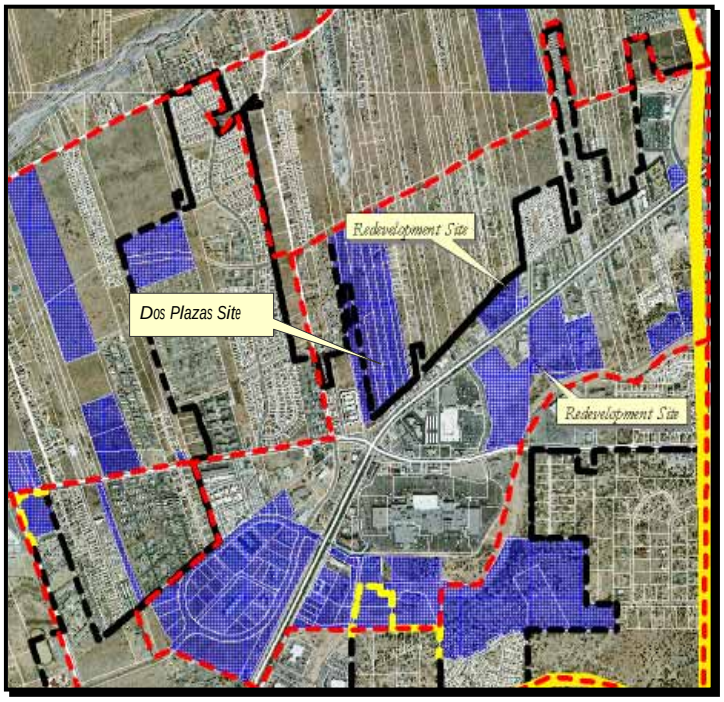
Table 2.5.1. Existing Land Use Summary

[1] This section, as well as Chapter 3, Section 3, was adopted by the Santa Fe City Council in November, 2001 as independent plans. Some of the language has been modified in order to accommodate re-incorporation into the master plan, however, there has been no substantive revision to either section.

use feature of the corridor. Within this corridor are several large-scale retail centers and business parks including the Villa Linda Mall, the Santa Fe Plaza Shopping Centers I & II, Home Depot and the Valdes Economic Development Park Center. The area contains much of the regional commercial square footage that currently is serving northern New Mexico. Map 2.5.1 illustrates the existing land uses within the planning area. There also exists the smaller, (and often older) local retail establishments within this section of the corridor, many of them located on the north side of Cerrillos Road. There has recently been an increase in redevelopment activity occurring along this particular section of the corridor. This redevelopment trend indicates that the area is continuing to shift from small local retail to that of greater use intensity as well as an increase in building scale and footprint as indicated by recent City general plan amendments/rezoning requests and development plan submittals [see pending future development--Map 2.5.3].



Map 2.5.2. Cerrillos Road Corridor Existing Land Use Patterns



Map 2.5.3. Pending Applications for Future Development

Residential areas vary greatly in type, pattern and density. With the exception of the long-lot, traditional patterns of Agua Fria to the north, the two principal types of existing residential are the higher density, attached single-family and mobile home parks. The neighboring residential areas, both in and out the SW Planning Area boundary, quickly "step back" in density to a more typical [City] single-family residential pattern at 5 dwelling units per acre (du/ac). Existing gross density range from 14.5 du/ac. within Las Americas

subdivision to the more traditional land patterns at an average of 3.3 du/acre. The average gross density for the area falls around 8.4 du/ac. This is comparable to a City General Plan future land use classification of Residential Medium Density (7-12 du/ac.) Densities on the southern side of Cerrillos are slightly higher than on the north. This is consistent with the expected densities that would typically occur in an urban versus rural setting.

Urban forms and land patterns, again, vary greatly within the area. There remains a strong presence within the corridor, predominantly outside the city boundary, where the rural, long-lot traditional Agua Fria pattern continue in their original form. In contrast, there is also dominating intense urbanization both within City commercial and residential areas, that often located coincidental to the organic, rural forms. *These variations in patterns illustrate, most prevalently within this plan area than any of the other six, the intensity of competing market forces between traditional, rural forms and urbanization*. In recent years, there has been increasing development pressure to consolidate and develop the remaining rural tracts at urban densities and intensity (i.e., the Dos Plazas development project, e.g.—See Map 2.5.3.) The master planning initiative for the Southwest Area was prompted, in part, as a direct response to these issues (see Appendix I, City of Santa Fe Resolution 1999-91).

Activity Centers and Neighborhood Cores

Community Activity Centers and Neighborhood Cores/Centers can be described as those public places where people congregate for social, educational, religious or recreational participation or interaction. An activity center would typically serve a larger population and geographical area where more intense and diverse activities would be common. (A fellow planner lightheartedly described activity centers as a "place where people hang out!") Neighborhood cores, in contrast, tend to be smaller in scale with a greater neighborhood focus and with a heightened emphasis on institutional spaces such as schools, churches and parks.

Villa Linda Mall

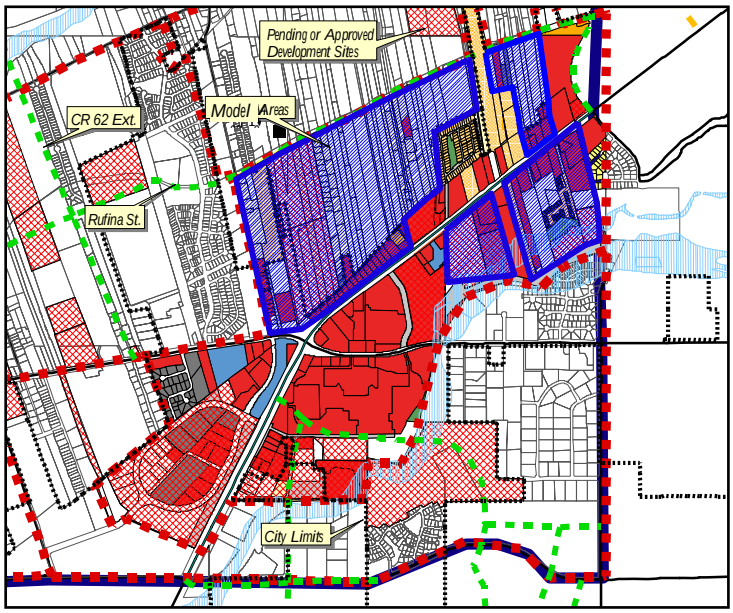
The largest community activity center for the area is Villa Linda Mall. The center encourages and accommodates a large assembly of people and a variety of activities not for only the planning unit, but for the Santa Fe region in general. In many of the neighborhood workshops, Villa Linda Mall was identified as the primary activity center for the Southwest Area. Other activity centers include the Villa Linda Community Park (soccer field and tot lot), and the Arroyo de los Chamisos Urban Trail. *Although there are several activity centers currently serving the unit, there*

continues to be added overall need for community and/or regional parkland since the area is highly urbanized and underserved.[2]

Neighborhood cores within the area are typically in the form of private open space or parkland. For example, the Las Americas subdivision contains a privately owned greenbelt park as does the Vegas Verdes Mobile Home Park. Since much of the gross residential area within the unit remains rural, there are only a few existing neighborhood cores. *As new neighborhood areas develop within the corridor, it is recommended that new neighborhood cores*[3] *be incorporated with the development since the area is currently underserved by neighborhood public spaces and institutional uses (currently only 3% of the total land uses for the unit).* The size of a new neighborhood unit area (and proximity to other similar uses or services) would dictate the types and intensity of uses appropriate for each development (see reference to neighborhood pattern models below) within a neighborhood center. In all cases, however, a neighborhood core should be included as part of the neighborhood development.

Proposed Neighborhood Pattern Areas

As previously noted, nearly 42% of the planning area remains vacant or undeveloped. In addition, there are also areas within the unit that are likely to redevelop[4]. One of the principle tasks of the neighborhood workshops was to



Map 2.5.4. Cerrillos Road Corridor Proposed Neighborhood Pattern Applications

[1] Based on the findings/deficiency analysis contained in the *City of Santa Fe Parks, Open Space, Trails and Recreation Master Plan (2001)* as well as the *SW Area Existing Conditions Report*.
[2] Principle 4 (page 19) of the *Final Report* calls for every neighborhood to have a neighborhood center at their core.
[3] This premise is based on the current development activity or as an expressed interest by the property owners to redevelop their lands.

identity and define the areas where neighborhood pattern models[5] can best be applied and in what form and type. (Neighborhood pattern areas are typically applied to vacant, developable land or to those areas of traditional rural or vacant lands where there is a strong public interest or need for conservation or preservation*.) Since it is likely that redevelopment will occur along Cerrillos Road over time, it is recommended that the corridor area design guidelines be applied to any site that redevelops[6] in order to be in keeping with the overall vision and guiding principles of the Final Report.* Although the redevelopment sites are not specifically identified as future neighborhood pattern areas, they should be treated as such when redevelopment occurs.

The neighborhood pattern areas that have been identified and created by the workshop participants (see Map 2.5.4) are intended to work as single, unified components. In other words, the neighborhood pattern areas are meant to function in a perpendicular fashion to Cerrillos Road as integrated, single projects rather than parallel to the arterial as separate, individual corridors. This means that within a neighborhood pattern designation, there will exist a corridor area, transitional area and new neighborhood unit model within each project. These Cerrillos Road model areas were designed and developed to allow for greater flexibility in design, transfer of use intensities between and within the elements themselves and, most importantly, to require full integration (of the three elements) within each proposed development.

Future Land Uses

Once the future neighborhood pattern areas were defined, future land uses were then developed. There were several planning and regulatory tools used to create future land uses: 1) existing land uses, 2) future land uses as designated within the City General Plan 3) the adopted future roads network, 4) current City and/or EZ zoning, and 5) most importantly, the *Final Report*. Designation of future land uses occurred in a two-step process; the first was to verify the existing land uses for an area against the General Plan future land use designations and, secondly, to apply new future land uses within the proposed neighborhood pattern areas that "fit" the intended desire for future development patterns.

The first step was fairly straightforward—it was essentially a measure of consistency. This would be consistency between existing uses, the zoning applied and the expected future use. As a result of this process, there were only recommended minor adjustments to the current City General Plan. These adjustments included reclassifying some of the most intense retail from community commercial to regional commercial (see Maps 2.5.5 and 2.5.6—Recommended Changes to the Future Land Use Map). Several of the fairly recent retail centers have evolved into a more regionally-based retail provider. This has occurred, in part, due to the expanding markets that are derived as more single-use retail establishments come on line within a given center (i.e. economies of agglomeration). The Santa Fe Plazas I & II represent a new generation of shopping mall, where single-use retailers are

[4] Neighborhood pattern models in this example are meant to include the original *Final Report's* New Development, Corridor and Rural Protection Areas.
[5] Building block three in Principle 6 (page 26) calls for a redevelopment strategy along Cerrillos Road whereby redevelopment should follow the principles expressed in the *Final Report*.

choosing to co-locate for the purpose of capturing larger markets. The recommended changes reflect that new trend. The change would not affect the current zoning—it would only provide a more accurate description of the current uses.

The second step involved translating the guiding development principles and building blocks of the *Final Report* into land use applications. So within the neighborhood pattern areas proposed, the workshop participants collaboratively developed and applied appropriate future uses that were in keeping with the *Final Report*. This meant 1) defining where corridor areas were to be applied or in some cases expanded, 2) where new neighborhood units were appropriate and most likely to occur, 3) where the traditional land patterns were most likely to remain intact, and 4) integrating transitional buffering areas between the corridor and existing or future residential.

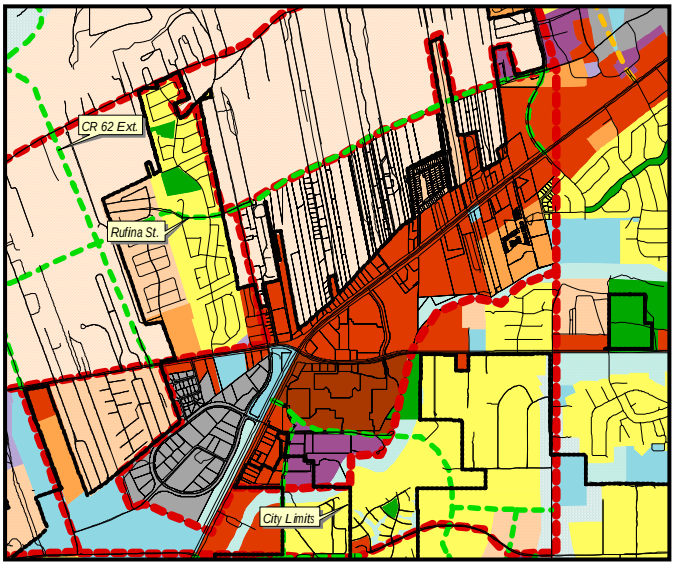
For the neighborhood pattern areas on the north side of Cerrillos Road, several design scenarios for corridor depths were tested. It was the consensus of the planning group to start with an initial corridor depth of 700 feet (as measured from the road centerline). This was based on current zoning patterns and generally reflects the 600 feet as delineated and described in the General Plan as the Cerrillos Road Redevelopment Corridor. Then, a fairly deep "two-tiered" transitional zone of 900 feet would be applied. These would include a Transitional #1 zone of approximately 450 feet that would require some reduction in use intensity, building height and scale to the corridor. Transitional #2 then would require an even further reduction in intensity, height and scale as to be compatible to adjacent residential areas. A new neighborhood unit would then be applied to the remaining neighborhood pattern area. In contrast, areas where the traditional patterns for existing residential were likely to remain, the Agua Fria model designation was used instead of the new neighborhood model. A Transition #2 area was then applied between the residential and existing commercial[7]. (See Map 2.5.7--Future Land Uses and Neighborhood Pattern Areas.)

The planning group wanted to then incorporate planning techniques that would allow for greater design flexibility and innovative development while ensuring residential compatibility. They recommended a system of "use intensity transfer" that would allow use intensity transfers on a <u>limited basis</u> between the Corridor and Transition #1 areas, and the Transition #1 and Transitional #2. The idea was that some "net" use intensity would be achieved within an entire development project, but there would be some degree of flexibility in how that net was to be achieved. *In all cases, however, the degree of use intensity would always be dependent on either the existing infrastructure carrying capacity (emphasizing roads and utilities) or the ability to provide additional capacity as required in order to adequately serve the project. If carrying capacities for anticipated loads could not be met, then the project would not be considered appropriate.*

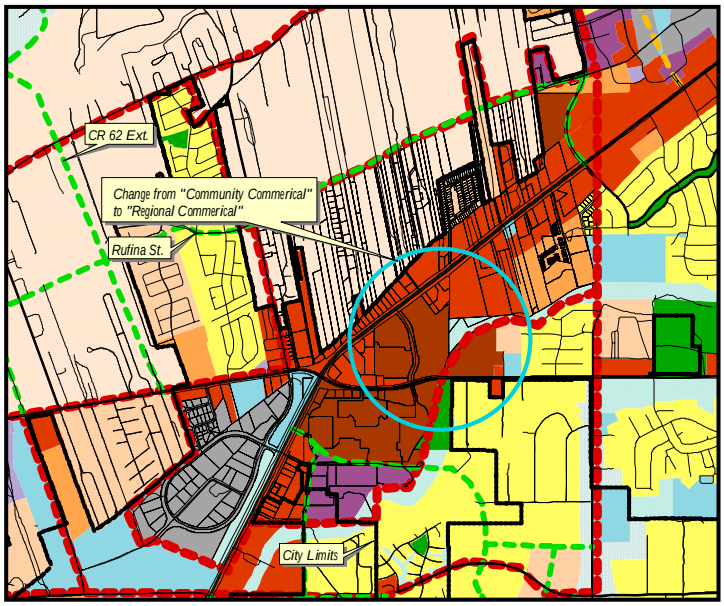
For the purposes of illustrating how a use intensity transfer[8] might be applied, the following scenario is described. A developer may chose to expand a corridor-type

[7] In areas where existing commercial abuts existing residential and in development scenarios where commercial redevelopment occurs, the new commercial development would be required to provide a transitional buffering within the redevelopment area.
[8] This is for illustration purposes only and is not intended to imply an appropriate application.

use by 50 feet into the Transitional #1 area, generating an additional 1,000 ADT (average daily trips) of traffic generation that is within the acceptable range of existing infrastructure capacity. This would require an offsetting reduction of intensity within the Transition #2 area, such as an increase in dedicated open space, to maintain the net use intensity as well as a transfer of 50 feet from Transition #1 to Transition #2 (Under this scenario, the Transition #1 area has effectively been



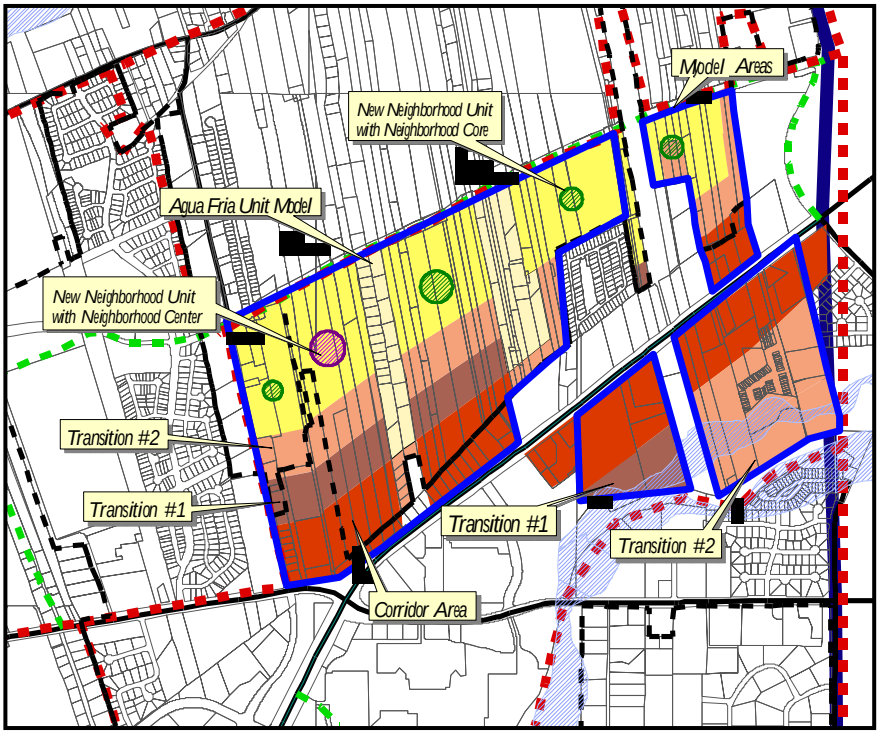
Map 2.5.5. Current General Plan Future Land Uses



Map 2.5.6. Proposed Changes to the General Plan within the City Limits (Excluding the Neighborhood Pattern Area Changes)

reduced by 100 feet). This would create a "steeper" step back of use intensity to ensure that residential compatibility is maintained. Intensity transfers may occur between the transitional areas but are not intended to reduce or encroach into the

residential unit area under any scenario nor should they be used to *reduce the depth of a transitional zone by more than 50%*—this is why the transitional corridors are



Map 2.5.7. Proposed General Plan Future Land Uses within the Neighborhood Pattern Areas

relatively deep. In addition, for the intensity transfer system to be implemented effectively, it would be required that a project be treated as an entire unit, such as a master-planned development project (i.e. PUD). In all cases where commercial abuts existing residential, there would be increased setbacks and/or additional open space buffering requirements for protection in addition to the mandated Transition #1 requirement.

For neighborhood pattern areas south of Cerrillos Road, the group recommended incorporating both transitional zone types[9] adjacent to the existing corridor areas. This was done to allow for greater mixing of uses within a single project, while the adjacent arroyo would continue to provide a natural buffering feature to the adjacent residential areas located across the arroyo. Again, this would remain in keeping with the current General Plan future land use designations which currently provide for high density residential. The recommended changes would continue to allow for high density residential but would expand the opportunity for an additional mixing of uses within the same development and, particularly, to encourage live/work units within the area.

The proposed residential densities within the new neighborhood unit areas should be

[9] The type of transitional zones that were recommended examined the compatibility to the adjacent uses.

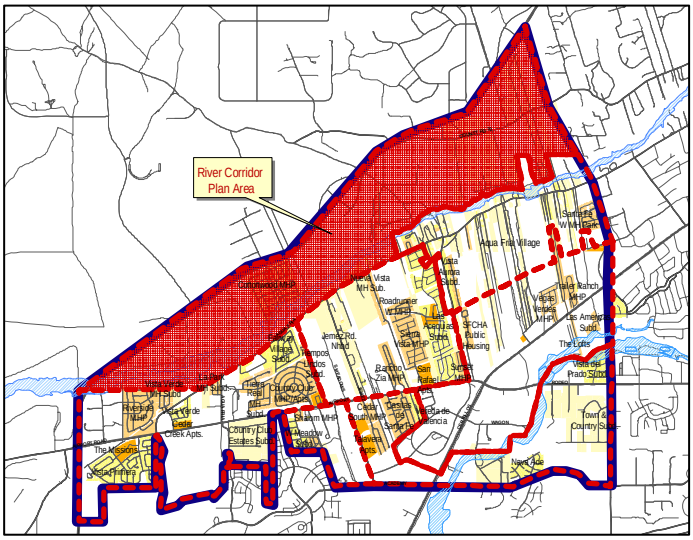
designed to be in keeping with the principles[10] of the *Final Report*, while respecting the current densities and patterns of adjacent existing residential. If the objective is to vary patterns to encourage a variety of housing, then reduced densities that more closely reflect the adjacent residential may be more appropriate, while increased densities may be more appropriate where adjacent to transitional areas. This type of residential development scenario would encourage a diverse housing landscape while maintaining desired compatibility. In addition, the planning unit participants considered an *average* gross density of around 4½ du/ac. to be within an acceptable density range. This translates into a future land use classification of Residential Low Density (3–7 du/ac.) as illustrated in Map 2.5.7.

[10] Principle 5 (page 24) states that "neighborhoods…should have a variety of lot sizes and building styles to allow for economic diversity, affordability and an inclusive community".

River Corridor Plan Area

Unit Area Description

The River Corridor Plan Area is the largest of the neighborhood units (see Map 2.6.1), comprising approximately 1426 acres or 28% of the total planning area. In addition, the entire area falls exclusively outside of the city limit boundary.



Map 2.6.1 River Corridor Plan Area

The plan area predominately consists of large vacant tracts, undevelopable lands or easement and right-of-way. Undeveloped acreage constitutes approximately 62% of the planning area, including the Santa Fe River channel and floodplain area.[1]

The prominent land use feature or defining characteristic for the neighborhood plan area (as well as the Southwest Plan Area in general) is the Santa Fe River.[2]

Most of the current land uses draw from or relate directly to the natural, historical or cultural resources of the river itself. This is what makes the River Corridor (and the Agua Fria Village) unique and gives it a sense of community and place.

Existing Land Uses and Urban Forms

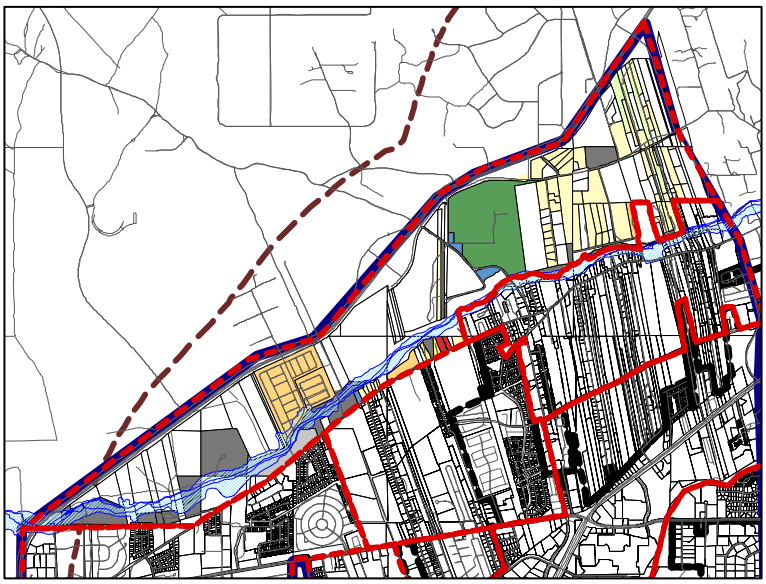
A summary of the existing land uses is illustrated in Table 2.6.1 below. As noted, the

Existing Land Uses	***Total Acreage***	***% of Total***
Undeveloped	668.8	47%
Rural Residential	25.4	2%
Residential Very Low Density	162.7	11%
Residential Low Density	3.3	0%
Residential Medium Density	90.5	6%
Park	108.4	8%
Institutional	7.5	1%
Commercial	5.5	0%
Industrial	139.0	10%
Easement/ROW/Other	215.1	15%
Total	***1426.1***	100%

Table 2.6.1. Existing Land Use Summary

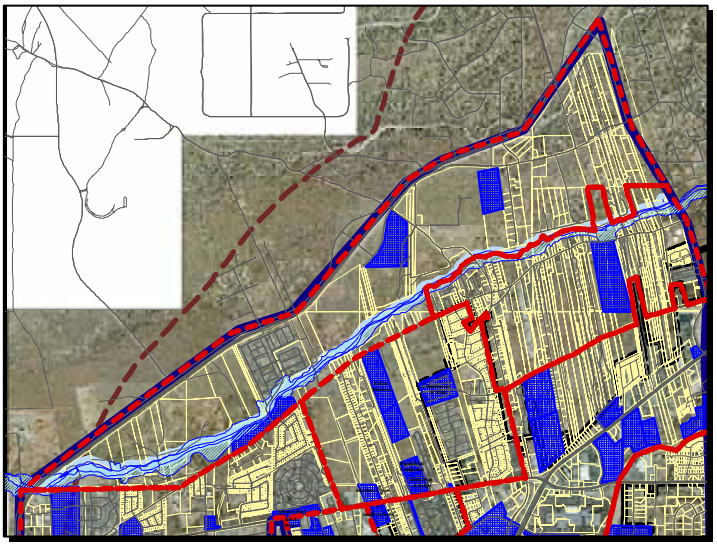
[1] The calculations exclude the Santa Fe River confluence contained within the Agua Fria THC.
[2] Principle 10 of the *Final Report* identifies the river as "an important landmark...that should be protected and easements created to provide residents with access to the river."

plan area remains predominantly undeveloped or, to a less extent, undevelopable due to right-of-way or floodplain. The present land uses tend to be founded within the river itself—ranging from gravel mining operations along the river to rural/traditional residential uses that radiate longitudinal and perpendicular to the river as a reflection of the past dependence on water for agricultural uses (see Map 2.6.2). These varying uses of land illustrate the "centerdness" that the river has provided to the people who have lived among it and the important role it continues to play today.



Map 2.6.2. Existing Land Use Patterns for the Area

There has been a developing "shift", however, towards a de-emphasis of uses related to the river itself. This is most apparent in recent residential urbanization patterns such as the Cottonwood Mobile Home Park where development has adopted a more suburban pattern that, in this example, de-emphasizes the natural or environmental setting. The adoption of more contemporary land use patterns is mostly the result of the extension of utilities north of the river. This trend is likely to continue based on current development application approvals and recent submittals (see Map 2.6.3), however, this trend remains dependent, for the most part, on the continued availability of municipal utilities to the area.



Map 2.6.3. Pending or Approved Future Development

The area that lies south of the river (and mostly north of Agua Fria Road) has developed in the more compact Agua Fria model form—rather than the long-lot traditional patterns of the north, it has taken on the patterns more related to Agua Fria Road and the Village itself. The patterns within this section of the plan area are a continuation from the Agua Fria Village and are desirable, unique and appropriate.[3]

[3] Principle 9 of the *Final Report* states that areas contiguous to the Santa Fe River should be developed with a similar pattern to that of the Agua Fria Village.

Activity Centers and Neighborhood Cores

The River Corridor is unique to other planning areas in that the principal activity center, the Santa Fe River, is a natural and historical landmark that serves the entire southwest sector of Santa Fe[4]. One of the ten principles within the *Final Report* calls for the creation of easements along the river for the purpose of public access and protection of the river as a valued natural resource. This topic was also one of the highest scoring community values tested in public review during the visioning process. This premise was again tested during the neighborhood workshops—with similar responses. There appeared to be an overwhelming belief that the river should be protected and be accessible to the community as a whole. The idea of a River Protection Zone (discussed under Future Land Uses, this section) was clearly the primary objective of the planning group.

Santa Fe River at the State Land Office Tract

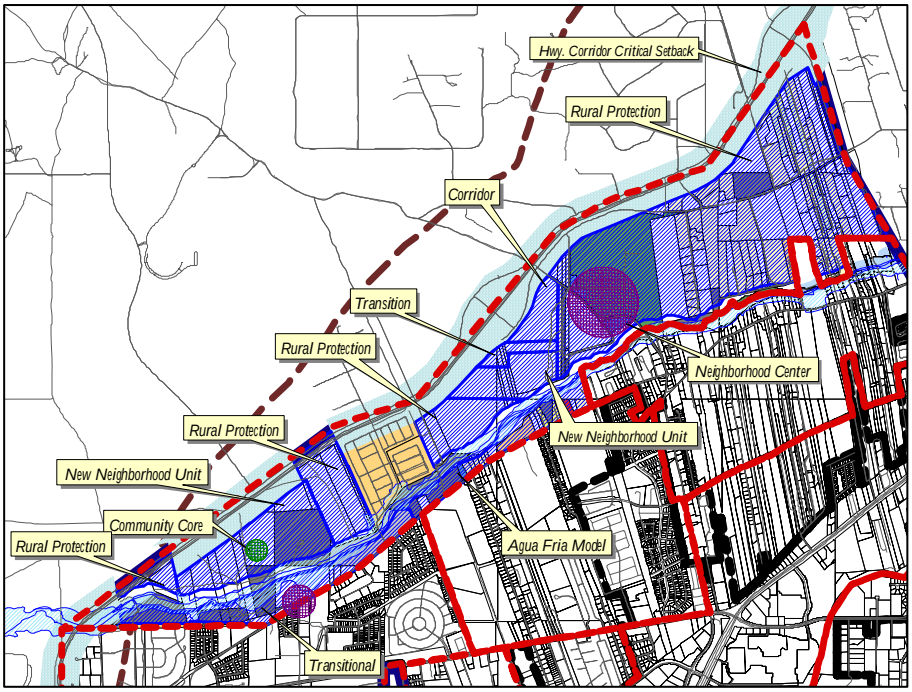
Another activity center for the area is the Santa Fe County Agua Fria Park. The park has recently been renovated and provides the largest percentage (65%) of active public park space for the Southwest Area. The park is located adjacent to the river, and is surrounded by a variety of institutional uses that create the area's only formal neighborhood center. Since neighborhood centers and cores are more common in developed and/or urban areas, the deficiency of centers or cores is not unexpected. Should future development occur, however, centers and cores should be incorporated as part of the creation of new neighborhoods. These centers should also be connected to the river through pedestrian trails and other public easements that would allow new neighborhoods to be connected to each other via the river trail spine.

Proposed Neighborhood Pattern Areas

Because of the vast acres of undeveloped lands, the planning participants have declared much of the plan area as future neighborhood pattern areas. These include all possible combinations of development patterns, including rural protection areas, corridors, transition, new neighborhood units and Agua Fria model areas (see Map 2.6.4).

[4] The exception is the relationship of the Arroyo de los Chamisos to the Southeastern Plan Area. It, too, serves as the major activity center for the plan unit, however, the Santa Fe River represents a cultural and historical center for the region as well as serving as a natural and environmental landmark. In both cases, providing public access and promoting these natural environs for recreational amenity will further promote their importance as regional activity centers. They will also both serve as two of the three major Santa Fe urban trail spines.

When the future typology (neighborhood pattern) areas were being developed for the *Final Report*, the area north of the river was referenced as areas most probable for rural protection designation.[5] The planning group opted to apply rural protection areas in two forms—those areas that represent a continuation of the Agua Fria (traditional, long-lot) forms directly north of the river and those areas that represent large vacant tracts of lands that have direct access to the river and that could be encouraged to develop in rural patterns that are similar or compatible with the Agua Fria model.



Map 2.6.4. Neighborhood Pattern Designations with the River Corridor Plan Area

The corridor and corresponding transitional uses coincide with an approved master plan development (the Village Center) for the center of the plan area. The group then "stepped back" the adjacent development patterns to include a new neighborhood unit.

Adjacent to the Cottonwood MHP, the planning group applied rural protection areas to encourage rural patterns where there was direct access to the river. Further west, the group then chose to apply the new neighborhood concept where existing residential densities are more in keeping with urban patterns and standards.[6] This would be in keeping with historical development trends of movement from south to north. In addition, the group expressed an interest in continuing and promoting the Agua Fria Model south of the river/north of Agua Fria Road to the Village boundary.

[5] This general observation was not meant to preclude other areas south of the river which may also be appropriate for designation. The Final Report also states that other areas may be suitable for rural protection depending on criteria such as natural or environmental features or other characteristics that would create a unique, rural setting.

[6] Urban development trends within the western quadrant of the Southwest Area has historically been a "south to north" direction. In other words, urbanization within the Southwest Area has been from south to north within the western section of the study boundary.

In summary, the overriding design for the variety of future neighborhood pattern designations would be to allow for continued urban development within the western quadrant, create rural protection areas within large vacant "pockets" as well as within the area north of the Village, provide for urban development in the center of the corridor where master plan approval is in place and future roads[7] have been planned and approved, and continue the Agua Fria Model pattern south of the River.

Future Land Uses

In keeping with the goal of protecting the Santa Fe River and providing for public access for all residents, the most significant future land use designation is the creation of a River Protection Zone. This concept was originally suggested within the *Final Report* as a development building block which included the following language:

> "Access to the river will require the creation of a River Protection Zone that would border the Santa Fe River and floodplain for a depth of 200 to 350 feet. "

In three of the four neighborhood workshops, different protection zone scenarios[8] were tested with respect to corridor depths, both on the north and south side of the river as well as different description language for the zone. After several renditions, the planning group has recommended a River Protection Zone that would include, at a minimum, the floodway itself (bank to bank), a 200-foot public access easement as measured from the northern floodway boundary on the north side of the river, and a required setback of 75 feet on the south side of the river as measured from the southern boundary of the river floodway. In most cases, the natural floodplain (using the City's most recent GIS data coverage for FIRMA) includes a 200 to 350 foot depth, so most of area slated for public access would fall within the floodplain, however, in no case shall the northern public access easement be less than 200 feet, irrespective of the floodplain width. The recommended setback along the southern bank has been suggested based on the location of current structures along the southern banks of the river.[9]

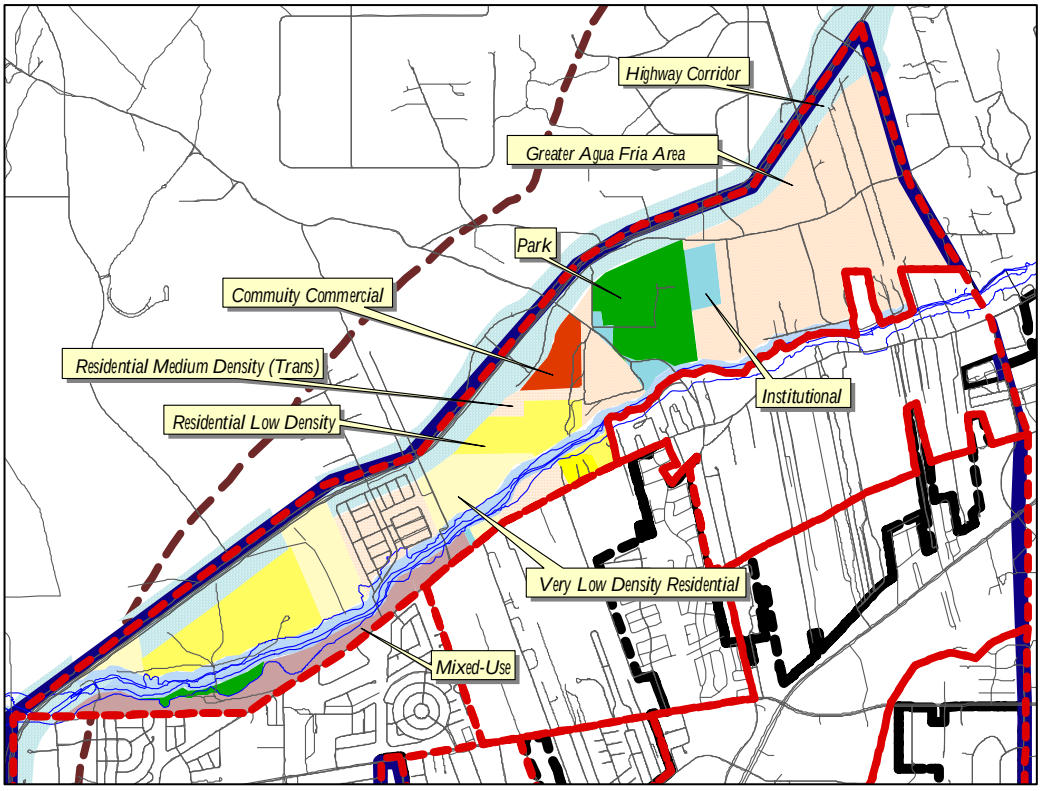
The recommended future land uses, based on the combination of present uses and future neighborhood pattern designations are illustrated in Map 2.6.5. It is suggested that the area directly north of the Agua Fria THC remain as the "Greater Agua Fria Area" designation to promote continuity of the patterns north and south of the river, as well as a recognition of the strong community identity to Agua Fria Village. The remaining areas designated as rural protection areas have been recommended as a "Residential Very Low Density" future land use designation since these areas are predominately vacant. In literal translation, the densities typically would not fall within the 1-3 du/ac, but rather somewhere within the 2.5 to 10 acres per dwelling unit range. The City's General Plan

[7] This is based on the ARTF Future Roads Plan that provides for convergence of CR62 and the South Meadows Extension near the designations.

[8] Different mapping techniques were incorporated, including matching aerial imagery with vector data to compare different setback scenarios. This made the zone more translatable to a "real world" scenario, where those boundaries might actually be located relative to an individual's property.

[9] Where current regulations are in place that governs structural setback requirements or dedication of public easement, the most restrictive regulations would prevail. The River Protection Zone, for purposes of this plan, is a recommended policy guideline. Until regulatory mechanisms are put in place to enforce these guidelines, they are to be considered a matter of policy. Dedication of public easement is also not intended to apply to developed properties. Dedication would only be required within the context of developing lands or the expansion of some use where dedication would be required. Again, this would have to be codified for it to be enforceable. Acquisition of public easements, however, is not subject to regulatory constraint.

provides no corresponding future land use category, which would accommodate this range of density, therefore, the most function classification was the designation suggested. Within the rural protection areas, the actual densities may develop below the 1 du/ac. threshold, particularly where urban services have not been or are not planned to be extended. In those cases, a much more typical rural density would be considered appropriate.



Map. 2.6.5. Proposed Future Land Uses for the River Corridor Plan Area

South of the river, the planning group applied a mixed-use designation to the majority of the lands along Agua Fria Road. This group believed that "Mixed-Use/Transitional" was the "best fit" for the uses that currently exist along the north side of Agua Fria Road, given many of the uses are currently a home-business operation or live/work type use. It also closely expressed the types of uses that have recently been approved for that area, including live/work art studios along the river.

Finally, members of the planning group, as well as several representatives from the Agua Fria community, have expressed an interest in exploring a possible rural protection ordinance for their area. Several participants stated that other communities in northern New Mexico have developed this type of regulation to protect rural, agricultural lands.

This type of land use control could be developed during the implementation/zoning revision process of the third phase of the master planning effort. It is expected that as the new neighborhood pattern areas are translated into development standards[10], a rural

[10] It is expected that these development standards would be applied as zoning overlay districts in addition to the underlying "conventional" zoning. A rural protection ordinance could theoretically serve as the zoning

protection ordinance could simultaneously serve as the type of regulatory standard for rural protection areas. It would ultimately be at the discretion of the governing body, however, as to the appropriateness of development of such an ordinance for their community.

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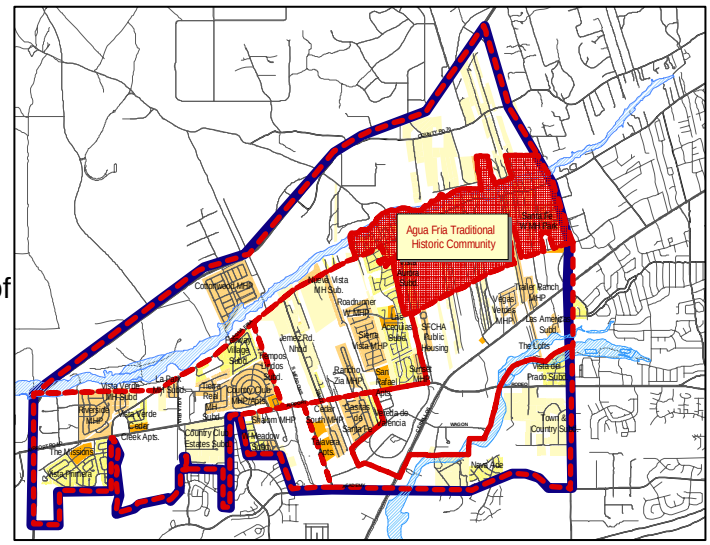
overlay for the rural protection areas. Other City zoning districts that would also need to be developed would include a mixed-use district and the neighborhood center district. The latter may be achieved by revising the current SC-1, Planned Shopping Center Zoning District to be in keeping with neighborhood-serving, contemporary retail development as well as the intent of this project.

Agua Fria Traditional Historic Community (THC)

Status of the Village of Agua Fria

The Village of Agua Fria represents the historical and cultural core of Santa Fe's southwest sector. During the early to mid-1990's, the Agua Fria Village responded to potential annexation by the City of Santa Fe through a state law which enables certain historic communities to be designated as Traditional Historic Communities (THC). This designation allows for communities to be excluded from the extraterritorial zone and extraterritorial zoning authority of a municipality and instead to be subject to the zoning jurisdiction of the county in which the greatest portion of the traditional historic community lies.[1] In addition, annexation of a THC can only be achieved through the petition or arbitration method upon request by a majority of the registered qualified voters within the THC.[2] The Santa Fe County Board of County Commissioners declared the Village of Agua Fria a Traditional Historic Community through Ordinance 1995-8. The boundary for the THC was amended via Santa Fe County Ordinance No. 1996-16.[3]



Map 2.7.1 Agua Fria Traditional Historic Community

Agua Fria Traditional Community

The Village of Agua Fria is also designated as a Traditional Community (TC) in the Santa Fe County Land Development Code. The Traditional Community concept was devised to identify areas in the County which already had densities higher than the hydrologic studies that the 1980 General Plan allowed. Traditional Communities were established to convey that resources, especially water, were limited and that the boundaries should not be expanded without regard for these

During the workshops, the San Ysidro Church was often referred to as the heart of the Community

[1] See NM Stat. Ann. 1978, §3-21-1.E.
[2] See NM Stat. Ann. 1978, §3-7-1.1.
[3] Ordinance 1996-16 allows owners of property outside of but contiguous to the boundaries of the THC to request inclusion into THC.

limitations. Upon designation as either a TC or a THC, the County Commission may appoint a local development review committee consisting of business owners, property owners, and/or residents of that community. The committee is a development review body with limited legal authority regarding platting, zoning and subdivision regulations. The committee has recommendation authority to the Board of County Commissioners with regard to variances, plats, master plans and zoning. The Board of County Commissioners established the Agua Fria Community Development Review Committee in 1996. Additionally, as a Traditional Community, the Village of Agua Fria may approach the Board of County Commissioners to begin a community plan.

Community Planning Process

Santa Fe County adopted a Community Planning Program in Article XIII of the Land Development Code through Santa Fe County Ordinance 1998-5.[4] The intent of community planning is to encourage and assist communities to organize themselves and identify both problems and solutions within their community. It is also intended to create a process whereby community members and the County jointly learn and document how development and growth both impact and can be directed to benefit individual communities within the context of and according to the principles of the County Growth Management Plan (GMP).

The community planning ordinance mandates that communities first create a Planning Committee recognized by the Board of County Commissioners, publicize the process, and address specific issues such as transportation and water. The process also recommends that the planning committee make decisions based on consensus, not majority voting. Zoning in the Village of Agua Fria may be altered if a Community Plan is developed and adopted using the County's Community Planning process. Thus, the Village of Agua Fria may create a Community Plan to guide and direct growth and future land uses in accordance with the Santa Fe County Community Planning Ordinance. The Village of Agua Fria has not, as of the date of this report, developed a Community Plan.[5]

Relationship to the Southwest Area Master Planning Process

Because the Village of Agua Fria is under the jurisdiction of Santa Fe County's Land Development Code, it is not the intent nor is it the purpose of the SWAP process to suggest or impose land use guidelines for the area. The difficulty herein lies in the fact that the area that is subject to the master planning process completely envelops the THC and has the potential of greatly impacting (both positively and negatively) the community as a whole. It is for this reason that the Village of Agua Fria has been asked to participate and provide constructive comment on the master plan as a whole *as it relates to the Village itself*.

[4] The Community Planning Ordinance was revised to refine and clarify the planning process through Ordinance 2002- 3.

[5] Initiation of a Community Plan has been discussed at several of the neighborhood workshops. There has also been some discussion that the process be accomplished through a joint city/county program since the Village of Agua Fria community bears a strong relationship to both jurisdictions.

This process is not intended to allow one planning area to raise or question the neighborhood vision of another—it simply allows the Village of Agua Fria community to respond to perceived impacts and define a list of priority statements and recommendations as to how the Village can further protect its own unique integrity and how to best respond proactively to future growth. These statements will then become the community's contribution to this process and will be incorporated as part of the neighborhood-planning chapter.

In restating this process, the concept is to provide an opportunity for Village of Agua Fria residents to express their perceptions of future growth and how it will ultimately affect their community. It further allows community members the opportunity to provide a series of action statements in how best to manage future growth impacts within their own regulatory framework.

In preparation for their final workshop, community members of the Village of Agua Fria[6] were asked to review a preliminary draft of the master plan, including the other six neighborhood plans. The participants were asked to consider three related questions as part of that review and for more detailed discussion at the workshop:

1) What types of positive impacts, specific to the Agua Fria Traditional Historic Community and Traditional Community status, may result from implementation of the Master Plan? What types of further planning, regulation or controls would need to be created in order to realize those results?

2) Conversely, what types of negative impacts may result or be expected? What types of tools or mechanisms need to be created or implemented for the Village of Agua Fria in order to effectively mitigate those impacts?

3) If the Village of Agua Fria were to prioritize a list of implementation methods (including but not limited to those listed above), in what order would they best be applied? What actions does the Village perceive are necessary in order to protect the cultural and historical integrity of the Community itself?

Community Impacts, Prioritization and Action Statements

Property owners and residents of Agua Fria Village met to discuss the aforementioned questions over the course of two worksessions. Although the participants chose to deviate to some degree from the questions that had been posed to them earlier, several key themes emerged or were repeatedly referenced as part of those discussions.

The first worksession was intended to focus on both the positive and negative impacts that the Village perceived would result from adoption and implementation of the plan. The results included the following observations:

Possible Positive Impacts from a Plan for the Area:

- Planning process could provide the following benefits:

[6] Participation includes representation from the Agua Fria Village Association as well as the Agua Fria Development Review Committee.

- Offer greater balance between what the community wants and what it needs for the future.
- Help plan for and monitor future road and circulation patterns and related issues.
- Provide community self-determination.
- Establish criteria for appropriate zoning (land use compatibility).

➢ A plan could provide for (small) connections between neighborhoods.

➢ A plan could create open space, both through preservation/protection of lands and preservation of long-lot semi-rural patterns.

➢ A plan could establish and communicate the *Agua Fria Community Identity* [emphasis added].

- Re-establish the importance of the El Camino Real and its relationship to the Village and the Santa Fe River.
- Create and build upon a river theme, such as a park and trail.
- Provide public access to the river as a recreational amenity.
- Restore the river through:
  - ♦ Continued COLTPAC acquisitions along the river.
  - ♦ "Cleanup" the mining areas and illegal dumping.
  - ♦ Address infrastructure and utility problems along the river, such as drainage/bank stabilization, exposed pipes, crossings and power lines.

Several concerns were also raised in relation to the planning process or the consequences of adopting an area plan. These included:

➢ Concern regarding the disconnect between a plan and its stated intent and its implementation and interpretation.

➢ Need for better communication between jurisdictions and departments so that the intent of the plan is carried forward.

➢ Need for carrying out a plan as was intended. There was expressed interest in establishing guidelines for plan amendments, both for creating a review process and who would consider the amendments. Some type of oversight body should follow plan implementation.

➢ Clear conveyance of the intent—there was expressed interest is assuring that the intent of a plan is clearly conveyed so that changes could be judged in accordance irrespective of time or changes to recommending and elected bodies.

Several specific issues were raised about the planning process in general. These included the need for *coordination between jurisdictions, reconsideration of the boundary of the current THC, need for rural protection, desire for broader community involvement by the Village, need for a comprehensive community area plan for the Village, and interest in providing some kind of land use transition between the rural patterns and the urban areas.*

The second workshop was intended to expand the discussion and move toward goal setting and prioritization. Although the participants did not formally prioritize goals for future planning for the community, there were clearly some recurring themes in that discussion. These are not necessarily listed in order of importance, but rather reflect the issues or goals that seemed to be the most widely accepted in that group.

- *The need to establish a clear Agua Fria community identity.* This was probably the most articulated goal from the two worksessions. There was also an expressed interest in accomplishing this goal through a community area planning process for the Village area.

- *The need to revisit and/or reaffirm the current THC boundaries*. In wake of the annexation discussions of the Southwest Area, there has been increasing pressure by property owners and residents within the greater Agua Fria community to re-verify that the current THC boundaries are representative of their community. There was also recognition of the immediacy to do so in light of the pending annexation process.

- *The desire for rural protection*. There was some consensus among the participants regarding the idea of rural protection and possibly a rural protection ordinance, however, there were differing opinions as to what type of protection was needed. There were some participants who felt that vacant lands should be protected as open space, some who felt that rural densities should be encourage/protected, and others who felt that culture and heritage should be protected[7]. In other words, there was a difference in how "rural" was defined and perceived. Some equated the idea of rural to density—some to land patterns. Despite the differing viewpoints, there was general agreement that Agua Fria needed some type of protection from encroaching urbanization. In conjunction, there was also need for some type of separation or compatibility standards where the Village and urban lands were to abut one another.

- *There were continued concerns over the effects of continued urbanization on the Village as a whole*. If some areas north of the river and along Agua Fria Road and Rufina Street were to develop at urban patterns and densities, how would they affect community identity and lifestyles? How can two competing patterns exist together without compromising either? How would further urbanization affect existing infrastructure including water and roads? How would urbanization affect their current quality of life?

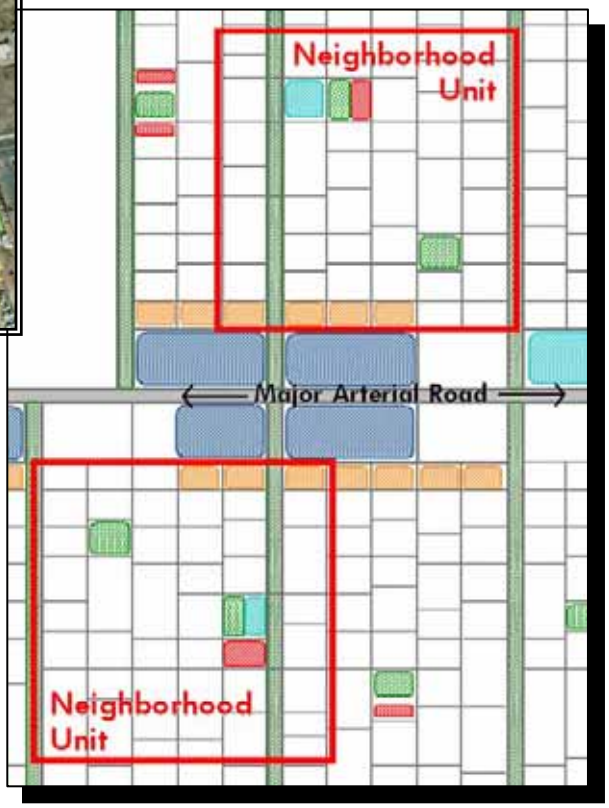
Although this master planning process was not intended to be a community area planning process for the Agua Fria community, the discussions that have taken place with the Village thus far have articulated the need and desire for their own community area plan. There seems to be general acceptance of this need as well. There is also consensus that the historical and cultural identity of the Agua Fria community needs to be defined as it is today, and there needs to be some guidance as to what it should be tomorrow. Once this is clearly understood, then there needs to be movement to preserving its integrity.

It is anticipated that the Agua Fria community will soon undertake discussions with the County as to when and how a community area plan shall be conducted, as well as the THC boundary issue. Although this master plan does not include a community area plan for the Village itself, it is believed that the dialogue that has begun in response to this

[7] This was particular to the ability to convey land through family transfer and the continual subdivision of lands through the family. This view was more closely linked to land patterns than density.

process will lead to furthering community identity and preservation and protection of the Village in the future.

Chapter 3
Framework for Future Neighborhood Development Patterns



Framework for Future Neighborhood Development Patterns

Chapter 3 is intended to "connect" the ideals, patterns and design concepts contained within the *SW Area Final Report* to the future development patterns of the master plan. The design guidelines of the *Final Report*, referred to originally as "the typology framework for future development", are presented in a broad and conceptual manner. In the master plan, these concepts are expanded and detailed as to intent and function. They are also now referred to as "neighborhood development patterns or models". These models are the essential building block for applying future development.

This chapter details these development models, including residential patterns for new neighborhood units and the Agua Fria patterns, corridor (commercial), transitional and rural protection areas. The descriptions provide further detail as to how these models might look, be applied and how they may function. This part of the master plan is also the most technical, therefore, it may be useful to cross-reference their actual applications within the neighborhood plans to fully understand their function and role for future development patterns.

Future Residential Development Areas

Existing Residential Development Patterns

Presently within the Southwest Planning Area, there are two predominant residential development patterns, the suburban-style and the traditional, long-lot patterns. The suburban-style subdivisions are characterized by their uniform lot sizes, curvilinear and/or cul-de-sac street configurations, restricted access and single-use residential profile. The traditional patterns are notably different. The lots tend to be much greater in depth proportionally than in width, they are positioned in a strong north/south orientation, they often contain a myriad of uses ranging from residential to agricultural to live-work, and in later forms, have further subdivided to take on an east/west pattern. The earlier patterns were derived in accordance with the need for access to water and location to roads. As families continued to expand, the lands were further subdivided longitudinally, forming the north/south, long-lot configurations. In later years, as there was lesser dependence on surface water from the rivers and acequias, the long lots then began to subdivide laterally, creating the east/west patterns. Both of these traditional patterns are referred to as the Agua Fria development models.

New Neighborhood Unit Areas

The new neighborhood unit areas [Exhibit 3.1.1] will introduce a third residential development pattern to the Southwest Planning Area. The new neighborhood unit, as described in the *Final Report*, represents a development guideline for new residential development.[1] The following provides an overview of these guidelines:

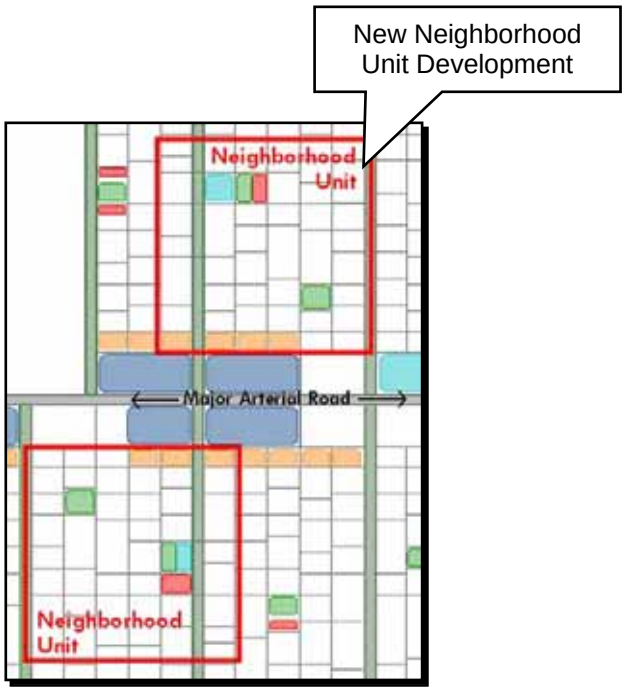


Exhibit 3.1.1. Schematic of a New Neighborhood Unit

The *new neighborhoods are intended to be walkable*—they should have a strong pedestrian orientation both in street design and connections. Formal sidewalks and/or informal walking paths should be integrated into any street design based on street width, location and desired setting.

The new neighborhoods should be connected within itself and to other future and existing neighborhoods. There should be a stronger north-south emphasis on connectivity (Exhibit 3.1.2). These are intended to create long vistas that will frame and define the neighborhood. They should incorporate

[1] As with all of the neighborhood pattern models, the intent is to translate these development guidelines into development standards and applied as zoning overlays within the designated new neighborhood pattern areas.

traffic calming measures to ensure pedestrian safety. East-west connections are intended to be narrower and laid out in a discontinuous, broken pattern in order to discourage cut-through traffic.

New neighborhoods should contain a neighborhood core or center. What constitutes that core or center would be largely dependent on the size of the new neighborhood.[2] These should include, at a minimum, some type of active public space, most notably a developed park or public plaza. Some type of institutional or civic use, such as a church, library, post office or school, is also strongly encouraged where appropriate. Additional parks and open space should be required based on some percentage of developable area.[3]

Exhibit 3.1.2. Concept Overlay of a New Neighborhood with Suggested Design Elements

New neighborhoods should contain a variety of lot sizes and building styles to promote economic diversity, affordability and an inclusive community. Lot sizes should range between 3,000 to 5,000 square feet[4] where larger lots would be considered in order to achieve desired densities. Blocks sizes should also vary in order to weave new development into the surrounding urban fabric. Building styles should also vary to promote affordability, allow for people of diverse incomes and encourage the continued practice of owner-built structures.

Finally, *new neighborhoods should be connected to adjacent commercial areas* (or within easy walking or driving distance (see Corridor Development Areas). They should also be joined to commercial through intermediate scaled buildings and

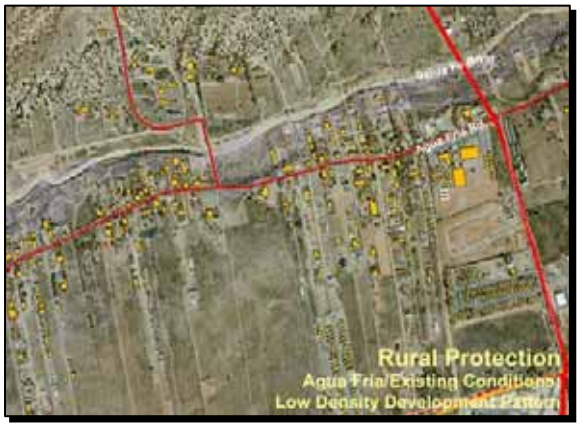
[2] There is a recognized sustainable population threshold necessary in order to ensure viability of certain uses, particularly neighborhood retail. This is why what constitutes a neighborhood is partly defined by the size and density of the neighborhood.
[3] The recently adopted City of Santa Fe Parks, Open Space Trails, and Recreation Master Plan suggests fifteen acres of dedicated parks per 1000 persons. There are also general breakdowns by park type within those fifteen acres.
[4] See Chapter 2, Section 3, Southcentral Neighborhood Plan Area for expressed exceptions.

transitional uses (see Transitional Development Areas) such as live/work units or other intermediary uses.

Agua Fria Development Models

As described previously, the Agua Fria Models are derivations of the same urban form. Both forms are common in the Southwest Plan Area as well as in other parts of Santa Fe. Many of these original forms remain intact today, and are the predominate feature in several of the neighborhood planning areas. These forms continue to reflect Santa Fe's rich cultural heritage. These original development patterns are what make Santa Fe truly unique and should be recognized as a resource that should be valued and preserved.[5]

The original form is the traditional, long-lot pattern commonly found along Santa Fe waterways and acequias. Over time, the practice of longitudinal lot division began to decrease (often when the lots became so narrow that they could no longer be split in length) and was gradually replaced by the lateral lot division. Lateral lot splits occurred either slowly through generations of family land transfer or at one time for the purpose of selling off the land[6]. Several of the single-road subdivisions within the Southwest Area are demonstrations of the latter practice. Both the north/south, longitudinal patterns and the east/west lateral patterns are common throughout the Southwest Planning Area. The primary difference between the two is that the original patterns retain much of their rural character and density, the later patterns favor greater urban densities.



Agua Fria Development Model

For areas where the patterns remain intact and where the practice of lot splits through family transfer continue, the Agua Fria development models should be encouraged and protected. Within the neighborhood plans, there was a direct acknowledgement of these existing patterns--they were often designated as Agua Fria Model Areas as recognition of the continuing patterns. Along the Santa Fe River, areas designated as rural protection areas (see following section on Rural Protection Areas) are intended to specifically encourage the continuation of these patterns in their original forms. The intent and clear purpose is to protect the integrity

[5] This is Principle 9 in the *Final Report*.
[6] Even though the subdivision of land may have occurred at once or in several stages, the development of the lots was often over a longer period of time. The lots were often seller-financed, whereby the houses were built by the owner as funds were available. Owner-built structures are common in the Southwest Area because of these land transfer practices. Most recently, manufactured housing has begun to replace the practice of owner-built structures within the area.

of the Agua Fria area and see that those forms are not overcome by increasing development pressure.[7]

[7] The one exception here is south of Rufina Street to Cerrillos Road. There has been a long-standing debate over appropriate development of the area. The primary difference for this area is that much of the lands south of Rufina Street are vacant lands. Extension of Rufina Street has also created a clear boundary transition between the Village and the Cerrillos Road corridor development. Treatment of this area is covered under the Cerrillos Road Corridor Plan Area.

Corridor Development Areas

New corridor developments (Exhibit 3.2.1) are intended to be community focused rather than regional[1]. They should at a community scale and character that would relate and integrate with existing and future neighborhoods. New commercial development should not be concentrated on a single large-scale area, but rather dispersed and interrupted to retain a neighborhood scale. Where commercial areas redevelop over time, every attempt should be made to conform to the new commercial development standards.

Through the neighborhood planning process, potential future commercial areas were identified by comparing existing vacant lands, existing and future transportation systems, current uses and approved (but not built) commercial nodes. What became evident fairly early in the process was that there were perceptual differences at to what should constitute neighborhood-serving commercial within the different planning areas. Four distinct corridors also emerged from the process--the Cerrillos, Airport, Rodeo and Agua Fria Road Corridors.

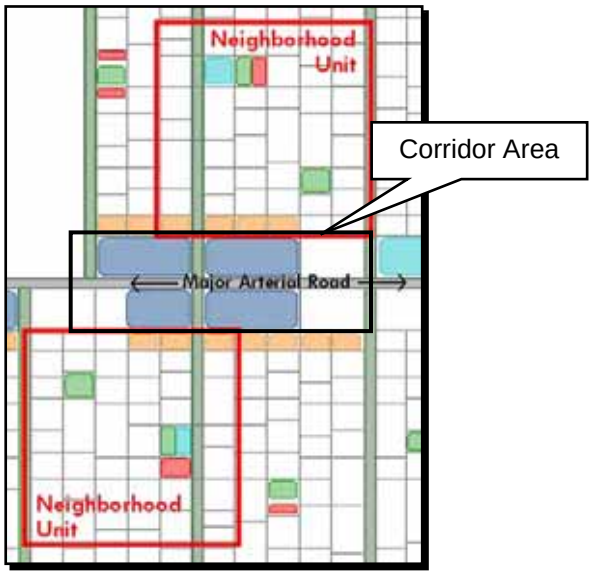


Exhibit 3.2.1. Schematic of a Corridor Development Area

The Cerrillos Road Corridor is clearly the most use intense commercial corridor. One of the three identified regional commercial nodes is contained within the corridor as well as smaller "strip" retail centers and community commercial services and retailing. The corridor includes a majority of Santa Fe's "big box" retail outlets.

Cerrillos Road Corridor

Airport Road Corridor

The vision for the Airport Road area as described within the *Final Report* proved consistent with the translation of scale and the types of desired uses identified within the

[1] Corridor development areas as described in the *Final Report* under "Chapter 6. A Policy Framework for Santa Fe".

neighborhood planning process. There was a strong consensus that commercial areas, including both retail and service related uses, were desirable, however, they should be limited to a neighborhood and pedestrian orientation. There was also consensus that Airport Road should not become a "canyon" of strip commercial, but rather commercial should be interspersed and located near major intersections or other areas that may be appropriate with adjacent existing uses. There was also agreement that future uses need to be expanded to include office, institutional and more service-oriented commercial.

Although Rodeo and Airport Roads are the east and west extension of the same arterial (changing at Cerrillos Road) they have taken on different characteristics. This is in part due to different surrounding development patterns over that have occurred over time. Another unique characteristic of the Rodeo Road Corridor is that the pattern and intensities are dramatically different along the north and south sides of the arterial east of Zafrano Drive. The north side is distinctly urban—the south is a collection of adaptive reuses (formerly residential) of small business or offices.

Rodeo Road

Agua Fria Road

Finally, Agua Fria Road represents the fourth (and primarily minor) corridor area. For purposes of this plan, the Agua Fria Road is not treated as a true corridor, however, it does possess commercial and residential integration, so it has been included here as a point of discussion. There is also one conventional commercial and two neighborhood centers identified on the south side of the road, therefore, the corridor designation is necessary in order to impose future design standards to those areas. The majority of Agua Fria Road is treated as it remains in its original organic forms, which are the preferred forms and patterns for the area. In conjunction, many of the land uses along Agua Fria Road, particularly on the north side, continue to be mixed-use or live/work.

Intensity, scale and depth within the four corridors can be classified as either community or neighborhood serving. The Cerrillos Road Corridor has historically developed with a community-orientation[2], because the retail and service-related uses generally serve the

[2] It should be noted that recent development trends have been challenging this long-held practice. As the single-structure "big box" retailing continues to replace the strip shopping centers, there is pressure to extend the established 600-foot corridor depth to, in some instances, up to 1300 feet. This is also includes increasing the retail square footage, in some cases, to nearly 200,000 square feet within a single development project. The type of scaling, massing and market service area resulting from this increase is no longer community-oriented but clearly regional. There is an increasing need within the General Plan as

entire Santa Fe area. The corridor depth also has historically developed within a 600 to 700-foot depth as demonstrated by the General Plan as well as the companion C2-General Commercial zoning. The General Plan has established a Cerrillos Road Redevelopment Corridor (shown as approximately 600 feet in depth) that calls for development of modern development standards for the corridor, including a reassessment of appropriate uses that would promote a mixing of uses to de-emphasize the standard strip retail profile. The exception to the actual corridor depth is at the *regional* commercial node—located on the *east side* of the Cerrillos and Rodeo Road intersections where the corridor shifts to a nodal radius averaging 2300 feet, extending to 3300 feet in depth. In general, regional commercial (including uses, scaling and massing) should be considered appropriate only within this node. This would include big box retail that is intended to serve the larger regional markets of northern New Mexico. Within the remaining corridor-designated areas, commercial should remain at a community scale and use intensity.

The second corridor classification refers to neighborhood-oriented commercial. This would include the Airport and Rodeo Roads and, to a lesser extent, Agua Fria Road. The corridor depths within these areas tend to vary because of random development patterns, but as a general rule, the following average depths can be used to describe each corridor; 1) Airport Road with an average of range of 200 to 350 feet, 2) Rodeo Road with an average range of 200 to 400 feet and 3) Agua Fria Road where the corridor depths are dictated by distance to the Santa Fe River. In contrast to the Cerrillos Road Corridor, these corridors are narrower, they are more randomly developed, and are greatly reduced in use intensity. The corridors should include uses that directly serve the neighborhoods to which they are connected. They should also be of a size and scale and orientation that relates to the neighborhoods—they should also be pedestrian friendly rather than automobile-oriented[3] (see Exhibit 3.2.2). In addition, the scale should be reduced to strengthen the neighborhood relationship.

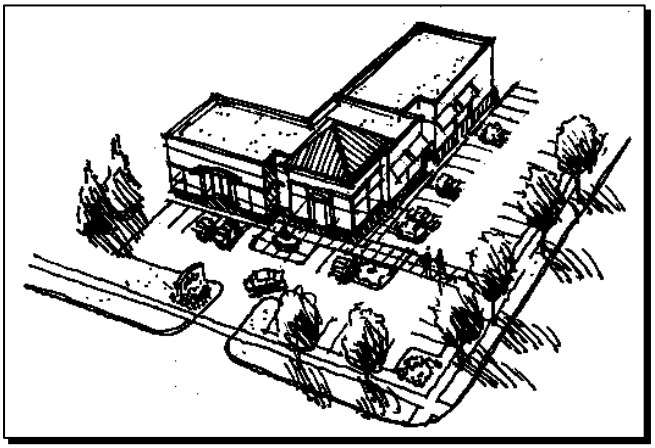


Exhibit 3.2.2. Example of a type of Neighborhood Center (Town of Parker, CO—Master Plan)

In all cases, transitional areas should companion any corridor designation in order to protect and relate commercial and residential areas. The composite future land use map

well as within the City's Land Development Code to make clear distinction between these types of development patterns.

[3] As an example of pedestrian-orientation, a "sit down" dining establishment would be preferred to drive-through fast food restaurants. As an example of scale, a neighborhood grocery would typically be less than 50,000 square feet. This also reaffirms some of the principles within the *Final Report*.

(Chapter 4, Section 1) incorporates transitional areas at nearly every corridor designation.[4]

Alternative design elements for corridor areas are illustrated on Exhibits 3.2.3 and 3.2.4.

Exhibits 3.2.3 and 3.2.4. Alternative design elements for corridor and transitional areas

As in both examples, the buildings are pulled forward to the street with the parking nested internally within each center. Alternative #1 illustrates shared internal parking between the corridor and transition areas, with complete building frontage along the arterial. Primary access is provided between the transitional uses and the residential areas.

Alternative #2 incorporates only a partial building frontage closure and allows the transition and the corridor areas to be separated by a local or sub-collector street. These are suggested design *guidelines*—they will have to be translated into design *standards* as zoning overlays in order to apply them as code. The appropriate alternative or combination of alternatives should also be also addressed for each corridor area as these guidelines are converted to standards.

[4] Transitional areas were applied where it was possible to do so. In several examples, however, commercial areas were already adjacent to residential areas. Where these areas exist, should redevelopment occur in the future, an attempt should be made to provide added buffering to the adjacent residential to minimize future impacts.

Transitional Development Areas

The transitional development areas (Exhibit 3.3.1.) are intended to link commercial areas located along major arterials to nearby neighborhoods through intermediate scale buildings[1], land use intensity and innovative design. One of the primary tasks of the neighborhood planning workshops was to identify where 1) new corridor and neighborhood unit development should occur and how those areas would be unified through transitional uses and 2) existing land use conditions would warrant added transitioning to provide adequate buffering to existing residential areas.

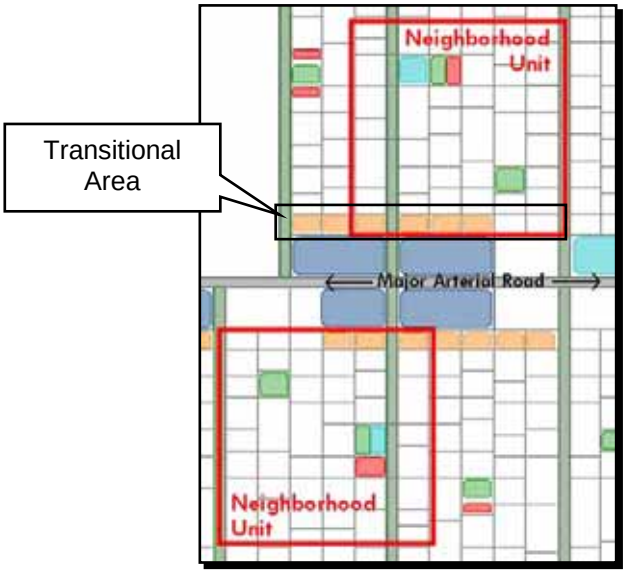


Exhibit 3.3.1. Schematic of a Transitional Development Area

The *Final Report* identifies live/work units as one type of appropriate transitional use. Most of the neighborhood groups expressed some concern that live/work units only might be too limiting. Therefore, each of the neighborhood planning groups was asked to develop a list of other possible uses that they would consider appropriate for transitional areas within their neighborhood. There was also some consideration for appropriate building height and scale within these transitional areas. Through the neighborhood planning process, two transitional applications have been developed—one for the Cerrillos Road Corridor and the other for the Airport/Rodeo Road Corridor that could also be expanded to include new development areas on the south side of Agua Fria Road.

The existing land use intensity and building scale vary significantly between Cerrillos and Airport Roads.[2] Within the planning boundary, the study area segment of Cerrillos Road is dominated by either regional retail malls or large scale, single-use retailers that tend to serve a larger regional market. Airport Road, in contrast, has

[1] Based on Principle 7 of the *Final Report*.
[2] As noted in Principle 6 of the Final Report, there is a strong desire to avoid a repetition of the large scale, single-use development pattern that prevails along Cerrillos Road.

developed at a scale more in keeping with neighborhood or community. In addition, much of the immediate arterial frontage along Cerrillos Road is already developed, however, there are a considerable number of tracts that remain undeveloped along the Airport Road corridor.

Because of the differences in these patterns, the neighborhood planning groups created two types of transitional areas –one for each of the corridors. First, the Cerrillos Road Corridor would require two "tiers" of transition[3] since the "step back" from intense regional retail to residential would be fairly dramatic. The intermediate transitioning would apply to both buildings scale and mass and well as land use intensity. As an example[4] of intermediate building scaling, the C-2, General Commercial Zoning District, which is the most widely applied zoning along Cerrillos Road, allows for a building height maximum of forty-five feet (45'). In contrast, a "hypothetical" new neighborhood unit area zoned as R1-R5 under the City's zoning regulations would allow for a maximum height not to exceed twenty-four feet (24'), requiring a twenty-one foot (21') step down in height reduction that would have to occur within the transitional areas. This could be accomplished by establishing a height limitation within the first transitional area of thirty-five feet (35') that would be further reduced to twenty-four feet in the transitional two area. Land use intensity reduction is based on similar theory. A comparable example might include the following scenario; within the corridor area (assuming C2 zoning) there might be grocery and office supply anchors with smaller ancillary retail/service establishments. Within transition area one, there might be a post office or other public facilities and a medical clinic. Transition two might then contain professional /medical offices in combination with live/work units.

Since land use intensities within the Airport Road corridor are sigficantly lower than in the Cerrillos Road corridor, only one transitional area would be required. In developing a list of appropriate uses for the corridor areas, the uses that were suggested for transition area two within the Cerrillos Road corridor closely mirrored the uses that were deemed appropriate for the Airport Road corridor. In addition, any land uses included in the transition two area could be applied within transition area one.

Based on input from the neighborhood planning units, the following land uses have either been suggested or considered appropriate for each of the transition types. These uses are proposed recommendations that should be taken into consideration when zoning districts are applied or are created. These lists are not intended to be all inclusive—the application of zoning, whether it be under the City of Santa Fe's Chapter 14, the Extraterritorial Zoning Ordinance or the Santa Fe County Land Development Code, will ultimately define what uses are permitted or prohibited in each case.

<u>Transition Area One:</u>

[3] For further details on the Transition #1 and #2 development areas, see the Cerrillos Road Corridor Plan Area section.
[4] For illustration purposes only. The development standards applied through zoning will dictate building height, setbacks, etc.…

- Live/work units
- Medical offices
- Apothecary or drug stores[5]
- Professional or other business-related offices
- Public facilities such as post offices, public safety stations, libraries and schools/educational centers
- Institutional uses such as medical clinics, nursing homes, museums, churches, private secondary schools, training centers
- High and medium density residential[6] and assisted living centers (not to exceed two stories where abutting existing or proposed residential)
- *Smaller local-serving retail or service establishments* such as local office suppliers, dry cleaning, coffee shops, copy centers, neighborhood bookstores
- "Sit-down" eating establishments or restaurants
- Small animal veterinary centers or pet supply centers (no outdoor boarding where adjacent to existing or proposed residential)
- Day care facilities
- Plazas and public amenities, open space, parkland
- Plant nurseries (where building scale and footprint are compatible to adjacent transitional uses)
- Banking and ATM facilities (limited number of drive-through bays)
- Arts and crafts galleries, studios, or shops (of appropriate neighborhood scale)
- Beauty and/or barber shops
- Public utility substations
- Limited service motels/hotels that are not directly adjacent to existing or proposed residential areas

<u>Transition Area Two, Airport Road Transitional Areas, Mixed-use Development:</u>

- Live/work units
- Medical and professional offices (office building height should be compatible to neighboring residential)
- Professional or other business-related offices
- Public facilities such as post offices, public safety stations, libraries and schools/educational centers (that do not take primary access through residential areas)
- Institutional uses such as *small* medical clinics, nursing homes, museums, churches, private elementary schools
- Medium density residential[7] and assisted living centers that are compatible in scale to adjacent residential
- "Sit-down" eating establishments or restaurants

[5] Since these uses are intended as more neighborhood-oriented services, it was recommended that drugs stores and other retail establishments not be permitted to include package liquor sales as part of the primary or ancillary use.
[6] High and medium density residential should be considered on a case-by-case basis since there are site specific compatibility issues that may need to be addressed. This would apply within either the transition one or two areas.
[7] See footnote #6. High density residential may be also appropriate *within the Cerrillos Road Corridor* where there is additional buffering (such as natural environmental features, parks or open space) to adjacent lower density residential.

- Day care facilities
- Plazas and public amenities, open space, parkland
- Arts and crafts galleries or studios
- Beauty and/or barber shops
- Bed and breakfast inns

In order to accommodate transitional land use patterns within the City General Plan, it will be necessary to create a new future land use classification[8]. It is recommended that this new designation be combined with the proposed mixed-use future land use designation since they share common patterns, uses and purpose. They both are intended to create a self-contained, interactive place that encourages internal and external connections, land use relationships and walkability. In the case of mixed-use, the combination of residential/non-residential uses would occur within the same project site. In contrast, the transitional area may be limited to a single-use project, but when combined with the adjacent commercial and residential, would function as a multi-use project.

Although it is not defined as a neighborhood pattern designation, the application of a mixed-use future land use designation is being applied exten-

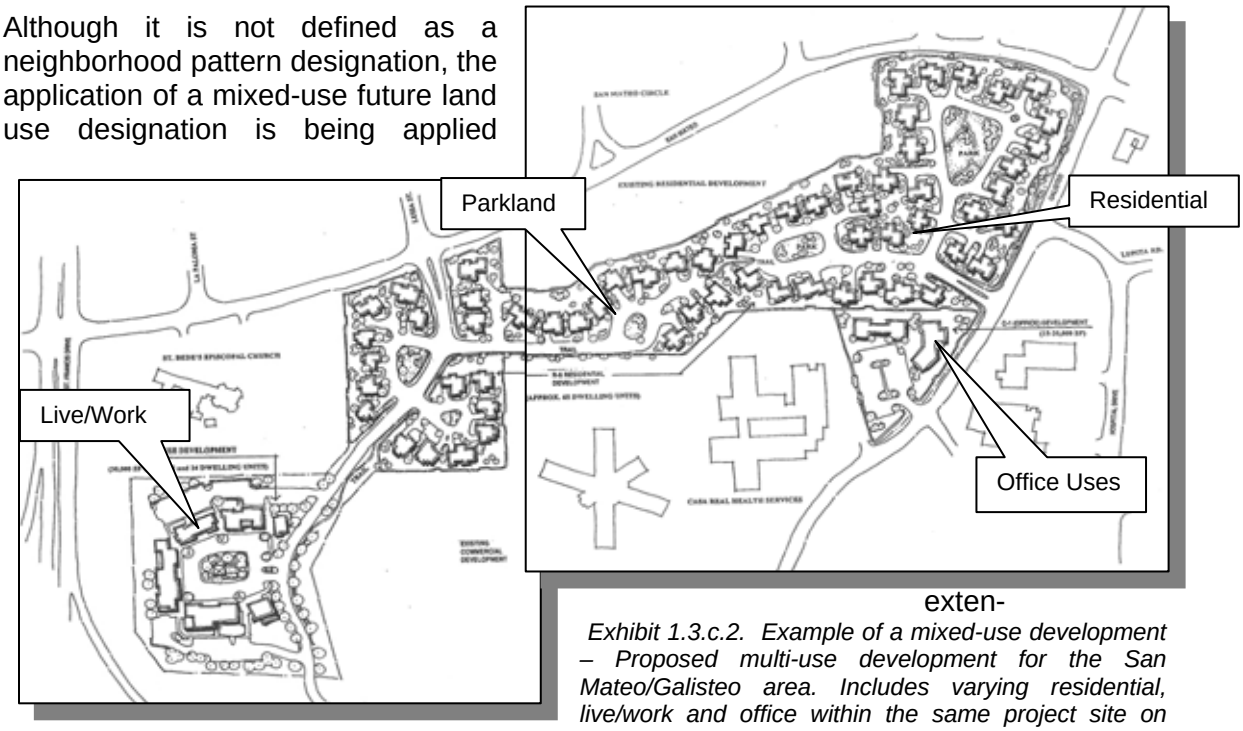


Exhibit 1.3.c.2. Example of a mixed-use development – Proposed multi-use development for the San Mateo/Galisteo area. Includes varying residential, live/work and office within the same project site on approximately 27 acres (courtesy of Santa Fe Planning Group)

sively throughout the Southwest Planning Area to accommodate and reflect the current land use patterns. There are many applications of live-work scenarios that exist throughout the study area, therefore, a mixed-use land use category is essential to the master planning process. Mixed-use, as applied within the Southwest Area, is meant to

[8] The City Council adopted the new future land use classification referred to as "Mixed-use/Transitional" by Resolution 2001-82 (November, 2001).

encompass both the traditional land use practices[9] as well as provide a mechanism for future mixed-use development (see Exhibit 1.3.c.2.- Example of a type of Mixed-Use Development). With respect to appropriate uses, mixed-use development should always include both residential and nonresidential uses, live/work serving as the prime example of a mixed-use scenario. There is a strong desire within nearly all of the neighborhood planning areas to provide for future mixed-use areas that would allow for eclectic, innovative projects, particularly live/work opportunities and art studios/galleries. The uses that are listed within the transitional two area would be considered appropriate with the addition of smaller retail and service-related establishments that are intended to serve the residential uses as well as live-work units. Live/work with light manufacturing may be also considered where additional buffering and setbacks have been provided to the adjacent residential areas and where specific performance standard measures have been satisfied.

[9] Traditional live-work scenarios often include residential in combination with light industrial/manufacturing, agricultural or home business type uses. The master planning process attempts to recognize the value of these traditional practices that are common in the Southwest Planning Area and, through mixed-use, creates a future land use classification to accommodate the traditional land use patterns.

Rural Protection Areas

The purpose of developing and applying rural protection areas is to protect and preserve some unique natural, environmental, cultural or historical feature or "place". The application of rural protection areas was also expanded to include those lands that possess some rural or agricultural quality that may be compromised or endangered by encroaching future urbanization.

The *Final Report*[1] includes, as a policy framework for future development, the following guidelines for determining appropriate rural protection areas:

Protection of low-density residential areas as it remains a priority for residents of the Southwest Area. This would include areas that have strong agricultural identities and/or rural lifestyles.

Protection areas should be applied to both large undeveloped lands north of the Santa Fe River as well as smaller areas that can be integrated into or are within neighborhoods. Identification of potential rural protection areas was part of the neighborhood planning process. The outcome of that process identified much of the lands north of the river as suitable for protection, in addition to at least one rural neighborhood south of the river.

Areas set aside should have some defining element based on established criteria of physical conditions, connectivity, wildlife habitat, recreation and future opportunity for acquisition and management.

The typical development pattern of the Agua Fria Village should be used as a model for new development in those protection areas. This would apply to those protection areas north of the river particularly, where there has been overwhelming consensus that the Agua Fria patterns should be protected, preserved and promoted on the north side of the river. Development of a rural protection ordinance[2] could be used to promote continuation of the original forms. These could be applied as zoning overlays within the rural protection areas.

Planning tools and techniques should be developed that will protect the interest of the property owners while protecting the land. Such tools as transfer of development rights, dedicated public access as part of the development process, acquisition of public rights-of-way or conservation easements, fee simple acquisitions (such as COLTPAC), density bonuses, and other such mechanisms would need to be defined and incorporated into the code as part of this process.

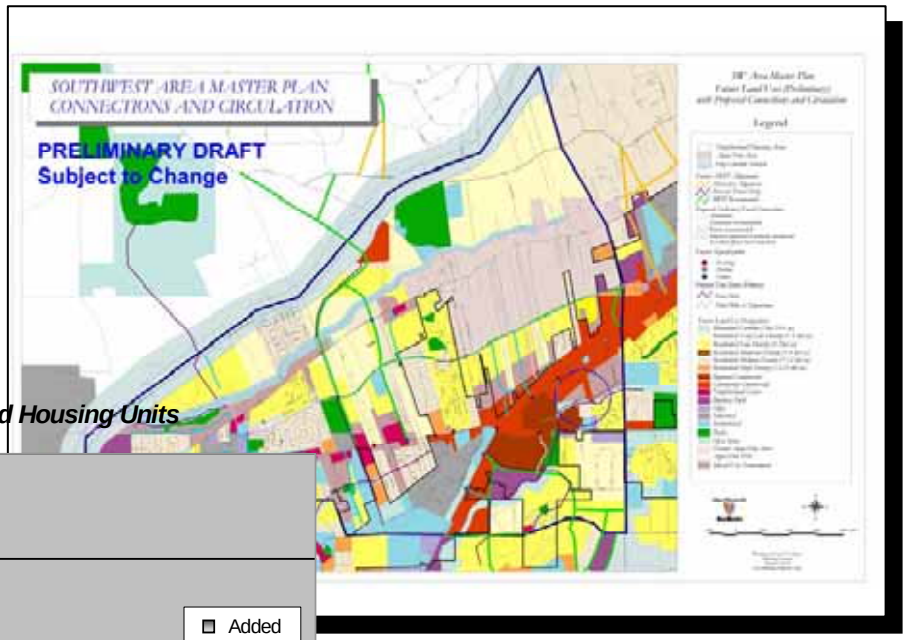
[1] As described on page 32 of the *Final Report*.
[2] This is described further in Chapter 2, Sections 6 and 7 of the Master Plan.

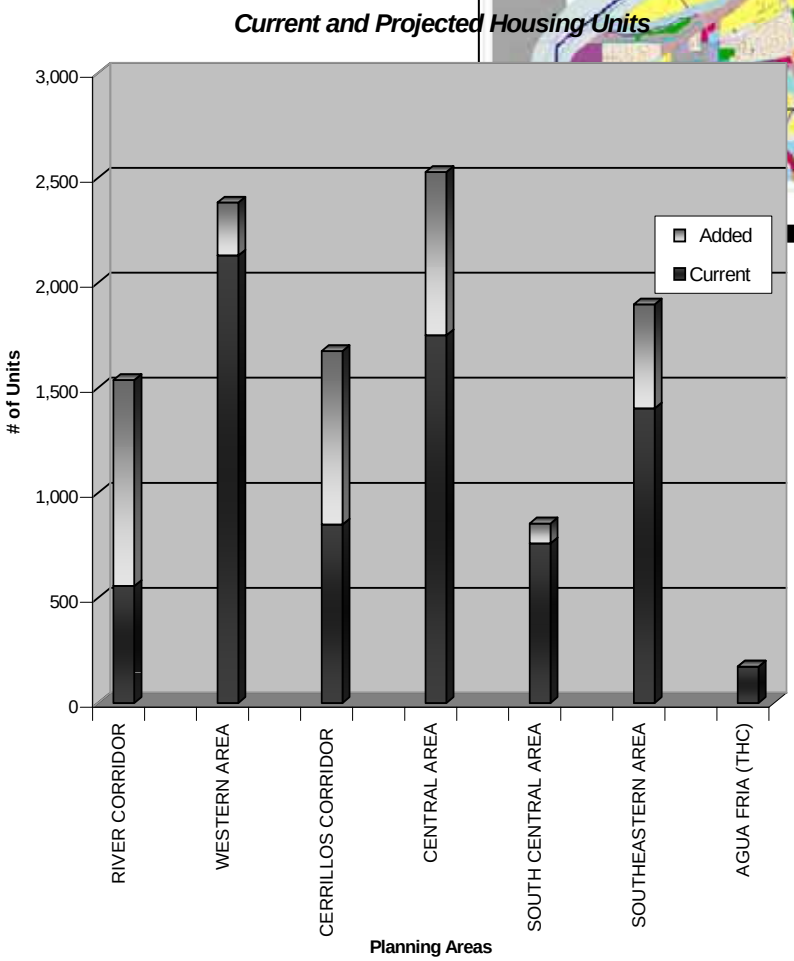
The Santa Fe River should be preserved and protected and made accessible to the greater public through the creation of easements. This will primarily be achieved through the creation of a River Protection Zone (see Chapter 2, Section 6, River Corridor Plan Area).

Implementation of these protection areas will have to be further detailed as code language is developed. Changes to the code[3] will need to take into account all of the aforementioned rural protection area elements. What is essential is that it allow for rural density patterns and land uses to continue, while providing protection and access to natural features.

[3] Here "code" is generic and would include both the EZO, County and the City's Land Development Code depending on the applicable jurisdiction.

Chapter 4
The Master Plans:
Future Land Uses, Connection and Circulation Patterns and Demographics





Southwest Area Master Plans

The master plans generally represent a compilation of the individual neighborhood plans. These include the comprehensive future land use plan, the demographic and resource analysis section and a circulation and connections plan. The future land use plan is an assembly of the neighborhood plans into one composite, while the demographic section is a re-analysis of future population based on the proposed future land uses and then provides a comparison to the original projections contained in the *SW Area Existing Conditions Report*.

The circulation and connections plan combines the approved arterials contained within the ARTF *Future Roads Network Map* with suggested connections between neighborhoods as well as a collector-level (or less) future roads plan. These connections are not intended to reflect actual alignments or measure future capacity, but rather demonstrate appropriate circulation-type patterns based on future development. The plan also does not alter the approved ARTF plan.

Future Land Use Plan

The future land use plan (Exhibit 4.1) is a composite of each of the future land use maps derived as part of the neighborhood workshops. The future land use designations represented are in keeping with the conventional standards established by the City's General Plan, however, the purpose and intent behind those "colors" relies on the neighborhood plans themselves. The City's General Plan provides a broad pallet of land use descriptions, but is not intended to provide a higher level of detail of pattern and form. The community area plan process is intended to serve that purpose. Again, the conveyance of land pattern and urban form are demonstrated in the neighborhood plans.

With regard to the future land use plan, there are several key elements that are unique to the Southwest Area, or are a result of the process. These would include:

- *Designation of areas for mixed use or for transition*. Because much of the Southwest Area has developed based on traditional or rural lifestyles and patterns, many of the uses are holdovers from those patterns or evolutions thereof. The primary example is live/work and home-business uses. These uses prevail throughout the planning area and a new land use category had to be created that would take into account these practices. The concept of mixed use as a future land use application is also a preferred form for the area. It is consistent with many of the goals and desired patterns of many of the neighborhoods.

- *Rural protection areas or semi-rural land patterns*. The General Plan represents desired future land uses as contained within a defined urban area boundary. Uses are considered to be at urban densities or intensities within that boundary. The notable exception is the "Mountain/Corridor" category that allows for 1 dwelling unit per every 10 acres based primarily on terrain constraints. The City General Plan currently does not provide a land use category that specifically recognizes residential densities that fall between the 1-du/10 acres and 1-du/1acre. Many of the developed areas currently within the extraterritorial zone had developed at 1-du/2.5 acres, as the EZ would require.

  In order to address this particular issue, areas where the densities fall below the 1 du/ac have been recognized as either the Agua Fria development model or as rural protection area designations, but are shown on the future land use plan as "Very Low Density Residential". In addition, the Agua Fria THC and the adjacent traditional area north of the river retains its is classification under the General Plan as the Greater Agua Fria Area.

- *Future land uses as a translation of the existing uses*. The designations on the General Plan Future Land Use Map are intended to respect the underlying zoning. The basic premise is that zoning be consistent with the General Plan. In the case of the SW Area future land use plan, a good portion of the area has not been subject to comprehensive zoning[1] so the land uses could not solely be based on that. Instead, the future land uses are mostly a translation of the way the land is being used. This

[1] Land uses has been regulated under the Extraterritorial Zoning Ordinance (EZO) since the late 1980's, but those land use controls are not considered conventional Euclidean zoning.

explains why the future land use patterns are more discontinuous and random—it merely reflects the land patterns as they exist. Vacant lands, however, are an expression of the desired future patterns that could ultimately be used to strengthen neighborhood identity while balancing future growth.

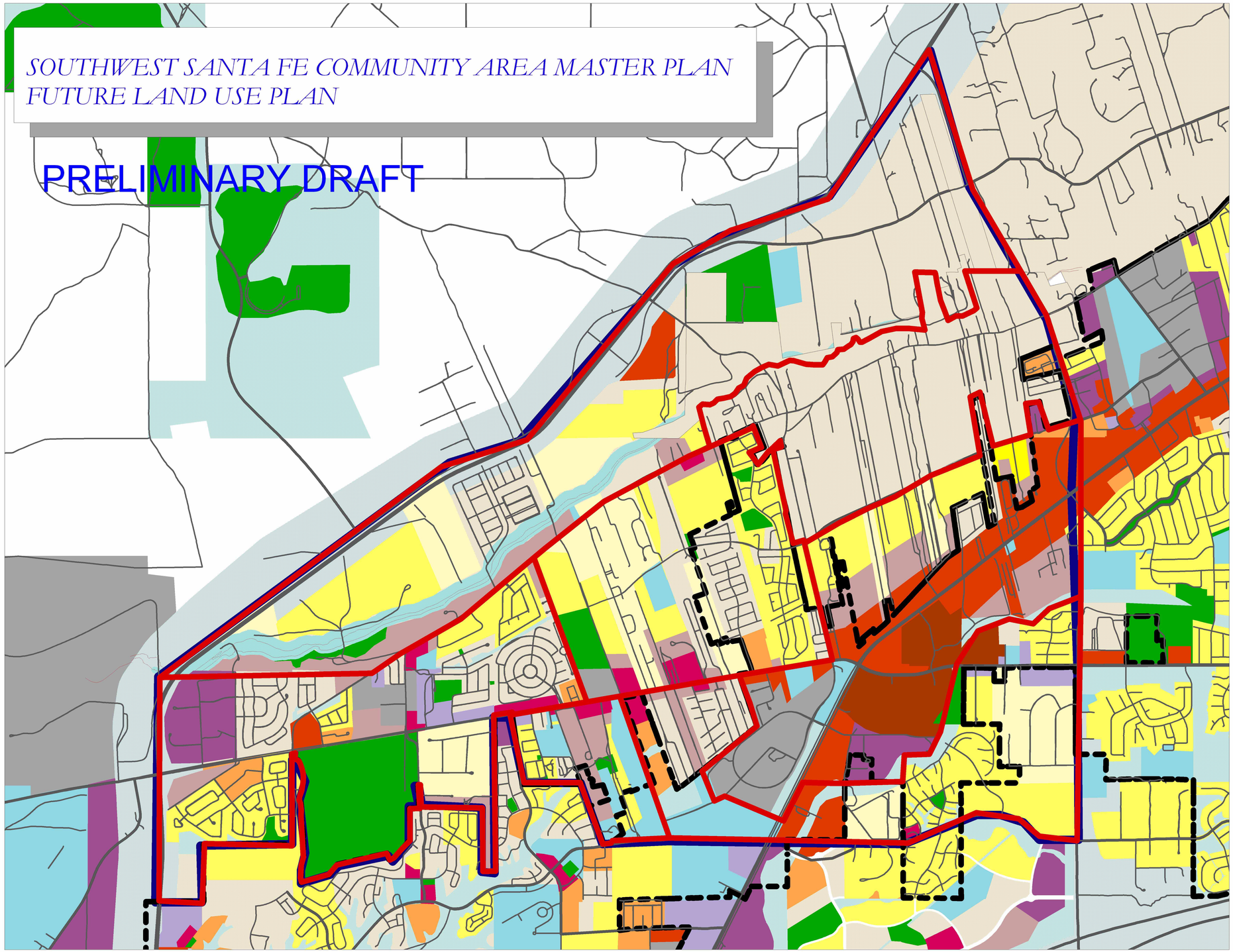
- *Incorporation of the Santa Fe Metro Area Highway Corridor Plan*. Although the original Highway Corridor Plan was adopted in 2001 and a subsequent unified plan was considered and recommended by the Regional Planning Authority in December of 2001, the City's General Plan was not been directly modified to incorporate key elements of that plan. The future land use plan incorporates both the critical setback requirements of the Highway Corridor Plan as well as those uses recommended within the unified plan.

- *Coordination with other overlapping planning boundaries*. The Santa Fe County Airport Development District planning process is occurring simultaneous to the Southwest Area Master Planning process. For that area that falls within both planning boundaries (generally, the larger intersection of Airport Road and NM 599 north to the Santa Fe River), City and County staff have made valid attempts to respect the recommendations by each planning group and coordinate the results. The desire to keep the processes consistent continues to be an ongoing goal.

One of the most frequently asked questions during the public participation process is how the future land use plan will effect or be tied to future zoning. The answer that is most often given is that the plan becomes the template that will guide and direct future zoning. The goal is for zoning to be done in consistence with the plan.

How this is to be accomplished will be dependent on the applicable jurisdiction, thus annexation plays a role in how land gets zoned. Irrespective of the jurisdiction, implementation should be seamless. If the City annexes lands within the area, the City will either initiate rezoning[2] of those lands in accordance with the adopted plan or will allow a property owner to initiate rezoning of his land at his/her discretion. For those lands that remain within the EZO, there would need to be revisions made to that code that better reflect these new land use systems. In either case, new or revised zoning districts will need to be created to fully implement the plan. This also includes the development of design standards that would be applied as zoning overlays to those areas shown as future neighborhood pattern models within the neighborhood plans.

[2] Newly-annexed territory would come into the City as R1 zoning.



SW Santa Fe Community Area Master Plan
Future Land Uses (Preliminary Draft)

Legend

Neighborhood Plan Units

Future Land Use Designations

- *Mountain/Corridor (1du/10+ ac)*
- *Residential Very Low Density (1-3 du/ac)*
- *Residential Low Density (3-7du/ac)*
- *Residential Moderate Density (7-9 du/ac)*
- *Residential Medium Density (7-12 du/ac)*
- *Residential High Density (12-29 du/ac)*
- *Regional Commercial*
- *Community Commercial*
- *Neighborhood Center*
- *Business Park*
- *Office*
- *Industrial*
- *Institutional*
- *Parks*
- *Open Space*
- *Greater Agua Fria Area*
- *Agua Fria THC*
- *Mixed-Use/Transitional*

Exhibit 4.1

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City of Santa Fe
New Mexico

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Planning and Land Use Dept.
Planning Division
Plotted 4.18.01
For Planning Purposes Only

Demographics and Resource Allocation

The Southwest Planning Area Existing Conditions Report (July 2000)

City and County staff completed the Southwest Planning Area Existing Conditions Report in July of 2000 which included detailed estimates of the existing total number of dwelling units in the area, the current population and the projected growth to 2020. These estimates were done prior to the release of the 2000 census data, therefore, were based on 1990 census data projections.

Original figures indicated a housing inventory make-up as shown in Table 4.2.1 (by the original subareas). There were a total number of 6,500 estimated housing units

Table 4.2.1 – Housing Inventory 2000 by Subarea (from the *Existing Conditions Report*)

	Mobile Homes	Apartments	Duplexes/ Townhomes	S-F Detached	TOTAL UNITS
Cerrillos/Airport/ Rodeo (1)	1,270	702	179	679	2,830
Agua Fria (2)	575	48	62	495	1,180
Airport Corridor (3)	1,586	364	155	375	2,480
TOTAL UNITS	**3,431**	**1,114**	**396**	**1,549**	**6,490**
% by housing type	*53%*	*17%*	*6%*	*24%*	*100%*

for the SW Area, whereby manufactured housing/mobile homes comprised over half those units. Based on these housing units estimates (using a 2.42 persons per household multiplier with a .92 occupancy rate), the original population estimate for the year 2000 was approximately 14,500 persons.

Population projections for the year 2020 were also based on these original figures, as well as population projections done for the 1999 City General Plan. It was estimated that by the year 2020, the area would add approximately 1,915 dwelling units (30% increase), with a corresponding increase in population of nearly 4,700 persons, bringing the total estimated population to nearly 19,200 persons. Other than those areas in the General Plan that have future land uses designated, the projections were not based on projected uses, but on population trends.

Updated Demographics and Projected Development Buildout

With the release of the 2000 census data and with the completion of the proposed future land uses, city staff has revised the existing and projected housing unit and population estimates for the area by neighborhood planning area. Table 4.2.2. illustrates the revised existing housing unit and population estimates for the area. The revised numbers generally reflect an approximate 15% increase to the original figures. This is based on the larger percentage growth that actually occurred over the last ten years within that sector of the community.

Planning Area	*Total Population*	*Total Housing Units*
River Corridor	1,673	577
Western Area	6,002	2,131
Cerrillos Rd. Corridor	2,358	850
Central Area	4,940	1,751
Agua Fria THC	2,051	760
Southeastern Area	3,867	1,403
Southcentral Area	522	173
Total Area	***21,413***	***7,645***
Unincorporated Area	***13,938***	***4,799***

Table 4.2.3. Revised Housing Unit and Population Estimates for the SW Area

Planning staff then also recalculated the projected number of housing units based on proposed residential land uses within vacant lands. Included was also the projection of added commercial square footage based on the land use intensities and the corresponding water demands that would be generated as a result of both. The results are illustrated in Table 4.2.4. and they represent total future buildout (rather than year 2020). The revised land use projections represents an additional 1,400 housing units from the original 2020 projections.

*Planning Area**	*Added # of Housing Units*	*Added Commercial Square Feet*	*Added Water Demand*
River Corridor	981	399,300	232.2
Western Area	252	364,700	83.3
Cerrillos Rd. Corridor	826	1,123,300	233.5
Central Area	777	200,000	228.5
Agua Fria THC	-	-	-
Southeastern Area	495	95,400	110.5
Southcentral Area	95	103,900	32.3
Totals	***3,426***	***2,286,600***	***920.3***

Table 4.2.4. Preliminary Land Use Plan Buildout Scenario

*Land Use/Development Assumptions:
1. RVLO develops at 2.5 units per acre, except River Corridor where RVLO/Agua Fria Area develops at 1 unit per 2.5 acres due to rural protection designations.
2. RLOW develops at 4.5 units per acre.
3. RMED develops at 9.0 units per acre.
4. RHIG develops at 20.0 units per acre.
5. CCOM, CBUS, CREG, COFF, CNEI, TMXU develop at .15 F.A.R., except Cerrillos Corridor where it is .20.
6. TMXU develops with RMED housing on half of the acres, and commercial development on the other half.

Water Demand Assumptions:
7. RVLO will use .25 afy per unit.
8. RLOW & RMED will use .20 afy per unit.
9 RHIG will use .21 afy per unit.
10. CCOM, CBUS, CREG, COFF & TMXU will use 0.6 afy per 10,000 sq. ft.
11. CNEI will use 1.5 afy per 10,000 sq. ft.
12. PARK will use 1.8 afy per acre.
13. POSP will not use any water.
14. INST will use 0.6 afy per 10,000 sq. ft. in office locations and 0.8 afy per 100 elementary students in Central Area

It should be noted that the projection “horizons” between the two future housing unit estimates differ. The original 1,900 housing unit projection was based on a 2020

planning horizon while the 3,400 housing unit projection is at area buildout. A straight-line growth projection rate would infer buildout to occur within 34 years. It may be assumed, however, that the rate of growth to buildout may begin to decrease—that the relatively high rate of growth that has occurred over the last ten years for the area is not likely to be sustained for several reasons. These include:

- *Increasing competition in housing supply within that sector of town*. Master planned communities such as Tierra Contenta, Rancho Viejo and, potentially, Los Soleras have and are providing an increasing amount of housing supply to that market area. What will have the greatest affect on development for the area will be the competition in supply for affordable units.
- *Less opportunity for the very large mobile home parks*. Many of the mobile home parks (MHP's) in that area came on line in a relatively short period of time. The current use of the special exception zoning that would allow for MHP construction has been reasonably exhausted. Mobile home areas may most likely develop as subdivisions in the future, which tend to buildout at a relatively slower rate and produce slightly lower densities overall.
- *Southwest Area as infill*. As the area moves toward buildout (currently between 38-41% vacant lands), remaining undeveloped tracts typically are smaller in size and can be more challenging to develop[1]. This may contribute to the slowing rate at which development is likely to occur.
- *Changes in future water policy or water availability*. If certain changes in water policy are implemented, they may potentially spread growth out over a longer period of time. In addition, the supply or availability of water will ultimately affect the rate of growth. The rate of growth will ultimately depend on future water policy and availability. The proposed land uses may influence the future landscape, however, water policy will direct when development will actually occur.

Based on these assumptions, it may be assumed that the rate of growth over the last ten years will begin to decrease, and that buildout may occur possibly between 35 to 40 years.

With regard to future City water commitments, there are currently 6,181 housing units (out of the 7,625 units), or 81%, currently connected to the City water system. In contrast, 1,444 housing units are not regular customers of the city water system, including the Agua Fria THC of 760 units. The Agua Fria Community Water System (serving approximately 200 homes) is, however, connected to the City system and is able to receive water as a pass through. If the City were to annex the unincorporated areas excluding the Agua Fria THC, only 684 units out of the 4,039 units (17%) that would be subject to annexation are not currently city water utility customers.

[1] There are several factors that may contribute to this. They can include increasing traffic issues, neighborhood impact concerns, increase in land value as the area develops, remaining undeveloped tracts of land may be more constrained, etc…

Connections and Circulation Plan

Relationship to the Arterial Road Task Force (ARTF) Future Roads Network Plan

The Southwest Area Master Plan does not alter the adopted ARTF Future Roads Plan. That planning process represented an extensive public participation process at many levels and took place over several years. Since this master plan addresses primarily land use and design, it was decided early in the process that any attempt to modify the ARTF plan would be inappropriate.

Staff has been directed, however, by the City Council to explore and make recommendations on connections and circulation patterns based on the proposed land uses and urban forms. In addition, the *Final Report* provides some basic road patterns and guidelines for future development. Principle 2 of the *Final Report* also states that neighborhoods should be connected within and among themselves. *Based on these criteria, the city planning, development review and transportation/traffic teams have collectively produced a suggested plan for local street, sub-collector, and collector level roads based on the future land patterns (Exhibit 4.2).* This plan would be supplemental to the road network standards contained within the design guidelines for future development. As the connections and circulation plan illustrates, the proposed systems are intended to work in consort with the adopted ARTF plan[1].

Methodology for Plan Development

In development of these road systems, many of the basic assumptions, and limitations, that emerged from the ARTF Plan were carried over[2]. Comments regarding future connections from the neighborhood workshops were also respected. In essence, the approach that staff took in developing the plan was to assemble those individual roads or connections that had been approved or recommended through the development process as well as look at minor neighborhood connections that could be facilitated by future development.

What staff also considered was avoiding patterns that would facilitate future "cut-through" traffic. There was also a concerted effort to avoid additional connections to Agua Fria Road, but where those connections were necessary, try and disperse traffic to existing secondary or minor arterials or collectors[3]. No additional future roads were indicated through or within the Agua Fria THC proper, nor were there any additional river crossings included. Many of the suggested collectors or local streets shown connect to the expanded road network as shown in the ARTF plan.

[1] The original growth projections that were used during the ARTF Future Roads project were fairly similar to the projected growth resulting from this process. It is therefore assumed that the ARTF assumptions remain valid.
[2] This includes such issues as a discontinuity of Caja del Rio at the river, no further connections to Powerline Drive and a continued lack of connectivity along Richards Ave.
[3] Alternative connections such as Rufina St., San Felipe and Constellation Drives.

Staff has also provided alternative connections that may prove more appropriate, depending on how and when development actually occurs. The circulation patterns are intended to demonstrate conceptually where future roads would most likely be needed as a result of future development. It does not indicate or portray the actual physical alignments or traffic loads or capacities. That level of detail would have to be determined at the time of development. *As stated in several of the neighborhood plans, the level of development intensity would be directly proportional to the connections proposed, the road capacity of the existing networks or some combination thereof.* This would have to be demonstrated as each development project is considered. That would include the appropriate road system (i.e., collector versus sub-collector) as well as actual alignments, however, no roads with capacities greater than a collector level should be considered if it is not called for in the ARTF plan. Future traffic signalization is also included as a matter of reference.

Finally, the connection and circulation plan indicates where the major urban trail spines should be located in order to create a viable pedestrian and equestrian network. This would include the River Trail[4], the Arroyo de los Chamisos Trail, a trail along Rufina Street that would continue through the drainage easements located between Country Club MHP and Fairway Village and tie into the River Trail near San Felipe Road. An added future pedestrian trail has been included that would tie the Tierra Contenta trail system to those neighborhoods and schools south of Airport Road. A secondary "loop" trail is also indicated along the proposed South Meadows arterial that will provide the critical north/south connection between the River and Rufina trails.

Other than those public or private efforts that are currently underway to acquire trail easements and/or build trails, future trails and minor trail connections (and their easements) should be required as part of the development process. This will encourage the smaller, but essential, neighborhood connections.

[4] The main trunk of the River Trail would be located within the 200 foot public access easement on the north side of the River, with a secondary trail located through the State Land Office on the south side of the river. This will allow the trail to continue past the NM599 bridge on either the north or south bank. Further river trail access is being determined as part of the Airport Road Development District Plan.

SOUTHWEST AREA MASTER PLAN CONNECTIONS AND CIRCULATION

PRELIMINARY DRAFT

COUNTY RD 70
ALAMEDA
NM 599
AGUA FRIA
JEMEZ
LOPEZ
CERRILLOS
RICHARDS
RODEO
AIRPORT
PASEO DEL SOL
SOUTH MEADOWS
ACADEMY
GOVERNOR MILES

SW Area Master Plan
Proposed Connections and Circulation
(Preliminary Draft)

Legend

Future ARTF Alignments
- *Alternative Alignments*
- *Areas for Future Study*
- *ARTF Recommended*

Proposed Collectors/Local Connections
- *Alternative road*
- *Expansion of existing road (recommended)*
- *Future road (recommended)*
- *Proposed (approved or partially constructed)*
- *Secondary (future local connection)*

Future Signalization
- *Existing*
- *Pending*
- *Future*

Proposed Trail Spines (Primary)
- *Hike/Bike*
- *Hike/Bike & Equestrian*

Exhibit 4.2

N W E S

City of Santa Fe New Mexico

1000 0 1000 Feet

Planning and Land Use Dept.
Planning Division
Plotted 4.18.02
For Planning Purposes Only

City of Santa Fe, New Mexico

Attachment B

Maps & Photos

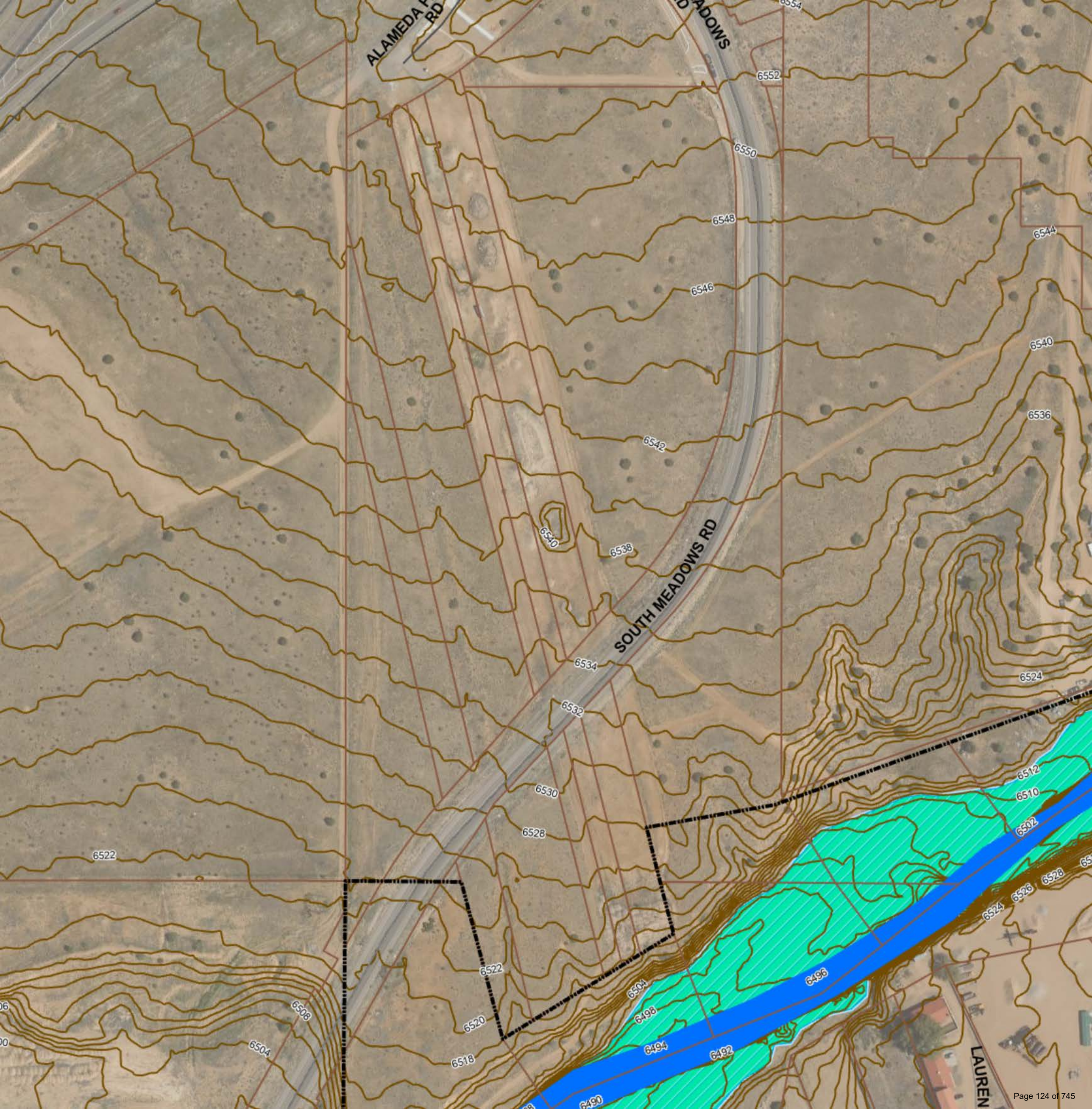
1. Future Land Use
2. Current Zoning
3. Aerial Photos
4. Topography
5. Utility Connections
6. Vicinity Map

ALAMEDA FRONTAGE RD
SOUTH MEADOWS RD
ON RAMP
EXIT RAMP
VETERANS MEMORIAL HWY
SOUTH MEADOWS RD
PRAIRIE DOG LOOP
CAMINO
HERM
HENRY

ALAMEDA FRON
EADOWS RD
C2
ON RAMP
R1
EXIT RAMP
VETERANS MEMORIAL HWY
NTAGE RD
R3
R21
SOUTH MEADOWS RD
R3
C2
R3
R21
R1
CAMINO
HERMA

Veterans Memorial Hwy
2200
5750
South Meadows Rd
2525
South Meadows Rd
South Meadows Rd
2800
Santa Fe River
Santa Fe River
Santa Fe River

Madera Apartments
South Meadows Apartments
Image Landsat / Copernicus
Google Earth


ALAMEDA P
RD
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SOUTH MEADOWS RD
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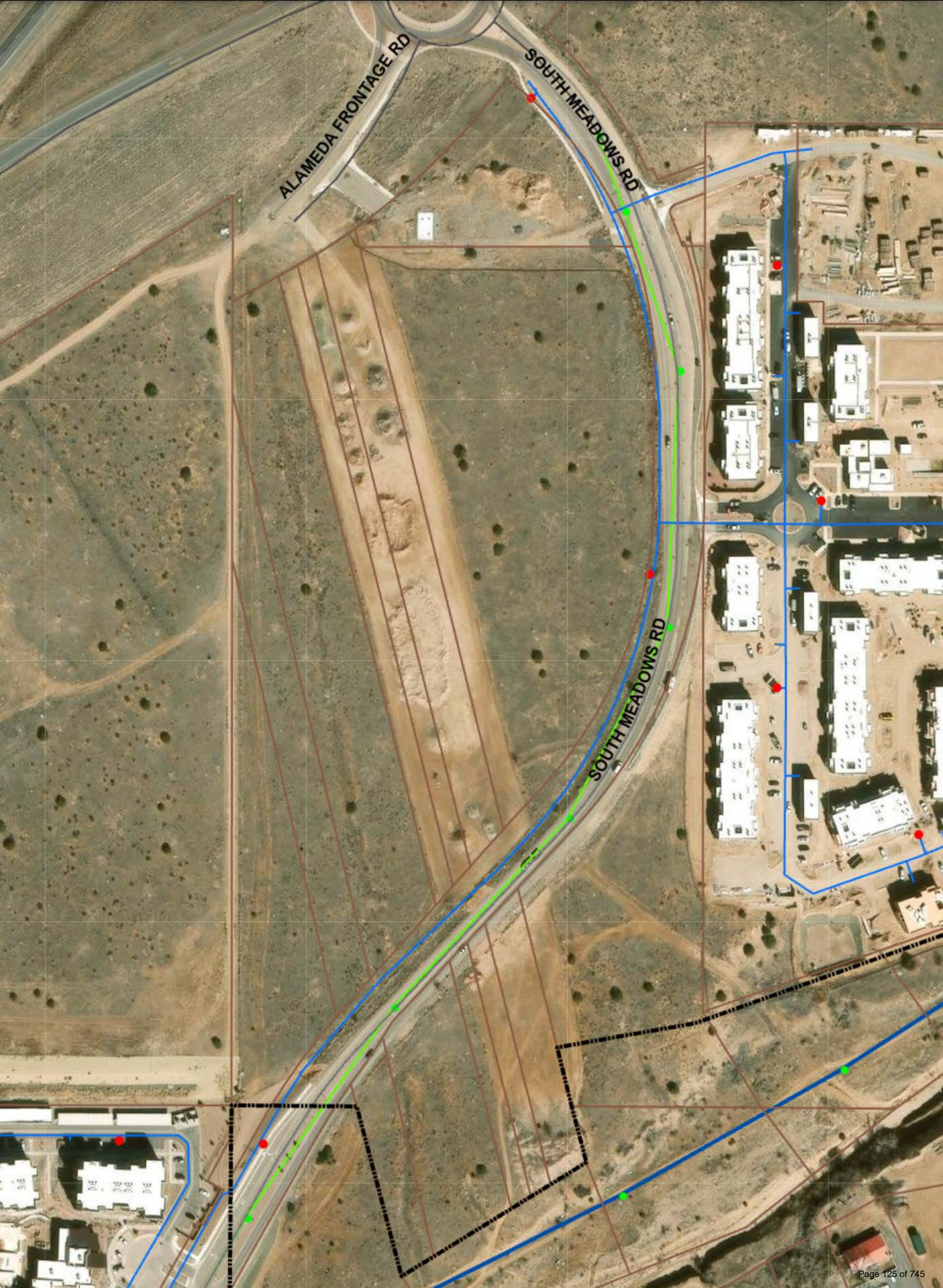
ALAMEDA FRONTAGE RD
SOUTH MEADOWS RD
SOUTH MEADOWS RD

Municipal Recreation Complex
Agua Fria Cemetery
Agua Fria Community Park
San Ysidro River Park
Agua Fria
Las Acequinas Park
Santa Fe Country Club
Santa Fe Place
Vila Linda Park
Vista del Prado Parkland
Acequia de los Pino
Santa Fe
VETERANS MEMORIAL HWY
NM 599 FRONTAGE RD
ALAMEDA FRONTAGE RD
SOUTH MEADOWS RD
AGUA FRIA PARK RD
CAJA DEL ORO GRANT RD
N CAJA DEL ORO GRANT RD
CAMINO CEMENTERIO
PRAIRIE DOG LOOP
RIVERS EDGE LN
CAMINO DE LOS ARROYOS
CAJA DEL RIO RD
BACA RANCH CT
CAMINO DON FIDEL
AVENIDA ANGELES
RAVENSWOOD LN
ALEKSANDER WAY
KATES WAY
DOBBINS WAY
ASPEN LOOP
LOCUST ST
HICKORY ST
CYPRESS ST
POPLAR ST
ELM ST
ASH ST
WALNUT ST
SYCAMORE LOOP
ROSEWOOD ST
REDWOOD ST
BIRCH ST
COTTONWOOD DR
MAPLE ST
OLIVE ST
PASEO DEL RIO
RIO VISTA CT
CORT CT
DOMINGUEZ LN
VILLAGE WAY
GREEN WAY
WILLOW WAY
SUNSHINE WAY
HIGHLAND WAY
MORNING DR
TERRA DE CORAL ST
MONTE ROSA ST
VIOLETA VIRTUOSO ST
FLORES DEL RIO
AGUA FRIA RD
WILLY RD
MORA LN
JIMEZ RD
SAN VEROS RD
CALLE PICO
PRIMO DOLORES ST
CAMINO MENDOZA
MARY LOU WAY
CALLE PARK LUISA
M J WAY
CALLE NUEVA
CALLE HERMANOS
LAURELES LN
HENRY LN
VIA DEL CIELO
VIA DEL SOL
ENCINITAS LN
VIA NUBE
DEL GRIEGO
LOIS LN
ILEA WAY
JOSHUA LN
HALPIN CT
ZEPOL RD
CASAS DE TODOS
SEBIDA DEL VALLE
CALLE ANDREW
CALLE LA MIRADA
AVENIDA DE LAS ACEQUIAS
CALLE CORAZZI
CALLE INEZ
CALLE POLKE PL
BOUTIAS LOOP
CALLE GUILLERMO
CALLE JAIME
AVENIDA LINDA
AGUA FRIA LN
VUELTA DE LAS ACEQUIAS
RUTINA ST
LOPEZ LN
CALLE MANUEL R
CAMINO VISTA AURORA
CALLE HERNANDEZ
MARTIN MORA
CALLE ALEGRE
VUELTA DEL SUR
ARANAGA
ENTRADA DEL ALAMO
BEN LANE
TRES LOBOS LN
FLORAL DR
RANCHITOS DE BECA
AVENIDA DE SERRIO
RUMBO AL SUR
LA JUNTA DEL ALAMO
CAMINO POLVOSO
ANTONIO LN
VIA DON TORIBIO
PASEO DE TERCERO
RANCHO DE CHAVEZ
PAN Y EUTILIA LN
PASEO MEL SENADA
CALLE ELOISA
CAMINO MARIA FELIZ
LEDO DR
SAN YSIDRO CROSSING
HAROLDSVILLE
ROYS WAY
VEREDA CORTA
GILS WAY
CAMINO CALVARIO
HAMMOND RD
HAMMOND CIR
RAGADA SAN JUAN
CAMINO DOS ANTONIOS
CALLE CRISTO
VEREDA JOSEFITA
AVENIDA SAN DIEGO
TAINZA LN
TERRAZAS LN
CAMINO SAMUEL MONTOYA
NORTH CAMINO ATOCHA
CAMINO DE MANUEL
SOUTH CAMINO ATOCHA
RUDOLFO RD
CALLE LEON DE RITA
PLAZA MONTOYA
AVENIDA DE MONTOYA
VEREDA SAN ANTONIO
CASTILLO RD
SANTA LUCIA ST
SAN BENITO ST
SAN LUIS ST
TODOS SANTOS ST
CALLE DE SAIZ DOMINIC LN
CALLE EUGENIO
EMILIA CT
VEGAS VERDES DR
ZAFARRAYO DR
AGGIE RD
CERRILLOS RD
SAN IGNACIO RD
CAMINO DE JACOBO

City of Santa Fe, New Mexico

Attachment C

Applicant Submittals

1. A 2780 South Meadows Rd MyG PLUD-04_General_Plan_Amendment
2. B 2780 South Meadows Rd PLUD-07_Rezoning
3. C 2780 Montoya Y Garcia REVISED Ap Letter
4. C2 2780 South Meadows Rd ENN Meeting Notes
5. D 2780 South Meadows Rd County Parcel.300 FT BUFFER
6. D1 2780 South Meadows Rd County Parcel Info
7. D1 2780 South Meadows Rd Mailing Owners
8. D2 2780 South Meadows Rd Mailing Tenants 1 of 2
9. D3 2780 South Meadows Rd Mailing Tenants 2 of 2
10. D4 2780 South Meadows Road Map 300' Buffer
11. E 2780 South Meadows Road Boundary Survey
12. F1 2780 South Meadows Road LOR Package
13. F2 2780 South Meadows Rd Lot of Record
14. G 2780 South Meadows Road MAP Future Land Use
15. H 2780 South Meadows Road MAP Zoning
16. I1 2780 South Meadows Rd south meadows-row-plats
17. I2 2780 South Meadows Rd SM Road Project1
18. I3 2780 South Meadows Rd south meadows-row-plats-24
19. I4 2780 South Meadows Rd south meadows-row-plats-25
20. I5 2780 South Meadows south meadows-row-plats-23
21. J Letter Application REVISED 1/23/26

APPLICATION RESOURCES

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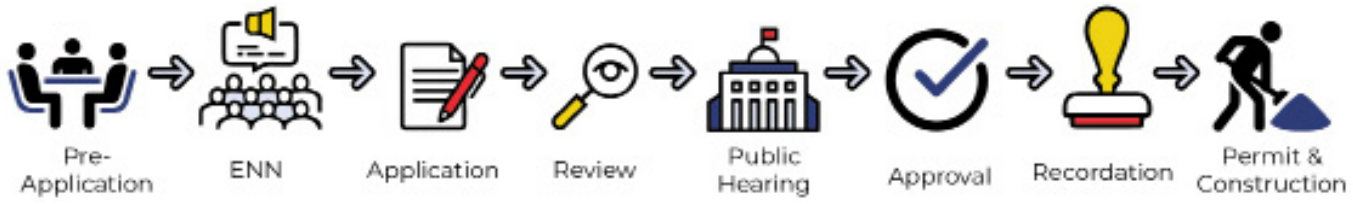
GENERAL QUESTIONS : zoningcounter@santafenm.gov

DEVELOPMENT REVIEW PROCESS



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LAND DEVELOPMENT CODE REFERENCE

GENERAL PLAN AMENDMENT PROCEDURES (SECTION 14-3.2(E) SFCC)

Purpose: The general plan is a guide for the city's land use decisions. The regulations, restrictions and policies of the city affecting development of Santa Fe shall be in accordance with the general plan as provided in Section 3-21-5 NMSA 1978. When necessary, the general plan shall be amended in accordance with this section.

Applicability: The general plan must first be amended before any proposed changes in the city's policies on urban area boundaries, annexation, growth, economic development, special review districts or other long-range planning items not in conformance with the general plan may be approved.

1. Criteria for all Amendments to the General Plan

The planning commission and the governing body shall review all general plan amendment proposals on the basis of the following criteria, and shall make complete findings of fact sufficient to show that these criteria have been met before recommending or approving any amendment to the general plan:

a. Consistency with growth projections for Santa Fe, economic development goals as set forth in a comprehensive economic development plan for Santa Fe and existing land use conditions such as access and availability of infrastructure;

b. Consistency with other parts of the general plan;

c. The amendment does not:

   i. Allow uses or a change that is significantly different from or inconsistent with the prevailing use and character in the area; or

   ii. Affect an area of less than two acres, except when adjusting boundaries between districts; or

   iii. Benefit one or few landowners at the expense of the surrounding landowners or the general public;

d. An amendment is not required to conform with Subsection 14-3.2(E)(1)(c) if it promotes the general welfare or has other adequate public advantage or justification;

e. Compliance with the extraterritorial zoning ordinances and extraterritorial plans;

f. Contribution to a coordinated, adjusted and harmonious development of Santa Fe that in accordance with existing and future needs best promotes health, safety, morals, order, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development; and

g. Consideration of conformity with other city policies, including land use policies, ordinances, regulations and plans.

2. Additional Criteria for Amendments to Land Use Policies

In addition to complying with the general criteria set forth in Subsection 14-3.2(E)(1), amendments to the land use policies section of the general plan shall be made only if evidence shows that the effect of the proposed change in land use shown on the future land use map of the general plan will not have a negative impact on the surrounding properties. The proposed change in land use must be related to the character of the surrounding area or a provision must be made to separate the proposed change in use from adjacent properties by a setback, landscaping or other means, and a finding must be made that:

a. The growth and economic projections contained within the general plan are erroneous or have changed;

b. No reasonable locations have been provided for certain land uses for which there is a demonstrated need; or

c. Conditions affecting the location or land area requirements of the proposed land use have changed, for example, the cost of land space requirements, consumer acceptance, market or building technology.

SUBMITTAL CHECKLIST

Submittal requirements may vary based on the individual application. The City reserves the right to request additional information during the review process. Please submit each of the following items as separate PDF files saved with unique and descriptive file names:

- ✔ Application Letter (intent, location, acreage)
- ✔ Statement addressing approval criteria
- ✔ Legal lot of record, legal description
- ☐ Development Plan (as defined by Section 14-3.8 SFCC 1987, if applicable)
- ☐ Proof of compliance with conditions of annexation approval (if applicable)
- ☐ Letter of water and sewer availability

PARCEL INFORMATION

Project Name:	General Plan Amendment for Remaining Portions of Government Lot 17 SHC 1255 ½ TR5, & SHC 1178
Address:	2780 South Meadows Road
Property Size:	7.01 Acres Total
Current Use of Land:	Residential
Proposed Use of Land:	Residential
Does an annexation application accompany this application?	☐ Yes ✓ No
Does an rezoning application accompany this application?	✓ Yes ☐ No
Pre-application Conference Date:	6/23/24
Early Neighborhood Notice (ENN) Meeting Date:	4/24/25

PROPERTY OWNER INFORMATION

Name (First, Last):	Montoya y Garcia, LLC
Address:	P. O. Box 2476
Street Address	Suite/Unit #
Santa Fe	NM 87504
City	State ZIP Code
Phone:	(505) 988-3800
E-mail Address:	karl@sommerkarnes.com

APPLICANT/AGENT INFORMATION (IF DIFFERENT FROM OWNER)

Company Name:	Sommer Karnes & Associates, LLC (Karl H. Sommer)
Name (First, Last):	Karl H. Sommer
Address:	P.O. Box 2476
Street Address	Suite/Unit #
Santa Fe	NM 87504
City	State ZIP Code
Phone:	(505)988-3800
E-mail Address:	karl@sommerkarnes.com

Correspondence Directed To: ☐ Owner ☐ Applicant ✓ Both

AGENT AUTHORIZATION (IF APPLICABLE)

I am/We are the owner(s) and record title holder(s) of the property located at:

2780 South Meadows Road

I/we authorize Sommer Karnes & Associates, LLC to act as my/our agent to execute this application.

Signed:	Monica Montoya	Date:	8/2025
Signed:	Carlos Garcia	Date:	8/2025

SIGNATURE

I hereby certify that the documents submitted for review and consideration by the City of Santa Fe have been prepared to meet the minimum standards outlined in the Land Development Code, Chapter 14 SFCC 1987. Failure to meet these standards may result in the rejection of my application. I also certify that I have met with the City's Current Planning staff in a pre-application meeting to verify that the attached proposal is in compliance with the City's zoning and annexation requirements.

Signature:	Karl Sommer	Date:	8/25

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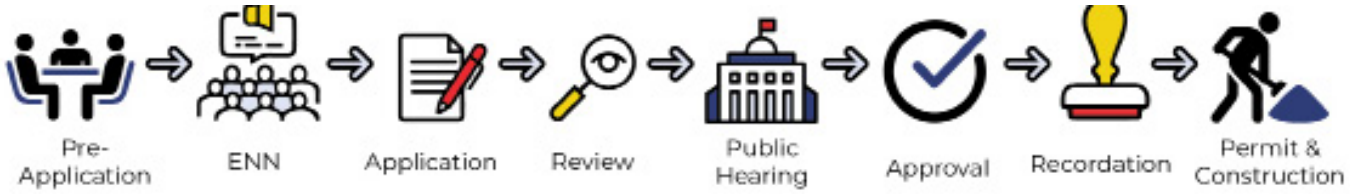

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LAND DEVELOPMENT CODE REFERENCE

REZONING PROCEDURES AND APPROVAL CRITERIA (SECTION 14-3.5(C) SFCC)

Procedures: All rezonings shall be submitted to the planning commission for review and recommendation at a public hearing. The review shall be based on the approval criteria and a balancing test that considers the prevailing uses and character in the area. Rezoning requests specified in Section 14-4 Zoning Districts and 14-5 Overlay Zoning Districts, must be accompanied by a Development Plan application to be reviewed in coordination with the rezoning request.

The Planning Commission shall transmit the application to the governing body, with a recommendation for approval or disapproval. Before taking action, the governing body shall hold a public hearing and may request additional information necessary to ensure compliance with Chapter 14. The governing body shall take final action to approve, approve with conditions or deny the proposed rezoning. After approval the official zoning map shall be amended in accordance with Section 14-4.1(C) to note the new zoning designation. If denied, the applicant must wait 12 months to reapply.

Approval Criteria

1. The planning commission and the governing body shall review all rezoning proposals on the basis of the following criteria, and must make complete findings of fact sufficient to show that these criteria have been met before recommending or approving any rezoning:
   a. one or more of the following conditions exist:
      i. there was a mistake in the original zoning;
      ii. there has been a change in the surrounding area, altering the character of the neighborhood to such an extent as to justify changing the zoning; or
      iii. a different use category is more advantageous to the community, as articulated in the general plan or other adopted city plans;
   b. all the rezoning requirements of Chapter 14 have been met;
   c. the rezoning is consistent with the applicable policies of the general plan, including the future land use map;
   d. the amount of land proposed for rezoning and the proposed use for the land is consistent with city policies regarding the provision of urban land sufficient to meet the amount, rate and geographic location of the growth of the city; and
   e. the existing and proposed infrastructure, such as the streets system, sewer and water lines, and public facilities, such as fire stations and parks, will be able to accommodate the impacts of the proposed development.
2. Unless the proposed change is consistent with applicable general plan policies, the planning commission and the governing body shall not recommend or approve any rezoning, the practical effect of which is to:
   a. allow uses or a change in character significantly different from or inconsistent with the prevailing use and character in the area;
   b. affect an area of less than two acres, unless adjusting boundaries between districts; or
   c. benefit one or a few landowners at the expense of the surrounding landowners or general public.

SUBMITTAL CHECKLIST

Submittal requirements may vary based on the individual application and the requested zoning district. The City reserves the right to request additional information during the review process. See Section 14-4 and 14-5 SFCC 1987 for rezoning regulations related to specific zones. Please submit each of the following items as separate PDF files saved with unique and descriptive file names:

- ✔ Application letter (purpose, intent, location, acreage)
- ✔ Statement addressing rezoning approval criteria
- ✔ Legal lot of record and legal description
- ☐ Development plan (see Section 14-3.8 SFCC 1987) (if applicable)
- ✔ ENN meeting notes
- ☐ Terrain management plans (as required by Section 14-8.2 SFCC 1987)
- ☐ Traffic impact analysis (if applicable)
- ☐ Archaeological Clearance (if applicable)
- ☐ Sewer and Water Plan (including profiles and details), letter of availability (if applicable)

PARCEL INFORMATION

Project Name: Rezoning of Remaining Portions of Government Lot 17 SHC 1255 ½ TR5, & SHC 1178

Address: 2780 South Meadows Road | Property Size: 7.01 Acres Total

Current Zoning: R-3 | Proposed Zoning: R-6

Does a Development Plan application accompany this application? ☐ Yes ✓ No

Pre-application Conference Date: 6/23/24 | Early Neighborhood Notice (ENN) Meeting Date: 4/24/25

Uniform Parcel Code Number: 910008728, 99312180, 99312181

PROPERTY OWNER INFORMATION

Name (First, Last): Montoya y Garcia, LLC

Address: P. O. Box 2476
Street Address | Suite/Unit #

Santa Fe | NM | 87504
City | State | ZIP Code

Phone: (505) 988-3800 | E-mail Address: karl@sommerkarnes.com

APPLICANT/AGENT INFORMATION (IF DIFFERENT FROM OWNER)

Company Name: Sommer Karnes & Associates, LLC

Name (First, Last): Karl H. Sommer

Address: P.O. Box 2476
Street Address | Suite/Unit #

Santa Fe | NM | 87504
City | State | ZIP Code

Phone: (505)988-3800 | E-mail Address: karl@sommerkarnes.com

Correspondence Directed To: ☐ Owner ☐ Applicant ✓ Both

AGENT AUTHORIZATION (IF APPLICABLE)

I am/We are the owner(s) and record title holder(s) of the property located at:

0 South Meadows Road

I/we authorize Sommer Karnes & Associates to act as my/our agent to execute this application.

Signed: Monica Montoya | Date: 8/25

Signed: Carlos Garcia | Date: 8/2025

SIGNATURE

I hereby certify that the documents submitted for review and consideration by the City of Santa Fe have been prepared to meet the minimum standards outlined in the Land Development Code, Chapter 14 SFCC 1987. Failure to meet these standards may result in the rejection of my application. I also certify that I have met with the City's Current Planning staff in a pre-application meeting to verify that the attached proposal is in compliance with the City's zoning requirements.

Signature: Sommer Karnes & Associates | Date: 8/2025

SOMMER KARNES & ASSOCIATES LLP

Mailing Address
Post Office Box 2476
Santa Fe, New Mexico 87504-2476

Street Address
125 Lincoln Ave
Suite 221
Santa Fe, NM 87501

Telephone:(505) 989-3800
Facsimile:(505) 288-3601

Karl H. Sommer, Attorney at Law
khs@sommerkarnes.com
Joseph M. Karnes, Attorney at Law
jmk@sommerkarnes.com

John R. Fox Attorney at Law
johnf@sommerkarnes.com
Of Counsel

August 2025

VIA EMAIL TO
VIA EMAIL

Joel Cruz-Haber
Daniel Esquibel
Planning and Land Use
City of Santa Fe
202 Lincoln Ave
Santa Fe, NM 87501

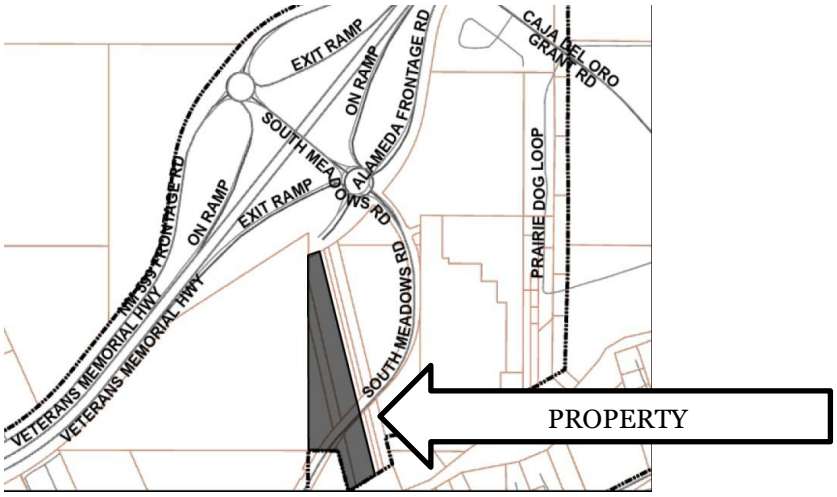
Re: Letter of Application for General Plan Amendment and Rezoning
Montoya y Garcia, LLC – Property Owner and "Applicant"
Section 31 T17N, R19E, Remaining Portions of Government Lot 17 SHC 1255 ½ TR5, & SHC 1178 (Parcel #'s 910008728, 99312180, 99312181) - the ("Property")

Dear Joel and Dan:

Submitted with this letter are the applications for a General Plan Amendment and Rezoning of the 7.01 acres of property commonly known as Section 31 T17N, R19E, Remaining Portions of Government Lot 17 SHC 1255 ½ TR5, & SHC 1178. This letter provides background for the application and addresses the City Code approval criteria for both applications. No development is proposed as part of these applications. The General Plan Amendment application requests that the existing future land use designation for a portion of the property of Very Low Density Residential be changed to Low Density Residential and the rezoning application requests that the existing R-3 zoning be changed to R-6. This letter includes assessment of compatibility with the Southwest Santa Fe Community Area Master Plan.

1. Background and Existing Planning and Zoning.

The vacant Property is located south of the South Meadows Road interchange with NM 599/Veterans Memorial Highway. The Property and surrounding properties were annexed to the City as part of the 2008 City-County settlement agreement and the City has planned the area for intensive residential and commercial development including multiple development approvals. Consistent with the City Code, upon annexation the Property was zoned R-3 until otherwise classified. (514-4.1.E.4)



The Property is bisected by South Meadows Road which is proposed as primary vehicular access because of its convenient access to NM 599 and south to Agua Fria Road. Alameda Frontage intersects South Meadows Road just north of the Property. Also, a road is planned to connect South Meadows Road to Kate's Way which may be a secondary vehicular access point at the north end of the Property.

The Properties comprise five (5) legal lots of record – three (3) adjacent to the northern boundary of South Meadows Road (the "Northern Lots") and two (2) (the "Southern Lots"). As you can see from the portion of the current Future Land Use Map attached hereto as Exhibit A, the Northern Lots are planned for "3-7 Dwelling Units" per acre and "7-12 Dwelling Units" per acre. The Southern Lots are planned for "3-7 Dwelling Units" per acre, "1-3 Dwelling Units" per acre, and "Open Space". Both the Northern and Southern Lots are zone R-3. (*See* Exhibit B - Portion of Zoning Map).

The Property is unimproved and vacant. The property owned by The Rodriquez Trust is vacant, with the same two General Plan designations as the Northern Lots, namely -"3-7 Dwelling Units" per acre and "7-12 Dwelling Units" per acre. and zoned R-3. In proximity toward the northeast of the Property is the Madera Apartment Community and zoned R-

21. Further east is unincorporated Agua Fria Village, located in Santa Fe County. The Gerhart Apartment Community is to the South of the Property and zoned RM-1. To the west is vacant property is a 30-acre parcel owned by the State of New Mexico which is under a long-term lease by the City of Santa Fe and zoned C-2 General Commercial.

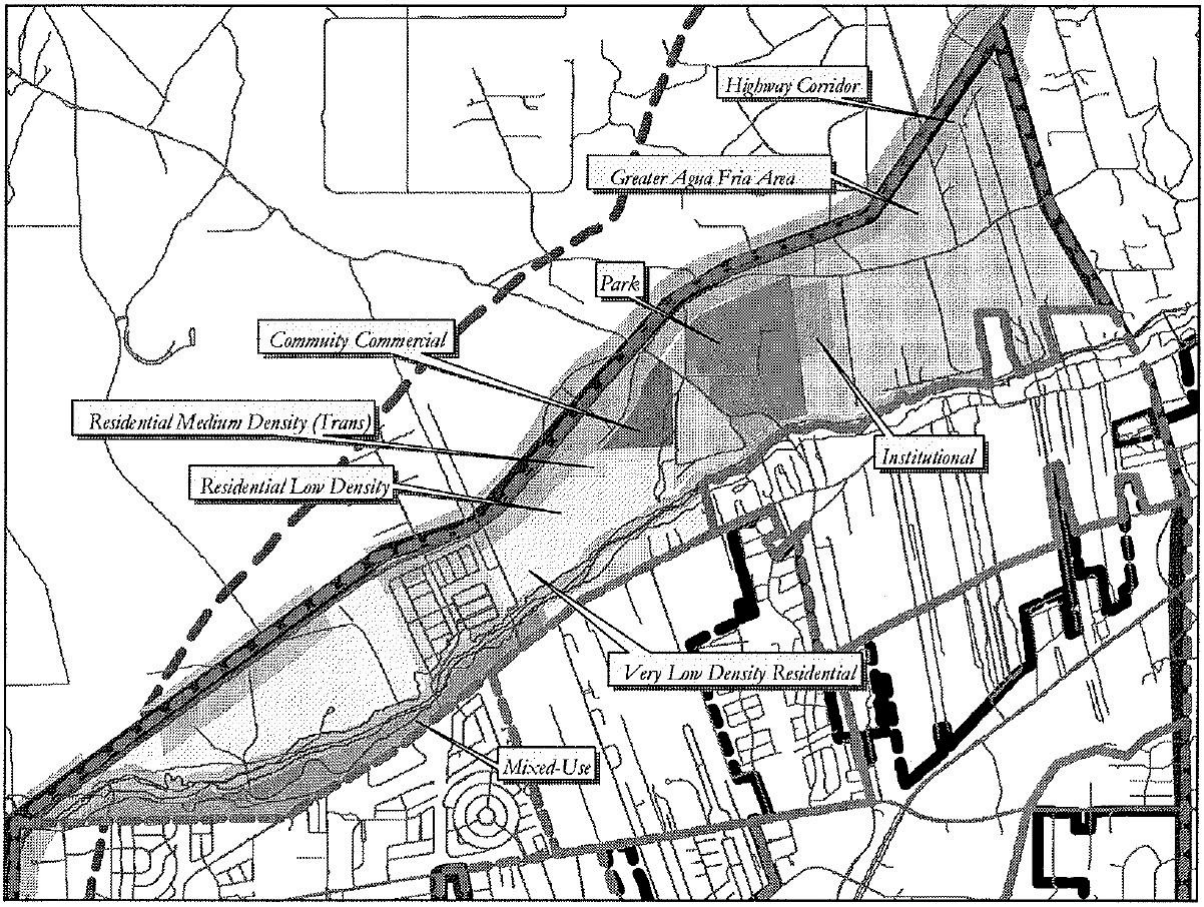
2. General Plan Amendment Approval Criteria

The following addresses the approval criteria for the requested General Plan amendment. To approve a General Plan amendment the following criteria must be met:

A. consistency with growth projections for Santa Fe, economic development goals as set forth in a comprehensive economic development plan for Santa Fe and existing land use conditions such as access and availability of infrastructure;

In recent years, the City Council has acted to zone the vacant annexed area between the South Meadows interchange and Agua Fria Village for intensive urban development. The applications are consistent with the Council's designation of the Madera Apartment property west of the Property as R-21. This residential development will provide residential uses for up to approximately 42 gross density, together with accessory uses. Adding 42 gross density homes to the existing housing stock will enhance the Council's desire to provide badly needed housing. Approval of the applications will also increase efficient use of infrastructure that will be developed as part of the approved projects in the immediate vicinity of the Property and will provide for the highest and best use of the Property in light of the City's planning decisions for the area.

The Property is within the Southwest Santa Fe Community Area Master Plan (SWCAMP) "River Corridor Plan Area – Residential Medium Density (Transitional)" Map 2.6.5:



Map. 2.6.5. Proposed Future Land Uses for the River Corridor Plan Area

The proposal is completely consistent with the Plan's future land use designation. The Plan states that new corridor developments are intended to be community focused rather than regional and should integrate with existing and future neighborhoods. (Plan, p. 60) U.S. Census date for 2020 identified that the County of Santa Fe's population was over 150,000; exceeding the Urban Area population increase of 17,000-25,000 residents projected for 2020. This population growth elevated the importance for updated growth management strategies established in the General Plan.

Consistent with the approval criteria that development have "access and availability of infrastructure" the proposed designation and planned community commercial land uses are supported by existing infrastructure including utilities and transportation infrastructure. Making most effective use of areas already planned for community commercial neighborhood-serving development is consistent with the growing need for commercial services in this area.

B. consistency with other parts of the general plan;

By approving the "3-7 Dwelling Units" per acre land use designation on the Northern Lots, the City provided policy direction for the residential uses at the scale proposed, namely to provide housing at the R-7 level within the discrete planning area east of the South Meadows/NM 599 interchange. The Application furthers this policy by expanding the amount of land available for residential uses.

Given the City's focus and previous decisions that this area is appropriate for intensive urban development, approval of the applications will enhance the efficient use of existing roadway, water, sewer and other utilities serving this planning area while furthering a compact urban form and efficient development pattern as addressed by Growth Management section of the General Plan. (Chapter 4.1)

The City's selection of this area for intensive urban use makes effective use of the substantial investment in the South Meadows Drive/NM 599 interchange. The intensification of residential uses will provide housing opportunities. Proximity of the interchange and NM 599 provides for more efficient access compared to other areas reliant on the existing city street network for vehicular circulation. The location of the Property and its community residential uses will further the implementing transportation policies of Chapter 6 including decreasing reliance on the automobile by allowing residents to access the commercial uses developing in the area within walking distances to the Property. (Chapter 6)

B.1.Southwest Santa Fe Community Area Master Plan (the "Master Plan"). The Property is located within the Master Plan, which is part of the General Plan. The Property is within the River Corridor Neighborhood Plan area. The following addresses consistency of the GPA application with relevant Master Plan provisions.

The Master Plan recognizes that the neighborhood is and remains the basic building block of the community and that complimentary to the neighborhoods are mixed-use commercial areas located within a reasonable walking distance. (p.5) The Master Plan further states "new neighborhoods should be connected to adjacent commercial areas (or within easy walking or driving distance." (P. 57) As addressed above, the City has recently approved over 400 dwellings east of the NM 599/Veterans Memorial Highway located immediately north, south and west of the Property.

c. the amendment does not:

(i) allow uses or a change that is significantly different from or inconsistent with the prevailing use and character in the area; or

The City's adoption of the Community Commercial future land use designation for the adjacent to the Property on the west demonstrates that designation of an additional 7.01 acres of residential uses will be consistent with the prevailing planned use and character in the area.

(ii) affect an area of less than two acres, except when adjusting boundaries between districts; or

The Application is consistent with this requirement, as the Property is 7.01 acres.

(iii) benefit one or a few landowners at the expense of the surrounding landowners or the general public;

As addressed above, approval of the amendment will enhance the provision of residential opportunities in close proximity to Community Commercial center., thereby furthering multiple General Plan policies. The requested amendment will enhance the viability of the adjacent residentially designated property.

D. an amendment is not required to conform with Subsection 14-3.2.(E)(1)(c) if it promotes the general welfare or has other adequate public advantage or justification;

As indicated by the City's adoption of the Community Commercial future land use designation for the property to the west, the amendment will enhance promotion of the general welfare by increasing the provision of residential uses that will support the Community Commercial uses at an appropriate location within an area of approved medium density residential development.

E. compliance with extraterritorial zoning ordinances and extraterritorial plans;

The Property and its vicinity were annexed to the City pursuant to the 2008 Settlement Agreement between the City and County, which included adoption of a 20-year urban growth boundary along NM 599. A fundamental purpose of the Settlement Agreement was to direct future urban development to the City thereby relieving pressure for development and associated urban sprawl within the more rural County lands. The Property to the west was zoned residential as part of the annexation process, thereby establishing the City's land use policy for provision of residential uses within this area. The proposed amendment is consistent with and will enhance the provision of residential uses within an area planned and approved for medium density residential use. **F.**contribution to a coordinated, adjusted and harmonious development of Santa Fe that in accordance with existing and future needs best promotes health, safety, morals, order, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development; and

As addressed above, over a decade ago, the City designated the Property residential. Approval of the amendment will enhance the provision of the already approved uses allowed by these designations within a planning.

The proposed general plan amendment and rezoning provide an avenue to contribute to a coordinated, adjusted and harmonious development of Santa Fe that benefits an area on the west side of Santa Fe suffering from a lack of services. The proposal and planned uses contribute to the future needs that promote convenience and prosperity of the area contributing to the general welfare, efficiency and economy of an area that the governing body has already planned for community commercial uses.

G. consideration of conformity with other city policies, including land use policies, ordinances, regulations and plans.

As addressed in sections A and B 1, above, the Property is located within the SWCAMP. The SWCAMP includes the Property as part of the neighborhood pattern designation and identifies a residential uses for both the Northern and Southern Lots. (Map 2.6.5) Approval of the application would include the Property within the Residential Medium Density – Transition Community Commercial future land use designation. Sections A and Bl address conformity of the proposed General Plan amendment with applicable provisions of the SWCAMP.

(2) Additional Criteria for Amendments to Land Use Policies

In addition to complying with the general criteria set forth in Subsection 14-3.2(E)(1), amendments to the land use policies section of the general plan shall be made only if evidence shows that the effect of the proposed change in land use shown on the future land use map of the general plan will not have a negative impact on the surrounding properties . The proposed change in land use must be related to the character of the surrounding area or a provision must be made to separate the proposed change in use from adjacent properties by a setback , landscaping or other means, and a finding must be made that:

(a) the growth and economic projections contained within the general plan are erroneous or have changed;
(b) no reasonable locations have been provided for certain land uses for which there is a demonstrated need; or
(c) conditions affecting the location or land area requirements of the proposed land use have changed, for example, the cost of land space requirements, consumer acceptance, market or building technology.

The Application proposes only to change the General Plan Future Land Use a minor change in the designation of the Property from Low Density Residential to Medium Density Residential. The Application does not propose any amendments to the land use policies section of the general plan and therefore, the additional criteria set forth in this section do not apply.

Nonetheless, the proposal complies with the referenced criteria. As to subsection a, as addressed in section 1 .A, above, residential development subject to the SWCAMP has surpassed its additional density targets. City information indicates that while the SWCAMP projected 2.5 to 10 units per acre, actual development densities range from 5 to 20 units per acre. The proposed general plan amendment reflects a growing community need for residential uses in the previous growth projections.

As to subsection b, the Governing Body has already designated the adjacent 16.3 acres for community commercial development. There is a very limited amount of existing and planned community commercial uses in the area and approval of the general plan amendment will increase the viability and effectiveness of the planning already undertaken by the Governing Body and will serve the 400+ residential dwellings planned and approved in the immediate vicinity.

As to subsection c, as addressed in this letter, there is an increased demand for residential uses on the west side of Santa Fe and the Governing Body has already planned for those uses.

3. Statement Addressing Rezoning Approval Criteria

The following addresses the approval criteria for the requested rezoning. To approve a rezoning:

(a) one or more of the following conditions exist:

(i) there was a mistake in the original zoning;

There was no mistake in adopting the R-3 zoning designation for the Property.

(ii) there has been a change in the surrounding area, altering the character of the neighborhood to such an extent as to justify changing the zoning; or

The 2008 settlement agreement between the City and County of Santa Fe memorialized a mutual policy effort to minimize urban sprawl and direct future urban development within the City of Santa Fe. The South Meadows interchange was built as part of the NM 599 Bypass project in the late 1990's, which created vehicular access to the area east of NM 599 including the Property. The increased residential density (both actual and planned) of surrounding properties for both residential and commercial uses, the City made the policy decision that this area is appropriate for the proposed level of residential uses.

(iii) a different use category is more advantageous to the community, as articulated in the general plan or other adopted city plans;

As addressed above, rezoning the Property from R-1 to R-6 will build on the City's policy decision in designating the area for Medium Density Residential uses as part of

annexation of the area to the City when the City made the decision to provide for residential uses within an area planned for Medium Density Residential use. Approval of the Application will maximize returns on the investments made to enact the City-County settlement agreement and to build NM 599 including the South Meadows interchange, providing residential uses within approved neighborhoods and enhancing Santa Fe's compact urban form.

(2) all the rezoning requirements of Chapter 14 have been met.

We assert that all the rezoning requirements of Chapter 14 have been med. Evidence for this is provided in the other responses provided within this application.

(3) the rezoning is consistent with the applicable policies of the General Plan, including the future land use map.

In conjunction with and prior to consideration of the rezoning request, the Applicant has requested that the Governing Body the General Plan's Future Land Use Map (FLUM) to change its designation from Very Low Density Residential (1-3 dwellings per acre) to Medium Density Residential. Approval of the General Plan amendment would provide for consistency with this requirement prior to the Governing Body's consideration of the request that the FLUM be amended.

(4) the amount of land proposed for the rezoning and the proposed use for the land is consistent with city policies regarding the provision of urban land sufficient to meet the amount, rate and geographic location of the growth of the city.

The city has not quantified the rate and growth over time. As addressed in the response to the first General Plan amendment criteria, above, residential development in the vicinity has surpassed density targets. The proposed rezoning and planned land uses reflect a growing community need for residential uses. The Property exceeds the two-acre threshold set forth in 14-3.5(C)(2)(b).

(5) the existing and proposed infrastructure, such as the streets system, sewer and water lines, and public facilities, such as fire stations and parks, will be able to accommodate the impacts of the proposed development.

The Property is served by the Highway 599/South Meadows interchange and is in an area of ongoing development. In conjunction with those development activities, streets, sewer and water lines have been and are being extended into the area east of the interchange. Development of the Property is planned to occur in conjunction with development of the adjacent 16.3 acre parcel to the west and such development will be required to ensure provision of streets and services to the project in compliance with Chapter 15. Substantial existing park land exists just to the east of the Property within Romero Park. The closest fire station is Fire Station 8 located at 6796 Jaguar about 2.5 miles from the Property. As

the west side of Santa Fe continues to develop, additional fire services in the area will be needed and development of the Property and adjacent 16.3 acre property will generate funds that can be used to maintain adequate levels of fire service.

> (6) Unless the proposed change is consistent with applicable general plan policies, the planning commission and the governing body shall not recommend or approve any rezoning, the practical effect of which is to:
>
> > (a) allow uses or a change in character significantly different from or inconsistent with the prevailing use and character in the area;
> >
> > (b) affect an area of less than two acres, unless adjusting boundaries between districts; or
> >
> > (c) benefit one or a few landowners at the expense of the surrounding landowners or general public.

Recognizing that the vicinity of the Property has been planned and some residential projects have been approved, the zoning districts and approved projects show that the area on the east side of the South Meadows interchange is planned for a mix of residential and neighborhood-serving commercial uses. The SWCAMP provides a finer level of detail regarding the desired uses. The Plan includes the Property within an area planned for Medium Density Residential designation. Amendment of the General Plan Future Land Use designation for the Property from Very Low Density Residential to Medium Density Residential is part of the Application and the Governing Body will consider that request prior to the rezoning application. Should that request be approved, then the proposed rezoning will be consistent both with the Future Land Use Designation as well as applicable General Plan policies as addressed herein.
The 7.01-acre Property is more than 2 acres and therefore meets the requirements of subsection b.

As addressed herein, development of the Property for Medium Density Residential uses will benefit the planned residential development in the immediate vicinity of the Property by providing needed housing. If you have any questions about the application, please let me know.

Sincerely,

Karl H. Sommer

cc: Montoya y Garcia

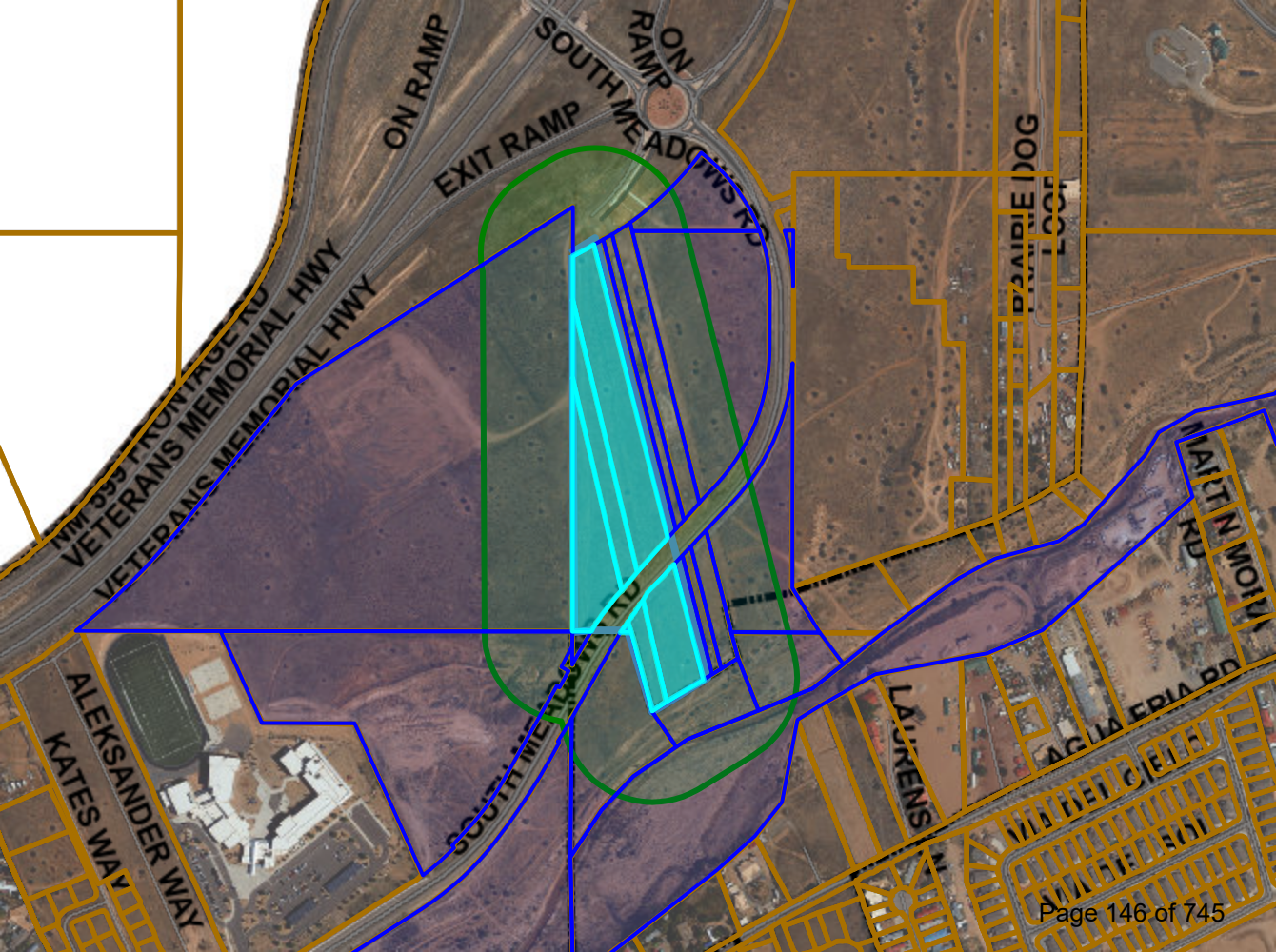
EARLY NEIGHBORHOOD NOTIFICATION MEETING NOTES

Dear City of Santa Fe Current Planning Division:

Sommer Karnes & Associates on behalf of Montoya y Garcia, LLC, held an Early Neighborhood Notification Meeting on Thursday, April 24, 2025 at 5:30PM via zoom to discuss a proposed General Plan Amendment and Rezoning of the 7.01 acres of property commonly known as Section 31 T17N, R19E, Remaining Portions of Government Lot 17 SHC 1255 ½ TR5, & SHC 1178. The General Plan Amendment application requests that the existing future land use designation for a portion of the property of Very Low Density Residential be changed to Low Density Residential and the rezoning application requests that the existing R-3 zoning be changed to R-7.

City staff were the only attendees at this meeting. No public parties attended the meeting.

Early Neighborhood Notification is intended to provide for an exchange of information between prospective applicants for development projects and the project's neighbors before plans become too firm to respond meaningfully to input.


ON RAMP
ON RAMP
SOUTH MEADOWS RD
EXIT RAMP
VETERANS MEMORIAL HWY
VETERANS MEMORIAL HWY
PRAIRIE DOG
MARTIN MORTA
RD
LAURENS
ALEKSANDER WAY
KATES WAY

(1) Parcel Number: 910008728
UPC: 1049097006028000000
Physical Address:
0 SOUTH MEADOWS RD
SANTA FE , NM 87507
Owner Name:
MONTOYA Y GARCIA LLC
Tax Code Area: CI-N
Legal Description:
T17N R 9E S31, LOT 17, 1.47 AC~
Acres: 1.47
Plat Book/Page: 745/023
Current Deed: 2011699 REC 05/09/2023
Previous Deed: 2010920 REC 04/27/2023
Neighborhood: SouthWest R1 to R4
Property Class: VAC

(2) Parcel Number: 99312180
UPC: 1049097015040000000
Physical Address:
0 SOUTH MEADOWS RD
SANTA FE , NM 87507
Owner Name:
MONTOYA Y GARCIA LLC
Tax Code Area: CI-N
Legal Description:
T17N R9E S31, TRACT 4, 1.652 AC~
Acres: 1.652
Plat Book/Page: 156/6
Current Deed: 2011699 05/09/2023
Previous Deed: 2010920 04/27/2023
Neighborhood: SouthWest R1 to R4
Property Class: VAC

(3) Parcel Number: 99312181
UPC: 1049097021053000000
Physical Address:
0 SOUTH MEADOWS RD
SANTA FE , NM 87507
Owner Name:
MONTOYA Y GARCIA LLC
Tax Code Area: CI-N
Legal Description:
T17N R9E S31, TRACT 3, 3.931 AC~
Acres: 3.931
Plat Book/Page: 156/6
Current Deed: 2010920 REC 04/27/2023
Previous Deed:
Neighborhood: SouthWest R1 to R4
Property Class: VAC

STORM RIVER, LLC
PO BOX 908
SANTA FE , NM 87504-0908

C.BREWER & CO, LLC
PO BOX 4175
SANTA FE , NM 87502-4175

STATE OF NEW MEXICO
PO BOX 2087
SANTA FE, NM 87504

CITY OF SANTA FE
200 LINCOLN AVE
SANTA FE , NM 87501-1904

SANTA FE COUNTY
PO BOX 276
SANTA FE , NM 87504-0276

FOREST SERVICE
301 DINOSAUR TRL
SANTA FE , NM 87508-1560

RODRIQUEZ, MILTON A (TRUST)
2378 CAMINO MELITON
SANTA FE, NM 87501

THE RODRIGUEZ TRUST & ETAL
2371 CAMINO MELITON
SANTA FE , NM 87507-3234

THE RODRIGUEZ TRUST
2371 CAMINO MELITON
SANTA FE , NM 87507-3234

Current Tenant
2800 SOUTH MEADOWS RD
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD BLDG 1
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD BLDG 10
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD BLDG 11
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD BLDG 12
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD BLDG 13
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD BLDG 2
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD BLDG 3
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD BLDG 4
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD BLDG 5
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD BLDG 6
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD BLDG 7
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD BLDG 8
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD BLDG 9
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD BLDG 14
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD APT 111
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD APT 121
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD APT 131
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD APT 112
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD APT 122
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD APT 132
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD APT 113
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD APT 123
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD APT 133
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD APT 114
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD APT 124
Santa Fe, NM 87507

Current Tenant
2800 SOUTH MEADOWS RD APT 134
Santa Fe, NM 87507

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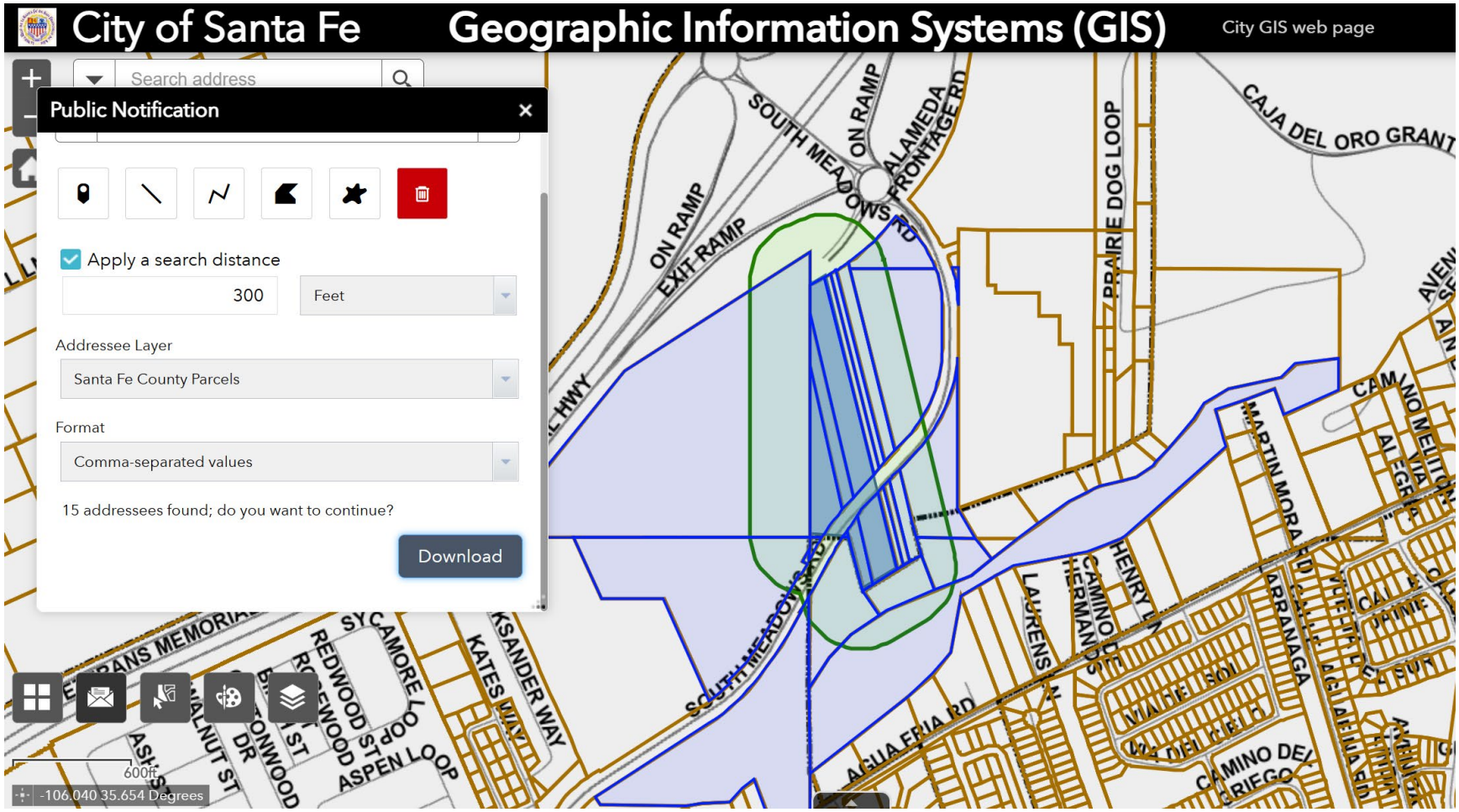
STORM RIVER, LLC OR TENANTS
2800 SOUTH MEADOWS RD
SANTA FE , NM 87507

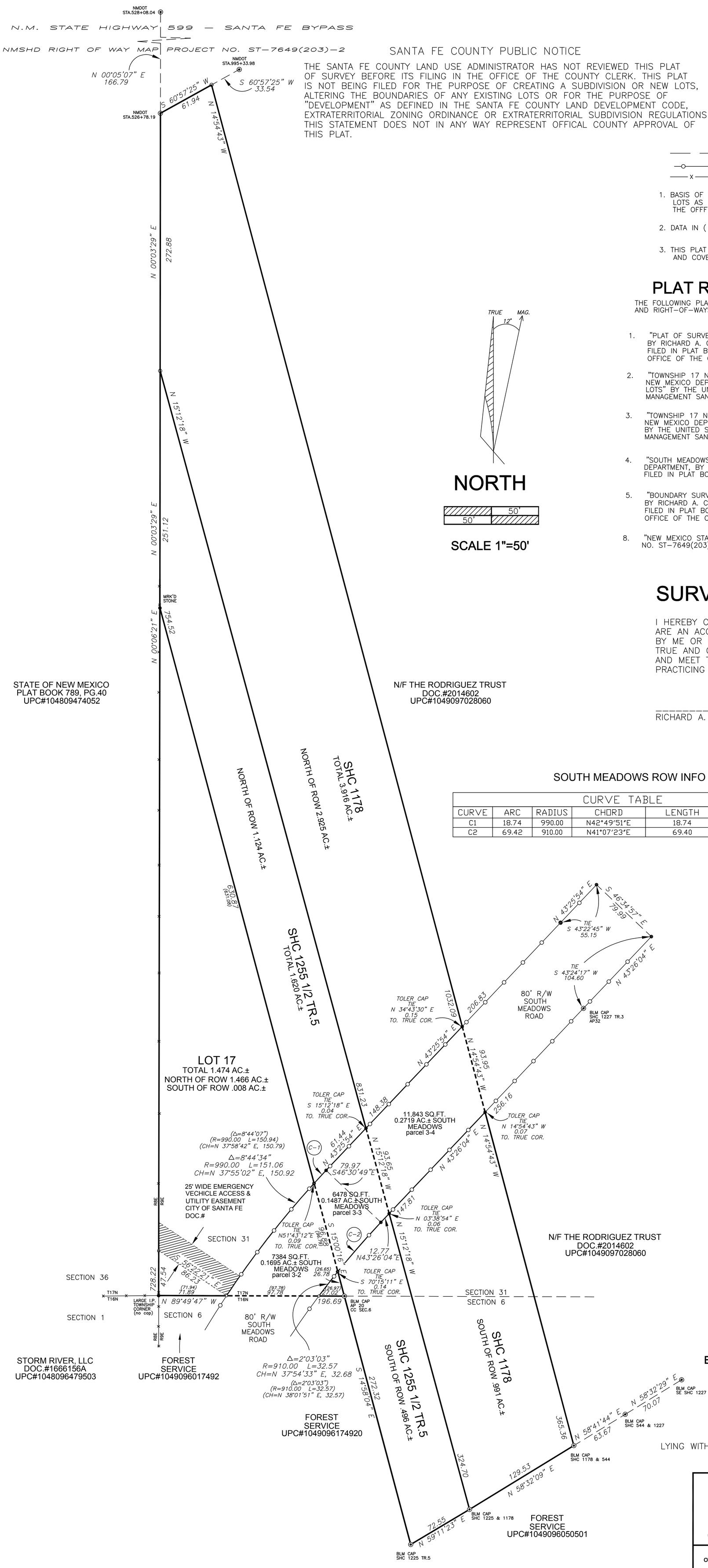
C.BREWER & CO, LLC OR TENANTS
2200 SOUTH MEADOWS RD
SANTA FE , NM 87507

FOREST SERVICE OR TENANTS
2300 SOUTH MEADOWS RD
SANTA FE , NM 87507

CITY OF SANTA FE OR TENANTS
2500 S MEADOWS RD
SANTA FE , NM 87507

2780 South Meadows Road – 300’ Buffer





SANTA FE COUNTY PUBLIC NOTICE

THE SANTA FE COUNTY LAND USE ADMINISTRATOR HAS NOT REVIEWED THIS PLAT OF SURVEY BEFORE ITS FILING IN THE OFFICE OF THE COUNTY CLERK. THIS PLAT IS NOT BEING FILED FOR THE PURPOSE OF CREATING A SUBDIVISION OR NEW LOTS, ALTERING THE BOUNDARIES OF ANY EXISTING LOTS OR FOR THE PURPOSE OF "DEVELOPMENT" AS DEFINED IN THE SANTA FE COUNTY LAND DEVELOPMENT CODE, EXTRATERRITORIAL ZONING ORDINANCE OR EXTRATERRITORIAL SUBDIVISION REGULATIONS. THIS STATEMENT DOES NOT IN ANY WAY REPRESENT OFFICAL COUNTY APPROVAL OF THIS PLAT.

LEGEND AND NOTES

- ● DENOTES POINT TOLER CAP NMPLS#11599 OR AS NOTED
- ○ DENOTES POINT SET THIS SURVEY
- ∘ DENOTES POINT CALCULATED
- ◉ DENOTES BLM OR NMDOT MONUMENT
- —— —— —— DENOTES EDGE OF EASEMENT
- —o——o—— DENOTES EDGE OF SOUTH MEADOWS ROW
- ——x——x—— DENOTES FENCE LINE

1. BASIS OF BEARING IS FROM "BOUNDARY SURVEY OF EXTERIOR DATA FOR LOTS AS SHOWN" BY RICHARD A. CHATROOP, NMPLS # 11011 AND FILED IN THE OFFFICE OF THE SANTA FE CO. CLERK IN PLAT BK.361, PG.042.
2. DATA IN ( ) IS FROM PLAT REFERENCE#5 WHERE IT DIFFERS FROM DATA SHOWN.
3. THIS PLAT IS SUBJECT TO ANY EASEMENTS, RESTRICTIONS AND COVENANTS OF RECORD.

PLAT REFERENCES

THE FOLLOWING PLATS WERE USED IN THE DETERMINATION OF LOT LINES AND RIGHT-OF-WAYS AND ARE RECORD DOCUMENTS FOR THIS PLAT.

1. "PLAT OF SURVEY FOR RICHARD MONTOYA" BY RICHARD A. CHATROOP NMPLS#11011, AND FILED IN PLAT BOOK 264, PG. 030 ON JAN. 25TH, 1994. OFFICE OF THE COUNTY CLERK SANTA FE COUNTY, NEW MEXICO.
2. "TOWNSHIP 17 NORTH, RANGE 9 EAST, OF THE NEW MEXICO PRINCIPAL MERIDIAN NEW MEXICO DEPENDENT RESURVEY AND SUBDIVISION OF SECTION AND SURVEY OF LOTS" BY THE UNITED STATES DEPARTMENT OF THE INTERIOR BUREAU OF LAND MANAGEMENT SANTA FE, NEW MEXICO ACCEPTED 12/02/1993.
3. "TOWNSHIP 17 NORTH, RANGE 9 EAST, OF THE NEW MEXICO PRINCIPAL MERIDIAN NEW MEXICO DEPENDENT RESURVEY AND SURVEY" BY THE UNITED STATES DEPARTMENT OF THE INTERIOR BUREAU OF LAND MANAGEMENT SANTA FE, NEW MEXICO ACCEPTED 03/20/2007.
4. "SOUTH MEADOWS ROAD EXTENSION PROJECT" SANTA FE COUNTY PUBLIC WORKS DEPARTMENT, BY STEPHEN J. TOLER NMPLS#11599 DATED APRIL, 2007. FILED IN PLAT BOOK 743, PGS. 24 & 25 SANTA FE COUNTY CLERKS OFFICE.
5. "BOUNDARY SURVEY OF GOVERNMENT LOT 17" BY RICHARD A. CHATROOP NMPLS#11011, AND FILED IN PLAT BOOK 745, PG. 023 IN THE OFFICE OF THE COUNTY CLERK SANTA FE COUNTY, NEW MEXICO.

8. "NEW MEXICO STATE HIGHWAY DEPARTMENT RIGHT OF WAY MAP NEW MEXICO PROJECT NO. ST-7649(203)-2 SANTA FE COUNTY" , BY THOMAS G. KLINGENHAGEN NMPLS#5978.

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT AND THE NOTES HEREON ARE AN ACCURATE DELINEATION OF A FIELD SURVEY COMPLETED BY ME OR UNDER MY DIRECTION ON JULY 18TH, 2024, AND ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND MEET THE STANDARDS FOR PROFESSIONAL LAND SURVEYORS PRACTICING IN NEW MEXICO.

_____

RICHARD A. CHATROOP N.M.P.L.S.#11011

SOUTH MEADOWS ROW INFO

CURVE TABLE

CURVE	ARC	RADIUS	CHORD	LENGTH	DELTA
C1	18.74	990.00	N42°49'51"E	18.74	1°05'04"
C2	69.42	910.00	N41°07'23"E	69.40	4°22'15"

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
Katharine Clark
County Clerk, Santa Fe County,N.M.

_____
Deputy

BOUNDARY SURVEY OF REMAINING PORTIONS OF

GOVERNMENT LOT 17, SHC 1255 1/2 TR.5 & SHC 1178

LYING WITHIN SECTION 31, T17N, R9E, & SEC.6, T16N, R9E, N.M.P.M.
SANTA FE COUNTY, NEW MEXICO.

RICK CHATROOP
PROFESSIONAL LAND SURVEYOR
NEW MEXICO REGISTRATION NO. 11011
(505) 470-0037 110 WAGON TRAIL RD. CERRILLOS, NM. 87010

INDEXING INFORMATION FOR THE COUNTY CLERK

OWNER: MONTOYA Y GARCIA, LLC UPC#1049097015040-SHC 1255 1/2 TR5 UPC#1049097021053-SHC 1178, UPC#1049097006028-L17

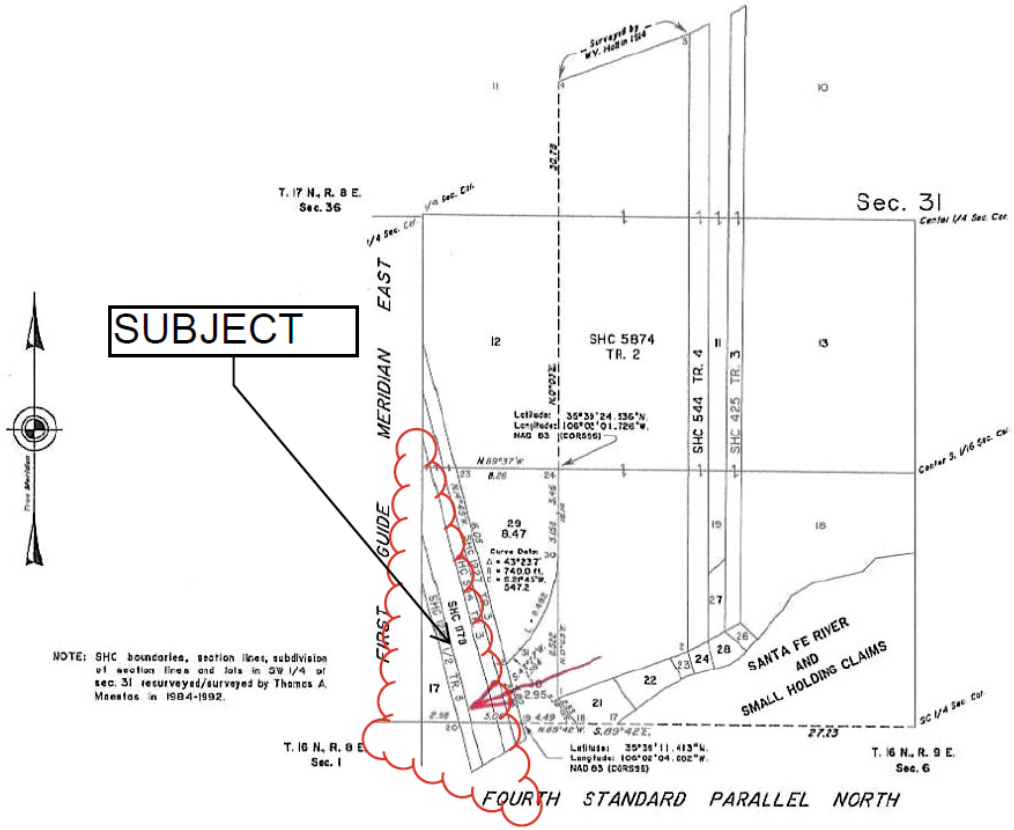
LOCATION: LYING WITHIN SECTION 31, T17N, R9E, & SEC.6, T16N, R9E, N.M.P.M. SANTA FE COUNTY, NEW MEXICO.

Lot of Record

ORIGINAL

TOWNSHIP 17 NORTH, RANGE 9 EAST, OF THE NEW MEXICO PRINCIPAL MERIDIAN, NEW MEXICO

DEPENDENT RESURVEY AND SURVEY



NOTE: SHC boundaries, section lines, subdivision of section lines and lots in SW 1/4 of sec. 31 resurveyed/surveyed by Thomas A. Maestas in 1984-1992.

A history of surveys and additional information are contained in the field notes.

This plat represents the dependent resurvey of certain small holding claim boundaries in section 31, a portion of the subdivision of section 31 and a certain lot boundary in section 31, designed to restore the corners in their true original locations according to the best available evidence, and a metes-and-bounds survey in section 31, Township 17 North, Range 9 East, New Mexico Principal Meridian, New Mexico.

Except as indicated hereon, the lottings and areas are as shown on the plats approved April 24, 1911, November 16, 1917, December 2, 1993, and August 25, 2000.

Survey executed by William F. Olver, Cadastral Surveyor, beginning December 19, 2006 and completed December 19, 2006, pursuant to Special Instructions dated and approved December 18, 2006, for Group No. 1058, New Mexico.

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

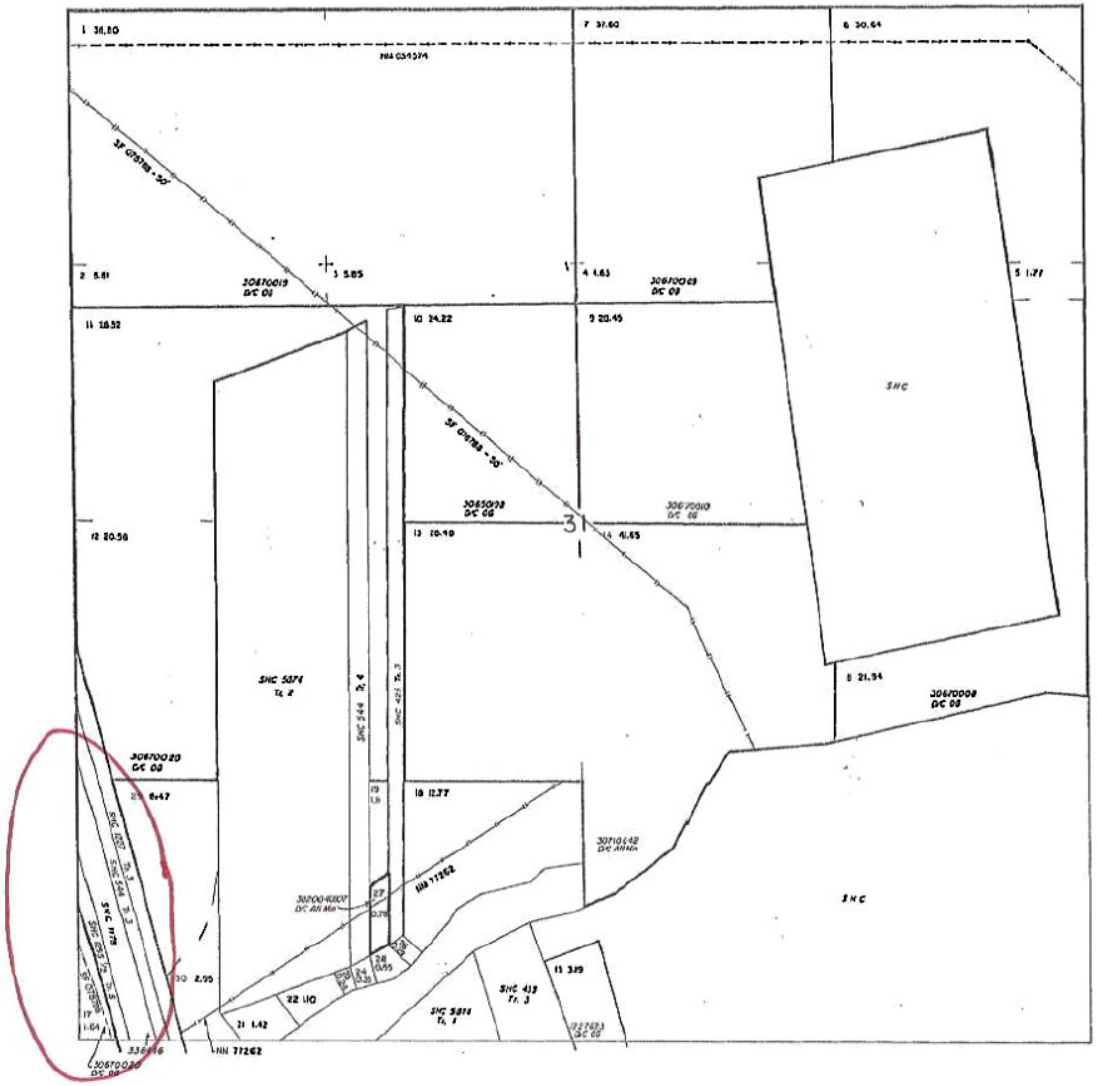
Santa Fe, New Mexico March 20, 2007

This plat is strictly conformable to the approved field notes, and the survey, having been correctly executed in accordance with the requirements of law and the regulations of this Bureau, is hereby accepted.

For the Director

Chief Cadastral Surveyor for New Mexico

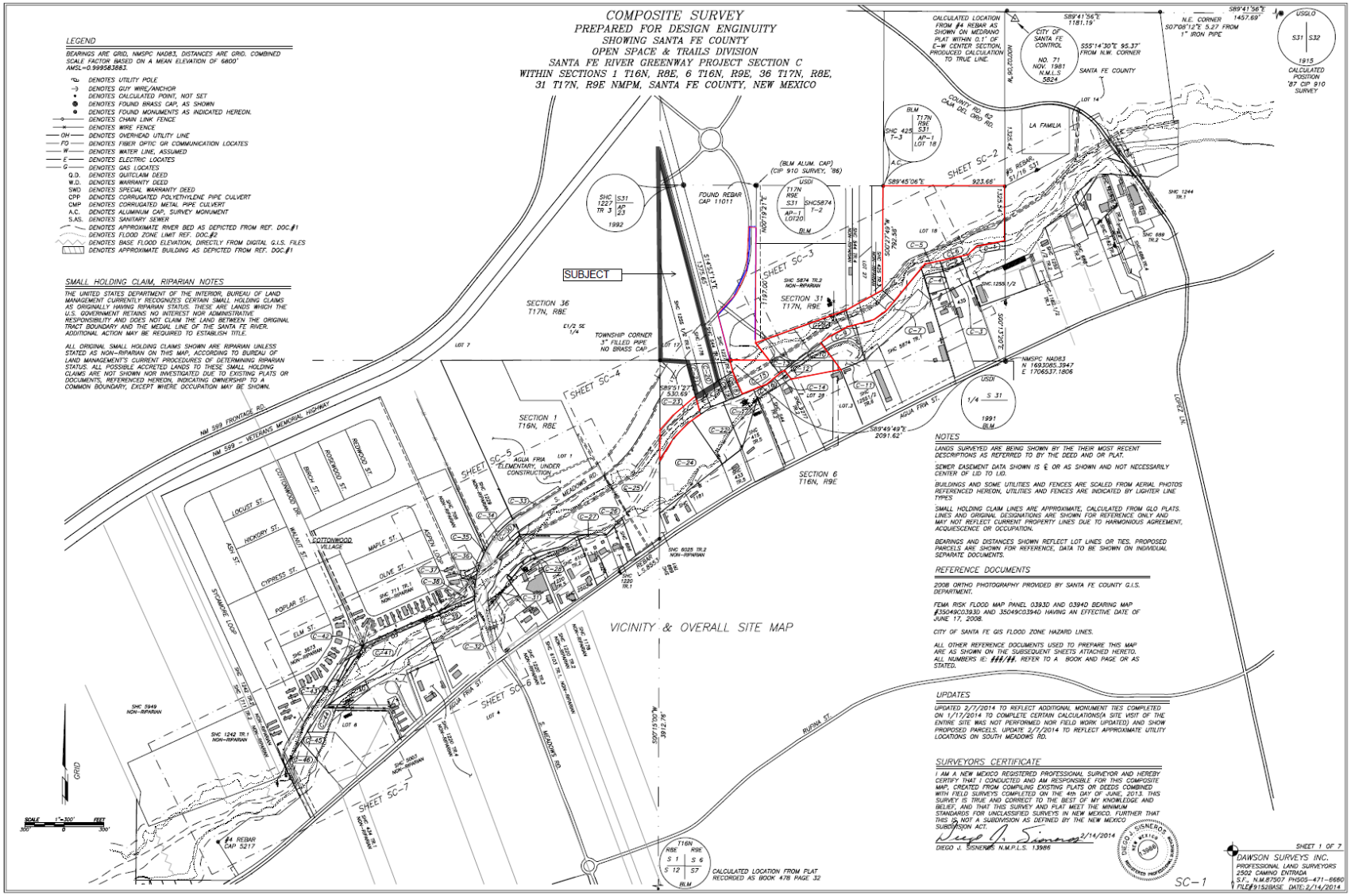
SANTA FE COUNTY – 049 NM-I



MTP SUPPL. SEC. 31

MISCELLANEOUS INDEX

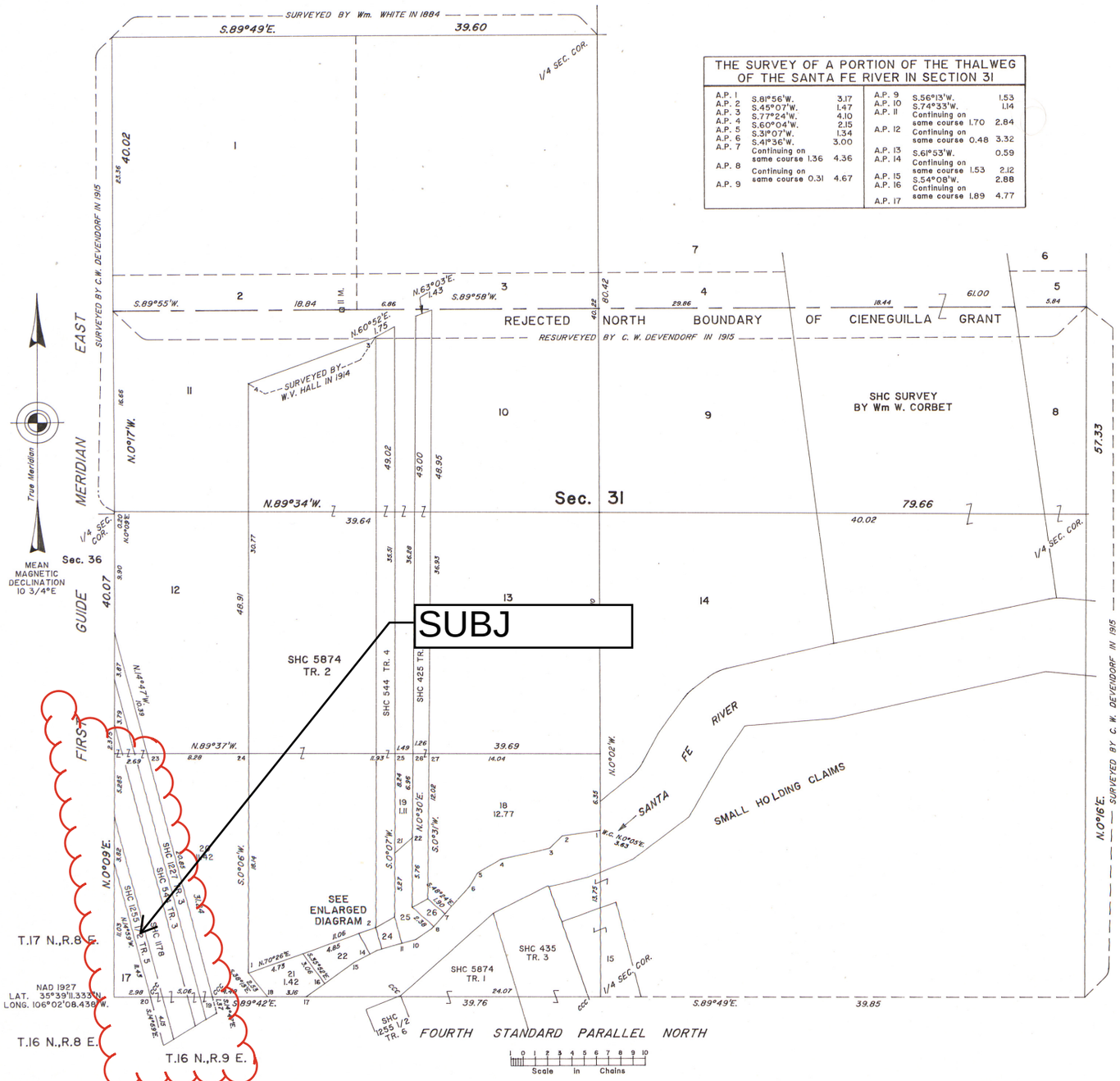
CAVEAT STATEMENT
This plat is the Bureau's Record of Title, and should be used only as a graphic display of the township survey data. Records herein do not reflect title changes which may have been effected by lateral movements of rivers or other bodies of water. Refer to cadastral surveys for official survey information.


COMPOSITE SURVEY
PREPARED FOR DESIGN ENGINUITY
SHOWING SANTA FE COUNTY
OPEN SPACE & TRAILS DIVISION
SANTA FE RIVER GREENWAY PROJECT SECTION C
WITHIN SECTIONS 1 T16N, R8E, 6 T16N, R9E, 36 T17N, R8E,
31 T17N, R9E NMPM, SANTA FE COUNTY, NEW MEXICO
LEGEND
SMALL HOLDING CLAIM, RIPARIAN NOTES
SUBJECT
SECTION 36 T17N, R8E
SECTION 31 T17N, R9E
SECTION 1 T16N, R8E
SECTION 6 T16N, R9E
VICINITY & OVERALL SITE MAP
NOTES
REFERENCE DOCUMENTS
UPDATES
SURVEYORS CERTIFICATE
DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 CAMINO ENTRADA
S.F., N.M.87507 PH505-471-6660
SC-1

ORIGINAL

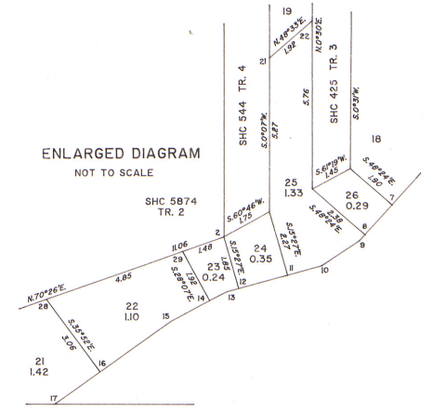
TOWNSHIP 17 NORTH, RANGE 9 EAST, OF THE NEW MEXICO PRINCIPAL MERIDIAN, NEW MEXICO

DEPENDENT RESURVEY AND SUBDIVISION OF SECTION AND SURVEY OF LOTS



THE SURVEY OF A PORTION OF THE THALWEG OF THE SANTA FE RIVER IN SECTION 31					
A.P. 1	S.81°56'W.	3.17	A.P. 9	S.56°13'W.	1.53
A.P. 2	S.45°07'W.	1.47	A.P. 10	S.74°33'W.	1.14
A.P. 3	S.77°24'W.	4.10	A.P. 11	Continuing on same course 1.70	2.84
A.P. 4	S.60°04'W.	2.15	A.P. 12	Continuing on same course 0.48	3.32
A.P. 5	S.31°07'W.	1.34	A.P. 13	S.61°53'W.	0.59
A.P. 6	S.41°36'W.	3.00	A.P. 14	Continuing on same course 1.53	2.12
A.P. 7	Continuing on same course 1.36	4.36	A.P. 15	S.54°08'W.	2.88
A.P. 8	Continuing on same course 0.31	4.67	A.P. 16	Continuing on same course 1.89	4.77
A.P. 9			A.P. 17		

ENLARGED DIAGRAM
NOT TO SCALE



A history of surveys is contained in the field notes.

This plat represents the dependent resurvey of a portion of the Fourth Standard Parallel North, a portion of the First Guide Meridian East, and certain small holding claim boundaries in section 31, designed to restore the corners in their true original location according to the best available evidence, and the subdivision of section 31, the survey of a portion of the thalweg of the Santa Fe River in section 31, and the survey of certain lot boundaries in section 31, Township 17 North, Range 9 East, New Mexico Principal Meridian, New Mexico.

Except as indicated hereon, the lottings and areas are as shown on the plats approved April 24, 1911 and September 26, 1919.

Survey executed by Thomas A. Maestas, Cadastral Surveyor, beginning January 10, 1984, and completed April 18, 1992, pursuant to Special Instructions dated August 18, 1993, for Group No. 826, New Mexico.

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

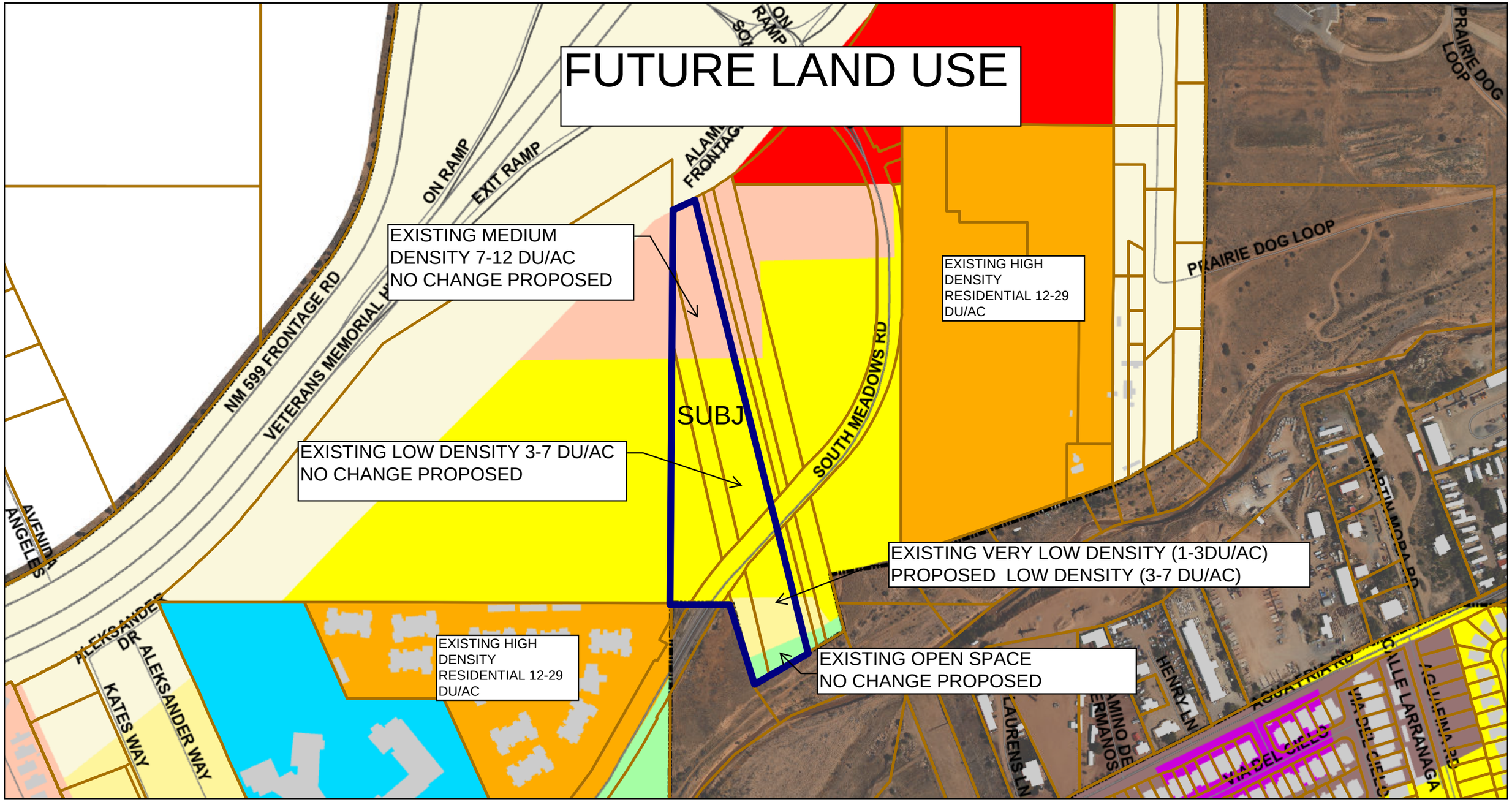
Santa Fe, New Mexico December 2, 1993

This plat is strictly conformable to the approved field notes, and the survey, having been correctly executed in accordance with the requirements of law and the regulations of this Bureau, is hereby accepted.

For the Director

Chief Cadastral Surveyor for New Mexico

Web AppBuilder for ArcGIS



2/26/2025, 10:55:32 AM

1:4,514

0 0.04 0.09 0.18 mi

0 0.05 0.1 0.2 km

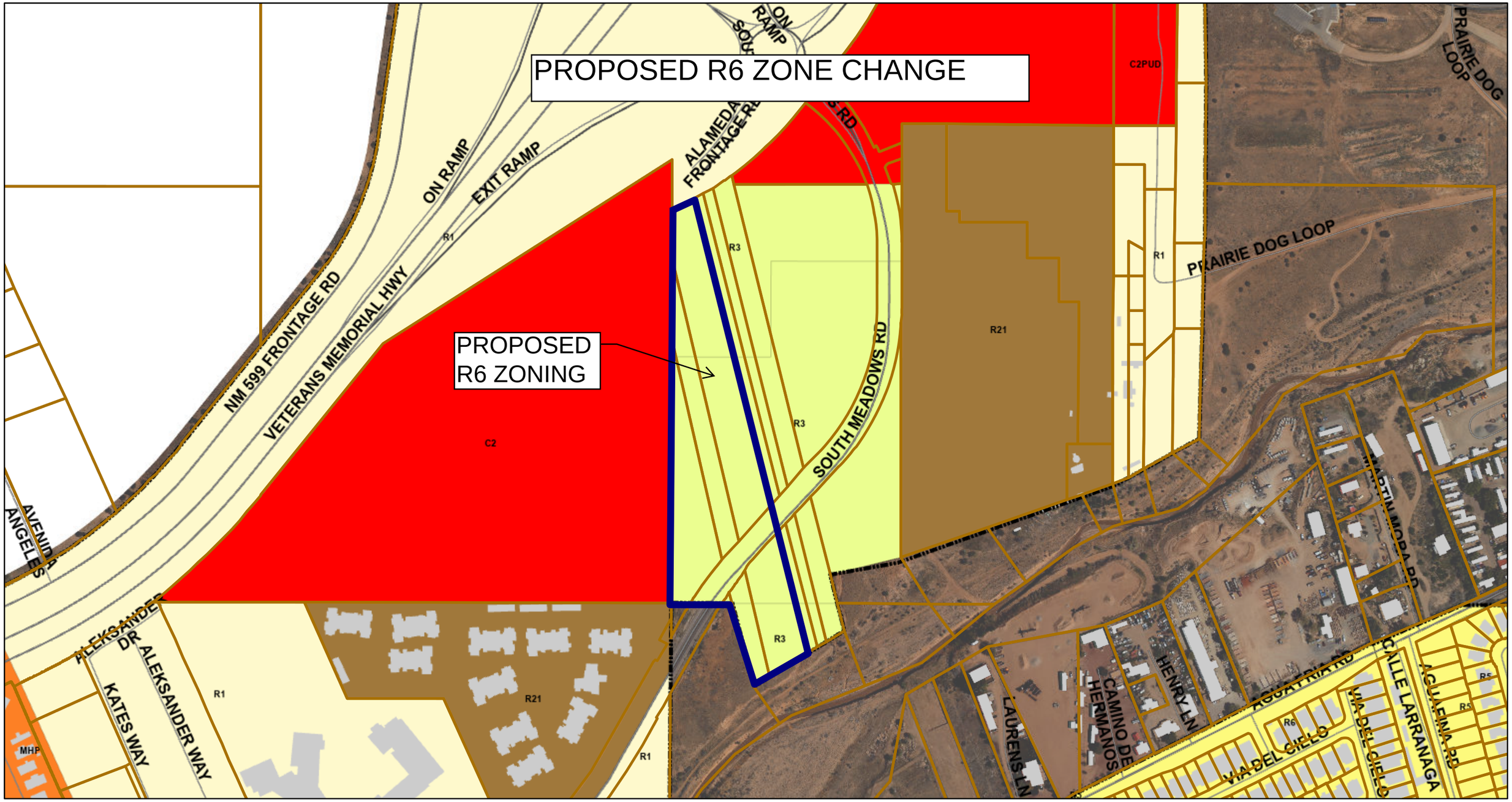
Santa Fe County Parcels

Future Land Use

- 1 dwelling per acre
- 1-3 dwellings per acre
- 3-7 dwellings per acre
- 7-12 dwellings per acre
- 12-29 dwellings per acre
- Community Commercial
- Neighborhood Center
- Transitional Mixed Use
- Public/Institutional
- Open Space
- Building Footprint
- Major Roads
- Roads
- Parcels
- City Limits

Bureau of Land Management, Texas Parks & Wildlife, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

Web AppBuilder for ArcGIS



2/26/2025, 10:50:34 AM

1:4,514

0 0.04 0.09 0.18 mi

0 0.05 0.1 0.2 km

- Santa Fe County Parcels
- Building Footprint

Zoning

- R1, (PUD) Single- Family 1du/ac.
- R3, (PUD) Single - Family 3du/ac
- R5, (DT), (PUD), (AC), R6, (PUD) Single - Family 5-6du/ac
- R21, (PUD) Multiple - Family 21du/ac
- MHP Mobile Home Park
- C2, (PUD) General Commercial
- Major Roads
- Roads
- Parcels
- City Limits

Bureau of Land Management, Texas Parks & Wildlife, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

Camacho Planning West, Inc.
ENGINEERS AND PLANNERS

TITLE SHEET
RIGHT-OF-WAY MAPS
SOUTH MEADOWS ROAD
EXTENSION PROJECT

LENGTH OF PROJECT = 0.9497 MILES

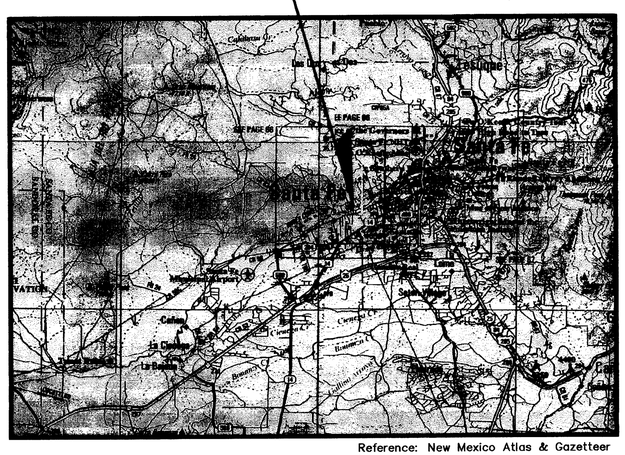
LENGTH OF ROW = 0.9050 MILES

INDEX OF SHEETS

No.	DESCRIPTION
1	TITLE SHEET
1A	PARCEL BLOCK SHEET
2	POB STA. 19+55.99 TO STA. 36+00.00
3	STA. 36+00.00 TO POE STA. 52+00.00
4	STA. 52+00.00 TO POE STA. 69+70.44

743021

PROJECT SITE


Santa Fe
Cerrillos
Galisteo
Lamy
Pojoaque
Tesuque
Eldorado
Madrid
Cerrillos
Stanley
Moriarty
Edgewood
Tijeras
Cedar Crest
Sandia Park
Cedaron
Los Cerrillos
Glorieta
Rowe
Pecos
Canoncito
Bernalillo
Cochiti Pueblo
Jemez Springs
Jemez Pueblo
Cuba
Nacimiento
Ponderosa
Cuba
Regional Airport
Santa Fe Municipal Airport
Cerrillos Hills State Park
Galisteo Basin Preservation Area
Cochiti Lake

Gannett Fleming West, Inc.
ENGINEERS AND PLANNERS

PARCEL BLOCK SHEET

RIGHT-OF-WAY ACQUISITION

PARCEL NUMBER	OWNER	AREA ACRES	AREA SQ. FT.	AREA REMAINDER ACRES	LARGER PARCEL ACRES	NRW ACRES
2-1	Leeder Construction Inc.	0.3264	14,216	5.0636	5.3900	
2-2	R.L. Leeder Headquarters, LLC	0.0273	1,189	2.7567	2.7840	
2-3	R.L. Leeder Headquarters, LLC	0.0107	465	2.7733	2.7840	
2-4	Cottonwood Village Community, LLC	0.0022	95	76.2178	76.220	
2-5	R.L. Leeder Residential Land, LLC	0.9090	39,595	0.1495 (North) 2.2925 (South) 2.4420 (Total)	3.3510	
2-6	Roddy Leeder	0.1039	4,528	4.0901	4.1940	
2-7	Patricia Romero Landin and Joseph Dominick aka Joe Dominick	0.0398	1,736	34.1862	34.226	
2-8	Roddy Ledder	0.7397	32,222	0.6354 (North) 0.1270 (South) 0.7624 (Total)	1.5021	
2-9	Suerte Del Sur, LLC	3.3214	144,680	38.4056	41.7270	
3-1	Bureau of Land Management	0.4353	18,964	0.1007 (North)* 2.9440 (South) 3.0447 (Total)	3.4800	
3-2	Estate of Richard Paul Montoya c/o Rita B. Montoya	0.1692	7,369	1.4662 (North) 0.0081 (South) 1.4743 (Total)	1.6435	
3-3	Heirs of Vicente Carillo - Unknown	0.1489	6,487	1.6262	1.7751	
3-4	Hiers of Juan Lopez - Unknown	0.2718	11,839	24.3482	24.6200	
4-1	George L. Rodriguez and Shirley A. Rodriguez James A. Rodriguez and Janell Rodriguez Robert A. Rodriguez and Elaine Rodriguez Regina M. Rodriguez	0.0667	2,906	1.0046	1.0713	
4-2	George L. Rodriguez and Shirley A. Rodriguez James A. Rodriguez and Janell Rodriguez Robert A. Rodriguez and Elaine Rodriguez Regina M. Rodriguez	0.0669	2,914	1.0002	1.0671	
4-3	Milton A. Rodriguez	0.1448	6,308	2.1508	2.2956	
4-4	Estate of Richard Paul Montoya	0.6641	28,928	3.4364	4.1005	

* North remainder area of Parcel 3-1 includes the area of 3-CME-3, 0.324 Acres.

CME PARCEL BLOCK

PARCEL NUMBER	OWNER	AREA OF TAKE ACRES	AREA OF TAKE SQ. FT.
2-CME-1	Roddy Leeder	0.0540	2,353
3-CME-1	Suerte Del Sur, LLC	0.0187	815
3-CME-2	Suerte Del Sur, LLC	0.0456	1,987
3-CME-3	Bureau of Land Management	0.0324	1,413
3-CME-4	Bureau of Land Management	0.0138	600
4-CME-1	Bureau of Land Management	0.0137	597

TCP PARCEL BLOCK

PARCEL NUMBER	OWNER	AREA OF TCP ACRES	AREA OF TCP SQ. FT.
2-TCP-1	Suerte Del Sur, LLC	0.0083	360
2-TCP-2	Roddy Leeder	0.0508	2,213
3-TCP-1	Suerte Del Sur, LLC	0.0096	420

LARGER PARCEL AREAS SHOWN DERIVED FROM:

COPIED FROM RECORD PLAT AND/OR RECORD DEED:
2-1, 2-2, 2-3, 2-4, 2-5, 2-6, 2-7, 2-9, 3-1, 3-3, 3-4

FIELD SURVEY DATA:
2-8, 3-2, 4-1, 4-2, 4-3, 4-4

Right-of-Way Maps Prepared By:
DATE: July, 2007
SCI JOB No. 2006-052

Surveying Control, Inc
Specializing in Control Surveys
[illegible] Jefferson Rd. N.E.
Albuquerque, N.M. 87108
[illegible]-0935

FINAL MAP JULY 16, 2007
DATE

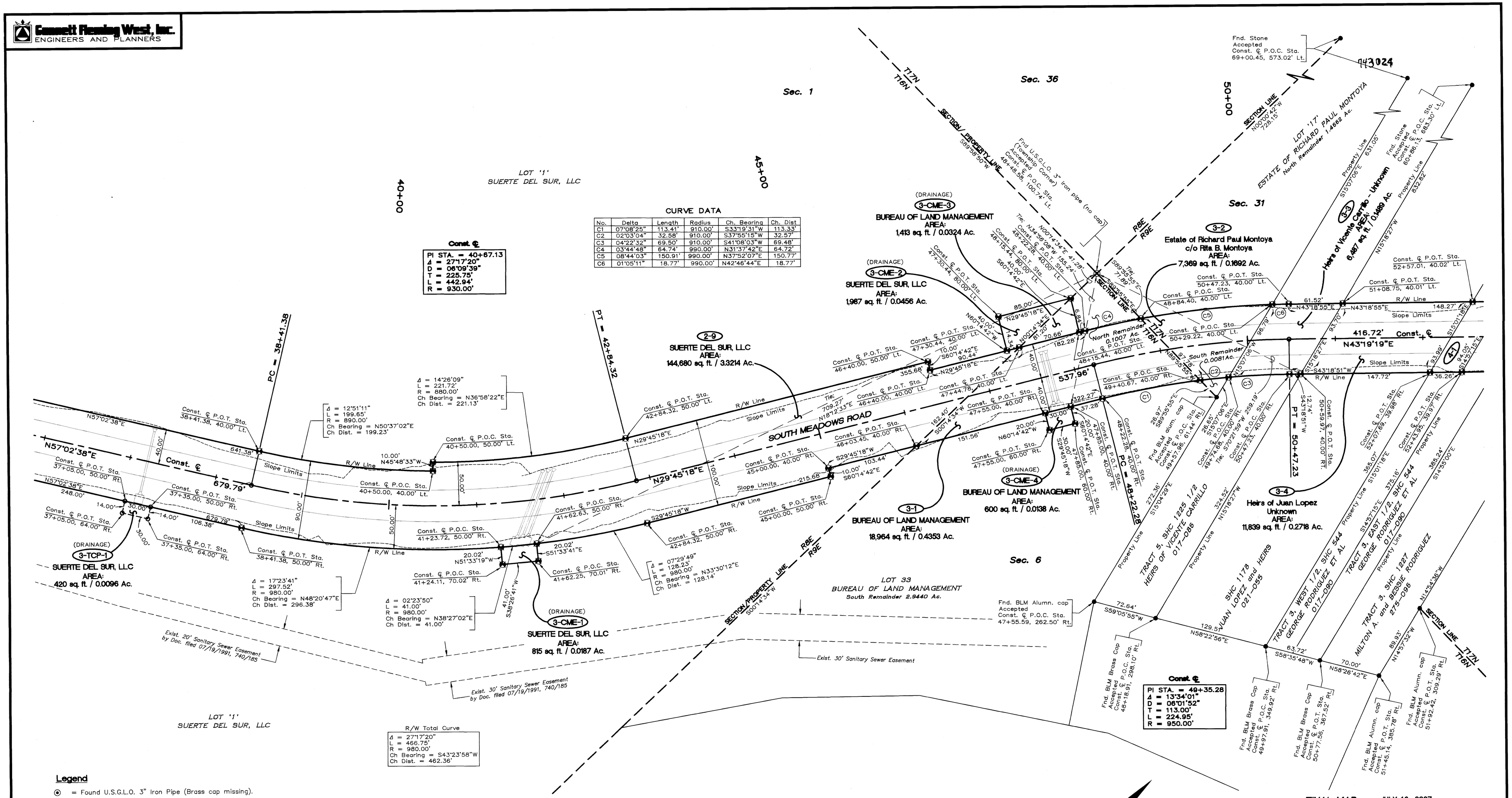
REVISIONS (OR CHANGE NOTICES)			
NO.	DESCRIPTION	DATE	BY
1	*ADD 2-CME-1*	*10/01/07*	*SJT*
2	*ADD 2-TCP-2*	*10/01/07*	*SJT*
3			

SANTA FE COUNTY PUBLIC WORKS DEPARTMENT

SOUTH MEADOWS ROAD
EXTENSION PROJECT

SANTA FE COUNTY
SHEET 1A OF 4

Connett Fleming West, Inc.
ENGINEERS AND PLANNERS



Legend

- ⊙ = Found U.S.G.L.O. 3" Iron Pipe (Brass cap missing).
- ● = Found monument on existing Right-of-Way and/or Property Line(s) as noted.
- ○ = Calculated point on existing Right-of-Way and/or Property Line.
- ◆ = Monument to be set in new Right-of-Way line upon completion of construction.

General Notes

1. ALL DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES (PROJECT CF = 1.000414431).
2. BEARINGS ARE REFERRED TO GRID NORTH, NEW MEXICO COORDINATE SYSTEM – CENTRAL ZONE, NAD83(1992).
3. BASIS OF BEARING – N 45°57'42" E, FROM THE N.M.D.O.T. CONTROL MONUMENT "D5SF2–11" TO THE N.M.D.O.T. CONTROL MONUMENT "D5SF2–10"AS SHOWN ON THE GPS CONTROL MAP FOR N.M.P. # IM–NH–025–5(102)277, N.M.P. # WIPP–599–1(102), AND N.M.P. # NH–084–2(12)161, SAID CONTROL MAP BEING PREPARED BY WILLIAM A. BOWERS, N.M.P.S. 11765, DATED 3/23/06.
4. EXISTING RIGHT–OF–WAY AS SHOWN HEREON WAS COMPILED USING PLATS, DEEDS, AND ACTUAL FIELD PROPERTY LOCATION SURVEYS.
5. BASIS OF STATIONING FOR NEW ROADWAY CONSTRUCTION CENTERLINE IS SANTA FE COUNTY PUBLIC WORKS DEPARTMENT SOUTH MEADOWS EXTENSION PROJECT.
6. ALL POINT STATION AND OFFSET VALUES ARE BASED ON THE NEW ROADWAY CONSTRUCTION CENTERLINE ALIGNMENT UNLESS OTHERWISE NOTED.
7. FOUND MONUMENTS WERE ACCEPTED THIS SURVEY UNLESS OTHERWISE NOTED.

Surveyor's Certificate

I CERTIFY THAT I AM A REGISTERED PROFESSIONAL SURVEYOR AND THAT THESE R/W MAPS ARE AN INTERIM PRODUCT OF PROJECT DESIGN DEVELOPMENT AND WERE PREPARED BY ME OR UNDER MY DIRECTION AND ARE BASED ON ACTUAL FIELD SURVEYS PERFORMED UNDER MY DIRECTION IN JANUARY AND APRIL OF 2007. CONFORMANCE WITH THE STATE OF NEW MEXICO'S MINIMUM STANDARDS FOR RIGHT–OF–WAY SURVEYING WILL OCCUR FOLLOWING ACTUAL ACQUISITION OF RIGHT–OF–WAY REQUIRED BY THE SOUTH MEADOWS EXTENSION PROJECT.

7/16/07
Date

Stephen J. Toler, N.M.P.S. 11599
131 Madison St., N.E.
Albuquerque, N.M. 87108
(505) 266–0935

STEPHEN JAMES TOLER
NEW MEXICO
11599
CERTIFIED PROFESSIONAL SURVEYOR

Right–of–Way Maps Prepared By:
DATE: July, 2007
SCI JOB No. 2006–052

Surveying Control, Inc
Surveying for Central Surveys
131 Madison St. N.E.
Albuquerque, N.M. 87108
(505) 266-0935

Section 1, T16N, R8E
Section 6, T16N, R9E
Section 31, T17N, R9E
SANTA FE COUNTY, NEW MEXICO

FOR OWNERS NAMES AND AREAS OF PARCEL NUMBERS SHOWN, SEE SHEET 1A OF 4

GRAPHIC SCALE
50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.

FINAL MAP JULY 16, 2007
DATE

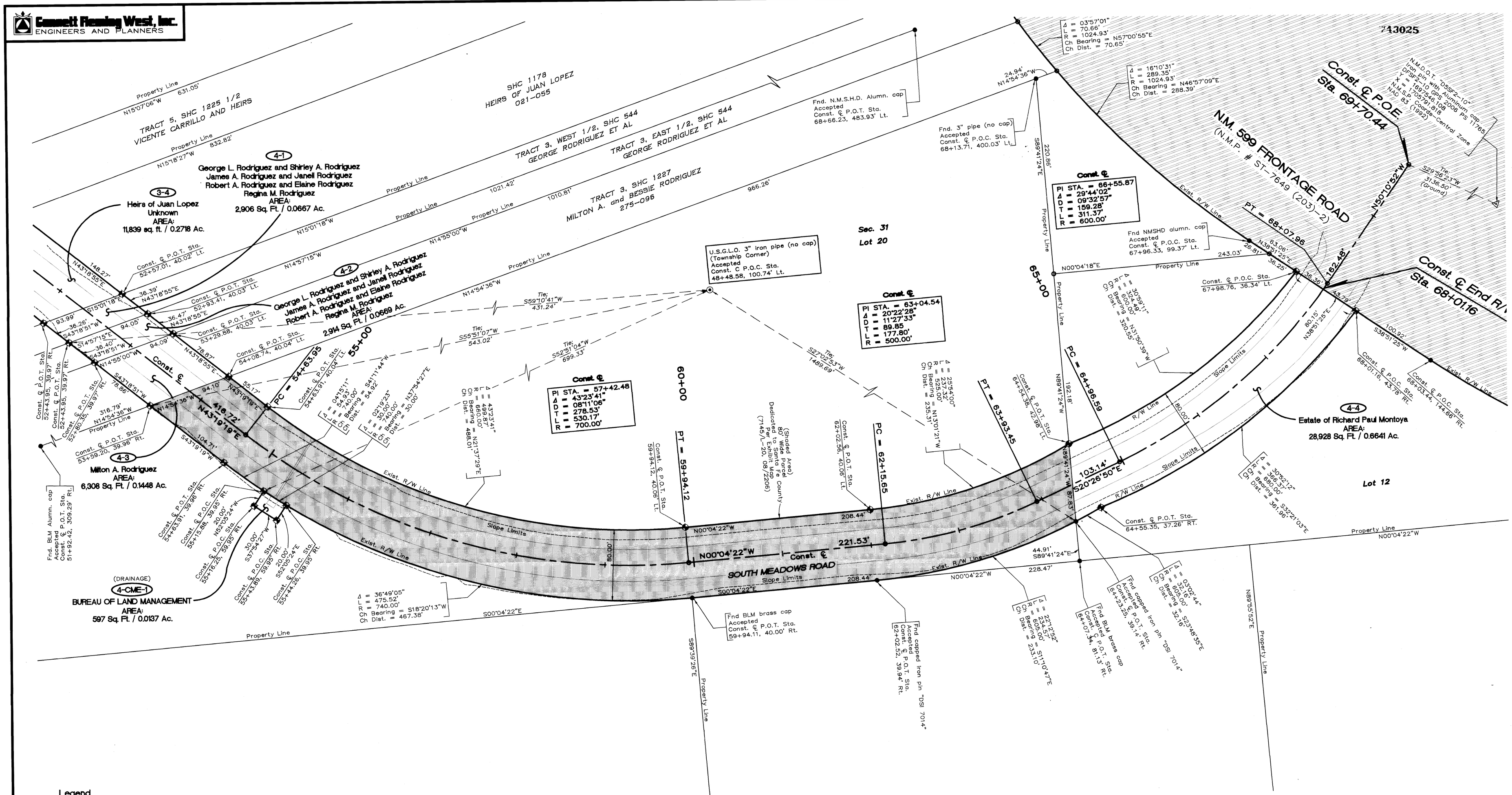
REVISIONS (OR CHANGE NOTICES)			
NO.	DESCRIPTION	DATE	BY
1	ADD SANITARY SEWER EASEMENT	08/04/08	SJT
2			
3			

SANTA FE COUNTY PUBLIC WORKS DEPARTMENT

SOUTH MEADOWS ROAD EXTENSION PROJECT

SANTA FE COUNTY
SCALE 1" = 50'
SHEET 3 OF 4

Cornett Fleming West, Inc.
ENGINEERS AND PLANNERS



Legend

- ⊙ = Found U.S.G.L.O. 3" Iron Pipe (Brass cap missing).
- ● = Found monument on existing Right-of-Way and/or Property Line(s) as noted.
- ○ = Calculated point on existing Right-of-Way and/or Property Line.
- ⊕ = Monument to be set in new Right-of-Way line upon completion of construction.
- = Right-of-Way secured by N.M.P. # ST-7649 (203)-2.
- = Right-of-Way secured by agreement between Santa Fe County and the Bureau of Land Management.

Surveyor's Certificate

I CERTIFY THAT I AM A REGISTERED PROFESSIONAL SURVEYOR AND THAT THESE R/W MAPS ARE AN INTERIM PRODUCT OF PROJECT DESIGN DEVELOPMENT AND WERE PREPARED BY ME OR UNDER MY DIRECTION AND ARE BASED ON ACTUAL FIELD SURVEYS PERFORMED UNDER MY DIRECTION IN JANUARY AND APRIL OF 2007. CONFORMANCE WITH THE STATE OF NEW MEXICO'S MINIMUM STANDARDS FOR RIGHT-OF-WAY SURVEYING WILL OCCUR FOLLOWING ACTUAL ACQUISITION OF RIGHT-OF-WAY REQUIRED BY THE SOUTH MEADOWS EXTENSION PROJECT.

7-16-07

Stephen C. Toler, N.M.P.S. 11599 — Date
131 Madison St., N.E.
Albuquerque, N.M. 87108
(505) 266-0935

STEPHEN JARED TOLER — NEW MEXICO — 11599 — REGISTERED PROFESSIONAL SURVEYOR

Right-of-Way Maps Prepared By:

DATE: July, 2007	
SCI JOB No. 2006-052	

Surveying Control, Inc
Professional Land Surveyors
131 Madison St. N.E.
Albuquerque, N.M. 87108
(505) 266-0935

General Notes

1. ALL DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES (PROJECT CF = 1.000414431).
2. BEARINGS ARE REFERRED TO GRID NORTH, NEW MEXICO COORDINATE SYSTEM – CENTRAL ZONE, NAD83(1992).
3. BASIS OF BEARING – N 45°57'42" E, FROM THE N.M.D.O.T. CONTROL MONUMENT "D5SF2-11" TO THE N.M.D.O.T. CONTROL MONUMENT "D5SF2-10" AS SHOWN ON THE GPS CONTROL MAP FOR N.M.P. # IM-NH-025-5(102)277, N.M.P. # WIPP-599-1(102), AND N.M.P. # NH-084-2(12)161, SAID CONTROL MAP BEING PREPARED BY WILLIAM A. BOWERS, N.M.P.S. 11765, DATED 3/23/06.
4. EXISTING RIGHT-OF-WAY AS SHOWN HEREON WAS COMPILED USING PLATS, DEEDS, AND ACTUAL FIELD PROPERTY LOCATION SURVEYS.
5. BASIS OF STATIONING FOR NEW ROADWAY CONSTRUCTION CENTERLINE IS SANTA FE COUNTY PUBLIC WORKS DEPARTMENT SOUTH MEADOWS EXTENSION PROJECT.
6. ALL POINT STATION AND OFFSET VALUES ARE BASED ON THE NEW ROADWAY CONSTRUCTION CENTERLINE ALIGNMENT UNLESS OTHERWISE NOTED.
7. FOUND MONUMENTS WERE ACCEPTED THIS SURVEY UNLESS OTHERWISE NOTED.

Section 31, T17N, R9E
SANTA FE COUNTY, NEW MEXICO

FOR OWNERS NAMES AND AREAS OF PARCEL NUMBERS SHOWN, SEE SHEET 1A OF 4

GRAPHIC SCALE
50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.

FINAL MAP JULY 16, 2007
DATE

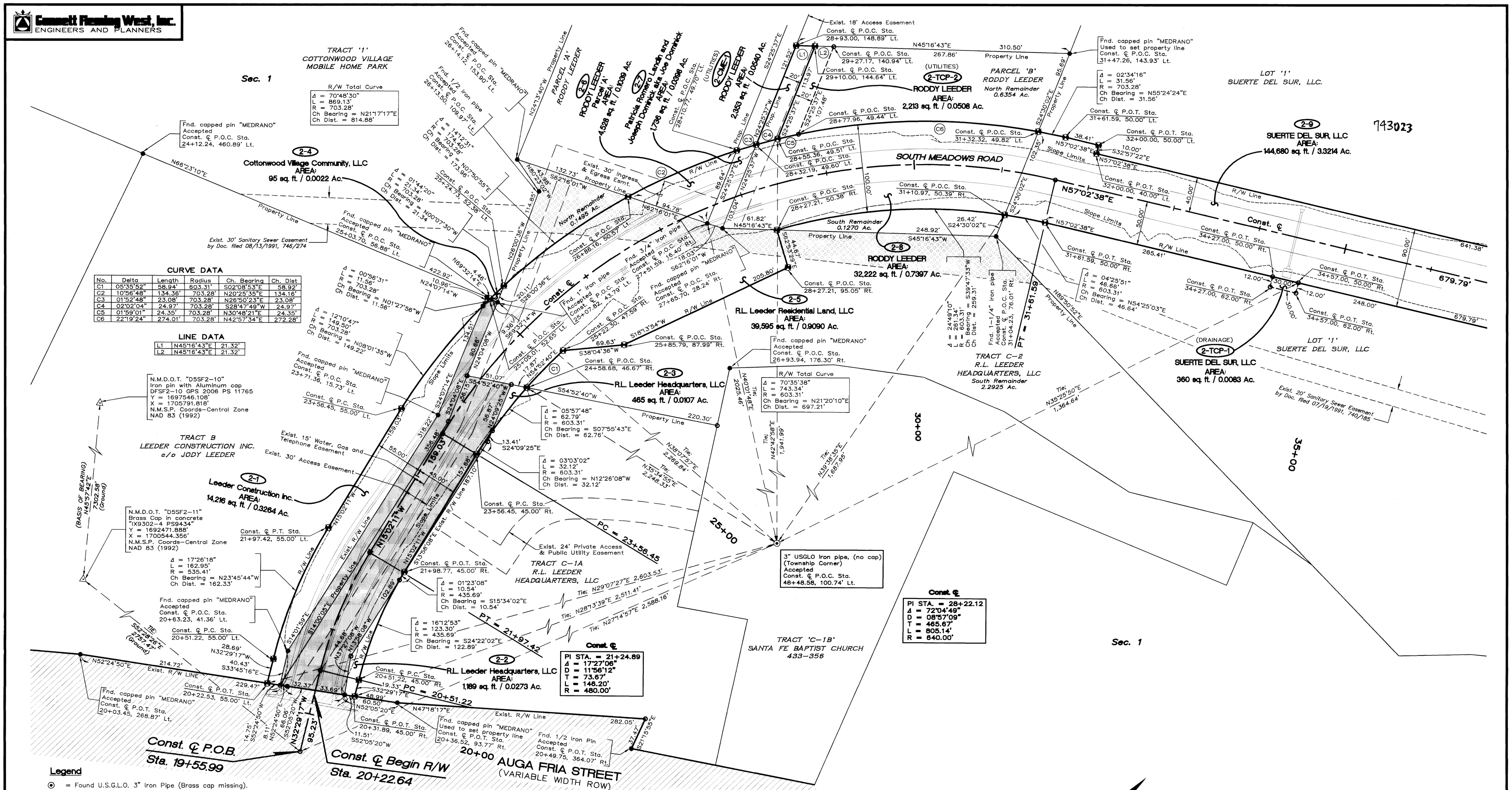
REVISIONS (OR CHANGE NOTICES)			
NO.	DESCRIPTION	DATE	BY
1			
2			
3			

SANTA FE COUNTY PUBLIC WORKS DEPARTMENT

SOUTH MEADOWS ROAD EXTENSION PROJECT

SANTA FE COUNTY
SCALE 1" = 50' SHEET 4 OF 4

Gannett Fleming West, Inc.
ENGINEERS AND PLANNERS



CURVE DATA

No.	Delta	Length	Radius	Ch. Bearing	Ch. Dist
C1	05°35'52"	58.94'	603.31'	S02°08'53"E	58.92'
C2	10°56'48"	134.36'	703.28'	N20°25'35"E	134.16'
C3	01°52'48"	23.08'	703.28'	N26°50'23"E	23.08'
C4	02°02'04"	24.97'	703.28'	S28°47'49"W	24.97'
C5	01°59'01"	24.35'	703.28'	N30°48'21"E	24.35'
C6	22°19'24"	274.01'	703.28'	N42°57'34"E	272.28'

LINE DATA

L1	N45°16'43"E	21.32'
L2	N45°16'43"E	21.32'

Legend

- ⊙ = Found U.S.G.L.O. 3" Iron Pipe (Brass cap missing).
- ● = Found monument on existing Right-of-Way and/or Property Line(s) as noted.
- ○ = Calculated point on existing Right-of-Way and/or Property Line.
- ⊕ = Monument to be set in new Right-of-Way line upon completion of construction.
- = Right-of-Way secured by local platting action.
- = Right-of-Way secured by plat filed 12/20/99 in Book 431, Page 28, Santa Fe County records.
- = Exist. Sanitary Sewer Easement as shown on plat filed 06/20/2005 in Book 590, Page 49, Santa Fe County records.

Surveyor's Certificate

I CERTIFY THAT I AM A REGISTERED PROFESSIONAL SURVEYOR AND THAT THESE R/W MAPS ARE AN INTERIM PRODUCT OF PROJECT DESIGN DEVELOPMENT AND WERE PREPARED BY ME OR UNDER MY DIRECTION AND ARE BASED ON ACTUAL FIELD SURVEYS PERFORMED UNDER MY DIRECTION IN JANUARY AND APRIL OF 2007. CONFORMANCE WITH THE STATE OF NEW MEXICO'S MINIMUM STANDARDS FOR RIGHT-OF-WAY SURVEYING WILL OCCUR FOLLOWING ACTUAL ACQUISITION OF RIGHT-OF-WAY REQUIRED BY THE SOUTH MEADOWS EXTENSION PROJECT.

7/16/07

Stephen J. Toler, N.M.P.S. 11599 — Date
131 Madison St., N.E.
Albuquerque, N.M. 87108
(505) 266-0935

STEPHEN JAMES TOLER
NEW MEXICO
11599
REGISTERED PROFESSIONAL SURVEYOR

Right-of-Way Maps Prepared By:
DATE: July, 2007
SCI JOB No. 2006-052

Surveying Control, Inc
Specializing in Control Surveys
131 Madison St., N.E.
Albuquerque, N.M. 87108
(505) 266-0935

General Notes

1. ALL DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES (PROJECT CF = 1.000414431).
2. BEARINGS ARE REFERRED TO GRID NORTH, NEW MEXICO COORDINATE SYSTEM – CENTRAL ZONE, NAD83(1992).
3. BASIS OF BEARING – N 45°57'42" E, FROM THE N.M.D.O.T. CONTROL MONUMENT "D5SF2–11" TO THE N.M.D.O.T. CONTROL MONUMENT "D5SF2–10"AS SHOWN ON THE GPS CONTROL MAP FOR N.M.P. # IM–NH–025–5(102)277, N.M.P. # WIPP–599–1(102), AND N.M.P. # NH–084–2(12)161, SAID CONTROL MAP BEING PREPARED BY WILLIAM A. BOWERS, N.M.P.S. 11765, DATED 3/23/06.
4. EXISTING RIGHT-OF-WAY AS SHOWN HEREON WAS COMPILED USING PLATS, DEEDS, AND ACTUAL FIELD PROPERTY LOCATION SURVEYS.
5. BASIS OF STATIONING FOR NEW ROADWAY CONSTRUCTION CENTERLINE IS SANTA FE COUNTY PUBLIC WORKS DEPARTMENT SOUTH MEADOWS EXTENSION PROJECT.
6. ALL POINT STATION AND OFFSET VALUES ARE BASED ON THE NEW ROADWAY CONSTRUCTION CENTERLINE ALIGNMENT UNLESS OTHERWISE NOTED.
7. FOUND MONUMENTS WERE ACCEPTED THIS SURVEY UNLESS OTHERWISE NOTED.

Section 1, T16N, R8E
SANTA FE COUNTY, NEW MEXICO

FOR OWNERS NAMES AND AREAS OF PARCEL NUMBERS SHOWN, SEE SHEET 1A OF 4

GRAPHIC SCALE
50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.

FINAL MAP JULY 16, 2007
DATE

REVISIONS (OR CHANGE NOTICES)

NO.	DESCRIPTION	DATE	BY
1	ADD 2–CME–1	10/01/07	SJT
2	ADD 2–TCP–2	10/01/07	SJT
3	ADD SANITARY SEWER EASEMENT	06/04/08	SJT

SANTA FE COUNTY PUBLIC WORKS DEPARTMENT

SOUTH MEADOWS ROAD EXTENSION PROJECT

SANTA FE COUNTY
SCALE 1" = 50'
SHEET 2 OF 4

SOMMER KARNES & ASSOCIATES LLP

Mailing Address
Post Office Box 2476
Santa Fe, New Mexico 87504-2476

Street Address
125 Lincoln Ave
Suite 221
Santa Fe, NM 87501

Telephone:(505) 989-3800
Facsimile:(505) 288-3601

Karl H. Sommer, Attorney at Law
khs@sommerkarnes.com
Joseph M. Karnes, Attorney at Law
jmk@sommerkarnes.com

John R. Fox Attorney at Law
johnf@sommerkarnes.com
Of Counsel

November 10, 2025

VIA EMAIL TO
VIA EMAIL

Joel Cruz-Haber
Daniel Esquibel
Planning and Land Use
City of Santa Fe
202 Lincoln Ave
Santa Fe, NM 87501

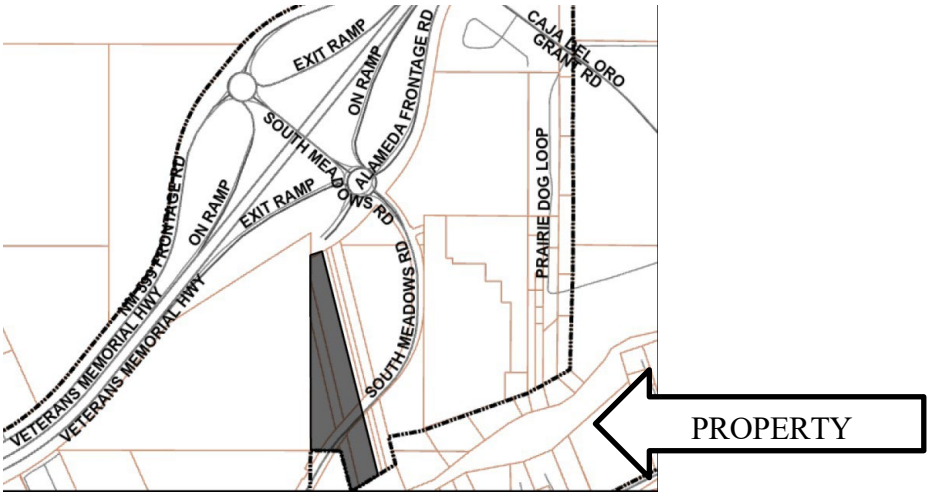
Re: Letter of Application for General Plan Amendment and Rezoning
Montoya y Garcia, LLC – Property Owner and "Applicant"
Section 31 T17N, R19E, Remaining Portions of Government Lot 17 SHC 1255 ½ TR5, & SHC 1178 (Parcel #'s 910008728, 99312180, 99312181) - the ("Property")

Dear Joel and Dan:

Submitted with this letter are the applications for a General Plan Amendment and Rezoning of the 7.01 acres of property commonly known as Section 31 T17N, R19E, Remaining Portions of Government Lot 17 SHC 1255 ½ TR5, & SHC 1178. This letter provides background for the application and addresses the City Code approval criteria for both applications. No development is proposed as part of these applications. The General Plan Amendment application requests that the existing future land use designation for a portion of the property of Very Low Density Residential be changed to Low Density Residential and the rezoning application requests that the existing R-3 zoning be changed to R-7. This letter includes assessment of compatibility with the Southwest Santa Fe Community Area Master Plan.

1. Background and Existing Planning and Zoning.

The vacant Property is located south of the South Meadows Road interchange with NM 599/Veterans Memorial Highway. The Property and surrounding properties were annexed to the City as part of the 2008 City-County settlement agreement and the City has planned the area for intensive residential and commercial development including multiple development approvals. Consistent with the City Code, upon annexation the Property was zoned R-3 until otherwise classified. (514-4.1.E.4)



The Property is bisected by South Meadows Road which is proposed as primary vehicular access because of its convenient access to NM 599 and south to Agua Fria Road. Alameda Frontage intersects South Meadows Road just north of the Property. Also, a road is planned to connect South Meadows Road to Kate's Way which may be a secondary vehicular access point at the north end of the Property.

The Properties comprise five (5) legal lots of record – three (2) adjacent to the northern boundary of South Meadows Road (the "Northern Lots") and two (2) (the "Southern Lots"). As you can see from the portion of the current Future Land Use Map attached hereto as Exhibit A, the Northern Lots are planned for "3-7 Dwelling Units" per acre and "7-12 Dwelling Units" per acre. The Southern Lots are planned for "3-7 Dwelling Units" per acre, "1-3 Dwelling Units" per acre, and "Open Space". Both the Northern and Southern Lots are zone R-3. (*See* Exhibit B - Portion of Zoning Map).

The Property is unimproved and vacant. The property owned by The Rodriquez Trust is vacant, with the same two General Plan designations as the Northern Lots, namely -"3-7 Dwelling Units" per acre and "7-12 Dwelling Units" per acre. and zoned R-3. In proximity toward the northeast of the Property is the Madera Apartment Community and zoned R-21. Further east is unincorporated Agua Fria Village, located in Santa Fe County. The Gerhart Apartment Community is to the South of the Property and zoned RM-1. To the west is vacant property is a 30-acre parcel owned by the State of New Mexico which is under a long-term lease by the City of Santa Fe and zoned C-2 General Commercial.

2. General Plan Amendment Approval Criteria

The following addresses the approval criteria for the requested General Plan amendment. To approve a General Plan amendment the following criteria must be met:

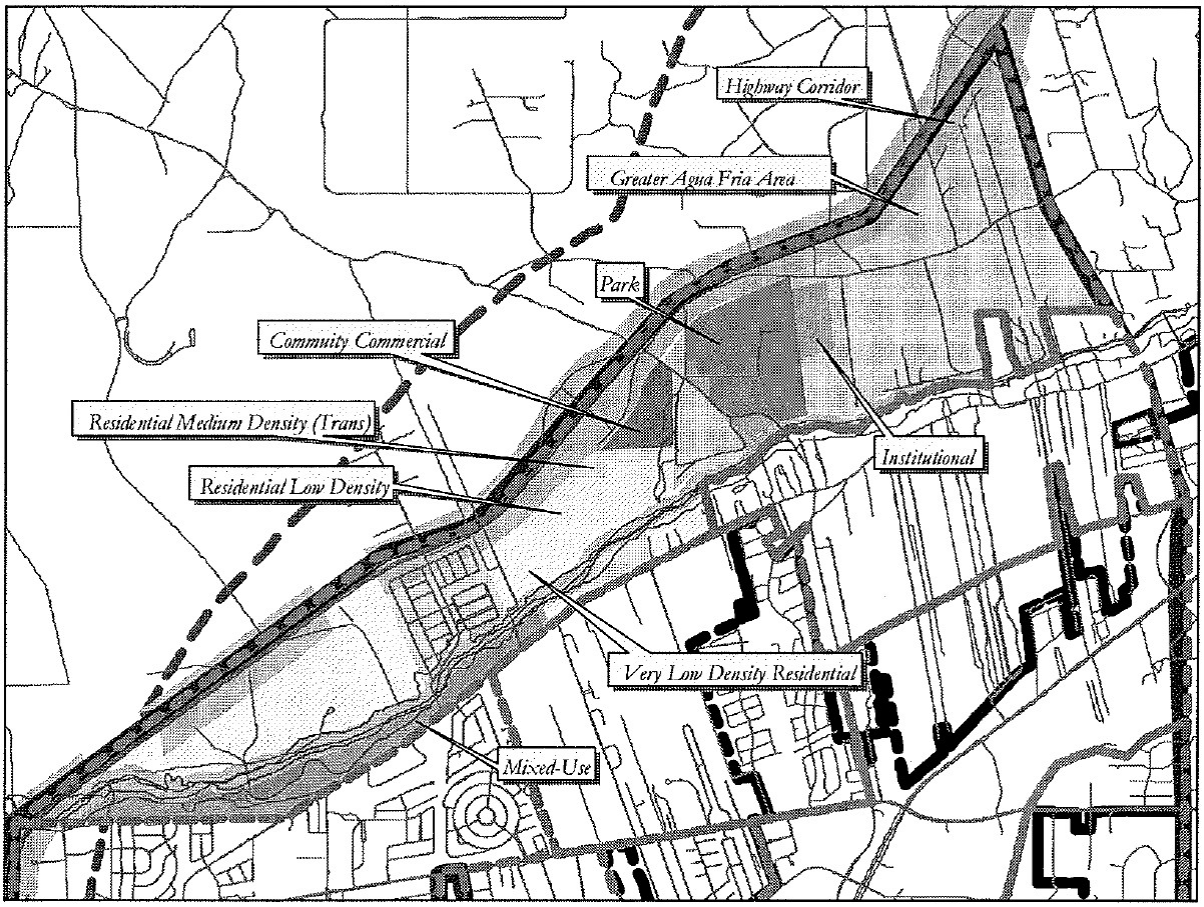
> A. consistency with growth projections for Santa Fe, economic development goals as set forth in a comprehensive economic development plan for Santa Fe and existing land use conditions such as access and availability of infrastructure;

The population of the City of Santa Fe is projected to grow at the rate of approximately 10% over the next ten years. The current population of the City of Santa Fe is approximately $91,000. There is a current housing deficit within the City of Santa Fe multi-family dwellings of 4,500 units and single-family dwellings of 2,500 units. The general plan amendment proposes to increase the range of allowable housing to between 3 and 7 dwelling units per acre. It is consistent with the current needs of the City with respect to housing.

Likewise, the City of Santa Fe Economic Development Plan envisions the ability of the City to attract job creating businesses. The availability of housing is imperative for the implementation of the City's economic development goals. The application is consistent with those goals as well.

In recent years, the City Council has acted to zone the vacant annexed area between the South Meadows interchange and Agua Fria Village for intensive urban development. The applications are consistent with the Council's designation of the Madera Apartment property west of the Property as R-21. This residential development will provide residential uses for up to approximately 50 home, together with accessory uses. Adding 50 homes to the existing housing stock will enhance the Council's desire to provide badly needed housing. Approval of the applications will also increase efficient use of infrastructure that will be developed as part of the approved projects in the immediate vicinity of the Property and will provide for the highest and best use of the Property in light of the City's planning decisions for the area.

The Property is within the Southwest Santa Fe Community Area Master Plan (SWCAMP) "River Corridor Plan Area – Residential Low Density (Transitional)" Map 2.6.5:



Map. 2.6.5. Proposed Future Land Uses for the River Corridor Plan Area

The proposal is completely consistent with the Plan's future land use designation. The Plan states that new corridor developments are intended to be community focused rather than regional and should integrate with existing and future neighborhoods. (Plan, p. 60) U.S. Census date for 2020 identified that the County of Santa Fe's population was over 150,000; exceeding the Urban Area population increase of 17,000-25,000 residents projected for 2020. This population growth elevated the importance for updated growth management strategies established in the General Plan.

Consistent with the approval criteria that development have "access and availability of infrastructure" the proposed designation and planned community commercial land uses are supported by existing infrastructure including utilities and transportation infrastructure. Making most effective use of areas already planned for community commercial neighborhood-serving development is consistent with the growing need for commercial services in this area.

B. consistency with other parts of the general plan;

By approving the "3-7 Dwelling Units" per acre land use designation on the Northern Lots, the City provided policy direction for the residential uses at the scale proposed, namely to provide housing at the R-7 level within the discrete planning area east of the South Meadows/NM 599 interchange. The Application furthers this policy by expanding the amount of land available for residential uses.

Given the City's focus and previous decisions that this area is appropriate for intensive urban development, approval of the applications will enhance the efficient use of existing roadway, water, sewer and other utilities serving this planning area while furthering a compact urban form and efficient development pattern as addressed by Growth Management section of the General Plan. (Chapter 4.1)

The City's selection of this area for intensive urban use makes effective use of the substantial investment in the South Meadows Drive/NM 599 interchange. The intensification of residential uses will provide housing opportunities. Proximity of the interchange and NM 599 provides for more efficient access compared to other areas reliant on the existing city street network for vehicular circulation. The location of the Property and its community residential uses will further the implementing transportation policies of Chapter 6 including decreasing reliance on the automobile by allowing residents to access the commercial uses developing in the area within walking distances to the Property. (Chapter 6)

B.1.Southwest Santa Fe Community Area Master Plan (the "Master Plan"). The Property is located within the Master Plan, which is part of the General Plan. The Property is within the River Corridor Neighborhood Plan area. The following addresses consistency of the GPA application with relevant Master Plan provisions.

The Master Plan recognizes that the neighborhood is and remains the basic building block of the community and that complimentary to the neighborhoods are mixed-use commercial areas located within a reasonable walking distance. (p.5) The Master Plan further states "new neighborhoods should be connected to adjacent commercial areas (or within easy walking or driving distance." (P. 57) As addressed above, the City has recently approved over 400 dwellings east of the NM 599/Veterans Memorial Highway located immediately north, south and west of the Property.

c. the amendment does not:

(i) allow uses or a change that is significantly different from or inconsistent with the prevailing use and character in the area; or

The City's adoption of the Community Commercial future land use designation for the adjacent to the Property on the west demonstrates that designation of an additional 7.01 acres of residential uses will be consistent with the prevailing planned use and character in the area. Additionally, the approved and developed land uses adjoining the property and less than a quarter mile away are all residential uses and are therefore consistent with the prevailing character of the area.

(ii) affect an area of less than two acres, except when adjusting boundaries between districts; or

The Application is consistent with this requirement, as the Property is 7.01 acres.

(iii) benefit one or a few landowners at the expense of the surrounding landowners or the general public;

As addressed above, approval of the amendment will enhance the provision of residential opportunities in close proximity to Community Commercial center, thereby furthering multiple General Plan policies. The requested amendment will enhance the viability of the adjacent residentially designated property. The amendment will not benefit the owner of the property at the expense of the surrounding landowner because it will enhance the surrounding landowners' use available on their properties, and the added housing will benefit the general public.

D. an amendment is not required to conform with Subsection 14-3.2.(E)(1)(c) if it promotes the general welfare or has other adequate public advantage or justification;

As indicated by the City's adoption of the Community Commercial future land use designation for the property to the west, the amendment will enhance promotion of the general welfare by increasing the provision of residential uses that will support the Community Commercial uses at an appropriate location within an area of approved Low density residential development.

As addressed above, over a decade ago, the City designated the Property residential. Approval of the amendment will enhance the provision of the already approved uses allowed by these designations within a planning.

The proposed general plan amendment and rezoning provide an avenue to contribute to a coordinated, adjusted and harmonious development of Santa Fe that benefits an area on the west side of Santa Fe suffering from a lack of services. The proposal and planned uses contribute to the future needs that promote convenience and prosperity of the area contributing to the general welfare, efficiency and economy of an area that the governing body has already planned for community commercial uses.

G. consideration of conformity with other city policies, including land use policies, ordinances, regulations and plans.

As addressed in sections A and B 1, above, the Property is located within the SWCAMP. The SWCAMP includes the Property as part of the neighborhood pattern designation and identifies a residential uses for both the Northern and Southern Lots. (Map 2.6.5) Approval of the application would include the Property within the Residential Low Density – Transition Community Commercial future land use designation. Sections A and Bl address conformity of the proposed General Plan amendment with applicable provisions of the SWCAMP.

(2) Additional Criteria for Amendments to Land Use Policies

In addition to complying with the general criteria set forth in Subsection 14-3.2(E)(1), amendments to the land use policies section of the general plan shall be made only if evidence shows that the effect of the proposed change in land use shown on the future land use map of the general plan will not have a negative impact on the surrounding properties . The proposed change in land use must be related to the character of the surrounding area or a provision must be made to separate the proposed change in use from adjacent properties by a setback , landscaping or other means, and a finding must be made that:

(a) the growth and economic projections contained within the general plan are erroneous or have changed;

As to subsection a, as addressed in section 1 .A, above, residential development subject to the SWCAMP has surpassed its additional density targets. City information indicates that while the SWCAMP projected 2.5 to 10 units per acre, actual development densities range from 5 to 20 units per acre. The proposed general plan amendment reflects a growing community need for residential uses in the previous growth projections.

(b) no reasonable locations have been provided for certain land uses for which there is a demonstrated need; or

As to subsection b, the Governing Body has already designated the adjacent 16.3 acres for community commercial development. There is a very limited amount of existing and planned community commercial uses in the area and approval of the general plan amendment will increase the viability and effectiveness of the planning already undertaken by the Governing Body and will serve the 400+ residential dwellings planned and approved in the immediate vicinity.

(c) conditions affecting the location or land area requirements of the proposed land use have changed, for example, the cost of land space requirements, consumer acceptance, market or building technology.

As to subsection c, as addressed in this letter, there is an increased demand for residential uses on the west side of Santa Fe and the Governing Body has already planned for those uses.

3. Statement Addressing Rezoning Approval Criteria

The following addresses the approval criteria for the requested rezoning. To approve a rezoning:

(a) one or more of the following conditions exist:

(i) there was a mistake in the original zoning;

There was no mistake in adopting the R-3 zoning designation for the Property.

(ii) there has been a change in the surrounding area, altering the character of the neighborhood to such an extent as to justify changing the zoning; or

The 2008 settlement agreement between the City and County of Santa Fe memorialized a mutual policy effort to minimize urban sprawl and direct future urban development within the City of Santa Fe. The South Meadows interchange was built as part of the NM 599 Bypass project in the late 1990's, which created vehicular access to the area east of NM 599 including the Property. The increased residential density (both actual and planned) of surrounding properties for both residential and commercial uses, the City made the policy decision that this area is appropriate for the proposed level of residential uses.

(iii) a different use category is more advantageous to the community, as articulated in the general plan or other adopted city plans;

As addressed above, rezoning the Property from R-1 to R-7 will build on the City's policy decision in designating the area for Low Density Residential uses as part of

annexation of the area to the City when the City made the decision to provide for residential uses within an area planned for Low Density Residential use. Approval of the Application will maximize returns on the investments made to enact the City-County settlement agreement and to build NM 599 including the South Meadows interchange, providing residential uses within approved neighborhoods and enhancing Santa Fe's compact urban form.

(2) all the rezoning requirements of Chapter 14 have been met.

We assert that all the rezoning requirements of Chapter 14 have been med. Evidence for this is provided in the other responses provided within this application.

(3) the rezoning is consistent with the applicable policies of the General Plan, including the future land use map.

In conjunction with and prior to consideration of the rezoning request, the Applicant has requested that the Governing Body the General Plan's Future Land Use Map (FLUM) to change its designation from Very Low Density Residential (1-3 dwellings per acre) to Low Density Residential. Approval of the General Plan amendment would provide for consistency with this requirement prior to the Governing Body's consideration of the request that the FLUM be amended.

(4) the amount of land proposed for the rezoning and the proposed use for the land is consistent with city policies regarding the provision of urban land sufficient to meet the amount, rate and geographic location of the growth of the city.

The city has not quantified the rate and growth over time. As addressed in the response to the first General Plan amendment criteria, above, residential development in the vicinity has surpassed density targets. The proposed rezoning and planned land uses reflect a growing community need for residential uses. The Property exceeds the two-acre threshold set forth in 14-3.5(C)(2)(b).

(5) the existing and proposed infrastructure, such as the streets system, sewer and water lines, and public facilities, such as fire stations and parks, will be able to accommodate the impacts of the proposed development.

The Property is served by the Highway 599/South Meadows interchange and is in an area of ongoing development. In conjunction with those development activities, streets, sewer and water lines have been and are being extended into the area east of the interchange. Development of the Property is planned to occur in conjunction with development of the adjacent 16.3 acre parcel to the west and such development will be required to ensure provision of streets and services to the project in compliance with Chapter 15. Substantial existing park land exists just to eh east of the Property within Romero Park. The closest fire station is Fire Station 8 located at 6796 Jaguar about 2.5 miles from the Property. As

the west side of Santa Fe continues to develop, additional fire services in the area will be needed and development of the Property and adjacent 16.3 acre property will generate funds that can be used to maintain adequate levels of fire service.

(6) Unless the proposed change is consistent with applicable general plan policies, the planning commission and the governing body shall not recommend or approve any rezoning, the practical effect of which is to:

(a) allow uses or a change in character significantly different from or inconsistent with the prevailing use and character in the area;

Recognizing that the vicinity of the Property has been planned and some residential projects have been approved, the zoning districts and approved projects show that the area on the east side of the South Meadows interchange is planned for a mix of residential and neighborhood-serving commercial uses. The SWCAMP provides a finer level of detail regarding the desired uses. The Plan includes the Property within an area planned for Low Density Residential designation. Amendment of the General Plan Future Land Use designation for the Property from Very Low Density Residential to Low Density Residential is part of the Application and the Governing Body will consider that request prior to the rezoning application. Should that request be approved, then the proposed rezoning will be consistent both with the Future Land Use Designation as well as applicable General Plan policies as addressed herein.

(b) affect an area of less than two acres, unless adjusting boundaries between districts; or

The 7.01-acre Property is more than 2 acres and therefore meets the requirements of subsection b.

(c) benefit one or a few landowners at the expense of the surrounding landowners or general public.

As addressed herein, development of the Property for Low Density Residential uses will benefit the planned residential development in the immediate vicinity of the Property by providing needed housing.

If you have any questions about the application, please let me know.

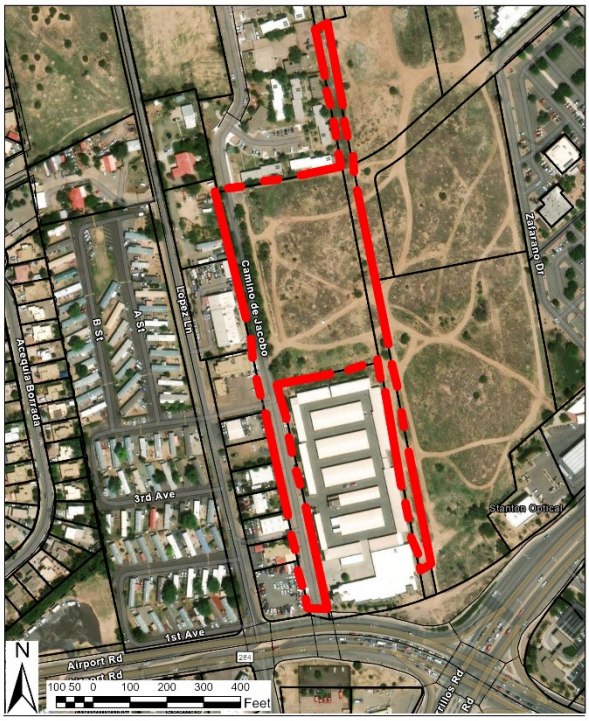
Sincerely,

Karl H. Sommer

cc: Montoya y Garcia

Land Use Department
Planning Commission Staff Report

Case No:	2025-11625
Hearing Date:	May 7, 2026
Agent/Applicant:	Autotroph
Owner:	County of Santa Fe
Request:	Development Plan
Location:	1335 Camino de Jacobo
Case Mgr.:	Claudia Kath
Zoning:	C-2 (General Commercial)
Overlay:	Suburban Archaeological District
Pre-app Mtg:	July 24, 2025
ENN Mtg:	October 16, 2025
Proposal:	The Applicant requests approval of a Development Plan to construct two residential buildings totaling 141,746 sf in Phase 1 and a 3,822 sf Daycare in Phase 2. The residential structures are funded for Low Income Housing Tax Credits.



Site Map

Case #2025-11625. 1335 Camino de Jacobo Development Plan. Autotroph., agent ("Agent") and applicant ("Applicant"), for the County of Santa Fe, owner ("Owner"), requests approval of a 2 phased Development Plan, to construct two 45-foot high, four-story buildings, and one 28.5-foot high building totaling 148,145 square feet of new construction. The uses include a 159-unit multi-family community with a Daycare facility. The subject properties comprise 5.92 +/- acres, located within the Suburban Archaeological Review District, and are zoned C-2 (General Commercial) (Claudia Kath, Case Manager, cmkath@santafenm.gov).

I. RECOMMENDATION:

Staff recommends **APPROVAL** of the Development Plan for Case #2025-11625, subject to conditions of approval and technical corrections noted in Attachment A of this report.

One motion will be required for this case:

Approve <u>or</u> deny the Development Plan (Case #: 2025-11625), subject to the conditions of approval and technical corrections recommended by staff in Attachment A.

II. EXECUTIVE SUMMARY:

The proposed Nueva Acequia Apartments is a 100 percent affordable multifamily development sponsored by Santa Fe County in partnership with TWG Development, an affordable and senior housing developer. The project will be constructed in two phases. Phase one will include two buildings: Building 1 with 106 units for families and Building 2 with 53 units for seniors[1]. Funding sources include 4 percent and 9 percent Low Income Housing Tax Credits, City of Santa Fe Affordable Housing Trust Funds, and other financing.

Building 1 is a four-story, U-shaped structure with 106 units and amenities including a community room, shared laundry, offices, food pantry, and central courtyard. Building 2 includes 53 units, a community room, fitness center, and supportive services coordinated by Santa Fe County. Both buildings incorporate Universal Design and include accessible units. Each building has a maximum height of 45 feet, consistent with C-2 zoning. Phase 2 proposes a future daycare facility within Building 1 for approximately 70 children.

The Applicant submitted the Development Plan application in December 2025. The project is being reviewed under the previous version of Chapter 14 and not the new code which became effective January 2026.

Figure 1 – Nueva Acequia Site Plan

[1] Unlike affordable housing, Chapter 14 does not have a use or enforcement provision that discriminates rent options between Seniors and non-seniors alike. Senior living and non-senior living is treated as multifamily.

III. BACKGROUND

The 5.92-acre subject parcels are currently vacant and are located on the eastern side of Camino de Jacobo and north of Cerrillos Road at Airport Road. The site is bordered by the Jabob D. Martinez Community Housing to the north, future Staybridge Suite under construction to the east, Extra Space Storage to the south, and Mena's Coachworks to the west.

Figure 2 – Proposed Future Developments Adjacent to Nueva Acequia Apts

Figure 3 – View North on Cam. De Jacobo

Figure 4 – View South on Cam. De Jacobo

Figure 5 – Future San Ignacio Road

Figure 6 – Future Nueva Acequia Site

IV. PROJECT ANALYSIS: DEVELOPMENT PLAN

a. Project Zoning

The proposed project is currently zoned C-2 (General Commercial). The proposed Development Plan complies with the C-2 zoning standards. Required dimensional standards and proposed development are captured on Table 1.

Table 1. Dimensional Standards for C-2 District

Element	Requirement	Proposed
Height	45 feet	45 feet
Setbacks	Street: 15 feet Side: 0 feet Rear: 10 feet	Street: 15 feet Side: 0 feet Rear: 10 feet
Open Space	250 sq.ft / unit = 39,000 sq.ft.	52,439 sq.ft.
Lot Coverage	60%	26.8%

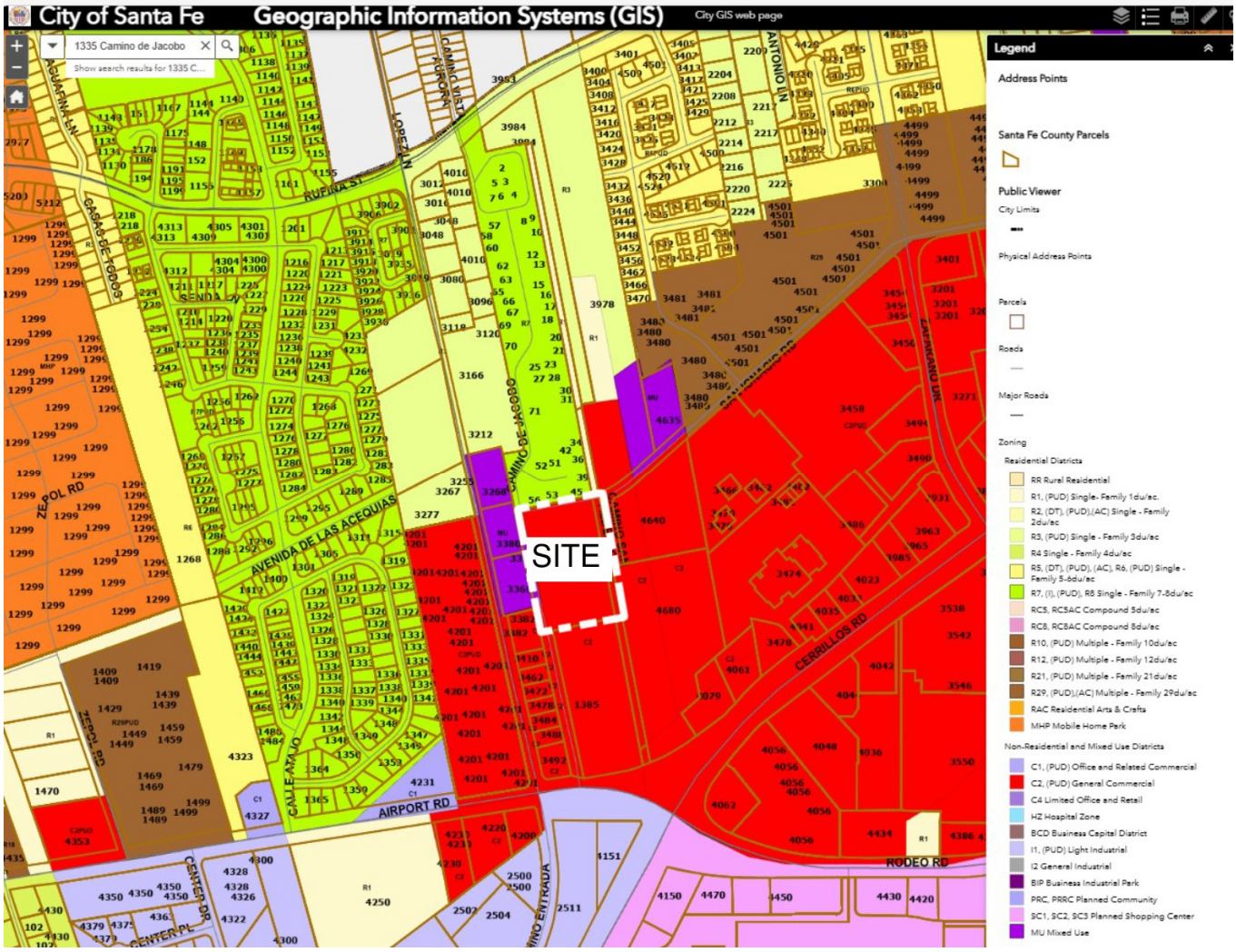


Figure 7 – Current Zoning Map

According to the Future Land Use Map, the area where the site is located will be Transitional Mixed Use. There is an area of Transitional Mixed-Use north of the shopping center. This is currently the San Isidro Apartments which is a similar and compatible use to the proposed subject property.

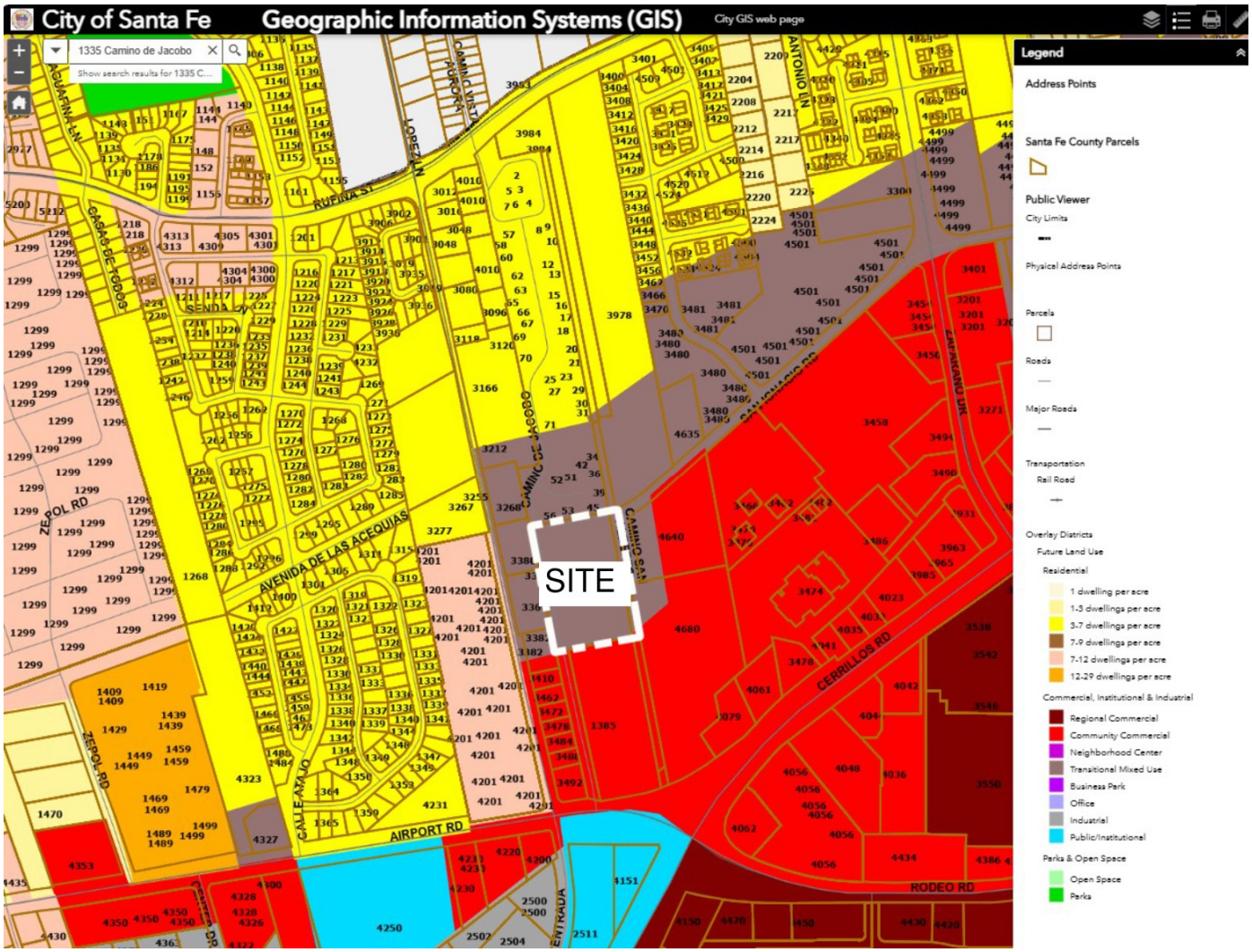


Figure 8 – Future Land Use Map

b. Subdivisions of Land – §14-3.7

The project site currently consists of two parcels—Lot 1(+/- 0.938 acres) and Lot B-2 (+/- 5.01 acres)—both owned by the County of Santa Fe. The Applicant proposes a lot line adjustment and lot split to create a new legal lot of record for the proposed subject Development Plan.

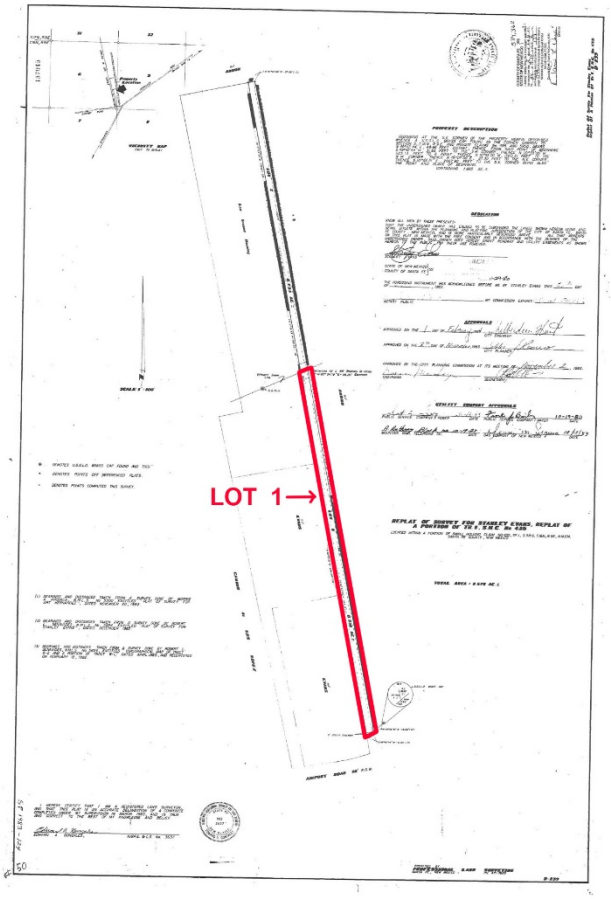


Figure 9 – Legal Lot of Record Lot 1

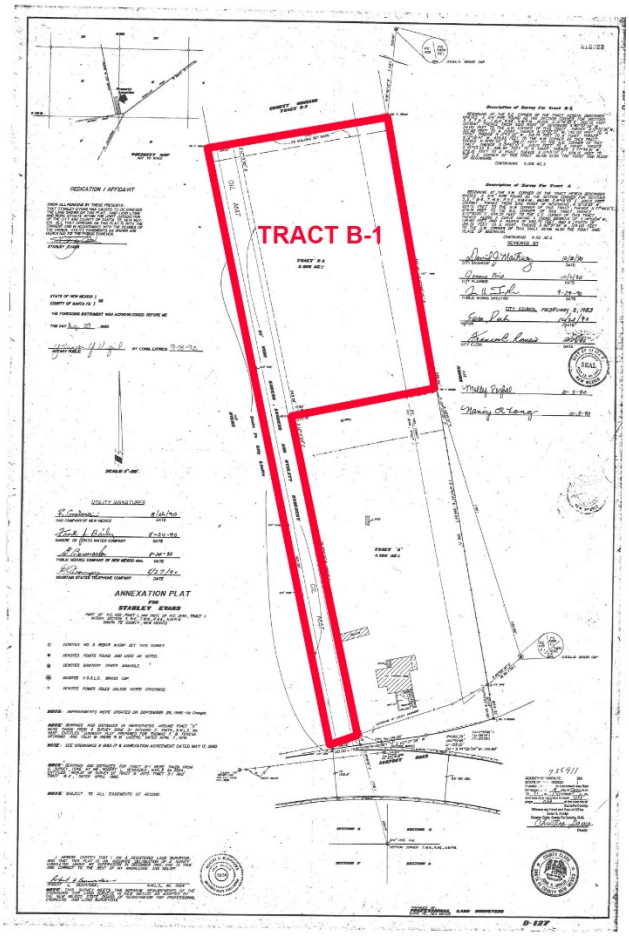


Figure 10 – Legal Lot of Record Tract B-1

As outlined in the State of New Mexico Low-Income Housing Tax Credit Program Qualified Allocation Plan (see Attachment C), projects receiving both 4% and 9% LIHTC allocations must be consolidated onto a single development site. To meet this requirement, the County-owned land will undergo reconfiguration through the proposed lot line adjustment and administrative lot split.

This process will establish a separate parcel for the proposed use to be known as Tract B-1-A (+/-3.53 acres). The San Ignacio and Camino de Jacobo roads will be Tract B-1-B (+/- 1.80 acres) which will allow these roadways to be improved and dedicated to the City independently. Portions of Lot 1 that are undevelopable due to their irregular shape will become Lot 1-A (+/-0.36 acres) to the south of Camino Alberto and Lot 2-A (+/- 0.98 acres) to the north of San Ignacio. These lots will be reserved for future bike paths and pedestrian connections between Rufina Road and Cerrillos Road.

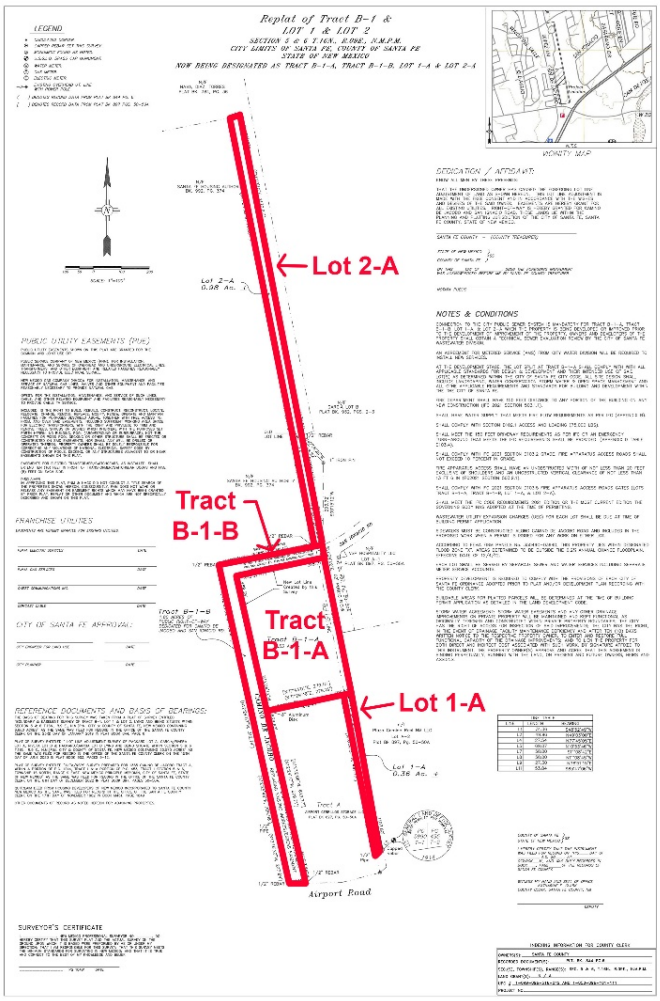


Figure 11 – Proposed New Lot Line Adjustment and Consolidation

c. Street Design - §14-8.6-1

As indicated in §14-9.2, *"(A) Street Network: (3) Local streets shall be constructed, extended and widened in accordance with the general plan and to accommodate the orderly development of the types and intensities of development shown on the future land use map."* The applicant did not provide complete road plans to upgrade Camino Jacobo Street with this Development Plan application. Based on the number of dwelling units and traffic generation, Camino Jacobo Street will need to be developed to a collector road in order to meet the City's minimum standards for health, safety and welfare. The Development of Camino Jacobo shall be constructed to accommodate housing intensities along with the construction of the dwelling units.

The Applicant shall construct all streets surrounding the subject property to City Standards as noted in "*Table 14-8.2-1 Design Criteria for Street Types*", as part of the Final Approval of this Development. Phased construction of required infrastructure must be approved by the Planning and Land Use Director.

The recommended DRT Conditions of Approval and Technical Corrections may be found in Attachment A of this report.

d. Access and Traffic – §24-1

A Traffic Impact Analysis (TIA) prepared by the Applicant is included in Attachment C of this report. The site will be accessed by three driveways from Camino de Jacobo, Camino Alberto, and San Ignacio. On-street parking (30 parking spaces) will be provided along Camino de Jacobo and Camino Alberto which borders the site to the east.

The DRT has concerns that the TIA does not address:

- traffic mitigation measures that need to be implemented at Cerrillos Road and Airport Road;
- future queuing / delays at Lopez Road & Airport Road;
- additional traffic from Staybridge Suites & future San Ignacio Apartments;
- impacts of additional traffic on Camino de Jacobo north of the project to Rufina Street;
- impacts of the improved Camino de Jacobo south to Cerrillos Road;
- timing of street dedication to the City of Santa Fe;
- a proposed knuckle or cul-de-sac at the terminus of Camino Alberto.

The recommended DRT Conditions of Approval and Technical Corrections may be found in Attachment A of this report.

e. Parking - §14-8.6-1

As indicated in §14-8.6-1, for Phase 1 of the project, 209 parking spaces are required for the residential buildings. In Phase 2, for future daycare, an additional 9 spaces would be required. Therefore, the total number of spaces required for the project is 218. However, the proposed project can supply 156 parking spaces, including the 9 for future daycare, which is 25 percent less than the required amount.

The Applicant has submitted a Parking Demand study as outlined in §14-8.6(B)(4)(e). With the 25 percent reduction applied, the required number of off-street parking spaces would be 165. An additional 30 spaces of on-street parking will be provided by the Applicant along Camino de Jacobo and Camino Alberto, which brings the total available parking to 195 spaces.

According to §14-2.11(C)(3), the Applicant has submitted an Administrative Deviation letter request to the Land Use Director.

The recommended DRT Conditions of Approval and Technical Corrections may be found in Attachment A of this report.

f. Sewer – § 22-3.1

An existing 8-inch sanitary sewer main is located beneath Camino de Jacobo and includes an existing manhole. The Applicant proposes to rehabilitate the manhole to bring it into compliance with current City of Santa Fe standards. Additionally, the Applicant proposes to construct a new 8-inch sanitary sewer line to serve the development, which will connect to the existing main within Camino de Jacobo.

The DRT Conditions of Approval and Technical Corrections may be found in Attachment A of this report.

g. Fire Prevention - §12-2.1

The buildings will be equipped with a fire suppression system. Primary service to the buildings will be through 6-inch dedicated fire protection lines from Camino San Alberto. An existing fire hydrant on Camino San Alberto provides service to the site and a new fire hydrant will be installed on site adjacent to Building 1. It will be connected to the water line extension in the San Ignacio Rd. extension.

The DRT Conditions of Approval and Technical Corrections may be found in Attachment A of this report.

h. Water - § 25-1.10

There is an existing 8-inch waterline in Camino de Jacobo. A new proposed 8-inch public water line will be constructed under the future San Ignacio Road and tie into the waterline at Camino de Jacobo to the west and the waterline to be installed under San Ignacio built by Staybridge to the east. The project will be served by a future 8-inch public water line to be installed below Camino Alberto by Staybridge Suites. A proposed 2" domestic water service line and a proposed 6-inch fire protection line will serve the project from Camino Alberto.

The DRT Conditions of Approval and Technical Corrections may be found in Attachment A of this report.

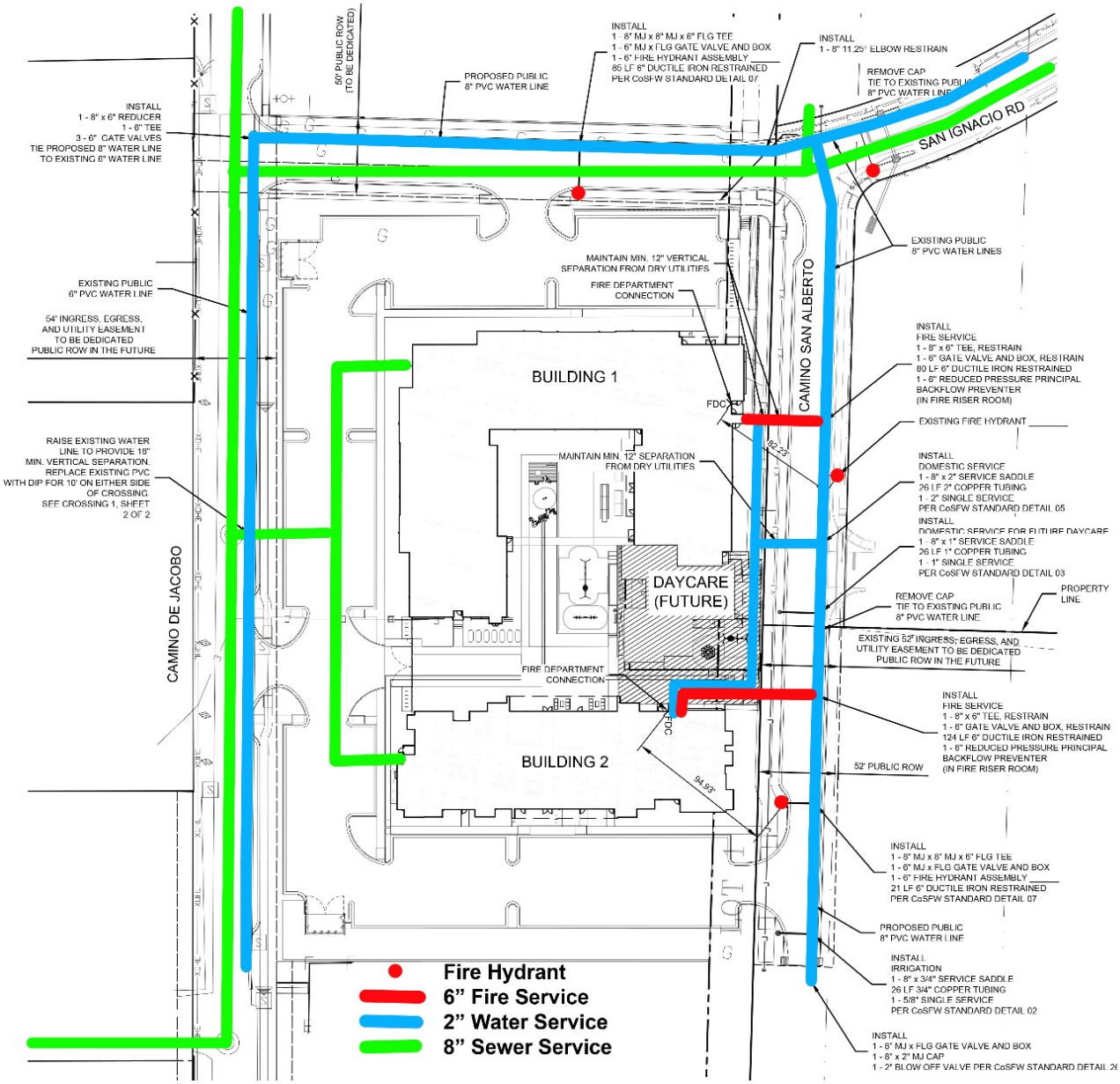


Figure 12 – Utility Plan

i. Grading and Terrain Management

There is approximately a 10-foot slope in grade diagonally across the site from the southwest to the northeast. The site is currently vacant and will be developed with further build out of San Ignacio Road and Camino Alberto. The building structures and parking are accommodated through perimeter walls and curbs to maintain accessibility on the site. A pipe at the south end of the property will collect stormwater in-lieu of a pond. The Applicant is considering creating a pond in coordination with Extra Space Storage to the south through a future minor modification.

The Terrain Management DRT Conditions of Approval and Technical Corrections are provided in Attachment A of this report.

j. Landscaping and Lighting -§14-8.4 & §14-8.9

The landscape plan provides for street trees adjacent to parking areas, street frontage, and program areas within the site as per § 14-8.4. The Applicant will provide street trees adjacent to the curb along Camino Alberto as a buffer between the off-street bike trail and the on-street parking.

The Lighting plan as submitted by the Applicant meets required standards with the condition that the applicant provide an exterior fixture schedule. All exterior fixtures will be required to meet the City's Night Sky Ordinance and the requirements of § 14-8.9 Outdoor Lighting. Staff is adding as a condition that the Applicant revise the fixture specifications to show that all exterior fixtures address nuisance glare. This includes ensuring all outdoor fixtures include shields on that focus the illumination downward.

> *§ 14-8.9(D)(3) General Standards (3) All outdoor luminaires shall be designed, installed, located and maintained such that nuisance glare onto adjacent properties or streets shall be minimized to the greatest extent practicable. Disabling glare onto adjacent properties or streets is not allowed.*

The DRT Conditions of Approval and Technical Corrections may be found in Attachment A of this report.

k. Architectural Design - §14-8.7

As the site is on County land, the construction permit will be reviewed by the State's Construction Industries Division (CID). According to the applicant's renderings, the architectural design features a modern "Santa Fe Style." The building features exterior stucco walls in earthtones, creams, and pastels of earthtones hues for the color palette. The surface area appears monolithic with at least 75 percent of the total wall area being one color.

Publicly visible façades incorporate step-backs and wall-plane projections. The changes in color along the facade help to provide visual interest in order to break up the building's mass.

The building meets the required point total in the Architectural Design Review section of the code applicable to this zoning district. The structure includes a flat roof with concealed roof surfaces and screened mechanical equipment.

The DRT Conditions of Approval and Technical Corrections may be found in Attachment A of this report.

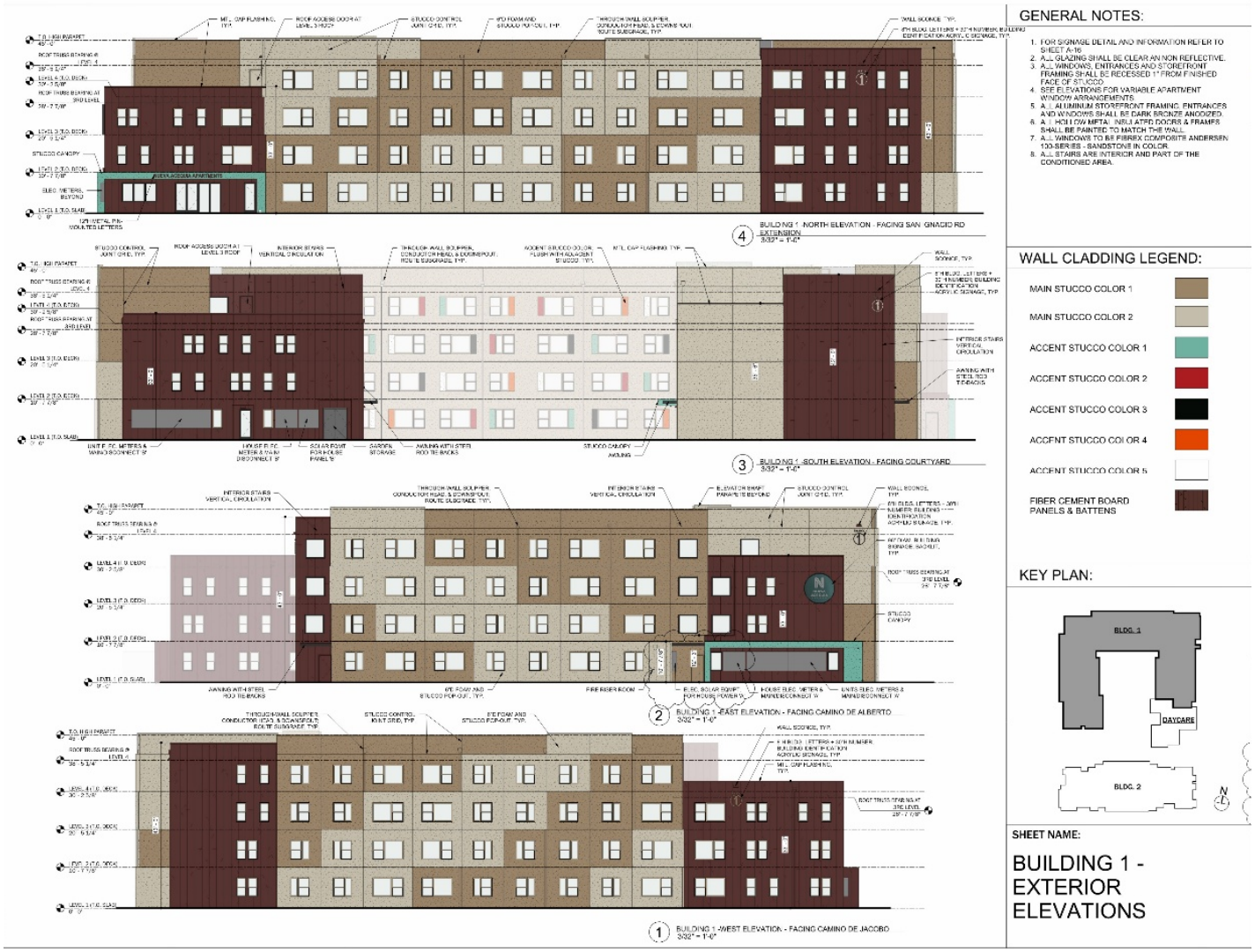


Figure 13 – Building 1 Elevations

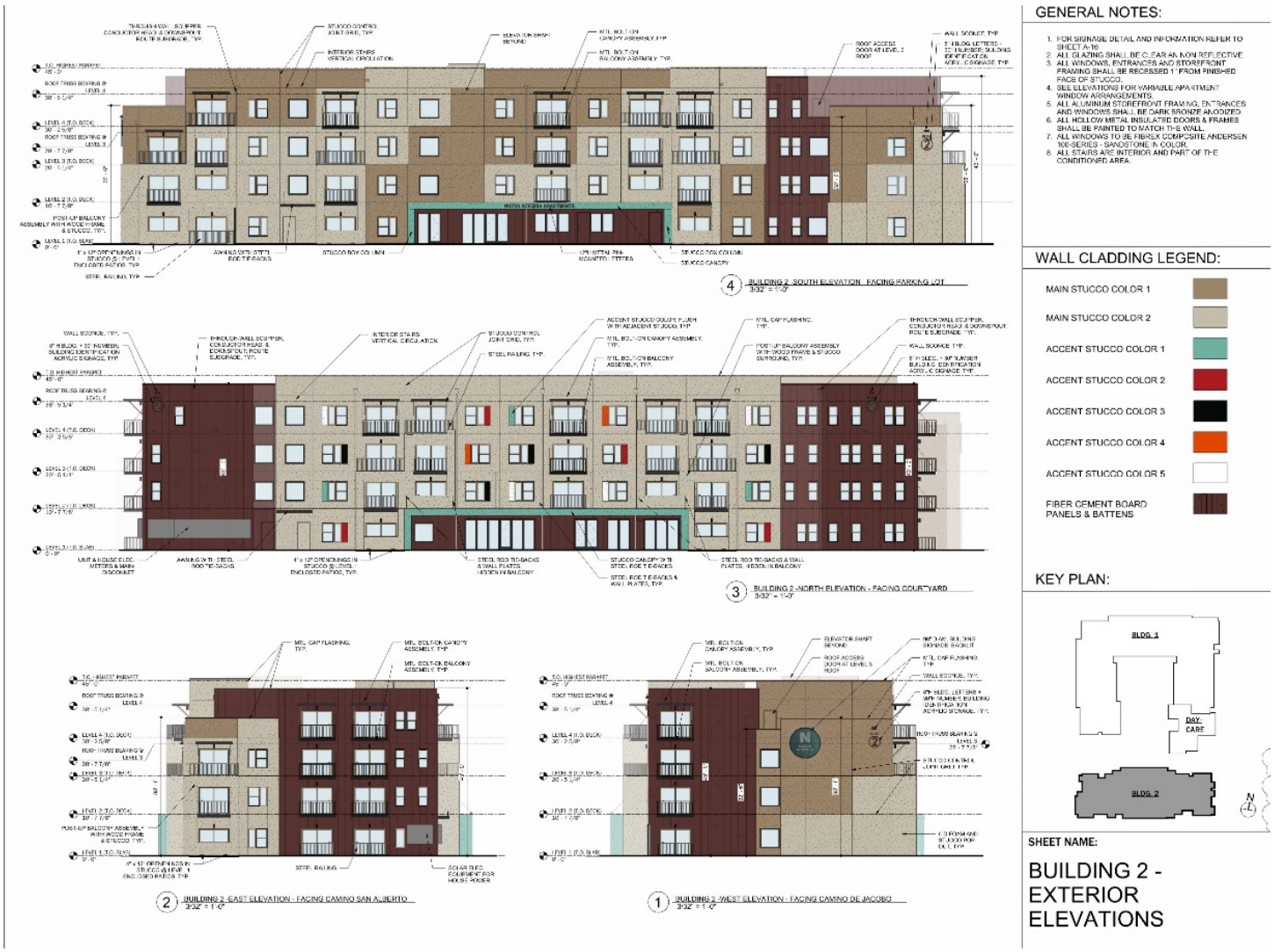


Figure 14 – Building 2 Elevations

l. Signage - §14.8.10

The Applicant has complied with the signage requirements, per SFCC14-8.10(G)(8) for the site. Three signs are proposed which include an entrance canopy sign for the future daycare, an entrance canopy sign for the apartments, and a Nueva Acequia project sign on the apartment buildings. Signage will be reviewed in detail and approved at the time of building permit.

Figure 15 – Signage

m. Impact on Schools - §14-8.16

The Applicant has submitted written notice of the proposed application to the Santa Fe Public School District. The SFPS responded that the application will be taken into consideration at District planning.

The DRT Conditions of Approval and Technical Corrections may be found in Attachment A of this report.

n. Water Resources –§14-8.13

The SFHP Housing Agreements have been approved and fee waivers for affordable housing have been applied as noted in §14-7.7.D.5 Development Water Budget (DWB):

> *"The City shall allow reduction in the consumptive water rights required to be transferred in this subsection by the amount of consumptive water rights required for any Santa Fe Homes Program unit, a Housing Opportunity Program unit as per a valid Housing Opportunity Program Agreement, or any dwelling unit meeting the definition of a low-priced dwelling unit as set forth in Chapter 26, Section 26-1, Low-Priced Dwelling Units. The reduction is contingent upon the applicant entering into an agreement or other*

approved document with the City regarding the low-priced dwelling units."

The reduction in consumptive water rights applies to the units in Building #1 for 106 units at a rate of 0.16 acre-feet per year per dwelling unit. That amounts to 16.96 AFY.

In Building #2, the reduction in consumptive water rights applies to 53 units at a rate of 0.12 acre-feet per year per dwelling unit. That amounts to 6.36 AFY.

The reduction in consumptive water rights through the SFHP does not apply to the following items in Buildings #1 and #2:

- Shared Laundry Room
- Shared ADA restrooms
- Shared kitchen

The Total Residential Water Demand is 23.32 AFY (waived per SFHP agreement), the Total Commercial Water Demand is 3.9 AFY and the Total Irrigation Water Deman is .72 AFY. There is a 9.8% Contingency fee of .45 AFY which makes the Total Project Water Demand of 5.07 AFY.

The DRT Conditions of Approval and Technical Corrections may be found in Attachment A of this report.

o. Archaeology – §14-3.13

The Project is located within the Suburban Archaeological District. As the Project is less than 10 acres in size, archaeological clearance is not required. However, the utility lines are more than 550 linear feet which requires an Archaeological Review Report. The report is in progress and will be submitted at the time of permit.

The DRT Conditions of Approval and Technical Corrections may be found in Attachment A of this report.

p. Santa Fe HOMES Program - §14-8.11

The SFHP proposal and agreement have been approved. The multi-family apartments and senior living apartments will receive 4% and 9% Low Income Housing Credit (LITEC) funding.

The Applicant has requested that building permits be approved for the subject property by August 31, 2026, due to the LIHTC funding requirements. This requirement is from Housing New Mexico / Mortgage Finance Authority (MFA). The Qualified Allocation Plan (QAP) states:

> *"Section 42(h)(1)(E) of the Code allows for the allocation or Carryover Allocation of tax credits to a building that is part of a new construction or rehabilitation Project, with the limitations described in Section 42(h)(1)(E), if an Applicant's qualified expenditures or actual basis in the Project, as of the date which is one year after the date that the allocation was made, is more than 10% of the taxpayer's reasonable expected total basis in the Project as of the close of the second calendar year following the calendar year in which the allocation was made. Housing New Mexico/MFA requires submission of a complete Carryover Allocation Application by November 15th of the year in which the tax credit award was made* ***and evidence of the expenditure of more than 10% of***

the expected basis in the Project by August 31st *of the following year* *["the following year" is 2026]. A Cost Certification detailing the qualified expenditures or actual basis that make up 10% of the reasonable expected basis and a description of Applicant's method of accounting must be prepared by a Certified Public Accountant (CPA) and submitted to Housing New Mexico/MFA at that time. If the complete Carryover Allocation Application, the CPA's Cost certification, the Attorney's Opinion, in the form required by Housing New Mexico/MFA, regarding the qualification of the Project for tax credits and any other required materials are not received by 5:00 p.m. Mountain Standard Time on the applicable dates noted herein, the Project's credit Reservation may be canceled." (p19).*

The Applicant must achieve the 10% of basis spent if the project financing is closed by August 31, 2026. In order to meet the 10% IRS Test, the project must spend $1.9 million (10% of tax credit eligible basis) by August 31 and close on construction financing. This requires that all permits are approved by this date.

V. DEVELOPMENT PLAN APPROVAL CRITERIA SECTION 14-3.8(D)(1)

SFCC Section 14-3.8 governs the authority, procedures, and restrictions for development plans. The Criteria for approval of Development Plans are detailed below:

§14—2.1 - that it is empowered to approve the plan under the section of Chapter 14 described in the application;	Criterion Met: (Yes/No) YES
Applicant Response: *SFCC 14-2.3(C)(1) states, "Unless otherwise provided in Chapter 14, the planning commission shall review and approve or disapprove various specific plans, requests and subdivision plats."*	
Staff Response: The Santa Fe City Code (SFCC) Subsection 14-2.3(D)(1) authorizes the Planning Commission to review and approve or disapprove development plans and subdivision plans. Subsection 14-3.8(B) requires approval of a development plan for projects with a gross floor area of thirty thousand feet or more. The Development Plans comply with Santa Fe City Code Section 14-3.8(D)(1)(a).	
§14-3.8(D)(1)(b) - that approving the development plan will not adversely affect the public interest;	Criterion Met: (Yes/No) YES

Applicant Response: *Approving the Development Plan will not adversely affect the public interest. The proposed development of the property will enhance and improve the livability of Santa Fe by providing 159 units of affordable housing in a socially supportive, multi-generational setting with abundant vehicular, bus, bicycle, and pedestrian connectivity to jobs, shopping, and services. Providing affordable housing in a safe, attractive environment will increase the stability, security, and quality of life for residents, as well as provide neighbors and visitors with new connecting roadways with shade trees, bike lanes, and sidewalks. The Nueva Acequia Apartments Development Plan will benefit the public interest.*	
Staff Response: Staff agrees with the Applicant. The term "Public Interest" is not specifically defined in Chapter 14; however, the Governing Body has implemented the General Plan as stated in Subsection Section 14-1.3 (General Purposes). The resulting ordinances establish minimum standards for health, safety and welfare affecting land uses and developments as a means to protect the public interest from within the municipality. Staff has reviewed the Development Plan applications in accordance with the City Code. Subject to staff recommended conditions of approval, the Development Plans comply with minimum standards of Chapter 14 SFCC and would not adversely affect the public interest. The Development Plans comply with Santa Fe City Code 14-3.8(D)(1)(b).	
14-3.8(D)(1)(c) - that the use and any associated buildings are compatible with and adaptable to buildings, structures and uses of the abutting property and other properties in the vicinity of the premises under consideration.	Criterion Met: (Yes/No) YES
Applicant Response: *The use of the property and the buildings are comparable with the uses and buildings of the abutting and vicinity properties. The neighbor abutting the site to the north is Santa Fe County's Camino de Jacobo public housing community, which shares an identical use and similar building shapes and materials. To the west, a mixture of small businesses and homes constitute matching or adaptable uses. To the south, Extra Space Self-Storage is an adaptable use which may be a convenient resource to residents and provide additional customers for the self-storage units. The proposed 3-story extended-stay Staybridge Suites to the east is a similar and adaptable use, and will be consistent in building size, shape, and materials.*	
Staff Response: The proposed multi-family development use is permitted in a C-2 Zone district. The proposed residential structures are compatible with the uses adjoining the property including the shopping center, commercial business along Cerrillos Road and Lopez Lane, the future Staybridge Suites, and the multi-family residences along Richards Avenue. The Development Plans comply with Santa Fe City Code Section 14-3.8(D)(1)(c).	

VI. EARLY NEIGHBORHOOD NOTIFICATION

An Early Neighborhood Notification meeting was held on October 16, 2025. Approximately three members of the public were in attendance. Discussion centered around concerns regarding road construction, traffic flow, parking, sustainable design features, building aesthetics and design considerations.

VII. EXPIRATION

Per SFCC Section 14-3.19(B)(4) "Approval of a final development plan, or any development plan for which no preliminary development plan was required, shall expire three years after final action approving it unless actual development of the site or offsite improvements has begun and is continued pursuant to Subsection 14-3.19(B)(6)." Therefore, should the Commission approve the development plan, the expiration date would be three years from the adoption of the Findings of Fact and Conclusions of Law or 35 days after the date of the hearing.

VIII. ATTACHMENTS:

ATTACHMENT A: Conditions of Approval and Technical Corrections

- A-1: Table of Conditions of Approval
- A-2: Table of Technical Corrections
- A-3: Development Review Team Compiled Comments

ATTACHMENT B: Maps and Figures

- B-1: Maps and Figures

ATTACHMENT C: Applicant Materials

- C-1: Letter of Intent – Development Plan Letter
- C-2: Approval Criteria Statement from Applicant
- C-3: Legal Lot of Record – Current
- C-4: Proposed Plat for new Legal Lot of Record
- C-5: Parking Demand Study
- C-6: Administrative Deviation
- C-7: Architectural Points Checklist
- C-8: Approved Water Plan
- C-9: Utility Service Application
- C-10: Approved Water Budget
- C-11: Traffic Impact Analysis
- C-12: Affordable Housing Proposal
- C-13: SFHP Agreement
- C-14: NM Low-Income Housing Tax Credit Program Qualified Allocation Plan
- C-15: Development Plan Drawing Set
- C-16: Infrastructure Drawing Set
- C-17: Santa Fe Public Schools Residential Development Impact Form

ATTACHMENT D: Early Neighborhood Notification

- D-1: ENN Packet

D-2: ENN Meeting Notes

APPROVED BY THE PLANNING AND LAND USE DEPARTMENT:

Title	Name	Initials
Department Director	Heather Lamboy	HLL
Assistant Department Director	Maggie Moore	
Planning Manager	Daniel Esquibel	*DAE*
Planner Senior	Claudia Kath	CK

City of Santa Fe, New Mexico

Attachment A

Conditions of Approval and Technical Corrections

A-1: Table of Conditions of Approval
A-2: Table of Technical Corrections
A-3: Development Review Team Compiled Comments

a. **Fire Protection**
b. **Water Division**
c. **Wastewater Division**
d. **Water Resources**
e. **ADA**
f. **Archaeology**
g. **Land Use**
h. **Terrain Management**
i. **Landscape**
j. **Traffic**
k. **MPO**
l. **Environmental Services**

Attachment A

1. TABLE OF CONDITIONS OF APPROVAL		Department	To be completed by:
1	Shall comply with the most currently adopted International Fire Code (IFC) and adopted city ordinances upon building permit approval.	Fire Marshall	Prior to Building Permit Approval
2	Shall verify placement of (FDC) Fire Department Connections for buildings so that connections have clear path to Fire Apparatus	Fire Marshall	Prior to Building Permit Approval
3	An approved Agreement to Construct and Dedicate (ACD) will be required for new fire and domestic water services.	Water Division	Prior to Public Permit Approval
4	An approved Water Plan will be required for all new public water infrastructure and fire services.	Water Division	Prior to Public Hearing
5	A separate irrigation meter will be required if the total landscaped area is 1,000 square feet or greater. An approved backflow prevention device shall also be installed beyond the meter on any new irrigation service.	Water Division	At the time of Development
6	Any re-grading of site over existing water mains shall maintain a minimum of 4 feet of cover and not exceed 5 feet of cover. Depth of existing main to be adjusted to maintain a minimum of 4 feet of cover and not exceed 5 feet of cover if site grading impacts these depth requirements.	Water Division	At the time of Development
7	Private Sewer: Please make sure all private sanitary sewer lines are SDR-26 PVC.	Wastewater	Prior to Building Permit Approval
8	Manhole Connection: When tying into the existing manhole, it will need to be brought up to current City standards, which will require a full rehabilitation. Also, please ensure the connection is properly directed toward the invert.	Wastewater	Prior to Building Permit Approval
9	Water and Sewer Separation: Please verify that the required separation between the sewer and water service line is met. - Where feasible, parallel water and sewer lines should be at least 10 feet apart horizontally, with the water line at a higher elevation. - If that spacing cannot be achieve, separate trenches will be required, even if one utility was installed before the other, and the	Wastewater	Prior to Building Permit Approval

	water line must be at least 2 feet above the sewer - At crossings, the water line should be at least 3 feet above the sewer. If that is not possible, the sewer will need to be ductile iron or concrete encased for 10 feet on each side of the crossing, per the City's Standard details.		
10	Key note #17. 10' wide Bike and Pedestrian Sidewalk must be done and remain in Concrete.	ADA	At the Time of Permitting
11	Sidewalk Ends signs must be placed at sidewalk termination points. As well as trail ends signs at Trail termination points.	ADA	At the Time of Permitting
12	At time of construction, the Contractor shall ensure ADA compliance for construction of ADA accessible features and appurtenances, as detailed in, and in addition to, the approved construction permit documents as required. Improvements shall comply with ICC ANSI A117.1-2009 Chapters 1-5 and Chapter 7, 2015 New Mexico Accessible Parking Checklist, MUTCD, NMDOT Pedestrian Access Standards and PROWAG, NM State Statute and Administrative Code and DOJ regulations as applicable.	ADA	At the time of Permitting
13	Proposed development is under 10 acres and no further review required unless utility plan exceeds 550-linear feet of utility lines.	Archaeology	At the time of Permitting
14	Show all exterior light fixtures with cutsheets in revised photometric plan	Land Use	Prior to Building Permit Approval
15	Show shields on all light fixtures to prevent nuisance glare	Land Use	Prior to Building Permit Approval
16	Camino de Jacobo shall be improved to City of Santa Fe standards and dedicated to the City of Santa Fe.	Land Use	Prior to Occupancy
17	The Applicant shall submit a cost estimate for full construction of the section of Camino de Jacobo to be improved to City of Santa Fe standards.	Land Use	Prior to Recordation
18	The Applicant shall submit a financial guarantee for the improvements of Camino de Jacobo	Land Use	Prior to Recordation
19	A bike lane shall be added to Camino de Jacobo at the time it is improved to City of Santa Fe standards	Land Use	Prior to Occupancy

20	Lot Line Adjustment and Lot Split shall be recorded at the County of Santa Fe	Land Use	Prior to Recordation
21	The traffic signal at the intersection of Airport Road and Lopez Lane is not mentioned in the City of Santa Fe's 2026-2030 Infrastructure Capital Improvements Plan (ICIP), as adopted by Resolution No. 2024-28.	Traffic	Prior to Permit
22	The traffic signal at the intersection of Airport Road and Lopez Lane identified in the City of Santa Fe's Impact Fee Cpital Improvements Plan (IFCIP) for 2021-2027 as a project eligible for impact fee funding.	Traffic	Prior to Permit
23	Page III-4 Bullet C states that traffic from the San Ignacio Multi-Family project (Ulysses) consisting of 180 apartments would not be able to use Camino de Jacobo and that gates will be installed. This assumption needs to be resolved and coordinated with the adjacent developer.	Traffic	Prior to Permit
24	Page III-13 Item 8 – add a sentence that typical section details are in the infrastructure plans	Traffic	Prior to Permit
25	Page VI-5 the LOS F delays and queuing from the No Build to the Build in the horizon year for Airport Road / Lopez Lane are significantly higher and proposed mitigation. To alleviate this needs to be discussed as part of theis report whether it is for the COSF or the developer to mplement if any can alleviate this situation. Delay for the EBL increases by 482.5 seconds (8 minutes). The v/c Ratio also increases significantly by 0.95. This intersection as failing movements in both the EBL and SBR movements.	Traffic	Prior to Permit
26	Page VII-1 – need to add a Proposed Mitigations and Recommendations Section as is in the Executive Summary and include any proposed sidewalk, pedestrian facilities and landscaping that would be implemented in front of the property. The mitigations below need to be addressed in the TIA -A. Nueva Acequia shall construct the roadway infrastructure as presented in the Development Plan - B. Camino de Jacobo is a Santa Fe County Road. It shall be upgraded to meet City Standards. - C. The report states that there are existing areas on Cerrillos Road and Airport Road that need existing traffic mitigation measures and references that these are City Arterial streets. Therefore no mitigation measures are presented by the developer. The report needs to clearly identify and list these existing areas and shall propose any mitigation measures that may alleviate any traffic issues for these areas. - D. The traffic study shall list and identify all adjacent development traffic (approved and pening) that was included (Staybridge, San Ignacio Apartments, etc)	Traffic	Prior to Permit
27	The proposed San Ignacio Road cross section should include bike lanes on both sides of the street instead of just one side of the street.	MPO	Prior to Public Hearing

28	An enclosure for 2 dumpsters must have dimensions 24 feet long and 12 feet wide when the gates are in the open position	Environmental Services	Prior to Public Hearing
29	No 90-gallon containers are allowed in the enclosure with the dumpsters	Environmental Services	Prior to Public Hearing
30	Trash enclosure is allowed in setback	Environmental Services	Prior to Public Hearing
31	All revised trash enclosures need to be shown at the correct size on the site plan	Environmental Services	Prior to Public Hearing
32	An approved Development Water Budget including a 9.8% contingency per SFCC 14-8.13(E)(1) will be required. A technical evaluation request for a Development Water Budget needs to be submitted to the City Water Division for review.	Water Resources	Prior to Recordation of Development Plan or Plat
33	An Agreement to Construct and Dedicate (ACD) from the Water Division will be required for all new public water infrastructure or fire services. An approved Development Water Budget, including Landscape Irrigation Budget and a 9.8% Contingency is required prior to processing the ACD.	Water Resources	Prior to recordation of Development Plan or Plat
34	Each lot shall be served by separate water service at the time of development.	Water Resources	Prior to construction permit approval
35	An agreement for metered service (AMS) will be required to install new services, including water offset fees.	Water Resources	Prior to construction permit approval
36	The current daily volume of traffic on Camino Jacobo is 900 vehicles per day. It appears the impact on Camino de Jacobo from this project will require the road to be improved to collector street type standards. The current design shows no improvements of Camino de Jacobo other than a sidewalk on the side of the road fronting the development. An agreement should be finalized on the road improvements to Camino de Jacobo.	Terrain Management	Prior to Recordation

P

Attachment A

2. TABLE OF TECHNICAL CORRECTIONS		Department	To be completed by:
1	Provide the following code as a note on Sheet L-001 EXISTING TREE INVENTORY, City code 14-8.4(F)(3)(f) "Destroyed vegetation shall be removed promptly to prevent insect infestation of healthy vegetation."	Landscape	Prior to Recordation
2	The landscape plan is incomplete. Provide the plant icon next to the plant name on the Plant Lists for identification of each plant on the landscape planting plan Sheet L-101. Shrub plantings are not shown on the landscape plan Sheet L-101.	Landscape	Prior to Recordation
3	Walls and Fences shall not exceed a 6-foot height maximum per code 14-8.4 Walls and Fences, except that walls and fences may exceed the height limit over pedestrian or vehicular gates.	Landscape	Prior to Recordation
4	Provide a detail of the fence on a retaining wall Keynote #30 on sheet L-100 and all amenities shown on Sheet L-100 as keynotes. Civil Plans do not have Fence and Retaining Wall Details.	Landscape	Prior to Recordation
5	Sheet L-101 does not show any fencing or parking lot screening from adjacent streets and properties as required in code 14-8.4(I)(2)(c)	Landscape	Prior to Recordation
6	Provide a landscape irrigation plan by a qualified irrigation designer per COSF code Chapter 14-8.4(E) Water Harvesting and Irrigation Standards and COSF Landscape Irrigation Design Standards.	Landscape	Prior to Recordation
7	Provide a complete set of installation details, notes, and specifications for the irrigation system. Show on the detail drawings the installation of all assemblies without any questions for size or type of materials to use for said irrigation system.	Landscape	Prior to Recordation
8	No stop & waste valves or automatic drain valves (King Drains) permitted per COSF Irrigation Design Standards. 4.16. Landscape Irrigation Design Standards City of Santa Fe.	Landscape	Prior to Recordation
9	4.2.1. Automatic Control Valves: Include in all valve manifolds schedule 80 PVC unions downstream of each control valve for easy removal and repair, per COSF Irrigation Design Standards.	Landscape	Prior to Recordation
10	Provide an Irrigation system for raised planter beds. Hand watering is not allowed for a project this size.	Landscape	Prior to Recordation
11	Provide a valve chart for each controller, number each valve, size, GPM, and plant type i.e., Tree, Shrub, Native Seeding, etc. Mark the valve numbers at their locations on the plan.	Landscape	Prior to Recordation
12	Mainline pipe and wires shall be installed at a minimum depth of 24-inches. Lateral irrigation lines shall be installed at a minimum depth of 16-inches and drip irrigation lateral lines shall be installed at a minimum depth of 6-inches.	Landscape	Prior to Recordation

	City staff suggest the use of HDPE Pipe instead of Sch 40 PVC to save on expense and do away with the glue joints needed every 20-feet with Sch 40 PVC.		
13	4.2.2. Isolation Valves: - A. Where systems have master valve assemblies, provide an isolation valve in the valve manifold upstream of the master valve , the recommendation is a ball valve. - B. If the irrigation system dose not have a master valve or the master valve is more than 10 feet from the point of connection (POC) then include an isolation valve at the POC, the recommendation is a ball valve per COSF Irrigation Design Standards. - C. Were systems have a single automatic control valve in the manifold assemble in a single valve box, provide an isolation valve for each valve per COSF Irrigation Design Standards. - D. Where systems have multiple automatic control valves in the manifold assemble in a single valve box, provide a minimum of one isolation valve in the manifold upstream of the control valves per COSF Irrigation Design Standards.	Landscape	Prior to Recordation
14	Provide separate line items for different plant material on the water budget. Demand is based on plant requirement needs not square footage. Separate low water use trees and shrubs from medium water use trees and shrubs.	Landscape	Prior to Recordation
15	Provide one watering cycle per month for December, January, and February for each plant item on the water budget.	Landscape	Prior to Recordation
16	Two emitters are recommended for each plant. Code requirement is to provide and space emitters to wet a minimum of 75 of the root zone for irrigated plant material at all stages of growth. LIDS manual 5.5.2	Landscape	Prior to Recordation
17	Terrain Management report (TMR): Please clarify what your total detention and retention volumes are, page V-5 suggests 17,644 or 50,755 CF, and page V-6 suggests 23,490 CF. While the hydrograph summary report (page 313 of the whole document) states that during a 100-year storm, the total storage used is only 4,874 cubic feet	Terrain Management	Prior to Recordation
18	TMR: Can you clarify the difference in existing flows in table 4 (sum of the parts provided equal 14.9 CFS for the 100-year) and table 8 (states existing conditions total flow as 23.37 CFS for the 100-year).	Terrain Management	Prior to Recordation
19	TMR: What is the orifice size used to calculate Hyd no 53?	Terrain Management	Prior to Recordation
20	TMR: Is there a certified runoff coefficient for crusher fines? I don't think desert landscaping is an appropriate value for this. The landscape plan (L-100) references the crusher fines as a paving/compacted paving in 3 out of 4 of the areas used (see keyed notes 15, 16, 20, and 22 on sheet L-100) and may behave more like a compacted basecourse roadway than a landscaping area	Terrain Management	Prior to Recordation
21	TMR: Per code 14-8.2(D)(4)(b)(i) and code 14-8.2(D)(4)(c)(i): "(i) stormwater detention basins and overflow structures shall be sized and designed to adequately accommodate flows from one percent chance , twenty-four-hour storm events; provided, however, that such basins shall also	Terrain Management	Prior to Recordation

	be equipped with outflow structures that limit flow-through from lesser magnitude storms to runoff rates equal to or less than pre-development runoff rates;". Please add an analysis for a 1-year, 1-hour event to prove compliance with lesser magnitude storms		
22	TMR: The volume for "flow from Staybridge suites" (hydrograph no. 1, page 73) appears quite low, and the hydrograph is very thin, could you verify this data? Maybe provide the original final hydrograph from the Staybridge report.	Terrain Management	Prior to Recordation
23	TMR: Can you remove the proposed development overlay and proposed contours on the existing conditions basin Map, figure 11? Just to make it clear that the basins and flowlines follow the existing contours.	Terrain Management	Prior to Recordation
24	TMR: Please provide a different cover type than "Open space; grass cover 50% to 75% (fair)" in appendix D. No grass is proposed on this site; an acceptable cover type may be "Natural desert landscaping" CN 85 for hydrologic soil group C	Terrain Management	Prior to Recordation
25	TMR: Can you clarify why a runoff coefficient of 85 is being used for roof areas in appendix E? Per Tr-55, roof areas have a runoff coefficient of 98	Terrain Management	Prior to Recordation
26	TMR: Can you provide the source and explanation for the average rainfall intensity values provided in appendix E	Terrain Management	Prior to Recordation
27	TMR: Theres no hydrograph data for the building flows, 25 and 50-year in appendix F	Terrain Management	Prior to Recordation
28	Plan Set: Are these "Acequias" just drainpipes? Or do they also involve an open channel? If so, can you include a cross section of the channel?	Terrain Management	Prior to Recordation
29	Please label all roof drainpipes in C-200, some are missing	Terrain Management	Prior to Recordation
30	Provide details on the drainage structure potential overflow pipe size (is it the same size as the orifice used to create hydrograph 53?), and potential pump size	Terrain Management	Prior to Recordation
31	Provide the construction drawings	Terrain Management	Prior to Recordation
32	Are there curb cuts intended for the south curb and gutter along the drainage structure? Any area inlets proposed for this site?	Terrain Management	Prior to Recordation
33	Is there supposed to be an engineered pavement section for the emergency access called out note 17 on sheet L-100? Is it required by fire? Maybe call out which sheet/detail specifically when stating "see civil drawings" in the keyed note, I can't find an aggregate base road section provided	Terrain Management	Prior to Recordation
34	Provide the volume of the storage chamber in the plan set, dimensions, and how that's calculated	Terrain Management	Prior to Recordation
35	Can you elaborate on the design of the north swale along the south side San Ignacio, and why the hydrograph routings split these flows into northwest and northeast	Terrain Management	Prior to Recordation
36	Is the west side of BLDG 1 supposed to discharge directly to the roadway? (QDB1-6 through QDB1-10)	Terrain Management	Prior to Recordation
37	Are there calculations and infiltration rates to show the perforated pipe has capacity to infiltrate flows for the northeast and northwest swales?	Terrain Management	Prior to Recordation
38	Where are the ponds or is it only acequias acting for ponding. Provide calcs for acequia volume and include volumes on the grading and drainage plan. Courtyard Acequia profile arrow for existing ground points to same line as	Terrain Management	Prior to Recordation

	finish ground		
39	Is “pond” shown to the south of the project existing or new?	Terrain Management	Prior to Recordation
40	Terrain Management report talks about ponding being provided but no “ponds” are shown or labelled anywhere on the site	Terrain Management	Prior to Recordation
41	There is no discussion about the underground perforated pipe system shown on the grading plan, it’s volume, or how it will overflow	Terrain Management	Prior to Recordation

Development Review Team (DRT)
Comment Form for
Planning Commission

Date: January 8, 2026

DRT Member: Fire Marshal Geronimo Griego

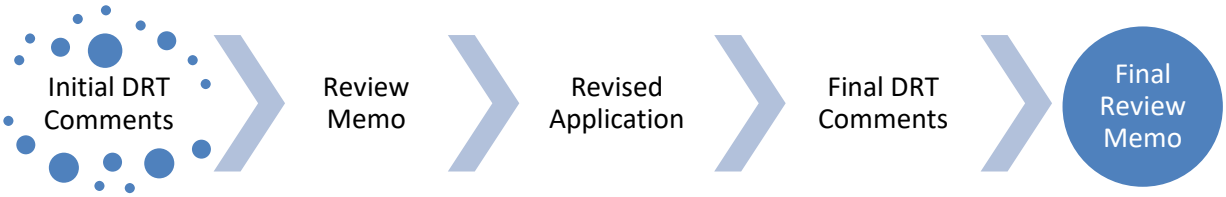
Dept/Div: Fire Marshal's Office

Case No.: 2025-11625 --1335 Camino De Jacobo DP (Nueva Acequia Apts)

Planner: Nathan Linquist, Senior Land-Use Planner

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.

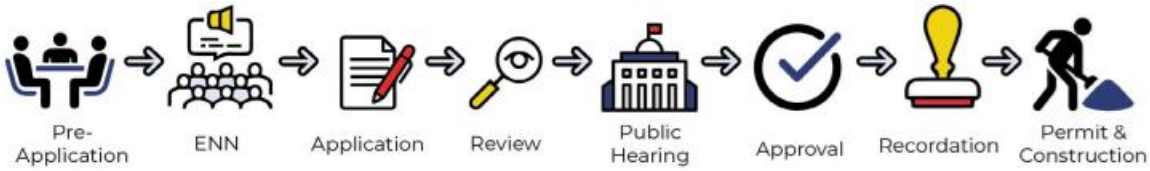


Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
c. *Prior Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *At the time of development* -

Development Review Process Flow Chart



Form Updated: September 2023

*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Shall comply with the most currently adopted International Fire Code (IFC) and adopted city ordinances upon building permit approval.	*Prior to Building Permit Approval.*	

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following provisions or other requirements will apply to future phases of development of this project:

1. Shall verify placement of (FDC) Fire Department Connections for buildings so that connections have clear path to Fire Apparatus.

Explanation of Conditions or Corrections (if needed):

Form Updated: September 2023

Date: 12/12/25

DRT Member: Clinton Peterson

Dept/Div: Public Utilities / Water Division

Case No.: 2025-11625 -1335 Camino De Jacobo DP (Nueva Acequia Apts)

Case Planner: Nathan Lindquist

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case # 2025-11625

Conditions of Approval:	Must be completed by:	Applicant response**:
1. An approved Agreement to Construct and Dedicate (ACD) will be required for new fire and domestic water services	Prior to Building Permit Approval	
2. An approved Water Plan will be required for all new public water infrastructure and fire services.	Prior to Public Hearing	
3. A separate irrigation meter will be required if the total landscaped area is 1,000 square feet or greater. An approved backflow prevention device shall also be installed beyond the meter on any new irrigation service.	At the time of development	
4. Any re-grading of site over existing water mains shall maintain a minimum of 4 feet of cover and not exceed 5 feet of cover. Depth of existing main to be adjusted to maintain a minimum of 4 feet of cover and not exceed 5 feet of cover if site grading impacts these depth requirements.	At the time of development	
5.		
6.		

Technical Corrections:	Must be completed by:	Applicant response**:
1.		
2.		
3.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

Form Updated: April 2024

Date: 1/12/2026

DRT Member: Sergio Valora Sandoval

Dept/Div: Wastewater

Case No.: 2025-11625

Case Planner: Claudia Kath

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Private Sewer: Please make sure all private sanitary sewer lines are SDR-26 PVC.	Prior to Recordation	
2. Manhole Connection: When tying into the existing manhole, it will need to be brought up to current City standards, which will require a full rehabilitation. Also, please ensure the connection is properly directed toward the invert.	Prior to Recordation	
3. Water and Sewer Separation: Please verify that the required separation between the sewer and water service line is met. - Where feasible, parallel water and sewer lines should be at least 10 feet apart horizontally, with the water line at a higher elevation. - If that spacing cannot be achieve, separate trenches will be required, even if one utility was installed before the other, and the water line must be at least 2 feet above the sewer - At crossings, the water line should be at least 3 feet above the sewer. If that is not possible, the sewer will need to be ductile iron or concrete encased for 10 feet on each side of the crossing, per the City's Standard details.	Prior to Recordation	
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		

Form Updated: April 2024

Date: 1/12/2026

DRT Member: Teddy Padilla

Dept/Div: Land Use/Technical Review

Case No.: 2025-11625

Case Planner: Nathan Lindquist

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	Must be completed by:	Applicant response**:
1. . Key note #17. 10' wide Bike and Pedestrian Sidewalk must be done and remain in Concrete.	Permitting	
2. Sidewalk Ends signs must be placed at sidewalk termination points. As well as trail ends signs at Trail termination points. 3. At time of construction, the Contractor shall ensure ADA compliance for construction of ADA accessible features and appurtenances, as detailed in, and in addition to, the approved construction permit documents as required. Improvements shall comply with ICC ANSI A117.1-2009 Chapters 1-5 and Chapter 7, 2015 New Mexico Accessible Parking Checklist, MUTCD, NMDOT Pedestrian Access Standards and PROWAG, NM State Statute and Administrative Code and DOJ regulations as applicable. 4.	Permitting	
5.		
6.		

Technical Corrections:	Must be completed by:	Applicant response**:
1.		
2.		
3.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

Form Updated: April 2024

Date: 01/08/2026

DRT Member: Paul A. Duran

Dept/Div: Land Use/ HPD

Case No.: #2025-11625 1335 Camino De Jacobo DP (Nueva Acequia Apts)

Case Planner: Nathan Lindquist

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	Must be completed by:	Applicant response**:
1. 14-3.13(B)(3) & 14-3.13(B)(4) 2. (3) Suburban Archaeological Review District 3. In this district, an archaeological clearance permit shall be required prior to approval of the final development plan or plat for the following projects: 4. (a)All annexations, rezonings, subdivisions, planned unit developments, or other development requiring approval by the Planning Commission, having over ten (10) acres 5. (b)All city projects over two (2) acres in size. 6. (c)All city park projects over one (1) acre in size. (4) Utility Mains An archaeological clearance *permit* is required for new construction of sewer mains or main lines of other utilities such as telephone lines, gas lines, and fiber optics, including the entire construction easement: (a) With an extension of sixty (60) feet or more if the main is in the historic downtown archaeological review district; (b) With an extension of five hundred fifty (550) or more if the main is in the river and trails or suburban archaeological review district.	Proposed development is under 10 acres and no further review required unless utility plan exceeds 550-linear feet of utility lines.	
7.		
8.		
9.		
10.		
11.		

Technical Corrections:	Must be completed by:	Applicant response**:
1.		
2.		
3.		

Form Updated: April 2024

Date: 4/21/2026

DRT Member: Claudia Kath

Dept/Div: Land Use

Case No.: 2025-11625

Case Planner: Claudia Kath

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	Must be completed by:	Applicant response**:
1. Show all exterior light fixtures with cutsheets in revised photometric plan	Prior to Recordation	
2. Show shields on all light fixtures to prevent nuisance glare	Prior to Recordation	
3. Camino de Jacobo shall be improved to City of Santa Fe standards and dedicated to the City of Santa Fe.	Prior to Recordation	
4. The Applicant shall submit a cost estimate for full construction of the section of Camino de Jacobo to be improved to City of Santa Fe standards.	Prior to Recordation	
5. The Applicant shall submit a financial guarantee for the improvements of Camino de Jacobo	Prior to Recordation	
6. A bike lane shall be added to Camino de Jacobo at the time it is improved to City of Santa Fe standards	Prior to Recordation	
7. Lot Line Adjustment and Lot Split shall be recorded at the County of Santa Fe	Prior to Recordation	

Technical Corrections:	Must be completed by:	Applicant response**:
1.		
2.		
3.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

Form Updated: April 2024

Date: 12/29/25

DRT Member: Joshua Vanslambrouck (notes 1-21) and Dee Beingessner (notes 22-28)

Dept/Div: Land Use Engineering

Case No.: 2025 - 11625

Case Planner: Nathan Lindquist

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. Terrain Management report (TMR): Please clarify what your total detention and retention volumes are, page V-5 suggests 17,644 or 50,755 CF, and page V-6 suggests 23,490 CF. While the hydrograph summary report (page 313 of the whole document) states that during a 100-year storm, the total storage used is only 4,874 cubic feet	Prior to recordation	
2. TMR: Can you clarify the difference in existing flows in table 4 (sum of the parts provided equal 14.9 CFS for the 100-year) and table 8 (states existing conditions total flow as 23.37 CFS for the 100-year).		
3. TMR: What is the orifice size used to calculate Hyd no 53?		
4. TMR: Is there a certified runoff coefficient for crusher fines? I don't think desert landscaping is an appropriate value for this. The landscape plan (L-100) references the crusher fines as a paving/compacted paving in 3 out of 4 of the areas used (see keyed notes 15, 16, 20, and 22 on sheet L-100) and may behave more like a compacted basecourse roadway than a landscaping area		
5. TMR: Per code 14-8.2(D)(4)(b)(i) and code 14-8.2(D)(4)(c)(i): "(i) stormwater *detention* basins and overflow *structures* shall be sized and designed to adequately accommodate flows from *one percent chance* , twenty-four-hour storm events; provided, however, that such		

basins shall also be equipped with outflow *structures* that limit flow-through from lesser magnitude storms to runoff rates equal to or less than pre- *development* runoff rates;". Please add an analysis for a 1-year, 1-hour event to prove compliance with lesser magnitude storms		
6. TMR: The volume for "flow from Staybridge suites" (hydrograph no. 1, page 73) appears quite low, and the hydrograph is very thin, could you verify this data? Maybe provide the original final hydrograph from the Staybridge report.		
7. TMR: Can you remove the proposed development overlay and proposed contours on the existing conditions basin Map, figure 11? Just to make it clear that the basins and flowlines follow the existing contours.		
8. TMR: Please provide a different cover type than "Open space; grass cover 50% to 75% (fair)" in appendix D. No grass is proposed on this site; an acceptable cover type may be "Natural desert landscaping" CN 85 for hydrologic soil group C		
9. TMR: Can you clarify why a runoff coefficient of 85 is being used for roof areas in appendix E? Per Tr-55, roof areas have a runoff coefficient of 98		
10. TMR: Can you provide the source and explanation for the average rainfall intensity values provided in appendix E		
11. TMR: Theres no hydrograph data for the building flows, 25 and 50-year in appendix F		
12. Plan Set: Are these "Acequias" just drainpipes? Or do they also involve an open channel? If so, can you include a cross section of the channel?		
13. Please label all roof drainpipes in C-200, some are missing		
14. Provide details on the drainage structure potential overflow pipe size (is it the same size as the orifice used to create hydrograph 53?), and potential pump size		
15. Provide the construction drawings		
16. Are there curb cuts intended for the south curb and gutter along the drainage structure? Any area inlets proposed for this site?		

17. Is there supposed to be an engineered pavement section for the emergency access called out note 17 on sheet L-100? Is it required by fire? Maybe call out which sheet/detail specifically when stating “see civil drawings” in the keyed note, I can’t find an aggregate base road section provided		
18. Provide the volume of the storage chamber in the plan set, dimensions, and how that’s calculated		
19. Can you elaborate on the design of the north swale along the south side San Ignacio, and why the hydrograph routings split these flows into northwest and northeast		
20. Is the west side of BLDG 1 supposed to discharge directly to the roadway? (QDB1-6 through QDB1-10)		
21. Are there calculations and infiltration rates to show the perforated pipe has capacity to infiltrate flows for the northeast and northwest swales?		
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23. Is “pond” shown to the south of the project existing or new?		
24. Terrain Management report talks about ponding being provided but no “ponds” are shown or labelled anywhere on the site		
25. There is no discussion about the underground perforated pipe system shown on the grading plan, it’s volume, or how it will overflow		
26. The paragraph before table 6 on V-4 states 185,743.7 SF impervious areas onsite and 32,065 offsite, which is a total of 217,808SF, Table 6 totals 161,386 SF for impervious surface but then on the next page it states: Impervious areas = 127,807 SF. Clarify.		
27. Total ponding onsite says 17644 cu ft, but this isn’t verified anywhere and there is a total offsite ponding (implied) of 50755-17644=33,111. Where is this ponding?		

28. Page V-6 shows a ponding area table with 23,218 cu ft impervious ponding area and 272 cu ft opens space ponding area, what does this mean?		

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The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

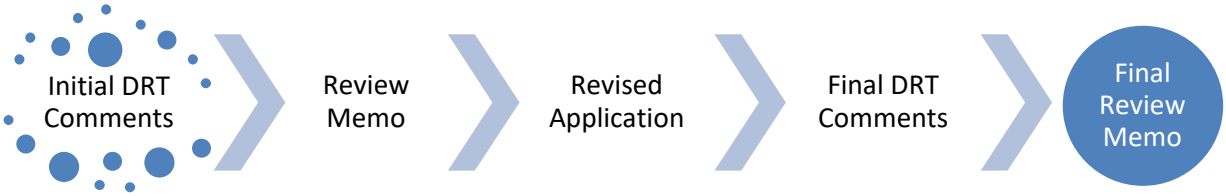
(see following pages for notes required)

Development Review Team (DRT)
Comment Form

Date: March 9, 2026
DRT Member: Lawrence Rivera
Dept/Div: Landscape, Irrigation, and Outdoor Lighting
Case No.: #2025-11625 Nueva Acequia Apartments, 1335 Camino de Jacobo Dr. 2nd Review
Case Planner: Nathan Lindquist, Senior Planner, njlindquist@santafenm.gov, 505-469-1138

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.



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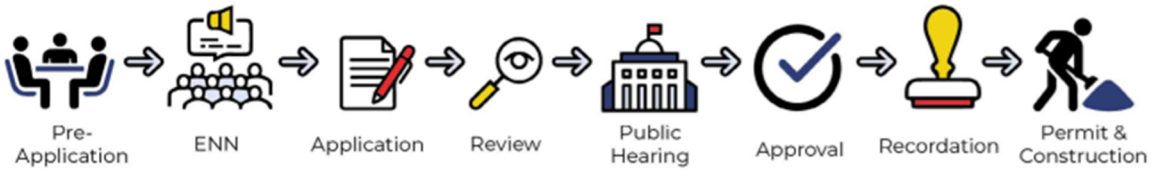
c. *Prior Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *At the time of Construction* – these conditions/technical corrections can be addressed during the construction and inspection processes.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Form Updated: September 2023

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	Must be completed by:	Applicant response**:
1.		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	Must be completed by:	Applicant Response**:
(1.) Provide the following code as a note on Sheet L-001 EXISTING TREE INVENTORY, City code 14-8.4(F)(3)(f) "Destroyed vegetation shall be removed promptly to prevent insect infestation of healthy vegetation."	Prior to recordation	
(2.) The landscape plan is incomplete. Provide the plant icon next to the plant name on the Plant Lists for identification of each plant on the landscape planting plan Sheet L-101. Shrub plantings are not shown on the landscape plan Sheet L-101.	Prior to recordation	
(3.) ~~Landscape Site Plan, Sheets L-100, Keynote #30, Retaining Wall is shown marking a cobble area of the retention pond on the east side of property. Is this correctly marked?~~	Prior to recordation	
(4.) ~~Landscape Site Plan, Sheets L-100, Keynote #16, Crusher Fines is not considered a mulch within the City of Santa Fe. A moisture holding mulch is required in all planting beds. For trees planted within a hardscape area a minimum 25 square feet of mulched planter area for watering and root oxygenation is needed~~. As the trees grow, how do you intend to provide water to the drip edge of the trees?	Prior to recordation	
(5.) ~~Keynote #11 and #29 require a mulch type for the exposed soils per code 14-8.4(F)(2)(h).~~	Prior to recordation	
(6.) Walls and Fences shall not exceed a 6-foot height maximum per code 14-8.4 Walls and Fences, except that walls and fences may exceed the height limit over pedestrian or vehicular gates.	Prior to recordation	
(7.) Provide a detail of the fence on a retaining wall Keynote #30 on sheet L-100 and all amenities shown on Sheet L-100 as keynotes. Civil Plans do not have Fence and Retaining Wall Details.	Prior to recordation	
(8.) ~~Provide the evergreen plant requirement counts on the landcape Calculation Table on Sheet L-101. At least 25 percent of required trees and shrubs shall be evergreen. Existing, healthy trees and shrubs that meet the minimum height and/or caliper requirements may be considered towards meeting the landscaping requirements~~	Prior to recordation	

Form Updated: September 2023

~~of this section. Code 14-8.4(H)(4).~~		
(9.) Provide Shrub counts. ~~and identification icons next to plant names of the Plant List for Shrubs~~. Provide shrub plants on the Landscape Plan Sheet L-101.	Prior to recordation	
(10.) Sheet L-101 does not show any fencing or parking lot screening from adjacent streets and properties as required in code 14-8.4(I)(2)(c)	Prior to recordation	
(11.) Provide a landscape irrigation plan by a qualified irrigation designer per COSF code Chapter 14-8.4(E) Water Harvesting and Irrigation Standards and COSF Landscape Irrigation Design Standards.	Prior to recordation	
(12.) Provide a complete set of installation details, notes, and specifications for the irrigation system. Show on the detail drawings the installation of all assemblies without any questions for size or type of materials to use for said irrigation system.	Prior to recordation	
(13.) ~~25-1.1 SFCC 1987, 3. Separate meters shall be required for irrigation for commercial customers unless the total landscaped area on the lot is less than 1000 square feet. Provide a dedicated irrigation meter.~~ A separate irrigation Meter is shown on the Master Utility Plan, Sheet C-401	Prior to recordation	
(14.)No stop & waste valves or automatic drain valves (King Drains) permitted per COSF Irrigation Design Standards. 4.16. Landscape Irrigation Design Standards City of Santa Fe.	Prior to recordation	
(15.) 4.2.1. Automatic Control Valves: Include in all valve manifolds schedule 80 PVC unions downstream of each control valve for easy removal and repair, per COSF Irrigation Design Standards.	Prior to recordation	
(16.) Provide an Irrigation system for raised planter beds. Hand watering is not allowed for a project this size.	Prior to recordation	
(17.) Provide a valve chart for each controller, number each valve, size, GPM, and plant type i.e., Tree, Shrub, Native Seeding, etc. Mark the valve numbers at their locations on the plan.	Prior to recordation	
(18.) Mainline pipe and wires shall be installed at a minimum depth of 24-inches. Lateral irrigation lines shall be installed at a minimum depth of 16-inches and drip irrigation lateral lines shall be installed at a minimum depth of 6-inches.	Prior to recordation	
(19.) City staff suggest the use of HDPE Pipe instead of Sch 40 PVC to save on expense and do away with the glue joints needed every 20-feet with Sch 40 PVC.	Prior to recordation	
(20.) 4.2.2. Isolation Valves: A. Where systems have master valve assemblies, provide an isolation valve in	Prior to recordation	

the valve manifold upstream of the master valve , the recommendation is a ball valve. B. If the irrigation system dose not have a master valve or the master valve is more than 10 feet from the point of connection (POC) then include an isolation valve at the POC, the recommendation is a ball valve per COSF Irrigation Design Standards. C. Were systems have a single automatic control valve in the manifold assemble in a single valve box, provide an isolation valve for each valve per COSF Irrigation Design Standards. D. Where systems have multiple automatic control valves in the manifold assemble in a single valve box, provide a minimum of one isolation valve in the manifold upstream of the control valves per COSF Irrigation Design Standards.		
(21.) Provide separate line items for different plant material on the water budget. Demand is based on plant requirement needs not square footage. Separate low water use trees and shrubs from medium water use trees and shrubs.	Prior to recordation	
(22.) Provide one watering cycle per month for December, January, and February for each plant item on the water budget.	Prior to recordation	
(23.) Two emitters are recommended for each plant. Code requirement is to provide and space emitters to wet a minimum of 75 of the root zone for irrigated plant material at all stages of growth. LIDS manual 5.5.2	Prior to recordation	
(24.) ~~Photometrics do not meet Code requirements. See code 14-8.9 and revise for compliance.~~	Prior to recordation	
STAFF RESERVES THE RIGHT TO REQUIRE ADDITIONAL SUBMITTALS UPON RECEIVING REVISIONS.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

Form Updated: September 2023

Date: 3/16/2026

DRT Member: Leroy Pacheco, PE and Phil Gallegos, PE (Wilson & Company)

Dept/Div: Public Works Department – Traffic Engineering

Case No.: 2025-11625

Case Planner: Claudia Kath

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		
5.		
6.		
7.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. See attached signed memo from Wison&Company dated 3/16/2026		
2.		
3.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: April 2024

From: Leroy Nicholas Pacheco
Subject: Re: Nueva Acequia Review Comments on Revised TIA
Date: March 16, 2026 at 3:00 PM
To: Gallegos, Phil Philip.Gallegos@wilsonco.com

LP

Phil -

You may want to mention the following:

*Note that the **traffic signal at the intersection of Airport Road and Lopez Lane** is not mentioned in the City of Santa Fe's 2026-2030 Infrastructure Capital Improvements Plan (ICIP), as adopted by Resolution No. 2024-28.*

*Nor is the traffic signal at the intersection of Airport Road and Lopez Lane identified in the City of Santa Fe's **Impact Fee** Capital Improvements Plan (IFCIP) for 2021-2027 as a project eligible for impact fee funding.*

If this is a potential future need based on traffic impact analyses of development impacts, it may warrant consideration for inclusion in subsequent ICIP updates or IFCIP updates, or through other separate funding mechanisms.

Thanks,
Leroy Nicholas Pacheco, PE
Email: engineer@leroypacheco.com
Phone Number: 505-218-6853
Cell Phone: 505-423-4068

Sent with Proton Mail secure email.

On Monday, March 16th, 2026 at 11:53 AM, Gallegos, Phil <Philip.Gallegos@wilsonco.com> wrote:

Fw: Revised Nueva Acequia Apartments TIA Comments.

From Leroy Nicholas Pacheco, PE <Engineer@leroypacheco.com>

To 'Gomez, Mike (mgomez@santafeengineering.com)'<mgomez@santafeengineering.com>, Alexander Dzurec<dzurec@autotrophdesign.com>

CC KATH, CLAUDIA M.<cmkath@santafenm.gov>, Jennifer Jenkins<Jennifer@jenkinsgavin.com>, Vermillion, Carl<Carl.Vermillion@kimley-horn.com>, Gallegos, Phil<Philip.Gallegos@wilsonco.com>, ESQUIBEL, DANIEL A.<daesquibel@santafenm.gov>, ESQUIBEL, MARCOS P.<mpesquibel@santafenm.gov>, BURNETT, SAM<jsburnett@santafenm.gov>

Date Monday, March 23rd, 2026 at 3:27 PM

Alex/Mike

Please see Wilson&Company's latest comments on the latest revised TIA. Given the first comment, and the discussions we have been having about Camino de Jacobo and the adjacent Ulysses development, I recommend that we have a meeting with that development's traffic engineer (Carl Vermillion) so that the overall impacts can be analyzed for both projects. I also request your permission to give their traffic engineer the draft TIA so that he can begin to understand your assumptions and their possible impacts to the Ulysses project. Please let me know as soon as possible if you agree with this transmittal, and send me a couple of dates that you can meet this week to discuss Wilson's comments below.

Thank you,

Leroy Nicholas Pacheco, PE
Email: engineer@leroypacheco.com
Phone Number: 505-218-6853
Cell Phone: 505-423-4068

Sent with Proton Mail secure email.

------- Forwarded Message -------
From: Gallegos, Phil <Philip.Gallegos@wilsonco.com>
Date: On Thursday, March 19th, 2026 at 4:58 PM
Subject: Revised Nueva Acequia Apartments TIA Comments.
To: Leroy Nicholas Pacheco, PE <Engineer@leroypacheco.com>

Leroy, as discussed below are my comments for the Revised TIA Review of the Nueva Acequia Apartments. Please call me to discuss if you have any comments and/or questions. Thanks, Phil

1. Page III-4 Bullet C states that traffic from the San Ignacio Multi-Family project (Ulysses) consisting of 180 apartments would <u>not</u> be able to use Camino de Jacobo and that gates will be installed. This assumption needs to be resolved and coordinated with the adjacent developer.

2. Page III-13 Item 8 – add a sentence that typical section details are in the infrastructure plans

3. Page VI-5 the LOS F delays and queuing from the No Build to the Build in the horizon year for Airport Road/Lopez Lane are significantly higher and proposed mitigation to alleviate this needs to be discussed as part of this report whether it's for the COSF or the developer to implement if any can alleviate this situation. Delay for the EBL increases by 482.5 seconds (8 minutes). The v/c Ratio also increases significantly by 0.95. This intersection has failing movements in both the EBL and SBR movements.

4. Page VII-1 – need to add a Proposed Mitigations and Recommendations Section as is in the Executive Summary and include any proposed sidewalk, pedestrian facilities and landscaping that would be implemented in front of the property. The mitigations below need to be addressed in the TIA.

   - Nueva Acequia shall construct the roadway infrastructure as presented in the Development Plan

   - Camino Jacobo is Santa Fe County Road. It shall be upgraded to meet City Standards. Developer proposes a phased approach. Rationale for phasing should be stated, and the proposed phasing described in the TIA.

- The report states that there are existing areas on Cerrillos Road and Airport Road that need existing traffic mitigation measures and references that these are City Arterial streets therefore no mitigation measures are presented by the developer. The report needs to clearly identify and list these existing areas and shall propose any mitigation measures that may alleviate any traffic issues for these areas.

- This traffic study shall list and identify all adjacent development traffic (approved and pending) that was included (Staybridge, San Ignacio Apartments, etc).

Phil Gallegos, PE

Civil Engineer

Wilson & Company, Inc., Engineers & Architects

4401 Masthead Street NE, Suite 150 I Albuquerque, NM 87109

505-348-4126 (direct)

www.wilsonco.com

We bring people together to practice their craft, to create value, and to accomplish great things.

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7.45 KB 5 embedded images

Development Review Team (DRT)
Comment Form

Date: 12/29/25

DRT Member: Leah Yngve

Dept/Div: MPO

Case No.: #2025-11625 --1335 Camino De Jacobo DP (Nueva Acequia Apts)

Case Planner: Nathan Lindquist

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	Must be completed by:	Applicant response**:
1.		

Technical Corrections:	Must be completed by:	Applicant response**:
1. The proposed San Ignacio Road cross section should include bike lanes on both sides of the street instead of just one side of the street.	Recordation	
2.		
3.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

Explanation of Conditions or Corrections (if needed):

Form Updated: April 2024

Date: 4/1/2026

DRT Member: Leroy Griego

Dept/Div: Environmental Services/Technical Review

Case No.: 2025-11625

Case Planner: Claudia Kath

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. An enclosure for 2 dumpsters must have dimensions 24 feet long and 12 feet wide when the gates are in the open position	Prior to public hearing	
2. No 90-gallon containers are allowed in the enclosure with the dumpsters	Prior to public hearing	
3. Trash enclosure is allowed in setback	Prior to public hearing	
4. All revised trash enclosures need to be shown at the correct size on the site plan	Prior to public hearing	

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: April 2024

Date: 5/1/26

DRT Member: Dee Beingessner

Dept/Div: Engineering/Land Use

Case No.: 2025-11625 Nueva Acequia

Case Planner: Claudia Kath

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. The current daily volume of traffic on Camino Jacobo is 900 vehicles per day. It appears the impact on Camino de Jacobo from this project will require the road to be improved to collector street type standards. The current design shows no improvements of Camino de Jacobo other than a sidewalk on the side of the road fronting the development. An agreement should be finalized on the road improvements to Camino de Jacobo.	Prior to Recordation	
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: April 2024

Date: 5/1/26

DRT Member: Joshua Vanslambrouck (notes 1-21) Dept/Div: Land Use Engineering

Case No.: 2025 - 11625

Case Planner: Claudia Kath

Conditions of Approval and Technical Corrections Tables
Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

RED Highlight: Response/changes are insufficient to pass recordation, see comments for further questions
Yellow: Response is mostly sufficient, further questions/requests
Green: Response is sufficient, no further questions

Case #

Conditions of Approval:	Must be completed by:	Applicant response**:
1.		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	Must be completed by:	Applicant response**:
1. Terrain Management report (TMR): Please clarify what your total detention and retention volumes are, page V-5 suggests 17,644 or 50,755 CF, and page V-6 suggests 23,490 CF. While the hydrograph summary report (page 313 of the whole document) states that during a 100-year storm, the total storage used is only 4,874 cubic feet	Prior to recordation	Done the detention and retention pond volumes has been updated. See plans.
2. TMR: Can you clarify the difference in existing flows in table 4 (sum of the parts provided equal 14.9 CFS for the 100-year) and table 8 (states existing conditions total flow as 23.37 CFS for the 100-year).	Prior to recordation	Table 4 is the raw TR-55 calculations. Table 8 is the routed calculations using the inputs from table 4.
3. TMR: What is the orifice size used to calculate Hyd no 53?	Prior to recordation	2 8-inch pipes

Prior to recordation

Commented [JV1]: Please define how the volume of 24,393 cubic feet from infiltration areas onsite is calculated/achieved, and where this area exists. See page V-7

Commented [JV2]: It should be impossible for the routed peak flow to exceed the sum of the peaks of each basin. It appears that the drainage basins for Staybridge Suites and San Alberto were left out of table 4?

Form Updated: April 2024

4. TMR: Is there a certified runoff coefficient for crusher fines? I don't think desert landscaping is an appropriate value for this. The landscape plan (L-100) references the crusher fines as a paving/compacted paving in 3 out of 4 of the areas used (see keyed notes 15, 16, 20, and 22 on sheet L-100) and may behave more like a compacted basecourse roadway than a landscaping area		The permeability of the acequia is dependent of the materials D10 or D60. Clean gravels permeability increases because larger gravel creates large connective pores. Compactions reduces the permeability and decreases void ration. Backfill material shall not be compacted. ?
5. TMR: Per code 14-8.2(D)(4)(b)(i) and code 14-8.2(D)(4)(c)(i): "(i) stormwater *detention* basins and overflow *structures* shall be sized and designed to adequately accommodate flows from *one percent chance* , twenty-four-hour storm events; provided, however, that such basins shall also be equipped with outflow *structures* that limit flow-through from lesser magnitude storms to runoff rates equal to or less than pre- *development* runoff rates;". Please add an analysis for a 1-year, 1-hour event to prove compliance with lesser magnitude storms	Prior to recordation	Done see existing report. In addition, 1 year, 1 hour was routed see Appendix G.
6. TMR: The volume for "flow from Staybridge suites" (hydrograph no. 1, page 73) appears quite low, and the hydrograph is very thin, could you verify this data? Maybe provide the original final hydrograph from the Staybridge report.	Prior to recordation	The hydrograph is very thin due to minimal lines of calculations. This outflow from Staybridge has been put into the new model for Nueva Acequia. The new model is presented in Appendix G.
7. TMR: Can you remove the proposed development overlay and proposed contours on the existing conditions basin Map, figure 11? Just to make it clear that the basins and flowlines follow the existing contours.	Prior to recordation	Done. See revised Figure.
8. TMR: Please provide a different cover type than "Open space; grass cover 50% to 75% (fair)" in appendix D. No grass is proposed on this site; an acceptable cover type may be "Natural desert landscaping" CN 85 for hydrologic soil group C	Prior to recordation	Acknowledged

Commented [JV3]: This question was directed towards the crusher fines pavement, and if it was being accounted for in the runoff conditions.

Commented [JV4]: It appears the storm duration is still 24 hours for the 1-year event, is the 1 hour not realistic to model with the SCS method? If so, the 24 hour, as submitted, will suffice

Commented [JV5]: Was the hydrograph added from hydrograph 95 from the Staybridge report?. The provided hydrograph appears to be cut off short. Are you also going to add the flows from Camino San Alberto (existing and proposed widening/extension)? I don't see a drainage basin for the existing San Alberto or proposed extension in the developed basin figure or any of the routings

Form Updated: April 2024

9. TMR: Can you clarify why a runoff coefficient of 85 is being used for roof areas in appendix E? Per Tr-55, roof areas have a runoff coefficient of 98	Prior to recordation	The City of Santa Fe rational method was used for roof top calculations and 85 is median runoff between low and high coefficient.
10. TMR: Can you provide the source and explanation for the average rainfall intensity values provided in appendix E	Prior to recordation	Intensity is calculated using graphs shown in the rational method.
11. TMR: Theres no hydrograph data for the building flows, 25 and 50-year in appendix F	Prior to recordation	The City of Santa Fe rational method does not provide data for the 25 and 50 years.
12. Plan Set: Are these "Acequias" just drainpipes? Or do they also involve an open channel? If so, can you include a cross section of the channel?	Prior to recordation	We have obtained the landscaping plans and are presented in
		Figures in Appendix A.
13. Please label all roof drainpipes in C-200, some are missing	Prior to recordation	See plans.
14. Provide details on the drainage structure potential overflow pipe size (is it the same size as the orifice used to create hydrograph 53?), and potential pump size	Prior to recordation	Pump may be installed for emergency
15. Provide the construction drawings	Prior to recordation	Construction drawings are after development plan approval
16. Are there curb cuts intended for the south curb and gutter along the drainage structure? Any area inlets proposed for this site?	Prior to recordation	Yes, see plans.
17. Is there supposed to be an engineered pavement section for the emergency access called out note 17 on sheet L-100? Is it required by fire? Maybe call out which sheet/detail specifically when stating "see civil drawings" in the keyed note, I can't find an aggregate base road section provided	Prior to recordation	The pavement for emergency access is compacted base course and is approved by the fire department.
18. Provide the volume of the storage chamber in the plan set, dimensions, and how that's calculated	Prior to recordation	Done see plans.
19. Can you elaborate on the design of the north swale along the south side San Ignacio, and why the hydrograph routings split these flows into northwest and northeast	Prior to recordation	There is a driveway and a pipe that connects them.
20. Is the west side of BLDG 1 supposed to discharge directly to the roadway? (QDB1-6 through QDB1-10)	Prior to recordation	No there is a drainpipe. See Appendix G.

Commented [JV6]: My apologies, I didn't recognize the difference in runoff variables between SCS and Rational Methods. The city is not aware of a "City of Santa Fe Rational Method" and prefers the use of the Rational method as described in the NMDOT Drainage Design Manual (Coefficient of 90 to 95 depending on the 1 hour precipitation depth as seen in figure 403-2). Can you please send us this method before you take any action on this?

Commented [JV7]: Runoff coefficients and rainfall Intensity for the rational method can be calculated using the NMDOT manual, but please reach out to discuss this before taking action

Commented [JV8]: Detail not provided in plan set

Commented [JV9]: Prior to permit, specific locations of curb cuts shall be provided for staff review

Commented [JV10]: Please provide the detail cross section of the basecourse, and provide a callout on the plans, the fire department requires their access routes to be engineered all weather roads. Please Coordinate with the landscape plan (L-100, keyed note 17) to clarify if this is to be crusher fines or basecourse

Commented [JV11]: That was clear from the plans, details that staff are asking are related to the design intent, please explain how this structure functions. It appears that hyd no 64 (NE Swale, 2,402 cubic feet) and hyd no 75 (NW Swale, 2424 cubic feet), are not used as inflow hydrographs anywhere else in the report, are these swales designed to fully retain a total of nearly 5,000 cubic feet?

Commented [JV12]: Does the drainpipe discharge directly to the roadway???? City code states that runoff control measures must directly address additional flows from the proposed development, perhaps a rainwater harvesting area can be proposed in the landscape to address these flows without direct discharge to the street.

Form Updated: April 2024

21. Are there calculations and infiltration rates to show the perforated pipe has capacity to infiltrate flows for the northeast and northwest swales?	Prior to recordation	Look for soils report
22. Additional Comments: How is the flow from Staybridge and Q1 going to enter through this development? The report states these flows as entering the drop inlets. But doesn't show how this might happen.		
23. No developed drainage basins were added for the Camino San Alberto extension, see figure 12		

Commented [JV13]: Please verify that these values are sufficient

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1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: April 2024

City of Santa Fe, New Mexico

Attachment B

B-1: Maps & Figures

Figure 1 – Nueva Acequia Site Plan

Figure 2 – Proposed Future Development Adjacent to Nueva Acequia Apts

Figure 3 – View North on Cam. De Jacobo

Figure 4 – View South on Cam. De Jacobo

Figure 5 – Future San Ignacio Road

Figure 6 – Future Nueva Acequia Site

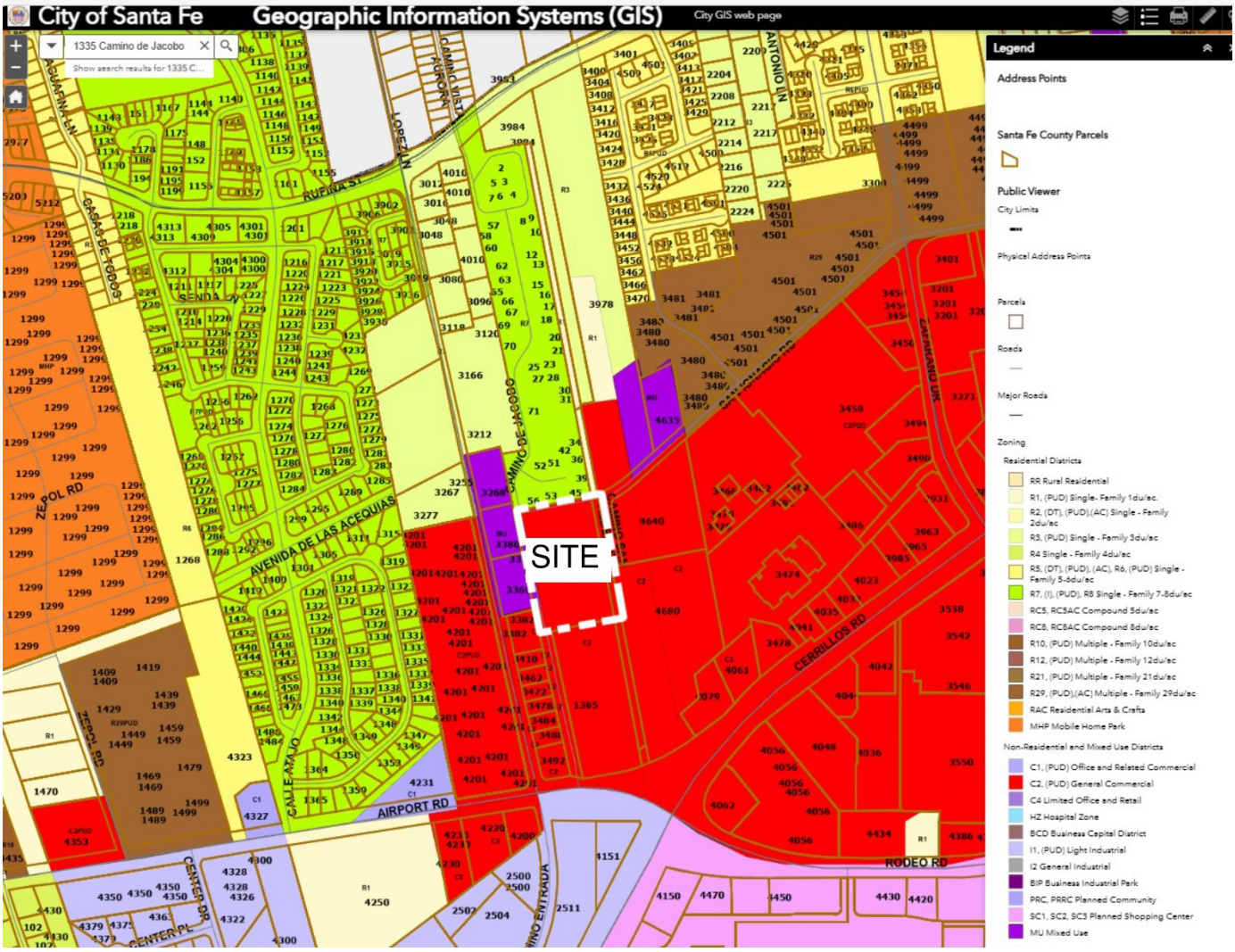


Figure 7 – Current Zoning Map

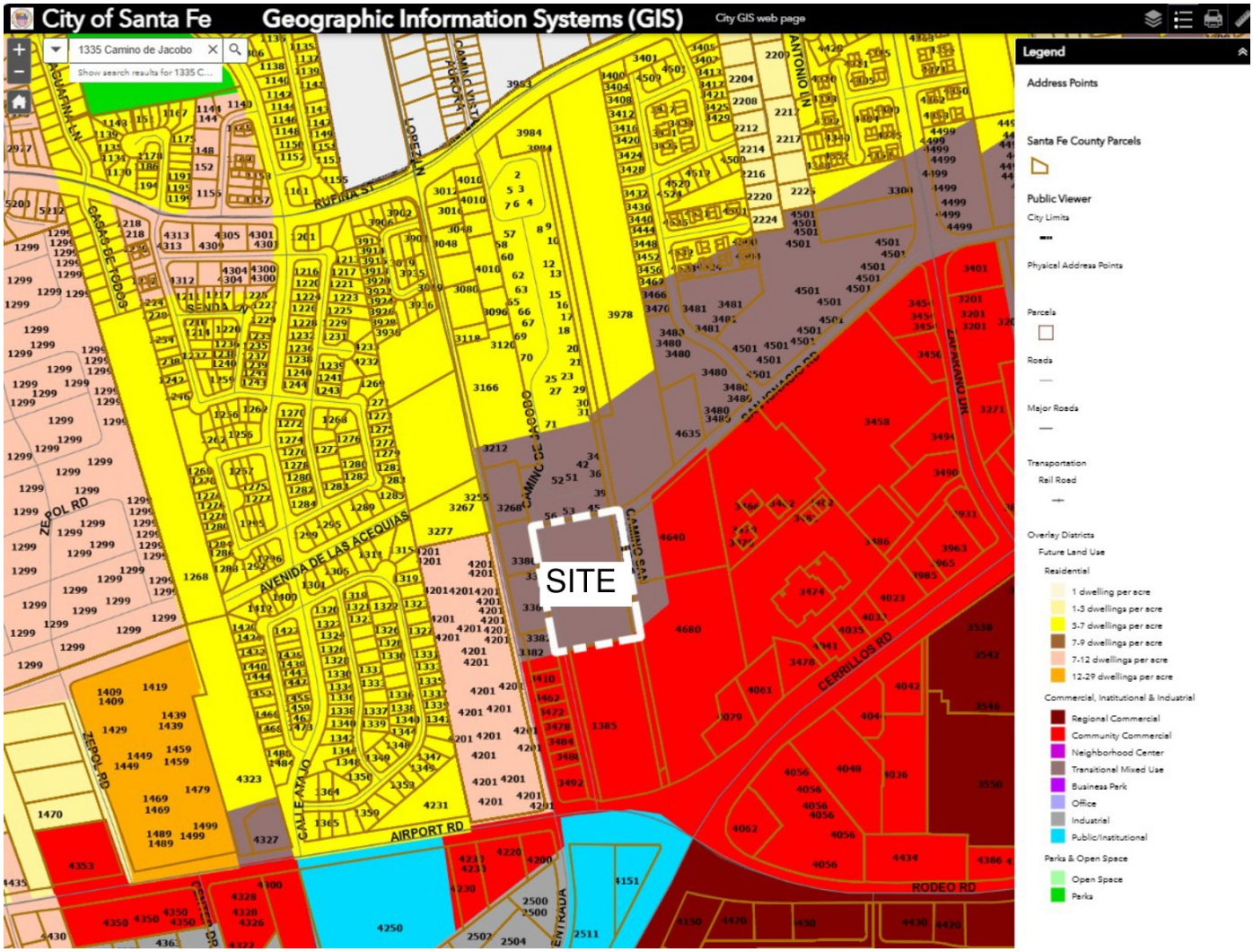


Figure 8 – Future Land Use Map

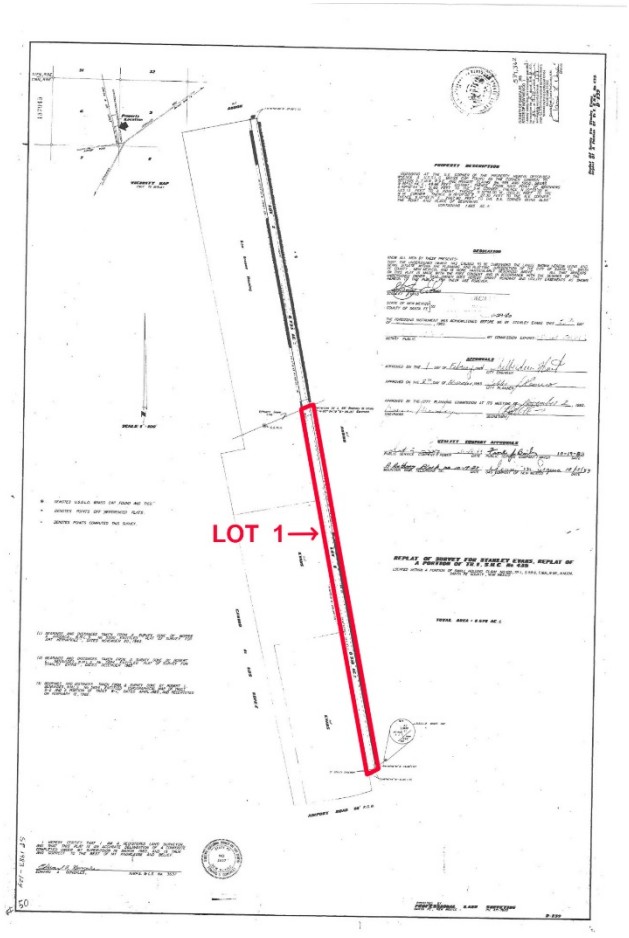


Figure 9 – Legal Lot of Record Lot 1

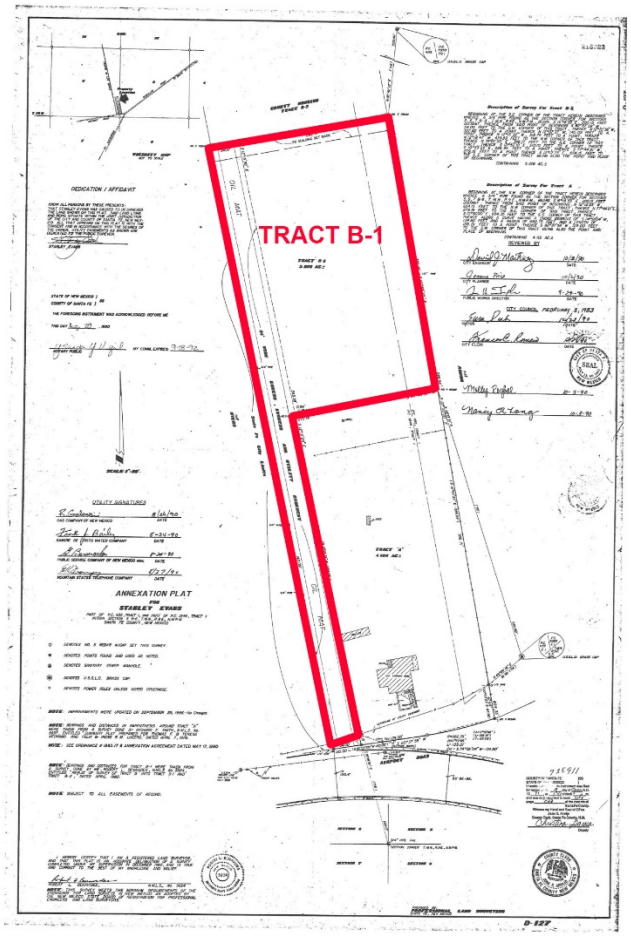


Figure 10 – Legal Lot of Record Tract B-1

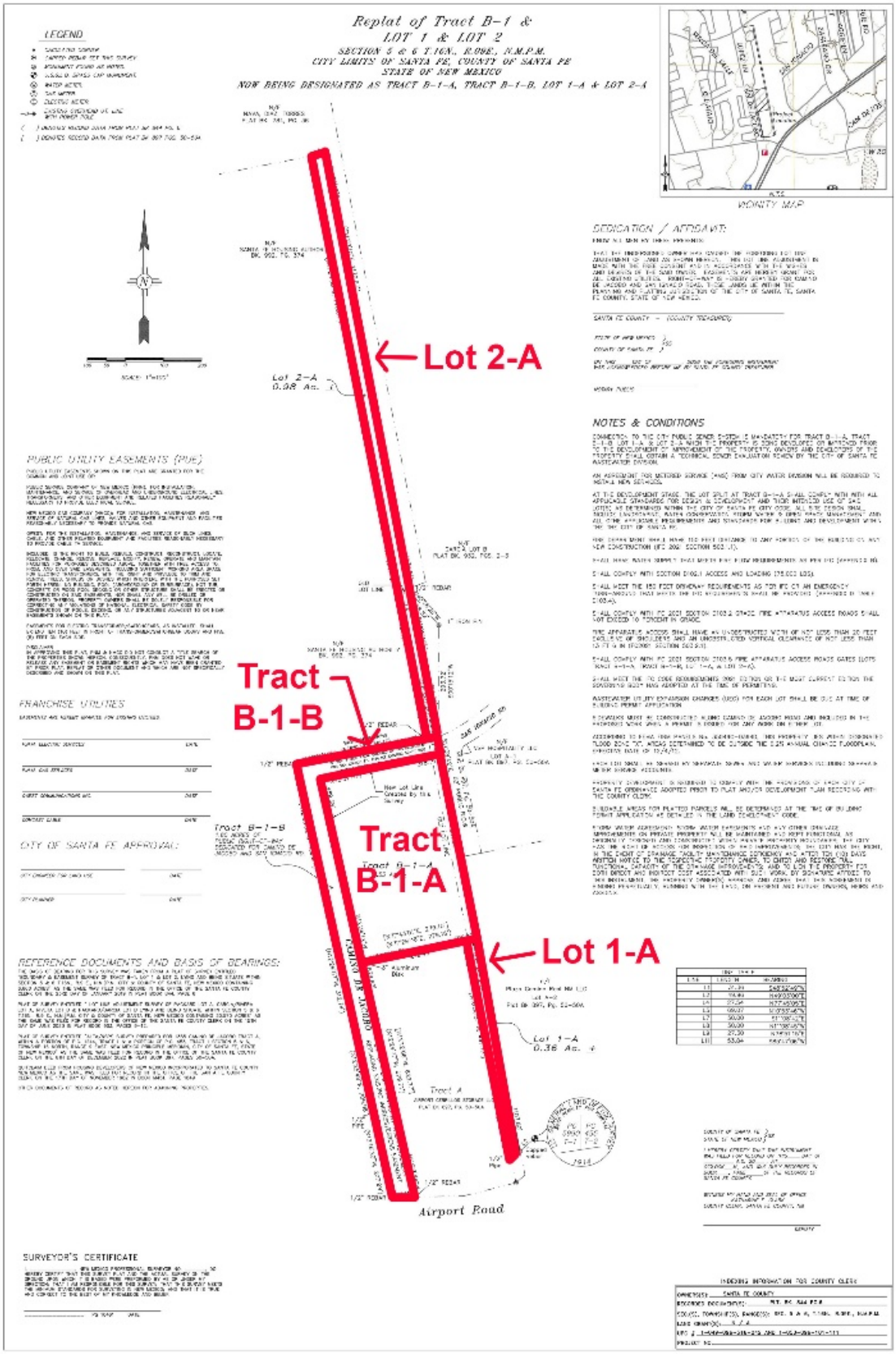


Figure 11 – Proposed New Lot Line Adjustment and Consolidation

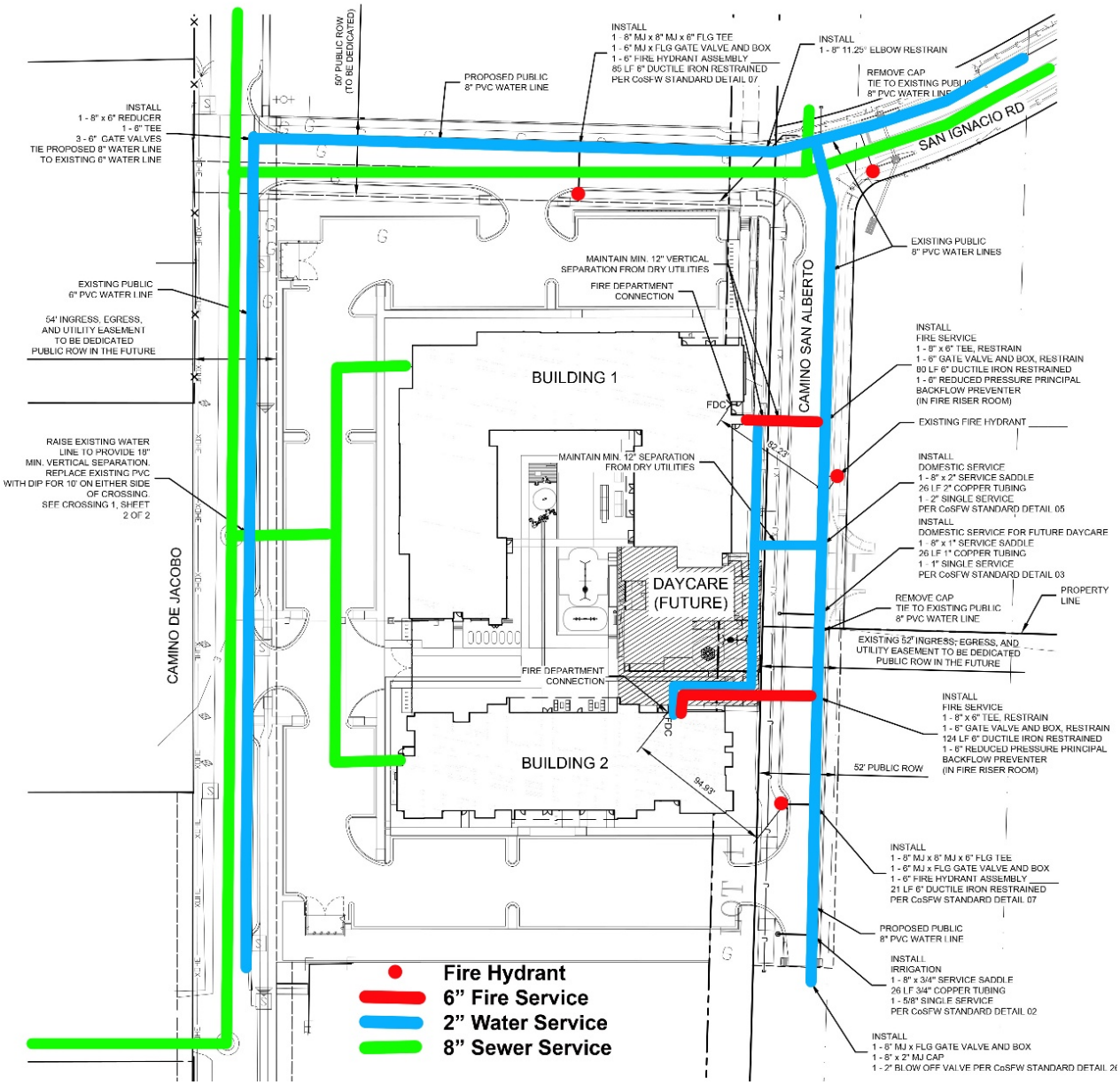


Figure 12 – Utility Plan

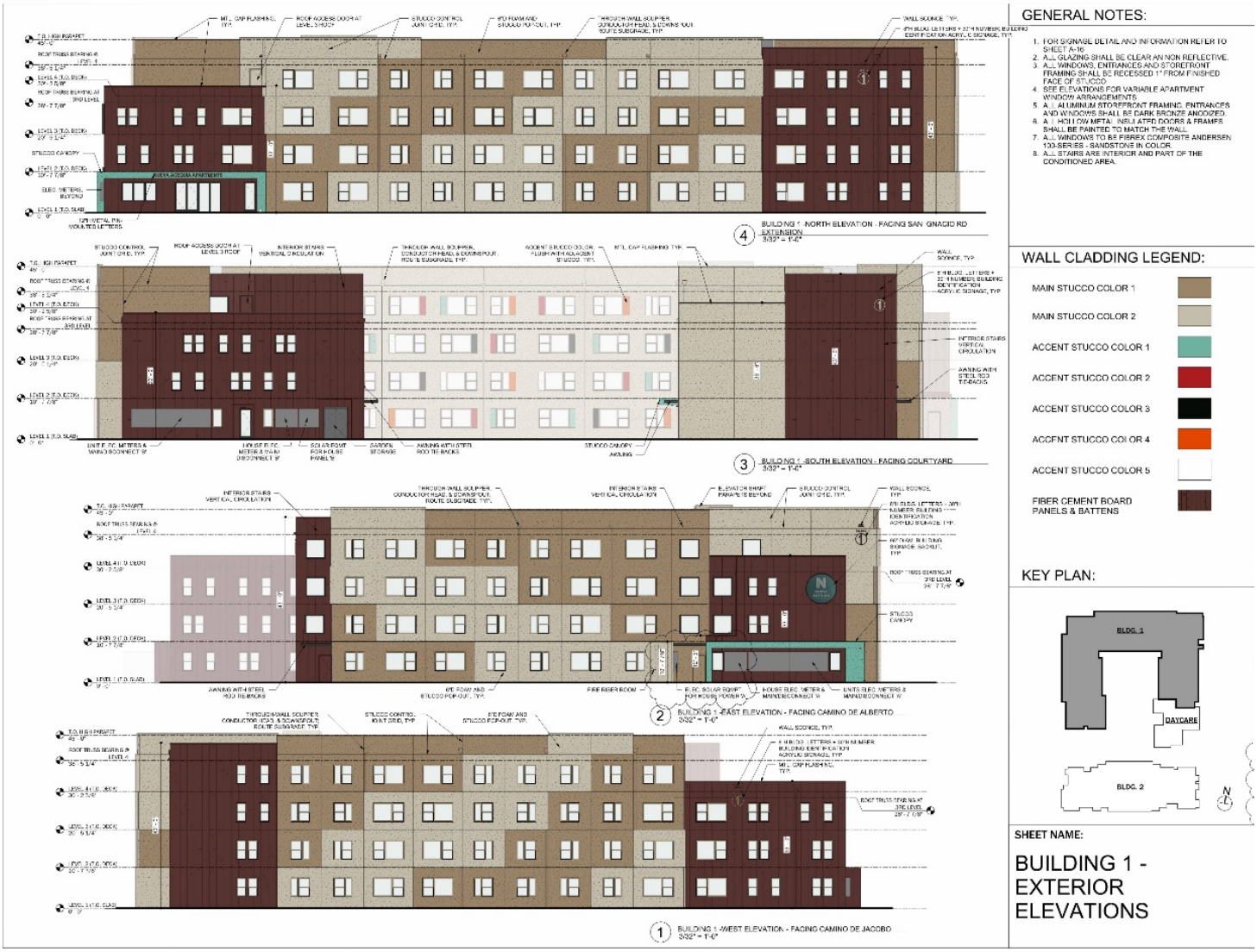


Figure 13 – Building 1 Elevations

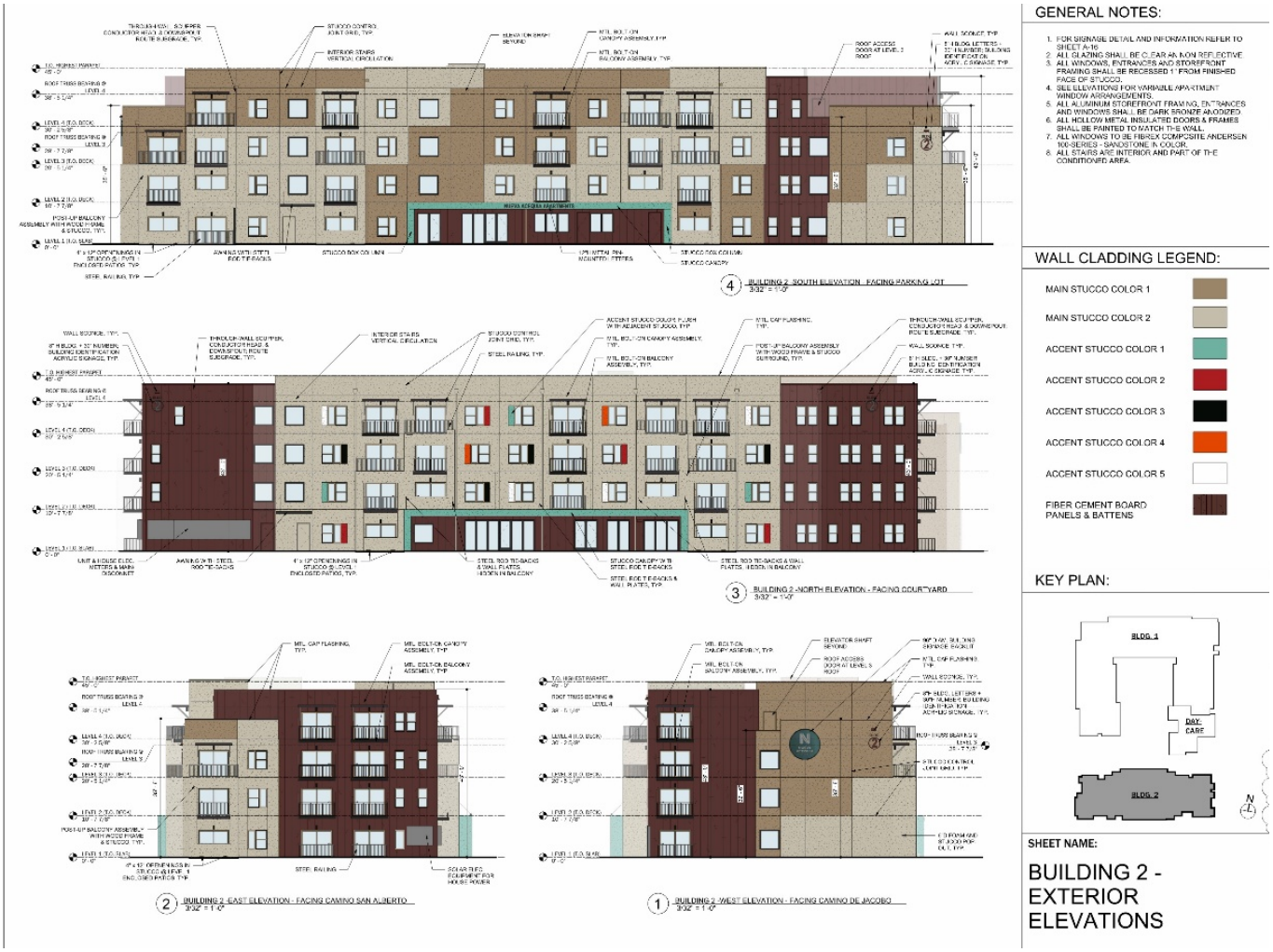


Figure 14 – Building 2 Elevations

Figure 15 – Signage

City of Santa Fe, New Mexico

Attachment C

Applicant Materials

C-1: Letter of Intent – Development Plan Letter
C-2: Approval Criteria Statement from Applicant
C-3: Legal Lot of Record – Current
C-4: Proposed Plat for new Legal Lot of Record
C-5: Parking Demand Study
C-6: Administrative Deviation
C-7: Architectural Points Checklist
C-8: Approved Water Plan
C-9: Utility Service Application
C-10: Water Budget
C-11: Traffic Impact Analysis
C-12: Affordable Housing Proposal
C-13: SFHP Agreement
C-14: NM Low-Income Housing Tax Credit Program Qualified Allocation Plan
C-15: Development Plan Drawing Set
C-16: Infrastructure Drawing Set

December 04, 2025

Nathan Lindquist
Senior Planner
City of Santa Fe Land Use Department
Current Planning Division
200 Lincoln Ave., 1st Floor
Santa Fe, NM 87501

Submitted Via Email to: planning@sfnm.gov

RE: Application Letter for the Nueva Acequia Apartments Development Plan

Nathan:

Please accept this application for a Development Plan for our proposed Nueva Acequia Apartments Project. The Nueva Acequia Apartments are well situated with access to public transportation, dining, retail, and entertainment. This development will create a vibrant, integrated community that addresses the diverse housing needs of Santa Fe's residents. As you will see in the attached plans and documents this submission complies will all Development Plan requirements and standards.

PROJECT SUMMARY

Nueva Acequia Apartments is a proposed affordable multifamily housing development sponsored by Santa Fe County and TWG Development. It consists of 2 buildings; a four-story building with 106 units for Families (Building 1), and a four-story building with 53 units for Seniors (Building 2). The project is 100% affordable and is funded, in part, by 4% and 9% Low Income Housing Tax Credits (LIHTC) that have been awarded by the New Mexico Mortgage Finance Authority, as well as City of Santa Fe Affordable Housing Trust Funds and other sources. A second Phase of the project will provide residents with an on-site Daycare facility. The development plan includes 2 buildings, parking and roadway improvements.

PRELIMINARY PROJECT EVALUATION

A preliminary Project Valuation has been prepared by a general contractor. The current total construction cost for this project (which includes the cost to build or improve three roadways to

be dedicated to the city) totals $42 Million. Please refer to the attached Project Valuation prepared by Jaynes Corporation.

EARLY NEIGHBORHOOD NOTIFICATION

In accordance with 14-3.8 (B)1 and 14-3.1 (F) (H) & (I) An Early Neighborhood Notification (ENN) meeting was held on October 15, 2025. The ENN application packet and notes from the ENN meeting are included in this submission.

REQUESTED APPROVAL

The Applicant requests approval, by the Planning Commission, of the Development Plan for the Nueva Acequia Apartments. Furthermore, given that the submission comes during a time of transition between the current code and update of the code with changes to parking standards in the Land Development Code, the Applicant request that Land Use Director approve the use of the adopted Parking Standards that will be in use at the time of Development plan approval pursuant to her approval authority for administrative deviations as described in 14-2.11(C)(3) for standards for Off-Street Parking Standards.

Thank you for your consideration in this matter and do not hesitate to reach out to me with any questions regarding this application.

Sincerely,

Alexander Dzurec
Autotroph, Inc.

Agent for the Applicant

LIST OF ITEMS INCLUDED IN DEVELOPMENT PLAN SUBMISSION:

00 Development Plan Application
01 Development Plan - Application Letter (This document)
02 Development Plan - Approval Criteria Statement

02a Parking Needs Analysis
03 Legal Lot of Record
04 Development Plan
06 Infrastructure Plans
06 ENN meeting notes and documents
07 Water Budget
08 Water Utility Application
09 Architectural Points Analysis
10 Terrian Management Report
11 Traffic Impact Analysis
12 Affordable Housing Proposal

December 04, 2025 *(revised **April 9, 2026**)*

Claudia Kath, Senior Planner
City of Santa Fe Land Use Department
Current Planning Division
200 Lincoln Ave., 1st Floor
Santa Fe, NM 87501

Submitted via Email to: planning@sfnm.gov
cmkath@santafenm.gov

RE: Statement Addressing Approval Criteria for the Nueva Acequia Apartments Development Plan (Case #: 2025-11625)

Claudia:

Upon reviewing the pertinent sections of the City of Santa Fe Land Development Code (Chapter 14 of the City Code), we believe the proposed design, and accompanying plans and documents, meet the approval criteria required for a Development Plan as outlined in 14-3.8. What follows is a summary of how each of these Criteria were met in the Development Plan documentation.

PROJECT DESCRIPTION

Nueva Acequia Apartments is a proposed affordable multifamily housing development sponsored by Santa Fe County and TWG Development. It consists of 2 buildings; a four-story building with 106 units for Families (Building 1), and a four-story building with 53 units for Seniors (Building 2). The project is 100% affordable and is funded, in part, by 4% and 9% Low Income Housing Tax Credits (LIHTC) that have been awarded by the New Mexico Mortgage Finance Authority, as well as City of Santa Fe Affordable Housing Trust Funds and other sources.

The proposed design for Building 1 is a four-story building in a U-shaped configuration with 106 apartments, a community room with residential kitchen and mini library, a shared laundry room, a leasing office, a support services office, a food pantry, and a large outdoor courtyard with an area serving multiple age groups. The design also includes seven Type A accessible units and three Hearing and Visually Impaired units to ensure accessibility and inclusivity. Universal Design was incorporated throughout, and the Community Room is designed for community building activities such as community meals, entertainment events, and group classes. There is a food pantry open to all residents near the community room that will be refilled weekly. The building height will vary with a maximum height of 45 feet, within the maximum allowable building height of 45 feet for C-2 zoning.

The proposed design for Building 2 is a 4 story building with 53 apartments for seniors, complemented by comprehensive on-site support services. These services will be administered by Santa Fe County in collaboration with various community partners to ensure that residents receive impactful programming

that supports their well-being. The building also includes a community room, fitness center leasing office and other amenities. The design also includes three Type A accessible units and two Hearing and Visually Impaired units to ensure accessibility and inclusivity. Universal Design was incorporated throughout, and the Community Room is designed for community building activities such as community meals, entertainment events, and group classes. The building height will vary with a maximum height of 45 feet, within the maximum allowable building height of 45 feet for C-2 zoning.

The Proposed design also includes a Daycare Facility to be added to Building 1 as a second phase. This will provide residents with access to on-site child care. The 2 residential buildings and future Daycare are organized around a courtyard providing residents with shared landscape amenities and common open space.

The proposed site design includes street improvements and extensions to connect Camino de Jacobo to Zafarano Dr. This project is being developed concurrently with the Staybridge Suites project, which will extend a new roadway (an extension of San Ignacio Rd.) to the project site. Nueva Acequia Apartments will continue that roadway to Camino de Jacobo, and connect a new road (Camino San Alberto, also being developed by the Stay Bridge Suites) to the project's southern parking lot, providing 3 points of access to resident parking. The construction of new roadways will mitigate new traffic generated by the development and provide direct access for vehicles and pedestrians to the San Isidro Plaza shopping center and Zafarano Dr.. Camino de Jacobo will be improved with a sidewalk to Airport Rd. providing residents with an accessible route to the Santa Fe Trails transit system.

Parking will be surface level only and will wrap around the perimeter of the site on 3 sides: the south, west, and north portions of the property. The proposed number of off-street parking spaces is 165, which equates to a parking ratio is 1.05 spaces per unit plus 9 spaces for the Future Daycare Facility. However, as part of the roadway improvements an additional 38 on-street spaces are included to serve overflow parking needs.

The project site consists of 2 properties: “Lot 1” and “B-2” as identified on the property survey. Tract B-1 includes the existing Camino De Jacobo which is maintained by Santa Fe County. Due to the irregular shape of the property and the proposed site design, included in this Development Plan submission is a proposed lot split and lot line adjustment. The building site will be consolidated into a single lot as required by the LIHTC program. The extension of San Ignacio will be combined with Camino de Jacobo to create a separate lot for these roadways, to remain under Santa Fe County ownership and maintenance. Extraneous portions of Lot 1 will be split to create distinct parcels. These lots are undevelopable due to their size and shape and will also remain under County ownership. It is intended that these lots be utilized for a future bicycle and pedestrian path (not included in this project). The applicant proposes to finalize the lot split and lot line adjustment prior to recordation of the Development Plan.

DEVELOPMENT PLAN APPROVAL CRITERIA

The Development Plan Approval Criteria in SFCC §14-3.8(D)(1) are addressed below.

To approve a Development Plan, the Planning Commission must make the following findings:

(a) that it is empowered to approve the plan under the section of Chapter 14 described in the application;

SFCC 14-2.3(C)(1) states, "Unless otherwise provided in Chapter 14, the planning commission shall review and approve or disapprove various specific plans, requests and subdivision plats."

(b) that approving the Development Plan will not adversely affect the public interest;

Approving the Development Plan will not adversely affect the public interest. The proposed development of the property will enhance and improve the livability of Santa Fe by providing 159 units of affordable housing in a socially supportive, multi-generational setting with abundant vehicular, bus, bicycle, and pedestrian connectivity to jobs, shopping, and services. Providing affordable housing in a safe, attractive environment will increase the stability, security, and quality of life for residents, as well as provide neighbors and visitors with new connecting roadways with shade trees, bike lanes, and sidewalks. The Nueva Acequia Apartments Development Plan will benefit the public interest.

(c) that the use and any associated buildings are compatible with and adaptable to buildings, structures and uses of the abutting property and other properties in the vicinity of the premises under consideration.

The use of the property and the buildings are compatible with the uses and buildings of the abutting and vicinity properties. The neighbor abutting the site to the north is Santa Fe County's Camino de Jacobo public housing community, which shares an identical use and similar building shapes and materials. To the west, a mixture of small businesses and homes constitute matching or adaptable uses. To the south, Extra Space Self-Storage is an adaptable use which may be a convenient resource to residents and provide additional customers for the self-storage units. The proposed 3-story extended-stay Staybridge Suites to the east is a similar and adaptable use, and will be consistent in building size, shape, and materials.

A. EXISTING CONDITIONS (ON-SITE & WITHIN TWO HUNDRED (200) FEET OF THE SITE)

1335 Camino de Jacobo is located near the intersection of Cerrillos Rd. and Airport Road. The site is accessed by Camino de Jacobo and is situated between the Extra Space Self Storage to the South, and the Jabob D. Martinez Community Housing to the North. The current site is undeveloped.

Existing Conditions

Site Photos

1) View looking North from Site

2) View looking East from Site

3) View looking South from Site

4) View looking West from Site

- To the North of the site is the Jacob D. Martinez Community Housing development.

- To the East of the site is the San Isidro Shopping Center, and the future Staybridge Suites.
- To the South of the site is the Extra Space Self Storage complex.
- To the West of the site is Camino de Jacobo with housing and automotive shops across the street.

ZONING

The site is zoned as C2

The C-2 general commercial district includes areas along streets carrying large volumes of traffic where commercial uses are appropriate. Regulations are designed to guide future additions or changes so as to discourage extension of existing and formation of future strip commercial development, to preserve the carrying capacity of the streets and to provide for off-street parking and loading.

UTILITY ACCESS

The project will be served by City of Santa Fe Water and Sewer and Electricity will be provided by Public Service Company of New Mexico (PNM).

Sewer

The site is served by the City's sewer system. Sewer lines within Camino de Jacobo have capacity to serve the site and will be extended to serve the site.

Water

The site is served by the City's water system. Existing water lines within Camino de Jacobo and Camino San Alberto (currently under development) will be connected via a new water line in the San Ignacio road extension and have adequate capacity to serve the site.

Electricity

The site is served by Public Service Company of New Mexico (PNM). There are existing overhead power lines in Camino de Jacobo and new underground electric lines will be constructed as part of the Staybridge Suites project. The Project will access electrical power form the new underground lines via new transformers on-site.

Natural Gas

No natural gas will be used in the project.

ACCESS AND TRAFFIC

Existing access is from Camino de Jacobo that intersects with Airport Road. The San Ignacio Road extension (currently under development on the will connect the site to the San Isidro shopping center to the East. Additional information is included in the Traffic Impact Assessment which is included as an attachment to this submission.

See Development Plan sheets DP-102 for more information on existing conditions

B. PROPOSED SITE MODIFICATIONS

The site will be developed with Multi-family Housing, a Future Daycare facility, parking and roadway improvements. Please see Nueva Acequia Apartments Development Plan DP-105 and supplementary drawings included in this submission for the locations of new structures, grading, landscaping, lighting, pedestrian and vehicular circulation, parking and loading facilities. Note that as part of the Development Plan approval process the applicant is proposing a lot split / lot line adjustment to create a dedicated lot for the buildings and parking and a dedicated lot for roadways. Calculations for open space and lot coverage are performed on the proposed dedicated lot for buildings and parking.

Project statistics

Total Lot area:	5.922 Ac.(current); 3.493 Ac (proposed, after lot split & adjustments)
Lot coverage:	27.5% (41,239 SF) - Permitted: 60% Max
Open Space:	52,439 SF (34.47%) - Required: 38,681 SF (20% + 250 SF/Ground floor units)
Total Building Area:	146,253 SF
Residential Building Area:	142,431 SF
Daycare Building Area:	3,822 SF
Building Heights:	45' Max. (Permitted: 45')
Residential Units:	159
Total Parking Spaces:	203
Off-Street Parking Spaces:	165 – Required: 165 (156 Residential, incl. 25% Affordable Housing Reduction + 9 Daycare)
On-Street Parking Spaces:	38

See Development Plan sheets DP-103 & DP-105 for more information and project statistics

C. PROPOSED LAND USES

The proposed land use is Multifamily housing and a Daycare Facility which are permitted in the C-2 zoning designation.

D. PROPOSED INFRASTRUCTURE MODIFICATIONS

Nueva Acequia does propose some modifications and additions to existing infrastructure on and adjacent to the site. Additionally, new infrastructure work is underway on the Staybridge Suites sites, immediately adjacent to this project site.

UTILITY SERVICE

Sewer

The site is served by the City's sewer system. The site will connect new 8" sewer line to an existing sewer line in Camino De Jacobo. Manholes will be provided as needed for access.

See Infrastructure Plans, Master Utility Plant (C-401) for more information.

Water

The site is served by the City's water system. Existing water lines within Camino de Jacobo and Camino San Alberto (currently under development) will be connected via a new 8" water line in the San Ignacio road extension and have adequate capacity to serve the site. Primary service to the buildings will be 4" domestic water lines from Camino San Alberto. Meters shall be in underground Vaults.

See Infrastructure Plans, Master Utility Plan Sheet (C-401) for more information.

Fire Protection

The buildings will be equipped with a fire suppression system. Primary service to the buildings will be 6" dedicated fire protection lines from Camino San Alberto. An existing fire hydrant on Camino San Alberto provides service to the site and a new fire hydrant will be installed on site adjacent to building 1 and shall be connected to the water line extension in the San Ignacio Rd. extension.

See Infrastructure Plans, Master Utility Plan Sheet (C-401) for more information.

Electricity

The site is served by Public Service Company of New Mexico (PNM). There are existing overhead power lines on Camino de Jacobo and new underground electric lines will be constructed on Camino de Alberto as part of the Staybridge Suites project. The Project will access electrical power from existing lines in Camino De Jacobo and Lines in Camino San Alberto. New transformers will be included on site to service the building and site. The Applicant will coordinate this work and design requirements it he PNM, the new underground lines via new transformers on-site.

Natural Gas

No natural gas will be used in the project.

SITE ACCESS & ROADWAY IMPROVEMENTS

Primary access to the site will be via San Ignacio Rd. (currently under development on the adjacent Staybridge suites site). Secondary access to the site will be via Camino de Jacobo. In order to improve connectivity for residents and neighbors to the city's road network at Zafarano (via San Ignacio rd.) the project will construct an extension of Sant Ignacio to Camino de Jacobo. Additionally the project will extend Camino San Alberto to the southern property boundary to provide access to the parking lot adjacent to Building 2. Additional access points to the parking lots will be on the San Ignacio Rd. extension, and Camino De Jacobo, creating 3 driveways to disperse resident traffic ingressing and egressing the site. Additional street improvements including sidewalks, curb and gutter, street lighting and on-street parking are also proposed.

See Infrastructure Plans, *Civil Site Plan (C-200) and Paving Plan (C-309) for more information.*

Traffic Impact

The Project will not have a negative impact on traffic in the area. As noted above, the project will improve connectivity to the surrounding street network for both residents and neighbors. A Traffic Impact Analysis (TIA) has been performed by Santa Fe Engineering Consultants and is included as an attachment to this submission. The TIA determined that for the Implementation year no-build scenario, all intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in). The eastbound left and southbound right are at near capacity at LOS E.

- Cerrillos Road / Private access driveway to San Isidro Plaza. The southbound right fails.

For the Horizon Year no-build and build all scenarios , all intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in). The eastbound left fails.

- Cerrillos Road / Private access driveway to San Isidro Plaza. The eastbound left fails

The conclusion is that this project will not negatively impact Traffic over the No-Build scenario. Accordingly, no off-site traffic improvements are being proposed as part of this project.

See Traffic Impact Analysis for more information

Parking

This project utilizes a hybrid parking strategy whereby on-site parking meets the minimum parking demand for the project and additional street parking spaces are provided for overflow purposes. As of the date of this submission, the currently adopted Land Development Code requires a minimum number of off-street spaces of 218 per table 14-8.6-1. However, the Governing Body has recently adopted revisions to the Land Development Code to allow for more flexibility in determining off-street parking requirements. Specifically, these revisions allow for a 25% reduction in Parking requirements for Affordable Housing projects. Under these revisions, this project (100% affordable) qualifies for the reduction. Given that these revisions will be published and in effect by the time of approval of this Development Plan, this submission utilizes the updated parking ratios. Factoring in the 25% reduction the total off-street parking spaces required, and provided, is 165. Furthermore, included in this submission is a parking demand study that justifies a 25% reduction, based upon similar affordable housing projects. Furthermore, 38 additional om-street parking spaces will be developed as part of the roadway improvements proposed in this Development Plan.

See Development Plan, Proposed Site Plan – Project Data (DP-106) for more information

Accessibility

Nueva Acequia Apartments qre designed to comply with applicable ADA, Local, State and Federal accessibility standards. An accessible route is provided between site arrival points

building entrances and site amenities. Additionally, a sidewalk will be constructed along Camino de Jacobo from the project site to an existing sidewalk near the intersection with Airport Rd., providing an accessible route to the Santa Fe Trails transit stops along Airport Rd.

See Infrastructure Plans, ADA Access Plan (C-309) for more information.

Emergency Access

The site plan and parking lot layout meet Emergency Vehicle Access requirements as determined by the International Fire Code. Parking Drive Aisles are 26' wide to accommodate aerial apparatus vehicles needed for a project of this height. These sections are paved with heavy duty paving to accommodate emergency vehicles. Additionally, the courtyard is provided with an emergency access route to meet the maximum hose distance of 150'.

See Infrastructure Plans, Fire and Emergency Access Plan (A-1) for more information.

E. COMPLIANCE WITH DEVELOPMENT STANDARDS

Please see Development Plan, Proposed Site Plan-Enlarged (DP-105) for compliance with required yards, lot coverage, height of structures and open space.

F. PHASES OF DEVELOPMENT

The project consists of two phases. Phase 1 consists of both multifamily buildings and the entire site. Phase 2 will include the Daycare Facility and its dedicated Playground. Phase 1 will begin construction in 2026 and fully occupied by 2028. Phase 2 is planned to be in construction by 2027 and fully occupied by 2028. Please refer to proposed Phasing Plan (DP-103) of the Nueva Acequia Apartments Development plan.

G. PROPOSAL FOR PROVISION OF AFFORDABLE HOUSING

The Project will be 100% affordable. All units will be at or below 80% AMI and 87.26% of all units will be at or below 60% AMI. The project will serve 53 units for independent seniors and 106 units for individuals and families.

See Affordable Housing Proposal for more information

H. DEVELOPMENT WATER BUDGET

SFCC §14-8.13 requires a water budget be developed to determine the amount of water that will be used by the development in a Development Plan. Per the Water Budget attached to this submission, the calculated demand for the project is 27.02 AC-FT/Yr.

See Affordable Budget for more information.

I. DEVELOPMENT STANDARDS

As evidenced in this statement and the attached Development Plan submission, the Nueva Acequia Apartments meets all applicable development standards from Chapter 14 (Land Development Code). All Approval Criteria have been addressed and incorporated into the Development Plan documentation.

REQUESTED APPROVAL

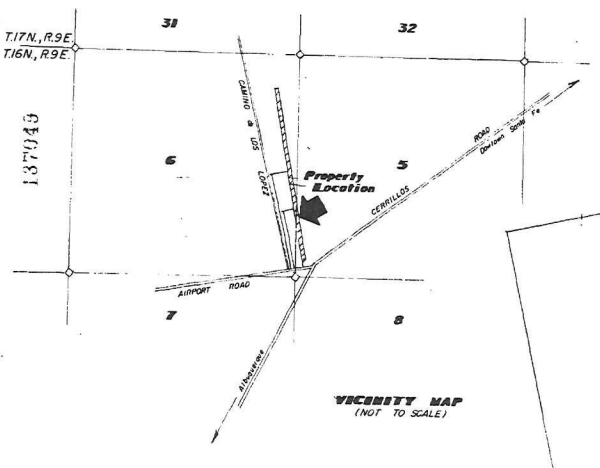
The Applicant requests approval, by the Planning Commission, of the Development Plan for the Nueva Acequia Apartments. Furthermore, given that the submission comes during a time of transition between the current code and update of the code with changes to parking standards in the Land Development Code, the Applicant request that Land Use Director approve the use of the adopted Parking Standards that will be in use at the time of Development plan approval pursuant to her approval authority for administrative deviations as described in 14-2.11(C)(3) for standards for Off-Street Parking Standards.

Thank you for your consideration in this matter and do not hesitate to reach out to me with any questions regarding this application.

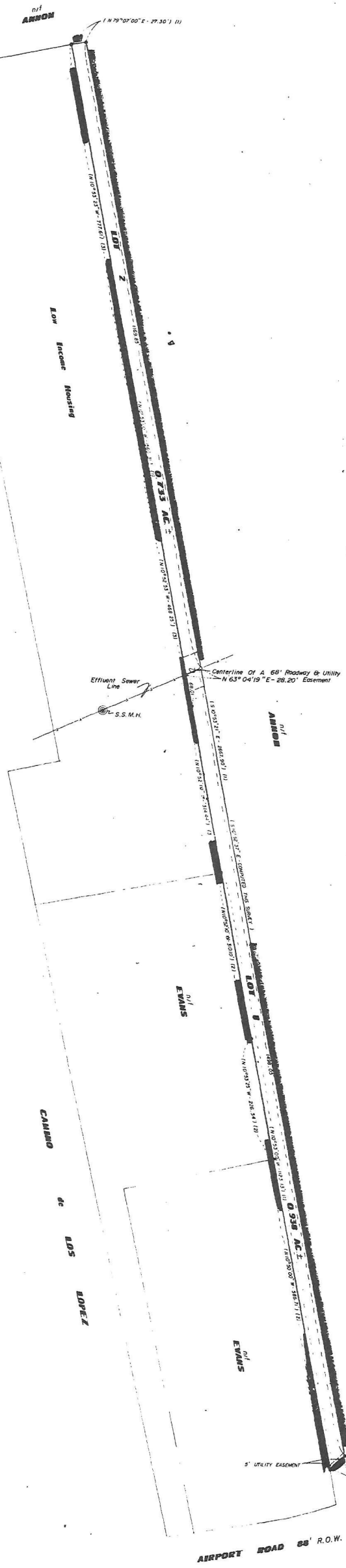
Sincerely,

Alexander Dzurec
Autotroph, Inc.

Agent for the Applicant



VICINITY MAP
(NOT TO SCALE)



SCALE: 1" = 100'

◉ DENOTES U.S.G.L.O. BRASS CAP FOUND AND TIED.

• DENOTES POINTS OFF REFERENCED PLATS.

∘ DENOTES POINTS COMPUTED THIS SURVEY.

(1) BEARINGS AND DISTANCES TAKEN FROM A SURVEY DONE BY MORRIS A. APODACA, N.M.L.S. No 5300, ENTITLED "PLAT OF SURVEY FOR ART HERNANDEZ", DATED NOVEMBER 20, 1982.

(2) BEARINGS AND DISTANCES TAKEN FROM A SURVEY DONE BY ROBERT L. BENAVIDES, N.M.L.S. No. 5824, ENTITLED "PLAT OF SURVEY FOR STANLEY EVANS", DATED DECEMBER 1982.

(3) BEARINGS AND DISTANCES TAKEN FROM A SURVEY DONE BY ROBERT L. BENAVIDES, N.M.L.S. No. 5824, ENTITLED "TOPOGRAPHICAL MAP OF TRACT B-2 AND A PORTION OF TRACT B-1, DATED APRIL 1980, AND RECERTIFIED ON FEBRUARY 12, 1982.

I HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR, AND THAT THIS PLAT IS AN ACCURATE DELINEATION OF A COMPOSITE COMPLETED UNDER MY SUPERVISION IN MARCH 1983, AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

EDWARD A. GONZALES, N.M.P.E. & L.S. No. 3637

REGISTERED PROFESSIONAL ENGINEER AND LAND SURVEYOR — STATE OF NEW MEXICO — NO 3637 — EDWARD A. GONZALES

COUNTY OF SANTA FE } SS
STATE OF NEW MEXICO }
I hereby certify that this instrument was filed for record on the 19 day of Dec A.D., 19 83 at 9:12 o'clock A m., and was duly recorded in book 137 page 044 of the records of Santa Fe County
Witness my hand and seal of Office
ANGIE VIGIL PEREZ
County Clerk, Santa Fe County, N.M.
By: Diane L. Vega Deputy

534,362

PROPERTY DESCRIPTION

BEGINNING AT THE S.E. CORNER OF THE PROPERTY HEREIN DESCRIBED WHENCE A U.S.G.L.O. BRASS CAP FOUND AS THE CORNER COMMON TO SECTION 5, T.16N., R.9E. AND PRIVATE CLAIMS No. 435 AND 5950, BEARS N 49°42'44" E, 49.66 FEET DISTANT, THENCE FROM SAID POINT OF BEGINNING S 49°42'44" W, 31.65 FEET TO THE S.W. CORNER., THENCE N 10°53'00" W, 1123.13 FEET TO A POINT, THENCE N 10°53'00" W, 1560.31 FEET TO THE N.W. CORNER, THENCE N 79°07'00" E, 27.30 FEET TO THE N.E. CORNER, THENCE S 10°53'21" E, 2667.90 FEET TO THE S.E. CORNER BEING ALSO THE POINT AND PLACE OF BEGINNING.

CONTAINING 1.685 AC. ±

DEDICATION

KNOW ALL MEN BY THESE PRESENTS:

THAT THE UNDERSIGNED OWNER HAS CAUSED TO BE SUBDIVIDED THE LANDS SHOWN HEREON LYING AND BEING SITUATE WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO, AND IS MORE PARTICULARLY DESCRIBED ABOVE. ALL THAT APPEARS ON THIS PLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNER, SAID OWNER DOES HEREBY GRANT ROADWAY AND UTILITY EASEMENTS AS SHOWN HEREON TO THE PUBLIC FOR THEIR USE FOREVER.

STANLEY EVANS

STATE OF NEW MEXICO }
COUNTY OF SANTA FE } SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY STANLEY EVANS THIS 29 DAY OF 11-29-86, 1983.

NOTARY PUBLIC — MY COMMISSION EXPIRES:

APPROVALS

APPROVED ON THE 1 DAY OF February, 1983. CITY ENGINEER

APPROVED ON THE 8th DAY OF November, 1983. CITY PLANNER

APPROVED BY THE CITY PLANNING COMMISSION AT ITS MEETING OF November 2, 1983.

CHAIRMAN — SECRETARY

UTILITY COMPANY APPROVALS

PUBLIC SERVICE COMPANY / POWER — DATE — PUBLIC SERVICE COMPANY / WATER — 10-19-83 DATE

A. Anthony Black 10-19-83 MOUNTAIN BELL TELEPHONE CO. DATE — GAS COMPANY OF NEW MEXICO — 10/12/83 DATE

REPLAT OF SURVEY FOR STANLEY EVANS, REPLAT OF A PORTION OF TR. I, S.H.C. No. 435

LOCATED WITHIN A PORTION OF SMALL HOLDING CLAIM NO. 435, TR. 1, S.5&6, T.16N., R.9E., N.M.P.M.
SANTA FE COUNTY, NEW MEXICO

TOTAL AREA = 2.678 AC. ±

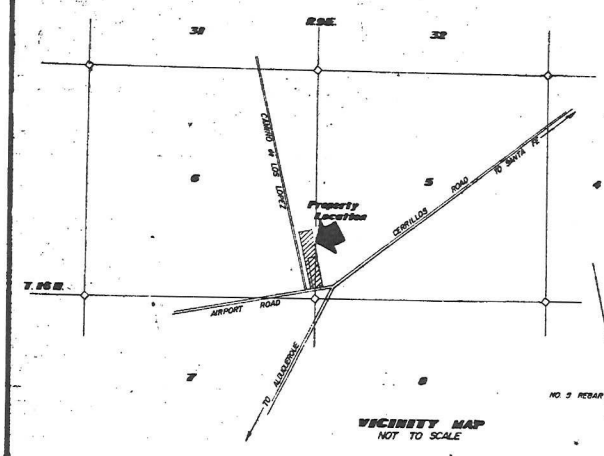
PREPARED BY:
PROFESSIONAL LAND SURVEYING
SANTA FE, NEW MEXICO, PH. 471-7600

D-139

Replat Of Survey For Stanley Evans
Replat Of A Portion Of Tr. I, S.H.C. No. 435
D-139

SP 1983-124

#50



VICINITY MAP
NOT TO SCALE

DEDICATION / AFFIDAVIT

KNOW ALL PERSONS BY THESE PRESENTS:
THAT STANLEY EVANS HAS CAUSED TO BE ANNEXED THE LAND SHOWN ON THIS PLAT. SAID LAND LYING AND BEING SITUATE WITHIN THE JOINT JURISDICTION OF THE CITY AND COUNTY OF SANTA FE, NEW MEXICO. ALL THAT APPEARS ON THIS PLAT IS WITH THE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE OWNER. UTILITY EASEMENTS AS SHOWN ARE DEDICATED TO THE PUBLIC FOREVER.

STANLEY EVANS

STATE OF NEW MEXICO)
COUNTY OF SANTA FE) SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME

THIS DAY Aug. 28, 1990

NOTARY PUBLIC — MY COMM. EXPIRES: 9-18-92

SCALE: 1"=50'

UTILITY SIGNATURES

GAS COMPANY OF NEW MEXICO	DATE 8/24/90
SANGRE DE CRISTO WATER COMPANY	DATE 8-24-90
PUBLIC SERVICE COMPANY OF NEW MEXICO elec.	DATE 8-24-90
MOUNTAIN STATES TELEPHONE COMPANY	DATE 8/27/90

ANNEXATION PLAT
FOR
STANLEY EVANS

PART OF P.C. 435, TRACT I, and PART OF P.C. 1244, TRACT I WITHIN SECTION 5 & 6, T.16N., R.9E., N.M.P.M.
SANTA FE COUNTY, NEW MEXICO

- O' DENOTES NO. 5 REBAR W/CAP SET THIS SURVEY.
- ● DENOTES POINTS FOUND AND USED AS NOTED.
- DENOTES SANITARY SEWER MANHOLE.
- DENOTES U.S.G.L.O. BRASS CAP.
- DENOTES POWER POLES UNLESS NOTED OTHERWISE.

NOTE: IMPROVEMENTS WERE UPDATED ON SEPTEMBER 29, 1986.-No Changes.

NOTE: BEARINGS AND DISTANCES IN PARENTHESIS AROUND TRACT "A" WERE TAKEN FROM A SURVEY DONE BY RICHARD E. SMITH, N.M.L.S. No. 5837, ENTITLED "SUMMARY PLAT PREPARED FOR THOMAS F. & TERESA MEDRANO AND FELIX & IRENE R.M. LUCERO, DATED APRIL 7, 1978.

NOTE: SEE ORDINANCE # 1983-17 & ANNEXATION AGREEMENT DATED MAY 17, 1990

NOTE: BEARINGS AND DISTANCES FOR TRACT B-1 WERE TAKEN FROM A SURVEY DONE BY ME, ROBERT L. BENAVIDES, N.M.L.S. No. 5824, ENTITLED "REPLAT OF SURVEY OF TRACT 'B' INTO TRACT B-1 AND TRACT B-2, DATED APRIL 1980.

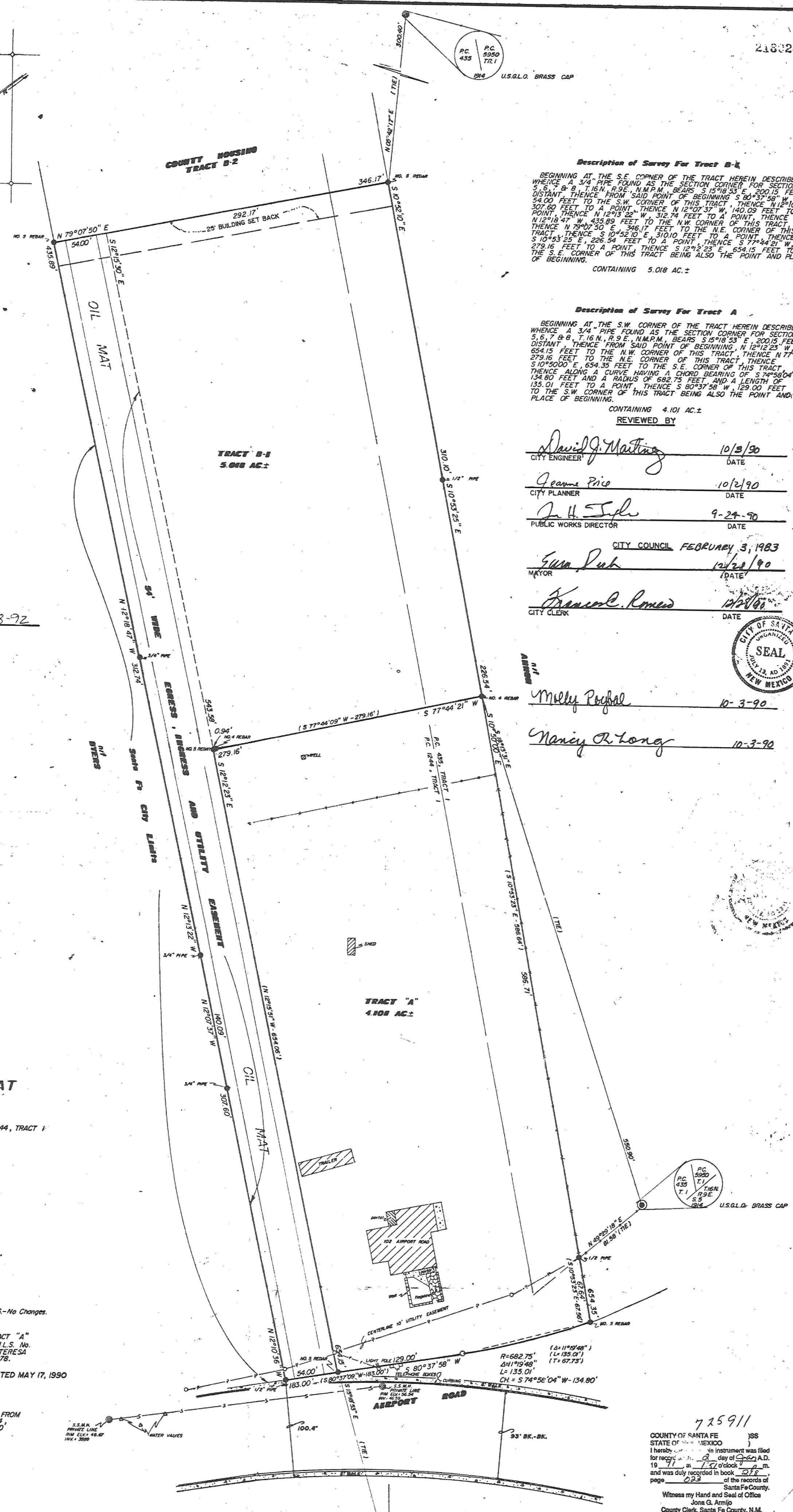
NOTE SUBJECT TO ALL EASEMENTS OF RECORD.

I HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR, AND THAT THIS PLAT IS AN ACCURATE DELINEATION OF A SURVEY COMPLETED UNDER MY SUPERVISION IN DECEMBER 1982, AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

ROBERT L. BENAVIDES, N.M.L.S. No. 5824

ROBERT L. BENAVIDES NEW MEXICO 5824 REGISTERED LAND SURVEYOR

NOTE: THIS SURVEY MEETS THE MIRIMUM REQUIREMENTS OF THE STANDARDS FOR LAND SURVEYS IN NEW MEXICO AS ADOPTED BY THE NEW MEXICO STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS.



Description of Survey For Tract B-1

BEGINNING AT THE S.E. CORNER OF THE TRACT HEREIN DESCRIBED WHENCE A 3/4" PIPE FOUND AS THE SECTION CORNER FOR SECTIONS 5, 6, 7 & 8, T.16N., R.9E., N.M.P.M. BEARS S 15°18'53" E 200.15 FEET DISTANT, THENCE FROM SAID POINT OF BEGINNING S 80°37'58" W 54.00 FEET TO THE S.W. CORNER OF THIS TRACT, THENCE N 12°10'36" W, 307.60 FEET TO A POINT, THENCE N 12°07'37" W, 140.09 FEET TO A POINT, THENCE N 12°13'22" W, 312.74 FEET TO A POINT, THENCE N 12°18'47" W, 435.89 FEET TO THE N.W. CORNER OF THIS TRACT, THENCE N 79°07'50" E 346.17 FEET TO THE N.E. CORNER OF THIS TRACT, THENCE S 10°52'10" E, 310.10 FEET TO A POINT, THENCE S 10°53'25" E, 226.54 FEET TO A POINT, THENCE S 77°44'21" W, 279.16 FEET TO A POINT, THENCE S 12°12'23" E, 654.15 FEET TO THE S.E. CORNER OF THIS TRACT BEING ALSO THE POINT AND PLACE OF BEGINNING.

CONTAINING 5.018 AC.±

Description of Survey For Tract A

BEGINNING AT THE S.W. CORNER OF THE TRACT HEREIN DESCRIBED WHENCE A 3/4" PIPE FOUND AS THE SECTION CORNER FOR SECTIONS 5, 6, 7 & 8, T.16N., R.9E., N.M.P.M. BEARS S 15°18'53" E 200.15 FEET DISTANT, THENCE FROM SAID POINT OF BEGINNING, N 12°12'23" W 654.15 FEET TO THE N.W. CORNER OF THIS TRACT, THENCE N 77°44'21" E, 279.16 FEET TO THE N.E. CORNER OF THIS TRACT, THENCE S 10°50'00" E, 654.35 FEET TO THE S.E. CORNER OF THIS TRACT, THENCE ALONG A CURVE HAVING A CHORD BEARING OF S 74°58'04" W, 134.80 FEET AND A RADIUS OF 682.75 FEET AND A LENGTH OF 135.01 FEET TO A POINT, THENCE S 80°37'58" W, 129.00 FEET TO THE S.W. CORNER OF THIS TRACT BEING ALSO THE POINT AND PLACE OF BEGINNING.

CONTAINING 4.101 AC.±

REVIEWED BY

CITY ENGINEER	DATE 10/3/90
CITY PLANNER	DATE 10/2/90
PUBLIC WORKS DIRECTOR	DATE 9-24-90

CITY COUNCIL FEBRUARY 3, 1983

MAYOR	DATE 12/28/90
CITY CLERK	DATE 12/28/90

CITY OF SANTA FE ORGANIZED JULY 13, AD 1891 SEAL NEW MEXICO

n/f ABEYTA — 10-3-90

10-3-90

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO)
I hereby certify this instrument was filed for record on the 2 day of Jan A.D. 19 91 at 1:50 o'clock p.m. and was duly recorded in book 218, page 623 of the records of Santa Fe County.
Witness my Hand and Seal of Office
Jona G. Armijo
County Clerk, Santa Fe County, N.M.
Christina Garcia
Deputy

COUNTY CLERK SANTA FE COUNTY NEW MEXICO JONA G. ARMIJO

PREPARED BY: PROFESSIONAL LAND SURVEYING
SANTA FE, NEW MEXICO

D-127

Replat of Tract B-1 & LOT 1 & LOT 2

SECTION 5 & 6 T.16N., R.09E., N.M.P.M.
CITY LIMITS OF SANTA FE, COUNTY OF SANTA FE
STATE OF NEW MEXICO

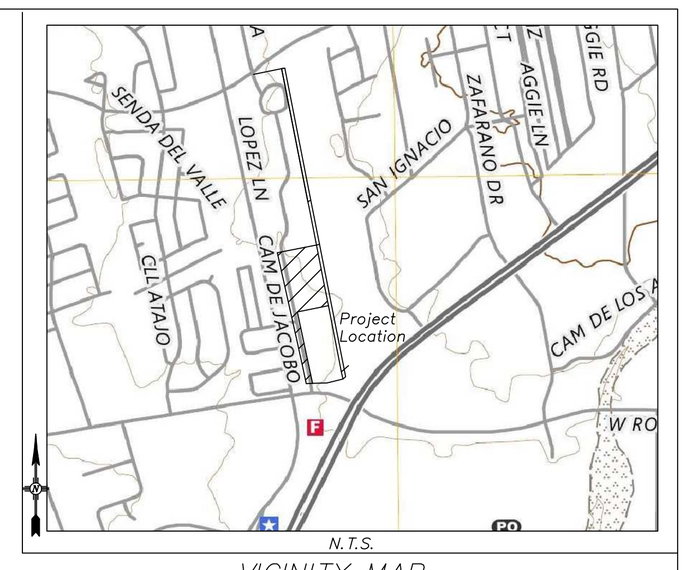
NOW BEING DESIGNATED AS TRACT B-1-A, TRACT B-1-B, LOT 1-A & LOT 2-A

LEGEND

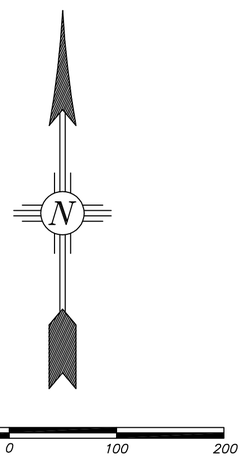
- CACULATED CORNER.
- CAPPED REBAR SET THIS SURVEY.
- MONUMENT FOUND AS NOTED.
- U.S.G.L.O. BRASS CAP MONUMENT.
- (W) WATER METER.
- (G) GAS METER.
- (E) ELECTRIC METER.
- —U— EXISTING OVERHEAD UT. LINE WITH POWER POLE.

( ) DENOTES RECORD DATA FROM PLAT BK 844 PG. 6

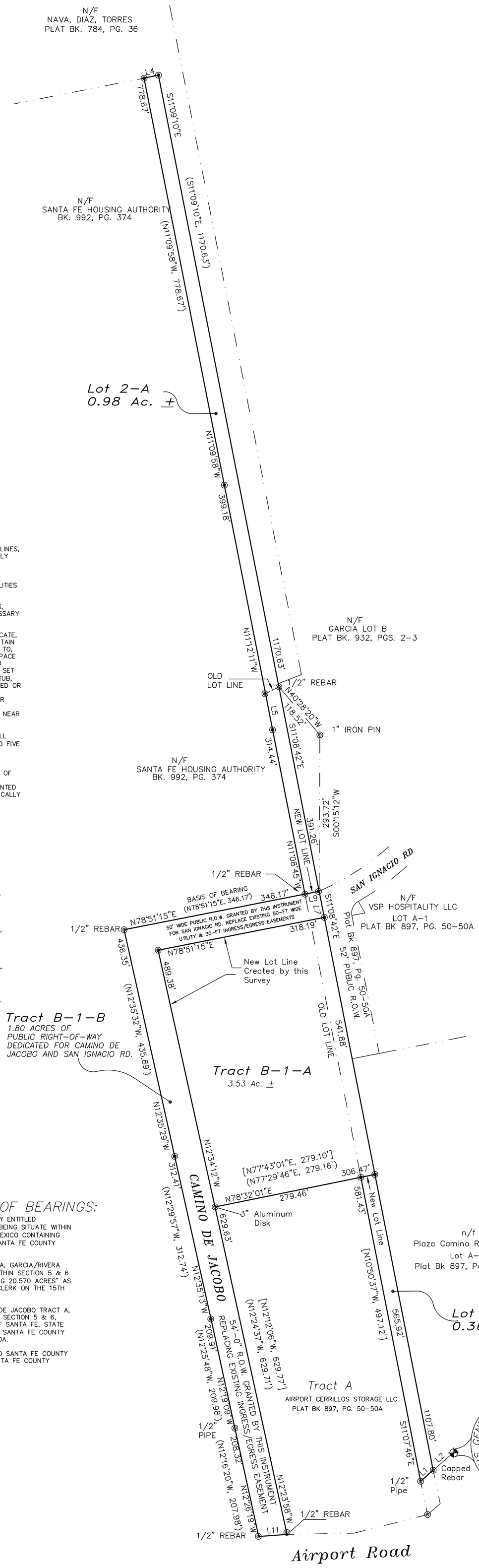
[ ] DENOTES RECORD DATA FROM PLAT BK 897 PGS. 50-50A



VICINITY MAP



SCALE: 1"=100'



DEDICATION / AFFIDAVIT:

KNOW ALL MEN BY THESE PRESENTS:

THAT THE UNDERSIGNED OWNER HAS CAUSED THE FOREGOING LOT LINE ADJUSTMENT OF LAND AS SHOWN HEREON. THIS LOT LINE ADJUSTMENT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE WISHES AND DESIRES OF THE SAID OWNER. EASEMENTS ARE HEREBY GRANT FOR ALL EXISTING UTILITIES. RIGHT-OF-WAY IS HEREBY GRANTED FOR CAMINO DE JACOBO AND SAN IGNACIO ROAD. THESE LANDS LIE WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, SANTA FE COUNTY, STATE OF NEW MEXICO.

_____
SANTA FE COUNTY – (COUNTY TREASURER)

STATE OF NEW MEXICO }SS
COUNTY OF SANTA FE

ON THIS_____DAY OF_____, 2026 THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY SANTA FE COUNTY TREASURER

_____
NOTARY PUBLIC

NOTES & CONDITIONS

CONNECTION TO THE CITY PUBLIC SEWER SYSTEM IS MANDATORY FOR TRACT B-1-A, TRACT B-1-B, LOT 1-A, & LOT 2-A WHEN THE PROPERTY IS BEING DEVELOPED OR IMPROVED PRIOR TO THE DEVELOPMENT OF IMPROVEMENT OF THE PROPERTY, OWNERS AND DEVELOPERS OF THE PROPERTY SHALL OBTAIN A TECHNICAL SEWER EVALUATION REVIEW BY THE CITY OF SANTA FE WASTEWATER DIVISION.

AN AGREEMENT FOR METERED SERVICE (AMS) FROM CITY WATER DIVISION WILL BE REQUIRED TO INSTALL NEW SERVICES.

AT THE DEVELOPMENT STAGE, THE LOT SPLIT AT TRACT B-1-A SHALL COMPLY WITH WITH ALL APPLICABLE STANDARDS FOR DESIGN & DEVELOPMENT AND THEIR INTENDED USE OF SAID LOT(S) AS DETERMINED WITHIN THE CITY OF SANTA FE CITY CODE. ALL SITE DESIGN SHALL INCLUDE LANDSCAPING, WATER CONSERVATION STORM WATER & OPEN SPACE MANAGEMENT AND ALL OTHE APPLICABLE REQUIREMENTS AND STANDARDS FOR BUILDING AND DEVELOPMENT WITHIN THE THE CITY OF SANTA FE.

FIRE DEPARTMENT SHALL HAVE 150 FEET DISTANCE TO ANY PORTION OF THE BUILDING ON ANY NEW CONSTRUCTION (IFC 2021 SECTION 503.1.1).

SHALL HAVE WATER SUPPLY THAT MEETS FIRE FLOW REQUIREMENTS AS PER IFC (APPENDIX B).

SHALL COMPLY WITH SECTION D102.1 ACCESS AND LOADING (75,000 LBS).

SHALL MEET THE 150 FEET DRIVEWAY REQUIREMENTS AS PER IFC OR AN EMERGENCY TURN-AROUND THAT MEETS THE IFC REQUIREMENTS SHALL BE PROVIDED. (APPENDIX D TABLE D103.4).

SHALL COMPLY WITH IFC 2021 SECTION D103.2 GRADE. FIRE APPARATUS ACCESS ROADS SHALL NOT EXCEED 10 PERCENT IN GRADE.

FIRE APPARATUS ACCESS SHALL HAVE AN UNOBSTRUCTED WIDTH OF NOT LESS THAN 20 FEET EXCLUSIVE OF SHOULDERS AND AN UNOBSTRUCTED VERTICAL CLEARANCE OF NOT LESS THAN 13 FT 6 IN (FC2021 SECTION 503.2.1).

SHALL COMPLY WITH IFC 2021 SECTION D103.5 FIRE APPARATUS ACCESS ROADS GATES (LOTS TRACT B-1-A, TRACT B-1-B, LOT 1-A, & LOT 2-A).

SHALL MEET THE IFC CODE REQUIREMENTS 2021 EDITION OR THE MOST CURRENT EDITION THE GOVERNING BODY HAS ADOPTED AT THE TIME OF PERMITTING.

WASTEWATER UTILITY EXPANSION CHARGES (UEC) FOR EACH LOT SHALL BE DUE AT TIME OF BUILDING PERMIT APPLICATION.

SIDEWALKS MUST BE CONSTRUCTED ALONG CAMINO DE JACOBO ROAD AND INCLUDED IN THE PROPOSED WORK WHEN A PERMIT IS ISSUED FOR ANY WORK ON EITHER LOT.

ACCORDING TO FEMA FIRM PANELS No. 35049C-0394D, THIS PROPERTY LIES WITHIN DESIGNATED FLOOD ZONE "X". AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN. EFFECTIVE DATE OF 12/4/12.

EACH LOT SHALL BE SERVED BY SEPARATE SEWER AND WATER SERVICES INCLUDING SEPARATE METER SERVICE ACCOUNTS.

PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO PLAT AND/OR DEVELOPMENT PLAN RECORDING WITH THE COUNTY CLERK.

BUILDABLE AREAS FOR PLATTED PARCELS WILL BE DETERMINED AT THE TIME OF BUILDING PERMIT APPLICATION AS DETAILED IN THE LAND DEVELOPMENT CODE.

STORM WATER AGREEMENT: STORM WATER EASEMENTS AND ANY OTHER DRAINAGE IMPROVEMENTS ON PRIVATE PROPERTY WILL BE MAINTAINED AND KEPT FUNCTIONAL AS ORIGINALLY DESIGNED AND CONSTRUCTED WITHIN PRIVATE PROPERTY BOUNDARIES; THE CITY HAS THE RIGHT OF ACCESS FOR INSPECTION OF SAID IMPROVEMENTS; THE CITY HAS THE RIGHT, IN THE EVENT OF DRAINAGE FACILITY MAINTENANCE DEFICIENCY AND AFTER TEN (10) DAYS WRITTEN NOTICE TO THE RESPECTIVE PROPERTY OWNER, TO ENTER AND RESTORE FULL FUNCTIONAL CAPACITY OF THE DRAINAGE IMPROVEMENTS; AND TO LIEN THE PROPERTY FOR BOTH DIRECT AND INDIRECT COST ASSOCIATED WITH SUCH WORK. BY SIGNATURE AFFIXED TO THIS INSTRUMENT, THE PROPERTY OWNER(S) APPROVE AND AGREE THAT THIS AGREEMENT IS BINDING PERPETUALLY, RUNNING WITH THE LAND, ON PRESENT AND FUTURE OWNERS, HEIRS AND ASSIGNS.

PUBLIC UTILITY EASEMENTS (PUE)

PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT ARE GRANTED FOR THE COMMON AND JOINT USE OF:

PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM): FOR INSTALLATION, MAINTENANCE, AND SERVICE OF OVERHEAD AND UNDERGROUND ELECTRICAL LINES, TRANSFORMERS, AND OTHER EQUIPMENT AND RELATED FACILITIES REASONABLY NECESSARY TO PROVIDE ELECTRICAL SERVICE.

NEW MEXICO GAS COMPANY (NMGC): FOR INSTALLATION, MAINTENANCE, AND SERVICE OF NATURAL GAS LINES, VALVES AND OTHER EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE NATURAL GAS.

QWEST: FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE CABLE TV SERVICE.

INCLUDED, IS THE RIGHT TO BUILD, REBUILD, CONSTRUCT, RECONSTRUCT, LOCATE, RELOCATE, CHANGE, REMOVE, REPLACE, MODIFY, RENEW, OPERATE AND MAINTAIN FACILITIES FOR PURPOSES DESCRIBED ABOVE, TOGETHER WITH FREE ACCESS TO, FROM, AND OVER SAID EASEMENTS, INCLUDING SUFFICIENT WORKING AREA SPACE FOR ELECTRIC TRANSFORMERS, WITH THE RIGHT AND PRIVILEGE TO TRIM AND REMOVE TREES, SHRUBS OR BUSHES WHICH INTERFERE WITH THE PURPOSES SET FORTH HEREIN. NO BUILDING, POOL (ABOVEGROUND OR SUBSURFACE), HOT TUB, CONCRETE OR WOOD POOL DECKING OR OTHER STRUCTURE SHALL BE ERECTED OR CONSTRUCTED ON SAID EASEMENTS, NOR SHALL ANY WELL BE DRILLED OR OPERATED THEREON. PROPERTY OWNERS SHALL BE SOLELY RESPONSIBLE FOR CORRECTING ANY VIOLATIONS OF NATIONAL ELECTRICAL SAFETY CODE BY CONSTRUCTION OF POOLS, DECKING, OR ANY STRUCTURES ADJACENT TO OR NEAR EASEMENTS SHOWN ON THIS PLAT.

EASEMENTS FOR ELECTRIC TRANSFORMER/SWITCHGEARS, AS INSTALLED, SHALL EXTEND TEN (10) FEET IN FRONT OF TRANSFORMER/SWITCHGEAR DOORS AND FIVE (5) FEET ON EACH SIDE.

DISCLAIMER
IN APPROVING THIS PLAT, PNM & NMGC DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM DOES NOT WAVE OR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT OR OTHER DOCUMENT AND WHICH ARE NOT SPECIFICALLY DESCRIBED AND SHOWN ON THIS PLAT.

FRANCHISE UTILITIES

EASEMENTS ARE HEREBY GRANTED FOR EXISTING UTILITIES.

P.N.M. ELECTRIC SERVICES	DATE
P.N.M. GAS SERVICES	DATE
QWEST COMMUNICATIONS INC.	DATE
COMCAST CABLE	DATE

CITY OF SANTA FE APPROVAL:

CITY ENGINEER FOR LAND USE	DATE
CITY PLANNER	DATE

REFERENCE DOCUMENTS AND BASIS OF BEARINGS:

THE BASIS OF BEARING FOR THIS SURVEY WAS TAKEN FROM A PLAT OF SURVEY ENTITLED "BOUNDARY & EASEMENT SURVEY OF TRACT B-1. LOT 1 & LOT 2, LYING AND BEING SITUATE WITHIN SECTION 5 & 6 T.16N., R.9 E., N.M.[P.M. CITY & COUNTY OF SANTA FE, NEW MEXICO CONTAINING 6.660 ACRES" AS THE SAME WAS FILED FOR RECORD IN THE OFFICE OF THE SANTA FE COUNTY CLERK ON THE 23RD DAY OF JANUARY 2019 IN PLAT BOOK 844, PAGE 6

PLAT OF SURVEY ENTITLED " LOT LINE ADJUSTMENT SURVEY OF PACKARD LOT A, GARCIA/RIVERA LOT A, RIVERA LOT B & PACKARD/GARCIA LOT B LYING AND BEING SITUATE WITHIN SECTION 5 & 6 T.16N., R.9 E., N.M.[P.M. CITY & COUNTY OF SANTA FE, NEW MEXICO CONTAINING 20.570 ACRES" AS THE SAME WAS FILED FOR RECORD IN THE OFFICE OF THE SANTA FE COUNTY CLERK ON THE 15TH DAY OF JUNE 2023 IN PLAT BOOK 903, PAGES 9-12.

PLAT OF SURVEY ENTITLED "ALTA/NSPS SURVEY PREPARED FOR 1385 CAMINO DE JACOBO TRACT A, WITHIN A PORTION OF P.C. 1244, TRACT 1 & A PORTION OF P.C. 453, TRACT 1 SECTION 5 & 6, TOWNSHIP 16 NORTH, RANGE 9 EAST. NEW MEXICO PRINCIPLE MERIDIAN, CITY OF SANTA FE, STATE OF NEW MEXICO" AS THE SAME WAS FILED FOR RECORD IN THE OFFICE OF THE SANTA FE COUNTY CLERK ON THE 6TH DAY OF DECEMBER 2022 IN PLAT BOOK 897, PAGES 50-50A.

QUITCLAIM DEED FROM HOUSING DEVELOPERS OF NEW MEXICO INCORPORATED TO SANTA FE COUNTY NEW MEXICO AS THE SAME WAS FILED FOR RECORD IN THE OFFICE OF THE SANTA FE COUNTY CLERK ON THE 17TH DAY OF NOVEMBER 1982 IN BOOK M451, PAGE 1849

OTHER DOCUMENTS OF RECORD AS NOTED HEREON FOR ADJOINING PROPERTIES.

LINE TABLE

LINE	LENGTH	BEARING
L1	31.36	S48°52'49"W
L2	49.96	N49°03'00"E
L4	27.54	N77°45'05"E
L5	69.07	N10°53'46"W
L7	50.00	S11°08'42"E
L8	50.00	N11°08'45"W
L9	27.30	N78°51'15"E
L11	53.84	S85°47'06"W

COUNTY OF SANTA FE }SS
STATE OF NEW MEXICO

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD ON THIS____ 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
KATHARINE E. CLARK
COUNTY CLERK, SANTA FE COUNTY, NM

_____
DEPUTY

SURVEYOR'S CERTIFICATE

I, _____, NEW MEXICO PROFESSIONAL SURVEYOR NO. _____, DO HEREBY CERTIFY THAT THIS SURVEY PLAT AND THE ACTUAL SURVEY ON THE GROUND UPON WHICH IT IS BASED WERE PREFORMED BY ME OR UNDER MY DIRECTION; THAT I AM RESPONSIBLE FOR THIS SURVEY; THAT THIS SURVEY MEETS THE MINIMUM STANDARDS FOR SURVEYING IN NEW MEXICO; AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

_____
_____ PS 10461 DATE

INDEXING INFORMATION FOR COUNTY CLERK

OWNERS(S): SANTA FE COUNTY
RECORDED DOCUMENT(S): PLT. BK. 844 PG.6
SEC.(S), TOWNSHIP(S), RANGE(S): SEC. 5 & 6, T.16N., R.09E., N.M.P.M.
LAND GRANT(S): N / A
UPC # 1-049-096-516-242 AND 1-050-096-101-111
PROJECT NO.

January 27, 2026

Nathan Lindquist, Senior Planner
City of Santa Fe Land Use Department
Current Planning Division
200 Lincoln Ave., 1st Floor
Santa Fe, NM 87501

Submitted Via Email to: planning@sfnm.gov

RE: Cover Letter to Parking Demand Study Requesting an Administrative Deviation for the Nueva Acequia Apartments Development Plan

Nathan:

As of the December 4, 2025 initial submission date of the Nueva Acequia Apartments Development Plan, the existing Land Development Code required a minimum number of 218 off-street spaces per Table 14-8.6-1. However, the Governing Body has recently adopted revisions to the Land Development Code to allow for more flexibility in determining off-street parking requirements. Specifically, these revisions allow for a 25% reduction in parking requirements for Senior and Affordable Housing projects. Under these revisions, this project (100% affordable) qualifies for the reduction.

Given that these revisions will be published and in effect in January 2026 (before of approval of this Development Plan) the Applicant requests that the newly adopted code be applied to the parking requirements for this project.

ADMINISTRATIVE DEVIATION APPROVAL PROCESS

The City of Santa Fe Planning Department has outlined a formal process to review and approve this request. The process is for the Planning and Land Use Director to consider allowing an "Administrative Deviation" based on the Applicant meeting item numbers 1-3 in section 14-2.11(C)(3) of the old code, provided here. This cover letter for the Parking Demand Study is the city's suggested mechanism to provide the Applicant's Administrative Deviation request.

(3) Administrative Deviations

A. *The land use director may approve minor dimensional deviations of twelve inches or less and minor quantitative deviations from the standards in Chapter 14, including standards for the number of required off-street parking spaces, when it is impossible or*

impractical to fully comply with the standards. Approval of administrative deviation is subject to the following:

1. *written request by the applicant explaining the need for the deviation;*
2. *written finding by the land use director that the deviation will not result in any negative health or safety impacts on the community or negatively impact a neighboring property ; and*
3. *an administrative deviation may not allow increased density or allow uses not otherwise permitted in the district.*

ADMINISTRATIVE DEVIATION REQUEST

Please see our answers to item numbers 1-3 below offered for the Land use Director's review, with the goal to approve this "minor quantitative deviation" using the newly adopted code's parking requirements as a guide.

1. **Written explanation of the need for the deviation:**

   This much-needed 100% affordable housing apartment project will provide 159 homes for Santa Fe families, seniors, and individuals. Designing the project to meet the overlapping requirements of financing, zoning height limits, new roadways, resident quality of life, etc. determined the amount of surface area available for parking. The most efficient and largest parking lot design resulted in 165 parking spaces.

   The site cannot accommodate additional parking spaces, and an Administrative Deviation is needed to allow the project to move forward.

   Providing 165 parking spaces was found to be acceptable as explained in detail in the attached Parking Demand Study. This study assessed the actual parking usage of several Santa Fe affordable housing projects. Based on these real-world precedents, a 25% reduction to the "old code" parking requirements is consistent with the actual parking demand at comparable projects and adequately supports the needs of residents and visitors. The 165 parking spaces we are providing also include the parking spaces required for a possible future on-site Daycare (Phase 2) at 100% of the code's parking requirement (no reduction applied).

   Additionally, a 25% reduction is supported by the consensus of the City of Santa Fe Land Use Department / administration which included the same percentage reduction to its parking requirements for affordable housing and senior housing developments in the newly adopted code.

2. **Written ~~finding~~** [explanation to be reviewed] **by the land use director** [demonstrating] **that the deviation will not result in any negative health or safety impacts on the community or negatively impact a neighboring property:**

   Reducing the parking spaces for the Nueva Acequia Apartments by 25% will not result in negative health or safety impacts on the community. This is verified by the Parking Demand Study which demonstrates that 75% of the existing code-required parking meets the needs of other affordable housing projects throughout the city of Santa Fe, without causing spill-over of vehicles onto neighboring streets or properties. For the same reason, there will be no negative impacts to neighboring properties as a result of reducing the parking.

   It should be noted that the submitted Development Plan will also add 38 new on-street parallel parking spaces along the three streets surrounding the site to serve as overflow parking for this project as well as neighboring properties.

3. **The requested Administrative Deviation may not allow increased density or allow uses not otherwise permitted:**

   The Applicant confirms that the requested administrative deviation does not allow for increased density or uses not permitted on the site. This can be confirmed by reviewing the project data provided in the Development Plan.

Thank you for your consideration in this matter and do not hesitate to reach out to me with any questions regarding this request for an Administrative Deviation.

Sincerely,

Alexander Dzurec
Autotroph, Inc.
Agent for the Applicant

Kimley»Horn

MEMORANDUM

To: Dominic Kej

Development Director, TWG Development

From: Bennett Hall, AICP

Howard Cake, PE

Kimley-Horn and Associates, Inc.

Subject: Nueva Acequia Apartments Parking Needs Analysis

Date: December 2, 2025

Dear Mr. Kej:

Kimley-Horn is pleased to present this parking needs analysis for the proposed Nueva Acequia affordable housing community at 1335 Camino de Jacobo in Santa Fe, New Mexico ("Site"). This analysis evaluates whether the planned on-site parking supply, 165 shared spaces across two residential buildings and a potential daycare facility, will adequately meet the anticipated demand for residents, visitors, and staff.

The study draws on industry-standard parking generation data for similar land uses, comparable projects in Santa Fe, and the site's proximity to transit, employment, and services to support a **25% parking reduction** to the amount of parking required by the City of Santa Fe ("City") municipal code ("Code"). This analysis concludes that the proposed parking ratio of **1.04 stalls per residential unit** is sufficient to meet the needs of the Site at peak hours.

PROJECT OVERVIEW

The Nueva Acequia Site is located in the Agua Fria area southwest of downtown Santa Fe, near the Santa Fe County Housing Authority offices and within walking distance of a major transportation and commercial corridor at Airport Road and Cerrillos Road. The Site is currently a vacant parcel neighbored by vacant parcels to the east and southeast, with residential and commercial uses to the north, south, and west. The development would require extensions of local roads San Ignacio Road and Camino San Alberto. The new proposed 10-ft sidewalk along the east side of Camino Sal Alberto would serve as a connected portion of a planned Santa Fe County/City bike trail as part of a greater county-wide multimodal network plan.

Table 1: Development Program Details

Site Program	Program Users	Unit Mix	# units	Parking Supply	Proposed Parking Ratio
Building 1	Low-Income Family	0-4 br	74	113	
	Low-Income Special Needs		32		
Building 2	Low-Income Senior	0-2 br	53	52	
		Residential Total	**159**	**165**	**1.04**
Daycare	70 children and 8 employees	-		Included	-

As shown in Table 1, the project includes 159 affordable housing units across two residential buildings. Building 1 will serve low-income families (70% of units) and low-income special needs residents (30% of units) with a mix of studio, one-, two-, three- and four-bedroom units. Building 2 will provide housing for

low-income seniors. A potential third building may house a daycare facility for approximately 70 children in Phase 2 of the redevelopment program to serve residents and the surrounding neighborhood.

The proposed Project's management team will actively manage parking during operations. Management will not allow use of parking spaces for long-term storage, and cars parked must be functional and used regularly. To encourage shared use with the residential visitors and daycare activities during the day, some spaces will be open during the day when tenants are at work Monday through Friday. Signage will be used to instruct daytime users about where to park.

The developer is proposing 165 shared parking stalls to support the shared needs of the entire Site. Conceptual site plans showing this layout are included in Attachments.

CODE-MINIMUM PARKING

Low-income housing (especially low-income senior housing) is typically understood to have a lower parking demand than market-rate multifamily housing. However, the City of Santa Fe does not currently have defined minimum parking ratios specific to low-income housing ("LIH"), although the City is considering allowing a reduced requirement under a forthcoming zoning code amendment with the following provisions:

- A parking demand study is required for parking reduction requests >20%
- The parking demand study should be prepared/reviewed by a traffic engineer and must demonstrate through a variety of established sources (Institute of Transportation Engineers, Urban Land Institute, etc.) that the combination of land uses will generate parking demand that is less than that required in Table 14-8.6-1: Parking and Loading Requirements

At the time of this analysis, the code-required parking minimums applicable to this Site is calculated per Code Table 14-8.6-1 as follows:

Table 2: Code-Required Parking

Use	Minimum Spaces Required						Site Program		Code Requirement
Attached dwelling unit, <800 SF		1.25		per	1	unit	123	units	154
Attached dwelling unit, 800-1,200 SF		1.50		per	1	unit	34	units	51
Attached dwelling unit, >1,200 SF		2.00		per	1	unit	2	units	4
Daycare	2.00	+	1	additional space per	10	children	70	children	9
								Total[1]	**218**
								Sufficiency / (Need)	(53)
								% Reduction Requested[2]	25%

[1] Totals throughout rounded up to the nearest whole parking space per Code guidance.
[2] Rounded up from 24.3% to 25%.

The Code requires 218 parking spaces, a parking ratio of **1.37 parking spaces per residential unit**. This ratio is blended to include needs for daycare because 1.) the parking supply will be shared and 2.) time-of-day factors (explained more in the ITE Parking Generation section) indicate that the site will experience less demand during the day when the daycare is active and an estimated 40-50% of resident vehicles have left the site and the highest demand overnight when most residents are home with their vehicles. The Site developer is seeking a 25% reduction to Code-required 218 parking spaces in order to provide 165 parking spaces serving all uses on the Site.

TRANSPORTATION DEMAND MANAGEMENT AMENITIES

The Site is positioned to support households with limited or no vehicle ownership through a combination of transit access, shared mobility options, walkable destinations, and planned multimodal infrastructure. These amenities help reduce reliance on personal vehicles, which validates the lower observed parking demand rates discussed in the ITE Parking Generation and Local Comparable Sites sections that follow in this report.

- **Public Transit Access**
  - Santa Fe Bus System: The Site is approximately 0.5 miles from stops on Routes 2 and 24
    - Route 2 operates with 30-minute headways and connects to key destinations including downtown Santa Fe, Rail Runner Stations, and other Transit Centers.
    - Route 24 provides access to additional neighborhoods and services with 70-minute headways.
    - Transfers can be made from these routes to numerous other fixed bus routes and the Rail Runner commuter rail.
  - Santa Fe Ride: ADA paratransit service for people with disabilities and shared rides for seniors.
- **Shared Mobility**
  - EV Car-Sharing at neighboring Santa Fe County Housing Authority: Electric vehicles are available for reservation via a mobile app. This service offers flexible access to a car without the need for ownership
- **Multimodal Infrastructure**
  - Planned Multimodal Trail: A segment of the Santa Fe County/City bike and pedestrian trail network is planned along the western edge of the Site. This trail will connect to a broader county-wide system.
- **Walkable Services and Employment**
  - Commercial center at Airport Road and Cerrillos Road: Located less than ¼ mile from the Site, includes grocery stores, restaurants, banks, and other essential services.

These multimodal transportation options, combined with the site's proximity to essential services, help reduce reliance on personal vehicles and mitigate the transportation challenges often faced by low-income households. The following ITE Parking Generation and Comparable Site analyses demonstrate how parking demand generated by this site, given the market it is serving and the proximate alternative transportation options, is projected to be lower than market-rate multifamily developments.

ITE PARKING GENERATION

The Institute of Transportation Engineers (ITE) Parking Generation Manual (6th Edition) provides industry-standard data estimating parking demand based on land use. ITE collects parking utilization data from member organizations that have performed parking occupancy studies at specific land use types and provides parking demand ratios based on the observed conditions at the sites.

For this study, Kimley-Horn used 85th percentile ratios from ITE's dataset to provide a conservative estimate of parking demand based on the relevant land uses: Daycare and affordable multifamily housing (including family, senior, and special needs affordable housing) in urban and suburban contexts. The 85th percentile represents the highest performing (i.e., busiest) comparison sites.

We then input these demand ratios into a shared parking model developed by the Urban Land Institute (ULI). This model allowed us to evaluate how a mix of uses would generate parking demand throughout the day in the shared parking lot, simulating real-world conditions to identify when demand is likely to peak. The resulting weekday and weekend hourly demand estimates are illustrated in Figure 1 and Figure 2 on the next page.

Figure 1: Projected *Weekday* Hourly Parking Demand

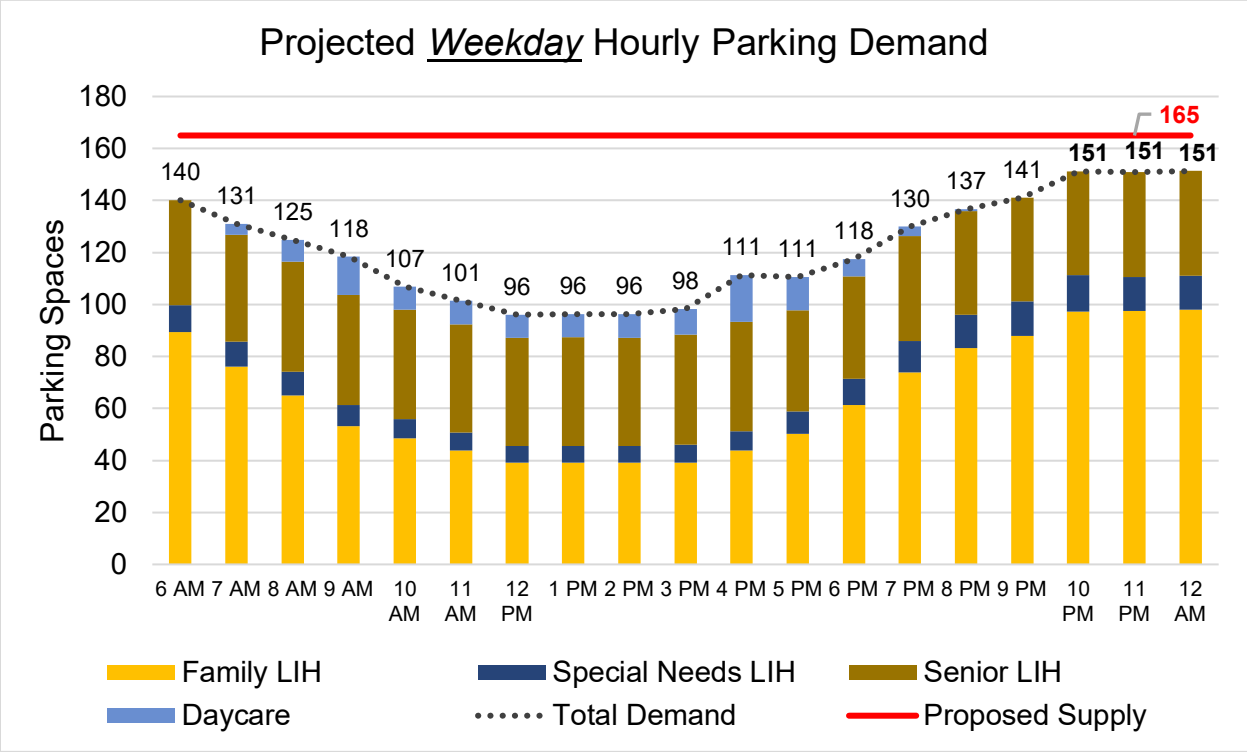
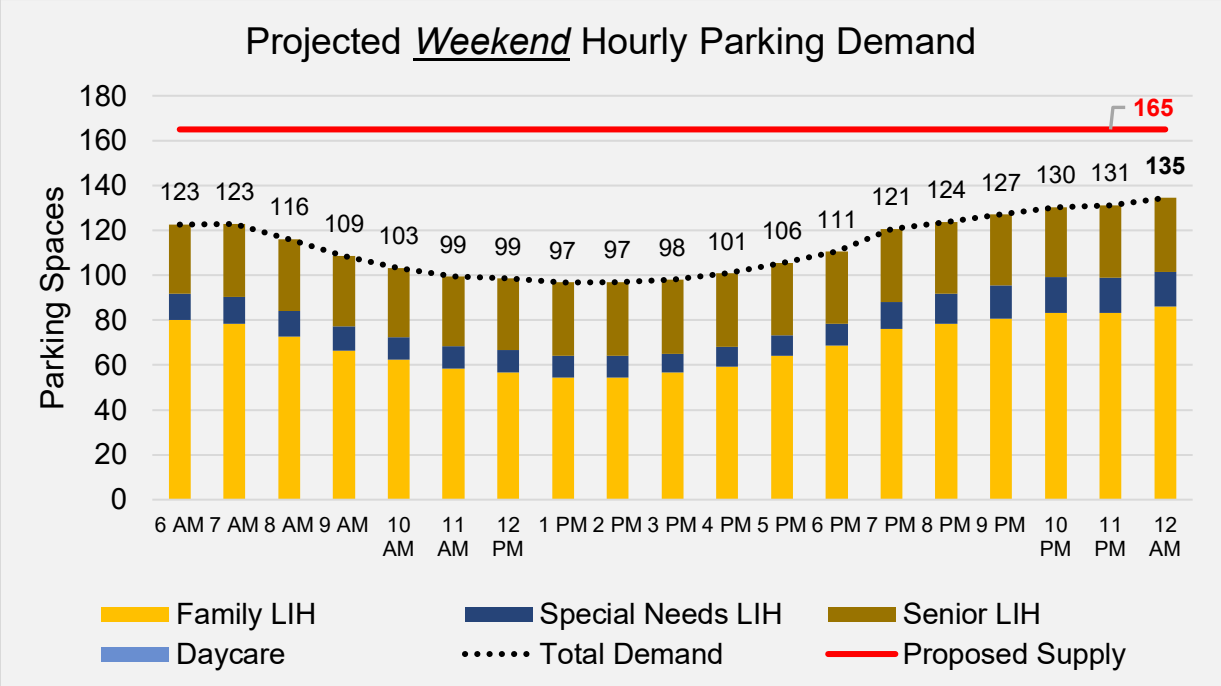


Figure 2: Projected *Weekend* Hourly Parking Demand



With 159 residential units proposed, this shared parking model projects a weekday peak demand of 151 spaces, which equates to a **parking ratio of 0.95 spaces per residential unit**. These model results indicate the 165 on-site spaces can sufficiently serve peak demand expected to occur overnight. Note:

We recommend that the site property manager not assign reserved parking spaces to tenants so that the daycare and visitors can use the most proximate parking spaces for their needs. This management approach will ensure the site can meet its shared parking potential as projected in the model above.

A detailed breakdown of the shared parking model inputs and outputs is provided in Attachments.

LOCAL COMPARABLE SITES

To refine the expected real-world parking demand for the Site, Kimley-Horn conducted a comparative analysis of four established low-income housing developments in Santa Fe. The four sites were selected due to their comparability with this site in transit accessibility, surrounding land use, and populations served. Each comparable site was evaluated for actual parking utilization during peak demand (overnight) between 1:30AM and 3AM on October 15th, 2025.

Table 3: Comparable Site Analysis Findings

Comparable Site	Resident Type	Occupied Units	Observed Parking Occupancy	Peak Demand Ratio[1]	Comparable Nueva Acequia Unit Types	Projected Nueva Acequia Demand[2]
Las Palomas	Family LIH	269	318	1.18	74	88
La Luz	Special Needs LIH	32	6	0.19	32	6
Villa Consuelo and Pasa Tiempo Combined	Senior LIH	216	135	0.62	53	33
				TOTAL	**159**	**126**

[1] Equals observed parking occupancy divided by number of occupied units
[2] Peak parking demand expected at Nueva Acequia for similar units (family LIH, special needs LIH, senior LIH) based on the observed parking demand ratio at each comparable site.

By collecting current residential unit vacancy rates from each comparable site, we accounted for any impact that vacancy might have on parking demand, using only occupied residential units to develop the comparable site demand ratios.

Together, the four sites represent the three types of populations served by the proposed Nueva Acequia Site. We calculated a peak demand ratio for each of the three types of sites and applied them to the number of units dedicated to each resident type at Nueva Acequia. Through this comparable use analysis, we project that the Nueva Acequia residences will generate a **peak demand of 126 parking spaces**.

SUMMARY

This parking needs analysis utilized nationally published parking ratios from ITE, data from comparable projects, and multimodal transportation information to demonstrate how parking demand at the proposed Site is right-sized and would adequately serve the residential and daycare uses with a parking supply that is 25% less the base Code requirement.

Table 4: Parking Needs Analysis Summary

Parking Calculation Metric	Needed Parking Spaces	Parking Ratio[1]	Sufficiency / (Need)[2]
Proposed Supply	165	1.04	
Base Code Requirement	218	1.37	**(53)**
ITE Parking Generation	151	0.95	**14**
Comparable Sites Analysis			
Family LIH	88	1.18	
Special Needs LIH	6	0.19	**39**
Senior LIH	33	0.62	

[1] Equals the number of parking spaces divided by number of residential units. Excludes daycare due to shared parking time-of-day factors modeled in Figures 1 and 2.
[2] As compared to the proposed supply of 165 spaces.

The ITE Parking Generation analysis and Comparable Use Study project that a parking supply of 165 spaces will result in **parking sufficiency of 14 to 39 spaces at peak hours of demand**, which will allow the site to function optimally for the mix of residential and daycare uses throughout the day without overflow parking disrupting the surrounding neighborhood.

Please contact Bennett Hall with any questions regarding this analysis.

Regards,

Bennett Hall, AICP
Parking & Mobility Planner / Project Manager

Howard Cake, PE
Project Engineer

ATTACHMENTS

- Attachment A: Nueva Acequia Site Plan, 09/29/2025, by Autotroph Design
- Attachment B: ULI Shared Parking Model Summary Table

HOWARD CAKE
NEW MEXICO
6896
PROFESSIONAL ENGINEER

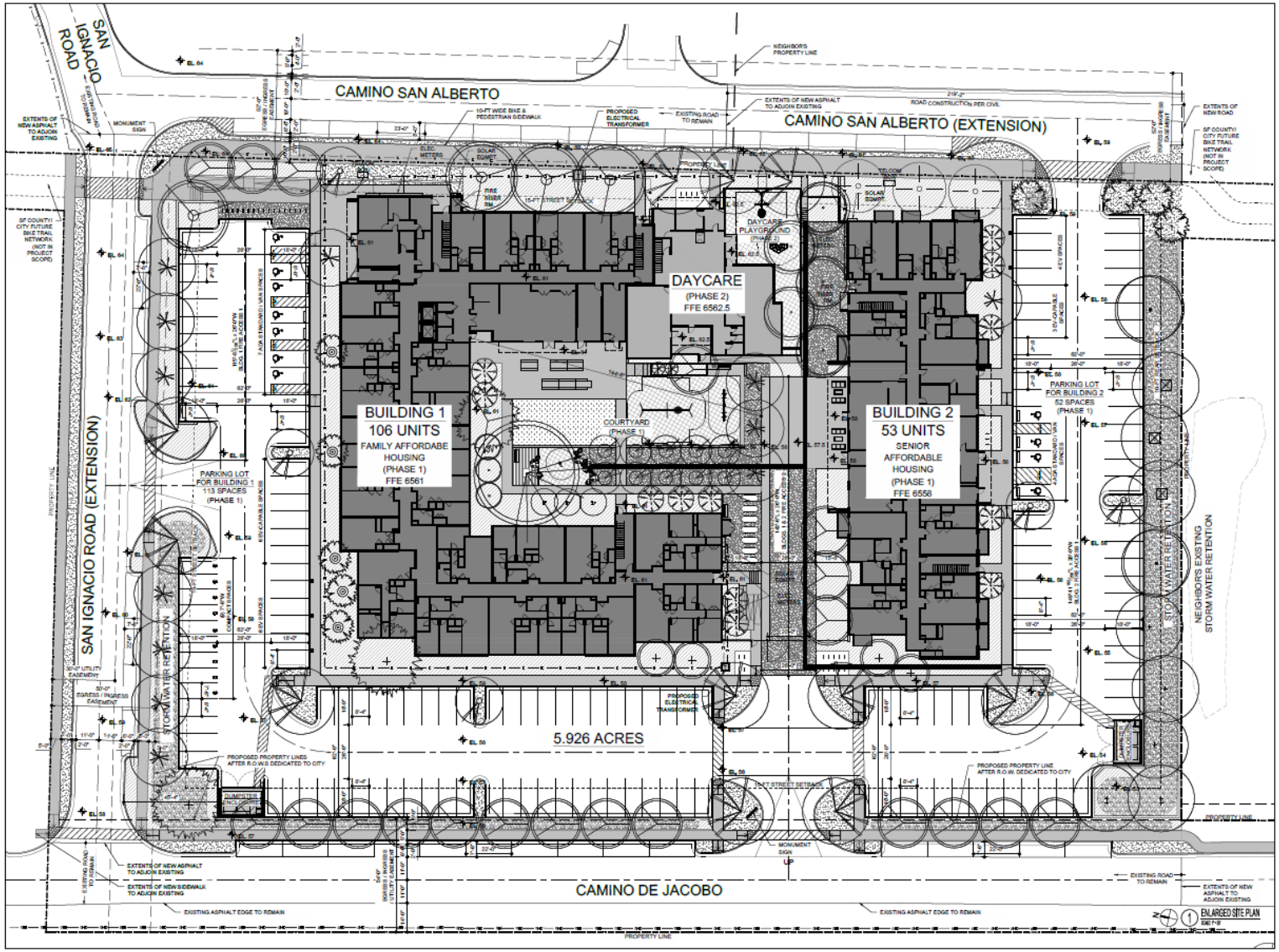


Figure 3: Nueva Acequia Site Plan, 09/29/2025, by Autotroph Design

Shared Parking Demand Summary																		
Peak Month: JANUARY -- Peak Period: 11 PM, WEEKDAY																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 11 PM	Peak Mo Adj January	Estimated Parking Demand	Peak Hr Adj 12 AM	Peak Mo Adj January	Estimated Parking Demand
Hotel and Residential																		
Family LIH																0%		
Residents	74	units	1.26	100%	100%	1.26	unit	1.07	100%	100%	1.07	unit	97%	100%	91	100%	100%	80
Visitors	74	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	80%	100%	6	50%	100%	6
Special Needs LIH																0%		
Residents	32	units	0.34	100%	100%	0.34	unit	0.39	100%	100%	0.39	unit	97%	100%	11	100%	100%	13
Visitors	32	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	80%	100%	3	50%	100%	3
Senior LIH	53	units	0.52	100%	100%	0.52	unit	0.35	100%	100%	0.35	unit	98%	100%	27	98%	100%	19
Residents			0.28	100%	96%	0.27		0.25	100%	100%	0.25		98%	100%	13	98%	100%	14
Office																		
Day Care Center	7,000	sf GFA	1.75	100%	80%	1.40	ksf GFA	0.00	100%	80%	0.00	ksf GFA	0%	100%	-	0%	100%	-
Employee			2.00	55%	100%	1.10		0.00	55%	100%	0.00		0%	100%	-	0%	100%	-
Additional Land Uses																		
													Customer/Visitor		36	Customer/Visitor		28
													Employee/Resident		115	Employee/Resident		107
													Reserved		-	Reserved		-
													Total		151	Total		135

Figure 4: ULI Shared Parking Demand Summary

Note: 7,000 SF GFA is an estimate for a daycare serving up to 70 children with eight staff members, based on:

- *50 SF of children's activity areas per child (3,500 SF)*
- *1,000 SF of staff workspaces and offices*
- *2,500 SF of support spaces i.e. kitchen, restrooms, storage.*

March 31, 2026

To: Heather Lamboy, Planning and Land Use Director

Via: Margaret Moore, Assistant Director Daniel A. Esquibel, Planning Manager

RE: Administrative deviation for approval, at 1335 Camino de Jacobo ("the property") (Attachment C).

On January 27, 2026, the Current Planning Division of the Land use Department received a request from Alexander Dzurec, (Applicant) for an administrative deviation request for the property located at 1335 Camino de Jacobo pursuant to City Code §14-2.11(C)(3). The scope of the request includes a parking reduction in the Development Plan by 25%.

After reviewing the Applicant's submittal, staff has found that the request meets the standard for an administrative deviation per SFCC 14-2.11(C)(3) and recommends your approval based on the following:

Criterion a. Written request by the applicant explaining the need for the deviation
***Response**:* *This much-needed 100% affordable housing apartment project will provide 159 homes for Santa Fe families, seniors, and individuals. Designing the project to meet the overlapping requirements of financing, zoning height limits, new roadways, resident quality of life, etc. determined the amount of surface area available for parking. The most efficient and largest parking lot design resulted in 165 parking spaces.* *The site cannot accommodate additional parking spaces, and an Administrative Deviation is needed to allow the project to move forward.* *Providing 165 parking spaces was found to be acceptable as explained in detail in the attached Parking Demand Study. This study assessed the actual parking usage of several Santa Fe affordable housing projects. Based on these real-world precedents, a 25% reduction to the "old code" parking requirements is consistent with the actual parking demand at comparable projects and adequately supports the needs of residents and visitors. The 165 parking spaces we are providing also include the parking spaces required for a possible future on-site Daycare (Phase 2) at 100% of the code's parking requirement (no reduction applied).*

Additionally, a 25% reduction is supported by the consensus of the City of Santa Fe Land Use Department / administration which included the same percentage reduction to its parking requirements for affordable housing and senior housing developments in the newly adopted code.
Staff Response: The applicant has provided a written request and justification explaining the need for the administrative deviation, see Attachment A.
Criterion b. Written finding by the land use director that the deviation will not result in any negative health or safety impacts on the community or negatively impact a neighboring property;
***Response**:* *Reducing the parking spaces for the Nueva Acequia Apartments by 25% will not result in negative health or safety impacts on the community. This is verified by the Parking Demand Study which demonstrates that 75% of the existing code-required parking meets the needs of other affordable housing projects throughout the city of Santa Fe, without causing spill-over of vehicles onto neighboring streets or properties. For the same reason, there will be no negative impacts to neighboring properties as a result of reducing parking.* *It should be noted that the submitted Development Plan will also add 38 new on street parallel parking spaces along the three streets surrounding the site to serve as overflow parking for this project as well as neighboring properties.*
Staff Response: The deviation does not substantially change the function or appearance of the development and will not result in any negative health or safety impacts on the community or negatively impact a neighboring property.
Criterion c. An administrative deviation may not allow increased density or allow uses not otherwise permitted in the district.
Response: *The Applicant confirms that the requested administrative deviation does not allow for increased density or uses not permitted on the site. This can be confirmed by reviewing the project data provided in the Development Plan.*
Staff Response: The deviation does not increase density or allow uses not otherwise shown on the approved plan

Sincerely,
Claudia Kath
Claudia Kath, Senior Planner

Attachments:

A. 1335 Camino de Jacobo Administrative Deviation request letter
B. 1335 Camino de Jacobo Parking Demand Study
C. 1335 Camino de Jacobo Site Plan

Heather L. Lamboy, AICP
Land Use Director

Date

Attachment A:
1335 Camino de Jacobo
Administrative Deviation Request

January 27, 2026

Nathan Lindquist, Senior Planner
City of Santa Fe Land Use Department
Current Planning Division
200 Lincoln Ave., 1st Floor
Santa Fe, NM 87501

Submitted Via Email to: planning@sfnm.gov

RE: Cover Letter to Parking Demand Study Requesting an Administrative Deviation for the Nueva Acequia Apartments Development Plan

Nathan:

As of the December 4, 2025 initial submission date of the Nueva Acequia Apartments Development Plan, the existing Land Development Code required a minimum number of 218 off-street spaces per Table 14-8.6-1. However, the Governing Body has recently adopted revisions to the Land Development Code to allow for more flexibility in determining off-street parking requirements. Specifically, these revisions allow for a 25% reduction in parking requirements for Senior and Affordable Housing projects. Under these revisions, this project (100% affordable) qualifies for the reduction.

Given that these revisions will be published and in effect in January 2026 (before of approval of this Development Plan) the Applicant requests that the newly adopted code be applied to the parking requirements for this project.

ADMINISTRATIVE DEVIATION APPROVAL PROCESS

The City of Santa Fe Planning Department has outlined a formal process to review and approve this request. The process is for the Planning and Land Use Director to consider allowing an "Administrative Deviation" based on the Applicant meeting item numbers 1-3 in section 14-2.11(C)(3) of the old code, provided here. This cover letter for the Parking Demand Study is the city's suggested mechanism to provide the Applicant's Administrative Deviation request.

(3) Administrative Deviations

A. *The land use director may approve minor dimensional deviations of twelve inches or less and minor quantitative deviations from the standards in Chapter 14, including standards for the number of required off-street parking spaces, when it is impossible or*

impractical to fully comply with the standards. Approval of administrative deviation is subject to the following:

1. *written request by the applicant explaining the need for the deviation;*
2. *written finding by the land use director that the deviation will not result in any negative health or safety impacts on the community or negatively impact a neighboring property ; and*
3. *an administrative deviation may not allow increased density or allow uses not otherwise permitted in the district.*

ADMINISTRATIVE DEVIATION REQUEST

Please see our answers to item numbers 1-3 below offered for the Land use Director's review, with the goal to approve this "minor quantitative deviation" using the newly adopted code's parking requirements as a guide.

1. **Written explanation of the need for the deviation:**

   This much-needed 100% affordable housing apartment project will provide 159 homes for Santa Fe families, seniors, and individuals. Designing the project to meet the overlapping requirements of financing, zoning height limits, new roadways, resident quality of life, etc. determined the amount of surface area available for parking. The most efficient and largest parking lot design resulted in 165 parking spaces.

   The site cannot accommodate additional parking spaces, and an Administrative Deviation is needed to allow the project to move forward.

   Providing 165 parking spaces was found to be acceptable as explained in detail in the attached Parking Demand Study. This study assessed the actual parking usage of several Santa Fe affordable housing projects. Based on these real-world precedents, a 25% reduction to the "old code" parking requirements is consistent with the actual parking demand at comparable projects and adequately supports the needs of residents and visitors. The 165 parking spaces we are providing also include the parking spaces required for a possible future on-site Daycare (Phase 2) at 100% of the code's parking requirement (no reduction applied).

   Additionally, a 25% reduction is supported by the consensus of the City of Santa Fe Land Use Department / administration which included the same percentage reduction to its parking requirements for affordable housing and senior housing developments in the newly adopted code.

2. **Written ~~finding~~** [explanation to be reviewed] **by the land use director** [demonstrating] **that the deviation will not result in any negative health or safety impacts on the community or negatively impact a neighboring property:**

   Reducing the parking spaces for the Nueva Acequia Apartments by 25% will not result in negative health or safety impacts on the community. This is verified by the Parking Demand Study which demonstrates that 75% of the existing code-required parking meets the needs of other affordable housing projects throughout the city of Santa Fe, without causing spill-over of vehicles onto neighboring streets or properties. For the same reason, there will be no negative impacts to neighboring properties as a result of reducing the parking.

   It should be noted that the submitted Development Plan will also add 38 new on-street parallel parking spaces along the three streets surrounding the site to serve as overflow parking for this project as well as neighboring properties.

3. **The requested Administrative Deviation may not allow increased density or allow uses not otherwise permitted:**

   The Applicant confirms that the requested administrative deviation does not allow for increased density or uses not permitted on the site. This can be confirmed by reviewing the project data provided in the Development Plan.

Thank you for your consideration in this matter and do not hesitate to reach out to me with any questions regarding this request for an Administrative Deviation.

Sincerely,

Alexander Dzurec
Autotroph, Inc.
Agent for the Applicant

Attachment B:
1335 Camino de Jacobo
Parking Demand Study

Kimley»Horn

MEMORANDUM

To: Dominic Kej

Development Director, TWG Development

From: Bennett Hall, AICP

Howard Cake, PE

Kimley-Horn and Associates, Inc.

Subject: Nueva Acequia Apartments Parking Needs Analysis

Date: December 2, 2025

Dear Mr. Kej:

Kimley-Horn is pleased to present this parking needs analysis for the proposed Nueva Acequia affordable housing community at 1335 Camino de Jacobo in Santa Fe, New Mexico ("Site"). This analysis evaluates whether the planned on-site parking supply, 165 shared spaces across two residential buildings and a potential daycare facility, will adequately meet the anticipated demand for residents, visitors, and staff.

The study draws on industry-standard parking generation data for similar land uses, comparable projects in Santa Fe, and the site's proximity to transit, employment, and services to support a **25% parking reduction** to the amount of parking required by the City of Santa Fe ("City") municipal code ("Code"). This analysis concludes that the proposed parking ratio of **1.04 stalls per residential unit** is sufficient to meet the needs of the Site at peak hours.

PROJECT OVERVIEW

The Nueva Acequia Site is located in the Agua Fria area southwest of downtown Santa Fe, near the Santa Fe County Housing Authority offices and within walking distance of a major transportation and commercial corridor at Airport Road and Cerrillos Road. The Site is currently a vacant parcel neighbored by vacant parcels to the east and southeast, with residential and commercial uses to the north, south, and west. The development would require extensions of local roads San Ignacio Road and Camino San Alberto. The new proposed 10-ft sidewalk along the east side of Camino Sal Alberto would serve as a connected portion of a planned Santa Fe County/City bike trail as part of a greater county-wide multimodal network plan.

Table 1: Development Program Details

Site Program	Program Users	Unit Mix	# units	Parking Supply	Proposed Parking Ratio
Building 1	Low-Income Family	0-4 br	74	113	
	Low-Income Special Needs		32		
Building 2	Low-Income Senior	0-2 br	53	52	
		Residential Total	**159**	**165**	**1.04**
Daycare	70 children and 8 employees	-		Included	-

As shown in Table 1, the project includes 159 affordable housing units across two residential buildings. Building 1 will serve low-income families (70% of units) and low-income special needs residents (30% of units) with a mix of studio, one-, two-, three- and four-bedroom units. Building 2 will provide housing for

low-income seniors. A potential third building may house a daycare facility for approximately 70 children in Phase 2 of the redevelopment program to serve residents and the surrounding neighborhood.

The proposed Project's management team will actively manage parking during operations. Management will not allow use of parking spaces for long-term storage, and cars parked must be functional and used regularly. To encourage shared use with the residential visitors and daycare activities during the day, some spaces will be open during the day when tenants are at work Monday through Friday. Signage will be used to instruct daytime users about where to park.

The developer is proposing 165 shared parking stalls to support the shared needs of the entire Site. Conceptual site plans showing this layout are included in Attachments.

CODE-MINIMUM PARKING

Low-income housing (especially low-income senior housing) is typically understood to have a lower parking demand than market-rate multifamily housing. However, the City of Santa Fe does not currently have defined minimum parking ratios specific to low-income housing ("LIH"), although the City is considering allowing a reduced requirement under a forthcoming zoning code amendment with the following provisions:

- A parking demand study is required for parking reduction requests >20%
- The parking demand study should be prepared/reviewed by a traffic engineer and must demonstrate through a variety of established sources (Institute of Transportation Engineers, Urban Land Institute, etc.) that the combination of land uses will generate parking demand that is less than that required in Table 14-8.6-1: Parking and Loading Requirements

At the time of this analysis, the code-required parking minimums applicable to this Site is calculated per Code Table 14-8.6-1 as follows:

Table 2: Code-Required Parking

Use	Minimum Spaces Required						Site Program		Code Requirement
Attached dwelling unit, <800 SF		1.25		per	1	unit	123	units	154
Attached dwelling unit, 800-1,200 SF		1.50		per	1	unit	34	units	51
Attached dwelling unit, >1,200 SF		2.00		per	1	unit	2	units	4
Daycare	2.00	+	1	additional space per	10	children	70	children	9
								Total[1]	**218**
								Sufficiency / (Need)	(53)
								% Reduction Requested[2]	25%

[1] Totals throughout rounded up to the nearest whole parking space per Code guidance.
[2] Rounded up from 24.3% to 25%.

The Code requires 218 parking spaces, a parking ratio of **1.37 parking spaces per residential unit**. This ratio is blended to include needs for daycare because 1.) the parking supply will be shared and 2.) time-of-day factors (explained more in the ITE Parking Generation section) indicate that the site will experience less demand during the day when the daycare is active and an estimated 40-50% of resident vehicles have left the site and the highest demand overnight when most residents are home with their vehicles. The Site developer is seeking a 25% reduction to Code-required 218 parking spaces in order to provide 165 parking spaces serving all uses on the Site.

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The Site is positioned to support households with limited or no vehicle ownership through a combination of transit access, shared mobility options, walkable destinations, and planned multimodal infrastructure. These amenities help reduce reliance on personal vehicles, which validates the lower observed parking demand rates discussed in the ITE Parking Generation and Local Comparable Sites sections that follow in this report.

- **Public Transit Access**
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    - Route 2 operates with 30-minute headways and connects to key destinations including downtown Santa Fe, Rail Runner Stations, and other Transit Centers.
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- **Multimodal Infrastructure**
  - Planned Multimodal Trail: A segment of the Santa Fe County/City bike and pedestrian trail network is planned along the western edge of the Site. This trail will connect to a broader county-wide system.
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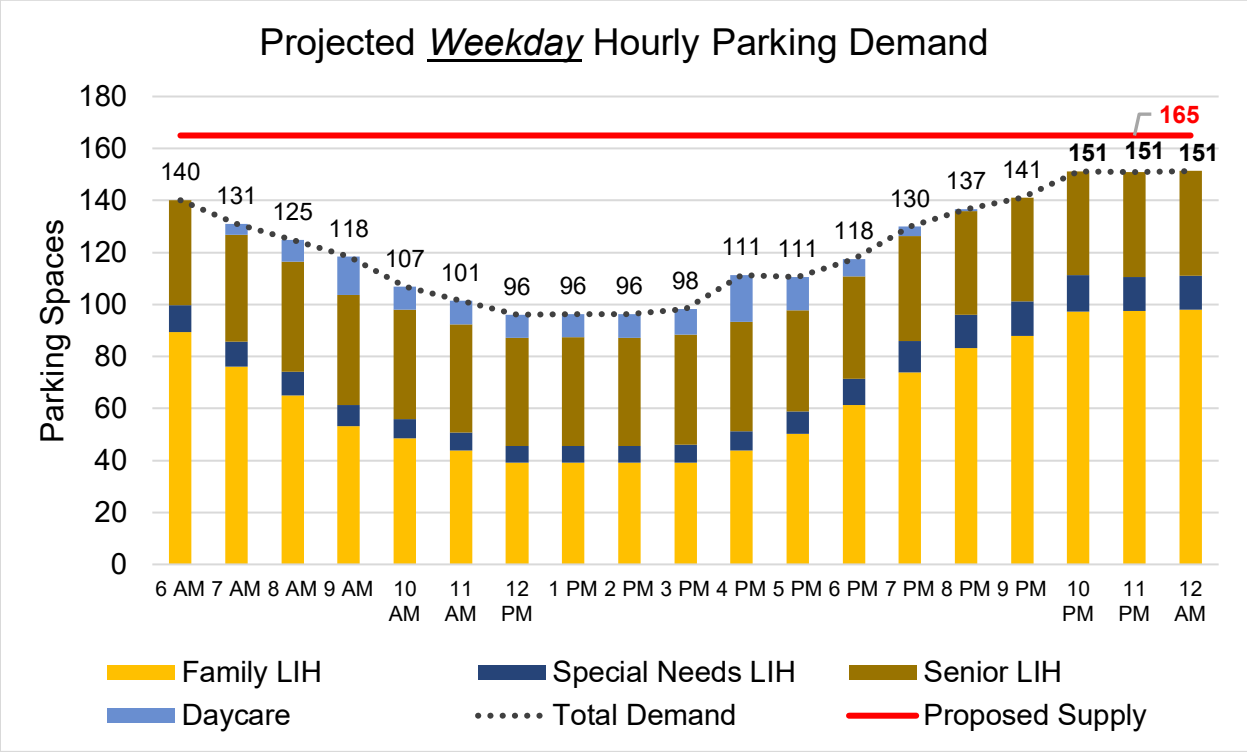

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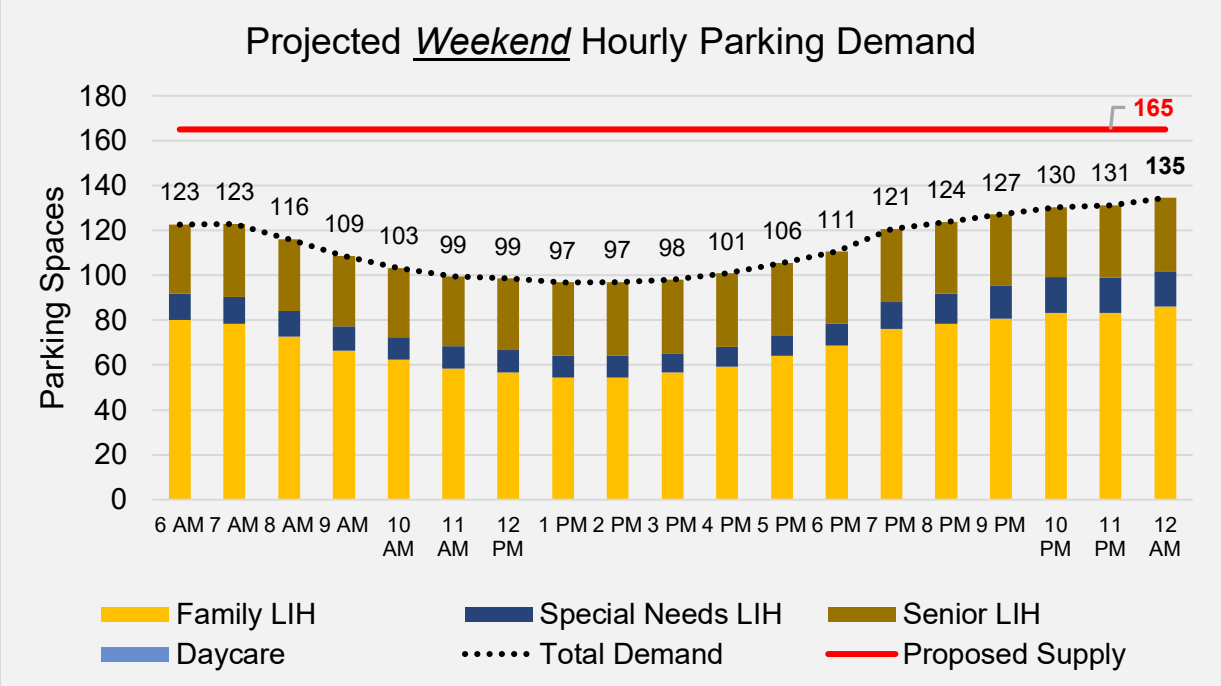

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We recommend that the site property manager not assign reserved parking spaces to tenants so that the daycare and visitors can use the most proximate parking spaces for their needs. This management approach will ensure the site can meet its shared parking potential as projected in the model above.

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LOCAL COMPARABLE SITES

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Table 3: Comparable Site Analysis Findings

Comparable Site	Resident Type	Occupied Units	Observed Parking Occupancy	Peak Demand Ratio[1]	Comparable Nueva Acequia Unit Types	Projected Nueva Acequia Demand[2]
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[1] Equals observed parking occupancy divided by number of occupied units
[2] Peak parking demand expected at Nueva Acequia for similar units (family LIH, special needs LIH, senior LIH) based on the observed parking demand ratio at each comparable site.

By collecting current residential unit vacancy rates from each comparable site, we accounted for any impact that vacancy might have on parking demand, using only occupied residential units to develop the comparable site demand ratios.

Together, the four sites represent the three types of populations served by the proposed Nueva Acequia Site. We calculated a peak demand ratio for each of the three types of sites and applied them to the number of units dedicated to each resident type at Nueva Acequia. Through this comparable use analysis, we project that the Nueva Acequia residences will generate a **peak demand of 126 parking spaces**.

SUMMARY

This parking needs analysis utilized nationally published parking ratios from ITE, data from comparable projects, and multimodal transportation information to demonstrate how parking demand at the proposed Site is right-sized and would adequately serve the residential and daycare uses with a parking supply that is 25% less the base Code requirement.

Table 4: Parking Needs Analysis Summary

Parking Calculation Metric	Needed Parking Spaces	Parking Ratio[1]	Sufficiency / (Need)[2]
Proposed Supply	165	1.04	
Base Code Requirement	218	1.37	**(53)**
ITE Parking Generation	151	0.95	**14**
Comparable Sites Analysis			
Family LIH	88	1.18	**39**
Special Needs LIH	6	0.19	
Senior LIH	33	0.62	

[1] Equals the number of parking spaces divided by number of residential units. Excludes daycare due to shared parking time-of-day factors modeled in Figures 1 and 2.
[2] As compared to the proposed supply of 165 spaces.

The ITE Parking Generation analysis and Comparable Use Study project that a parking supply of 165 spaces will result in **parking sufficiency of 14 to 39 spaces at peak hours of demand**, which will allow the site to function optimally for the mix of residential and daycare uses throughout the day without overflow parking disrupting the surrounding neighborhood.

Please contact Bennett Hall with any questions regarding this analysis.

Regards,

Bennett Hall, AICP
Parking & Mobility Planner / Project Manager

Howard Cake, PE
Project Engineer

ATTACHMENTS

- Attachment A: Nueva Acequia Site Plan, 09/29/2025, by Autotroph Design
- Attachment B: ULI Shared Parking Model Summary Table

HOWARD CAKE
NEW MEXICO
16896
PROFESSIONAL ENGINEER

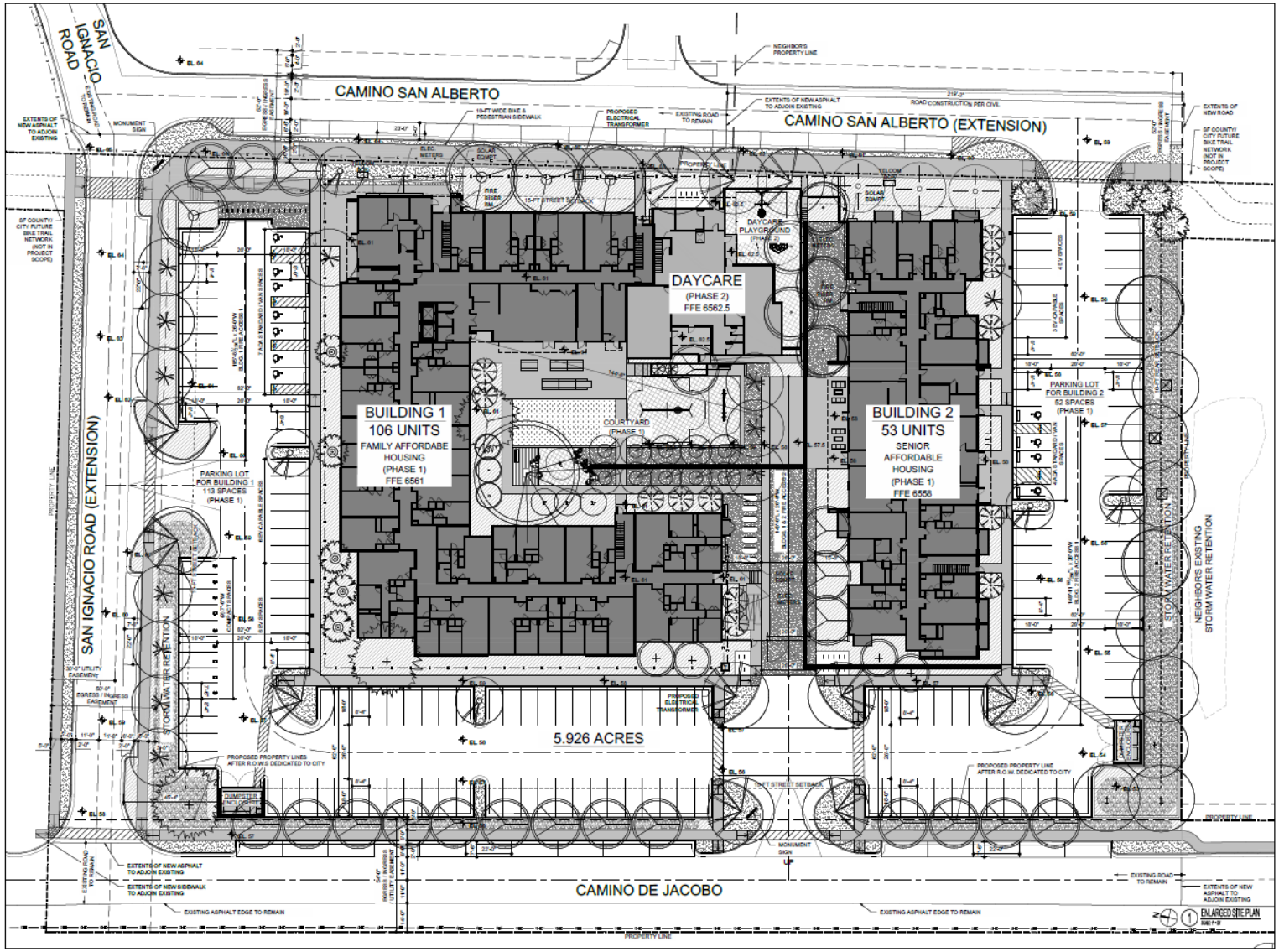


Figure 3: Nueva Acequia Site Plan, 09/29/2025, by Autotroph Design

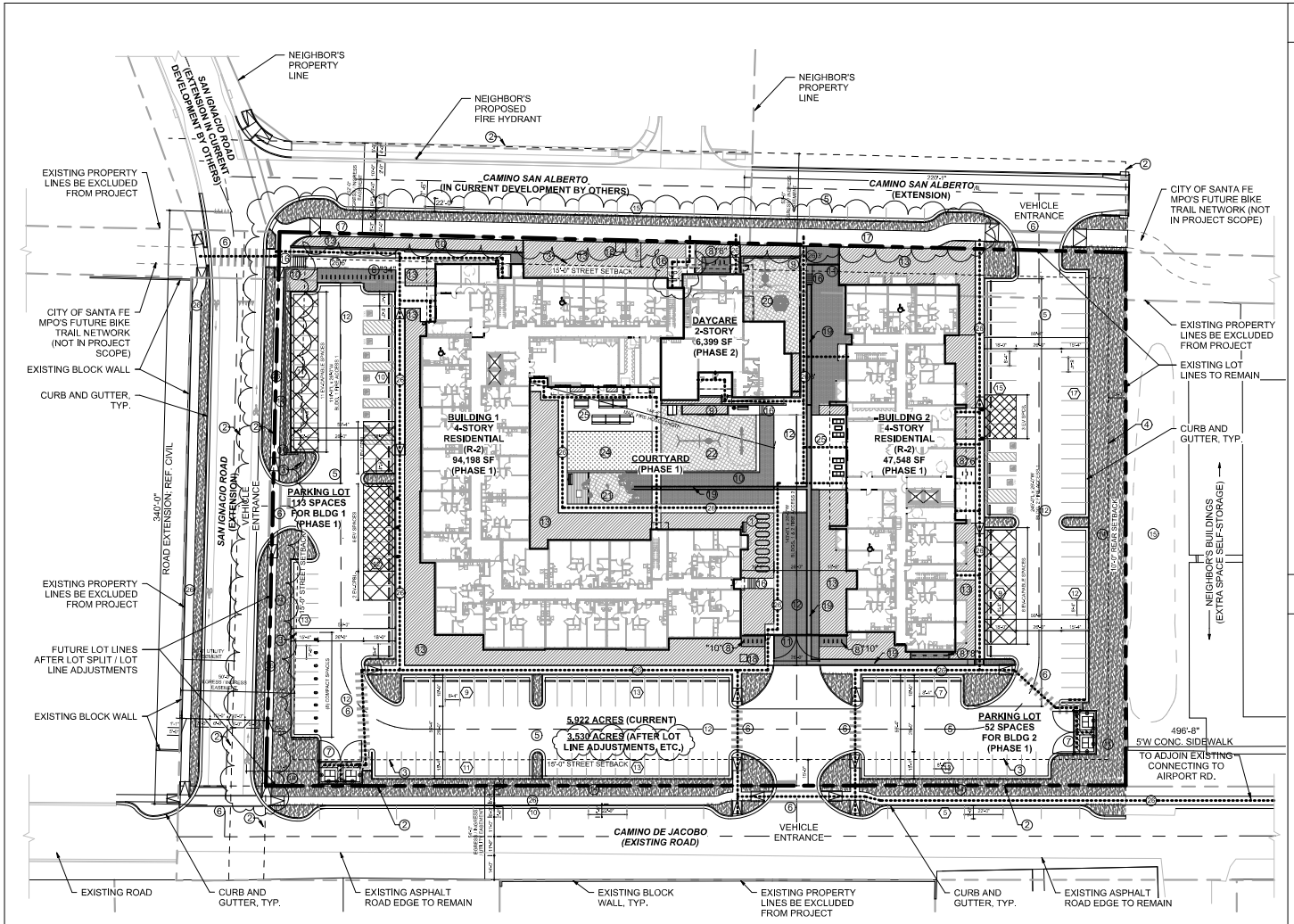
Shared Parking Demand Summary																		
Peak Month: JANUARY -- Peak Period: 11 PM, WEEKDAY																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 11 PM	Peak Mo Adj January	Estimated Parking Demand	Peak Hr Adj 12 AM	Peak Mo Adj January	Estimated Parking Demand
Hotel and Residential																		
Family LIH																0%		
Residents	74	units	1.26	100%	100%	1.26	unit	1.07	100%	100%	1.07	unit	97%	100%	91	100%	100%	80
Visitors	74	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	80%	100%	6	50%	100%	6
Special Needs LIH																0%		
Residents	32	units	0.34	100%	100%	0.34	unit	0.39	100%	100%	0.39	unit	97%	100%	11	100%	100%	13
Visitors	32	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	80%	100%	3	50%	100%	3
Senior LIH	53	units	0.52	100%	100%	0.52	unit	0.35	100%	100%	0.35	unit	98%	100%	27	98%	100%	19
Residents			0.28	100%	96%	0.27		0.25	100%	100%	0.25		98%	100%	13	98%	100%	14
Office																		
Day Care Center	7,000	sf GFA	1.75	100%	80%	1.40	ksf GFA	0.00	100%	80%	0.00	ksf GFA	0%	100%	-	0%	100%	-
Employee			2.00	55%	100%	1.10		0.00	55%	100%	0.00		0%	100%	-	0%	100%	-
Additional Land Uses																		
													Customer/Visitor		36	Customer/Visitor		28
													Employee/Resident		115	Employee/Resident		107
													Reserved		-	Reserved		-
													Total		151	Total		135

Figure 4: ULI Shared Parking Demand Summary

Note: 7,000 SF GFA is an estimate for a daycare serving up to 70 children with eight staff members, based on:

- *50 SF of children's activity areas per child (3,500 SF)*
- *1,000 SF of staff workspaces and offices*
- *2,500 SF of support spaces i.e. kitchen, restrooms, storage.*

Attachment C:
1335 Camino de Jacobo
Site Plan



GENERAL NOTES

1. SOLID WASTE COLLECTION TO BE BY THE CITY OF SANTA FE.
2. EXTERIOR LUMINARIES SHALL COMPLY WITH CHAPTER 14-8.9 SFCC.
3. THE SITE SHALL COMPLY WITH 2021 INTERNATIONAL FIRE CODE (IFC).
4. THE FIRE DEPARTMENT ACCESS SHALL NOT BE LESS THAN 20' AND 26' AROUND THE RESIDENTIAL BUILDING.
5. THE SITE SHALL HAVE A WATER SUPPLY THAT MEETS FIRE FLOW AND HAVE A DISTANCE TO THE NEAREST HYDRANT REQUIREMENTS.
6. ALL FIRE DEPARTMENT ACCESS SHALL HAVE A 10%
7. GRADE OR LESS.
8. FIRE LANE SURFACE SHALL BE ALL WEATHER AND SUPPORT 75,000 LBS.
9. BUILDING PLANS SHOWN HEREIN ARE PRELIMINARY AND SUBJECT TO CHANGE. IF BUILDING FOOTPRINTS MATERIALLY CHANGE, THE DEVELOPMENT PLAN SHALL BE AMENDED ACCORDING TO THE PROVISIONS OF 14-3.8 (C).
10. ALL PROPOSED CHANGES TO THE APPROVED PLANS SHALL RECEIVE PRIOR APPROVAL BY THE CITY OF SANTA FE'S PLANNING AND LAND USE DEPARTMENT BEFORE CONSTRUCTION
11. LOT AREA, METES AND BOUNDS DESCRIPTIONS OF LOTS, ROADWAYS, DRAINAGE, UTILITY, AND ACCESS RIGHT-OF-WAYS AND/OR EASEMENTS ARE DESCRIBED ON THE PLAT AND ARE AS INCLUDED HEREIN.
12. ALL BUILDING UNITS SHALL CONFORM TO THE INTENT OF THE DEVELOPMENT PLAN WITH ACTUAL SIZE AND SHAPE OF EACH STRUCTURE BUILDING ENVELOPES, INCLUDING YARD WALLS AND FENCES ARE SUBJECT TO APPLICABLE BUILDING PERMIT REQUIREMENTS.
13. THIS DEVELOPMENT DOES NOT LIE WITHIN AN HISTORIC DISTRICT OR RIVER AND TRAILS ARCHEOLOGICAL REVIEW DISTRICT.
14. LIGHTING SHALL NOT HAVE AN OFFSITE LUMINANCE GREATER THAN 1000 FOOT LAMBERTS MEASURED FROM ANY PRIVATE PROPERTY IN A RESIDENTIAL ZONE.
15. THE DEVELOPMENT OF THE PROPERTY WILL BE SUBJECT TO THE WATER ALLOCATION AND/OR WATER OFFSET RETROFIT PROVISIONS OF ORDINANCE NO. 2002-29 AND RESOLUTION NO. 2002-55 AT THE TIME OF PERMIT OR WATER HOOKUP REQUEST.
16. AN ADA INSPECTION SHALL BE CONDUCTED PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY, THE CONTRACTOR SHALL CONTACT CITY STAFF TO SCHEDULE AN INSPECTION.
17. OPEN SPACE INCLUDES ALL PLANTER BEDS, SIDEWALKS, GATHERING AREAS, PARKING ISLANDS, AND PONDING AREAS INTERIOR TO ALL PROPERTY EASEMENTS & PROPERTY BOUNDARIES.

KEY NOTES

1. RAISED BED GARDENING PLANTERS
2. INGRESS / EGRESS AND/OR UTILITY EASEMENT
3. 15'-0" STREET SETBACK
4. 10'-0" REAR SETBACK
5. ASPHALT PAVED PARKING WITH PAINTED STRIPING
6. PEDESTRIAN CROSSING WITH PAINTED STRIPING
7. DUMPSTER ENCLOSURE
8. BIKE RACKS (INVERTED U); "4" = # OF BIKE PARKING SPACES
9. 8'H x 8"W CMU & STUCCO YARDWALL
10. MIN. HT. ALLOWABLE 8"W CMU & STUCCO RETAINING WALL
11. 8'H METAL FENCING & GATE(S)
12. 26'W FIRE APPARATUS ACCESS ROAD
13. MULCH PLANTING AREA
14. STORMWATER DETENTION AREA
15. NEIGHBOR'S STORMWATER DETENTION POND
16. CONCRETE STEPS OR RAMPS, AS SHOWN
17. 10'W CONCRETE BIKE & PEDESTRIAN SIDEWALK
18. ELECTRICAL TRANSFORMER PROPOSED LOCATION
19. ACEQUIA FEATURE (REF. LANDSCAPE)
20. DAYCARE PLAYGROUND
21. PLAYGROUND FOR AGES 0-4
22. PLAYGROUND FOR AGES 5-12
23. CONGREGATION AREA FOR AGES 12+
24. ARTIFICIAL TURF LAWN
25. COMMUNAL GATHERING AREA
26. CONCRETE SIDEWALK, 5'-0"W U.N.O.

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222 EAST MARCY STREET, SUITE 19
SANTA FE, NEW MEXICO 87501
AUTOTROPHDESIGN.COM
505.216.7555

NUEVA ACEQUIA APARTMENTS DEVELOPMENT PLAN

1335 CAMINO DE JACOBO, SANTA FE, NEW MEXICO 87507

NOT FOR CONSTRUCTION

DATE: 04.08.2026

CASE #: 2025-11625

PROJECT DATA: *(PARTIAL - SEE PROJECT DATA SHEET)*

SITE:
ACREAGE: 5.922 ± ACRES (258,136.56 SF) CURRENT; 3.530 ± ACRES (153,766.80 SF) AFTER LOT LINE ADJUSTMENTS, ETC.
FLOOD PLAIN: N/A
FLOOD WAY SQ. FT. N/A

ZONING:
BASE ZONING: C2 - COMMERCIAL
OVERLAYS: SUBURBAN ARCHEOLOGICAL

SETBACKS:
STREET 15-FT
REAR 10-FT
SIDE 0-FT

LOT COVERAGE: (ALLOWED PER TABLE 14-7.3-1 FOR C-2) 60% MAX.

PROVIDED LOT COVERAGE (BUILDING ROOF AREA INCLUDING AWNINGS, ETC., PROJECTED TO THE GROUND):

BLDG. 1	(R-2, 4-STORY)	25,047 SF
BLDG. 2	(R-2, 4-STORY)	12,361 SF
DAYCARE	(2 STORY)	3,831 SF
TOTAL		41,239 SF

41,239 SF BLDG. COVERAGE / 153,766.80 SF LOT AREA = 26.8% LOT COVERAGE PROVIDED

PORTALS IN RIGHT OF WAY: NONE

LANDSCAPE: PER ALL CITY RQMTS.

LEGEND:

- FUTURE LOT LINES
- EXISTING PROPERTY LINES
- EASEMENT
- SETBACK
- ADA ACCESSIBLE ROUTE
- EV PARKING SPACES
- EV-CAPABLE PARKING SPACES
- ACCESSIBLE ELEMENT (TYPE 'A' ACCESSIBLE APARTMENT, ADA PARKING SPACE, ETC.)
- BIKE RACK ("#" INDICATES BIKE PARKING SPACES)
- (8) PARKING COUNT (# INDICATES SPACES IN PARKING TRAY)

SHEET NAME:

PROPOSED SITE PLAN - ENLARGED

SHEET #:

DP-105

SHEET #: 6 OF 7

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What follows is the Architectural Points Analysis for the Nueva Acequia Apartments, based on **Section 14-8.7 "ARCHITECTURAL DESIGN REVIEW"** of the City of Santa Fe Land Development Code.

TABLE 14-8.7-2: Architectural Design Standards and Point Allocations			
Architectural Design Standards		**Points Possible**	**Points Earned**
WALLS			
Predominant Exterior Surface Material	Stucco, adobe	30	**30**
	Brick, natural stone, and integrally colored unit masonry	25	
	Concrete and non-integrally colored unit masonry	20	
	Metal siding, glass curtainwall systems, glass block, wood siding, and simulated materials	10	
	Mirrored glass curtainwall systems	-10	
Color of Predominant Exterior Surface Material	Earthtones, creams, and pastels of earthtone hues including but not necessarily limited to rose, peach, and terra cotta colors	30	**30**
	Pastel colors of non-earthtone hues, whites, grays, and grayish greens	15	
	High-intensity colors	-10	
	Metallic colors, glass and black	-10	
Exterior Surface Treatment	(A) Wall surfaces appear monolithic with at least 75 percent of the total wall area one material and one color. Differing shades of the same general hue shall not be considered different colors. Non-solar fenestration, window and door awnings, applied trim, and accent materials, colors, and decorative bands, with the exception of stucco, masonry or concrete control joints, are used in such a way that they do not give a panelized or prefabricated appearance, produce striped or checkerboard patterns, or exceed 25 percent of the surface area of any façade. Fenestration and/or accent colors on wall surfaces under portals or canopies having a horizontal depth of at least six feet shall be exempt from area calculations	10	**10**
	(B) Wall surfaces do not meet the criteria set forth in paragraph (A) above	-10	
ROOFS			
Form	(A) Flat roof surfaces entirely concealed from public view by parapets	20	**20**

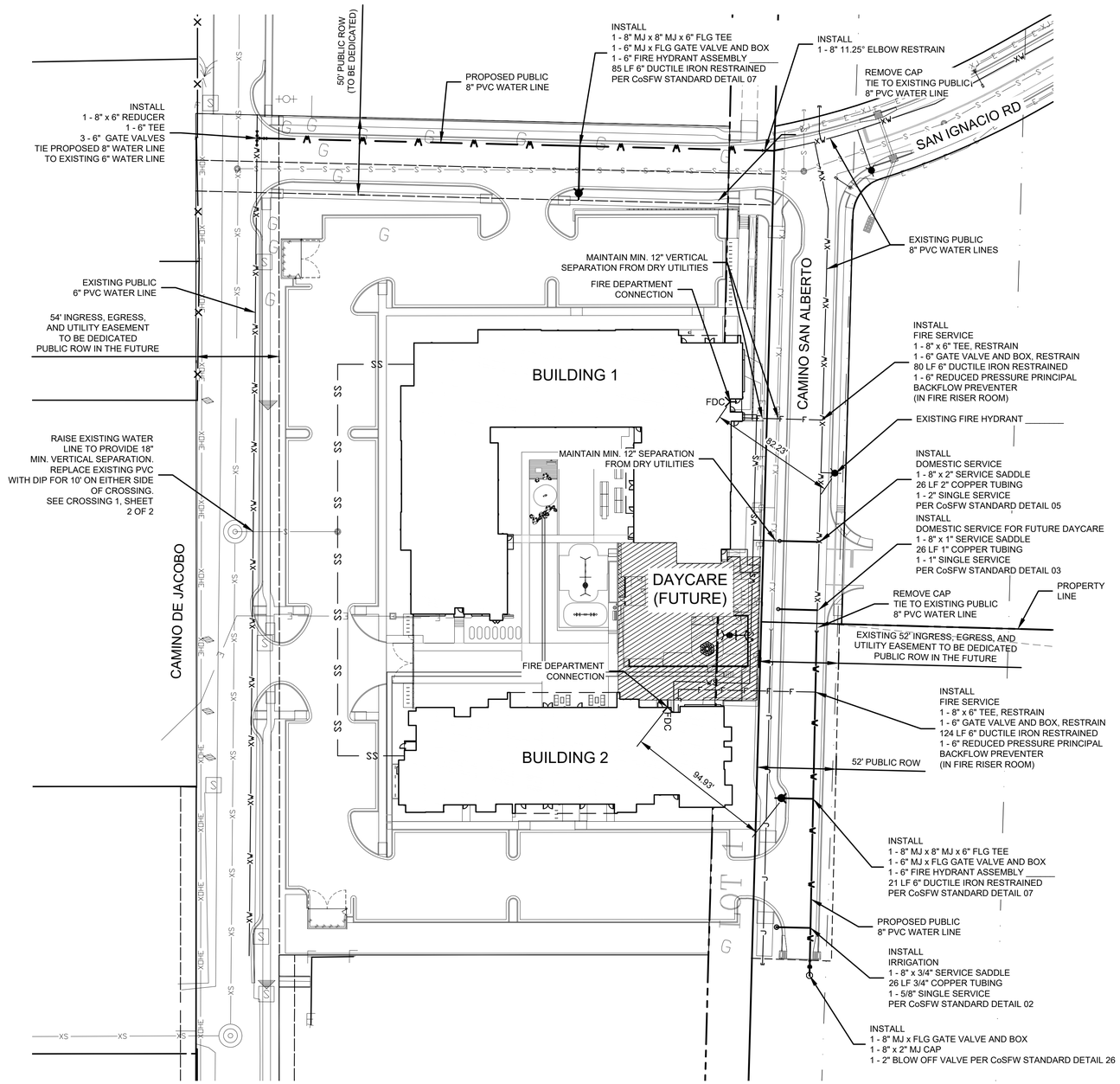
	(B) Flat roof surfaces not entirely concealed from public view by parapets, uniformly sloping roofs, or any combination of flat and uniformly sloping roofs, having a height, from springline to peak, that does not exceed the average height of the supporting walls and having a slope with greater than or equal to four feet of vertical rise for every 12 feet of horizontal run and less than or equal to 12 feet of vertical rise for every 12 feet of horizontal run	15	
	(C) Uniformly sloping roofs or any combination of flat and uniformly sloping roofs, having a height, from springline to peak, that does not exceed the average height of the supporting walls and having a slope with less than four feet of vertical rise for every 12 feet of horizontal run or having a slope with greater than 12 feet of vertical rise for every 12 feet of horizontal run	10	
	(D) Any type of sloping roof having a height, from springline to peak, that exceeds the average height of the supporting walls; non-uniformly sloping roofs; or any combination of flat and non-uniformly sloping roofs	-10	
Predominant Material	(A) All surfaces are concealed from public view	20	**20**
	(B) Standing, flat, or batten seam metal roofing, or membrane, asphalt or gravel surfaces exposed to public view	15	
	(C) Flat tiles of clay, concrete or slate	10	
	(D) Barrel tiles of clay, concrete, or slate; and asphalt shingles	5	
	(E) Wood shingles or shakes and other materials including but not necessarily limited to plastic, fiberglass or metal roof tiles	-10	
Predominant Color	(A) All surfaces are concealed from public view	15	**15**
	(B) Dark reds, browns, and earthtones, and natural metals including aluminum, zinc, tin, and lead	10	
	(C) Low-intensity colors other than those stated above	5	
	(D) White	0	
	(E) Bright, non-fading, high-intensity colors and any use of multiple colors	-15	
BUILDING FORM			
Massing	(A) One-story buildings with over 10,000 square feet of gross floor area and multi-story buildings with over 20,000 square feet of gross floor area which are designed with wall plane projections or setbacks on each publicly visible façade having a depth of at least three percent of the length of the façade and extending at least 20 percent of the length of the façade	30	**30**

	(B) One-story buildings with less than or equal to 10,000 square feet of gross floor area and multi-story buildings with less than or equal to 20,000 square feet of gross floor area which are designed with either offsetting wall planes or upper story stepbacks of at least four horizontal feet, or a recessed entry space or projecting canopy or portal having a depth of at least six horizontal feet, on at least one publicly visible façade	30	
	(C) Buildings not utilizing the massing techniques described in paragraphs (A) or (B) above	0	
DOORS AND WINDOWS			
Treatment	(A) More than 50 percent of doors, windows and glazed surfaces, which are not located under portales or canopies having a horizontal depth of at least six feet, have either frames recessed a minimum of two inches, are cased with trim, have divided lites, or have exposed or otherwise articulated lintels	20	**20**
	(B) More than 50 percent of doors, windows and glazed surfaces do not meet the requirements set forth in paragraph (A) above	0	
Area	(A) All wall surfaces which are not located under portales or canopies having a horizontal depth of at least six feet, and which do not include solar fenestration, have less than or equal to 50 percent openings consisting of doors, windows, glazing and other penetrations	20	**20**
	(B) Wall surfaces do not meet the requirements as set forth in paragraph (A) above	0	
Location	(A) All doors, windows and glazed surfaces, on structures having a gross floor area greater than 150 square feet, are located at least two feet from outside building corners	20	**20**
	(B) All doors, windows and glazed surfaces, on structures having a gross floor area less than or equal to 150 square feet, have at least a two inch mullion at inside and outside building corners	20	
Glazing	(A) All glazing is clear or tinted neutral gray	10	**10**
	(B) Any use of colored glazing	0	
	(C) Any use of mirrored glazing	-10	
EQUIPMENT			
Screening	(A) All roof and wall mounted mechanical, electrical, communications, and service equipment, including satellite dishes and vent pipes, are screened from public view by parapets, walls, fences, dense evergreen foliage, or by other means	10	
	(B) All building mounted equipment set forth in paragraph (A) above is either screened; and/or painted to match visually adjacent surfaces	5	

	(C) All building mounted equipment set forth in paragraph (A) above is not screened and/or painted to match visually adjacent surfaces	-10	**-10**
		TOTAL POINTS EARNED	**215**

Per **Table 14-8.7-1**, projects with C-2 zoning must achieve a minimum of **205 points**. Nueva Acequia Apartments has earned a total of **215 points** which exceeds the minimum and confirms the project complies with the City of Santa Fe Architectural Design Standards.

PUBLIC WATER PLAN
NUEVA ACEQUIA APARTMENTS
1335 CAMINO DE JACOBO



NUEVA ACEQUIA APARTMENTS - WATER PLAN

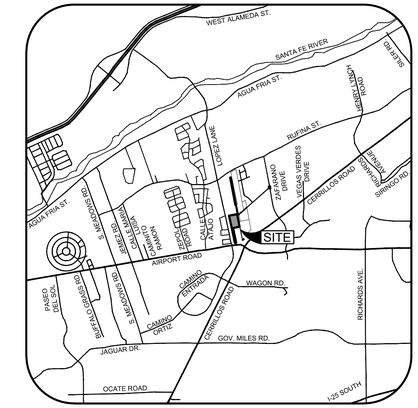
SCALE: 1" = 40'

0 20 40 80

SCALE: 1" = 40'

LEGEND

- EXISTING ASSUMED WATER LINE
- EXISTING JOINT TRENCH
- EXISTING SEWER
- EXISTING GAS LOCATE BY SURVEYOR
- PROPOSED WATER LINE
- PROPOSED WATER SERVICE
- PROPOSED FIRE LINE
- PROPOSED ELECTRIC LINE
- PROPOSED SEWER LINE
- PROPOSED SEWER SERVICE
- PROPOSED FIRE HYDRANT
- VALVE
- TEE
- ELBOW
- SINGLE METER
- FIRE DEPARTMENT CONNECTION



0 1500 3000 6000

SCALE: 1" = 3000'

VICINITY MAP

SCALE: 1" = 3000'

DOMESTIC AND IRRIGATION WATER SERVICE TABLE

SERVICE ADDRESS	STREET NAME	SERVICE LINE SIZE	METER SIZE & TYPE (DS OR IR)
1335	CAMINO DE JACOBO	2"	2" DS
1335 (DAYCARE)	CAMINO DE JACOBO	1"	1" DS
IRR	CAMINO SAN ALBERTO	3/4"	5/8" IR

FIRE SERVICE DESIGN TABLE

SERVICE SIZE	REQUIRED FLOW RATE (GPM)*	RESIDUAL PRESSURE (PSI)**	BUILDINGS SERVED
6"	300	82	1
6"	300	82	2

- ALL FIRE SERVICES SHALL BE EQUIPPED WITH A BACKFLOW PREVENTION DEVICE MEETING THE REQUIREMENTS OF THE CoSFW DESIGN CRITERIA, LATEST VERSION. REQUIRED FLOW RATE SHALL NOT EXCEED MANUFACTURE'S RATED CAPACITY FOR BACKFLOW PREVENTION DEVICE TO BE USED.
- TESTING, INSPECTION, AND MAINTENANCE OF PRIVATE FIRE HYDRANTS, BACKFLOW PREVENTERS AND OTHER FIRE SERVICE APPURTENANCES SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER AND SHALL COMPLY WITH ALL CoSFW, SFFD, AND NFPA REQUIREMENTS.

* REQUIRED FLOW RATE:
- FOR FIRE SERVICE LINES SERVING ONLY AUTOMATIC FIRE SPRINKLER SYSTEMS, INCLUDE ONLY THE REQUIRED FLOW RATE OF SPRINKLER SYSTEM TO BE SERVED.
- FOR FIRE SERVICE LINES THAT WILL BE SERVING PRIVATE FIRE HYDRANTS (WITH OR WITHOUT AUTOMATIC FIRE SPRINKLER SYSTEMS), INCLUDE THE REQUIRED FLOW RATE FOR THE SITE AS DETERMINED BY APPENDIX B OF THE INTERNATIONAL FIRE CODE, LATEST VERSION ADOPTED BY THE CITY OF SANTA FE FIRE DEPARTMENT (SFFD).

** RESIDUAL PRESSURE LISTED SHALL BE CALCULATED AT THE REQUIRED FLOW RATE AT THE POINT OF CONNECTION TO THE MAIN AS DETERMINED BY THE CoSFW'S WATER MODEL OR FIELD TEST. RESIDUAL PRESSURES LESS THAN 20 PSI ARE NOT PERMITTED.

NOTE:
ANY RE—GRADING OF SITE OVER EXISTING WATER MAINS SHALL MAINTAIN A MINIMUM OF 4 FEET OF COVER AND NOT EXCEED 5 FEET OF COVER. DEPTH OF EXISTING MAIN TO BE ADJUSTED TO MAINTAIN A MINIMUM OF 4 FEET OF COVER AND NOT EXCEED 5 FEET OF COVER IF SITE GRADING IMPACTS THESE DEPTH REQUIREMENTS.

A SEPARATE IRRIGATION METER WILL BE REQUIRED FOR COMMERCIAL LOTS IF THE TOTAL LANDSCAPED AREA IS 1,000 SQUARE FEET OR GREATER. AN APPROVED BACKFLOW PREVENTION DEVICE SHALL ALSO BE INSTALLED BEYOND THE METER ON ANY NEW IRRIGATION SERVICE.

THIS RECORD DRAWING HAS BEEN COMPLETED ON A COPY OF THE SEALED ENGINEERING DRAWING FOR THIS PROJECT. THE INFORMATION SHOWN HEREON IS BELIEVED TO BE ACCURATE BASED ON LIMITED FIELD OBSERVATION DURING CONSTRUCTION, AS WELL AS DATA FURNISHED BY THE INSTALLER.

MICHAEL D. GOMEZ, N.M.P.E. NO. 8731 DATE

NUEVA ACEQUIA APARTMENTS
1335 CAMINO DE JACOBO
SANTA FE, NM

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

RECORD MAPPING

	INITIALS	DATE
AS BUILT		/ /
VALVE MAPS		/ /
GIS (MAPPING)		/ /
Inspector approved		/ /

PLAT RECORDING INFORMATION
BOOK
PAGE
FILE
DATE

APPROVED
CITY OF SANTA FE WATER DIVISION DATE
SANTA FE FIRE DEPARTMENT DATE

INSPECTOR
DATE:

AERIAL	TOWNSHIP RANGE SECTION	WORK ORDER NO.
L-14	T 16 N . R 09 E . S 6	

2025
27
(1 OF 2)

ACD PACKET CHECK-OFF SHEET

This sheet contains a list of required information for processing Agreements to Construct and Dedicate Public Improvements (ACD).

***Please submit this sheet with the packet.**

Check if submitted:

[X] Developer Information Sheet

[X] Utility Service Application

[ ] Utility Contractor Price Quote

[X] Copy of Plat

[X] Approved Water Plan Drawing Number _____

[X] Approved Development Water Budget, including Landscape Irrigation Budget and a 9.8% Contingency

[ ] Fee Waiver Application Approved by the Office of Affordable Housing

[X] SFHP, Not Applicable See attached SFHP Agreements for Buildings 1 & 2

COUNTY PROJECTS ONLY:

[ ] City Council Approval Date _____

NOTE:

Applications will NOT be accepted for submittal unless ALL applicable items on this check list are completed and/or attached.

DEVELOPER INFORMATION SHEET

Developer's Name: TWG Development, LLC
Address: 1301 E Washington St., Suite 100, Indianapolis, IN 46202
Telephone #: 619-889-3085
Contact Person: Megan Adams
Legal Description of Property: Tract B-1, Lot 1, and Lot 2, as shown and delineated on plat of survey entitled "Boundary & Easement Survey of Tract B-1, Lot 1 & Lot 2 lying and being situated within Section 5 & 6, T.16N.,
Plat Recording Date (month, day & year): January 23, 2019
Record Book #: 844
Record Page #: 6
Present Owner of Property (exactly as shown): Santa Fe County, a political subdivision of the State of New Mexico
Project Name: Nueva Acequia
Proposed Date of Completion (month & year): June 2028
Developer Engineer Name: Santa Fe Engineering Consultants
Address: 1599 St. Francis Drive., Suite B, Santa Fe, NM 87505
Telephone #: 505-982-2845
Contact Person: Mike Gomez
Developer Water Utility Contractor Name: Jaynes Corporation
Address: 2906 Broadway Blvd NE, Albuquerque, NM 87107
Telephone #: 505-345-8591
Contact Person: Krishna Reddy
Construction Starting Date: 9/1/2026
Type of Business Entity (NM Corporation, General Partnership, LLC, Individual, etc.):
LLC

NOTE:

1. Developer must fill out all the information above.
2. A Performance Bond from the Contractor, Certificate of Insurance and a check in the amount listed on Page 2 of Agreement to be supplied by the Developer.
3. SDCW requires contractor bid sheets (use SDCW format)
4. Developer is responsible for advising SDCW on proposed changes in start date to ensure availability of SDCW construction Inspector.

SDCW USE ONLY

Date Received: _____

Project Name: _____

Fire Hydrants: **YES** or **NO** **CITY** or **COUNTY** Quantity:_____

Drawing #: _____

W.O. #: _____

Inspector: _____

City of Santa Fe, New Mexico
UTILITY SERVICE APPLICATION

***Fill in all highlighted fields on this application. Applicant(s) must sign and date application.**

Check all that apply: ____ **Water Service Technical Evaluation Request**
____ Agreement for Metered Service (AMS)
__X__ **Agreement to Construct and Dedicate Public Improvements (ACD)**
____ Annexation Application Water Budget
__X__ **Water Offset Program/Water Rights Compliance Requirement for a Development Water Budget**

WORK ORDER # _____

Applicant Name: Nueva Acequia Apartments (NUEVA ACEQUIA 4, LLLP)
Project Address: 1335 Camino de Jacobo, Santa Fe, NM 87507

***Required - Attach a Plat of the Property (legal lot of record and proposed development)**

Plat Filing Information: Year 2019 Book 844 Page 6 Township, Range, Section: 16, 9, 06
Location: (check one only) Inside Corporate City Limits X Outside Corporate City Limits ____
Property Uniform Property Code: _____ Existing Well: Yes ____ No X
Legal Description including lot size: Tract B-1, Lot 1, and Lot 2 as shown and delineated on plat of survey entitled "Boundary & Easement Survey of Tract B-1, Lot 1 & Lot 2 lying and being situated within Section 5 & 6, T.16N., R.9E., N.M.P.M., City & County of Santa Fe, New Mexico" recorded January 23, 2019 (Instrument No. 1877395) Approximately 6.659 acres. (NOTE: LOT 2, & PORTIONS OF LOT 1 AND TRACT B-1 WILL BE SPLIT OFF. THE FINAL PROJECT LOT SIZE WILL BE 3.53 ACRES.)

Short Description of Project: Public-private partnership between Santa Fe County and TWG Development for a 159-unit 100% affordable housing project. Bldg. 1 is 106 units for families. Bldg. 2 is 53 units for seniors (age 55+). Future Phase 2 includes an on-site Daycare. All to be separately metered.

Construction Start Date: 9/1/2026

*RESIDENTIAL PROJECT - Complete the following

1. Type of project: (i.e. Single Family Residence, Subdivision, Lot split, Apartments)	Apartments (Building 1 for Family Housing & Building 2 for Senior Housing)
2. Total number of lots approved on final plat/development plan:	1
3. Total number of homes existing or under construction:	159
4. Total number of affordable homes or units under SFHP: (include contract and waivers)	159
5. Size of service requested: (5/8", 3/4", 1" or 2")	2"

***Please fill in all categories below that apply for which water service is requested, then multiply by the water use factor to get the annual water demand:**

--- COMPLETED BY APPLICANT ---		*--- REVIEWED BY STAFF ---*	
Number of Lots or Units		Water Use Factors	Annual Water Demand
____	Single Family Dwelling Unit, lot size less than 6,000 sq. ft.	.15 afy per d.u.	____
____	Single Family Dwelling Unit, lot size 6,000-10,890 sq. ft	.17 afy per d.u.	____
____	Single Family Dwelling Unit, lot size greater than 10,890 sq. ft.	.25 afy per d.u.	____
____	Mobile Home (in Mobile home park)	.17 afy per d.u.	____
____	Guest house (detached)	.09 afy per d.u.	____
106	Apartment/Condominium	.16 afy per d.u.	16.96
53	Senior Complex	.12 afy per d.u.	6.36
159	**Total**	**Total Residential Water Demand**	**23.32 AFY**

*COMMERCIAL PROJECT - Complete the following

Type of Project: (i.e. Office, Retail, Mixed, etc.) Daycare (Future Phase 2)
Total gross floor area of building: 6,399 sf square feet
Total area of lot, tract or parcel: 3.53 acres
Automatic Fire Sprinkler System: X Yes _____ No
Building Construction Type: VA
Building Square Footage: 6,399 sf
Site Plan Attached: X Yes _____ No

*Please check all use categories below that are planned for the building and the gross floor areas of each use within the proposed building.

---- COMPLETED BY APPLICANT ----			---- REVIEWED BY STAFF ----	
Check Type of Use		Gross Floor Area	Water Use Factors	Annual Water Demand
____	Office (non-medical)	_____	(0.70 afy per 10,000 s.f.)	_____
____	Office (medical/analytical lab)	_____	(0.72 afy per 10,000 s.f.)	_____
____	Office (City/State)	_____	(0.58 afy per 10,000 s.f.)	_____
____	Large Retail Store	_____	(0.45 afy per 10,000 s.f.)	_____
____	Grocery Store	_____	(1.27afy per 10,000 s.f.)	_____
____	Restaurant (full service)	_____	(.02 afy per Seat)	_____
____	Restaurant (limited service)	_____	(1.63 afy per Site)	_____
____	Gasoline Station w/ Car Wash	_____	(6.56afy per Site)	_____
____	Gasoline Station w/o Car Wash	_____	(0.88 afy per Site)	_____
____	Car Wash (full service/conveyor)	_____	(5.66 afy per Site)	_____
____	Car Wash (self-service/manual)	_____	(0.94 afy per Wash Bay)	_____
____	Wholesale, Warehousing	_____	(0.4 afy per 10,000 s.f.)	_____
____	Industrial, Manufacturing	_____	(applicant estimate of water use)	_____
____	Church w/ day care or school)	_____	(1.3 afy per Site)	_____
____	Church w/o day care or school)	_____	(0.6 afy per Site)	_____
____	Lodging (Hotel/full service)	No. of rooms _____	(.13 afy per room)	_____
____	Lodging (Motel/limited service)	No. of rooms _____	(.09 afy per room)	_____
X	School, Elementary **(Daycare, 70 students) = 0.85**		(0.8 afy per 100 students)	0.85 x 0.7 = **0.6**
____	School, Middle or Junior High		(3.2 afy per 100 students)	_____
____	School, Senior High		(2.7 afy per 100 students)	_____
X	**Other** (not listed above) Please attach water demand calculations and assumptions used		(with attachment)	3.3

Total Floor Area 6,399 sf

Total Commercial Water Demand	**3.9**	**AFY**
Total Residential Water Demand	**23.32**	**AFY**
(Subtract water demand for SFHP lots or units from total)	**- (23.32)**	
Total Irrigation Water Demand	**0.72**	**AFY**
(attach calculations and assumptions)		
9.8% Contingency Fee	**0.45**	**AFY**
TOTAL PROJECT WATER DEMAND	**5.07**	**AFY**

City of Santa Fe,New Mexico

OWNER: TWG Development, LLC Mailing Address: 1301 E Washington St., Suite 100 Indianapolis, IN 46202 Phone Number: 619-889-3085 Mobile Number: n/a	***Only If Applicable** AGENT: Alexander Dzurec, Autotroph Title: Architect Mailing Address: 222 E. Marcy St., Ste. 19, Santa Fe, NM 87501 Phone Number: 505-216-7555 Mobile Number: 505-982-6605

Information Provided By: Check one: Owner _____ Agent X

Signature:_____ Date: 04.09.2026

Technical Evaluation to be Sent to: Check one: Owner _____ Agent _____

UTILITY SERVICE APPLICATION

COMMENTS: _____

_____

_____

APPLICANTS, PLEASE NOTE:

- **Ordinance 2008-53, prohibits new connections outside the Presumptive City limits unless specific conditions are met. Applications for service outside the Presumptive City limits must include documentation showing these conditions are met or the application will be rejected.**

For applications from outside the presumptive city limits, please provide the following:

- **Cover letter stating which Section of Ordinance 2008-53 is applicable.**
- **Provide supporting documentation for request.**
- **Applicant is responsible for complying with all the provisions and requirements of City of Santa Fe Ordinance No. 2002-29, "Annual Water Budget Ordinance".**

NUEVA ACEQUIA APARTMENTS | DEVELOPMENT PLAN **- Landscape Water Budget Calculations**

YEAR 1 (establishment period)

Landscape Water Demand Calculations	Quantity	SF	Weekly Demand (gallons)	Reduction Factor	Weekly Demand (gallons)
Raised Garden Beds		155	155	100%	155
Planting Area A (low density shrubs)		12225	440	100%	440
Planting Area B (shrubs, perennials, grasses)		26170	9160	100%	9160
Trees (new)	134		2144	100%	2144

YEAR 1 - water budget

	January	February	March	April	May	June	July	August	September	October	November	December	Total
	0%	0%	15%	38%	75%	100%	80%	80%	60%	35%	20%	0%	
	0.0	0.0	0	0	500	667	533	533	400	0	0	0.0	2,633
	0.0	0.0	284	719	1,419	1,892	1,514	1,514	1,135	662	378	0.0	9,519
	0.0	0.0	5,908	14,967	29,539	39,386	31,509	31,509	23,632	13,785	7,877	0.0	198,111
	0.0	0.0	1,383	3,503	6,914	9,219	7,375	7,375	5,532	3,227	1,844	0.0	46,373
Monthly demand	**0**	**0**	**7,575**	**19,189**	**38,373**	**51,164**	**40,931**	**40,931**	**30,698**	**17,674**	**10,099**	**0**	

Year 1 - Demand **256,635** gal./yr
0.79 ac-ft/yr

YEAR 2 + 3

Landscape Water Demand Calculations	Quantity	SF	Weekly Demand (gallons)	Reduction Factor	Weekly Demand (gallons)
Raised Garden Beds		155	155	100%	155
Planting Area A (low density shrubs)		12225	440	85%	374
Planting Area B (shrubs, grasses, pern)		26170	9160	85%	7786
Trees (new)	134		2144	100%	2144

YEAR 2 and 3 - water budget

	January	February	March	April	May	June	July	August	September	October	November	December	Total
	0%	0%	15%	38%	75%	100%	80%	80%	60%	35%	20%	0%	
	0.0	0.0	100	253	500	667	533	533	400	233	133	0.0	3,352
	0.0	0.0	241	611	1,206	1,609	1,287	1,287	965	563	322	0.0	8,091
	0.0	0.0	5,022	12,722	25,108	33,478	26,782	26,782	20,087	11,717	6,696	0.0	168,394
	0.0	0.0	1,383	3,503	6,914	9,219	7,375	7,375	5,532	3,227	1,844	0.0	46,373
Monthly demand	**0**	**0**	**6,746**	**17,089**	**33,729**	**44,972**	**35,978**	**35,978**	**26,983**	**15,740**	**8,994**	**0**	

Year 2 / 3 - Demand **226,210** gal./yr
0.69 ac-ft/yr

YEAR 4 and beyond

Landscape Water Demand Calculations	Quantity	SF	Weekly Demand (gallons)	Reduction Factor	Weekly Demand (gallons)
Raised Garden Beds		155	155	100%	155
Planting Area A (low density shrubs)		12225	440	70%	308
Planting Area B (shrubs, grasses, pern)		26170	9160	70%	6412
Trees (new)	134		2144	100%	2144

YEAR 4 and beyond - water budget

	January	February	March	April	May	June	July	August	September	October	November	December	Total
	0%	0%	15%	38%	75%	100%	80%	80%	60%	35%	20%	0%	
	0.0	0.0	100	253	500	667	533	533	400	233	133	0.0	3,352
	0.0	0.0	199	503	994	1,325	1,060	1,060	795	464	265	0.0	6,663
	0.0	0.0	4,136	10,477	20,678	27,570	22,056	22,056	16,542	9,650	5,514	0.0	138,678
	0.0	0.0	1,383	3,503	6,914	9,219	7,375	7,375	5,532	3,227	1,844	0.0	46,373
Monthly demand	**0**	**0**	**5,817**	**14,737**	**29,085**	**38,780**	**31,024**	**31,024**	**23,268**	**13,573**	**7,756**	**0**	

Year 3 - Demand **195,066** gal./yr
0.60 ac-ft/yr

Plant Area

Raised Garden Beds	155	
Planting Low Density (shrubs)	12,225	
Planting Medium Density (shrubs, perennials, grasses)	26,170	
	38,550	SF landscape area (not including trees)
	0.88	Acres

Plant Density Assumptions

Planting Low Density (shrubs)	0.009	plants per sf (9 plants /1000sf)
Planting Medium Density (shrubs, perennials, grasses)	0.075	plants per sf (75 plants/1000sf)

Planting Area Demand Assumptions / Six (6) month irrigation period

Planting Low Density	0.04	gallons per week per square foot (4 gallons per week per shrub)
Planting Medium Density	0.35	gallons per week per square foot (typical condition)
Trees (new)	16.00	gallons per week: 8 -1gal / hr emitters per tree run 1 hour twice a week
Raised Garden Beds	1.00	gallons per week per square foot

Reduction Factor Reduction factor assumes a reduction in water use for drought tolerant plants once they have been established.

Monthly Water Allotment Percent water allocated to plants based on climate and average needs.

Notes:

* Recommend providing a minimum of one watering for each plant type for these winter months when irrigation system is winterized if there is low / no precipitation

Water budgeting is approximate and depends numerous factors, including: irrigation efficiency, maintenance, water frequency / timing adjustments, rainfall, planter bed microclimate, etc.

City of Santa Fe, New Mexico

Memorandum

DATE: May 1, 2026

TO: Alexander Dzurec, Architect, Autotroph

CC: Claudia Kath, Senior Planner, City of Santa Fe Land Use Department CMK

FROM: Alan Hook, Water Resources Coordinator, City of Santa Fe Water AGH

RE: Approval of Nueva Acequia Development Water Budget, Case# 2025-11625

ITEM: Nueva Acequia Mixed-Use Development Water Budget.

BACKGROUND AND SUMMARY: On April 30, 2026, the agent for Acequia Nueva Development Project, Autotroph, submitted a revised final development water budget including: two Santa Fe Homes Program (SFHP) affordable housing contracts for building 1, multi-family residential apartments, and building 2, senior housing apartments; other accessory water usage; irrigation water usage and the 9.8% contingency fee. This development project falls under the category of mixed use, given there is residential (multi-family apartments) & commercial (daycare center) development.

REQUESTED ACTION: City of Santa Fe Water staff approves the development water budget for the Nueva Acequia mixed-use development in the amount of 5.07 acre-feet per year (AFY) as provided by Autotroph, the Owner's Agent, to meet the requirements of City Code Chapter 14, Section 7.7. This approval is void upon any changes to the development plan that affect water use prior to issuance of a building permit.

ATTACHMENTS:

1. Nueva Acequia 2026 Water Utility Application v.3.
2. Nueva Acequia 2026 Development Water Budget Calculations
3. Nueva Acequia 2026 Development Water Budget Calculations for Other Usage.
4. SFHP Nueva Acequia Multifamily Apartments - Building 1 Agreement
5. SFHP Nueva Acequia Senior Apartments Housing – Building 2 Agreement

Signature: Claudia Kath
Claudia Kath (May 1, 2026 14:24:29 MDT)

Email: cmkath@santafenm.gov

ACD PACKET CHECK-OFF SHEET

This sheet contains a list of required information for processing Agreements to Construct and Dedicate Public Improvements (ACD).

***Please submit this sheet with the packet.**

Check if submitted:

[X] Developer Information Sheet

[X] Utility Service Application

[ ] Utility Contractor Price Quote

[X] Copy of Plat

[X] Approved Water Plan Drawing Number _____

[X] Approved Development Water Budget, including Landscape Irrigation Budget and a 9.8% Contingency

[ ] Fee Waiver Application Approved by the Office of Affordable Housing

[X] SFHP, Not Applicable See attached SFHP Agreements for Buildings 1 & 2

COUNTY PROJECTS ONLY:

[ ] City Council Approval Date _____

NOTE:

Applications will NOT be accepted for submittal unless ALL applicable items on this check list are completed and/or attached.

DEVELOPER INFORMATION SHEET

Developer's Name: TWG Development, LLC
Address: 1301 E Washington St., Suite 100, Indianapolis, IN 46202
Telephone #: 619-889-3085
Contact Person: Megan Adams
Legal Description of Property: Tract B-1, Lot 1, and Lot 2, as shown and delineated on plat of survey entitled "Boundary & Easement Survey of Tract B-1, Lot 1 & Lot 2 lying and being situated within Section 5 & 6, T.16N.,
Plat Recording Date (month, day & year): January 23, 2019
Record Book #: 844
Record Page #: 6
Present Owner of Property (exactly as shown): Santa Fe County, a political subdivision of the State of New Mexico
Project Name: Nueva Acequia
Proposed Date of Completion (month & year): June 2028
Developer Engineer Name: Santa Fe Engineering Consultants
Address: 1599 St. Francis Drive., Suite B, Santa Fe, NM 87505
Telephone #: 505-982-2845
Contact Person: Mike Gomez
Developer Water Utility Contractor Name: Jaynes Corporation
Address: 2906 Broadway Blvd NE, Albuquerque, NM 87107
Telephone #: 505-345-8591
Contact Person: Krishna Reddy
Construction Starting Date: 9/1/2026
Type of Business Entity (NM Corporation, General Partnership, LLC, Individual, etc.):
LLC

NOTE:

1. Developer must fill out all the information above.
2. A Performance Bond from the Contractor, Certificate of Insurance and a check in the amount listed on Page 2 of Agreement to be supplied by the Developer.
3. SDCW requires contractor bid sheets (use SDCW format)
4. Developer is responsible for advising SDCW on proposed changes in start date to ensure availability of SDCW construction Inspector.

SDCW USE ONLY

Date Received: _____

Project Name: _____

Fire Hydrants: **YES** or **NO** **CITY** or **COUNTY** Quantity:_____

Drawing #: _____

W.O. #: _____

Inspector: _____

City of Santa Fe, New Mexico
UTILITY SERVICE APPLICATION

***Fill in all highlighted fields on this application. Applicant(s) must sign and date application.**

Check all that apply: ____ **Water Service Technical Evaluation Request**
____ Agreement for Metered Service (AMS)
__X__ **Agreement to Construct and Dedicate Public Improvements (ACD)**
____ Annexation Application Water Budget
__X__ **Water Offset Program/Water Rights Compliance Requirement for a Development Water Budget**

WORK ORDER # _____

Applicant Name: Nueva Acequia Apartments (NUEVA ACEQUIA 4, LLLP)
Project Address: 1335 Camino de Jacobo, Santa Fe, NM 87507

***Required - Attach a Plat of the Property (legal lot of record and proposed development)**

Plat Filing Information: Year 2019 Book 844 Page 6 Township, Range, Section: 16, 9, 06
Location: (check one only) Inside Corporate City Limits X Outside Corporate City Limits ____
Property Uniform Property Code: _____ Existing Well: Yes ____ No X
Legal Description including lot size: Tract B-1, Lot 1, and Lot 2 as shown and delineated on plat of survey entitled "Boundary & Easement Survey of Tract B-1, Lot 1 & Lot 2 lying and being situated within Section 5 & 6, T.16N., R.9E., N.M.P.M., City & County of Santa Fe, New Mexico" recorded January 23, 2019 (Instrument No. 1877395) Approximately 6.659 acres. (NOTE: LOT 2, & PORTIONS OF LOT 1 AND TRACT B-1 WILL BE SPLIT OFF. THE FINAL PROJECT LOT SIZE WILL BE 3.53 ACRES.)

Short Description of Project: Public-private partnership between Santa Fe County and TWG Development for a 159-unit 100% affordable housing project. Bldg. 1 is 106 units for families. Bldg. 2 is 53 units for seniors (age 55+). Future Phase 2 includes an on-site Daycare. All to be separately metered.

Construction Start Date: 9/1/2026

*RESIDENTIAL PROJECT - Complete the following

1. Type of project: (i.e. Single Family Residence, Subdivision, Lot split, Apartments)	Apartments (Building 1 for Family Housing & Building 2 for Senior Housing)
2. Total number of lots approved on final plat/development plan:	1
3. Total number of homes existing or under construction:	159
4. Total number of affordable homes or units under SFHP: (include contract and waivers)	159
5. Size of service requested: (5/8", 3/4", 1" or 2")	2"

***Please fill in all categories below that apply for which water service is requested, then multiply by the water use factor to get the annual water demand:**

--- COMPLETED BY APPLICANT ---		*--- REVIEWED BY STAFF ---*	
Number of Lots or Units		Water Use Factors	Annual Water Demand
____	Single Family Dwelling Unit, lot size less than 6,000 sq. ft.	.15 afy per d.u.	____
____	Single Family Dwelling Unit, lot size 6,000-10,890 sq. ft	.17 afy per d.u.	____
____	Single Family Dwelling Unit, lot size greater than 10,890 sq. ft.	.25 afy per d.u.	____
____	Mobile Home (in Mobile home park)	.17 afy per d.u.	____
____	Guest house (detached)	.09 afy per d.u.	____
106	Apartment/Condominium	.16 afy per d.u.	16.96
53	Senior Complex	.12 afy per d.u.	6.36
159	**Total**	**Total Residential Water Demand**	**23.32 AFY**

*COMMERCIAL PROJECT - Complete the following

Type of Project: (i.e. Office, Retail, Mixed, etc.) Daycare (Future Phase 2)
Total gross floor area of building: 6,399 sf square feet
Total area of lot, tract or parcel: 3.53 acres
Automatic Fire Sprinkler System: X Yes _____ No
Building Construction Type: VA
Building Square Footage: 6,399 sf
Site Plan Attached: X Yes _____ No

*Please check all use categories below that are planned for the building and the gross floor areas of each use within the proposed building.

---- COMPLETED BY APPLICANT ----			---- REVIEWED BY STAFF ----	
Check Type of Use		Gross Floor Area	Water Use Factors	Annual Water Demand
____	Office (non-medical)	_____	(0.70 afy per 10,000 s.f.)	_____
____	Office (medical/analytical lab)	_____	(0.72 afy per 10,000 s.f.)	_____
____	Office (City/State)	_____	(0.58 afy per 10,000 s.f.)	_____
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____	Grocery Store	_____	(1.27afy per 10,000 s.f.)	_____
____	Restaurant (full service)	_____	(.02 afy per Seat)	_____
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____	Church w/ day care or school)	_____	(1.3 afy per Site)	_____
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X	School, Elementary **(Daycare, 70 students) = 0.85**		(0.8 afy per 100 students)	0.85 x 0.7 = **0.6**
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____	School, Senior High		(2.7 afy per 100 students)	_____
X	**Other** (not listed above) Please attach water demand calculations and assumptions used		(with attachment)	3.3

Total Floor Area 6,399 sf

Total Commercial Water Demand	**3.9**	**AFY**
Total Residential Water Demand	**23.32**	**AFY**
(Subtract water demand for SFHP lots or units from total)	**- (23.32)**	
Total Irrigation Water Demand	**0.72**	**AFY**
(attach calculations and assumptions)		
9.8% Contingency Fee	**0.45**	**AFY**
TOTAL PROJECT WATER DEMAND	**5.07**	**AFY**

City of Santa Fe,New Mexico

OWNER: TWG Development, LLC Mailing Address: 1301 E Washington St., Suite 100 Indianapolis, IN 46202 Phone Number: 619-889-3085 Mobile Number: n/a	***Only If Applicable** AGENT: Alexander Dzurec, Autotroph Title: Architect Mailing Address: 222 E. Marcy St., Ste. 19, Santa Fe, NM 87501 Phone Number: 505-216-7555 Mobile Number: 505-982-6605

Information Provided By: Check one: Owner _____ Agent X

Signature:_____ Date: 04.09.2026

Technical Evaluation to be Sent to: Check one: Owner _____ Agent _____

UTILITY SERVICE APPLICATION

COMMENTS: _____

_____

_____

APPLICANTS, PLEASE NOTE:

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NUEVA ACEQUIA APARTMENTS | DEVELOPMENT PLAN **- Landscape Water Budget Calculations**

YEAR 1 (establishment period)

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Planting Area B (shrubs, perennials, grasses)		26170	9160	100%	9160
Trees (new)	134		2144	100%	2144

YEAR 1 - water budget

	January	February	March	April	May	June	July	August	September	October	November	December	Total
	0%	0%	15%	38%	75%	100%	80%	80%	60%	35%	20%	0%	
	0.0	0.0	0	0	500	667	533	533	400	0	0	0.0	2,633
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Monthly demand	**0**	**0**	**7,575**	**19,189**	**38,373**	**51,164**	**40,931**	**40,931**	**30,698**	**17,674**	**10,099**	**0**	

Year 1 - Demand **256,635** gal./yr
0.79 ac-ft/yr

YEAR 2 + 3

Landscape Water Demand Calculations	Quantity	SF	Weekly Demand (gallons)	Reduction Factor	Weekly Demand (gallons)
Raised Garden Beds		155	155	100%	155
Planting Area A (low density shrubs)		12225	440	85%	374
Planting Area B (shrubs, grasses, pern)		26170	9160	85%	7786
Trees (new)	134		2144	100%	2144

YEAR 2 and 3 - water budget

	January	February	March	April	May	June	July	August	September	October	November	December	Total
	0%	0%	15%	38%	75%	100%	80%	80%	60%	35%	20%	0%	
	0.0	0.0	100	253	500	667	533	533	400	233	133	0.0	3,352
	0.0	0.0	241	611	1,206	1,609	1,287	1,287	965	563	322	0.0	8,091
	0.0	0.0	5,022	12,722	25,108	33,478	26,782	26,782	20,087	11,717	6,696	0.0	168,394
	0.0	0.0	1,383	3,503	6,914	9,219	7,375	7,375	5,532	3,227	1,844	0.0	46,373
Monthly demand	**0**	**0**	**6,746**	**17,089**	**33,729**	**44,972**	**35,978**	**35,978**	**26,983**	**15,740**	**8,994**	**0**	

Year 2 / 3 - Demand **226,210** gal./yr
0.69 ac-ft/yr

YEAR 4 and beyond

Landscape Water Demand Calculations	Quantity	SF	Weekly Demand (gallons)	Reduction Factor	Weekly Demand (gallons)
Raised Garden Beds		155	155	100%	155
Planting Area A (low density shrubs)		12225	440	70%	308
Planting Area B (shrubs, grasses, pern)		26170	9160	70%	6412
Trees (new)	134		2144	100%	2144

YEAR 4 and beyond - water budget

	January	February	March	April	May	June	July	August	September	October	November	December	Total
	0%	0%	15%	38%	75%	100%	80%	80%	60%	35%	20%	0%	
	0.0	0.0	100	253	500	667	533	533	400	233	133	0.0	3,352
	0.0	0.0	199	503	994	1,325	1,060	1,060	795	464	265	0.0	6,663
	0.0	0.0	4,136	10,477	20,678	27,570	22,056	22,056	16,542	9,650	5,514	0.0	138,678
	0.0	0.0	1,383	3,503	6,914	9,219	7,375	7,375	5,532	3,227	1,844	0.0	46,373
Monthly demand	**0**	**0**	**5,817**	**14,737**	**29,085**	**38,780**	**31,024**	**31,024**	**23,268**	**13,573**	**7,756**	**0**	

Year 3 - Demand **195,066** gal./yr
0.60 ac-ft/yr

Plant Area

Raised Garden Beds	155	
Planting Low Density (shrubs)	12,225	
Planting Medium Density (shrubs, perennials, grasses)	26,170	
	38,550	SF landscape area (not including trees)
	0.88	Acres

Plant Density Assumptions

Planting Low Density (shrubs)	0.009	plants per sf (9 plants /1000sf)
Planting Medium Density (shrubs, perennials, grasses)	0.075	plants per sf (75 plants/1000sf)

Planting Area Demand Assumptions / Six (6) month irrigation period

Planting Low Density	0.04	gallons per week per square foot (4 gallons per week per shrub)
Planting Medium Density	0.35	gallons per week per square foot (typical condition)
Trees (new)	16.00	gallons per week: 8 -1gal / hr emitters per tree run 1 hour twice a week
Raised Garden Beds	1.00	gallons per week per square foot

Reduction Factor Reduction factor assumes a reduction in water use for drought tolerant plants once they have been established.

Monthly Water Allotment Percent water allocated to plants based on climate and average needs.

Notes:

* Recommend providing a minimum of one watering for each plant type for these winter months when irrigation system is winterized if there is low / no precipitation

Water budgeting is approximate and depends numerous factors, including: irrigation efficiency, maintenance, water frequency / timing adjustments, rainfall, planter bed microclimate, etc.

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Nueva Acequia
Water Demand Calculations

The project is a rental affordable housing development. The project contains a family Apartment building (Building 1: 106 units), a senior Apartment building (Building 2: 53 units), common spaces for residents, Laundry Rooms for residents, irrigated landscape and a Daycare Center to be developed in a later Phase. The estimate water consumption for the Units and Daycare Center are provided on the utility service application and the estimated demand for irrigation is provided as a separate document. This document states the estimated water demand for the remaining spaces labeled as "Other" on the Utility Service Application.

Building 1: 2.09 AFY

(2) ADA Restrooms
– For employee use

3 employees x 20 Gal / day / employee x 260 days (workdays per year) = 15,500 Gal / yr = **0.05 AFY**

Community Room (includes a non-commercial kitchen)
- For resident events, parties & meetings

100 Days (estimated annual events usage) x 200 Gal / event day = 20,000 Gal / yr = **0.06 AFY**

Laundry Room
- For resident use only - Assumed Laundromat, Other per City of Santa Fe Development Offset Fee Table

9 washing machines x 0.22 AFY = **1.98 AFY**

Building 2: 1.21 AFY

(2) ADA Restrooms
– For employee use

3 employees x 20 Gal / day / employee x 260 days (workdays per year) = 15,500 Gal / yr = **0.05 AFY**

Community Room (includes a non-commercial kitchen)
- For resident events, parties & meetings

100 Days (estimated annual events usage) x 200 Gal / event day = 20,000 Gal / yr = **0.06 AFY**

Laundry Room
- For resident use only - Assumed Laundromat, Other per City of Santa Fe Development Offset Fee Table

5 washing machines x 0.22 AFY = **1.1 AFY**

Project Total "Other" Water Demand: 3.3 AFY

NUEVA ACEQUIA APARTMENTS			
PROPOSED WATER BUDGET			
TABLE 1			
4/9/2026			
LAND USE	NUMBER OF	WATER USE FACTOR	WATER USE
	DWELLING UNITS	PER DU (AC-FT/YR)	(AC-FT/YR)
APARTMENT UNITS	106	0.16	16.96
SENIOR	53	0.12	6.36
		Subtracted for SFHP:	-23.32
LAND USE	NUMBER OF	WATER USE FACTOR	WATER USE
	KIDS	PER 100 kids (AC-FT/YR)	(AC-FT/YR)
DAYCARE	70	0.85	0.60
OTHER USES			3.30
LANDSCAPING THREE YEAR AVERAGE			0.72
SUB-TOTAL WATER DEMAND =			4.62
LINE LOSS (9.8%)	CONTINGENCY		0.45
TOTAL WATER DEMAND PER YEAR			5.07

CITY OF SANTA FE
SANTA FE HOMES PROGRAM
MULTIFAMILY HOUSING DEVELOPMENT AGREEMENT

Nueva Acequia Apartments, Building 1
1335 Camino de Jacobo, Santa Fe, New Mexico

This Santa Fe Homes Program ("SFHP") Agreement ("Agreement") is made and entered into this 23 day of February 2026 by and between the City of Santa Fe, New Mexico, a New Mexico Municipal Corporation ("City") and TWG Development, LLC, a New Mexico limited liability company ("SFHP Developer").

RECITALS

WHEREAS, the City has duly adopted the Santa Fe Homes Program and administrative procedures (collectively, the "SFHP") and other regulatory structures in order to ensure that private development bears its fair share of the burden of housing affordability in the Santa Fe community.

WHEREAS, in accordance with the requirements of the SFHP, the SFHP Developer has submitted an SFHP proposal (SFHP Proposal), which provides the procedural pre-requisite for this Agreement;

WHEREAS, the SFHP Developer is the developer of Nueva Acequia Apartments, Building 1 and in its SFHP Proposal, the SFHP Developer has proposed to develop the property as described in the document attached hereto as Exhibit 1 (development plan), incorporated herein by reference, and hereinafter referred to as the "Property".

WHEREAS, the SFHP Developer desires to develop the Property subject to and upon the terms and conditions hereinafter set forth and in compliance with Sections 14-9.6 and 26-1 *et seq.* Santa Fe City Code (SFCC) 1987.

WHEREAS, it is understood that all representations made herein are material to the City and that the City will rely upon these representations in permitting or approving development of the Property.

AGREEMENTS

NOW, THEREFORE, in consideration of the premises, the following agreements and undertakings of the parties, the City and the SFHP Developer, for themselves and their heirs,

successors and assigns, hereby agree to be bound by the following terms in order to ensure SFHP compliance, and hereby agree as follows:

1. DEVELOPMENT REQUEST

A. SFHP Developer is in the process of received final development plan approval to build **106** rental units, which will all be priced as Affordable Rental Units, as defined in SFCC 1987 Section 26-1.

B. The Developer agrees to comply with the Santa Fe Homes Program Ordinance by making all units affordable, and so there is no need for the payment of a fee as per SFHP Administrative Procedures.

2. OBLIGATIONS

B. Fee Agreement. **All 106 units will be made 100% affordable, there is no fee for this project.** However, the SFHP Developer agrees that if no affordable units are built, they will pay a fee-in-lieu as calculated pursuant to the Santa Fe City Ordinance 26-1.22 (B).

C. Payment Deadline. If the developer does not build 100% affordable units on the Property, the amount due shall be calculated based on how many affordable units are proposed, and payment, if necessary, shall be made to the City's Office of Affordable Housing by July 31, 2028.

3. ENFORCEMENT

A. Remedies. If the developer needs to make a payment to the City, failure to make the full payment required under this agreement by the specified deadline will result in any or all of the following sanctions, depending upon which the Office of Affordable Housing judges to be the most effective and appropriate given the circumstances:

a) Withholding the recording of plats or plans,

b) Withholding or revoking building permits,

c) Issuing stop work orders, and

d) Withholding or revoking certificates of occupancy.

B. Other Remedies Available. It is understood and agreed by the SFHP Developer that the remedies provided under Section 4.1 of this Agreement are non-exclusive. This

Agreement shall not restrict the City's recourse to any remedy available under the law including, but not limited to, liens and litigation.

C. Notice. The City agrees to provide written notice pursuant to the SFHP of any violation or alleged violation of the terms and conditions of this Agreement. The SFHP Developer will give the City written notice of any violation or alleged violation of the terms and conditions of this Agreement. Both parties will give the other party thirty days to cure any violation or alleged violation of this Agreement.

City of Santa Fe:	SFHP Developer:
Office of Affordable Housing	TWG
PO Box 909	1301 E. Washington Street, Suite 100
Santa Fe, NM 87504-0909	Indianapolis, IN 46202

4 SUCCESSORS IN TITLE/COVENANTS TO RUN

In the event that SFHP Developer sells, assigns, leases, conveys, mortgages, or encumbers the Property to any third party, the third party shall be provided with a copy of this Agreement and shall be required to comply with this Agreement. The terms and conditions of this Agreement run with the land and are binding upon all heirs, successors, and assigns.

5. RECORDATION

The SFHP Developer agrees to file this agreement with the county and return a copy of the recorded agreement to the city at the address listed above.

For Developers who have completed their development with the agreed upon affordable housing units, the City will issue a deed restriction at the time a Certificate of Occupancy to enforce the affordability period relevant to the development as specified in the SFHP.

6. CITY'S ZONING AUTHORITY UNIMPAIRED

The City's rights to enforce any and all provisions of the Santa Fe City Code shall be the same as its rights generally to enforce any other ordinance, which shall in no way be diminished by this Agreement. The SFHP Developer acknowledges that this Agreement is included within the zoning authority and charter authority of the City, which is, and is hereby, accepted by the SFHP Developer as a sufficient but additional basis for this Agreement.

7. CAPTIONS

The captions and paragraph headings of this Agreement are not necessarily descriptive or intended or represented to be descriptive, of all the provisions thereunder, and in no manner shall such captions and paragraph headings be deemed or interpreted to limit the provisions of this Agreement.

8. FURTHER ASSURANCES

The parties agree to execute such documents as may be required to show the satisfactory compliance with SFHP Ordinance (SFCC 26-1) and this Agreement.

9. SEVERABILITY

If any provision of this Agreement, or the application of such provisions to any person or circumstances, shall be held invalid, the remainder of this Agreement, or the application of such provisions to persons or circumstances other than those to which it is held invalid, shall not be affected thereby.

10. NO WAIVER

No actions taken by the parties following a breach of any of the terms contained in this Agreement shall be construed to be a waiver of any claim or consent to any succeeding breach of the same or any other term.

11. NUMBERS AND GENDERS

Whenever used herein, unless the context shall otherwise provide, the singular number shall include the plural, the plural the singular, and the use of any gender shall include all genders.

12. GOVERNING LAW; VENUE; INTERPRETATION

SFHP Developer shall abide by all applicable federal and state laws and regulations, and all ordinances, rules, and regulations of the City of Santa Fe. In any action, suit or legal dispute arising from this Agreement, the SFHP Developer agrees that the laws of the State of New Mexico shall govern. The parties agree that any action or suit arising from this Agreement shall be commenced in a federal or state court of competent jurisdiction in New Mexico. Any action or suit commenced in the courts of the State of New Mexico shall be brought in the First Judicial District Court.

This Agreement shall be enforceable according to its terms and New Mexico law. This Agreement is subject to the general principles of equity, fairness and reasonableness irrespective of whether such enforcement or interpretation is considered in a proceeding at equity or in law and shall be construed according to its purpose of fostering and preserving affordable housing. Any benefit to private parties arising under this Agreement is purely incidental to the purpose of creating affordable housing.

13. SCOPE OF AGREEMENT

This Agreement incorporates all the agreements, covenants, and understandings between the parties hereto concerning the subject matter hereof, and all such covenants, agreements, and understandings have been merged into this written Agreement. No prior agreement or understanding, verbal or otherwise, of the parties or their agents shall be valid or enforceable unless embodied in this Agreement. This Agreement shall not relieve the SFHP Developer from complying with present or future City ordinances, duly adopted resolutions, or regulations applicable to the development.

14. AMENDMENTS

This Agreement shall not be altered, changed, or amended except by instrument in writing executed by the parties hereto. Any amendments to this Agreement shall be reviewed by the Office of Affordable Housing and sent, if applicable, to the appropriate review body as set forth in the SFHP Ordinance and then to the City Manager for approval.

15. TERM

This Agreement shall remain in force until the full payment of the SFHP Payment obligation set forth herein.

16. PUBLIC PURPOSE

The City declares, and the SFHP Developer acknowledges, that this Agreement as well as all restrictions contained in this Agreement are for public purposes.

WHEREFORE, the parties set their hands and seals this ____day of _____, _____.

CITY OF SANTA FE:

_____

BRIAN MOYA
INTERIM CITY MANAGER

SFHP DEVELOPER/SUCCESSOR IN INTEREST:
TWG Development, LLC

Megan Adams
Megan Adams (Apr 15, 2026 09:16:43 PDT)

MEGAN ADAMS
REGIONAL DEVELOPMENT MANAGER

DATE: Apr 15, 2026

ATTEST:

_____

GERALYN CARDENAS, CITY CLERK

Approved to form and legal sufficiency by:

Ruby Crews
Ruby Crews (Apr 15, 2026 10:23:19 MDT)

RUBY CREWS, ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

_____

ANDREA PHILLIPS, INTERIM FINANCE DIRECTOR

Attach:
Exhibit 1 - Development plan
Exhibit 2 – Legal Description

EXHIBIT 1

Development Plan, Site Plan, Location Map

Project Status:
50% CONSTRUCTION DOCUMENTS
02.27.2026

autotroph
architecture.planning.sustainable design consulting

222 EAST MARCY STREET, SUITE 19
SANTA FE, NEW MEXICO 87501
AUTOTROPHDESIGN.COM
505.216.7555

NUEVA ACEQUIA APTS.

A 53-Unit Affordable Housing Senior Community
1335 CAMINO DE JACOBO, SANTA FE, NM 87507

PROJECT #: 2412
PROJECT ISSUE DATE:

CONSULTANT:

NOT FOR CONSTRUCTION

No.	Description	Date

ARCHITECTURAL SITE PLAN - OVERALL

2.AS101

2/25/2026 9:33:41 AM

EXHIBIT 2

Proposed Lot A Legal Description

A certain tract of land lying and being situate within Sections 5 & 6, T.16 N., R.9 E., N.M.P.M., city and county of Santa Fe, New Mexico.

Beginning at the southeast corner of said tract from whence a U.S.G.L.O.S. brass cap stamped "S5, S6, S7, S8, T16N, R9E, N.M.P.M." bears South 15°30'09" East, a distance of 225.14'.

Thence from said point of beginning South 85°41'28" West, a distance of 54.53';
Thence North 12°16'20" West, a distance of 207.98';
Thence North 12°25'48" West, a distance of 209.98';
Thence North 12°29'57" West, a distance of 312.74';
Thence North 12°35'22" West, a distance of 435.89';
Thence North 78°51'15" East, a distance of 346.17';
Thence North 11°08'45" West, a distance of 314.44';
Thence North 10°53'48" West, a distance of 69.07';
Thence North 11°12'11" West, a distance of 399.18';
Thence North 11°09'58" West, a distance of 778.67';
Thence North 77°45'05" East, a distance of 27.54';
Thence South 11°09'10" East, a distance of 1170.63';
Thence South 11°08'42" East, a distance of 743.48';
Thence South 77°36'37" West, a distance of 310.47';
Thence South 12°29'38" East, a distance of 75.54';
Thence South 12°29'57" East, a distance of 108.76';
Thence South 12°24'37" East, a distance of 629.71' to the Point of Beginning.

Containing 4.996 acres, more or less."

CITY OF SANTA FE
SANTA FE HOMES PROGRAM
MULTIFAMILY HOUSING DEVELOPMENT AGREEMENT

Nueva Acequia Apartments, Building 2
1335 Camino de Jacobo, Santa Fe, New Mexico

This Santa Fe Homes Program ("SFHP") Agreement ("Agreement") is made and entered into this 17th day of February 2026 by and between the City of Santa Fe, New Mexico, a New Mexico Municipal Corporation ("City") and **TWG Development, LLC**, a New Mexico limited liability company ("SFHP Developer").

RECITALS

WHEREAS, the City has duly adopted the Santa Fe Homes Program and administrative procedures (collectively, the "SFHP") and other regulatory structures in order to ensure that private development bears its fair share of the burden of housing affordability in the Santa Fe community.

WHEREAS, in accordance with the requirements of the SFHP, the SFHP Developer has submitted an SFHP proposal (SFHP Proposal), which provides the procedural pre-requisite for this Agreement;

WHEREAS, the SFHP Developer is the developer of Nueva Acequia Apartments, Building 2, and in its SFHP Proposal, the SFHP Developer has proposed to develop the property as described in the document attached hereto as Exhibit 1 (development plan), incorporated herein by reference, and hereinafter referred to as the "Property".

WHEREAS, the SFHP Developer desires to develop the Property subject to and upon the terms and conditions hereinafter set forth and in compliance with Sections 14-9.6 and 26-1 *et seq.* Santa Fe City Code (SFCC) 1987.

WHEREAS, it is understood that all representations made herein are material to the City and that the City will rely upon these representations in permitting or approving development of the Property.

AGREEMENTS

NOW, THEREFORE, in consideration of the premises, the following agreements and undertakings of the parties, the City and the SFHP Developer, for themselves and their heirs,

successors and assigns, hereby agree to be bound by the following terms in order to ensure SFHP compliance, and hereby agree as follows:

1. DEVELOPMENT REQUEST

A. SFHP Developer is in the process of received final development plan approval to build **53** rental units, which will all be priced as Affordable Rental Units, as defined in SFCC 1987 Section 26-1.

B. The Developer agrees to comply with the Santa Fe Homes Program Ordinance by making all units affordable, and so there is not need for the payment of a fee as per SFHP Administrative Procedures.

2. OBLIGATIONS

A. Fee Agreement. **All 53 Units will be made 100% affordable, there is no fee for this project.** However, the SFHP developer agrees that if no affordable unites are built, they will pay a fee-in-lieu as calculated pursuant to the Santa Fe City Ordinance 26-1.22(B).

B. Payment Deadline. If the developer does not build 100% affordable units on the property, the amount due shall be calculated based on how many affordable units are proposed, and payment, if necessary, shall be made to the City's Office of Affordable Housing by **July 31, 2028**

3. ENFORCEMENT

A. Remedies. If the developer needs to make a payment to the City, failure to make the full payment required under this agreement within 180 calendar days of the date of the SFHP Developer's execution of this Agreement will result in any or all of the following sanctions, depending upon which the Office of Affordable Housing judges to be the most effective and appropriate given the circumstances:

a) Withholding the recording of plats or plans,

b) Withholding or revoking building permits,

c) Issuing stop work orders, and

d) Withholding or revoking certificates of occupancy.

B. Other Remedies Available. It is understood and agreed by the SFHP Developer that the remedies provided under Section 4.1 of this Agreement are non-exclusive. This

Agreement shall not restrict the City's recourse to any remedy available under the law including, but not limited to, liens and litigation.

C. Notice. The City agrees to provide written notice pursuant to the SFHP of any violation or alleged violation of the terms and conditions of this Agreement. The SFHP Developer will give the City written notice of any violation or alleged violation of the terms and conditions of this Agreement. Both parties will give the other party thirty days to cure any violation or alleged violation of this Agreement.

City of Santa Fe:	SFHP Developer:
Office of Affordable Housing	TWG
PO Box 909	1301 E. Washington Street, Suite 100
Santa Fe, NM 87504-0909	Indianapolis, IN 46402

4 SUCCESSORS IN TITLE/COVENANTS TO RUN

In the event that SFHP Developer sells, assigns, leases, conveys, mortgages, or encumbers the Property to any third party, the third party shall be provided with a copy of this Agreement and shall be required to comply with this Agreement. The terms and conditions of this Agreement run with the land and are binding upon all heirs, successors, and assigns.

5. RECORDATION

The SFHP Developer agrees to file this agreement with Santa Fe County and return a copy of the recorded agreement to the City at the address listed above.

6. CITY'S ZONING AUTHORITY UNIMPAIRED

The City's rights to enforce any and all provisions of the Santa Fe City Code shall be the same as its rights generally to enforce any other ordinance, which shall in no way be diminished by this Agreement. The SFHP Developer acknowledges that this Agreement is included within the zoning authority and charter authority of the City, which is, and is hereby, accepted by the SFHP Developer as a sufficient but additional basis for this Agreement.

7. CAPTIONS

The captions and paragraph headings of this Agreement are not necessarily descriptive or intended or represented to be descriptive, of all the provisions thereunder, and in no

manner shall such captions and paragraph headings be deemed or interpreted to limit the provisions of this Agreement.

8. FURTHER ASSURANCES

The parties agree to execute such documents as may be required to show the satisfactory compliance with SFHP Ordinance (SFCC 26-1) and this Agreement.

9. SEVERABILITY

If any provision of this Agreement, or the application of such provisions to any person or circumstances, shall be held invalid, the remainder of this Agreement, or the application of such provisions to persons or circumstances other than those to which it is held invalid, shall not be affected thereby.

10. NO WAIVER

No actions taken by the parties following a breach of any of the terms contained in this Agreement shall be construed to be a waiver of any claim or consent to any succeeding breach of the same or any other term.

11. NUMBERS AND GENDERS

Whenever used herein, unless the context shall otherwise provide, the singular number shall include the plural, the plural the singular, and the use of any gender shall include all genders.

12. GOVERNING LAW; VENUE; INTERPRETATION

SFHP Developer shall abide by all applicable federal and state laws and regulations, and all ordinances, rules, and regulations of the City of Santa Fe. In any action, suit or legal dispute arising from this Agreement, the SFHP Developer agrees that the laws of the State of New Mexico shall govern. The parties agree that any action or suit arising from this Agreement shall be commenced in a federal or state court of competent jurisdiction in New Mexico. Any action or suit commenced in the courts of the State of New Mexico shall be brought in the First Judicial District Court.

This Agreement shall be enforceable according to its terms and New Mexico law. This Agreement is subject to the general principles of equity, fairness and reasonableness irrespective of whether such enforcement or interpretation is considered in a proceeding at equity or

in law and shall be construed according to its purpose of fostering and preserving affordable housing. Any benefit to private parties arising under this Agreement is purely incidental to the purpose of creating affordable housing.

13. SCOPE OF AGREEMENT

This Agreement incorporates all the agreements, covenants, and understandings between the parties hereto concerning the subject matter hereof, and all such covenants, agreements, and understandings have been merged into this written Agreement. No prior agreement or understanding, verbal or otherwise, of the parties or their agents shall be valid or enforceable unless embodied in this Agreement. This Agreement shall not relieve the SFHP Developer from complying with present or future City ordinances, duly adopted resolutions, or regulations applicable to the development.

14. AMENDMENTS

This Agreement shall not be altered, changed, or amended except by instrument in writing executed by the parties hereto. Any amendments to this Agreement shall be reviewed by the Office of Affordable Housing and sent, if applicable, to the appropriate review body as set forth in the SFHP Ordinance and then to the City Manager for approval.

15. TERM

This Agreement shall remain in force until the full payment of the SFHP Payment obligation set forth herein.

16. PUBLIC PURPOSE

The City declares, and the SFHP Developer acknowledges, that this Agreement as well as all restrictions contained in this Agreement are for public purposes.

WHEREFORE, the parties set their hands and seals this ____day of _____, 2026.

CITY OF SANTA FE:

_____
BRIAN MOYA
INTERIM CITY MANAGER

SFHP DEVELOPER/SUCCESSOR IN INTEREST:
TWG Development, LLC

Megan Adams (Apr 15, 2026 09:21:03 PDT)
MEGAN ADAMS
REGIONAL DEVELOPMENT MANAGER
DATE: Apr 15, 2026

ATTEST:

_____
GERALYN CARDENAS, CITY CLERK

Approved to form and legal sufficiency by:

Ruby Crews
Ruby Crews (Apr 15, 2026 10:23:58 MDT)
_____
RUBY CREWS, ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

_____
ANDREA PHILLIPS, INTERIM FINANCE DIRECTOR

Attach: Exhibit 1 - Development plan
Exhibit 2 – Legal Description

EXHIBIT 1

Development Plan, Site Plan, Location Map

1 OVERALL SITE PLAN
1" = 80'-0"

2/25/2026 9:33:41 AM

Project Status:
50% CONSTRUCTION DOCUMENTS
02.27.2026

autotroph
architecture.planning.sustainable design consulting

222 EAST MARCY STREET, SUITE 19
SANTA FE, NEW MEXICO 87501
AUTOTROPHDESIGN.COM
505.216.7555

NUEVA ACEQUIA APTS.

A 53-Unit Affordable Housing Senior Community
1335 CAMINO DE JACOBO, SANTA FE, NM 87507

PROJECT #: 2412
PROJECT ISSUE DATE:

CONSULTANT:

NOT FOR CONSTRUCTION

No.	Description	Date

ARCHITECTURAL SITE PLAN - OVERALL

2.AS101

EXHIBIT 2

LEGAL DESCRIPTION (PROPOSED LOT B)

The Land referred to herein below in situated in the County of Santa Fe, State of New Mexico, and is described as follows:

Tract B-1, Lot 1, and Lot 2, as shown and delineated on plat of survey entitled "Boundary & Easement Survey of Tract B-1, Lot 1 & Lot 2 lying and being situated within Section 5 & 6, T.16N., R.9E., N.M.P.M., City & County of Santa Fe, New Mexico" recorded January 23, 2019 in Plat Book 844, Page 6, as Instrument No. 1877395, records of Santa Fe County, New Mexico.

For informational purposes only address of property per county assessor's tax roll:

0 Camino de Jacobo,
Santa Fe, New Mexico 87507"

Santa Fe Engineering Consultants, LLC

Civil and Traffic Engineering
Construction Management
Land Development

TRAFFIC IMPACT ANALYSIS
FOR
THE NUEVA ACEQUIA APARTMENTS
AT
1335 CAMINO DE JACOBO,
SANTA FE, NEW MEXICO

Prepared For:

Autotroph Design Consultants
222 East Marcy Street #19,
Santa Fe New Mexico 87501

Prepared By:

Santa Fe Engineering Consultants, LLC
1599 S. St. Francis Drive, Suite B
Santa Fe, New Mexico

November 2025
Revised
February 20, 2026

TRAFFIC IMPACT ANALYSIS
FOR
NUEVA ACEQUIA APARTMENTS
AT
1335 CAMINO DE JACOBO,
SANTA FE, NEW MEXICO

Prepared For:

Autotroph
222 East Marcy Street, #19,
Santa Fe, New Mexico 87501

Prepared By:

Santa Fe Engineering Consultants, LLC
1599 S. St. Francis Drive, Suite B
Santa Fe, New Mexico

November 2025
Revised
February 20, 2026

TRAFFIC IMPACT ANALYSIS
FOR
NUEVA ACEQUIA APARTMENTS
AT
1335 CAMINO DE JACOBO,
SANTA FE, NEW MEXICO

EXECUTIVE SUMMARY

Nueva Acequia Apartments proposes to develop 159 units of family- and senior-affordable housing in two buildings, built around a shared courtyard, to be located at 1335 Camino de Jacobo in Santa Fe, NM. The proposed development is located on a vacant parcel west of the existing San Isidro Plaza commercial development. The 5.92 ± acre property is zoned C-2 (general commercial).

There are three existing and proposed roadways which will abut the Nueva Acequia Apartments on three sides. They are Camino de Jacobo to the west (existing), San Ignacio Road to the north (new), and Camino San Alberto to the east (partially existing and partially (new). Three buildings are proposed. The lot consists of two parcels, Tract B-1 and Lot 1. The tract property lines will be adjusted and then a lot split will create right of ways (ROW) for Camino de Jacobo and San Ignacio Road. Building No 1 consists of 106 residential dwelling units of affordable family housing. Building No 2 consists of 53 residential dwelling units of affordable senior housing. Building 3 is a 3,978 SF daycare intended to serve 70 Pre-K children.

The project will be completed in two phases. Phase 1 will consist of Building 1 and Building 2. Phase 2 will consist of Building 3. Phase 1 will begin construction in 2026 and will be fully occupied by 2028. Phase 2 is planned to be in construction by 2027 and fully occupied by 2028.

Nueva Acequia Apartments proposes extending San Ignacio Road from the Staybridge Suites Hotel at Camino San Alberto to Camino de Jacobo (a county road). The Staybridge Suites project is currently under construction, and San Ignacio Road on their property has been dedicated to the City of Santa Fe.

Camino San Alberto is part of the Staybridge Suites project, which is currently under construction. Camino San Alberto within the Staybridge Suites property has been dedicated to the city. Nueva Acequia Apartments proposes extending Camino San Alberto from the Staybridge Suites to the south to the end of the Nueva Acequia Apartments property.

Nueva Acequia Apartments intends to complete the improvements to Camino de Jacobo in two phases as follows:

Phase 1 will be to make the improvements shown in our Development Plan on the east side of the street, which includes a sidewalk, curb, gutter, landscape buffer with trees and shrubs, and parallel on-street parking spaces. These improvements will also include a continuation of the sidewalk only in front of the neighboring Extra Space Self-Storage on the east side of the Camino de Jacobo until it connects with the existing newer portion of sidewalk near Airport Road. This work will be accomplished within the budget and project scope of the Nueva

Acequia Apartments. During Phase 1, this county road will remain under county ownership and maintenance.

Phase 2 will be contracted directly by and funded separately by the County of Santa Fe. It will include bringing the entire southern half of Camino de Jacobo (from our northern property line down to Airport Road) fully up to the City of Santa Fe's street standards. Because this portion of the work will require discussions and agreements between Santa Fe County and the City of Santa Fe, it is expected to take more time than the Nueva Acequia Apartments project can afford due to its affordable housing funding deadlines. This is why the larger overall improvement of Camino de Jacobo is being proposed for completion on a separate timeline. At the conclusion of this process, the fully compliant roadway will be dedicated to the City of Santa Fe.

The City of Santa Fe has made us aware of a new project immediately east of Nueva Acequia Apartments. The project is called San Ignacio Multifamily and consists of 180 apartments. Their planner allowed us to review the draft TIA. The plan is based upon the premise that none of their traffic would use Camino de Jacobo. This would probably be done using gates.

Since connectivity is an important stated goal of the City of Santa Fe, allowing the Nueva Acequia Apartments proposed new connectivity between Camino de Jacobo and San Ignacio Road is an important beneficial result of the project. Closure of roads is not found to be acceptable if maintaining connectivity is the higher shared goal. The current roadway designs shown in the Nueva Acequia Apartments Development Plan should be kept as-is.

The tracts are to be subdivided in order to dedicate a right of way (ROW) for the various roadways.

Sidewalks will be provided on San Ignacio Road and Camino San Alberto to provide an ADA accessible route to the San Isidro Plaza development connecting to the ADA accessible route being built by the neighboring Staybridge Suites development to the east to the San Isidro bus stop. An ADA accessible route will be provided via a new sidewalk along the east side of Camino de Jacobo, connecting with the existing ADA sidewalk at Extra Space Storage, which leads to a second bus stop on the north side of Airport Road.

Capacity analysis was performed for the **Existing Conditions**. All intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in). The eastbound left and southbound right are level of service LOS E.
- Cerrillos Road / Private access driveway to San Isidro Plaza. The eastbound left are at level of service LOS E.

Crash data was obtained from the NMDOT for the years 2019 through 2023. The results are as follows:

- <u>Airport Road / Lopez Lane</u>

The crash data shows that in the five-year period from 2019 to 2023, there were a total of 39 crashes at the intersection of Airport Road / Lopez Lane. There were no fatal crashes. There were 7 major crashes. There were 32 property damage-only crashes.

The crashes per year vary from a high of 10 in 2021 to a low of 5 in 2020. There were no fatal crashes. Of the 39 crashes, 32 had a description left blank, and 7 involved another vehicle. The severity of injuries ranged from 1 suspected minor injury to 22 non-apparent injuries.

- Airport Road / Camino de Jacobo

The crash data shows that in the five-year period from 2019 to 2023, there were a total of 2 crashes at the intersection of Airport Road / Camino de Jacobo. In 2019, there were 2 crashes.

The crashes per year vary from a high of 2 in 2021 and none occurring in 2019, 2020, 2022 or 2023. There were no fatal crashes. The severity of injuries ranged from none to possible.

- Rufina Street / Camino de Jacobo

The crash data shows that in the five-year period from 2019 to 2023, there were a total of 8 crashes at the intersection of Rufina Street / Camino de Jacobo. There were no fatal crashes.

The crashes per year vary from a high of 3 in 2023 to a low of none in 2020. The severity of injuries ranged from no apparent injuries to possible injuries.

- Zafarano Drive / San Ignacio Road

The crash data shows that in the five-year period from 2019 to 2023, there was a total of 10 crashes at the intersection of Zafarano Drive / San Ignacio Road.

The crashes per year vary from a high of 4 in 2023 and a low of none in 2019. There were no fatal crashes. Of the 10 crashes, 10 had a description left blank. The severity of injuries range from possible injuries to no apparent injuries.

- San Ignacio Road / Todos Santos Street

The crash data shows that in the five-year period from 2019 to 2023, there was 1 crash at the intersection of San Ignacio Road / Todos Santos Street. The 1 crash happened in 2023, and in all other years, there were none. There were no fatalities. There was 1 crash with injuries.

- Cerrillos Road / Private driveway to San Ignacio Road

The crash data shows that in the five-year period from 2019 to 2023, there were a total of 9 crashes at the intersection of Cerrillos Road / San Ignacio Road. There were no fatal crashes.

The crashes per year vary from a high of 4 in 2019 to a low of 0 in 2021 and 2023. There was 1 injury crash in 2020. There were no property damage crashes. Of the 9 crashes, 5 involved another vehicle, 3 involved a fixed object, and 1 involved a fixed object. The severity of injuries ranged from none to suspected minor injuries.

The proposed San Ignacio project consists of 180 apartments, and their traffic was included in the **Implementation Year** analysis, for the **Implementation Year**, **no build condition** as well as the Staybridge Suites traffic. For the **Implementation Year no build conditions** all intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in). The eastbound left lane fails, and the southbound right lane is at level of service LOS E.

- Cerrillos Road / Private access driveway to San Isidro Plaza. The southbound right fails.

For the **Implementation Year**, **build** all intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in). The eastbound left lane fails, and the southbound right lane is at level of service LOS E

- Cerrillos Road / Private access driveway to San Isidro Plaza. The southbound right fails.

For the Horizon Year, no build and build conditions all intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in). The eastbound left fails.

- Cerrillos Road / Private access driveway to San Isidro Plaza. The eastbound left fails.

Summary of Proposed Mitigations and Recommendations.

- Nueva Acequia should construct the roadway infrastructure as presented in the Development Plan
- Camino Jacobo is Santa Fe County Road. It should be upgraded to meet City Standards. The phased approach as proposed by the developer is feasible and would allow the City to accept it as a City road.
- There are no mitigations needed in the neighborhood. No offsite improvements are recommended.
- There are existing areas on Cerrillos Road and Airport Road that need existing traffic mitigation measures; however, these are City Arteria streets.
- This traffic report included the traffic from the Staybridge Suites and the San Isidro apartments. There are no poor LOS in the neighborhood area
- This development does not adversely impact the neighborhood or the roadway network."

TRAFFIC IMPACT ANALYSIS
FOR
NUEVA ACEQUIA APARTMENTS
AT
1335 CAMINO DE JACOBO,
SANTA FE, NEW MEXICO

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TRAFFIC IMPACT ANALYSIS
FOR
NUEVA ACEQUIA APARTMENTS
AT
1335 CAMINO DE JACOBO,
SANTA FE, NEW MEXICO

I. INTRODUCTION

A. Purpose

Nueva Acequia Apartments is proposing to develop 159 unit affordable housing apartments to be located at 1335 Camino de Jacobo in Santa Fe, NM. The development consists of three (3) buildings. Building 1 is family housing for 106 residential dwelling units. Building 2 is senior housing for 56 dwelling units. Building 3 is a day care center. The proposed development is located on a vacant parcel west of the existing San Isidro Plaza commercial development. The 5.92 ± acre property is zoned C-2 (general commercial). It is proposed to extend San Ignacio Road (a city dedicated road) to Camino de Jacobo (a county road) and to extend a portion of Camino San Alberto (a city dedicated road).

The purpose of this report is to examine the existing traffic conditions, to estimate the traffic generated by the proposed development, to determine the impact of the development on the existing roadway infrastructure and to provide recommendations for improvements to meet City of Santa Fe requirements. This report has been prepared in accordance with the format of the report is based upon the "Transportation Impact Analysis Guidelines, City of Santa Fe, NM,". New Mexico Department of Transportation (NMDOT) State Access Management Manual (SAMM).

A scoping meeting was conducted on July 29, 2025, with the City of Santa Fe Traffic Engineering Staff and Wilson and Company (on-call traffic engineer for the City of Santa Fe) to discuss the study site and to determine the intersections to be analyzed. The following intersections were determined to be in the scope of the study:

- Airport Road / Camino de Jacobo
- Rufina Street / Camino de Jacobo / Camino Vista Aurora
- Airport Road / Lopez Lane
- San Ignacio Road / Todos Santos Road
- Zafarano Drive / San Ignacio Road
- Cerrillos Road / San Isidro Plaza
- Short cut between Lopez Lane and Camino de Jacobo through private property

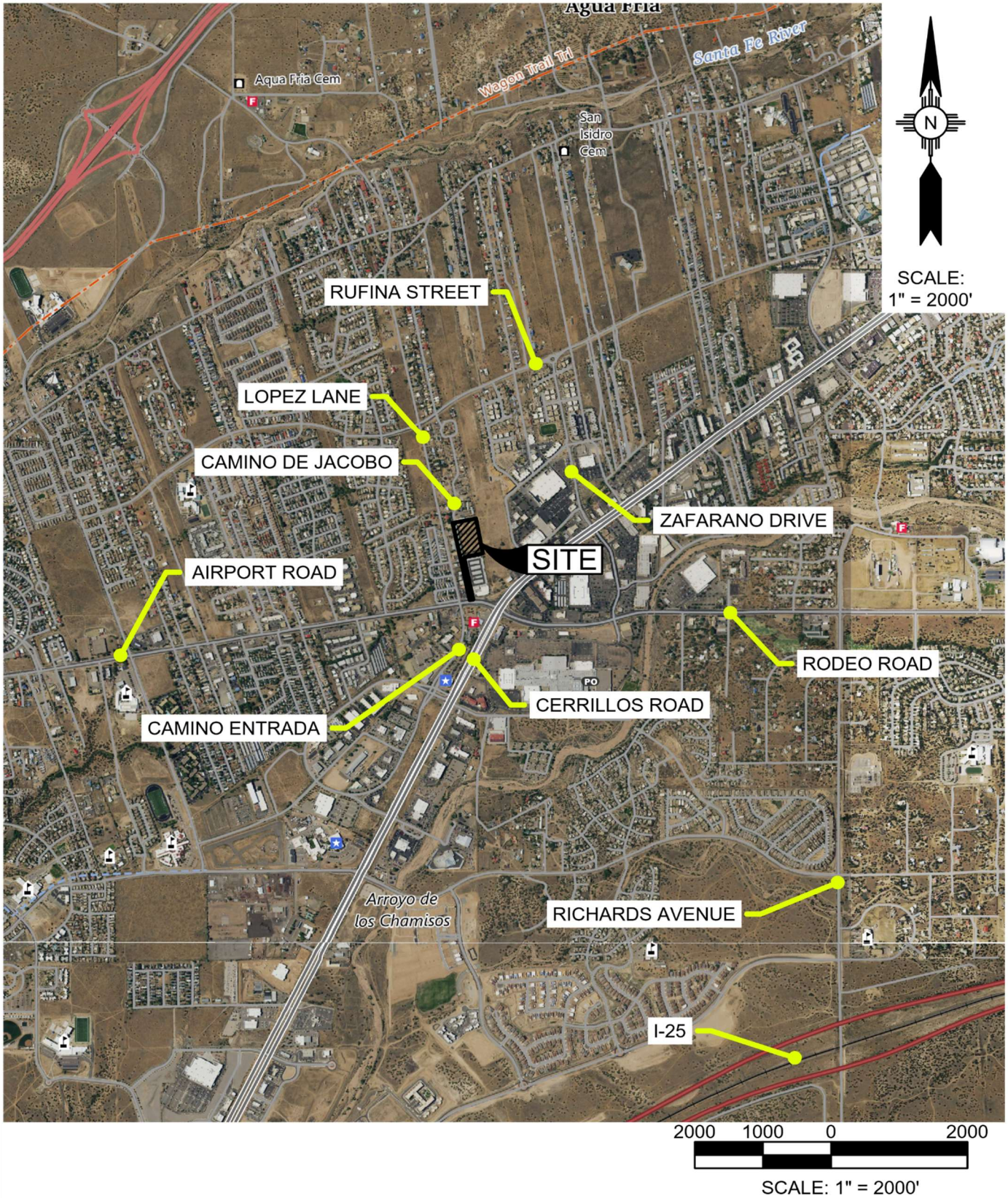
The Nueva Acequia Apartments will extend San Ignacio Road (a city dedicated road) to the limits of their property. They will also build Camino San Alberto (a proposed City dedicated road) which is currently beginning construction to the limits of their property, to service the Nueva Acequia Apartments and other future developments south of Nueva Acequia Apartments.

B. Project Location

The site is located within the City of Santa Fe within Sections 5 and 6 Township 16 North, Range 9 East, N.M.P.M. The coordinates are Latitude 35°38'34" North and Longitude 106°00'50" West. Access to the development will be provided by the extension of San Ignacio Road, the extension of Camino San Alberto. Primary access will be provided by Camino de Jacobo.

C. Vicinity Map

The Vicinity Map is presented in Figure 1.



REFERENCE:
U.S.G.S. QUADRANGLE MAPS ENTITLED "AGUA FRIA, NM", "SANTA FE, NM", SETON VILLAGE, NM" AND "TURQUOISE HILL, NM" ALL DATED 2023

VICINITY MAP
FIGURE 1

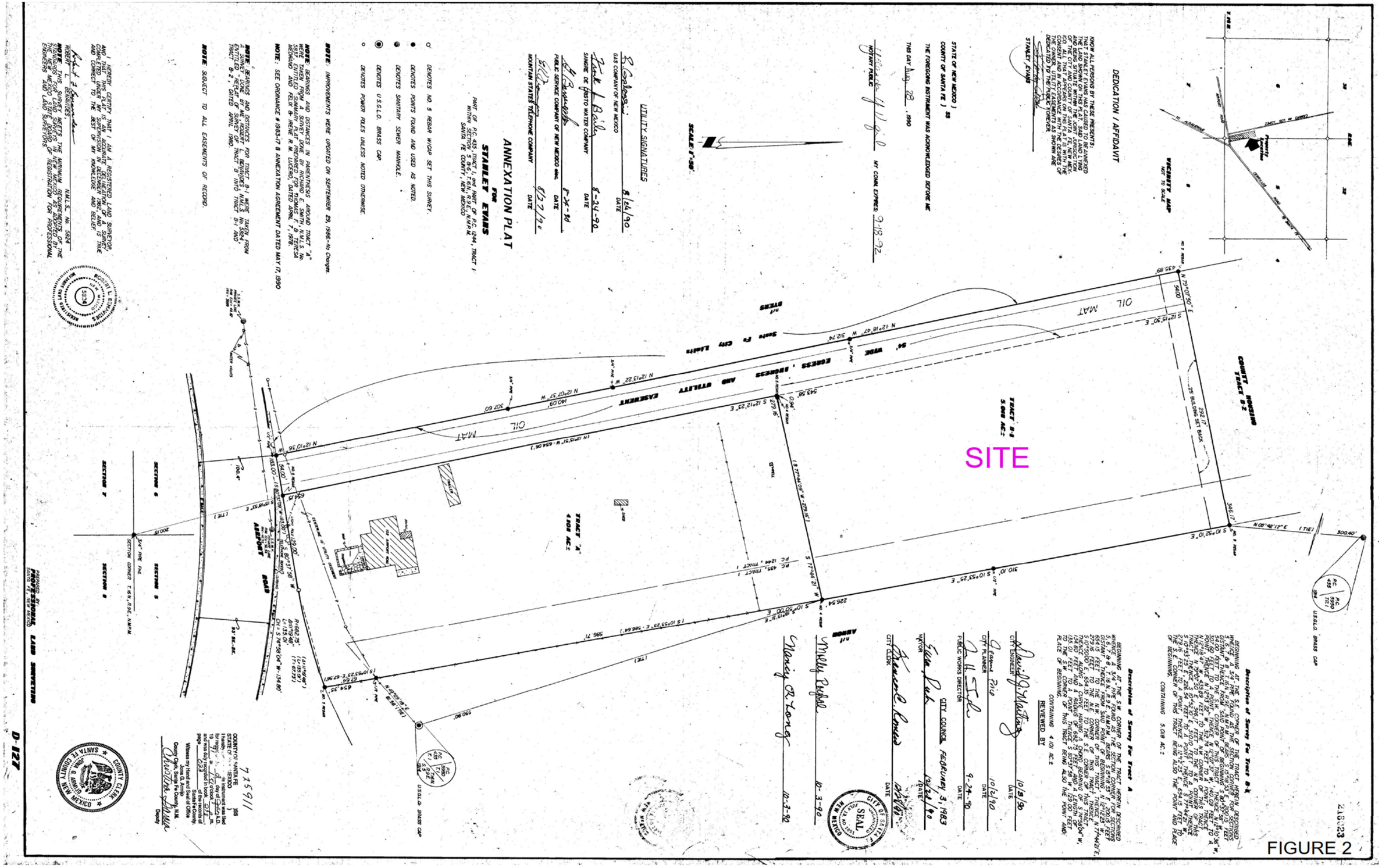
II. DESCRIPTION OF PROPOSED DEVELOPMENT

A. Land Use and Intensity

The proposed development is located on a vacant parcel off Camino de Jacobo. The lot area is 5.92 ± acres. The lot consists of two parcels, Tract B-1 and Lot 1. The tracts are to be subdivided in order to dedicate right of way (ROW). The lot includes Camino de Jacobo from the vicinity of Airport Road to the Nueva Acequia Apartments, which will be dedicated for future ROW. Tract B-1 includes a strip of land which goes to the north to Todos Santo Street. The record plats are presented in Figures 2 and 3. The proposed development will consist of 159 residential dwelling units. Three buildings are proposed. Building No 1 consists of 106 units of affordable family housing. Building No 2 consists of 53 residential dwelling units of senior housing. Building 3 is a 3,978 SF day care center.

The building and unit types are presented in Table 1.

TABLE 1 UNIT COUNT – BUILDING 1 – AFFORDABLE FAMILY HOUSING		
LAND USE	**COUNT**	**BUILDING AREA**
ITE NO 221	106	94,198 SF
BUILDING 2 – AFFORDABLE SENIOR HOUSING		
LAND USE	**COUNT**	**BUILDING AREA**
ITE NO 252	53	47,548 SF
Total Residential Dwellings	**159**	**141,746 SF**
BUILDING 3 – DAY CARE CENTER		
LAND USE ITE	**COUNT**	**BUILDING AREA**
ITE NO 565	Up to 74 students	6,399 SF
0 Unit		
Total	**159 Units**	**148,145 SF**


DEDICATION / AFFIDAVIT
VICINITY MAP
NOT TO SCALE
UTILITY SIGNATURES
ANNEXATION PLAT
FOR
STANLEY EVANS
SCALE: 1"=50'
SITE
TRACT 'A'
4.108 AC.±
TRACT B-1
5.000 AC.±
COUNTY HOUSING
TRACT B-2
AIRPORT ROAD
OIL MAT
EASEMENT
EGRESS, INGRESS AND UTILITY
Santa Fe City Limits
U.S.G.L.O. BRASS CAP
FIGURE 2

50

SP 1983 - 124

137045

T17N, R9E
T16N, R9E

VICINITY MAP
(NOT TO SCALE)

Project Location

SCALE 1" = 100'

● DENOTES U.S.G.L.O. BRASS CAP FOUND AND TIED.

• DENOTES POINTS OFF REFERENCED PLATS.

∘ DENOTES POINTS COMPUTED THIS SURVEY.

(1) BEARINGS AND DISTANCES TAKEN FROM A SURVEY PLAT TITLED "ART HERNANDEZ", DATED NOVEMBER 20, 1982.

(2) BEARINGS AND DISTANCES TAKEN FROM A SURVEY PLAT TITLED "STANLEY EVANS", DATED DECEMBER 8, 1982.

(3) BEARINGS AND DISTANCES TAKEN FROM A SURVEY DONE BY PERMIT BENCHVISES, HALLS, INC. NO. 5894 ENTITLED "SURVEY FOR STANLEY EVANS" ON FEBRUARY 12, 1982.

I HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR AND THAT THIS PLAT IS AN ACCURATE DELINEATION OF A COMPOSITE COMPILATION MADE UNDER MY SUPERVISION IN MARCH 1983, AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

EDWARD A. GONZALES, NMPE & L.S. No. 3637

STATE OF NEW MEXICO
EDWARD A. GONZALES
NO. 3637

CAMINO de LOS LOPEZ

EVANS

AMBER

AIRPORT ROAD 60' R.O.W.

LOT 1
0.938 AC.±

LOT 2
0.733 AC.±

Centerline Of A 60' Roadway & Utility Easement

Existing Sewer Line

Existing Water Line

Existing Housing

TOTAL AREA = 1.670 AC.±

PREPARED BY
SANTA FE - NEW MEXICO, U.S.A.

D-139

REPLAT OF SURVEY FOR STANLEY EVANS, REPLAT OF A PORTION OF TR. J, S.N.C. No 435

LOCATED WITHIN A PORTION OF SMALL HOLDING CLAIM NO 435, TR. J, S.9&6, T16N, R9E, N.M.P.M.
SANTA FE COUNTY, NEW MEXICO

DEDICATION

KNOW ALL MEN BY THESE PRESENTS:
THAT THE LANDS CAUSED TO BE SURVEYED INTO LANDS SHOWN HEREON LYING AND BEING SITUATE WITHIN THE SANTA FE CITY LIMITS, SANTA FE COUNTY, NEW MEXICO, AND IS MORE PARTICULARLY DESCRIBED ABOVE. THE UNDERSIGNED OWNER SAID OWNER DOES HEREBY GRANT IN ROADWAY AND UTILITY EASEMENTS AS SHOWN HEREON TO THE PUBLIC FOR THEIR USE FOREVER.

STANLEY EVANS

STATE OF NEW MEXICO)SS
COUNTY OF SANTA FE)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY STANLEY EVANS THIS 5 DAY OF 1983.

NOTARY PUBLIC — MY COMMISSION EXPIRES

APPROVALS

APPROVED ON THE 1 DAY OF February 1983.
CITY ENGINEER

APPROVED ON THE 5th DAY OF November, 1983.
CITY PLANNER

APPROVED BY THE CITY PLANNING COMMISSION AT ITS MEETING OF December 2, 1983.
CHAIRMAN — SECRETARY

UTILITY COMPANY APPROVALS

PUBLIC SERVICE COMPANY OF POWER — DATE
PUBLIC SERVICE COMPANY WATER — 10-19-83 DATE
MOUNTAIN BELL TELEPHONE CO. — 10-12-83 DATE
GAS COMPANY OF NEW MEXICO — 10-12-83 DATE

PROPERTY DESCRIPTION

BEGINNING AT THE S.E. CORNER OF THE PROPERTY HEREIN DESCRIBED WHICH IS ALSO THE N.E. CORNER OF THE PROPERTY OF ART HERNANDEZ, SECTION 5, T16N, R9E, AND PRIVATE CLAIMS No. 435 AND 5930 (BEARS S 89°46'44" W, 19.88 FEET DISTANT FROM A CONCRETE MONUMENT BEARING S 89°46'44" W, 1123.13 FEET DISTANT FROM A 1/2" REBAR WITH CAP STAMPED "LS 3637" FOUND AT THE S.E. CORNER OF SAID PRIVATE CLAIM No. 435); THENCE, N 0°50'00" W, 1580.31 FEET TO A POINT; THENCE, N 89°50'00" W, 1580.31 FEET TO THE N.E. CORNER; THENCE, S 0°50'00" E, 1580.31 FEET TO THE S.E. CORNER BEING ALSO THE POINT AND PLACE OF BEGINNING CONTAINING 1.685 AC. ±

534,362

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO)
I hereby certify that this instrument was filed for record on the 2 day of Feb. A.D., 19 84 at 9:12 o'clock a.m., and was duly recorded in book 137 page 09 of the records of Santa Fe County, Witness my Hand and Seal of Office
ANGIE VIGIL PEREZ
County Clerk, Santa Fe County, N.M.
Diana L. Vega (Deputy)

FIGURE 3

Replat Of Survey For Stanley Evans
Replat Of A Portion Of Tr. J, S.N.C. No 435
D-139

B. Phasing and Timing

The project will be completed in two phases. Phase 1 will consist of Building 1 and Building 2. Phase 2 will consist of Building 3. Phase 1 will begin construction in 2026 and will be fully occupied by 2028. Phase 2 will be in construction by 2027 and fully occupied by 2028.

C. Zoning

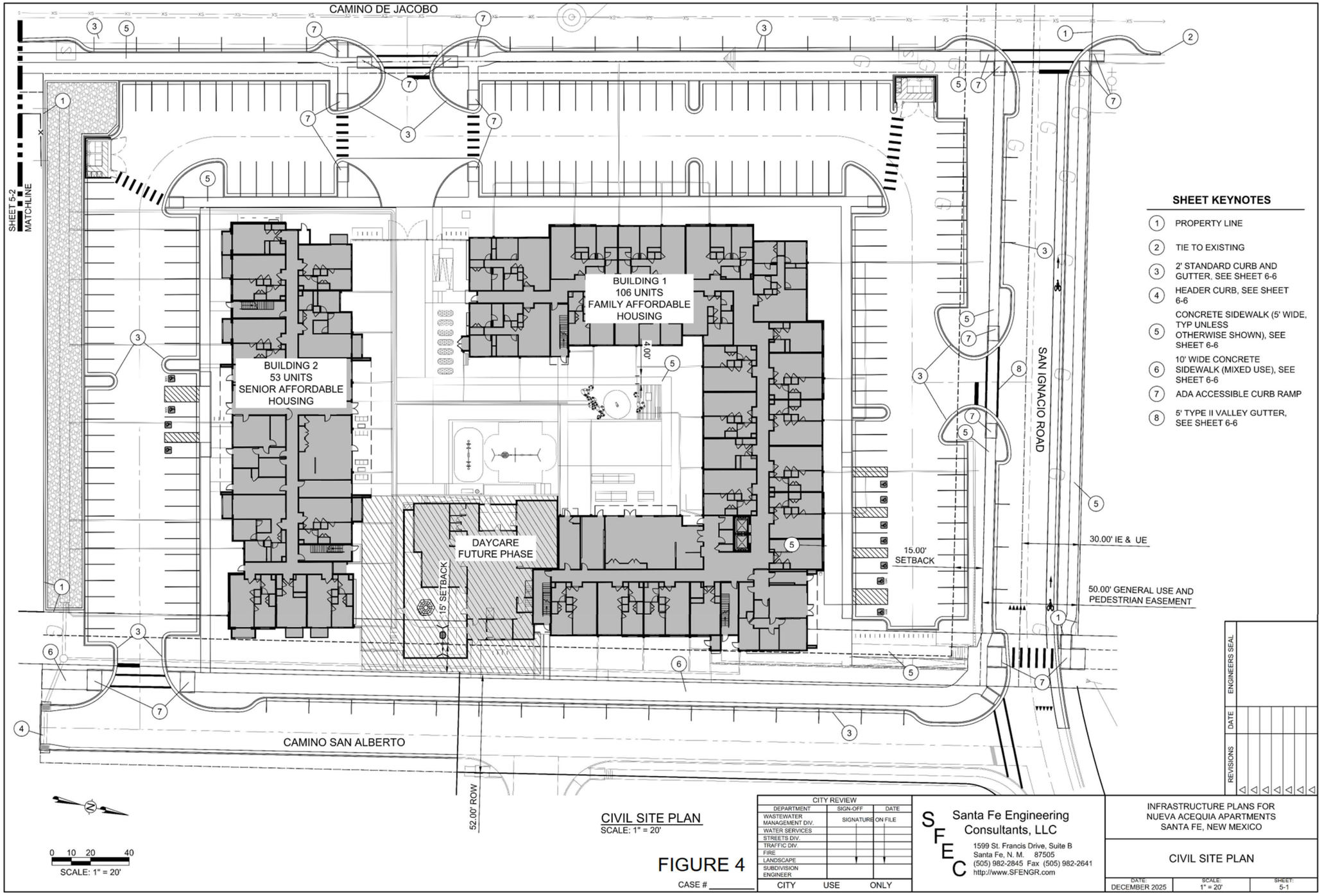
The 5.92 ± acre property is zoned C2 - General Commercial.

D. Access Points

Access to the site will be from a new driveway to be constructed on the extension of San Ignacio Road, a new driveway to be constructed on the extension of Camino San Alberto, and a new driveway on Camino de Jacobo.

E. Site Plan

The Site Plan is presented in Figure 4. The parking for the day care center facility is presented in The Day care parking location Map is presented in Figure 30.


CAMINO DE JACOBO
SHEET 5-2 MATCHLINE
BUILDING 1
106 UNITS
FAMILY AFFORDABLE
HOUSING
BUILDING 2
53 UNITS
SENIOR AFFORDABLE
HOUSING
DAYCARE
FUTURE PHASE
15' SETBACK
4.00'
15.00'
SETBACK
SAN IGNACIO ROAD
30.00' IE & UE
50.00' GENERAL USE AND
PEDESTRIAN EASEMENT
CAMINO SAN ALBERTO
52.00' ROW
SHEET KEYNOTES
1 PROPERTY LINE
2 TIE TO EXISTING
3 2' STANDARD CURB AND GUTTER, SEE SHEET 6-6
4 HEADER CURB, SEE SHEET 6-6
5 CONCRETE SIDEWALK (5' WIDE, TYP UNLESS OTHERWISE SHOWN), SEE SHEET 6-6
6 10' WIDE CONCRETE SIDEWALK (MIXED USE), SEE SHEET 6-6
7 ADA ACCESSIBLE CURB RAMP
8 5' TYPE II VALLEY GUTTER, SEE SHEET 6-6
ENGINEERS SEAL
DATE
REVISIONS
CIVIL SITE PLAN
SCALE: 1" = 20'
FIGURE 4
CASE #
0 10 20 40
SCALE: 1" = 20'
CITY REVIEW
DEPARTMENT
SIGN-OFF
DATE
WASTEWATER MANAGEMENT DIV.
WATER SERVICES
STREETS DIV.
TRAFFIC DIV.
FIRE
LANDSCAPE
SUBDIVISION ENGINEER
SIGNATURE ON FILE
CITY USE ONLY
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
INFRASTRUCTURE PLANS FOR
NUEVA ACEQUIA APARTMENTS
SANTA FE, NEW MEXICO
CIVIL SITE PLAN
DATE: DECEMBER 2025
SCALE: 1" = 20'
SHEET: 5-1

III. STUDY AREA CONDITIONS

A. Study Area

Based upon the scoping meeting the study area consists of the following intersections:

- Airport Road / Camino de Jacobo
- Rufina Street / Camino de Jacobo / Camino Vista Aurora
- Airport Road / Lopez Lane
- San Ignacio Road / Todos Santos Road
- Zafarano Drive / San Ignacio Road
- Cerrillos Road / San Isidro Plaza
- Short cut between Lopez Lane / Camino de Jacobo through private property

The Existing Road Network is presented in Figure 5.

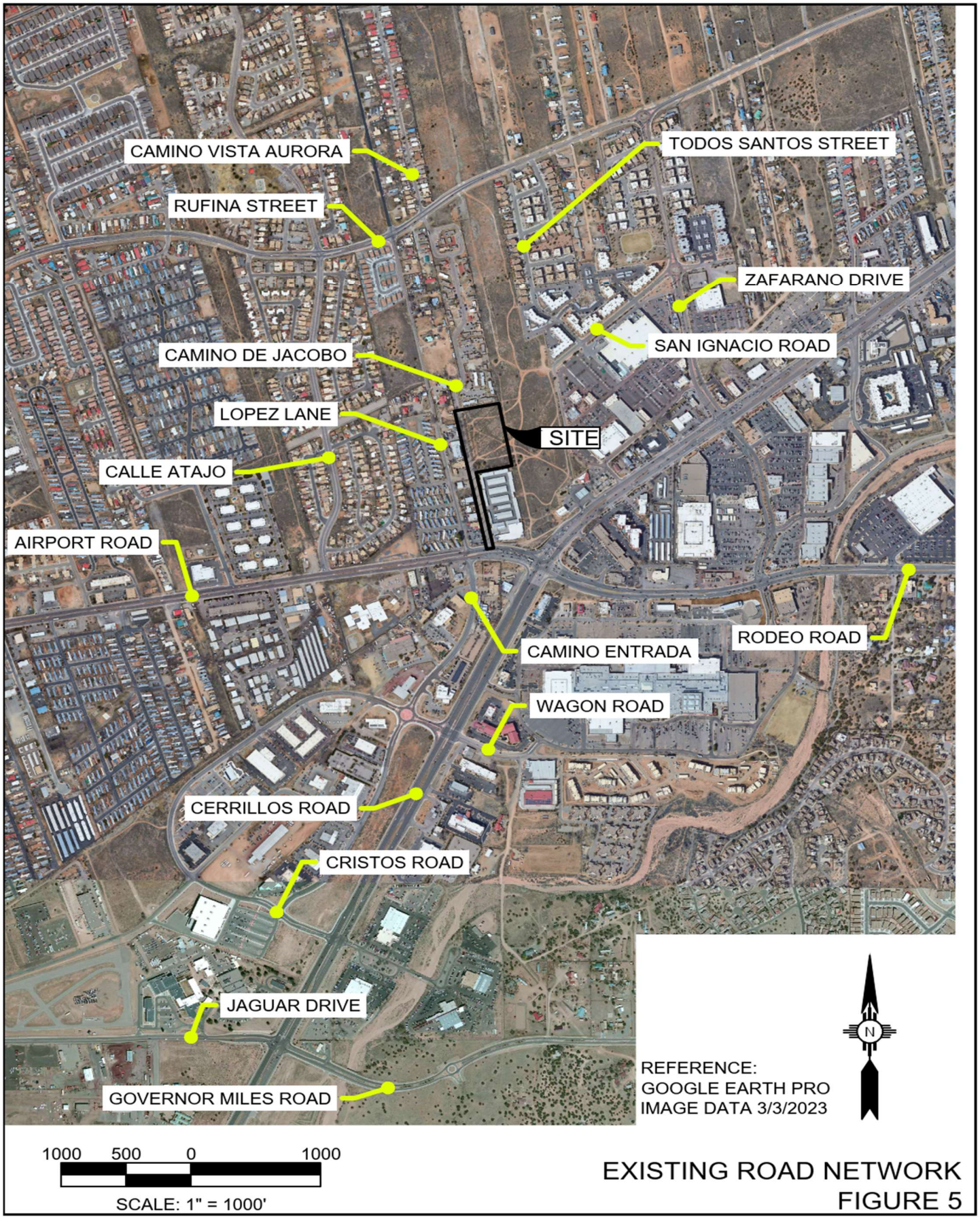
B. Existing Land Use

The proposed Nueva Acequia Apartments site is located on vacant land. The existing land uses in the area consist of a mix of commercial, residential, and vacant land. The land on the north of the site consists of the Villas De San Ignacio - Low Income Housing Tax Credit Properties (LIHTC) which consists of 20 units, the Santa Fe County Housing Authority Administrative Offices, and the Boys & Girls Clubs of Santa Fe / Del Norte.

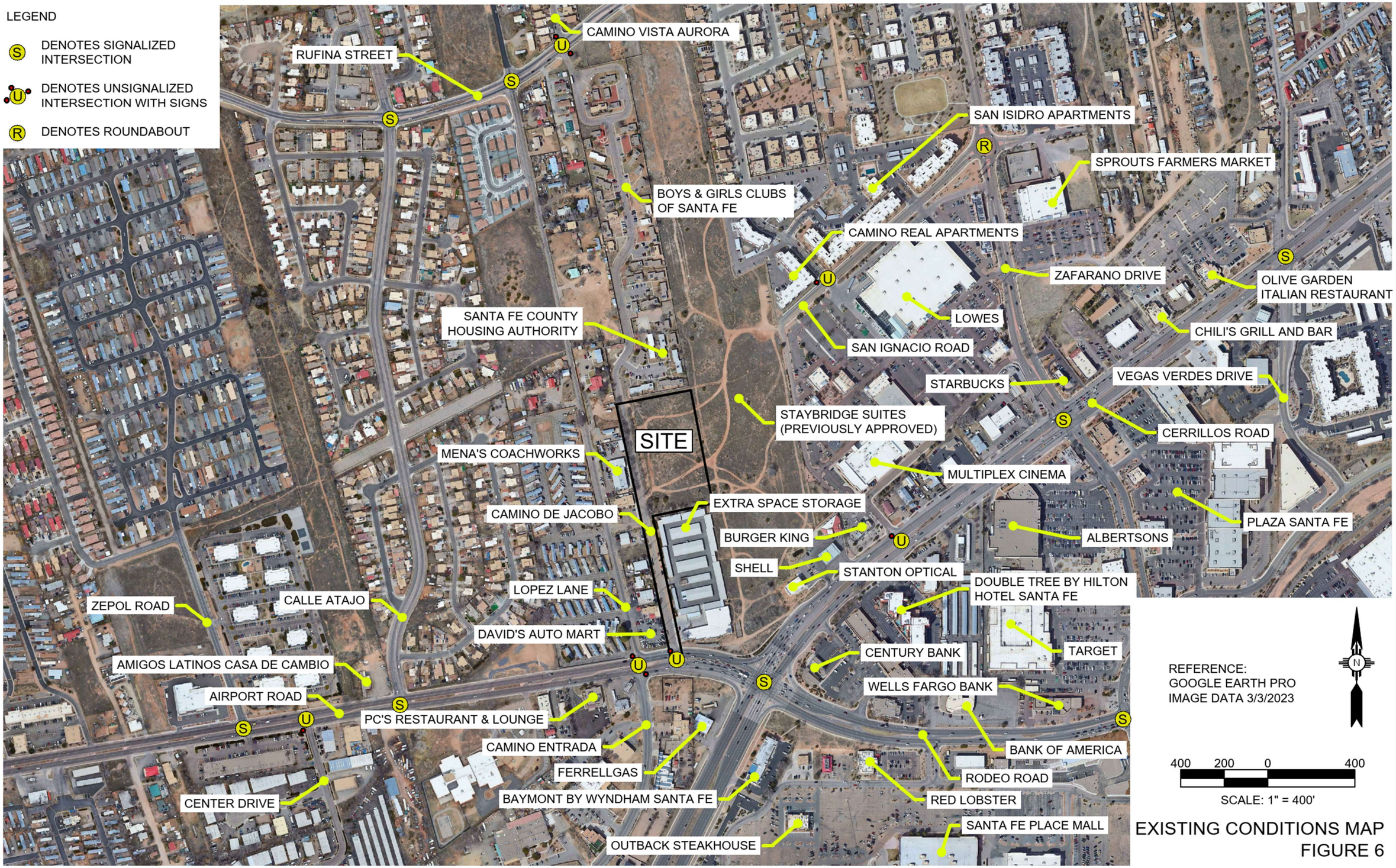
The land uses west of the site are commercial buildings including Mena's Coachworks Auto body shop, Fruit of the Spirit Ministries Church, and residential land including the Sunset Mobile Home Park.

The existing land east of the site is the Staybridge Suites Hotel and vacant land. The San Isidro Plaza is located further east. The San Isidro Plaza consists of numerous restaurants, EVO Entertainment + EVX + IMAX® - Santa Fe, and Aspen Medical Center Urgent Care and Primary Care, and other business; on the south east is Squeaky Clean Car Wash, Enterprise Rent-a-car, Hot Spring Spas of Santa Fe Hot Tub Store Jiffy Lube MultiCare, Chihuahua Tires, Antique Auto Sales LLC, a Brewer / Shell Gas Station, and a Burger King fast-food restaurant.

The land uses south of the site includes Extra Space Storage Facility, La Cocina Mexican Restaurant and David's Auto Mart LLC Used Auto Dealer. The Existing Conditions Map is presented in Figure 6.



EXISTING ROAD NETWORK
FIGURE 5



EXISTING CONDITIONS MAP
FIGURE 6

C. **Other Known Development Activity**

There are a number of vacant parcels in the area which could be developed. The only known development in the vicinity of the site is the Staybridge Suites Hotel which is currently under construction. There are no other known projects in the area.

The City of Santa Fe has made us aware of a new project immediately east of Nueva Acequia Apartments. The project is called San Ignacio Multifamily and consists of 180 apartments. Their planner allowed us to review the draft TIA. The plan is based upon the premise that none of their traffic would use Camino Jacobo. This would probably be done using gates. There are no other known projects in the area.

D. Existing Roadway System Characteristics

1. Cerrillos Road / Camino de Jacobo

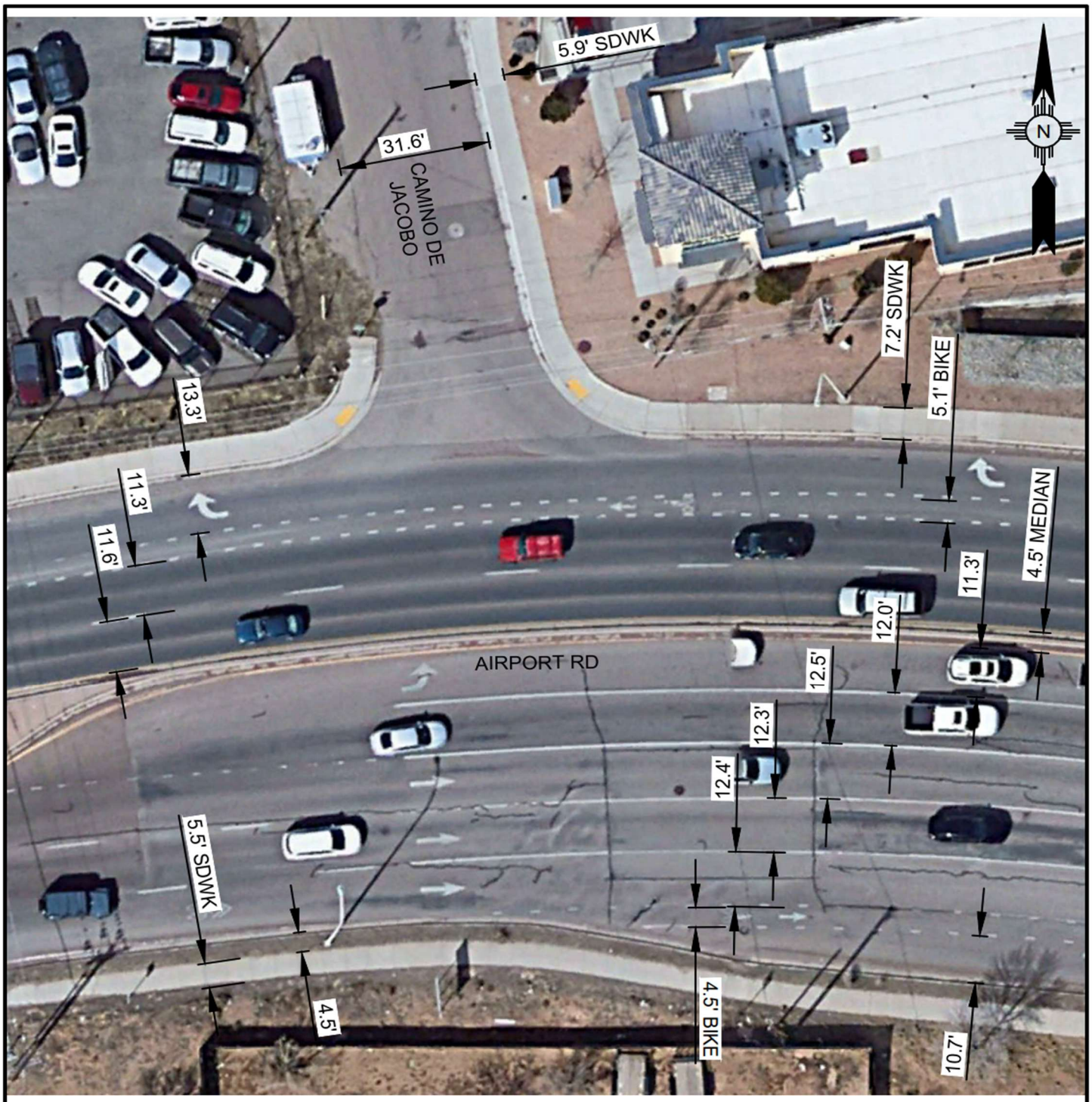
The existing access to the site is provided by Camino de Jacobo. Camino de Jacobo is an unclassified roadway according to the MPO Classification Map. Camino de Jacobo is owned by Santa Fe County. This road functions as a minor urban collector road. This portion of Camino de Jacobo consists of a two-way road in the vicinity of the project. The lane width is 14 feet wide. The roadway in the vicinity of the site is a rural road with no sidewalks or curb and gutter. The posted speed limit on San Ignacio Road is 15 MPH. The intersection of Rufina Street and Camino Jacobo is presented in Figure 7.

2. Airport Road / Rufina Street

Access to Camino de Jacobo is provided via Rufina Street. Rufina Street is a minor arterial roadway according to the MPO Classification Map. This road is owned by the City of Santa Fe. This portion of Rufina Street consists of a two-way roadway in the vicinity of the project. The lane width is 14 feet wide. The roadway includes curb and gutter, and sidewalks on both sides. The posted speed limit on Rufina Street is 35 MPH. The intersection of Rufina Street / Camino Vista Aurora / Camino Jacobo is presented in Figure 8.

3. Lopez Lane / Camino de Jacobo

Lopez Lane does not provide direct access to the site; however, it is in close proximity with the Airport Road / Camino de Jacobo intersection. Lopez Lane is a major collector roadway according to the MPO Classification Map. This road is owned by the City of Santa Fe. This portion of Lopez Lane consists of a two-way roadway in the vicinity of the project. The lane width is 14 feet wide. The roadway includes curb and gutter, and sidewalks on both sides. The posted speed limit on Lopez Lane is 25 MPH. The intersection of Airport Road / Lopez Lane / Camino Entrada is presented in Figure 9.



NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

30 15 0 30

SCALE: 1" = 30'

REFERENCE:
IMAGE PROVIDED BY GOOGLE EARTH PRO.

INTERSECTION DETAIL
AIRPORT ROAD
/CAMINO DE JACOBO
FIGURE 7

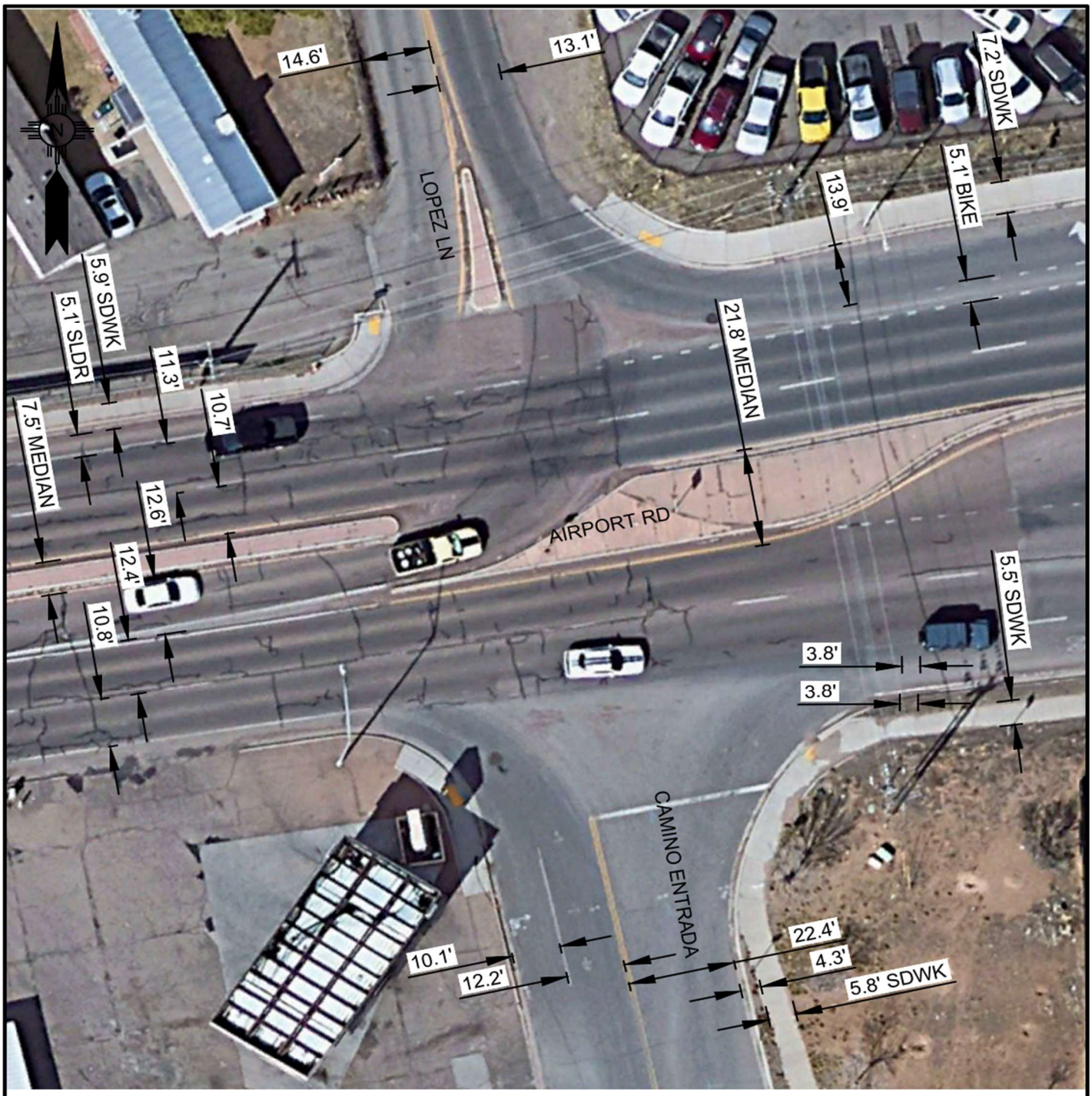
NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

30 15 0 30

SCALE: 1" = 30'

INTERSECTION DETAIL
RUFINA STREET
/CAMINO VISTA AURORA
/CAMINO DE JACOBO
FIGURE 8

REFERENCE:
IMAGE PROVIDED BY GOOGLE EARTH PRO.



NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

30 15 0 30

SCALE: 1" = 30'

INTERSECTION DETAIL
AIRPORT ROAD
/LOPEZ LANE
/CAMINO ENTRADA
FIGURE 9

REFERENCE:
IMAGE PROVIDED BY GOOGLE EARTH PRO.

4. San Ignacio Road / Todos Santo

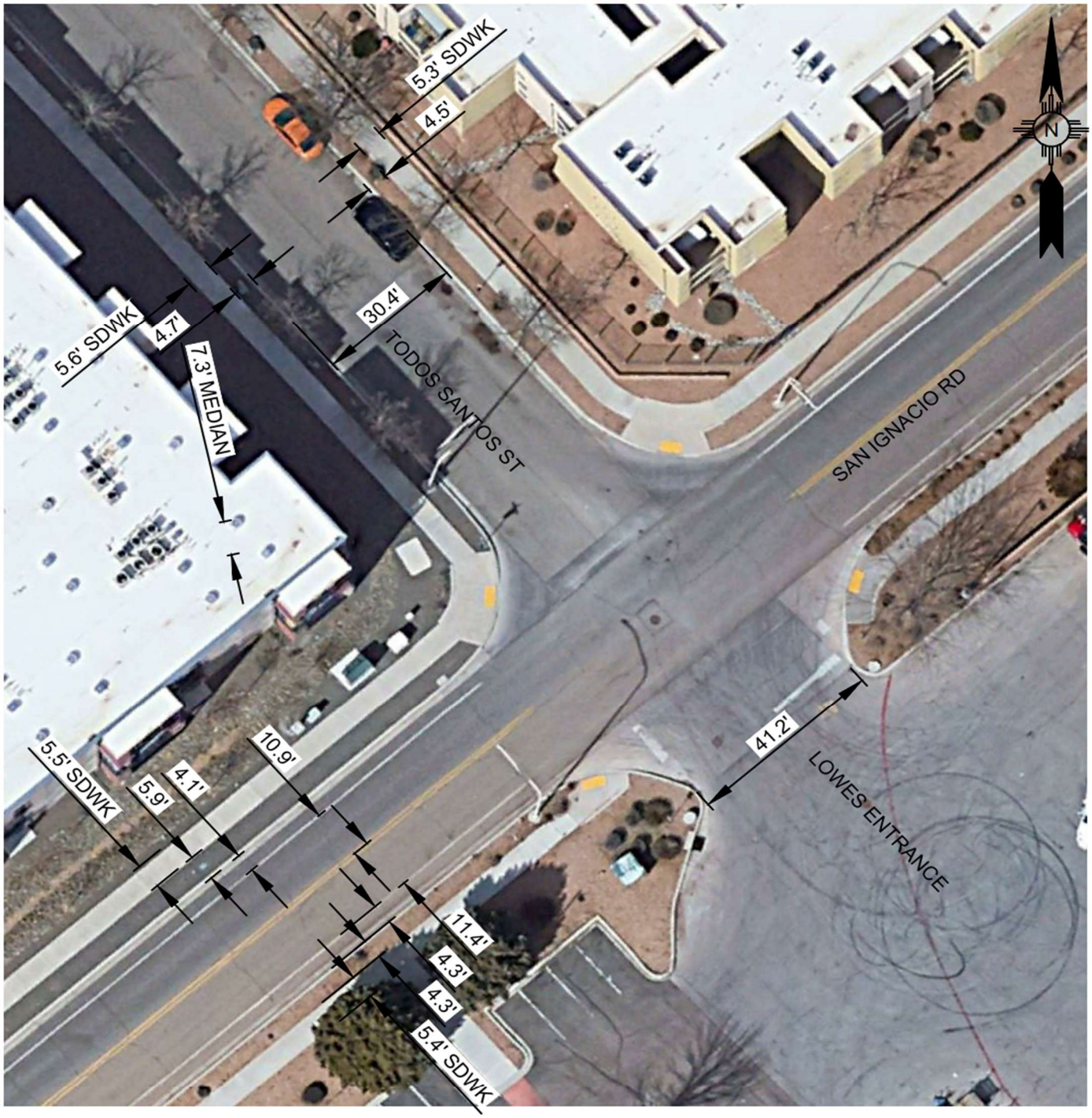
Access to the site is provided by San Ignacio Road. San Ignacio Road is an unclassified roadway according to the MPO Classification Map. However, this road functions as a minor urban collector road. This road is owned by the City of Santa Fe. This portion of San Ignacio Road consists of a two-way road in the vicinity of the project. The lane width is 12 feet wide. The roadway includes curb and gutter, and sidewalks on both sides. The posted speed limit on San Ignacio Road is 30 MPH. The intersection of San Ignacio Road / Todos Santos Street is presented in Figure 10.

5. Todos Santos Street

Todos Santos Street intersects with San Ignacio and may be impacted by this development. Todos Santos Street is an unclassified roadway according to the MPO Classification Map. However, this road functions as an urban lane. This road is owned by the City of Santa Fe. This portion of Todos Santos Street consists of a two-way road in the vicinity of the project. The lane width is 12 feet wide. The roadway includes curb and gutter, and sidewalks on both sides. The posted speed limit on Todos Santos Street is not posted. The intersection of San Ignacio Road / Todos Santos Street is presented in Figure 11.

6. Zafarano Drive

Zafarano Drive intersects with Camino San Ignacio and may be impacted by this development. Zafarano Drive is classified as a major collector according to the "Functional Classification of Roadways in the Santa Fe Metropolitan Planning Organization Area," (MPO Classification Map) approved by the Federal Highway Administration in March 2016. This road is owned by the City of Santa Fe. The intersection of Zafarano Drive / San Ignacio Road consists of a four-leg roundabout with a design speed of 15 MPH. Zafarano Drive is an urban street with curb and gutter and sidewalk on each side. The speed limit is 30 MPH. The intersection of Zafarano Drive / San Ignacio Road is presented in Figure 12.



NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED.
THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

30 15 0 30

SCALE: 1" = 30'

REFERENCE:
IMAGE PROVIDED BY GOOGLE EARTH PRO.

INTERSECTION DETAIL
SAN IGNACIO ROAD
/ TODOS SANTOS STREET
FIGURE 10

NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

40 20 0 40

SCALE: 1" = 40'

REFERENCE:
IMAGE PROVIDED BY GOOGLE EARTH PRO.

INTERSECTION DETAIL
ZAFARANO DRIVE
/ SAN IGNACIO ROAD
FIGURE 11

NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

30 15 0 30

SCALE: 1" = 30'

REFERENCE:
IMAGE PROVIDED BY GOOGLE EARTH PRO.

INTERSECTION DETAIL
CERRILLOS ROAD
/PRIVATE ROAD
FIGURE 12

7. San Isidro Plaza Driveway / San Ignacio / (Private Drive)

The unnamed San Isidro Plaza Driveway connects San Ignacio to Cerrillos Road. The San Isidro Plaza Driveway is an unclassified roadway according to the MPO Classification Map. This road functions as a driveway and as a short cut to Cerrillos Road. This road is owned by the City of Santa Fe. This portion of San Isidro Plaza Driveway consists of a two-way road in the vicinity of the project. The lane width is 12 feet wide. The roadway includes curb and gutter, and sidewalks. There is no posted speed limit on San Isidro Plaza Driveway. The intersection of Cerillos Road and the Private Road geometrics, lane widths are presented in Figure 12.

8. Camino San Alberto

Access to the site is also provided by Camino San Alberto. Camino San Alberto is beginning construction, as part of the Staybridge Suites Hotel construction design. According to project plans Camino San Alberto will have the same typical section as San Ignacio.

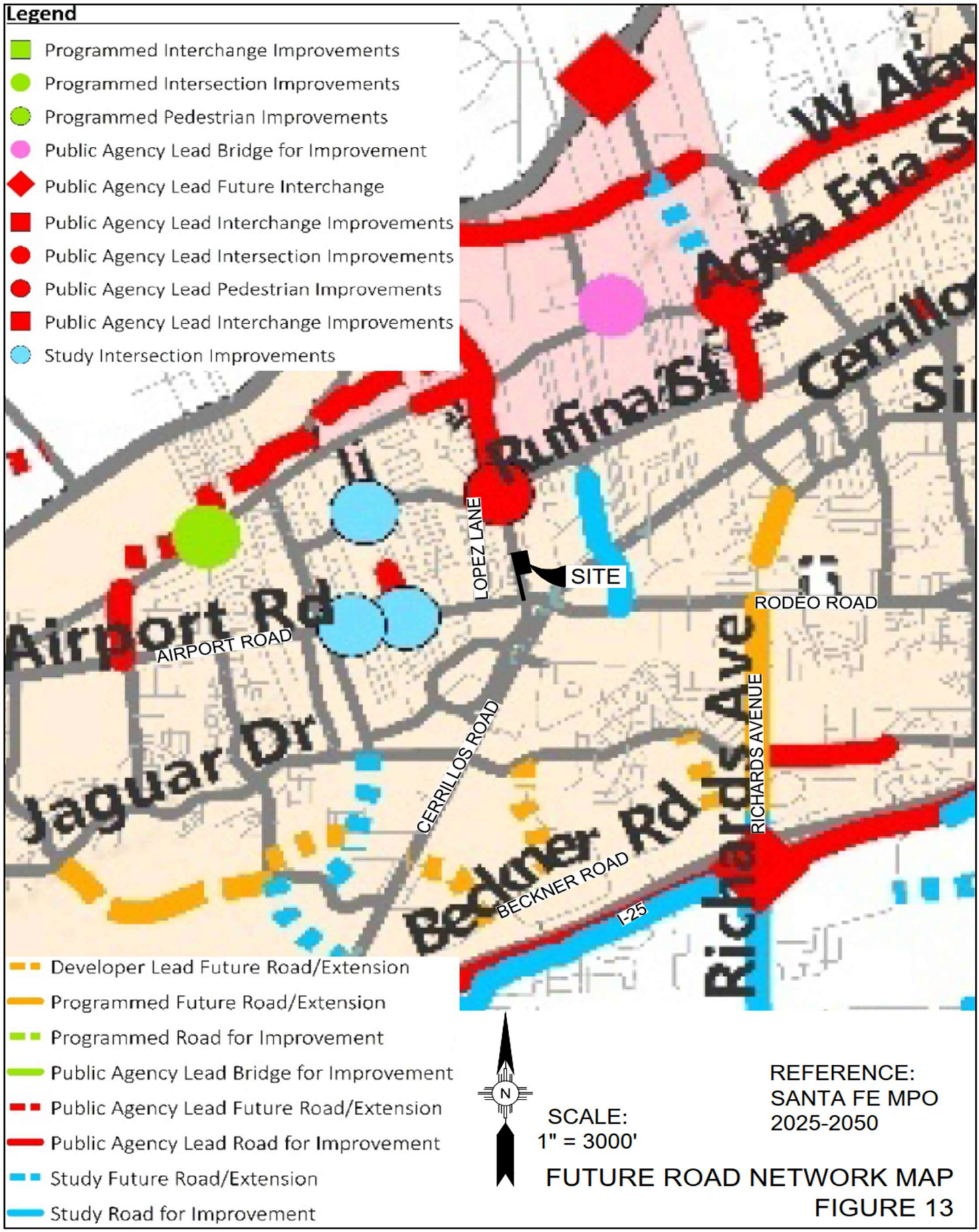
E. Programmed Transportation Improvements

The Santa Fe Metropolitan Planning Organization Future Roadway Network Map is presented in Figure 13. The map shows the project is not impacted by any proposed roadways. The intersection of Lopez Lane is shown as a "Public Agency Lead Intersection Improvements".

F. Alternative Travel Modes

Bus service is currently provided on Cerrillos Road and Airport Road with several bus stops in the vicinity of the project. The closet bus stops are Airport Road at Lopez Lane (0.22 mi). For conservative analysis there will be no reduction or adjustment of trip generation numbers due to alternative modes of travel.

The Nueva Acequia Apartments site is located near restaurants, shopping, and entertainment areas. These sites are within a walkable distance. For conservative analysis there will be no reduction or adjustment of trip generation due to pedestrian modes of travel.



FUTURE ROAD NETWORK MAP
FIGURE 13

IV. ANALYSIS OF EXISTING CONDITIONS

A. Daily Peak Hour Traffic Volumes

Site-specific peak hour traffic counts were conducted at the following intersections and dates:

- Airport Road / Camino de Jacobo - September 16, 2025
- Rufina Street / Camino de Jacobo / Camino Vista Aurora - September 16, 2025
- Airport Road / Lopez Lane - September 16, 2025
- San Ignacio Road / Todos Santos Street – September 18, 2025
- Zafarano Drive / San Ignacio Road - September 18, 2025
- Cerrillos Road / San Ignacio Road - September 18, 2025
- Driveway Short-cut through the church property - November 6, 2025

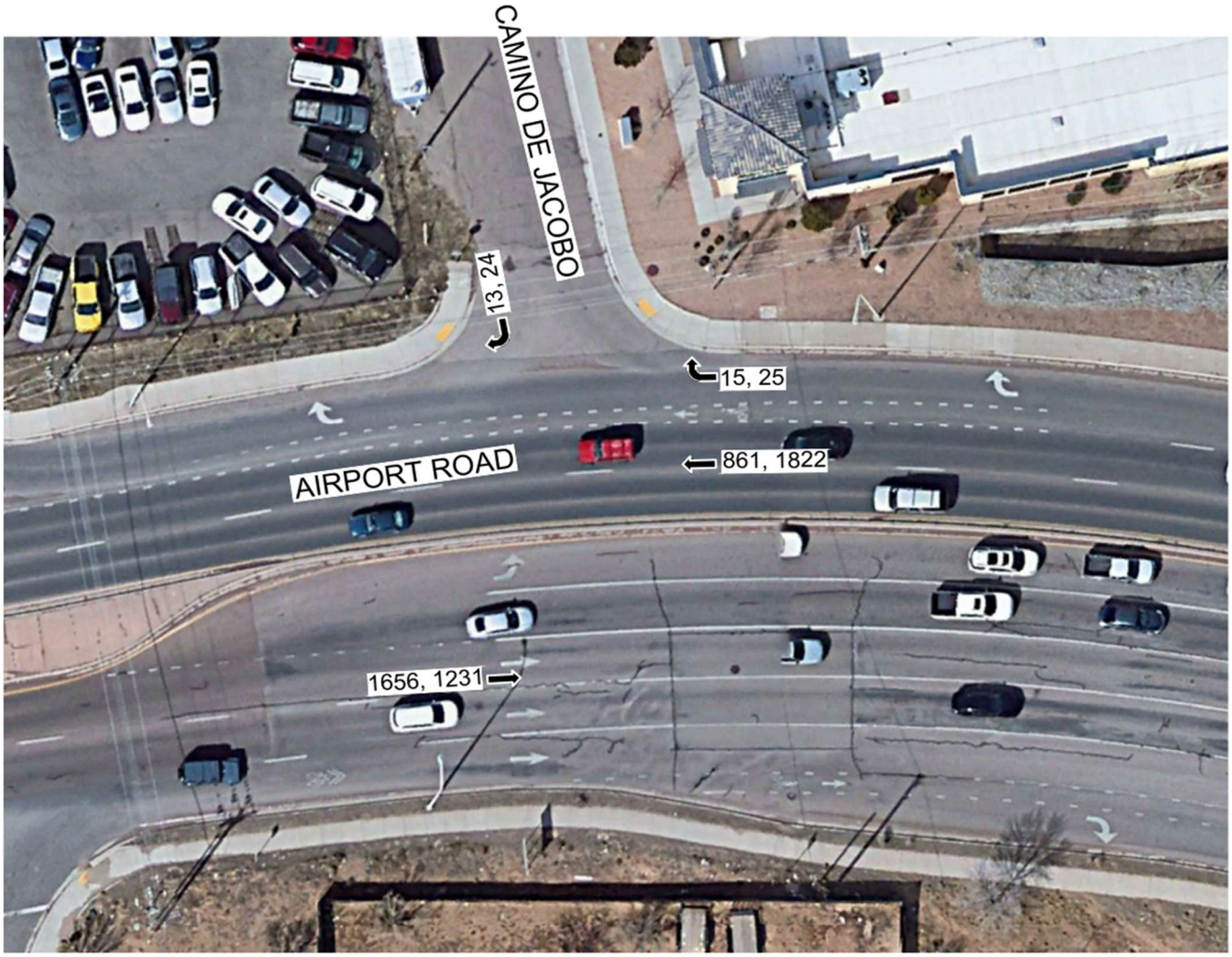
The purpose of the counts was to sample typical background traffic in the vicinity of the project. Tabulated traffic counts are presented in Appendix A. The Existing Peak Hour Traffic Volumes are presented in Figures 14 to 20.

B. Level of Service Criteria

According to Table 15.C-1, "Minimum Acceptable Level of Service Standards," of the State Access Management Manual, the minimum acceptable level of service is D for an urban arterial at signalized and unsignalized intersections. A level of service F shall not be accepted for individual movements.

C. Existing Level of Service

The existing condition capacity analysis, level of service (LOS) was calculated using Highway Capacity Software 2025, Version 8.5. Existing conditions capacity calculations were performed using the site-specific traffic counts conducted for the project. Capacity reports are presented in Appendix B and are summarized in Table 2. According to the Level of service and delay in seconds should be presented in table format for overall intersection and by movement for all analysis periods and scenarios.



PEAK HOURS FOR TRAFFIC COUNT DATED September 16, 2025 (Tuesday)	
AM	PM
7:30 AM to 8:30 AM	4:45 PM to 5:45 PM

N

40 20 0 40

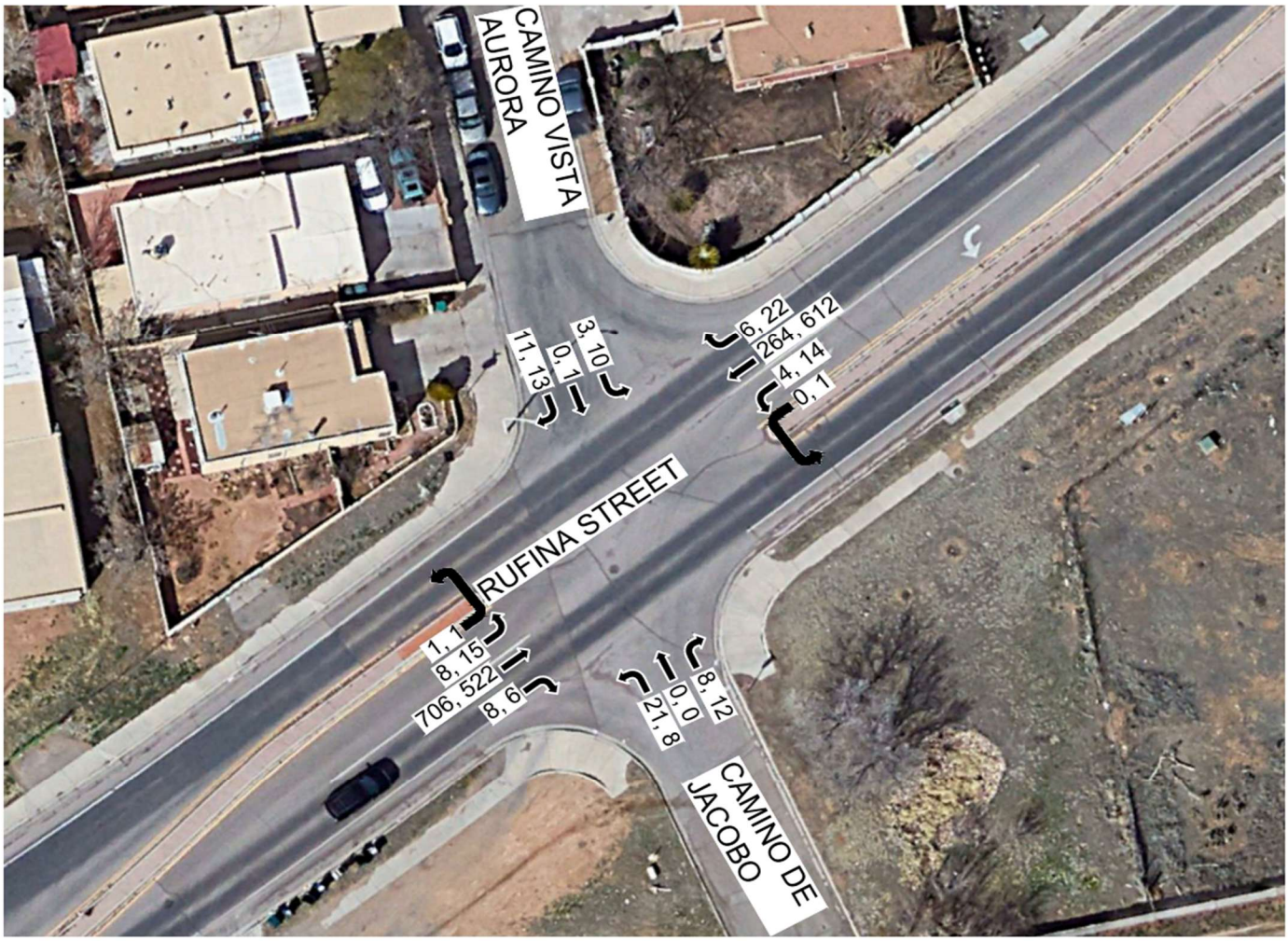
SCALE: 1" = 40'

LEGEND

DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

DENOTES MOVEMENT ←

EXISTING TRAFFIC VOLUMES AIRPORT ROAD /CAMINO DE JACOBO FIGURE 14



PEAK HOURS FOR TRAFFIC COUNT DATED September 16, 2025 (Tuesday)	
AM	PM
7:15 AM to 8:15 AM	4:30 PM to 5:30 PM

N

40 20 0 40

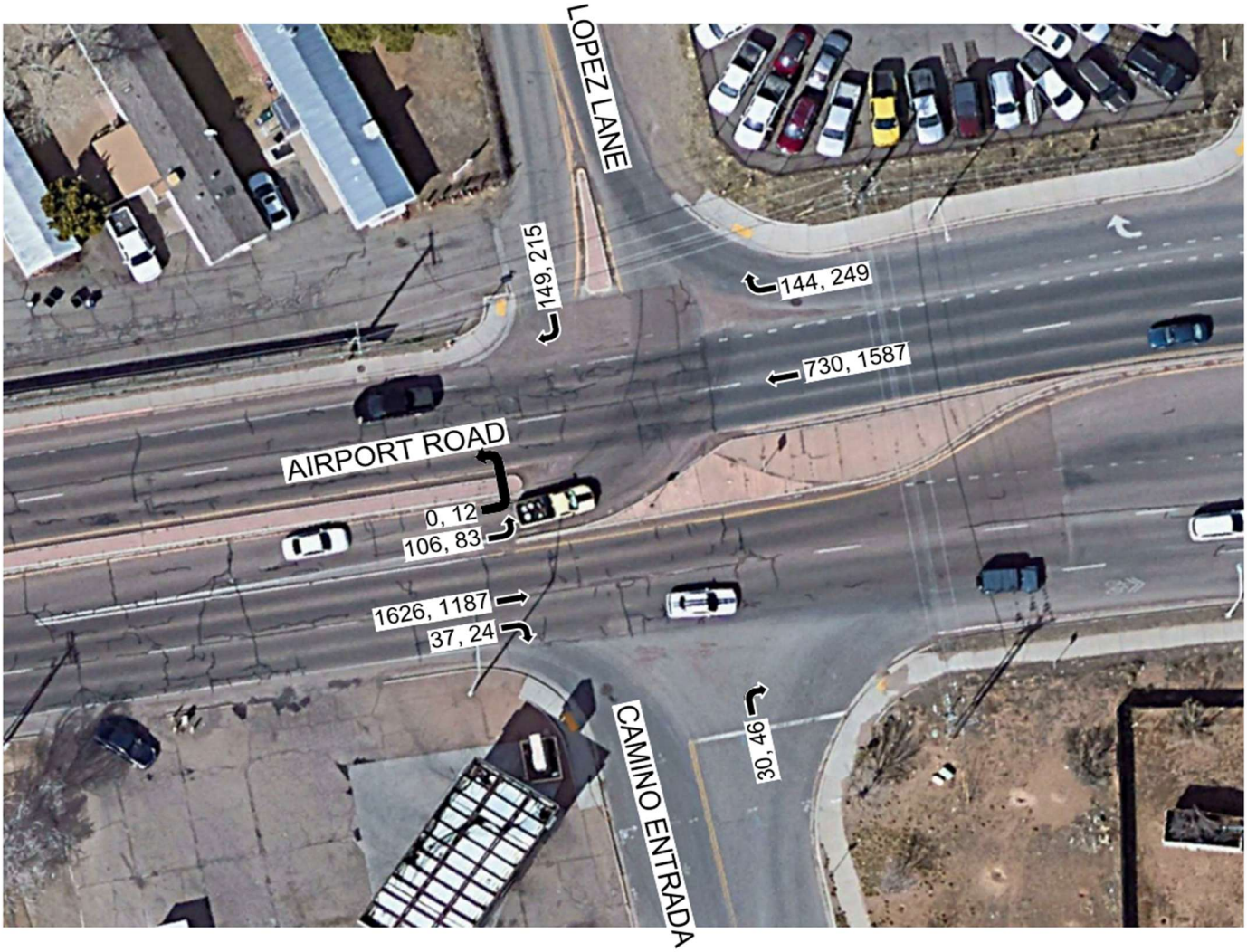
SCALE: 1" = 40'

LEGEND

DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

DENOTES MOVEMENT

EXISTING TRAFFIC VOLUMES
RUFINA STREET
/CAMINO VISTA AURORA
/CAMINO DE JACOBO
FIGURE 15



PEAK HOURS FOR TRAFFIC COUNT DATED September 16, 2025 (Tuesday)	
AM	PM
7:30 AM to 8:30 AM	4:00 PM to 5:00 PM

N

40 20 0 40

SCALE: 1" = 40'

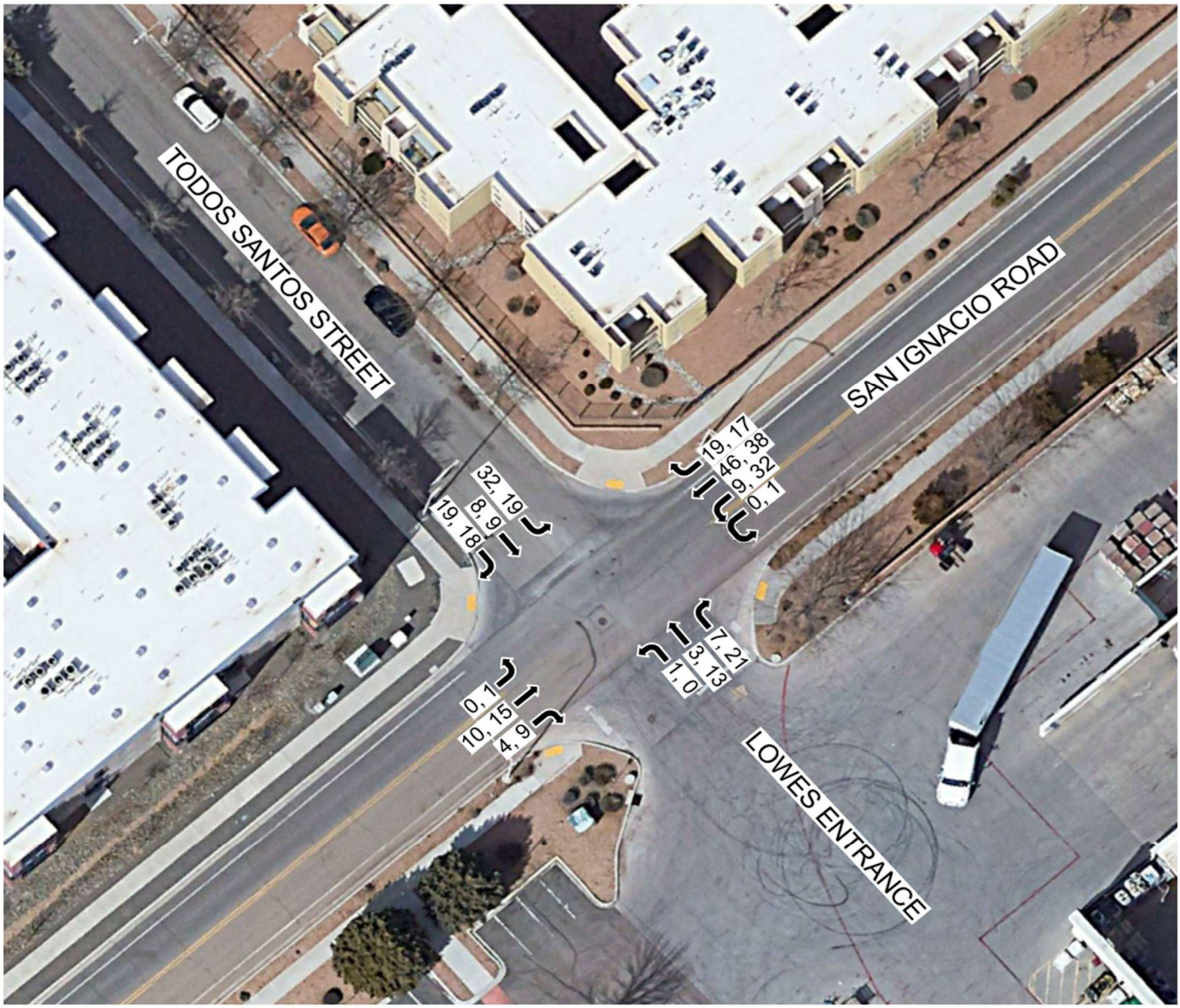
LEGEND

DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

DENOTES MOVEMENT

EXISTING TRAFFIC VOLUMES AIRPORT ROAD / LOPEZ LANE / CAMINO ENTRADA

FIGURE 16



PEAK HOURS FOR TRAFFIC COUNT DATED September 18, 2025 (Thursday)	
AM	PM
7:30 AM to 8:30 AM	3:15 PM to 4:15 PM

40 20 0 40

SCALE: 1" = 40'

LEGEND

DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM 11, 23

DENOTES MOVEMENT ←

EXISTING TRAFFIC VOLUMES
SAN IGNACIO ROAD /TODOS SANTOS STREET
FIGURE 17

PEAK HOURS FOR TRAFFIC COUNT DATED September 18, 2025 (Thursday)	
AM	PM
7:30 AM to 8:30 AM	4:30 PM to 5:30 PM

N

40 20 0 40

SCALE: 1" = 40'

LEGEND

DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

DENOTES MOVEMENT

EXISTING TRAFFIC VOLUMES
ZAFARANO DRIVE
/SAN IGNACIO ROAD
FIGURE 18

PEAK HOURS FOR TRAFFIC COUNT DATED September 18, 2025 (Thursday)	
AM	PM
7:45 AM to 8:45 AM	4:30 PM to 5:30 PM

N

40 20 0 40

SCALE: 1" = 40'

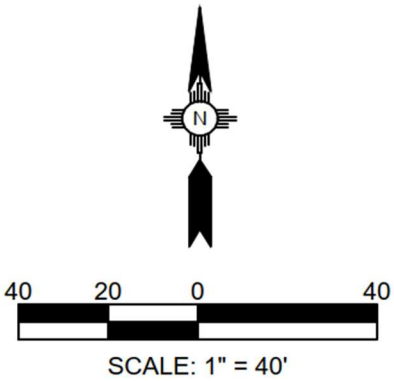
LEGEND

DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

DENOTES MOVEMENT

EXISTING TRAFFIC VOLUMES CERRILLOS ROAD /PRIVATE ROAD FIGURE 19

PEAK HOURS FOR TRAFFIC COUNT DATED November 6, 2025 (Thursday)	
AM	PM
7:30 AM to 8:30 AM	4:45 PM to 5:45 PM



LEGEND

DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

DENOTES MOVEMENT

EXISTING TRAFFIC VOLUMES SHORT CUT FROM LOPEZ LANE TO CAMINO DE JACOBO ON CHURCH PROPERTY

FIGURE 20

TABLE 2 SUMMARY OF LEVELS OF SERVICE EXISTING CONDITIONS 2025								
Movement	**AM Peak Hour**				**PM Peak Hour**			
	95% Queue (Ft)	**Delay (Veh/sec)**	**LOS**	**V / C Ratio**	**95% Queue (Ft)**	**Delay (Veh/sec)**	**LOS**	**V / C Ratio**
Airport Road / Camino de Jacobo - (right in - right out)								
Westbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	2.5	11.7	B	0.02	7.6	21.5	C	0.11
Rufina Street / Camino de Jacobo - Camino Vista Aurora - (two way stop control)								
Eastbound Left	0.0	7.8	A	0.01	2.5	9.0	A	0.02
Eastbound Thru/Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Left	0.0	9.3	A	0.01	0.0	8.6	A	0.02
Westbound Thru/Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Northbound Left/Thru/Right	12.6	25.0	D	0.15	7.6	22.3	**C**	0.09
Southbound Left/Thru/Right	2.5	13.4	B	0.03	10.1	24.5	C	0.12
Airport Road / Lopez Lane - (right in - right out - left in)								
Eastbound Left	12.6	10.6	B	0.15	73.1	49.4	E	0.56
Eastbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	25.2	12.8	B	0.25	121.0	38.1	E	0.69
San Ignacio Road / Todos Santos Street - (two way stop control)								
Eastbound Left	N/D	7.4	**A**	0.00	N/D	**7.3**	**A**	0.00
Eastbound Thru	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Eastbound Right	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Westbound Left	N/D	7.3	A	0.01	N/D	7.3	A	0.02
Westbound Thru	N/D	**0.1**	**A**	N/D	N/D	**0.2**	**A**	N/D
Westbound Right	N/D	0.1	A	N/D	N/D	0.2	A	N/D
Northbound Left/Thru/Right	0.0	8.9	A	0.01	2.5	9.3	A	0.04
Southbound Left/Thru/Right	7.6	9.5	A	0.08	5.0	9.7	A	0.06
Zafarano Drive / San Ignacio Road - (roundabout)								
Eastbound Right	12.6	5.6	A	0.13	10.1	5.3	A	0.12
Westbound Right	**5.0**	**4.0**	**A**	**0.06**	**5.0**	**5.1**	**A**	0.06
Northbound Right	15.1	4.2	A	0.18	47.9	6.6	A	0.39
Southbound Right	47.9	6.7	A	0.39	42.8	6.5	A	0.37
Cerrillos Road / Private Access Driveway to San Isidro Plaza - (right in – right out)								
Eastbound Right	47.9	28.8	D	0.41	65.5	43.3	E	0.51
Southbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D

All intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in). The eastbound left and Southbound are at level of service LOS E.
- Cerrillos Road / Private access driveway to San Isidro Plaza. The eastbound right is at level of service LOS E.

D. Safety Analysis

Crash data was obtained from the NMDOT for the years 2019 through 2023.

1. Airport Road / Lopez Lane

The crash data shows that in the five-year period from 2019 to 2023, there were a total of 39 crashes at the intersection of Airport Road / Lopez Lane. There were no fatal crashes. There were 7 major crashes. There were 32 property only damage crashes.

The crashes per year vary from a high of 10 in 2021 to a low of 5 in 2020. There were no crashes that involved fatalities. Of the 39 crashes, 32 crashes with a description that was left blank and 7 of them were with another vehicle. The severity of injuries ranged from 1 suspected minor injury to 22 non-apparent injuries. The crash data is summarized in Figure 21.

2. Airport Road / Camino de Jacobo

The crash data shows that in the five-year period from 2019 to 2023, there were a total of 2 crashes at the intersection of Airport Road / Camino de Jacobo. In 2019 there were 2 crashes.

The crashes per year vary from a high of 2 in 2021 and none occurring in 2019, 2020, 2022 or 2023. There were no crashes that involved fatalities. The severity of injuries ranged from no apparent injuries to possible injuries. The crash data is summarized in Figure 22.

3. Rufina Street / Camino de Jacobo

The crash data shows that in the five-year period from 2019 to 2023, there were a total of 8 crashes at the intersection of Rufina Street / Camino de Jacobo. There were no crashes that involved fatalities.

The crashes per year vary from a high of 3 in 2023 to a low of none in 2020. The severity of injuries ranged from no apparent injuries to possible injuries. The crash data is summarized in Figure 23.

CRASHES NEAR THE INTERSECTION OF AIRPORT ROAD AND LOPEZ LANE, 2019 - 2023

FIGURE 1: CRASHES NEAR THE INTERSECTION OF AIRPORT ROAD AND LOPEZ LANE, 2019 - 2023

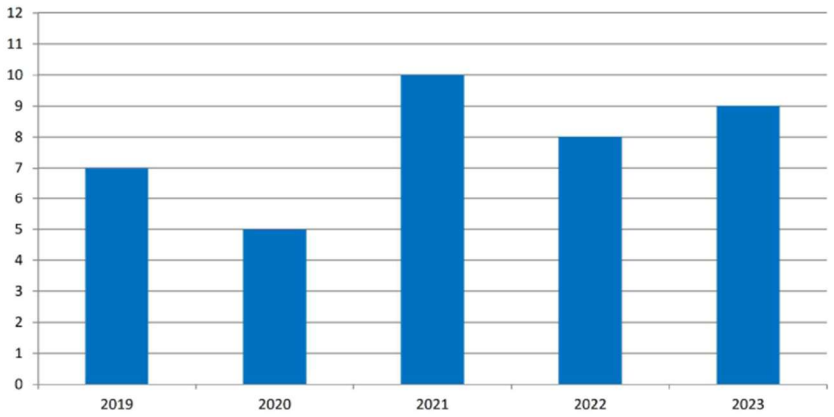


TABLE 1: CRASHES NEAR THE INTERSECTION OF AIRPORT ROAD AND LOPEZ LANE, 2019 - 2023

	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	1	14.3%	6	18.8%	7	17.9%
2020	0	0.0%	2	28.6%	3	9.4%	5	12.8%
2021	0	0.0%	3	42.9%	7	21.9%	10	25.6%
2022	0	0.0%	1	14.3%	7	21.9%	8	20.5%
2023	0	0.0%	0	0.0%	9	28.1%	9	23.1%
GRAND TOTAL	0	0.0%	7	100.0%	32	100.0%	39	100.0%

TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF AIRPORT ROAD AND LOPEZ LANE BY SEVERITY OF INJURY, 2019 - 2023

	FATALITIES		SUSPECTED		SUSPECTED MINOR		POSSIBLE INJURIES		NO APPARENT		TOTAL PEOPLE IN	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	0	0.0%	0	0.0%	1	1.1%	18	19.6%	19	20.7%
2020	0	0.0%	0	0.0%	1	1.1%	1	1.1%	7	7.6%	9	12.3%
2021	0	0.0%	0	0.0%	0	0.0%	4	4.3%	20	21.7%	24	34.3%
2022	0	0.0%	0	0.0%	0	0.0%	1	1.1%	17	18.5%	18	19.6%
2023	0	0.0%	0	0.0%	0	0.0%	0	0.0%	22	23.9%	22	23.9%

TABLE 3: CRASHES NEAR THE INTERSECTION OF AIRPORT ROAD AND LOPEZ LANE BY CRASH CLASSIFICATION, 2019 - 2023

CRASH CLASSIFICATION	2019	2020	2021	2022	2023	TOTAL
OTHER VEHICLE	7	0	0	0	0	7
LEFT BLANK	0	5	10	8	9	32
GRAND TOTAL	7	5	10	8	9	39

SOURCE: NMDOT CRASH DATABASE AS OF AUGUST 26, 2025

NMDOT CRASH DATA
FIGURE 21

CRASHES NEAR THE INTERSECTION OF AIRPORT ROAD AND CAMINO DE JACOBO, 2019 - 2023

FIGURE 1: CRASHES NEAR THE INTERSECTION OF AIRPORT ROAD AND CAMINO DE JACOBO, 2019 - 2023

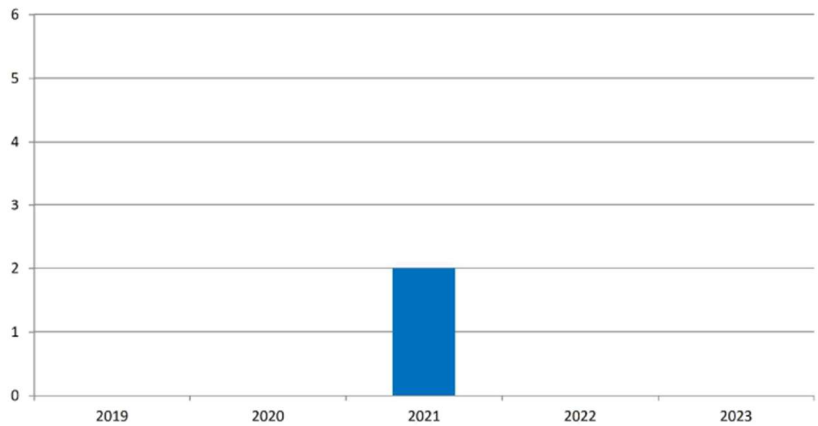


TABLE 1: CRASHES NEAR THE INTERSECTION OF AIRPORT ROAD AND CAMINO DE JACOBO, 2019 - 2023

	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2020	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2021	0	0.0%	1	100.0%	1	100.0%	2	100.0%
2022	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2023	0	0.0%	0	0.0%	0	0.0%	0	0.0%
GRAND TOTAL	0	0.0%	1	100.0%	1	100.0%	2	100.0%

TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF AIRPORT ROAD AND CAMINO DE JACOBO BY SEVERITY OF INJURY, 2019 - 2023

	FATALITIES		SUSPECTED		SUSPECTED MINOR		POSSIBLE INJURIES		NO APPARENT		TOTAL PEOPLE IN	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2020	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2021	0	0.0%	0	0.0%	0	0.0%	3	50.0%	3	50.0%	6	100.0%
2022	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2023	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%

TABLE 3: CRASHES NEAR THE INTERSECTION OF AIRPORT ROAD AND CAMINO DE JACOBO BY CRASH CLASSIFICATION, 2019 - 2023

CRASH CLASSIFICATION	2019	2020	2021	2022	2023	TOTAL
LEFT BLANK	0	0	2	0	0	2
GRAND TOTAL	0	0	2	0	0	2

SOURCE: NMDOT CRASH DATABASE AS OF AUGUST 26, 2025

NMDOT CRASH DATA
FIGURE 22

CRASHES NEAR THE INTERSECTION OF RUFINA STREET AND CAMINO DE JACOBO, 2019 - 2023

FIGURE 1: CRASHES NEAR THE INTERSECTION OF RUFINA STREET AND CAMINO DE JACOBO, 2019 - 2023

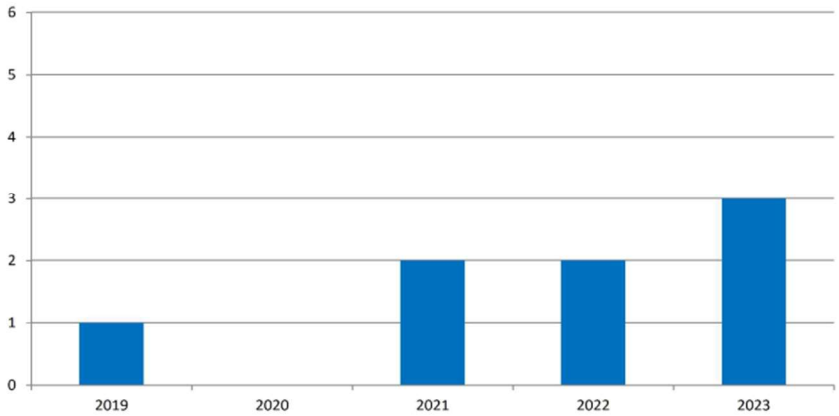


TABLE 1: CRASHES NEAR THE INTERSECTION OF RUFINA STREET AND CAMINO DE JACOBO, 2019 - 2023

	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	0	0.0%	1	20.0%	1	12.5%
2020	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2021	0	0.0%	1	33.3%	1	20.0%	2	25.0%
2022	0	0.0%	1	33.3%	1	20.0%	2	25.0%
2023	0	0.0%	1	33.3%	2	40.0%	3	37.5%
GRAND TOTAL	0	0.0%	3	100.0%	5	100.0%	8	100.0%

TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF RUFINA STREET AND CAMINO DE JACOBO BY SEVERITY OF INJURY, 2019 - 2023

	FATALITIES		SUSPECTED		SUSPECTED MINOR		POSSIBLE INJURIES		NO APPARENT		TOTAL PEOPLE IN	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	10.5%	2	10.5%
2020	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2021	0	0.0%	0	0.0%	0	0.0%	1	5.3%	2	10.5%	3	25.0%
2022	0	0.0%	0	0.0%	1	5.3%	0	0.0%	6	31.6%	7	36.8%
2023	0	0.0%	0	0.0%	0	0.0%	3	15.8%	4	21.1%	7	36.8%

TABLE 3: CRASHES NEAR THE INTERSECTION OF RUFINA STREET AND CAMINO DE JACOBO BY CRASH CLASSIFICATION, 2019 - 2023

CRASH CLASSIFICATION	2019	2020	2021	2022	2023	TOTAL
OTHER VEHICLE	1	0	0	0	0	1
LEFT BLANK	0	0	2	2	3	7
GRAND TOTAL	1	0	2	2	3	8

SOURCE: NMDOT CRASH DATABASE AS OF MAY 1, 2025

NMDOT CRASH DATA
FIGURE 23

4. Zafarano Drive / San Ignacio Road

The crash data shows that in the five-year period from 2019 to 2023, there was a total of 10 crashes at the intersection of Zafarano Drive / San Ignacio Road.

The crashes per year vary from a high of 4 in 2023 and a low of none in 2019. There were no crashes that involved fatalities. Of the 10 crashes, 10 crashes had a description that was left blank. The severity of injuries range from possible injuries to no apparent injuries. The crash data is summarized in Figure 24.

5. San Ignacio Road / Todos Santos Street

The crash data shows that in the five-year period from 2019 to 2023, there was 1 crash at the intersection of San Ignacio Road / Todos Santos Street. The 1 crash happened in 2023, and all other years there were none. There were no fatalities. There was 1 crash with injuries. The crash data is summarized in Figure 25.

6. Cerrillos Road / Private driveway to San Ignacio Road

The crash data shows that in the five-year period from 2019 to 2023, there were a total of 9 crashes at the intersection of Cerrillos Road / San Ignacio Road. There were no fatal crashes.

The crashes per year vary from a high of 4 in 2019 to a low of 0 in 2021 and 2023. There was 1 injury crash in 2020. There were no property damage crashes. Of the 9 crashes 5 have a description that with another vehicle, 3 occurred was left blank and 1 occurred with a fixed object. The severity of injuries ranged from no apparent injuries to suspected minor injuries. The crash data is summarized in Figure 26.

CRASHES NEAR THE INTERSECTION OF ZAFARANO DRIVE AND SAN IGNACIO ROAD, 2019 - 2023

FIGURE 1: CRASHES NEAR THE INTERSECTION OF ZAFARANO DRIVE AND SAN IGNACIO ROAD, 2019 - 2023

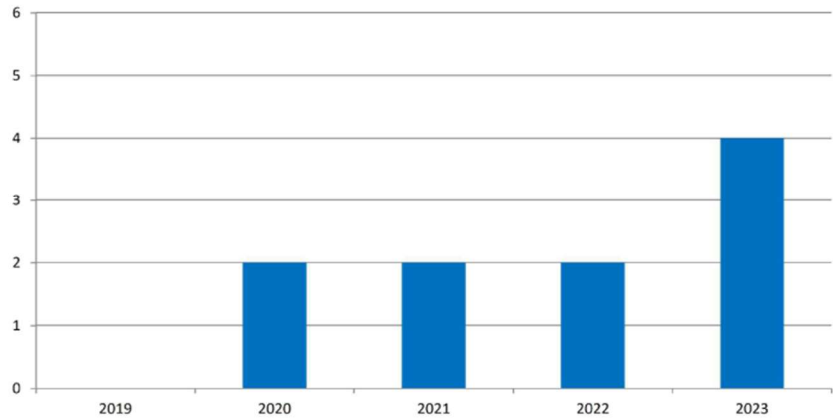


TABLE 1: CRASHES NEAR THE INTERSECTION OF ZAFARANO DRIVE AND SAN IGNACIO ROAD, 2019 - 2023

	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2020	0	0.0%	0	0.0%	2	25.0%	2	20.0%
2021	0	0.0%	1	50.0%	1	12.5%	2	20.0%
2022	0	0.0%	1	50.0%	1	12.5%	2	20.0%
2023	0	0.0%	0	0.0%	4	50.0%	4	40.0%
GRAND TOTAL	0	0.0%	2	100.0%	8	100.0%	10	100.0%

TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF ZAFARANO DRIVE AND SAN IGNACIO ROAD BY SEVERITY OF INJURY, 2019 - 2023

	FATALITIES		SUSPECTED		SUSPECTED MINOR		POSSIBLE INJURIES		NO APPARENT		TOTAL PEOPLE IN	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2020	0	0.0%	0	0.0%	0	0.0%	0	0.0%	4	19.0%	4	19.0%
2021	0	0.0%	0	0.0%	0	0.0%	1	4.8%	2	9.5%	3	30.0%
2022	0	0.0%	0	0.0%	0	0.0%	1	4.8%	2	9.5%	3	14.3%
2023	0	0.0%	0	0.0%	0	0.0%	0	0.0%	11	52.4%	11	52.4%

TABLE 3: CRASHES NEAR THE INTERSECTION OF ZAFARANO DRIVE AND SAN IGNACIO ROAD BY CRASH CLASSIFICATION, 2019 - 2023

CRASH CLASSIFICATION	2019	2020	2021	2022	2023	TOTAL
LEFT BLANK	0	2	2	2	4	10
GRAND TOTAL	0	2	2	2	4	10

SOURCE: NMDOT CRASH DATABASE AS OF AUGUST 26, 2025

NMDOT CRASH DATA
FIGURE 24

CRASHES NEAR THE INTERSECTION OF SAN IGNACIO ROAD AND TODOS SANTOS STREET AND DRIVEWAY, 2019 - 2023

FIGURE 1: CRASHES NEAR THE INTERSECTION OF SAN IGNACIO ROAD AND TODOS SANTOS STREET AND DRIVEWAY, 2019 - 2023

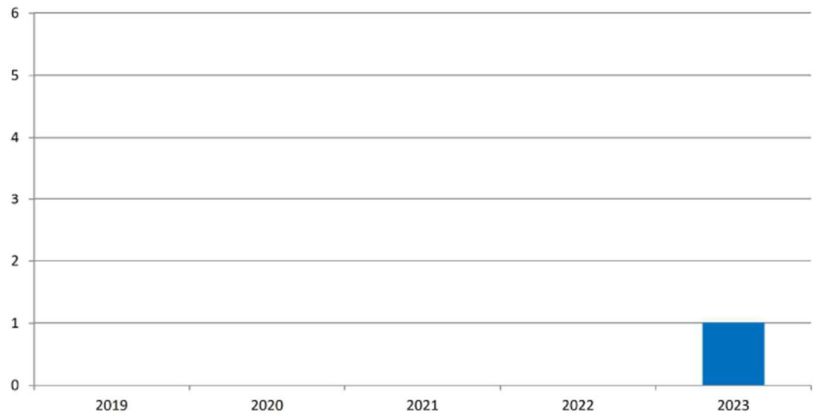


TABLE 1: CRASHES NEAR THE INTERSECTION OF SAN IGNACIO ROAD AND TODOS SANTOS STREET AND DRIVEWAY, 2019 - 2023

	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2020	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2021	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2022	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2023	0	0.0%	1	100.0%	0	0.0%	1	100.0%
GRAND TOTAL	0	0.0%	1	100.0%	0	0.0%	1	100.0%

TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF SAN IGNACIO ROAD AND TODOS SANTOS STREET AND DRIVEWAY BY SEVERITY OF INJURY, 2019 - 2023

	FATALITIES		SUSPECTED		SUSPECTED MINOR		POSSIBLE INJURIES		NO APPARENT		TOTAL PEOPLE IN	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2020	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2021	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2022	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2023	0	0.0%	1	33.3%	0	0.0%	1	33.3%	1	33.3%	3	100.0%

TABLE 3: CRASHES NEAR THE INTERSECTION OF SAN IGNACIO ROAD AND TODOS SANTOS STREET AND DRIVEWAY BY CRASH CLASSIFICATION, 2019 - 2023

CRASH CLASSIFICATION	2019	2020	2021	2022	2023	TOTAL
LEFT BLANK	0	0	0	0	1	1
GRAND TOTAL	0	0	0	0	1	1

SOURCE: NMDOT CRASH DATABASE AS OF AUGUST 26, 2025

NMDOT CRASH DATA
FIGURE 25

CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND PRIVATE ROAD, 2019 - 2023

FIGURE 1: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND PRIVATE ROAD, 2019 - 2023

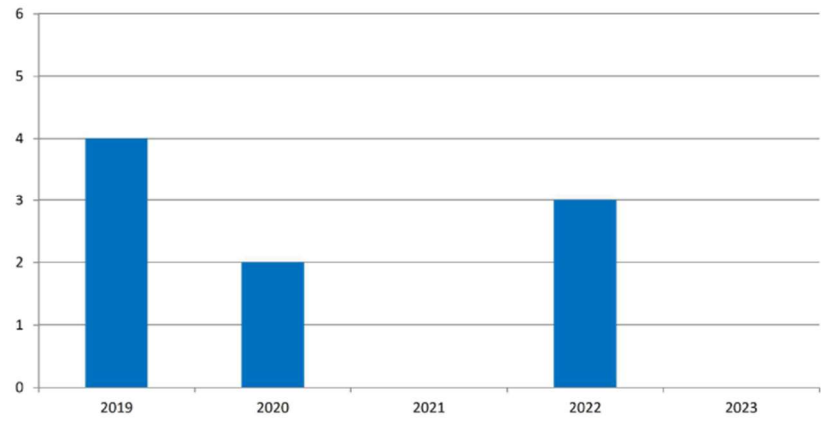


TABLE 1: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND PRIVATE ROAD, 2019 - 2023

	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	0	0.0%	4	50.0%	4	44.4%
2020	0	0.0%	0	0.0%	2	25.0%	2	22.2%
2021	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2022	0	0.0%	1	100.0%	2	25.0%	3	33.3%
2023	0	0.0%	0	0.0%	0	0.0%	0	0.0%
GRAND TOTAL	0	0.0%	1	100.0%	8	100.0%	9	100.0%

TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND PRIVATE ROAD BY SEVERITY OF INJURY, 2019 - 2023

	FATALITIES		SUSPECTED		SUSPECTED MINOR		POSSIBLE INJURIES		NO APPARENT		TOTAL PEOPLE IN	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	0	0.0%	0	0.0%	0	0.0%	14	53.8%	14	53.8%
2020	0	0.0%	0	0.0%	0	0.0%	0	0.0%	6	23.1%	6	50.0%
2021	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2022	0	0.0%	0	0.0%	1	3.8%	0	0.0%	5	19.2%	6	23.1%
2023	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%

TABLE 3: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND PRIVATE ROAD BY CRASH CLASSIFICATION, 2019 - 2023

CRASH CLASSIFICATION	2019	2020	2021	2022	2023	TOTAL
OTHER VEHICLE	3	2	0	0	0	5
LEFT BLANK	0	0	0	3	0	3
FIXED OBJECT	1	0	0	0	0	1
GRAND TOTAL	4	2	0	3	0	9

SOURCE: NMDOT CRASH DATABASE AS OF AUGUST 26, 2025

NMDOT CRASH DATA
FIGURE 26

E. Warrant Analysis

Warrants were checked using the new City TIA Guidelines. The local roadway network in the area does not carry enough traffic to warrant a traffic signal. The intersections of the Airport Road / Camino Jacobo and Airport Road / Lopez Lane do not meet spacing requirements due to the intersection of Cerrillos Road / Airport Road. According to a traffic volume-based traffic signal needs study shall be conducted for all unsignalized intersections where yield or stop-controlled movements show a current or projected future Level of Service of E or F.

F. Speed Change Lanes

The new TIA Guidelines were used to check the warrants for speed lane changes. There are no existing driveways into the site.

G. Sight Distance

In the vicinity of the site, the topography in the area is flat, the roadway alignments are straight, and there is no significant vegetation to hinder sight distance. Sight distance is adequate on all the driveways into the site, see Appendix B.

H. Operational and Safety Deficiencies

The intersections on the site area meet NMDOT capacity requirements, except the intersection of Airport Road / Lopez Lane, which is near capacity for eastbound turns. This project adds 16 vehicles in the AM and 13 vehicles in the PM for the westbound movement only. The roadways and intersections within the study area shall be analyzed with and without the proposed development to identify any projected impacts regarding level of service and safety. Where an intersection will operate at a level of service at or below E, alternatives that mitigate these impacts shall be evaluated and included as part of the study. Level of service E is acceptable for left turn and side street movements at signalized intersections so long as overall intersection level of service is D or better.

Mitigation should be identified for unsignalized movements operating at LOS E or worse, provided queue lengths (exceeding available storage length or spacing) and / or volume-to-capacity ratios (exceeding 1.0) also demonstrate congestion concerns.

V. ANALYSIS OF IMPLEMENTATION YEAR CONDITIONS - PHASE 1 AND PHASE 2 – 2028

The following conditions were analyzed for this project:

- Implementation Year without the Proposed Development – 2028 (No Build)
- Implementation Year with the Proposed Development Phase 1 and Phase 2 – 2028 (Build)

A. Traffic Projections

1. Background Traffic

For this report it was assumed that the background traffic will increase at a growth rate of 1% per year compounded yearly.

2. Development Assumptions for Implementation Year Conditions

It is assumed that both proposed Phase 1 and Phase 2 development will be completed in the year 2028.

3. Trip Generation

The traffic generated by a development is dependent on the size and type of the land use and its characteristic pattern. Traffic Generation Rates were determined using the ITE TripGen Web-Based App, Version 1.3.1. The ITE TripGen Web-Based App is based upon the ITE Trip Generation Handbook, 12th Edition.

a. Multifamily Housing (Mid-Rise) (Land Use 221) will be used for Building 1. The ITE description for Multifamily Housing (Mid-Rise) is as follows:

> *"…Mid-rise multifamily housing is a residential building with between four and 10 floors of residence. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways..."*

b. Senior Adult Housing - Multifamily (Land Use 252) will be used for this report. The ITE description for Senior Adult Housing - Multifamily is as follows:

> *"…Senior Adult Housing – Multifamily sites are independent living developments that are called various names including retirement communities, age-restricted housing, and active adult communities. The development has a specific age restriction for its residents, typically a minimum of 55 years of age for at least one resident of the household. Each housing unit shares a floor or ceiling with an adjoining dwelling unit…"*

"…Residents in these communities are typically considered active and require little to no medical supervision. The percentage of retired residents varies by development. The development may include amenities such as a swimming pool, 24-hour security, transportation, and common recreational facilities. They generally lack centralized dinning and on-site health facilities…"

c. Day Care Center (Land Use 565) will be used for this report. The ITE description for Day Care Center is as follows:

"…A day care center is a facility where care for preschool children is provided, normally during daytime hours. A day care facility generally includes classrooms, offices, eating areas, and playgrounds. A center may also provide after-school care for school-age children…"

The projected traffic generated by this land use is presented in Table 3.

Source: Institute of Transportation Engineers
Trip Generation, 12th Edition, 2017

4. Trip Distribution and Assignment

TABLE 3
SUMMARY OF TRIP GENERATION
PHASE 1 AND PHASE 2- 2028

	AM Peak		**PM Peak**	
LAND USE	Entry	Exit	Entry	Exit
221 Multifamily Housing (Mid-Rise) – Building 1 (106 DU)				
New Vehicle Trips	8	28	26	15
252 Senior Adult Housing – Building 2 (53 DU)				
New Vehicle Trips	3	7	7	6
565 Day Care Center – Building 3 (6.4 SF)				
New Vehicle Trips	37	33	32	36
TOTALS				
Total Reduction	48	68	65	57

The directions from which traffic approaches and departs the site will be determined by their origins and destinations and the efficiency of the various streets serving the site. The directions of approach and return were estimated based upon analogy at similar projects in the area.

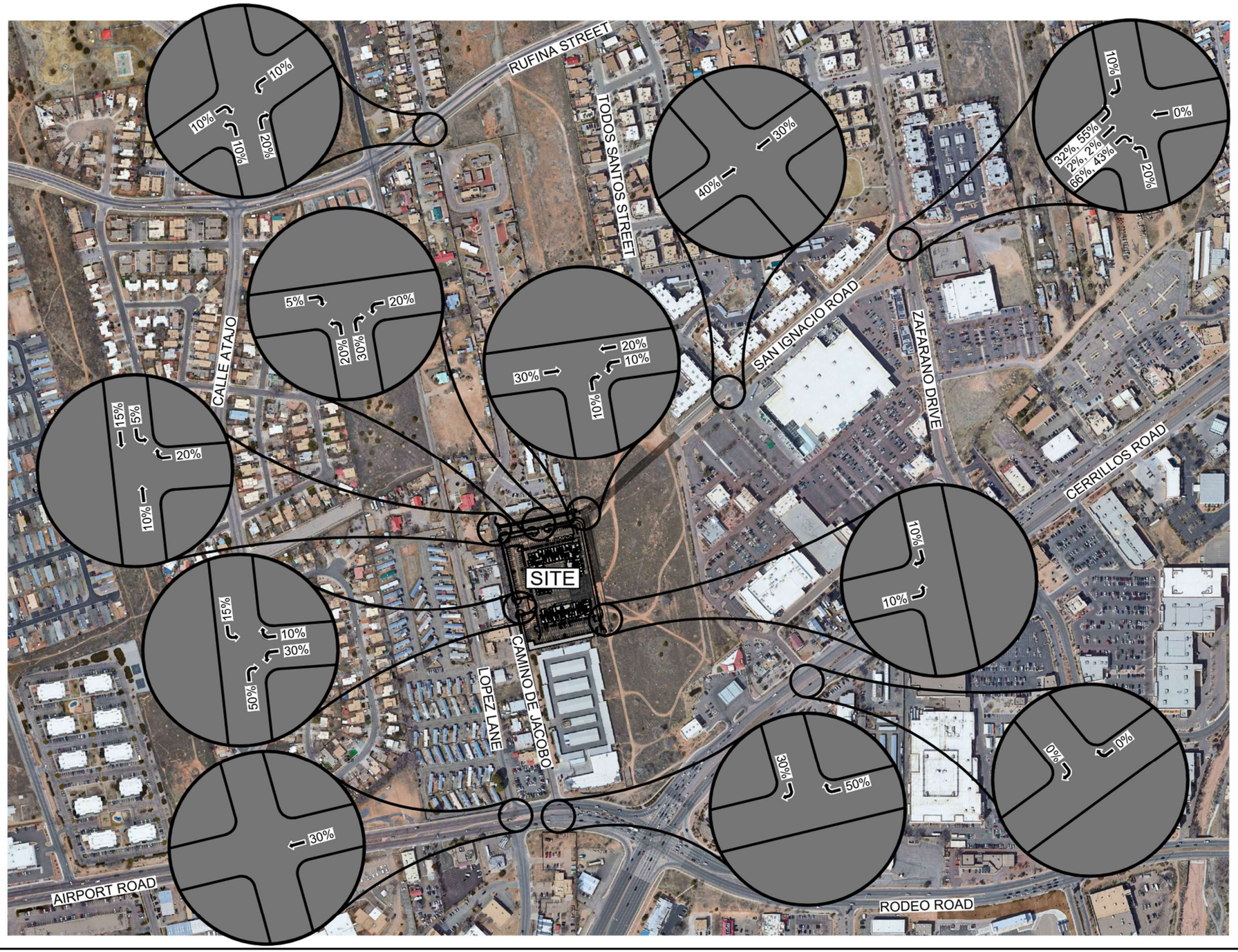
The south side of Santa Fe is growing. There are new medical facilities, shopping facilities, and restaurants on south Cerrillos Road and Airport Road.

The developing south Cerrillos Road area includes the Presbyterian Hospital, Christus St. Vincent Camino Entrada Health Center, Las Soleras mixed use development, Tierra Contenta mixed use development, and the Walmart Supercenter, and public schools.

This development was factored into the estimated directions of approach and return for the development for the AM and PM Peak Hours. The directions of approach and return are presented in Figure 27. The site-generated traffic is presented in Figure 27.

5. Background Traffic rerouted due to construction of San Ignacio Road to Camino San Alberto

The project will open a new connection from Rufina Street to San Isidro. This connection will attract some of the existing network traffic. An estimate was prepared based upon existing traffic conditions and estimates of usage. The new connection will provide a direct route to and from the San Isidro commercial facility. It also provides an alternative route for traffic on San Ignacio to access Airport Road or Rufina Street. The re-direct traffic is presented in Figure 28.



LEGEND

DENOTES PERCENTAGE OF TRAFFIC AM, PM 11%, 11%

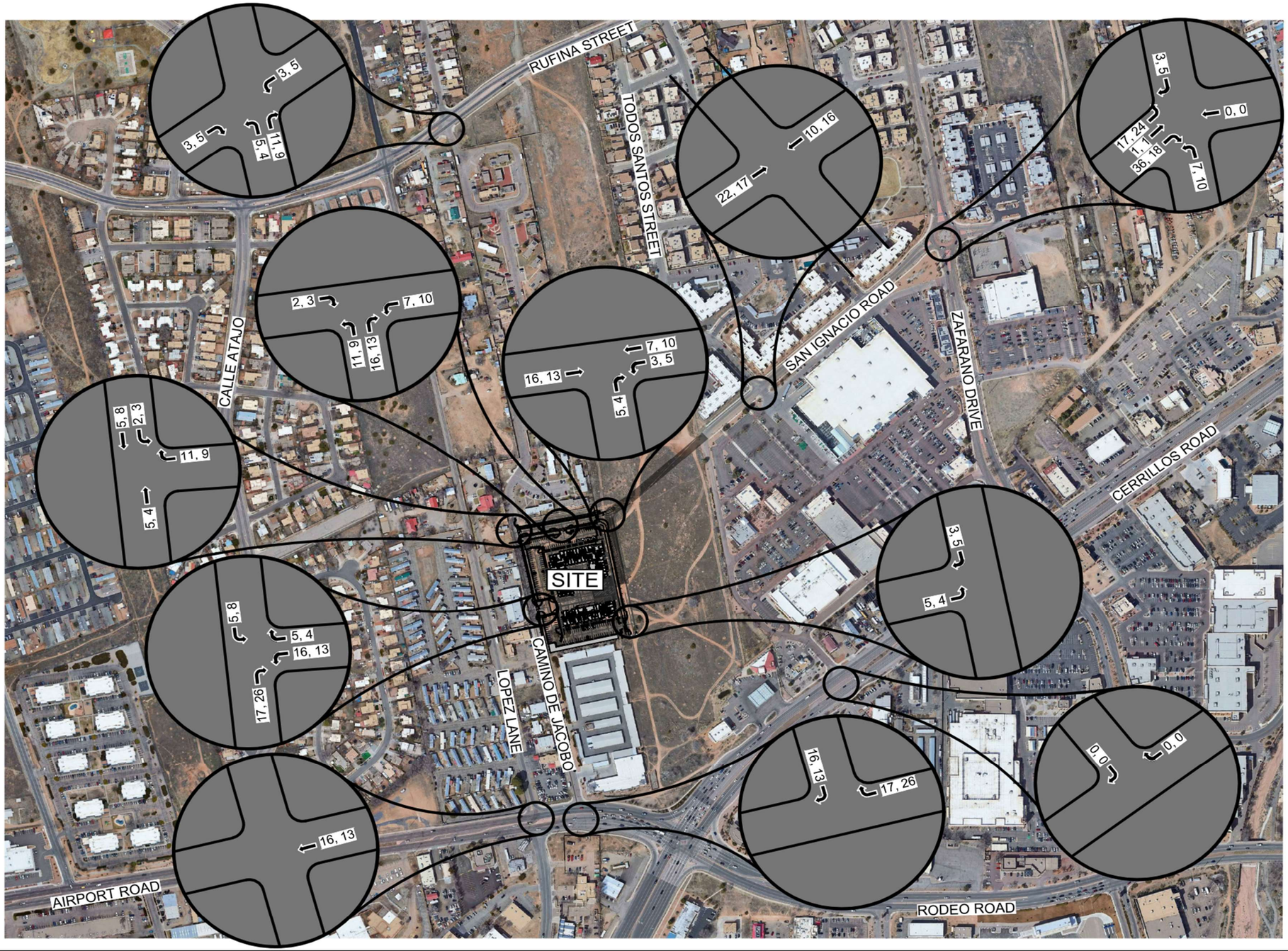
DENOTES MOVEMENT ←

REFERENCE:
GOOGLE EARTH PRO IMAGE DATE 3-3-2025

400 200 0 400

SCALE: 1" = 400'

DIRECTIONS OF APPROACH AND RETURN
FIGURE 27



LEGEND

DENOTES SITE GENERATED TRAFFIC AM , PM 11 , 11

DENOTES MOVEMENT ←

REFERENCE:
GOOGLE EARTH PRO IMAGE DATE 3-3-2025

N

400 200 0 400

SCALE: 1" = 400'

SITE GENERATED TRAFFIC
FIGURE 28

6. Background Traffic without Proposed Development / No Build Conditions

The background traffic without the proposed development was calculated by increasing the existing traffic counts at a rate of 1% per year compounded yearly for all legs of the intersections analyzed in this report.

7. Proposed Development / Build Condition

The traffic generated by the proposed development was added to the background traffic. In addition, the Staybridge Suites Hotel development traffic and the redirect traffic from the extension of San Ignacio Road will draw traffic from the existing road network.

B. Traffic Analysis

1. No Build and Build Conditions for Each Analysis Period.

The traffic was analyzed to determine the level of service at each intersection for each condition. The peak hour factors were based upon traffic counts.

a. No Build Condition

The growth rate is assumed to increase by a rate of 1% per year compounded yearly to the year 2028. Capacity reports are presented in Appendix C and the results summarized in Table 4.

TABLE 4 SUMMARY OF LEVELS OF SERVICE NO BUILD 2028								
Movement	**AM Peak Hour**				**PM Peak Hour**			
	95% Queue (Ft)	**Delay (Veh/sec)**	**LOS**	**V / C Ratio**	**95% Queue (Ft)**	**Delay (Veh/sec)**	**LOS**	**V / C Ratio**
Airport Road / Camino de Jacobo - (right in / right out) (two way stop control)								
Westbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	2.5	11.9	B	0.03	10.1	22.4	C	0.12
Rufina Street / Camino de Jacobo / Camino Vista Aurora - (two way stop control)								
Eastbound Left	0.0	7.9	A	0.01	2.5	9.0	A	0.02
Eastbound Thru/Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Left	0.0	9.3	A	0.01	0.0	8.6	A	0.02
Westbound Thru/Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Northbound Left/Thru/Right	15.1	26.5	D	0.16	7.6	23.3	C	0.10
Southbound Left/Thru/Right	2.5	13.7	B	0.04	10.1	25.7	D	0.13
Airport Road / Lopez Lane right in / (right out / left in) (two way stop control)								
Eastbound Left	12.6	10.8	B	0.15	95.8	67.4	F	0.67
Eastbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	27.7	13.1	B	0.27	138.6	43.9	E	0.74
San Ignacio Road / Todos Santos Road -- (two way stop control)								
Eastbound Left	0.0	7.4	A	0.00	0.0	7.5	A	0.00
Eastbound Thru	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Eastbound Right	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Westbound Left	0.0	7.4	A	0.01	2.5	7.4	A	0.02
Westbound Thru	N/D	0.1	A	N/D	N/D	0.2	A	N/D
Westbound Right	N/D	0.1	A	N/D	N/D	0.2	A	N/D
Northbound Left/Thru/Right	0.0	9.3	A	0.02	5.0	9.7	A	0.05
Southbound Left/Thru/Right	7.6	10.1	B	0.09	7.6	10.5	B	0.08
Zafarano Drive / San Ignacio Road (roundabout)								
Eastbound Right	20.2	6.5	A	0.20	15.1	5.9	A	0.17
Westbound Right	5.0	4.2	A	0.07	5.0	5.5	A	0.06
Northbound Right	20.2	4.5	A	0.21	60.5	7.4	A	0.45
Southbound Right	52.9	7.2	A	0.42	50.4	7.4	A	0.41
Cerrillos Road / Private Access Driveway to San Isidro Plaza – (right in – right out) (two way stop control)								
Eastbound Right	78.1	37.2	E	0.56	95.8	58.1	F	0.66
Southbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D

All intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in). The eastbound left fails, and southbound right are at level of service LOS E.
- Cerrillos Road / Private access driveway to San Isidro Plaza. The eastbound right fails.

b. Build Condition

For the build condition, the site generated traffic was added to the 2028 background traffic. Capacity reports are presented in Appendix C and the results summarized in Tables 5 and 6.

TABLE 5 SUMMARY OF LEVELS OF SERVICE BUILD 2028								
Movement	**AM Peak Hour**				**PM Peak Hour**			
	95% Queue (Ft)	**Delay (Veh/sec)**	**LOS**	**V / C Ratio**	**95% Queue (Ft)**	**Delay (Veh/sec)**	**LOS**	**V / C Ratio**
Airport Road / Camino de Jacobo - (right in / right out) (two way stop control)								
Westbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	5.0	12.2	B	0.08	20.2	24.6	C	0.22
Camino de Jacobo / San Ignacio Road								
Westbound Left / Right	2.5	8.9	A	0.03	2.5	8.9	A	0.03
Southbound Left	5.0	7.4	A	0.05	2.5	7.4	A	0.04
Southbound Thru	N/D	0.4	A	N/D	N/D	0.3	A	N/D
Rufina Street / Camino de Jacobo / Camino Vista Aurora – (two way stop control)								
Eastbound Left	0.0	7.9	A	0.01	2.5	9.0	A	0.02
Eastbound Thru/Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Left	0.0	9.4	A	0.01	2.5	8.7	A	0.02
Westbound Thru/Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Northbound Left/Thru/Right	25.2	25.9	D	0.26	17.6	25.3	D	0.20
Southbound Left/Thru/Right	2.5	13.8	B	0.04	10.1	26.3	D	0.13
Airport Road / Lopez Lane – (right in / right out / left in) (two way stop control)								
Eastbound Left	15.1	11.0	B	0.16	103.3	76.5	F	0.71
Eastbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	27.7	13.3	B	0.27	143.6	46.0	E	0.75
San Ignacio Road / Todos Santos Road – (two way stop control)								
Eastbound Left	0.0	7.5	A	0.00	0.0	7.5	A	0.00
Eastbound Thru	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Eastbound Right	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Westbound Left	0.0	7.6	A	0.01	2.5	7.6	A	0.03
Westbound Thru	N/D	0.1	A	N/D	N/D	0.2	A	N/D
Westbound Right	N/D	0.1	A	N/D	N/D	0.2	A	N/D
Northbound Left/Thru/Right	2.5	9.9	A	0.02	5.0	10.2	B	0.05
Southbound Left/Thru/Right	10.1	10.9	B	0.11	7.6	11.1	B	0.09
Zafarano Drive / San Ignacio Road (roundabout)								
Eastbound Right	30.2	7.7	A	0.30	22.7	6.8	A	0.24
Westbound Right	5.0	4.3	A	0.07	5.0	5.8	A	0.07
Northbound Right	20.2	4.8	A	0.22	65.5	8.0	A	0.48
Southbound Right	55.4	7.4	A	0.42	52.9	7.6	A	0.42
Cerrillos Road / Private Access Driveway to San Isidro Plaza (two way stop control)								
Eastbound Right	78.1	37.2	E	0.56	95.8	58.1	F	0.66
Southbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D

All intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in). The eastbound left fails, and the southbound right are at level of service LOS E
- Cerrillos Road / Private access driveway to San Isidro Plaza. The eastbound right fails in the PM.

The build conditions also included the access driveways into the site. The LOS data is presented in Table 6.

TABLE 6 SUMMARY OF LEVELS OF SERVICE BUILD FOR SITE ACCESS DRIVEWAYS 2028								
Movement	**AM Peak Hour**				**PM Peak Hour**			
	95% Queue (Ft)	**Delay (Veh/sec)**	**LOS**	**V / C Ratio**	**95% Queue (Ft)**	**Delay (Veh/sec)**	**LOS**	**V / C Ratio**
Camino San Alberto / Site Entrance (two way stop control)								
Eastbound Left	0.0	8.8	A	0.01	0.0	8.8	A	0.01
Camino de Jacobo / Site Entrance (two way stop control)								
Westbound Thru	2.5	8.9	A	0.03	2.5	9.0	A	0.03
Southbound Left	0.0	7.3	A	0.01	0.0	7.4	A	0.01
Southbound Thru	N/D	0.0	A	N/D	N/D	0.1	A	N/D
San Ignacio Road / Site Entrance (two way stop control)								
Westbound Left	0.0	7.4	A	0.01	0.0	7.4	A	0.01
Westbound Thru	N/D	0.1	A	N/D	N/D	0.1	A	N/D
Northbound Left / Right	2.5	9.1	A	0.04	2.5	8.9	A	0.03
San Ignacio Road / Camino San Alberto (two way stop control)								
Westbound Left	0.0	7.4	A	0.00	0.0	7.4	A	0.01
Westbound Thru	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Northbound Left / Right	0.0	8.8	A	0.01	0.0	8.7	A	0.01

All access driveways have good levels of service for the Implementation Year.

2. Intersections and Proposed Access Points

The existing and proposed spacing of driveway access points are presented in Figure 30.

3. Speed Change Lanes

Speed change lanes are not provided on San Isidro Road and not required by the City Traffic Impact guidelines.

4. Traffic Signal Warrant Review

All intersections that were studied do not meet traffic signal warrants due to low traffic volumes or do not meet traffic signal spacing requirements.

5. LOS Results, Identified Deficiencies, Proposed Improvements

a. Implementation Year 2028 – No Build

For the Implementation Year 2028 No Build Condition, all intersections have adequate capacity, except the intersections of Airport Road / Lopez Lane and Cerrillos Road / Private access to San Isidro Plaza, at Airport Road the Eastbound left turn lane fails and the Cerrillos Road / Private access to San Isidro Plaza Eastbound fails.

b. Implementation Year 2028 - Build

For the Implementation Year 2028 Build Condition, all intersections have adequate capacity, except the intersections of Airport Road / Lopez Lane and Cerrillos Road / Private access to San Isidro Plaza, at Airport Road the Eastbound left turn lane fails and the Cerrillos Road / Private access to San Isidro Plaza Eastbound fails.

C. Impact Assessment

According to Table 15.C-1, "Minimum Acceptable Level of Service Standards," of the State Access Management Manual, for minor urban arterial and urban collector intersections, the minimum acceptable level of service is D at signalized and unsignalized intersections. For both the build and the no build condition, all intersections have adequate capacity and operate at acceptable levels of service, except the intersections of Airport Road / Lopez Lane and Cerrillos Road / Private access to San Isidro Plaza, at Airport Road the Eastbound left turn lane fails and the Cerrillos Road / Private access to San Isidro Plaza Eastbound fails.

D. Access Design Specifications

1. Speed Lane Change Requirements

Speed change lanes are not provided on San Isidro Road and are not required by the City Traffic Impact guidelines.

2. Vehicle Storage needs

Onsite driveways will be designed to provide the calculated vehicle storage as follows:

- Airport Road / Camino de Jacobo
- Rufina Street / Camino de Jacobo / Camino Vista Aurora
- Airport Road / Lopez Lane
- San Ignacio Road / Todos Santos Road
- Zafarano Drive / San Ignacio Road
- Cerrillos Road / San Isidro Plaza
- Short cut between Lopez Lane and Camino de Jacobo through private property

3. Sight Distance

In the vicinity of the site, the topography in the area is flat, the roadway alignments are straight, and there is no significant vegetation to hinder sight distance. Sight distance is adequate on all the driveways into the site. See Appendix B.

4. Site Access Improvements Modifications

The Nueva Acequia Apartments will extend San Ignacio Road to the limits of their property. Camino de Jacobo will be used, and new sidewalk will be constructed on the east side of the road. The sidewalk will be installed on the east side of Camino de Jacobo from the site to Airport Road. They will also extend Camino San Alberto to the limits of their property. A driveway into the site on Camino de Jacobo will also be constructed that will service the Nueva Acequia Apartments. There are no proposed offsite improvements for this project.

5. Pedestrian / Bicycle Considerations

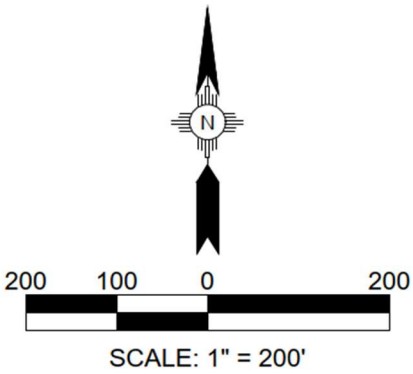
Sidewalks will be provided on all roads to provide an ADA accessible route to the San Isidro Plaza development. A sidewalk will be constructed on the east side of Camino de Jacobo, to provide an accessible route to Airport Road.

A 10-ft wide combined pedestrian and bicycle sidewalk will be constructed as part of the Nueva Acequia Apartments project which lies to the east of the site in the Camino San Alberto ROW. This Bicycle route will connect with and serve as a portion of the County's/City's planned bicycle route running along the east side of the site connecting Airport Road to Rufina Street.

According to the new City of Santa Fe guidelines Access spacing guidelines are keyed to allowable access levels, roadway speeds, safety, and operating environments. They apply to new land developments and to significant changes in the size, density, and nature of existing developments. Access to land parcels that do not conform to the spacing criteria may be necessary when no alternative reasonable access is provided. However, the basis for these variations should be clearly indicated and approved by a City representative.

Signalized intersections and full movement intersections with the potential to be signalized should ideally be spaced at a minimum of ¼ mile intervals. If signalized intersections are proposed at closer spacing, a TIA should demonstrate that proper signal progression can be maintained at various times and queues extending upstream of intersections will not block adjacent intersections.

The ideal spacing between unsignalized intersections including roundabouts is 600 feet or more. Where such spacing may be difficult to achieve based on existing roadway conditions and / or site development needs, a minimum spacing of 300 feet should be provided from any intersection involving an arterial roadway and 150 feet from an intersection with a collector roadway. Partial access should be considered based on traffic volume and queuing, and adequate intersection spacing should be provided for any dedicated turn lane needs. The Intersection Spacing Map is presented in Figure 29.



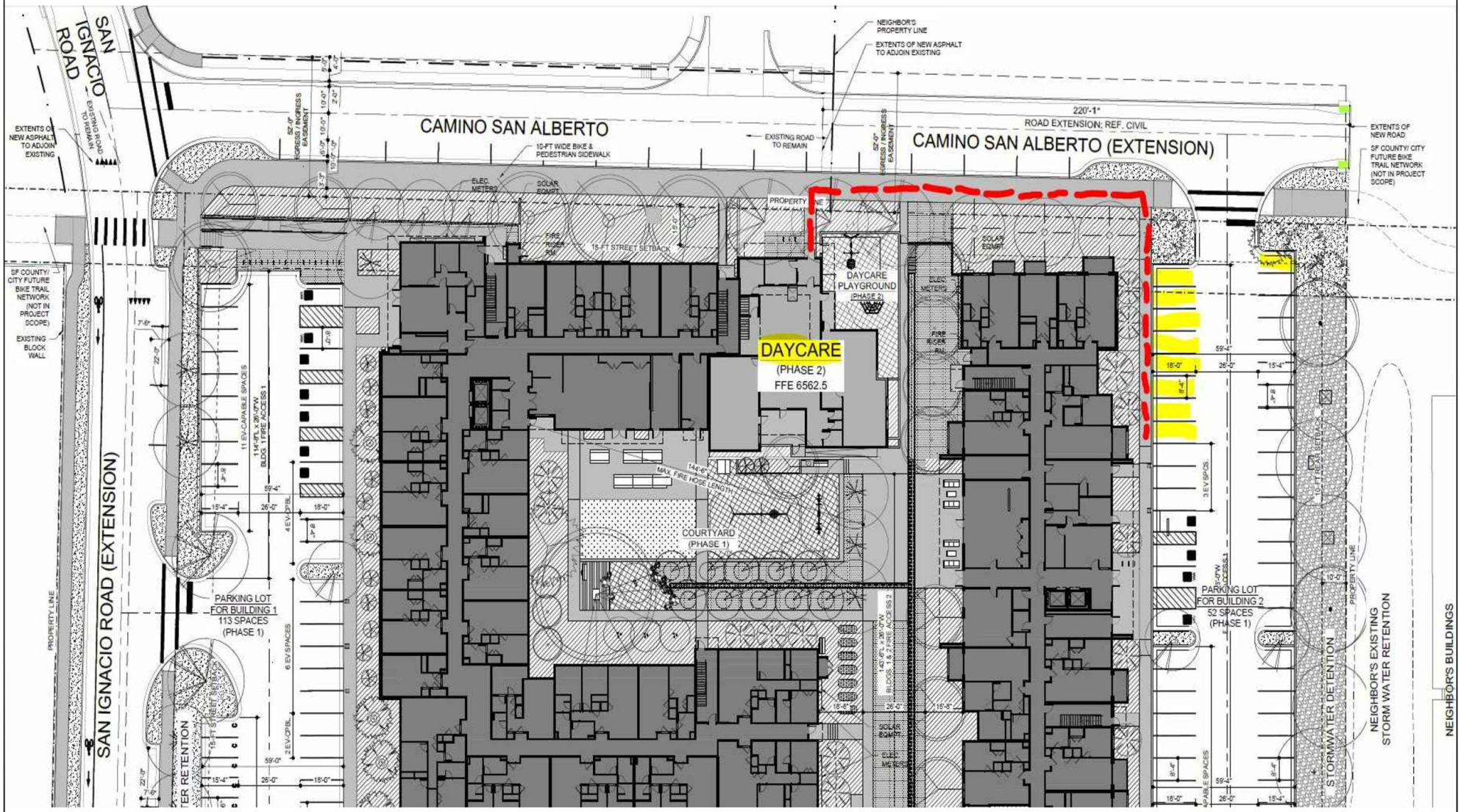
LEGEND

S DENOTES SIGNALIZED INTERSECTION

U DENOTES UNSIGNALIZED INTERSECTION WITH SIGNS

D DENOTES DRIVEWAY

INTERSECTION SPACING
FIGURE 29



DAYCARE PARKING
LOCATION MAP
FIGURE 30

VI. ANALYSIS OF HORIZON YEAR - 2038

In accordance with the State Access Management Manual, the following conditions were to be analyzed for this project:

- Horizon Year without the Proposed Development - 2038
- Horizon Year with the Proposed Development – 2038

A. Traffic Projections

1. Background Traffic

The growth rate of 1% was assumed to increase at 1% per year compounded yearly.

There is vacant land in the area which is currently undeveloped. It is not reasonable to try to predict future developments for the horizon year (13 years into the future). As a practical matter any significant development will be required to perform a traffic impact analysis. Therefore, this analysis will address normal traffic growth on the proposed road network. In the future when and if development occurs, a new traffic impact analysis will be required for that development.

2. Development Assumptions for Horizon Year Conditions

It is assumed that the project will be built out by the year 2028. The horizon year will be 10 years after completion.

3. Trip Generation

No additional Trip Generation calculations are needed. There are no other known developments in the area.

4. Trip Distribution and Assignment

It is assumed that the trip distribution and assignment will be the same in the year 2028 as discussed in the implementation year.

5. Background Traffic without Proposed Development / No Build Conditions

The background traffic without the proposed development was calculated the growth rate of 1% per year for each leg of the intersections analyzed in this report.

6. Proposed Development / Build Conditions

The traffic generated by the proposed development was added to the background traffic.

B. Traffic Analysis

1. No Build and Build Conditions

The traffic was analyzed to determine the level of service at each intersection for each condition. Intersection improvements are the same as the Implementation Year 2038.

a. No Build Condition

The growth rate was assumed to increase at the growth rate of 1% per year to the year 2038. Capacity reports are presented in Appendix E, and the results are summarized in Table 7.

TABLE 7 SUMMARY OF LEVELS OF SERVICE NO BUILD 2038								
Movement	**AM Peak Hour**				**PM Peak Hour**			
	95% Queue (Ft)	**Delay (Veh/sec)**	**LOS**	**V / C Ratio**	**95% Queue (Ft)**	**Delay (Veh/sec)**	**LOS**	**V / C Ratio**
Airport Road / Camino de Jacobo – (right in / right out) (two way stop control)								
Westbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	2.5	12.4	B	0.03	12.6	26.3	D	0.15
Rufina Street / Camino de Jacobo / Camino Vista Aurora – (two way stop control)								
Eastbound Left	0.0	7.9	A	0.01	2.5	9.3	A	0.02
Eastbound Thru/Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Left	0.0	9.7	A	0.01	2.5	8.8	A	0.02
Westbound Thru/Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Northbound Left/Thru/Right	20.2	32.5	D	0.21	12.6	28.2	D	0.14
Southbound Left/Thru/Right	2.5	14.4	B	0.04	15.1	31.4	D	0.17
Airport Road / Lopez Lane – (right in / right out / left in) (two way stop control)								
Eastbound Left	17.6	11.6	B	0.19	304.9	968.3	F	2.68
Eastbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	32.8	14.2	B	0.31	219.2	80.5	F	0.93
San Ignacio Road / Todos Santos Road – (two way stop control)								
Eastbound Left	0.0	7.5	A	0.00	0.0	7.5	A	0.00
Eastbound Thru	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Eastbound Right	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Westbound Left	0.0	7.4	A	0.01	2.5	7.4	A	0.03
Westbound Thru	N/D	0.1	A	N/D	N/D	0.2	A	N/D
Westbound Right	N/D	0.1	A	N/D	N/D	0.2	A	N/D
Northbound Left/Thru/Right	2.5	9.3	A	0.02	5.0	9.9	A	0.06
Southbound Left/Thru/Right	10.1	10.3	B	0.11	7.6	10.7	B	0.09
Zafarano Drive / San Ignacio Road (roundabout)								
Eastbound Right	22.7	7.2	A	0.23	17.6	6.5	A	0.19
Westbound Right	7.6	4.4	A	0.08	5.0	5.9	A	0.07
Northbound Right	22.7	4.7	A	0.22	70.6	8.1	A	0.49
Southbound Right	63.0	8.0	A	0.47	63.0	8.1	A	0.46
Cerrillos Road / Private Access Driveway to San Isidro Plaza (two way stop control)								
Eastbound Right	115.9	54.8	F	0.71	141.1	98.7	F	0.85
Southbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D

All intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in). The eastbound left and southbound fail in the PM.
- Cerrillos Road / Private access driveway to San Isidro Plaza. The eastbound right fails in the AM and PM.

b. Build Condition

For the build condition, the measured traffic was increased at a rate of 1% per year for the background condition for the year 2031 and the site

generated traffic was added. Capacity reports are presented in Appendix E and summarized in Table 8.

TABLE 8 SUMMARY OF LEVELS OF SERVICE BUILD 2038								
Movement	**AM Peak Hour**				**PM Peak Hour**			
	95% Queue (Ft)	**Delay (Veh/sec)**	**LOS**	**V / C Ratio**	**95% Queue (Ft)**	**Delay (Veh/sec)**	**LOS**	**V / C Ratio**
Airport Road / Camino de Jacobo – (right in / right out) (two way stop control)								
Westbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	7.6	12.9	B	0.09	27.7	29.9	D	0.27
Camino de Jacobo / San Ignacio Road								
Westbound Left / Right	2.5	9.0	A	0.03	2.5	9.0	A	0.03
Southbound Left	5.0	7.4	A	0.06	2.5	7.4	A	0.04
Southbound Thru	N/D	0.5	A	N/D	N/D	0.3	A	N/D
Rufina Street / Camino de Jacobo / Camino Vista Aurora – (two way stop control)								
Eastbound Left	0.0	7.9	A	0.01	2.5	9.3	A	0.02
Eastbound Thru/Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Left	0.0	9.7	A	0.01	2.5	8.9	A	0.03
Westbound Thru/Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Northbound Left/Thru/Right	32.8	32.1	D	0.33	25.2	31.9	D	0.26
Southbound Left/Thru/Right	2.5	14.5	B	0.04	15.1	32.0	D	0.18
Airport Road / Lopez Lane – (right in / right out / left in) (two way stop control)								
Eastbound Left	17.6	11.8	B	0.19	330.1	1450.80	F	3.63
Eastbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	35.3	14.5	B	0.32	224.3	85.3	F	0.95
San Ignacio Road / Todos Santos Road – (two way stop control)								
Eastbound Left	0.0	7.5	A	0.00	0.0	7.5	A	0.00
Eastbound Thru	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Eastbound Right	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Westbound Left	0.0	7.7	A	0.01	2.5	7.6	A	0.03
Westbound Thru	N/D	0.1	A	N/D	N/D	0.2	A	N/D
Westbound Right	N/D	0.1	A	N/D	N/D	0.2	A	N/D
Northbound Left/Thru/Right	2.5	9.9	A	0.02	5.0	10.4	B	0.06
Southbound Left/Thru/Right	10.1	11.1	B	0.12	7.6	11.4	B	0.10
Zafarano Drive / San Ignacio Road (roundabout)								
Eastbound Right	35.3	8.5	A	0.33	27.7	7.4	A	0.27
Westbound Right	7.6	4.5	**A**	0.08	5.0	6.3	A	0.07
Northbound Right	22.7	5.0	A	0.24	80.6	8.9	A	0.52
Southbound Right	65.5	8.2	A	0.47	65.5	8.5	A	0.47
Cerrillos Road Private Access driveway to San Isidro Plaza (two way stop control)								
Eastbound Right	115.9	54.8	F	0.71	141.1	98.7	F	0.85
Southbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D

All intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in). The eastbound left and southbound right fail.
- Cerrillos Road / Private access driveway to San Isidro Plaza. The eastbound right fails in the AM and PM.

TABLE 9 SUMMARY OF LEVELS OF SERVICE BUILD FOR SITE ACCESS DRIVEWAYS 2038								
Movement	**AM Peak Hour**				**PM Peak Hour**			
	95% Queue (Ft)	**Delay (Veh/sec)**	**LOS**	**V / C Ratio**	**95% Queue (Ft)**	**Delay (Veh/sec)**	**LOS**	**V / C Ratio**
Camino San Alberto / Site Entrance (two way stop control)								
Eastbound Left	0.0	8.8	A	0.01	0.0	8.8	A	0.1
Camino de Jacobo / Site Entrance								
Westbound Left / Right	2.5	8.9	A	0.03	2.5	9.1	A	0.03
Southbound Left	0.0	7.3	A	0.01	0.0	7.4	A	0.01
Southbound Thru	N/D	0.0	A	N/D	N/D	0.1	A	N/D
San Ignacio Road / Site Entrance								
Westbound Left	0.0	7.4	A	0.01	0.0	7.4	A	0.01
Westbound Thru	N/D	0.1	A	N/D	N/D	0.1	A	N/D
Northbound Left / Right	2.5	9.1	A	0.04	2.5	8.9	A	0.03
San Ignacio Road / Camino San Alberto								
Westbound Left	0.0	7.4	A	0.00	0.0	7.4	A	0.01
Westbound Thru	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Northbound Left / Right	0.0	8.9	A	0.01	0.0	8.7	A	0.01

All access driveways have good levels of service for the Horizon Year.

2. Intersections and Proposed Access Points

Intersections and proposed access points are the same as discussed in the analysis of the implementation year.

3. Speed Change Lanes

Speed change lanes are not provided on San Isidro Road and are not required by the City Traffic Impact guidelines. See Appendix B.

4. Traffic Signal Warrant Review

The intersections do not meet traffic signal warrants due to low traffic volumes.

5. LOS Results, Identified Deficiencies, Proposed Improvements

a. Horizon Year 2038 – No Build

For the Horizon Year 2031 No Build Condition, all lanes have adequate capacity except the following:

- Airport Road / Lopez Lane (right in / right out / left in) eastbound left and southbound right fail.
- Cerrillos Road / Private access driveway to San Isidro Plaza.

b. Horizon Year 2038 - Build

For the Horizon Year 2038 Build Condition, all intersections have except the following:

- Airport Road / Lopez Lane (right in / right out / left in) eastbound left and southbound right fail.
- Cerrillos Road / Private access driveway to San Isidro Plaza.

C. Impact Assessment

According to Table 15.C-1, "Minimum Acceptable Level of Service Standards," of the State Access Management Manual, for minor urban arterial and urban collector intersections, the minimum acceptable level of service is D at signalized and unsignalized intersections.

D. Access Design Specifications

1. Speed Lane Change Requirements

Speed change lanes are not required by the City of Santa Fe Traffic Impact Analysis requirements.

2. Vehicle Storage needs

On site driveways are designed to provide the calculated whole storage.

3. Sight Distance

The topography in the area is flat, the roadway alignments is straight, and there is no significant vegetation to hinder sight distance. Sight distance is adequate on all the driveways into the site.

4. Site Access Improvements Modifications

Site access improvement modifications are the same as in the implementation year at Camino Jacobo.

5. Pedestrian / Bicycle Considerations

The pedestrian / bicycle considerations are the same as in the implementation year.

A 10-ft wide combined pedestrian and bicycle sidewalk will be constructed as part of the Nueva Acequia Apartments project which lies to the

east of the site in the Camino San Alberto ROW. This bicycle route will connect with and serve as a portion of the County's / City's planned bicycle route running along the east side of the site connecting Airport Road to Rufina Street.

VII. SUMMARY OF DEFICIENCIES AND ANTICIPATED IMPACTS

A. Existing Conditions

All intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in) Eastbound left and Southbound right fail.
- Cerrillos Road / Private access driveway to San Isidro Plaza.

B. Implementation Year 2028

All intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in) Eastbound left and Southbound right fail.
- Cerrillos Road / Private access driveway to San Isidro Plaza.

C. Horizon Year Conditions - 2038

All intersections for no build conditions have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in) Eastbound left and Southbound right fail.
- Cerrillos Road / Private access driveway to San Isidro Plaza.

All intersections for build conditions have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in) Eastbound left and Southbound right fail.
- Cerrillos Road / Private access driveway to San Isidro Plaza.

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APPENDIX A

TRAFFIC COUNTS

File Name: AM_AIRPORT ROAD and CAMINO DE JACOBO
Start Date: 9/16/2025
Peak Hour 7:30 to 8:30 AM
Person Counting: CAMERA / Yvette Gonzales

	AIRPORT ROAD EASTBOUND						AIRPORT ROAD WESTBOUND						NORTHBOUND						CAMINO DE JACOBO SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
7:30 AM	0	458	0	0	0	0	0	196	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	659
7:45 AM	0	447	0	0	0	0	0	223	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	677
8:00 AM	0	397	0	0	0	0	0	230	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	636
8:15 AM	0	354	0	0	0	0	0	212	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	573
Total	0	1656	0	0	0	0	0	861	15	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	2545
PHF		0.90						0.94	0.63												0.54				0.94

File Name: AM_AIRPORT ROAD and CAMINO DE JACOBO
Start Date: 9/16/2025
Start Time: 6:30:00 AM
Person Counting: CAMERA / Yvette Gonzales

	AIRPORT ROAD EASTBOUND						AIRPORT ROAD WESTBOUND						NORTHBOUND						CAMINO DE JACOBO SOUTHBOUND							
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	170	0	0	0	0	0	81	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	257	
6:45 AM	0	238	0	0	0	0	0	113	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	355	612
7:00 AM	0	202	0	0	0	0	0	107	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	312	924
7:15 AM	0	365	0	0	0	0	0	137	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	505	1429
7:30 AM	0	458	0	0	0	0	0	196	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	659	1831
7:45 AM	0	447	0	0	0	0	0	223	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	677	2153
8:00 AM	0	397	0	0	0	0	0	230	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	636	2477
8:15 AM	0	354	0	0	0	0	0	212	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	573	2545
8:30 AM	0	354	0	0	0	0	0	220	3	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	586	2472
8:45 AM	0	322	0	0	0	0	0	193	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	520	2315
Total	0	3307	0	0	0	0	0	1712	28	0	0	0	0	0	0	0	0	0	0	0	33	0	0	0	5080	

File Name: PM_AIRPORT ROAD and CAMINO DE JACOBO
Start Date: 9/16/2025
Peak Hour 4:45 to 5:45 PM
Person Counting: CAMERA

	AIRPORT ROAD EASTBOUND						AIRPORT ROAD WESTBOUND						NORTHBOUND						CAMINO DE JACOBO SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
04:45 PM	0	312	0	0	0	0	0	463	6	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	786
05:00 PM	0	290	0	0	0	0	0	433	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	737
05:15 PM	0	288	0	0	0	0	0	446	7	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	747
05:30 PM	0	341	0	0	0	0	0	480	5	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	832
Total	0	1231	0	0	0	0	0	1822	25	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	3102
PHF		0.90						0.95	0.89												0.86				0.93

File Name: PM_AIRPORT ROAD and CAMINO DE JACOBO
Start Date: 9/16/2025
Start Time: 03:00 PM
Person Counting: CAMERA

	AIRPORT ROAD EASTBOUND						AIRPORT ROAD WESTBOUND						NORTHBOUND						CAMINO DE JACOBO SOUTHBOUND							
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total	
03:00 PM	0	257	0	0	0	0	0	294	32	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	623	
03:15 PM	0	275	0	0	0	0	0	401	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	685	
03:30 PM	0	288	0	0	0	0	0	362	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	656	
03:45 PM	0	310	0	0	0	0	0	401	5	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	725	2689
04:00 PM	0	324	0	0	0	0	0	439	7	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	775	2841
04:15 PM	0	277	0	0	0	0	0	451	12	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	746	2902
04:30 PM	0	320	0	0	0	0	0	460	3	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	790	3036
04:45 PM	0	312	0	0	0	0	0	463	6	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	786	3097
05:00 PM	0	290	0	0	0	0	0	433	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	737	3059
05:15 PM	0	288	0	0	0	0	0	446	7	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	747	3060
05:30 PM	0	341	0	0	0	0	0	480	5	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	832	3102
05:45 PM	0	283	0	0	0	0	0	410	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	700	3016
Total	0	3565	0	0	0	0	0	5040	97	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	8802	

File Name: PM_RUFINA STREET and CAMINO DE JACOBO and CAMINO VISTA AURORA
Start Date: 9/16/2025
Peak Hour 4:30 to 5:30 PM
Person Counting: CAMERA / Yvette Gonzales

	RUFINA STREET EASTBOUND						RUFINA STREET WESTBOUND						CAMINO DE JACOBO NORTHBOUND						CAMINO VISTA AURORA SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
04:30 PM	7	147	2	0	0	0	5	137	7	0	0	0	2	0	2	0	0	0	5	0	6	0	0	0	320
04:45 PM	3	115	2	1	0	0	1	155	10	0	0	0	1	0	3	0	0	0	3	1	2	0	0	0	297
05:00 PM	3	123	2	0	0	0	4	150	3	1	0	0	3	0	1	0	0	0	2	0	4	0	0	0	296
05:15 PM	2	137	0	0	0	0	4	170	2	0	0	0	2	0	6	0	0	0	0	0	1	0	0	0	324
Total	15	522	6	1	0	0	14	612	22	1	0	0	8	0	12	0	0	0	10	1	13	0	0	0	1237
PHF	0.54	0.89	0.75				0.70	0.90	0.55				0.67		0.50				0.50	0.25	0.54				0.95

File Name: PM_RUFINA STREET and CAMINO DE JACOBO and CAMINO VISTA AURORA
Start Date: 9/16/2025
Start Time: 03:00 PM
Person Counting: CAMERA / Yvette Gonzales

	RUFINA STREET EASTBOUND						RUFINA STREET WESTBOUND						CAMINO DE JACOBO NORTHBOUND						CAMINO VISTA AURORA SOUTHBOUND							
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total	
03:00 PM	1	107	1	0	0	0	1	101	2	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	219	
03:15 PM	6	126	4	0	0	0	2	107	1	0	0	0	2	0	2	0	0	0	1	0	3	0	0	0	254	
03:30 PM	1	113	2	0	0	0	1	103	4	0	0	0	2	0	2	0	0	0	2	0	7	0	0	0	237	
03:45 PM	5	97	1	0	0	0	3	140	7	0	0	0	2	0	4	0	0	0	1	0	1	0	0	0	261	971
04:00 PM	3	104	1	0	0	0	1	124	2	0	0	0	5	1	1	0	0	0	4	0	3	0	0	0	249	1001
04:15 PM	3	112	3	0	0	0	4	129	3	0	0	0	1	0	1	0	0	0	16	1	8	0	0	0	281	1028
04:30 PM	7	147	2	0	0	0	5	137	7	0	0	0	2	0	2	0	0	0	5	0	6	0	0	0	320	1111
04:45 PM	3	115	2	1	0	0	1	155	10	0	0	0	1	0	3	0	0	0	3	1	2	0	0	0	297	1147
05:00 PM	3	123	2	0	0	0	4	150	3	1	0	0	3	0	1	0	0	0	2	0	4	0	0	0	296	1194
05:15 PM	2	137	0	0	0	0	4	170	2	0	0	0	2	0	6	0	0	0	0	0	1	0	0	0	324	1237
05:30 PM	3	122	1	0	0	0	4	159	4	0	0	0	7	0	4	0	0	0	0	0	4	0	0	0	308	1225
05:45 PM	5	122	0	0	0	0	3	118	2	0	0	0	4	0	4	0	0	0	0	0	6	0	0	0	264	1192
Total	42	1425	19	1	0	0	33	1593	47	1	0	0	33	1	32	0	0	0	36	2	45	0	0	0	3310	

File Name: PM_RUFINA STREET and CAMINO DE JACOBO and CAMINO VISTA AURORA
Start Date: 9/16/2025
Peak Hour 4:30 to 5:30 PM
Person Counting: CAMERA / Yvette Gonzales

	RUFINA STREET EASTBOUND						RUFINA STREET WESTBOUND						CAMINO DE JACOBO NORTHBOUND						CAMINO VISTA AURORA SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
04:30 PM	7	147	2	0	0	0	5	137	7	0	0	0	2	0	2	0	0	0	5	0	6	0	0	0	320
04:45 PM	3	115	2	1	0	0	1	155	10	0	0	0	1	0	3	0	0	0	3	1	2	0	0	0	297
05:00 PM	3	123	2	0	0	0	4	150	3	1	0	0	3	0	1	0	0	0	2	0	4	0	0	0	296
05:15 PM	2	137	0	0	0	0	4	170	2	0	0	0	2	0	6	0	0	0	0	0	1	0	0	0	324
Total	15	522	6	1	0	0	14	612	22	1	0	0	8	0	12	0	0	0	10	1	13	0	0	0	1237
PHF	0.54	0.89	0.75				0.70	0.90	0.55				0.67		0.50				0.50	0.25	0.54				0.95

File Name: PM_RUFINA STREET and CAMINO DE JACOBO and CAMINO VISTA AURORA
Start Date: 9/16/2025
Start Time: 03:00 PM
Person Counting: CAMERA / Yvette Gonzales

	RUFINA STREET EASTBOUND						RUFINA STREET WESTBOUND						CAMINO DE JACOBO NORTHBOUND						CAMINO VISTA AURORA SOUTHBOUND							
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total	
03:00 PM	1	107	1	0	0	0	1	101	2	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	219	
03:15 PM	6	126	4	0	0	0	2	107	1	0	0	0	2	0	2	0	0	0	1	0	3	0	0	0	254	
03:30 PM	1	113	2	0	0	0	1	103	4	0	0	0	2	0	2	0	0	0	2	0	7	0	0	0	237	
03:45 PM	5	97	1	0	0	0	3	140	7	0	0	0	2	0	4	0	0	0	1	0	1	0	0	0	261	971
04:00 PM	3	104	1	0	0	0	1	124	2	0	0	0	5	1	1	0	0	0	4	0	3	0	0	0	249	1001
04:15 PM	3	112	3	0	0	0	4	129	3	0	0	0	1	0	1	0	0	0	16	1	8	0	0	0	281	1028
04:30 PM	7	147	2	0	0	0	5	137	7	0	0	0	2	0	2	0	0	0	5	0	6	0	0	0	320	1111
04:45 PM	3	115	2	1	0	0	1	155	10	0	0	0	1	0	3	0	0	0	3	1	2	0	0	0	297	1147
05:00 PM	3	123	2	0	0	0	4	150	3	1	0	0	3	0	1	0	0	0	2	0	4	0	0	0	296	1194
05:15 PM	2	137	0	0	0	0	4	170	2	0	0	0	2	0	6	0	0	0	0	0	1	0	0	0	324	1237
05:30 PM	3	122	1	0	0	0	4	159	4	0	0	0	7	0	4	0	0	0	0	0	4	0	0	0	308	1225
05:45 PM	5	122	0	0	0	0	3	118	2	0	0	0	4	0	4	0	0	0	0	0	6	0	0	0	264	1192
Total	42	1425	19	1	0	0	33	1593	47	1	0	0	33	1	32	0	0	0	36	2	45	0	0	0	3310	

File Name: AM_AIRPORT ROAD and LOPEZ LANE and CAMINO ENTRADA
Start Date: 9/16/2025
Peak Hour 7:30 to 8:30 AM
Person Counting: CAMERA / Yvette Gonzales

	AIRPORT ROAD EASTBOUND						AIRPORT ROAD WESTBOUND						CAMINO ENTRADA NORTHBOUND						LOPEZ LANE SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
7:30 AM	32	451	4	0	0	0	0	164	33	0	0	0	0	0	7	0	0	0	0	0	44	0	0	0	735
7:45 AM	23	443	7	0	0	0	0	191	38	0	0	0	0	0	4	0	0	0	0	0	32	0	0	0	738
8:00 AM	30	386	10	0	0	0	0	191	44	0	0	0	0	0	11	1	0	0	0	0	38	0	0	0	711
8:15 AM	21	346	16	0	0	0	0	184	29	0	0	0	0	0	8	0	0	0	0	0	35	0	0	0	639
Total	106	1626	37	0	0	0	0	730	144	0	0	0	0	0	30	1	0	0	0	0	149	0	0	0	2823
PHF	0.83	0.90	0.58					0.96	0.82						0.68						0.85				0.96

File Name: AM_AIRPORT ROAD and LOPEZ LANE and CAMINO ENTRADA
Start Date: 9/16/2025
Start Time: 6:30:00 AM
Person Counting: CAMERA / Yvette Gonzales

	AIRPORT ROAD EASTBOUND						AIRPORT ROAD WESTBOUND						CAMINO ENTRADA NORTHBOUND						LOPEZ LANE SOUTHBOUND							
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	12	168	1	0	0	0	0	77	6	0	0	0	0	0	2	0	0	0	0	0	5	0	0	0	271	
6:45 AM	11	233	1	1	0	0	0	97	18	0	0	0	0	0	5	0	0	0	0	0	22	0	0	0	388	659
7:00 AM	15	201	0	0	0	0	0	93	16	0	0	0	0	0	1	0	0	0	0	0	13	0	0	0	339	998
7:15 AM	27	360	2	1	0	0	0	125	14	0	0	0	0	0	5	0	0	0	0	0	28	0	0	0	562	1560
7:30 AM	32	451	4	0	0	0	0	164	33	0	0	0	0	0	7	0	0	0	0	0	44	0	0	0	735	2024
7:45 AM	23	443	7	0	0	0	0	191	38	0	0	0	0	0	4	0	0	0	0	0	32	0	0	0	738	2374
8:00 AM	30	386	10	0	0	0	0	191	44	0	0	0	0	0	11	1	0	0	0	0	38	0	0	0	711	2746
8:15 AM	21	346	16	0	0	0	0	184	29	0	0	0	0	0	8	0	0	0	0	0	35	0	0	0	639	2823
8:30 AM	21	345	16	2	0	0	0	195	34	0	0	0	0	0	9	0	0	0	0	0	27	0	0	0	649	2737
8:45 AM	24	311	5	3	0	0	0	167	29	0	0	0	0	0	11	0	0	0	0	0	17	0	0	0	567	2566
Total	216	3244	62	7	0	0	0	1484	261	0	0	0	0	0	63	1	0	0	0	0	261	0	0	0	5599	

File Name: PM_AIRPORT ROAD and LOPEZ LANE and CAMINO ENTRADA
Start Date: 9/16/2025
Peak Hour 4:00 to 5:00 PM
Person Counting: CAMERA / Yvette Gonzales

	AIRPORT ROAD EASTBOUND						AIRPORT ROAD WESTBOUND						CAMINO ENTRADA NORTHBOUND						LOPEZ LANE SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
04:00 PM	16	317	10	5	0	0	0	369	75	0	0	0	0	0	7	0	0	0	0	0	68	0	0	0	867
04:15 PM	20	265	5	3	0	0	0	390	67	0	0	0	0	0	12	0	0	0	0	0	60	0	0	0	822
04:30 PM	26	308	4	3	0	0	0	407	60	0	0	0	0	0	12	0	0	0	0	0	46	0	0	0	866
04:45 PM	21	297	5	1	0	0	0	421	47	0	0	0	0	0	15	0	0	0	0	0	41	0	0	0	848
Total	83	1187	24	12	0	0	0	1587	249	0	0	0	0	0	46	0	0	0	0	0	215	0	0	0	3403
PHF	0.80	0.94	0.60					0.94	0.83						0.77						0.79				0.98

File Name: PM_AIRPORT ROAD and LOPEZ LANE and CAMINO ENTRADA
Start Date: 9/16/2025
Start Time: 03:00 PM
Person Counting: CAMERA / Yvette Gonzales

	AIRPORT ROAD EASTBOUND						AIRPORT ROAD WESTBOUND						CAMINO ENTRADA NORTHBOUND						LOPEZ LANE SOUTHBOUND							
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total	
03:00 PM	16	242	9	2	0	0	0	295	39	0	0	0	0	0	15	0	0	0	0	0	36	0	0	0	654	
03:15 PM	28	262	7	1	0	0	0	347	56	0	0	0	0	0	13	0	0	0	0	0	39	0	0	0	753	
03:30 PM	19	278	4	2	0	0	0	314	49	0	0	0	0	0	10	0	0	0	0	0	23	0	0	0	699	
03:45 PM	23	300	10	0	0	0	0	347	63	0	0	0	0	0	10	0	0	0	0	0	49	0	0	0	802	2908
04:00 PM	16	317	10	5	0	0	0	369	75	0	0	0	0	0	7	0	0	0	0	0	68	0	0	0	867	3121
04:15 PM	20	265	5	3	0	0	0	390	67	0	0	0	0	0	12	0	0	0	0	0	60	0	0	0	822	3190
04:30 PM	26	308	4	3	0	0	0	407	60	0	0	0	0	0	12	0	0	0	0	0	46	0	0	0	866	3357
04:45 PM	21	297	5	1	0	0	0	421	47	0	0	0	0	0	15	0	0	0	0	0	41	0	0	0	848	3403
05:00 PM	21	271	4	1	0	0	0	373	67	0	0	0	0	0	19	0	0	0	0	0	29	0	0	0	785	3321
05:15 PM	16	286	8	0	0	0	0	385	67	0	0	0	0	0	2	0	0	0	0	0	29	0	0	0	793	3292
05:30 PM	20	338	10	2	0	0	0	395	91	0	0	0	0	0	3	0	0	0	0	0	38	0	0	0	897	3323
05:45 PM	20	275	8	4	0	0	0	364	52	0	0	0	0	0	8	0	0	0	0	0	51	0	0	0	782	3257
Total	246	3439	84	24	0	0	0	4407	733	0	0	0	0	0	126	0	0	0	0	0	509	0	0	0	9568	

File Name: AM_SAN IGNACIO ROAD and TODOS SANTOS STREET and DRIVEWAY
Start Date: 9/18/2025
Peak Hour 7:30 to 8:30 AM
Person Counting: CAMERA

	SAN IGNACIO ROAD EASTBOUND						SAN IGNACIO ROAD WESTBOUND						DRIVEWAY NORTHBOUND						TODOS SANTOS STREET SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
7:45 AM	0	0	0	0	0	0	0	13	4	0	0	0	0	0	1	0	0	1	13	1	3	0	0	1	35
8:00 AM	0	2	1	0	0	0	4	15	7	0	0	2	0	0	4	0	0	0	6	4	4	0	0	0	47
8:15 AM	0	4	1	0	0	0	4	4	3	0	0	0	1	0	0	0	0	0	6	1	6	0	0	0	30
8:30 AM	0	4	2	0	0	1	1	14	5	0	1	0	0	3	2	0	0	0	7	2	6	0	0	0	46
Total	0	10	4	0	0	1	9	46	19	0	1	2	1	3	7	0	0	1	32	8	19	0	0	1	158
PHF		0.63	0.50				0.56	0.77	0.68				0.25	0.25	0.44				0.62	0.50	0.79				0.84

File Name: AM_SAN IGNACIO ROAD and TODOS SANTOS STREET and DRIVEWAY
Start Date: 9/18/2025
Start Time: 6:30:00 AM
Person Counting: CAMERA

	SAN IGNACIO ROAD EASTBOUND						SAN IGNACIO ROAD WESTBOUND						DRIVEWAY NORTHBOUND						TODOS SANTOS STREET SOUTHBOUND							
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	6	1	3	0	0	0	12	
6:45 AM	0	0	1	0	0	0	2	5	1	0	0	1	0	0	0	0	0	0	2	0	4	0	0	3	15	27
7:00 AM	0	1	0	0	0	2	2	3	1	0	0	3	0	0	2	0	0	0	3	1	6	0	0	0	19	46
7:15 AM	0	2	1	0	0	0	2	5	2	0	0	1	0	1	0	0	0	0	5	0	14	0	0	0	32	78
7:30 AM	0	2	0	0	0	1	4	3	0	0	0	1	0	0	2	0	1	0	14	1	6	0	0	2	32	98
7:45 AM	0	0	0	0	0	0	0	13	4	0	0	0	0	0	1	0	0	1	13	1	3	0	0	1	35	118
8:00 AM	0	2	1	0	0	0	4	15	7	0	0	2	0	0	4	0	0	0	6	4	4	0	0	0	47	146
8:15 AM	0	4	1	0	0	0	4	4	3	0	0	0	1	0	0	0	0	0	6	1	6	0	0	0	30	144
8:30 AM	0	4	2	0	0	1	1	14	5	0	1	0	0	3	2	0	0	0	7	2	6	0	0	0	46	158
8:45 AM	0	7	1	0	0	0	2	7	3	0	0	2	0	0	2	0	0	0	6	1	6	0	0	1	35	158
Total	0	22	7	0	0	4	21	71	26	0	1	11	1	4	13	0	1	1	68	12	58	0	0	7	303	

File Name: PM_SAN IGNACIO ROAD and TODOS SANTOS STREET and DRIVEWAY
Start Date: 9/18/2025
Peak Hour 3:15 to 4:15 PM
Person Counting: CAMERA

	SAN IGNACIO ROAD EASTBOUND						SAN IGNACIO ROAD WESTBOUND						DRIVEWAY NORTHBOUND						TODOS SANTOS STREET SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
03:15 PM	0	4	2	0	0	0	8	11	2	0	0	0	0	4	6	0	0	1	5	2	4	0	0	0	48
03:30 PM	1	3	2	0	0	0	6	7	2	0	0	0	0	3	8	0	0	0	5	3	6	0	0	0	46
03:45 PM	0	5	3	0	0	0	10	8	6	1	0	0	0	0	4	0	0	0	4	1	3	0	0	2	45
04:00 PM	0	3	2	0	0	0	8	12	7	0	0	1	0	6	3	0	0	2	5	3	5	0	0	0	54
Total	1	15	9	0	0	0	32	38	17	1	0	1	0	13	21	0	0	3	19	9	18	0	0	2	193
PHF	0.25	0.75	0.75				0.80	0.79	0.61					0.54	0.66				0.95	0.75	0.75				0.89

File Name: PM_SAN IGNACIO ROAD and TODOS SANTOS STREET and DRIVEWAY
Start Date: 9/18/2025
Start Time: 03:00 PM
Person Counting: CAMERA

	SAN IGNACIO ROAD EASTBOUND						SAN IGNACIO ROAD WESTBOUND						DRIVEWAY NORTHBOUND						TODOS SANTOS STREET SOUTHBOUND							
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total	
03:00 PM	0	2	0	0	0	0	3	2	6	0	0	0	0	2	10	0	0	1	2	3	4	0	0	0	34	
03:15 PM	0	4	2	0	0	0	8	11	2	0	0	0	0	4	6	0	0	1	5	2	4	0	0	0	48	
03:30 PM	1	3	2	0	0	0	6	7	2	0	0	0	0	3	8	0	0	0	5	3	6	0	0	0	46	
03:45 PM	0	5	3	0	0	0	10	8	6	1	0	0	0	0	4	0	0	0	4	1	3	0	0	2	45	173
04:00 PM	0	3	2	0	0	0	8	12	7	0	0	1	0	6	3	0	0	2	5	3	5	0	0	0	54	193
04:15 PM	0	5	1	0	0	2	8	7	8	0	0	1	0	1	2	0	0	2	6	2	5	0	0	1	45	190
04:30 PM	1	4	0	0	0	1	5	10	2	1	0	1	0	1	3	0	0	0	3	2	2	0	0	1	34	178
04:45 PM	0	4	1	0	0	1	10	4	2	0	0	2	0	2	6	0	0	1	6	2	2	0	0	0	39	172
05:00 PM	0	5	4	0	0	1	13	2	4	0	0	2	1	2	2	0	0	0	6	2	8	0	0	0	49	167
05:15 PM	0	6	5	0	0	1	7	8	6	0	0	1	0	2	5	0	0	0	5	2	4	0	0	1	50	172
05:30 PM	1	5	0	0	0	2	12	8	5	0	0	2	0	3	5	0	0	0	3	2	3	0	0	3	47	185
05:45 PM	0	4	1	0	0	0	7	9	5	0	0	1	1	2	6	0	0	0	1	2	5	0	0	1	43	189
Total	3	50	21	0	0	8	97	88	55	2	0	11	2	28	60	0	0	7	51	26	51	0	0	9	534	

File Name: AM_ZAFARANO DRIVE and SAN IGNACIO ROAD
Start Date: 9/18/2025
Peak Hour 7:30 to 8:30 AM
Person Counting: CAMERA

	SAN IGNACIO ROAD EASTBOUND						SAN IGNACIO ROAD WESTBOUND						ZAFARANO DRIVE NORTHBOUND						ZAFARANO DRIVE SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
7:30 AM	10	0	22	0	1	0	16	0	10	0	0	0	4	31	3	5	0	0	2	86	6	0	0	0	195
7:45 AM	9	1	18	0	1	0	7	0	4	0	0	0	5	30	3	8	0	0	1	120	16	0	0	0	222
8:00 AM	8	1	15	0	0	0	11	2	3	0	0	0	10	42	2	7	0	0	1	95	22	1	0	0	220
8:15 AM	5	0	10	0	0	0	4	1	4	0	1	0	11	38	9	3	1	0	0	73	11	0	0	0	169
Total	32	2	65	0	2	0	38	3	21	0	1	0	30	141	17	23	1	0	4	374	55	1	0	0	806
PHF	0.80	0.50	0.74				0.59	0.38	0.53				0.68	0.84	0.47				0.50	0.78	0.63				0.91

File Name: AM_ZAFARANO DRIVE and SAN IGNACIO ROAD
Start Date: 9/18/2025
Start Time: 6:30:00 AM
Person Counting: CAMERA

	SAN IGNACIO ROAD EASTBOUND						SAN IGNACIO ROAD WESTBOUND						ZAFARANO DRIVE NORTHBOUND						ZAFARANO DRIVE SOUTHBOUND							
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	5	0	7	0	0	0	4	0	2	0	0	0	0	10	1	0	0	0	0	19	2	0	0	0	50	
6:45 AM	2	0	7	0	0	0	6	0	1	0	0	0	5	11	1	1	0	1	0	30	2	0	0	1	66	116
7:00 AM	6	0	11	0	0	0	3	0	4	0	0	0	2	14	0	3	0	1	0	45	2	0	0	3	90	206
7:15 AM	7	0	10	0	0	0	6	0	5	0	0	0	2	19	2	7	0	0	0	61	8	0	0	0	127	333
7:30 AM	10	0	22	0	1	0	16	0	10	0	0	0	4	31	3	5	0	0	2	86	6	0	0	0	195	478
7:45 AM	9	1	18	0	1	0	7	0	4	0	0	0	5	30	3	8	0	0	1	120	16	0	0	0	222	634
8:00 AM	8	1	15	0	0	0	11	2	3	0	0	0	10	42	2	7	0	0	1	95	22	1	0	0	220	764
8:15 AM	5	0	10	0	0	0	4	1	4	0	1	0	11	38	9	3	1	0	0	73	11	0	0	0	169	806
8:30 AM	11	0	14	0	0	0	8	1	1	0	0	0	9	39	2	9	0	0	1	74	13	0	0	1	182	793
8:45 AM	10	0	8	0	0	0	3	1	2	0	0	0	8	36	5	4	1	0	2	70	14	0	0	0	163	734
Total	73	2	122	0	2	0	68	5	36	0	1	0	56	270	28	47	2	2	7	673	96	1	0	5	1484	

File Name: PM_ZAFARANO DRIVE and SAN IGNACIO ROAD
Start Date: 9/18/2025
Peak Hour 4:30 to 5:30 PM
Person Counting: CAMERA

	SAN IGNACIO ROAD EASTBOUND						SAN IGNACIO ROAD WESTBOUND						ZAFARANO DRIVE NORTHBOUND						ZAFARANO DRIVE SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
04:30 PM	9	1	8	0	0	0	4	1	7	0	0	0	12	97	5	7	0	0	3	80	10	0	0	2	244
04:45 PM	16	1	14	0	0	0	2	0	3	0	0	0	12	83	7	7	0	0	3	80	7	0	0	0	235
05:00 PM	12	0	12	0	0	0	4	1	3	0	0	0	12	86	6	6	0	2	3	107	16	2	0	0	270
05:15 PM	14	0	6	0	0	0	9	1	5	0	0	0	22	77	4	8	0	0	2	78	13	0	0	0	239
Total	51	2	40	0	0	0	19	3	18	0	0	0	58	343	22	28	0	2	11	345	46	2	0	2	988
PHF	0.80	0.50	0.71				0.53	0.75	0.64					0.88	0.79	0.88			0.92	0.81	0.72				0.91

File Name: PM_ZAFARANO DRIVE and SAN IGNACIO ROAD
Start Date: 9/18/2025
Start Time: 03:00 PM
Person Counting: CAMERA

	SAN IGNACIO ROAD EASTBOUND						SAN IGNACIO ROAD WESTBOUND						ZAFARANO DRIVE NORTHBOUND						ZAFARANO DRIVE SOUTHBOUND							
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total	
03:00 PM	8	1	9	0	0	0	10	0	3	0	0	0	11	78	5	10	0	0	2	60	9	0	0	1	206	
03:15 PM	13	2	10	0	0	0	4	2	1	0	0	0	11	76	5	7	0	0	2	69	16	0	0	0	218	
03:30 PM	10	0	10	0	0	0	5	1	3	0	0	0	11	79	7	12	0	0	2	81	17	0	1	0	238	
03:45 PM	9	0	13	0	0	0	2	0	5	0	0	0	13	70	7	7	0	2	3	70	15	0	0	0	214	876
04:00 PM	10	1	10	0	0	0	9	0	2	0	0	1	21	84	9	10	0	0	2	69	18	0	0	2	245	915
04:15 PM	12	1	10	0	0	0	4	1	3	0	0	1	12	79	5	11	0	1	4	65	16	0	0	1	223	920
04:30 PM	9	1	8	0	0	0	4	1	7	0	0	0	12	97	5	7	0	0	3	80	10	0	0	2	244	926
04:45 PM	16	1	14	0	0	0	2	0	3	0	0	0	12	83	7	7	0	0	3	80	7	0	0	0	235	947
05:00 PM	12	0	12	0	0	0	4	1	3	0	0	0	12	86	6	6	0	2	3	107	16	2	0	0	270	972
05:15 PM	14	0	6	0	0	0	9	1	5	0	0	0	22	77	4	8	0	0	2	78	13	0	0	0	239	988
05:30 PM	9	0	8	0	0	0	2	0	3	0	0	0	18	74	8	7	0	0	5	73	18	0	0	0	225	969
05:45 PM	10	0	5	0	0	0	6	2	7	0	0	1	14	87	9	7	0	0	2	60	10	0	0	0	219	953
Total	132	7	115	0	0	0	61	9	45	0	0	3	169	970	77	99	0	5	33	892	165	2	1	6	2776	

File Name: AM_CERRILLOS ROAD and PRIVATE DRIVEWAY
Start Date: 9/18/2025
Peak Hour 7:45 to 8:45 AM
Person Counting: CAMERA

	PRIVATE DRIVEWAY EASTBOUND						WESTBOUND						NORTHBOUND						CERRILLOS ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
7:45 AM	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	426	13	0	0	1	463
8:00 AM	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	317	8	0	0	0	342
8:15 AM	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	252	10	0	1	0	275
8:30 AM	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	263	10	0	0	0	297
Total	0	0	78	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1258	41	0	1	1	1377
PHF			0.81																	0.74	0.79				0.74

File Name: AM_CERRILLOS ROAD and PRIVATE DRIVEWAY
Start Date: 9/18/2025
Start Time: 6:30:00 AM
Person Counting: CAMERA

	PRIVATE DRIVEWAY EASTBOUND						WESTBOUND						NORTHBOUND						CERRILLOS ROAD SOUTHBOUND							
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	125	5	0	2	0	138	
6:45 AM	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126	4	0	0	0	140	278
7:00 AM	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	154	1	0	0	1	166	444
7:15 AM	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	192	8	0	0	0	221	665
7:30 AM	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	251	11	0	1	1	282	809
7:45 AM	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	426	13	0	0	1	463	1132
8:00 AM	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	317	8	0	0	0	342	1308
8:15 AM	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	252	10	0	1	0	275	1362
8:30 AM	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	263	10	0	0	0	297	1377
8:45 AM	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	275	7	0	1	0	300	1214
Total	0	0	166	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2381	77	0	5	3	2624	

File Name: PM_CERRILLOS ROAD and PRIVATE DRIVEWAY
Start Date: 9/18/2025
Peak Hour 4:30 to 5:30 PM
Person Counting: CAMERA

	PRIVATE DRIVEWAY EASTBOUND						WESTBOUND						NORTHBOUND						CERRILLOS ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
04:30 PM	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	518	16	0	0	0	561
04:45 PM	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	478	5	0	0	0	503
05:00 PM	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	491	14	0	1	3	520
05:15 PM	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	519	7	0	0	0	554
Total	0	0	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2006	42	0	1	3	2138
PHF			0.80																	0.97	0.66				0.95

File Name: PM_CERRILLOS ROAD and PRIVATE DRIVEWAY
Start Date: 9/18/2025
Start Time: 03:00 PM
Person Counting: CAMERA

	PRIVATE DRIVEWAY EASTBOUND						WESTBOUND						NORTHBOUND						CERRILLOS ROAD SOUTHBOUND							
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total	
03:00 PM	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	435	9	0	1	0	464	
03:15 PM	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	482	18	0	0	0	518	
03:30 PM	0	0	36	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	467	12	0	0	0	515	
03:45 PM	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	405	10	0	0	0	447	1944
04:00 PM	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	499	7	0	2	0	537	2017
04:15 PM	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	459	8	0	2	0	489	1988
04:30 PM	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	518	16	0	0	0	561	2034
04:45 PM	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	478	5	0	0	0	503	2090
05:00 PM	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	491	14	0	1	3	520	2073
05:15 PM	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	519	7	0	0	0	554	2138
05:30 PM	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	526	5	0	1	5	543	2120
05:45 PM	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	405	5	0	0	0	434	2051
Total	0	0	285	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	0	5684	116	0	7	8	6085	

File Name: AM_CHURCH SHORT CUT
Start Date: 11/6/2025
Peak Hour 7:30 to 8:30 AM
Person Counting: Mark Lopez

	CHURCH SHORT CUT EASTBOUND						CHURCH SHORT CUT WESTBOUND						NORTHBOUND						SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	5	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
PHF		0.42						0.25																	0.50

File Name: AM_CHURCH SHORT CUT
Start Date: 11/6/2025
Start Time: 6:30:00 AM
Person Counting: Mark Lopez

	CHURCH SHORT CUT EASTBOUND						CHURCH SHORT CUT WESTBOUND						NORTHBOUND						SOUTHBOUND							
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
8:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4
8:15 AM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8
8:30 AM	0	-5	0	0	0	0	0	-1	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

File Name: PM_CHURCH SHORT CUT
Start Date: 11/6/2025
Peak Hour 4:45 to 5:45 PM
Person Counting: Mark Lopez

	CHURCH SHORT CUT EASTBOUND						CHURCH SHORT CUT WESTBOUND						NORTHBOUND						SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
04:45 PM	0	4	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00 PM	0	7	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
05:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	14	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
PHF		0.50						0.44																	0.48

File Name: PM_CHURCH SHORT CUT
Start Date: 11/6/2025
Start Time: 03:00 PM
Person Counting: Mark Lopez

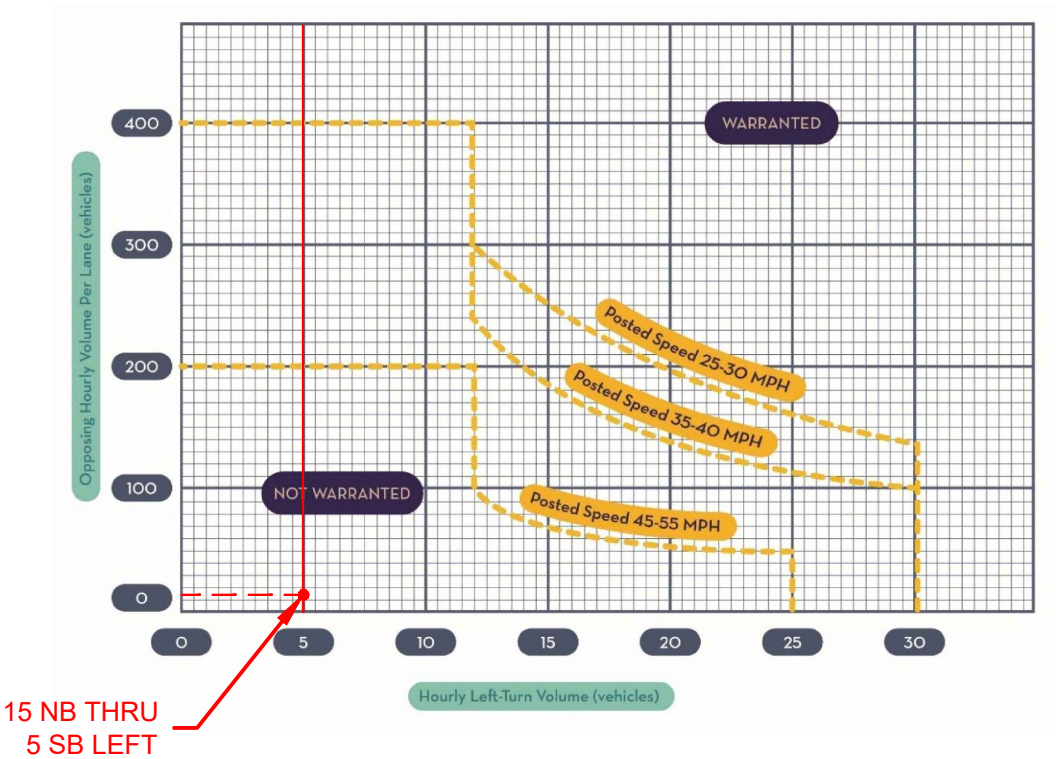
	CHURCH SHORT CUT EASTBOUND						CHURCH SHORT CUT WESTBOUND						NORTHBOUND						SOUTHBOUND							
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	4	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
05:00 PM	0	7	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	17
05:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	20
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	21
05:45 PM	0	-14	0	0	0	0	0	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-21	-6
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

APPENDIX B

WARRANT AUXILIERY LANE, SIGHT DISTANCE CALCULATIONS

CAMINO DE JACOBO / SITE ENTRANCE (AM)
IMPLEMENTATION YEAR

FIGURE 1. LEFT TURN LANE WARRANT CRITERIA

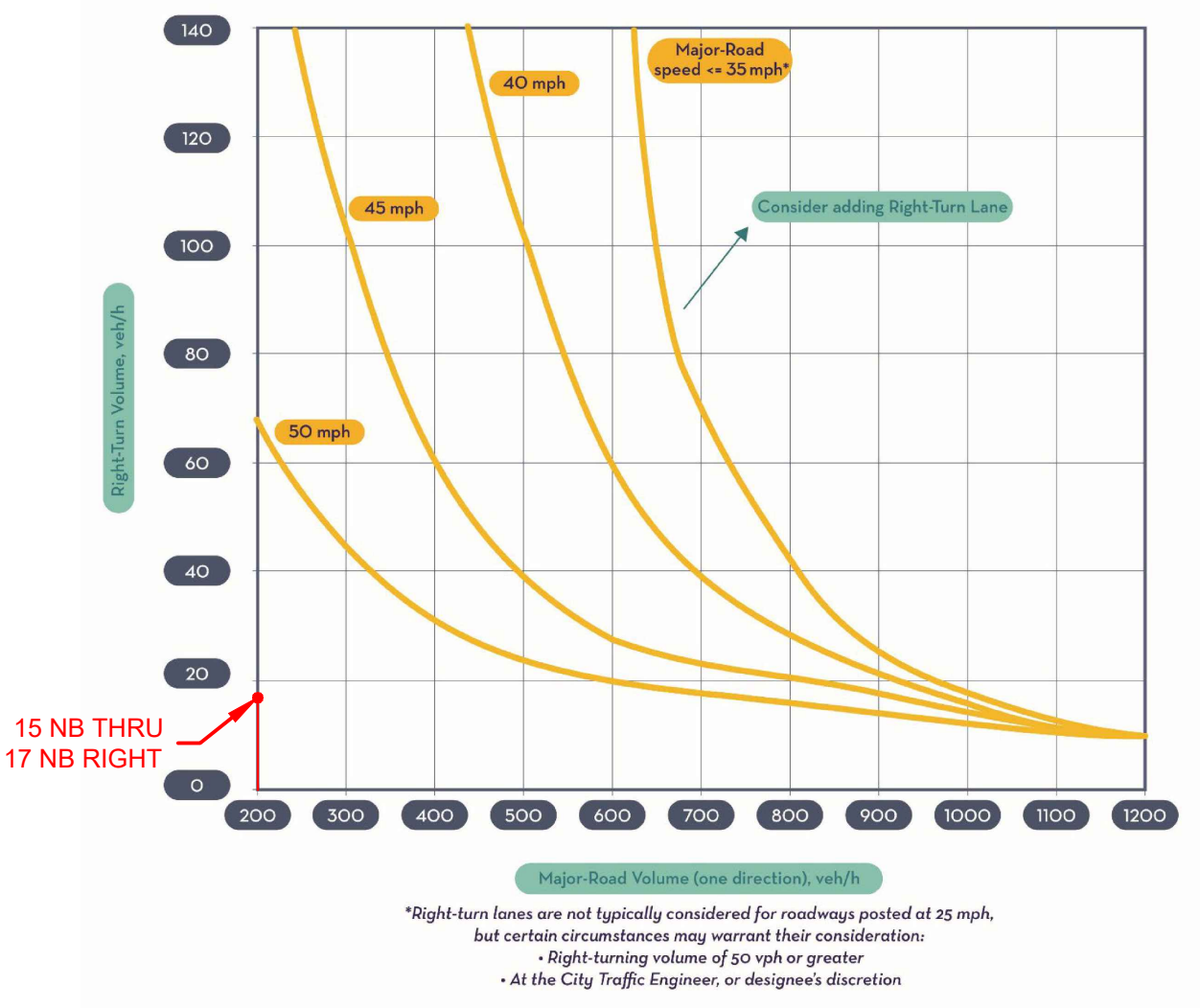


SFEC NOTATION IN RED

EXHIBIT 1

CAMINO DE JACOBO / SITE ENTRANCE (AM)
IMPLEMENTATION YEAR

FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY

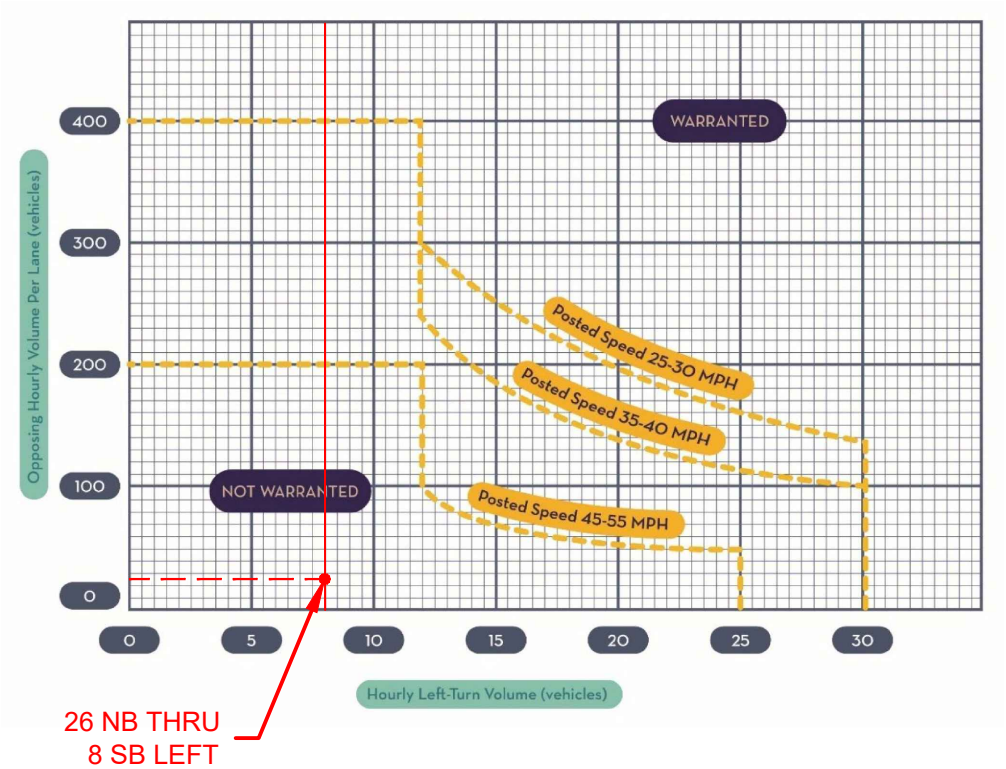


SFEC NOTATION IN RED

EXHIBIT 1A

CAMINO DE JACOBO / SITE ENTRANCE (PM)
IMPLEMENTATION YEAR

FIGURE 1. LEFT TURN LANE WARRANT CRITERIA

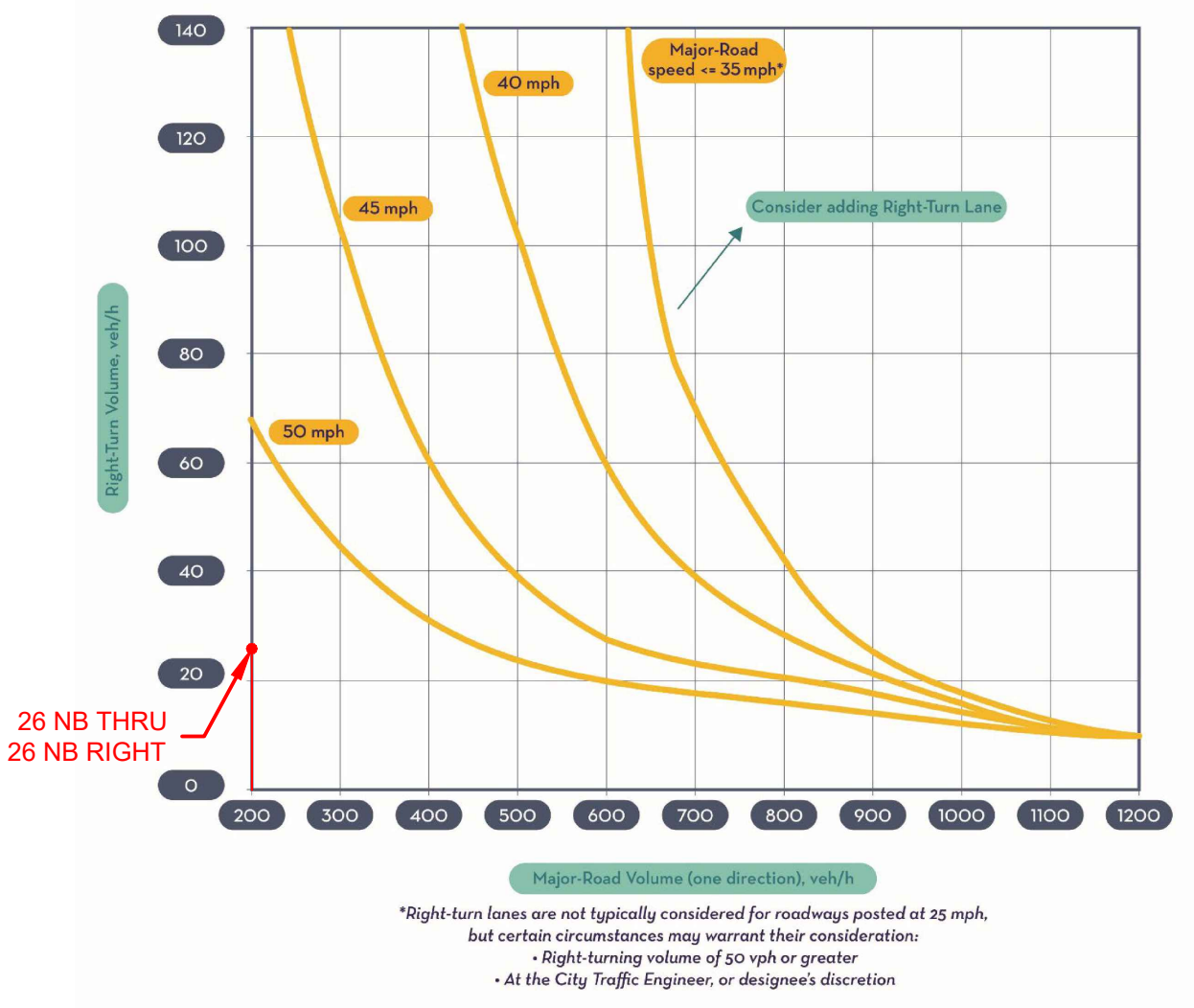


SFEC NOTATION IN RED

EXHIBIT 2

CAMINO DE JACOBO / SITE ENTRANCE (PM)
IMPLEMENTATION YEAR

FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY

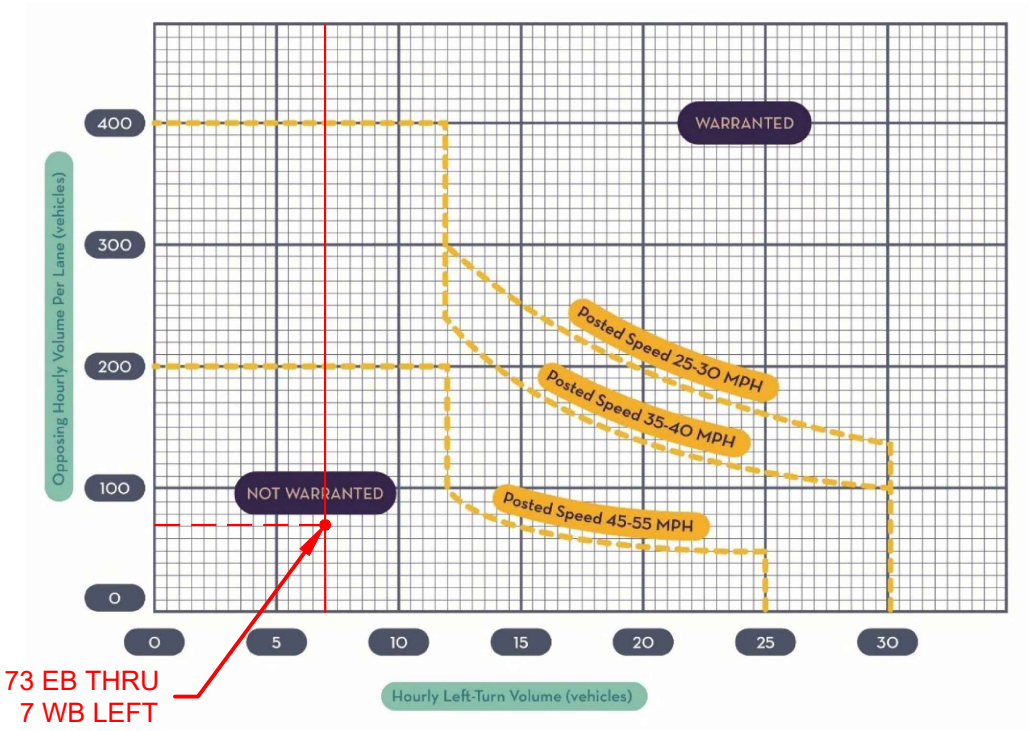


SFEC NOTATION IN RED

EXHIBIT 2A

SAN IGNACIO ROAD / SITE ENTRANCE (AM)
IMPLEMENTATION YEAR

FIGURE 1. LEFT TURN LANE WARRANT CRITERIA

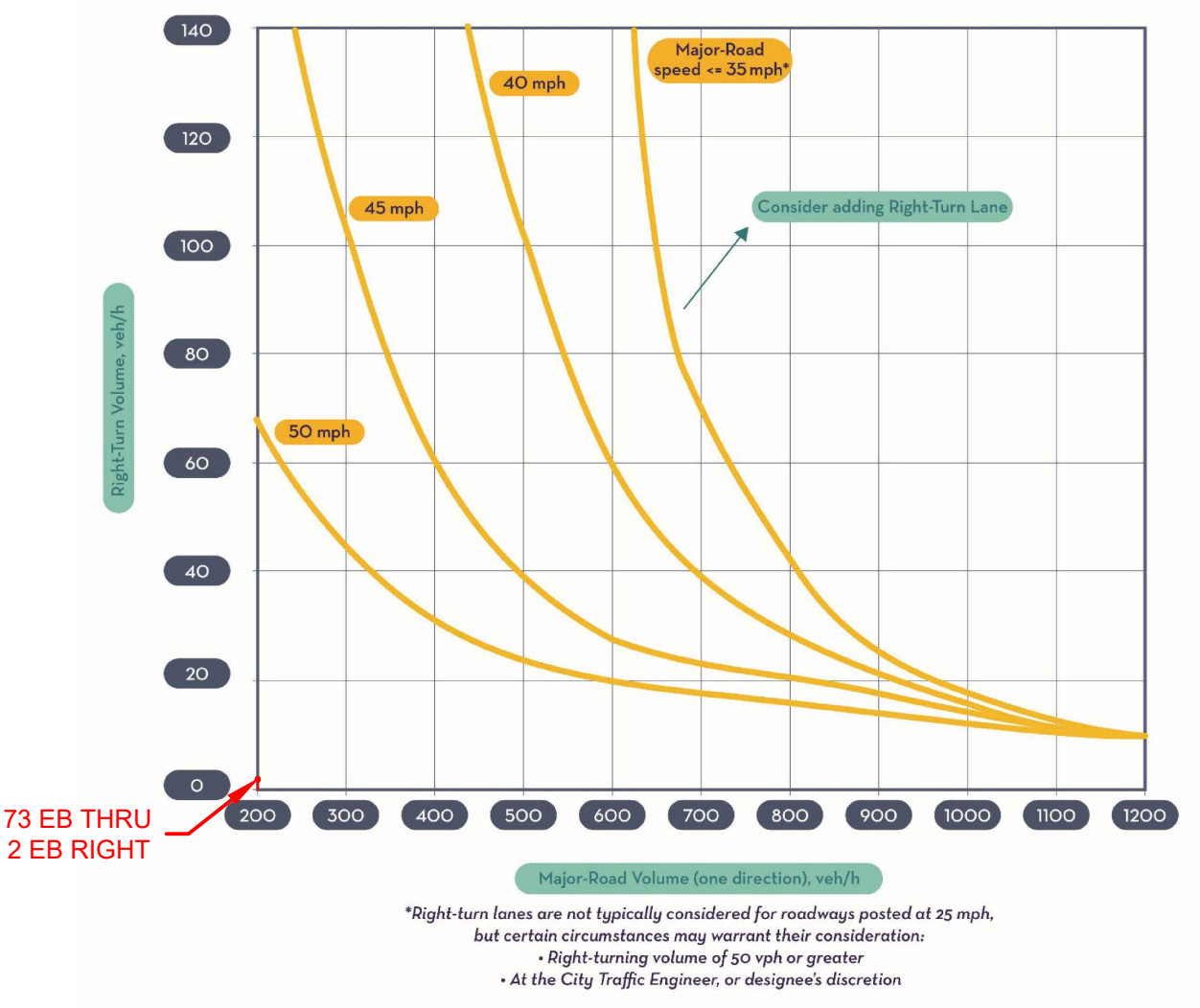


SFEC NOTATION IN RED

EXHIBIT 3

SAN IGNACIO ROAD / SITE ENTRANCE (AM)
IMPLEMENTATION YEAR

FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY

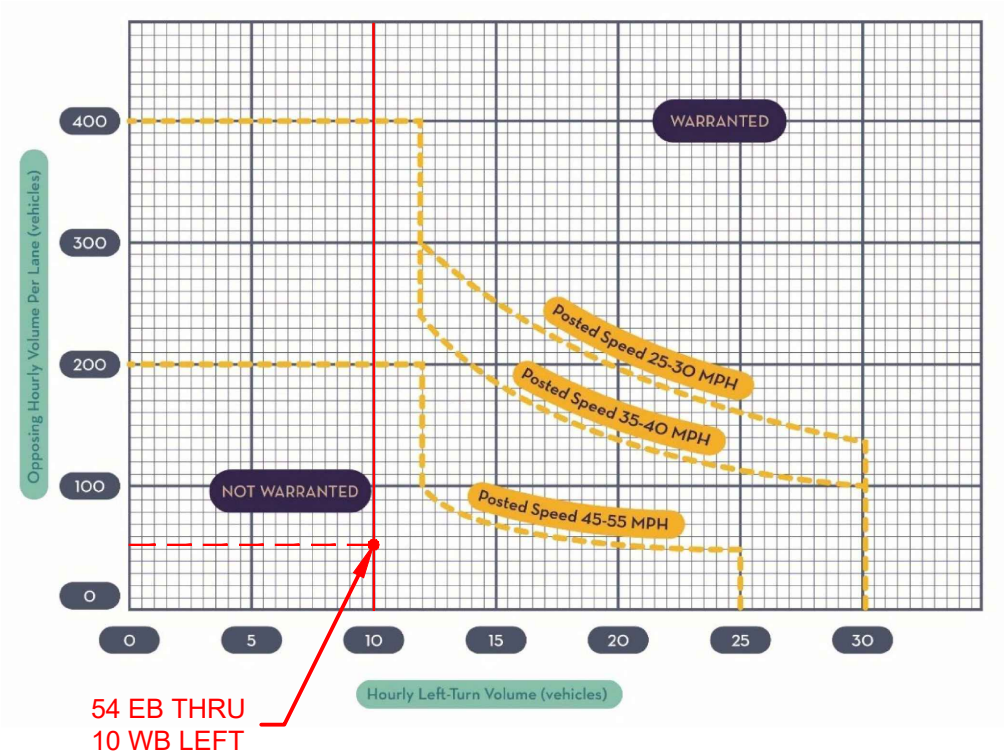


SFEC NOTATION IN RED

EXHIBIT 3A

SAN IGNACIO ROAD / SITE ENTRANCE (PM)
IMPLEMENTATION YEAR

FIGURE 1. LEFT TURN LANE WARRANT CRITERIA

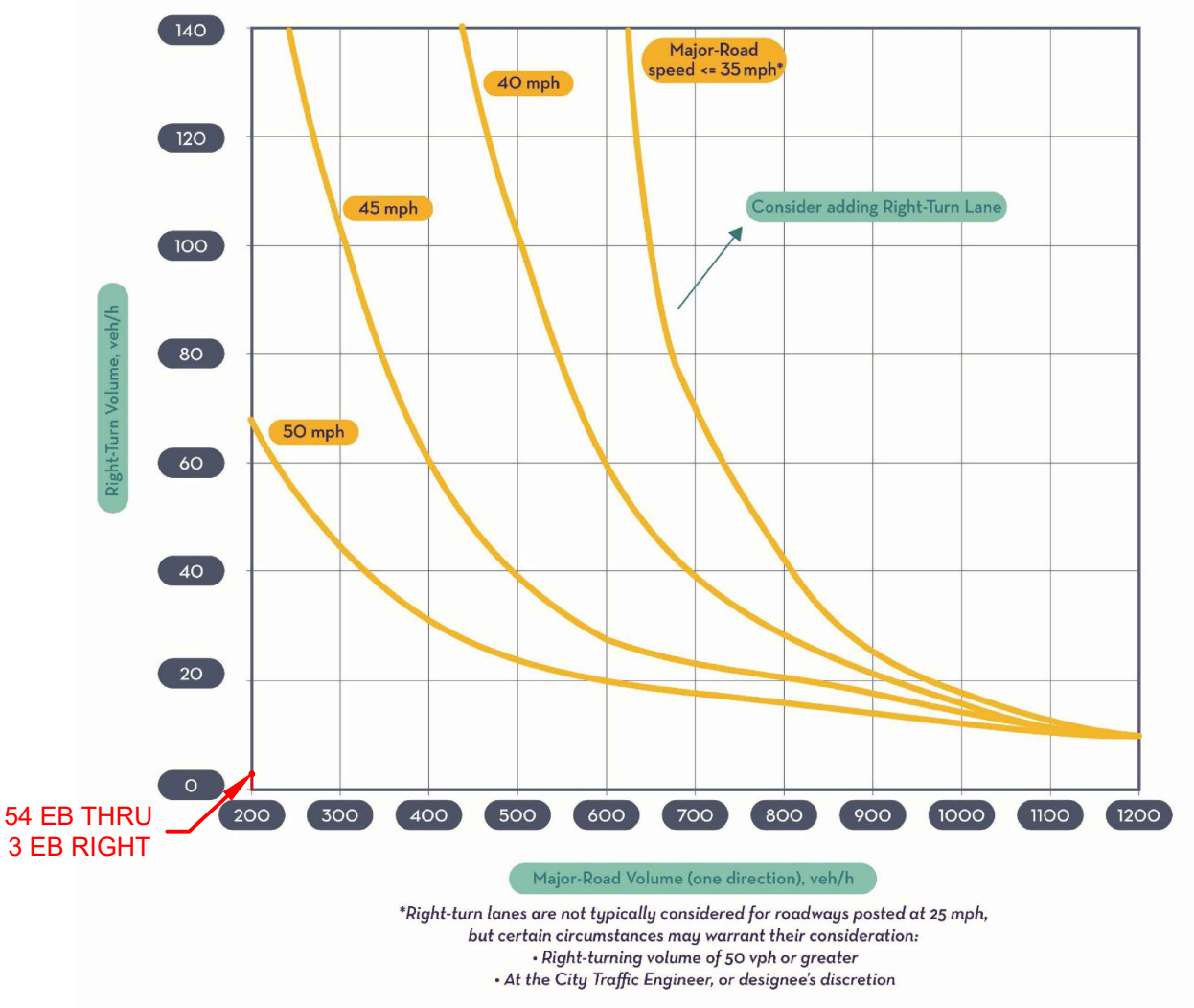


SFEC NOTATION IN RED

EXHIBIT 4

SAN IGNACIO ROAD / SITE ENTRANCE (PM)
IMPLEMENTATION YEAR

FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY

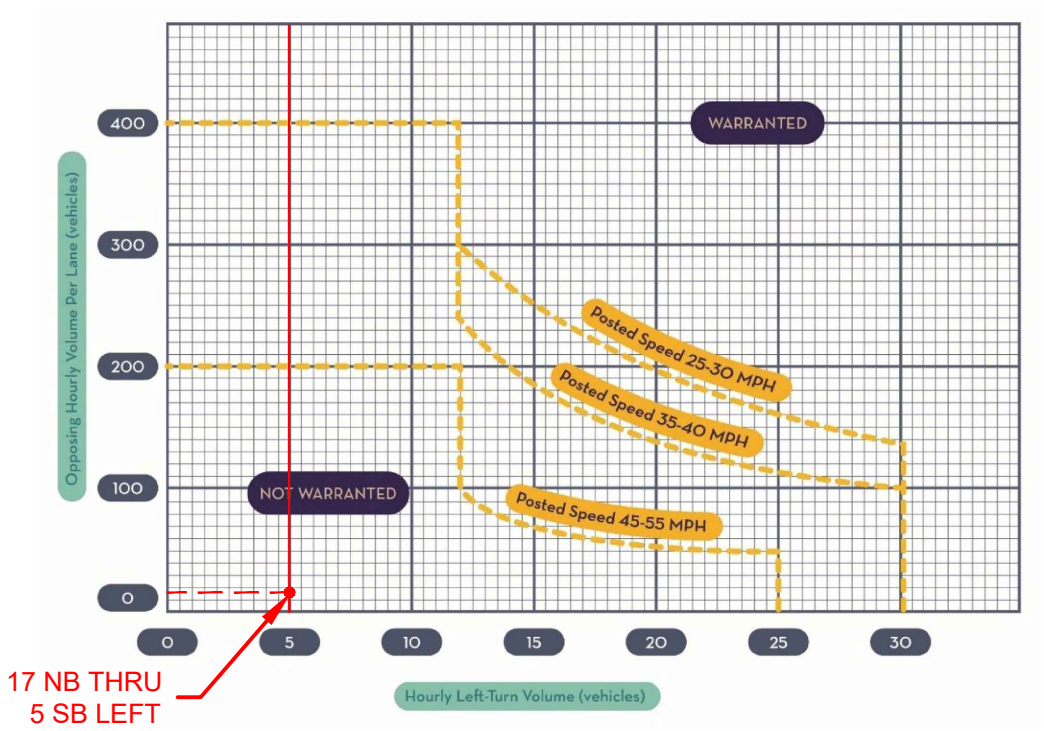


SFEC NOTATION IN RED

EXHIBIT 4A

CAMINO DE JACOBO / SITE ENTRANCE (AM)
HORIZON YEAR

FIGURE 1. LEFT TURN LANE WARRANT CRITERIA

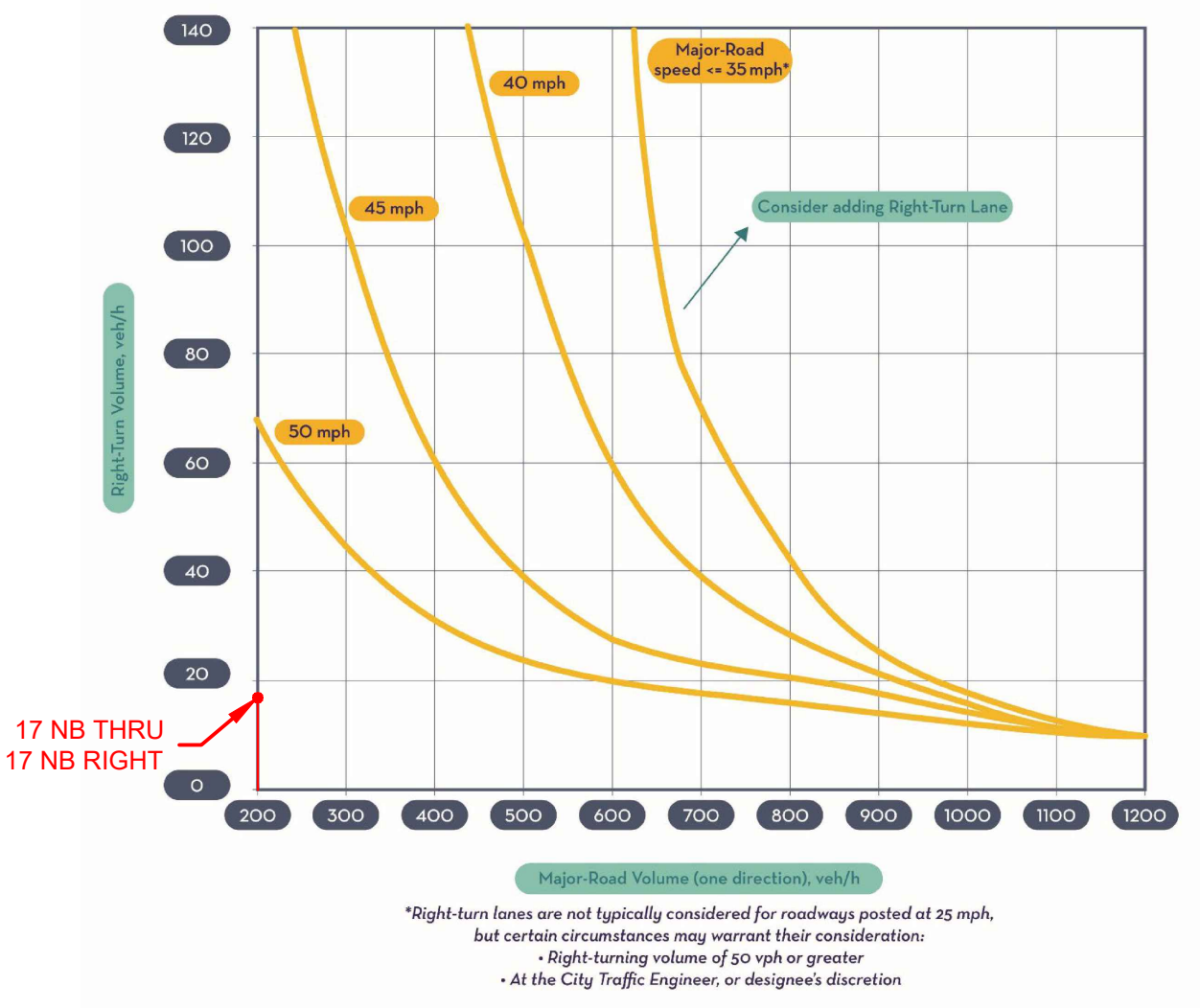


SFEC NOTATION IN RED

EXHIBIT 5

CAMINO DE JACOBO / SITE ENTRANCE (AM)
HORIZON YEAR

FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY

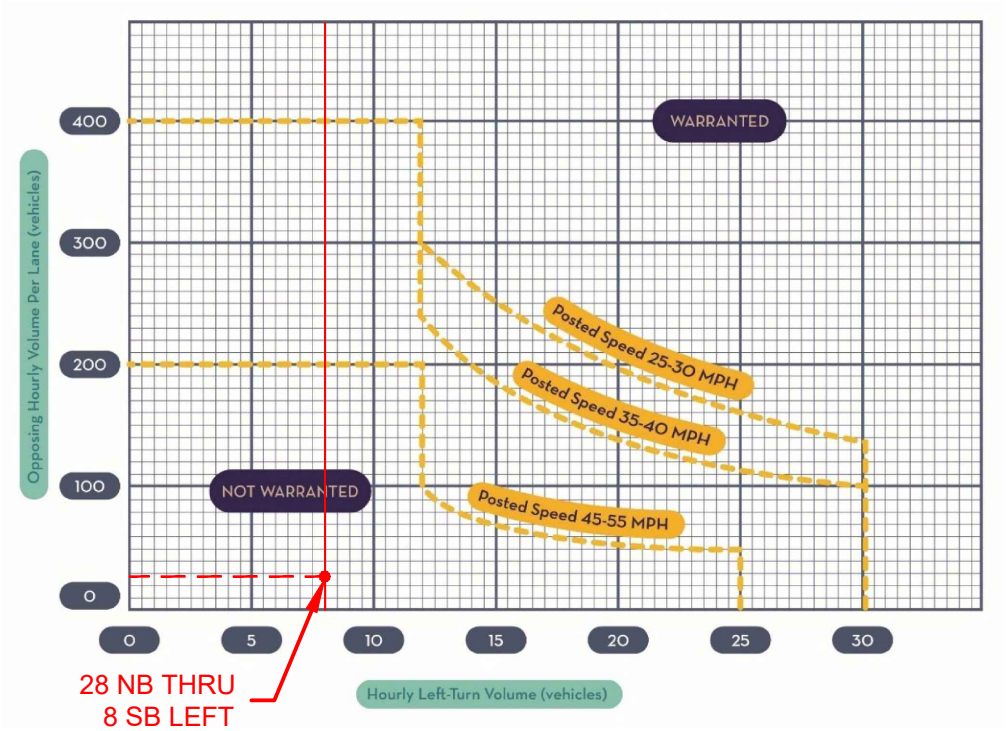


SFEC NOTATION IN RED

EXHIBIT 5A

CAMINO DE JACOBO / SITE ENTRANCE (PM)
HORIZON YEAR

FIGURE 1. LEFT TURN LANE WARRANT CRITERIA

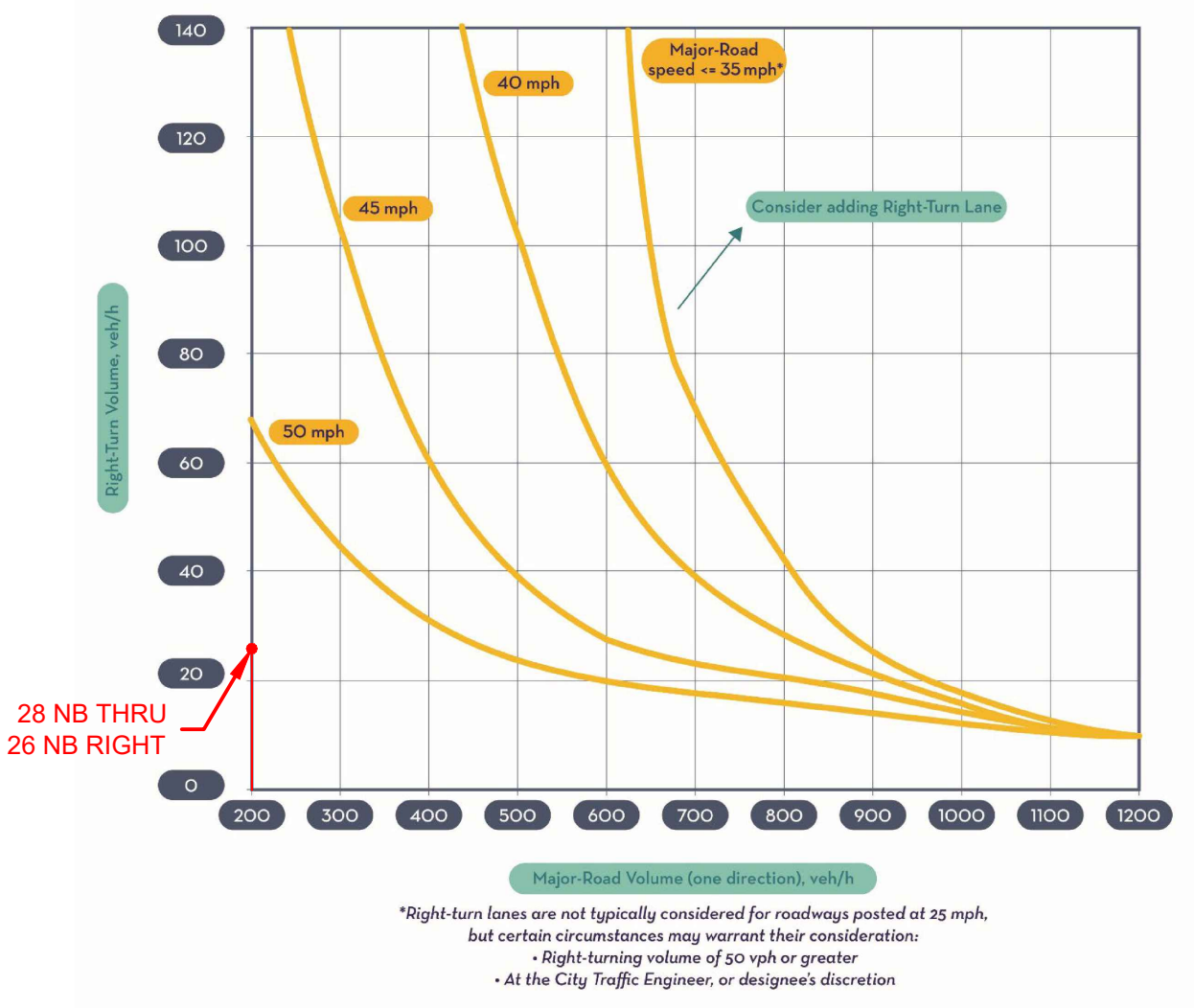


SFEC NOTATION IN RED

EXHIBIT 6

CAMINO DE JACOBO / SITE ENTRANCE (PM)
HORIZON YEAR

FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY

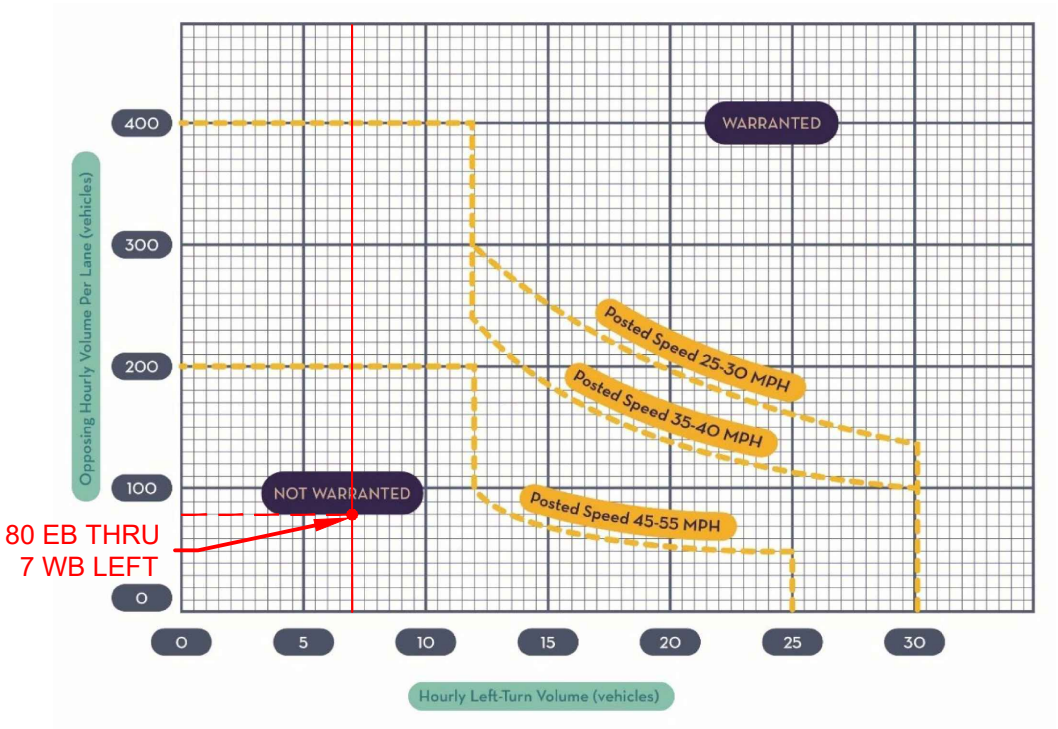


SFEC NOTATION IN RED

EXHIBIT 6A

SAN IGNACIO ROAD / SITE ENTRANCE (AM)
HORIZON YEAR

FIGURE 1. LEFT TURN LANE WARRANT CRITERIA

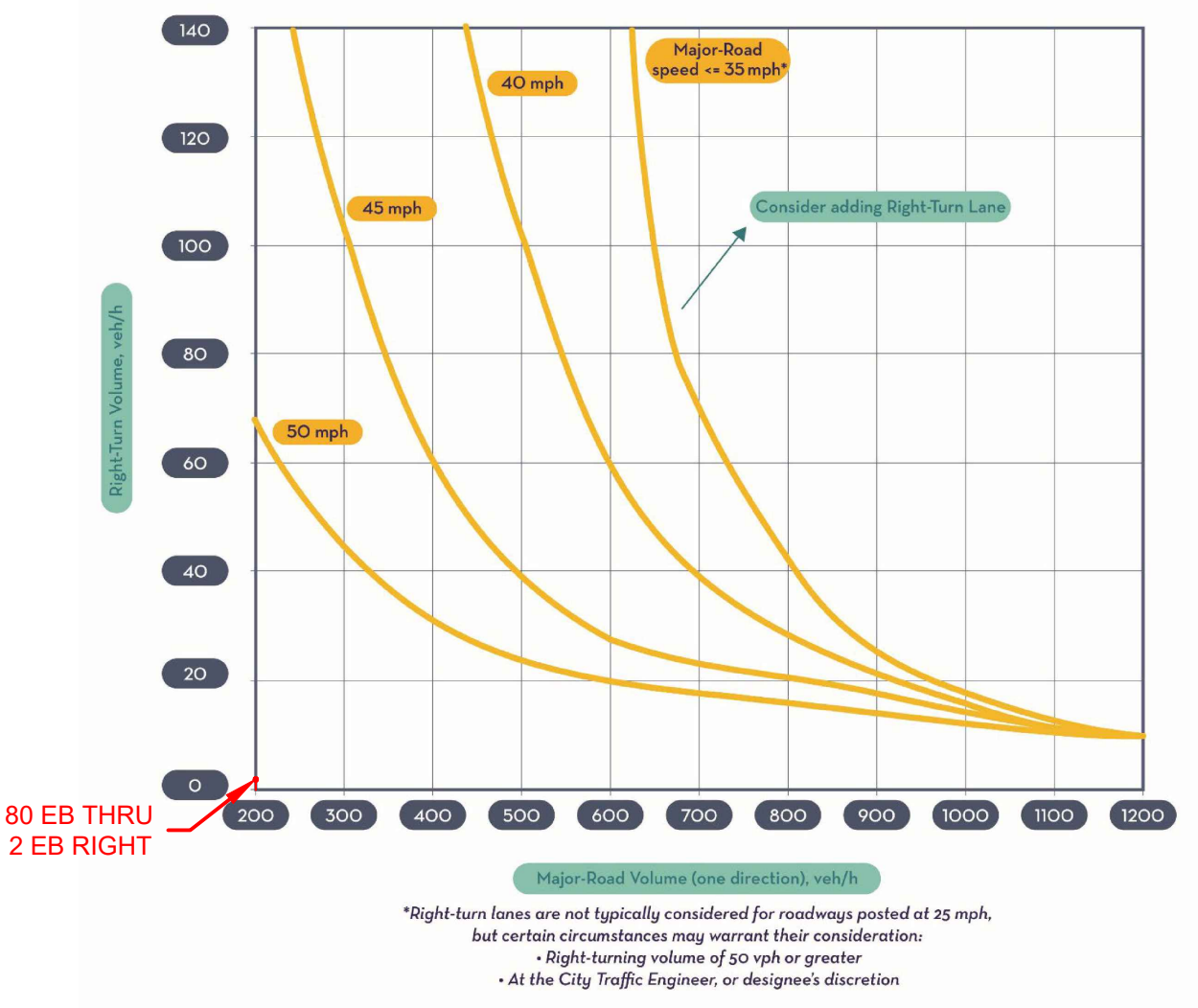


SFEC NOTATION IN RED

EXHIBIT 7

SAN IGNACIO ROAD / SITE ENTRANCE (AM)
HORIZON YEAR

FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY

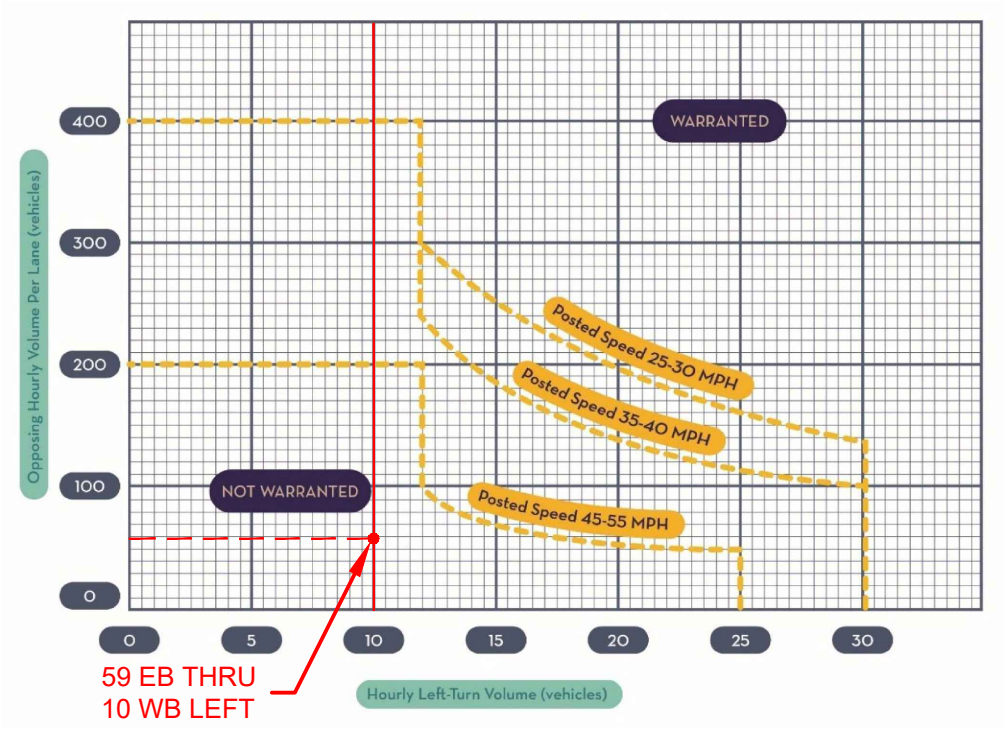


SFEC NOTATION IN RED

EXHIBIT 7A

SAN IGNACIO ROAD / SITE ENTRANCE (PM)
HORIZON YEAR

FIGURE 1. LEFT TURN LANE WARRANT CRITERIA

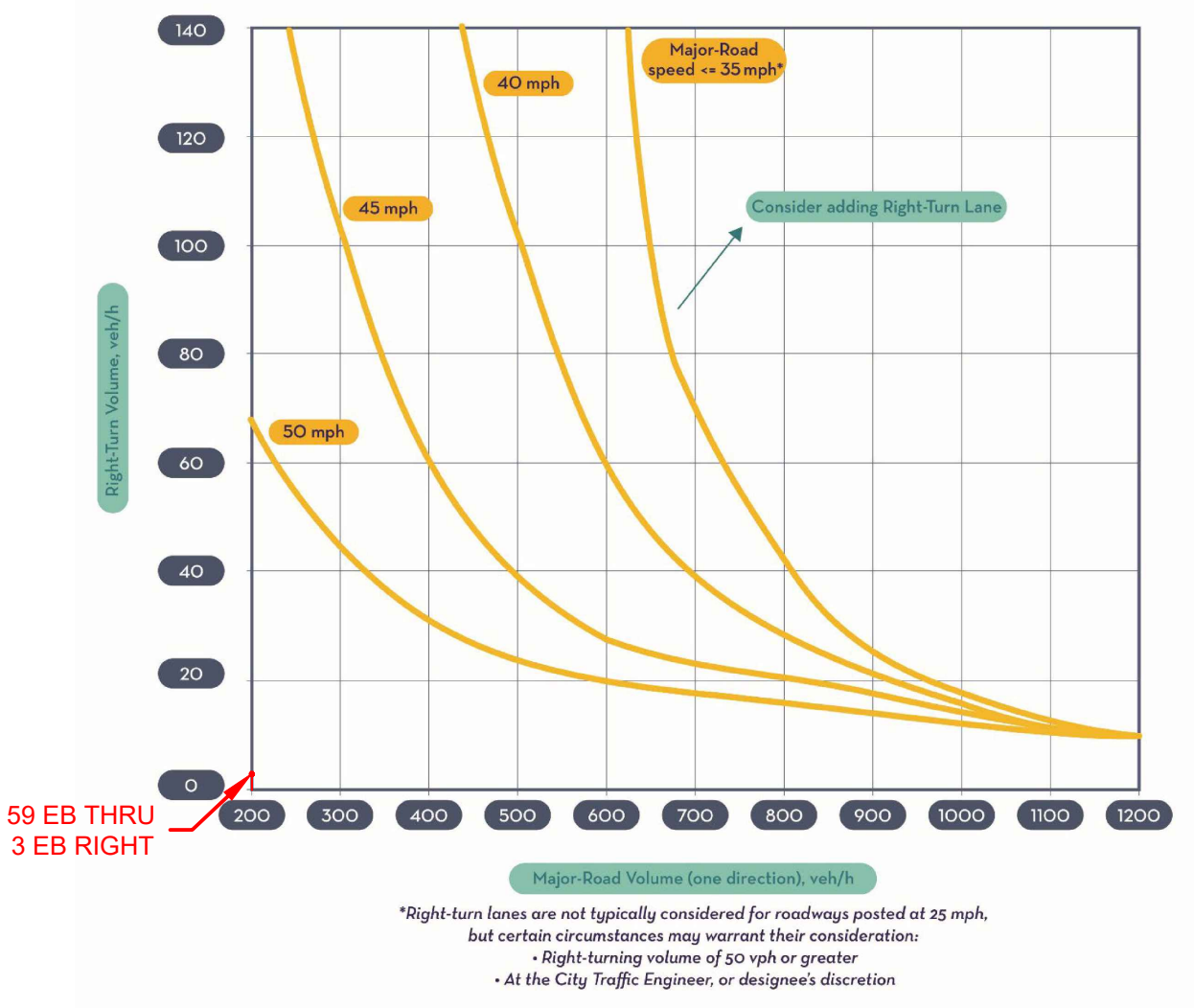


SFEC NOTATION IN RED

EXHIBIT 8

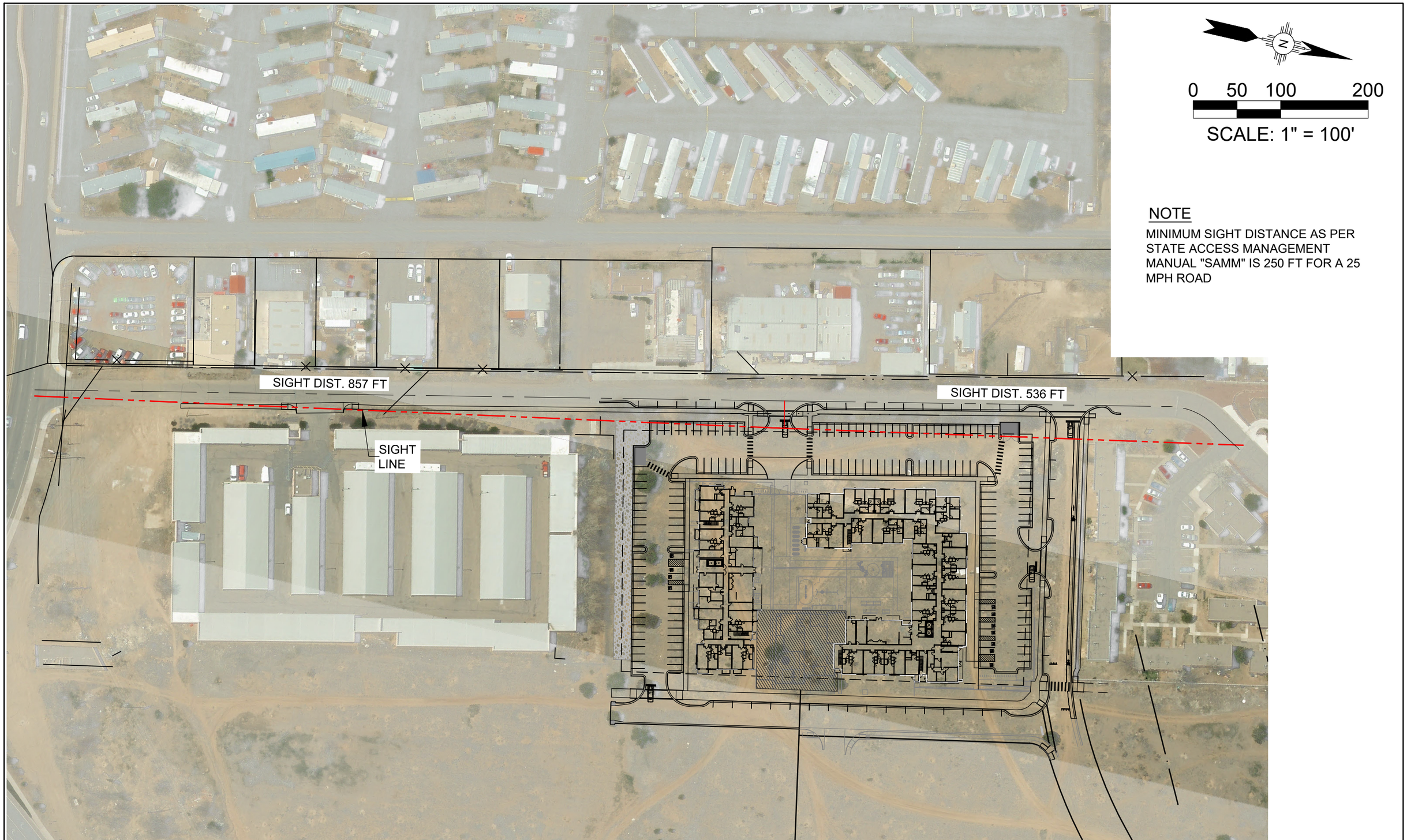
SAN IGNACIO ROAD / SITE ENTRANCE (PM)
HORIZON YEAR

FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY



SFEC NOTATION IN RED

EXHIBIT 8A



NOTE

MINIMUM SIGHT DISTANCE AS PER STATE ACCESS MANAGEMENT MANUAL "SAMM" IS 250 FT FOR A 25 MPH ROAD

TYPICAL SIGHT DISTANCE CHECK

APPENDIX C

EXISTING CONDITIONS CALCULATIONS

HCS Two-Way Stop-Control Report

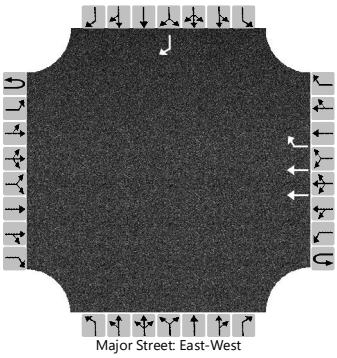
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/30/2025
Analysis Year	2025
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	EXISTING CONDITIONS

Site Information

Intersection	AIRPORT ROAD / CAM DE JACOBO
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	CAMINO DE JACOBO
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	0	0	0	0	2	1		0	0	0		0	0	1
Configuration							T	R								R
Volume (veh/h)							861	15								13
Percent Heavy Vehicles (%)																1
Proportion Time Blocked																
Percent Grade (%)														1		
Right Turn Channelized							No							No		
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																7.02
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																14
Capacity, c (veh/h)																550
v/c Ratio																0.02
95% Queue Length, Q_{95} (veh)																0.1
95% Queue Length, Q_{95} (ft)																2.5
Control Delay (s/veh)																11.7
Level of Service (LOS)																B
Approach Delay (s/veh)														11.7		
Approach LOS														B		

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HCS Two-Way Stop-Control Report

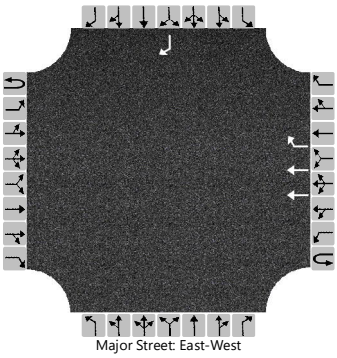
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/30/2025
Analysis Year	2025
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	EXISTING CONDITIONS

Site Information

Intersection	AIRPORT ROAD / CAM DE JACOBO
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	CAMINO DE JACOBO
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	0	0	0	0	2	1		0	0	0		0	0	1
Configuration							T	R								R
Volume (veh/h)							1822	25								24
Percent Heavy Vehicles (%)																1
Proportion Time Blocked																
Percent Grade (%)														1		
Right Turn Channelized							No							No		
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																7.02
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																26
Capacity, c (veh/h)																244
v/c Ratio																0.11
95% Queue Length, Q_{95} (veh)																0.3
95% Queue Length, Q_{95} (ft)																7.6
Control Delay (s/veh)																21.5
Level of Service (LOS)																C
Approach Delay (s/veh)														21.5		
Approach LOS														C		

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HCS Two-Way Stop-Control Report

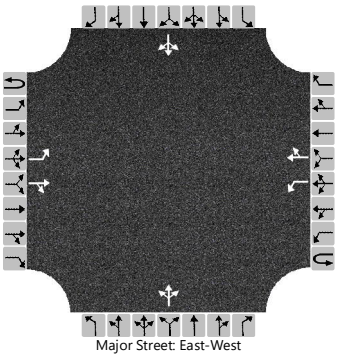
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/30/2025
Analysis Year	2025
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	EXISTING CONDITIONS

Site Information

Intersection	RUFINA ST / CAM DE JACOBO/ CAM VISTA A...
Jurisdiction	CITY OF SANTA FE
East/West Street	RUFINA STREET
North/South Street	CAM DE JACOBO / CAM VISTA AURORA
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		9	706	8		4	264	6		21	0	8		3	0	11
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10				4					31				15	
Capacity, c (veh/h)		1277				851					211				444	
v/c Ratio		0.01				0.01					0.15				0.03	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.5				0.1	
95% Queue Length, Q_{95} (ft)		0.0				0.0					12.6				2.5	
Control Delay (s/veh)		7.8				9.3					25.0				13.4	
Level of Service (LOS)		A				A					D				B	
Approach Delay (s/veh)	0.1				0.1				25.0				13.4			
Approach LOS	A				A				D				B			

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HCS Two-Way Stop-Control Report

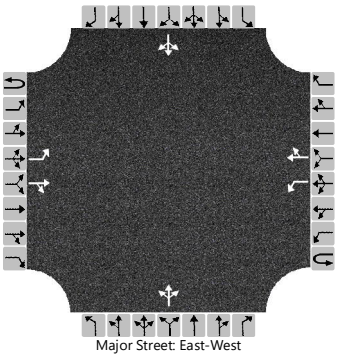
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/30/2025
Analysis Year	2025
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	EXISTING CONDITIONS

Site Information

Intersection	RUFINA ST / CAM DE JACOBO/ CAM VISTA A...
Jurisdiction	CITY OF SANTA FE
East/West Street	RUFINA STREET
North/South Street	CAM DE JACOBO / CAM VISTA AURORA
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		16	522	6		15	612	22		8	0	12		10	1	13
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17				16					21				25	
Capacity, c (veh/h)		927				1020					229				210	
v/c Ratio		0.02				0.02					0.09				0.12	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.3				0.4	
95% Queue Length, Q_{95} (ft)		2.5				0.0					7.6				10.1	
Control Delay (s/veh)		9.0				8.6					22.3				24.5	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.3				0.2				22.3				24.5			
Approach LOS	A				A				C				C			

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HCS Two-Way Stop-Control Report

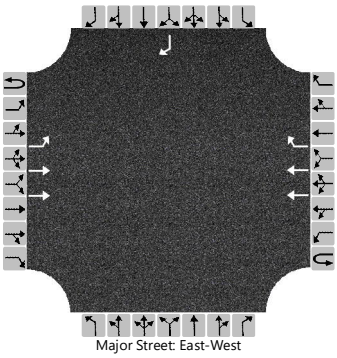
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/30/2025
Analysis Year	2025
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	EXISTING CONDITIONS

Site Information

Intersection	AIRPORT ROAD / LOPEZ LANE
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	LOPEZ LANE
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		0	0	1
Configuration		L	T				T	R								R
Volume (veh/h)	0	106	1626				730	144								149
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)													1			
Right Turn Channelized					No								No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														6.9
Critical Headway (sec)		4.12														7.02
Base Follow-Up Headway (sec)		2.2														3.3
Follow-Up Headway (sec)		2.21														3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		110														155
Capacity, c (veh/h)		750														614
v/c Ratio		0.15														0.25
95% Queue Length, Q_{95} (veh)		0.5														1.0
95% Queue Length, Q_{95} (ft)		12.6														25.2
Control Delay (s/veh)		10.6														12.8
Level of Service (LOS)		B														B
Approach Delay (s/veh)	0.7												12.8			
Approach LOS	A												B			

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HCS Two-Way Stop-Control Report

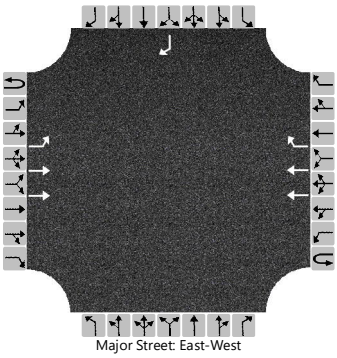
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/30/2025
Analysis Year	2025
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	EXISTING CONDITIONS

Site Information

Intersection	AIRPORT ROAD / LOPEZ LANE
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	LOPEZ LANE
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		0	0	1
Configuration		L	T				T	R								R
Volume (veh/h)	12	83	1187				1587	249								215
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)														1		
Right Turn Channelized							No							No		
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1														6.9
Critical Headway (sec)	6.42	4.12														7.02
Base Follow-Up Headway (sec)	2.5	2.2														3.3
Follow-Up Headway (sec)	2.51	2.21														3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		97														219
Capacity, c (veh/h)		173														318
v/c Ratio		0.56														0.69
95% Queue Length, Q_{95} (veh)		2.9														4.8
95% Queue Length, Q_{95} (ft)		73.1														121.0
Control Delay (s/veh)		49.4														38.1
Level of Service (LOS)		E														E
Approach Delay (s/veh)		3.7												38.1		
Approach LOS		A												E		

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HCS Two-Way Stop-Control Report

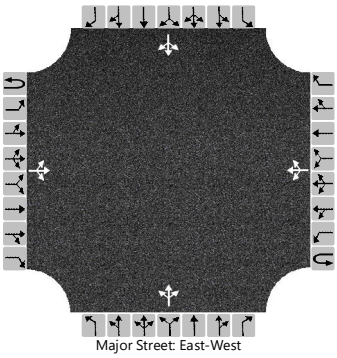
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/31/2025
Analysis Year	2025
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	EXISTING CONDITIONS

Site Information

Intersection	SAN IGNACIO / TODOS SANTOS
Jurisdiction	CITY OF SANTA FE
East/West Street	SAN IGNACIO ROAD
North/South Street	TODOS SANTOS ST / DRIVEWAY
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	10	4		9	46	19		1	3	7		32	8	19
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				11					13				70	
Capacity, c (veh/h)		1525				1604					937				878	
v/c Ratio		0.00				0.01					0.01				0.08	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0				0.3	
95% Queue Length, Q_{95} (ft)											0.0				7.6	
Control Delay (s/veh)		7.4	0.0	0.0		7.3	0.1	0.1			8.9				9.5	
Level of Service (LOS)		A	A	A		A	A	A			A				A	
Approach Delay (s/veh)	0.0				0.9				8.9				9.5			
Approach LOS	A				A				A				A			

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HCS Two-Way Stop-Control Report

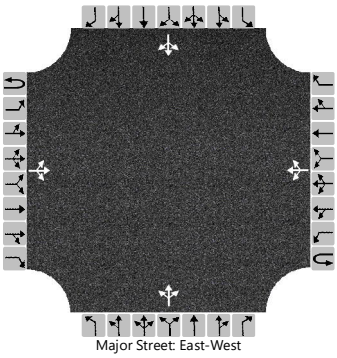
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	10/31/2025
Analysis Year	2025
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	EXISTING CONDITIONS

Site Information

Intersection	SAN IGNACIO / TODOS SANTOS
Jurisdiction	CITY OF SANTA FE
East/West Street	SAN IGNACIO ROAD
North/South Street	TODOS SANTOS ST / DRIVEWAY
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	15	9		33	38	17		0	13	21		19	9	18
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				37					38				52	
Capacity, c (veh/h)		1542				1585					881				815	
v/c Ratio		0.00				0.02					0.04				0.06	
95% Queue Length, Q_{95} (veh)		0.0				0.1					0.1				0.2	
95% Queue Length, Q_{95} (ft)											2.5				5.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.3	0.2	0.2			9.3				9.7	
Level of Service (LOS)		A	A	A		A	A	A			A				A	
Approach Delay (s/veh)	0.3				2.9				9.3				9.7			
Approach LOS	A				A				A				A			

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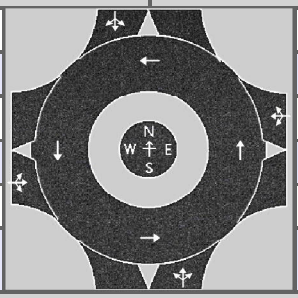
HCS Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	11/7/2025
Analysis Year	2025
Time Analyzed	AM PEAK
Project Description	EXISTING CONDITION



Site Information

Intersection	ZAFARANO / IGNACIO
E/W Street Name	SAN IGNACIO ROAD
N/S Street Name	ZAFARANO DRIVE
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.91
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	32	2	65	0	38	3	21	23	30	141	17	1	4	374	55
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (v_{PCE}), pc/h	0	36	2	72	0	42	3	23	26	33	156	19	1	4	415	61
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		110			68			234			481	
Entry Volume, veh/h		109			67			232			476	
Circulating Flow (v_c), pc/h	488			252			43			104		
Exiting Flow (v_{ex}), pc/h	25			97			216			555		
Capacity (c_{pce}), pc/h		839			1067			1321			1241	
Capacity (c), veh/h		831			1057			1308			1229	
v/c Ratio (x)		0.13			0.06			0.18			0.39	

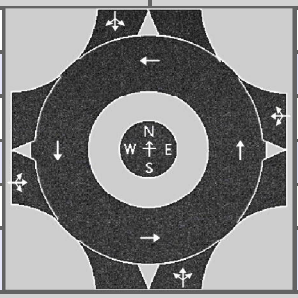
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		5.6			4.0			4.2			6.7	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.5			0.2			0.6			1.9	
95% Queue Length, Q_{95} (ft)		12.6			5.0			15.1			47.9	
Approach Delay, s/veh | LOS	5.6	A		4.0	A		4.2	A		6.7	A	
Intersection Delay, s/veh | LOS	5.7						A					

HCS Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	11/7/2025
Analysis Year	2025
Time Analyzed	PM PEAK
Project Description	EXISTING CONDITION



Site Information

Intersection	ZAFARANO / IGNACIO
E/W Street Name	SAN IGNACIO ROAD
N/S Street Name	ZAFARANO DRIVE
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.91
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	51	2	40	0	19	3	18	28	58	343	22	2	11	345	46
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (v_{PCE}), pc/h	0	57	2	44	0	21	3	20	31	64	381	24	2	12	383	51
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		103			44			500			448	
Entry Volume, veh/h		102			44			495			444	
Circulating Flow (v_c), pc/h	449			535			73			119		
Exiting Flow (v_{ex}), pc/h	38			118			460			479		
Capacity (c_{pce}), pc/h		873			800			1281			1222	
Capacity (c), veh/h		864			792			1268			1210	
v/c Ratio (x)		0.12			0.06			0.39			0.37	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		5.3			5.1			6.6			6.5	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.4			0.2			1.9			1.7	
95% Queue Length, Q_{95} (ft)		10.1			5.0			47.9			42.8	
Approach Delay, s/veh | LOS	5.3	A		5.1	A		6.6	A		6.5	A	
Intersection Delay, s/veh | LOS	6.4						A					

HCS Two-Way Stop-Control Report

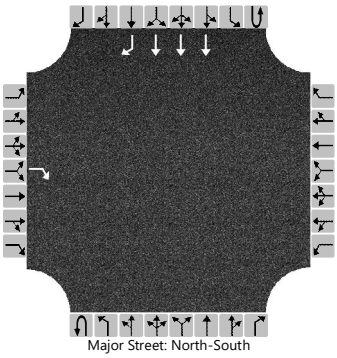
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11-7-2025
Analysis Year	2025
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	EXISTING CONDITIONS

Site Information

Intersection	CERRILLOS ROAD / PRIVATE ROAD
Jurisdiction	CITY OF SANTA FE
East/West Street	PRIVATE ROAD
North/South Street	CERRILLOS ROAD
Peak Hour Factor	0.74
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	3	1
Configuration				R											T	R
Volume (veh/h)				78											1258	41
Percent Heavy Vehicles (%)				1												
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized	No												No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.22												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.91												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				105												
Capacity, c (veh/h)				254												
v/c Ratio				0.41												
95% Queue Length, Q_{95} (veh)				1.9												
95% Queue Length, Q_{95} (ft)				47.9												
Control Delay (s/veh)				28.8												
Level of Service (LOS)				D												
Approach Delay (s/veh)	28.8															
Approach LOS	D															

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HCS Two-Way Stop-Control Report

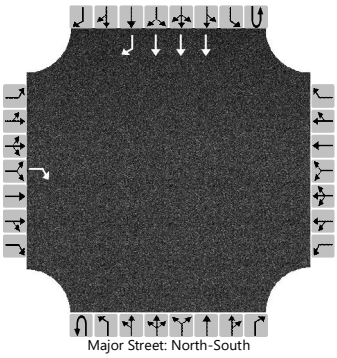
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11-7-2025
Analysis Year	2025
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	EXISTING CONDITIONS

Site Information

Intersection	CERRILLOS ROAD / PRIVATE ROAD
Jurisdiction	CITY OF SANTA FE
East/West Street	PRIVATE ROAD
North/South Street	CERRILLOS ROAD
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	3	1
Configuration				R											T	R
Volume (veh/h)				90											2006	42
Percent Heavy Vehicles (%)				1												
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized	No												No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.22												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.91												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				95												
Capacity, c (veh/h)				185												
v/c Ratio				0.51												
95% Queue Length, Q_{95} (veh)				2.6												
95% Queue Length, Q_{95} (ft)				65.5												
Control Delay (s/veh)				43.3												
Level of Service (LOS)				E												
Approach Delay (s/veh)	43.3															
Approach LOS	E															

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APPENDIX D

TRIP GENERATION CALCULATIONS

PROJECT DETAILS

Project Name:	Nueva Acequia	Type of Project:	
Project No:		City:	
Country:		Built-up Area(Sq.ft):	
Analyst Name:	michael gomez	Clients Name:	
Date:	11/15/2025	ZIP/Postal Code:	
State/Province:		No. of Scenarios:	2
Analysis Region:			

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	AM PEAK	3	1	0		48	68	116
Scenario - 1	PM PEAK	3	1	0		65	57	122

Scenario - 1

Scenario Name: AM PEAK

User Group:

Dev. phase: 1

No. of Years to Project Traffic : 0

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
221 - Multifamily Housing (Mid-Rise) - Not Close	General Urban/Suburban	Dwelling Units	106	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	8	28	36
Data Source: Trip Generation Manual, 12th Ed					T = 0.42(X) - 7.77	23%	77%	
252 - Senior Adult Housing—Multifamily	General Urban/Suburban	Dwelling Units	53	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	3	7	10
Data Source: Trip Generation Manual, 12th Ed					T = 0.19(X) + 0.17	34%	66%	
565 - Day Care Center	General Urban/Suburban	1000 Sq. Ft. GFA	6.4	Weekday, Peak Hour of Adjacent Street Traffic,	Average	37	33	70
Data Source: Trip Generation Manual, 12th Ed					10.88	53%	47%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	100	100	1	1	23	77
252 - Senior Adult Housing—Multifamily	100	100	1	1	34	66
565 - Day Care Center	100	100	1	1	53	47

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	8	28	0	0	8	28
	36		0		36	
252 - Senior Adult Housing—Multifamily	3	7	0	0	3	7
	10		0		10	
565 - Day Care Center	37	33	0	0	37	33
	70		0		70	

Scenario - 2

Scenario Name: PM PEAK
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
221 - Multifamily Housing (Mid-Rise) - Not Data Source: Trip Generation Manual, 12th Ed	General Urban/Suburban	Dwelling Units	106	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN) T = 0.36(X) + 3.07	26 64%	15 36%	41
252 - Senior Adult Housing—Multifamily Data Source: Trip Generation Manual, 12th Ed	General Urban/Suburban	Dwelling Units	53	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN) T = 0.25(X) + 0.03	7 56%	6 44%	13
565 - Day Care Center Data Source: Trip Generation Manual, 12th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	6.4	Weekday, Peak Hour of Adjacent Street Traffic,	Average 10.75	32 47%	36 53%	68

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	100	100	1	1	64	36
252 - Senior Adult Housing—Multifamily	100	100	1	1	56	44
565 - Day Care Center	100	100	1	1	47	53

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	26	15	0	0	26	15
	41		0		41	
252 - Senior Adult Housing—Multifamily	7	6	0	0	7	6
	13		0		13	
565 - Day Care Center	32	36	0	0	32	36
	68		0		68	

APPENDIX E

IMPLEMENTATION YEAR – 2028 CALCULATIONS

TABLE A

Airport Road & Camino de Jacobo

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Airport Road			Airport Road						Camino de Jacobo		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF	0	1656	0	0	861	15	0	0	0	0	0	13
	0.86												
Number of Lanes		2	3	1		2	1						1
Storage		400		240			250						
No Build Year 2028 (3 Years)		**0**	**1706**	**0**	**0**	**887**	**15**	**0**	**0**	**0**	**0**	**0**	**13**
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering							50%						
Vehicles Entering	33						17						
Percentage Vehicles Exiting													30%
Vehicles Exiting	54												16
Re-Directed traffic													5
Developed (Buildings 1 & 2)		**0**	**1706**	**0**	**0**	**887**	**32**	**0**	**0**	**0**	**0**	**0**	**35**
No Build Horizon Year 2038 (13 Years)		**0**	**1885**	**0**	**0**	**980**	**17**	**0**	**0**	**0**	**0**	**0**	**15**
Developed Horizon Year													
Site generated traffic		0	0	0	0	0	17	0	0	0	0	0	16
Re-Directed traffic													6
Developed Horizon Year		**0**	**1885**	**0**	**0**	**980**	**34**	**0**	**0**	**0**	**0**	**0**	**37**

*Increased at a rate of 1% per year.

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Airport Road			Airport Road						Camino de Jacobo		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF	0	1231	0	0	1822	25	0	0	0	0	0	24
	0.89												
Number of Lanes		2	3	1		2	1						1
Storage		400		240			250						
Other Known Developments													
No Build Year 2028 (3 Years)		**0**	**1268**	**0**	**0**	**1877**	**26**	**0**	**0**	**0**	**0**	**0**	**25**
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering							50%						
Vehicles Entering	52						26						
Percentage Vehicles Exiting													30%
Vehicles Exiting	43												13
Re-Directed traffic													5
Developed (Buildings 1 & 2)		**0**	**1268**	**0**	**0**	**1877**	**52**	**0**	**0**	**0**	**0**	**0**	**43**
No Build Horizon Year 2038 (13 Years)		**0**	**1401**	**0**	**0**	**2074**	**28**	**0**	**0**	**0**	**0**	**0**	**27**
Developed Horizon Year													
Site generated traffic		0	0	0	0	0	26	0	0	0	0	0	13
Re-Directed traffic													6
Developed Horizon Year		**0**	**1401**	**0**	**0**	**2074**	**54**	**0**	**0**	**0**	**0**	**0**	**46**

*Increased at a rate of 1% per year.

TABLE B

Airport Road & Lopez Lane & Camino Entrada

AM Peak Hour

	Site Generated Traffic	Eastbound				Westbound			Northbound			Southbound		
		Airport Road				Airport Road			Camino Entrada			Lopez Lane		
		Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF	106	1626	37	0	0	730	144	0	0	30	0	0	149
	0.83													
Number of Lanes		1	2	S			2	1			1			1
Storage		150						130						
Other Known Developments														
No Build Year 2028 (3 Years)		**109**	**1675**	**38**	**0**	**0**	**752**	**148**	**0**	**0**	**31**	**0**	**0**	**154**
Developed (Buildings 1 & 2)														
Percentage Vehicles Entering														
Vehicles Entering	33													
Percentage Vehicles Exiting							30%							
Vehicles Exiting	54						16							
Re-Directed traffic							5							
Developed (Buildings 1 & 2)		**109**	**1675**	**38**	**0**	**0**	**773**	**148**	**0**	**0**	**31**	**0**	**0**	**154**
No Build Horizon Year 2038 (13 Years)		**121**	**1851**	**42**	**0**	**0**	**831**	**164**	**0**	**0**	**34**	**0**	**0**	**170**
Developed Horizon Year														
Site generated traffic		0	0	0	0	0	16	0	0	0	0	0	0	0
Re-Directed traffic							6							
Developed Horizon Year		**121**	**1851**	**42**	**0**	**0**	**853**	**164**	**0**	**0**	**34**	**0**	**0**	**170**

*Increased at a rate of 1% per year.

PM Peak Hour

	Site Generated Traffic	Eastbound				Westbound			Northbound			Southbound		
		Airport Road				Airport Road			Camino Entrada			Lopez Lane		
		Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF	83	1187	24	12	0	1587	249	0	0	46	0	0	215
	0.98													
Number of Lanes		1	2	S			2	1			1			1
Storage		150						130						
Other Known Developments														
No Build Year 2028 (3 Years)		**86**	**1223**	**25**	**12**	**0**	**1635**	**257**	**0**	**0**	**47**	**0**	**0**	**222**
Developed (Buildings 1 & 2)														
Percentage Vehicles Entering														
Vehicles Entering	52													
Percentage Vehicles Exiting							30%							
Vehicles Exiting	43						13							
Re-Directed traffic							5							
Developed (Buildings 1 & 2)		**86**	**1223**	**25**	**12**	**0**	**1653**	**257**	**0**	**0**	**47**	**0**	**0**	**222**
No Build Horizon Year 2038 (13 Years)		**94**	**1351**	**27**	**14**	**0**	**1806**	**283**	**0**	**0**	**52**	**0**	**0**	**245**
Developed Horizon Year														
Site generated traffic		0	0	0	0	0	13	0	0	0	0	0	0	0
Re-Directed traffic							6							
Developed Horizon Year		**94**	**1351**	**27**	**14**	**0**	**1825**	**283**	**0**	**0**	**52**	**0**	**0**	**245**

*Increased at a rate of 1% per year.

TABLE C

Rufina Street & Camino de Jacobo & Camino Vista Aurora

AM Peak Hour

	Site Generated Traffic	Eastbound				Westbound				Northbound			Southbound		
		Rufina Street				Rufina Street				Camino de Jacobo			Camino Vista Aurora		
		Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF	8	706	8	1	4	264	6	0	21	0	8	3	0	11
	0.83														
Number of Lanes		1	1	S		1	1	S		S	1	S	S	1	S
Storage		73				100									
Other Known Developments															
No Build Year 2028 (3 Years)		**8**	**727**	**8**	**1**	**4**	**272**	**6**	**0**	**22**	**0**	**8**	**3**	**0**	**11**
Developed (Buildings 1 & 2)															
Percentage Vehicles Entering				10%		10%									
Vehicles Entering	33			3		3									
Percentage Vehicles Exiting										10%		20%			
Vehicles Exiting	54									5		11			
Re-Directed traffic			-73	73						3		2			
Developed (Buildings 1 & 2)		**8**	**655**	**84**	**1**	**7**	**272**	**6**	**0**	**30**	**0**	**21**	**3**	**0**	**11**
No Build Horizon Year 2038 (13 Years)		**9**	**803**	**9**	**1**	**5**	**300**	**7**	**0**	**24**	**0**	**9**	**3**	**0**	**13**
Developed Horizon Year															
Site generated traffic		0	0	3	0	3	0	0	0	5	0	11	0	0	0
Re-Directed traffic			-80	80						3		2			
Developed Horizon Year		**9**	**723**	**93**	**1**	**8**	**300**	**7**	**0**	**33**	**0**	**22**	**3**	**0**	**13**

*Increased at a rate of 1% per year.

PM Peak Hour

	Site Generated Traffic	Eastbound				Westbound				Northbound			Southbound		
		Rufina Street				Rufina Street				Camino de Jacobo			Camino Vista Aurora		
		Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF	15	522	6	1	14	612	22	1	8	0	12	10	1	13
	0.95														
Number of Lanes		1	1	S		1	1	S		S	1	S	S	1	S
Storage		73				100									
Other Known Developments															
No Build Year 2028 (3 Years)		**15**	**538**	**6**	**1**	**14**	**631**	**23**	**1**	**8**	**0**	**12**	**10**	**1**	**13**
Developed (Buildings 1 & 2)															
Percentage Vehicles Entering				10%		10%									
Vehicles Entering	52			5		5									
Percentage Vehicles Exiting										10%		20%			
Vehicles Exiting	43									4		9			
Re-Directed traffic			-54	54						3		2			
Developed (Buildings 1 & 2)		**15**	**484**	**65**	**1**	**20**	**631**	**23**	**1**	**16**	**0**	**23**	**10**	**1**	**13**
No Build Horizon Year 2038 (13 Years)		**17**	**594**	**7**	**1**	**16**	**697**	**25**	**1**	**9**	**0**	**14**	**11**	**1**	**15**
Developed Horizon Year															
Site generated traffic		0	0	5	0	5	0	0	0	4	0	9	0	0	0
Re-Directed traffic			-59	59						4		2			
Developed Horizon Year		**17**	**535**	**71**	**1**	**21**	**697**	**25**	**1**	**17**	**0**	**25**	**11**	**1**	**15**

*Increased at a rate of 1% per year.

TABLE D

Zafarano Drive & San Ignacio Road

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound				Southbound			
		San Ignacio Road			San Ignacio Road			Zafarano Drive				Zafarano Drive			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
Existing 2025	PHF	32	2	65	38	3	21	30	141	17	23	4	374	55	1
	0.91														
Number of Lanes		S	1	S	S	1	S	S	1	S	S	S	1	S	S
Storage															
Other Known Developments															
Staybridge Suites		2		10				12						2	
San Ignacio Multifamily		9		29				11						3	
No Build Year 2028 (3 Years)		**44**	**2**	**106**	**39**	**3**	**22**	**54**	**145**	**18**	**24**	**4**	**385**	**62**	**1**
Developed (Buildings 1 & 2)															
Percentage Vehicles Entering								20%						10%	
Vehicles Entering	33							7						3	
Percentage Vehicles Exiting		32%	2%	66%											
Vehicles Exiting	54	17	1	36											
Developed (Buildings 1 & 2)		**61**	**3**	**142**	**39**	**3**	**22**	**61**	**145**	**18**	**24**	**4**	**385**	**65**	**1**
No Build Horizon Year 2038 (13 Years)		**47**	**2**	**113**	**43**	**3**	**24**	**57**	**160**	**19**	**26**	**5**	**426**	**68**	**1**
Developed Horizon Year															
Site generated traffic		17	1	36	0	0	0	7	0	0	0	0	0	3	0
Developed Horizon Year		**65**	**3**	**149**	**43**	**3**	**24**	**64**	**160**	**19**	**26**	**5**	**426**	**71**	**1**
*Increased at a rate of 1% per year.															

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound				Southbound			
		San Ignacio Road			San Ignacio Road			Zafarano Drive				Zafarano Drive			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
Existing 2025	PHF	51	2	40	19	3	18	58	343	22	28	11	345	46	2
	0.91														
Number of Lanes		S	1	S	S	1	S	S	1	S	S	S	1	S	S
Storage															
Other Known Developments															
Staybridge Suites		2		11				11						2	
San Ignacio Multifamily		5		18				35						9	
No Build Year 2028 (3 Years)		**60**	**2**	**70**	**20**	**3**	**19**	**106**	**353**	**23**	**29**	**11**	**355**	**58**	**2**
Developed (Buildings 1 & 2)															
Percentage Vehicles Entering								20%						10%	
Vehicles Entering	52							10						5	
Percentage Vehicles Exiting		55%	2%	43%											
Vehicles Exiting	43	24	1	18											
Developed (Buildings 1 & 2)		**83**	**3**	**89**	**20**	**3**	**19**	**116**	**353**	**23**	**29**	**11**	**355**	**64**	**2**
No Build Horizon Year 2038 (13 Years)		**65**	**2**	**75**	**22**	**3**	**20**	**112**	**390**	**25**	**32**	**13**	**393**	**63**	**2**
Developed Horizon Year															
Site generated traffic		24	1	18	0	0	0	10	0	0	0	0	0	5	0
Developed Horizon Year		**89**	**3**	**93**	**22**	**3**	**20**	**122**	**390**	**25**	**32**	**13**	**393**	**69**	**2**
*Increased at a rate of 1% per year.															

TABLE E

San Ignacio Road & Todos Santos Street & Driveway

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound				Northbound			Southbound		
		San Ignacio Road			San Ignacio Road					Driveway		Todos Santos Street		
		Left	Thru	Right	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF	0	10	4	9	46	19	0	1	3	7	32	8	19
	0.84													
Number of Lanes		S	1	S	S	1	S	S	S	1	S	S	1	S
Storage														
Other Known Developments														
Staybridge Suites			12			14								
San Ignacio Multifamily		3	38			14								1
No Build Year 2028 (3 Years)		**3**	**60**	**4**	**9**	**75**	**20**	**0**	**1**	**3**	**7**	**33**	**8**	**21**
Developed (Buildings 1 & 2)														
Percentage Vehicles Entering						30%								
Vehicles Entering	33					10								
Percentage Vehicles Exiting			40%											
Vehicles Exiting	54		22											
Re-Directed traffic				73										
Developed (Buildings 1 & 2)		**3**	**82**	**77**	**9**	**85**	**20**	**0**	**1**	**3**	**7**	**33**	**8**	**21**
No Build Horizon Year 2038 (13 Years)		**3**	**61**	**5**	**10**	**80**	**22**	**0**	**1**	**3**	**8**	**36**	**9**	**23**
Developed Horizon Year														
Site generated traffic		0	22	0	0	10	0	0	0	0	0	0	0	0
Re-Directed traffic				80										
Developed Horizon Year		**3**	**83**	**85**	**10**	**90**	**22**	**0**	**1**	**3**	**8**	**36**	**9**	**23**
*Increased at a rate of 1% per year.														

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound				Northbound			Southbound		
		San Ignacio Road			San Ignacio Road					Driveway		Todos Santos Street		
		Left	Thru	Right	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF	1	15	9	32	38	17	1	0	13	21	19	9	18
	0.75													
Number of Lanes		S	1	S	S	1	S	S	S	1	S	S	1	S
Storage														
Other Known Developments														
Staybridge Suites			13			13								
San Ignacio Multifamily		2	23			44								3
No Build Year 2028 (3 Years)		**3**	**51**	**9**	**33**	**96**	**18**	**1**	**0**	**13**	**22**	**20**	**9**	**22**
Developed (Buildings 1 & 2)														
Percentage Vehicles Entering						30%								
Vehicles Entering	52					16								
Percentage Vehicles Exiting			40%											
Vehicles Exiting	43		17											
Re-Directed traffic				54										
Developed (Buildings 1 & 2)		**3**	**69**	**63**	**33**	**112**	**18**	**1**	**0**	**13**	**22**	**20**	**9**	**22**
No Build Horizon Year 2038 (13 Years)		**3**	**53**	**10**	**36**	**100**	**19**	**1**	**0**	**15**	**24**	**22**	**10**	**23**
Developed Horizon Year														
Site generated traffic		0	17	0	0	16	0	0	0	0	0	0	0	0
Re-Directed traffic				59										
Developed Horizon Year		**3**	**70**	**70**	**36**	**116**	**19**	**1**	**0**	**15**	**24**	**22**	**10**	**23**
*Increased at a rate of 1% per year.														

TABLE F

Cerrillos Road & Private Drive

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		San Ignacio Road						Cerrillos Road			Cerrillos Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF	0	0	78	0	0	0	0	0	0	0	1258	41
	0.74												
Number of Lanes				1								3	1
Storage													860
Other Known Developments													
Staybridge Suites				5									5
San Ignacio Multifamily				17									4
No Build Year 2028 (3 Years)		**0**	**0**	**102**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1296**	**51**
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering													
Vehicles Entering	33												
Percentage Vehicles Exiting													
Vehicles Exiting	54												
Developed (Buildings 1 & 2)		**0**	**0**	**102**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1296**	**51**
No Build Horizon Year 2038 (13 Years)		**0**	**0**	**111**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1432**	**56**
Developed Horizon Year													
Site generated traffic		0	0	0	0	0	0	0	0	0	0	0	0
Developed Horizon Year		**0**	**0**	**111**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1432**	**56**
*Increased at a rate of 1% per year.													

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		San Ignacio Road						Cerrillos Road			Cerrillos Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF	0	0	90	0	0	0	0	0	0	0	2006	42
	0.95												
Number of Lanes				1								3	1
Storage													860
Other Known Developments													
Staybridge Suites				6									4
San Ignacio Multifamily				11									12
No Build Year 2028 (3 Years)		**0**	**0**	**110**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2067**	**59**
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering													
Vehicles Entering	52												
Percentage Vehicles Exiting													
Vehicles Exiting	43												
Developed (Buildings 1 & 2)		**0**	**0**	**110**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2067**	**59**
No Build Horizon Year 2038 (13 Years)		**0**	**0**	**119**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2283**	**64**
Developed Horizon Year													
Site generated traffic		0	0	0	0	0	0	0	0	0	0	0	0
Developed Horizon Year		**0**	**0**	**119**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2283**	**64**
*Increased at a rate of 1% per year.													

TABLE G

Camino de Jacobo & Site Entrance

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
					Site Entrance			Camino de Jacobo			Camino de Jacobo		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF	0	0	0	0	0	0	0	15	0	0	13	0
	0.86												
Other Known Developments													
No Build Year 2028 (3 Years)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**13**	**0**
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering										50%	15%		
Vehicles Entering	33									17	5		
Percentage Vehicles Exiting					30%		10%						
Vehicles Exiting	54				16		5						
Re-Directed traffic												5	
Developed (Buildings 1 & 2)		**0**	**0**	**0**	**16**	**0**	**5**	**0**	**15**	**17**	**5**	**19**	**0**
No Build Horizon Year 2038 (13 Years)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**15**	**0**
Developed Horizon Year													
Site generated traffic		0	0	0	16	0	5	0	0	17	5	0	0
Re-Directed traffic												6	
Developed Horizon Year		**0**	**0**	**0**	**16**	**0**	**5**	**0**	**17**	**17**	**5**	**20**	**0**

*Increased at a rate of 1% per year.

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
					Site Entrance			Camino de Jacobo			Camino de Jacobo		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF	0	0	0	0	0	0	0	25	0	0	24	0
	0.89												
Other Known Developments													
No Build Year 2028 (3 Years)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**0**	**25**	**0**
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering										50%	15%		
Vehicles Entering	52									26	8		
Percentage Vehicles Exiting					30%		10%						
Vehicles Exiting	43				13		4						
Re-Directed traffic												5	
Developed (Buildings 1 & 2)		**0**	**0**	**0**	**13**	**0**	**4**	**0**	**26**	**26**	**8**	**30**	**0**
No Build Horizon Year 2038 (13 Years)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**0**	**27**	**0**
Developed Horizon Year													
Site generated traffic		0	0	0	13	0	4	0	0	26	8	0	0
Re-Directed traffic												6	
Developed Horizon Year		**0**	**0**	**0**	**13**	**0**	**4**	**0**	**28**	**26**	**8**	**33**	**0**

*Increased at a rate of 1% per year.

TABLE H

Camino de Jacobo & San Ignacio Road

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
					San Ignacio Road			Camino de Jacobo			Camino de Jacobo		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF	0	0	0	0	0	0	0	15	0	0	13	0
	0.86												
Other Known Developments													
No Build Year 2028 (3 Years)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**13**	**0**
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering											5%	15%	
Vehicles Entering	33										2	5	
Percentage Vehicles Exiting							20%		10%				
Vehicles Exiting	54						11		5				
Re-Directed traffic					5		5				73		
Developed (Buildings 1 & 2)		**0**	**0**	**0**	**5**	**0**	**16**	**0**	**21**	**0**	**74**	**18**	**0**
No Build Horizon Year 2038 (13 Years)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**15**	**0**
Developed Horizon Year													
Site generated traffic		0	0	0	0	0	11	0	5	0	2	5	0
Re-Directed traffic					6		6				80		
Developed Horizon Year		**0**	**0**	**0**	**6**	**0**	**16**	**0**	**22**	**0**	**82**	**20**	**0**
*Increased at a rate of 1% per year.													

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
					San Ignacio Road			Camino de Jacobo			Camino de Jacobo		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF	0	0	0	0	0	0	0	25	0	0	24	0
	0.89												
Other Known Developments													
No Build Year 2028 (3 Years)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**0**	**25**	**0**
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering											5%	15%	
Vehicles Entering	52										3	8	
Percentage Vehicles Exiting							20%		10%				
Vehicles Exiting	43						9		4				
Re-Directed traffic					5		5				54		
Developed (Buildings 1 & 2)		**0**	**0**	**0**	**5**	**0**	**14**	**0**	**30**	**0**	**56**	**33**	**0**
No Build Horizon Year 2038 (13 Years)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**0**	**27**	**0**
Developed Horizon Year													
Site generated traffic		0	0	0	0	0	9	0	4	0	3	8	0
Re-Directed traffic					6		6				59		
Developed Horizon Year		**0**	**0**	**0**	**6**	**0**	**14**	**0**	**33**	**0**	**62**	**35**	**0**
*Increased at a rate of 1% per year.													

TABLE I

San Ignacio Road & Site Entrance

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		San Ignacio Road			San Ignacio Road			Site Entrance					
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF	0	0	0	0	0	0	0	0	0	0	0	0
	0.84												
Other Known Developments													
No Build Year 2028 (3 Years)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering				5%	20%								
Vehicles Entering	33			2	7								
Percentage Vehicles Exiting								20%		30%			
Vehicles Exiting	54							11		16			
Re-Directed traffic			73			10							
Developed (Buildings 1 & 2)		**0**	**73**	**2**	**7**	**10**	**0**	**11**	**0**	**16**	**0**	**0**	**0**
No Build Horizon Year 2038 (13 Years)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Developed Horizon Year													
Site generated traffic		0	0	2	7	0	0	11	0	16	0	0	0
Re-Directed traffic			80			11							
Developed Horizon Year		**0**	**80**	**2**	**7**	**11**	**0**	**11**	**0**	**16**	**0**	**0**	**0**

*Increased at a rate of 1% per year.

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		San Ignacio Road			San Ignacio Road			Site Entrance					
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF	0	0	0	0	0	0	0	0	0	0	0	0
	0.75												
Other Known Developments													
No Build Year 2028 (3 Years)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering				5%	20%								
Vehicles Entering	52			3	10								
Percentage Vehicles Exiting								20%		30%			
Vehicles Exiting	43							9		13			
Re-Directed traffic			54			11							
Developed (Buildings 1 & 2)		**0**	**54**	**3**	**10**	**11**	**0**	**9**	**0**	**13**	**0**	**0**	**0**
No Build Horizon Year 2038 (13 Years)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Developed Horizon Year													
Site generated traffic		0	0	3	10	0	0	9	0	13	0	0	0
Re-Directed traffic			59			12							
Developed Horizon Year		**0**	**59**	**3**	**10**	**12**	**0**	**9**	**0**	**13**	**0**	**0**	**0**

*Increased at a rate of 1% per year.

TABLE J

San Ignacio Road & Camino San Alberto

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		San Ignacio Road			San Ignacio Road			Camino San Alberto					
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF	0	0	0	0	0	0	0	0	0	0	0	0
	0.84												
Other Known Developments													
No Build Year 2028 (3 Years)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering					10%	20%							
Vehicles Entering	33				3	7							
Percentage Vehicles Exiting			30%							10%			
Vehicles Exiting	54		16							5			
Re-Directed traffic			73			10							
Developed (Buildings 1 & 2)		**0**	**89**	**0**	**3**	**17**	**0**	**0**	**0**	**5**	**0**	**0**	**0**
No Build Horizon Year 2038 (13 Years)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Developed Horizon Year													
Site generated traffic		0	16	0	3	7	0	0	0	5	0	0	0
Re-Directed traffic			80			11							
Developed Horizon Year		**0**	**97**	**0**	**3**	**18**	**0**	**0**	**0**	**5**	**0**	**0**	**0**

*Increased at a rate of 1% per year.

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		San Ignacio Road			San Ignacio Road			Camino San Alberto					
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF	0	0	0	0	0	0	0	0	0	0	0	0
	0.75												
Other Known Developments													
No Build Year 2028 (3 Years)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering					10%	20%							
Vehicles Entering	52				5	10							
Percentage Vehicles Exiting			30%							10%			
Vehicles Exiting	43		13							4			
Re-Directed traffic			54			11							
Developed (Buildings 1 & 2)		**0**	**67**	**0**	**5**	**21**	**0**	**0**	**0**	**4**	**0**	**0**	**0**
No Build Horizon Year 2038 (13 Years)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Developed Horizon Year													
Site generated traffic		0	13	0	5	10	0	0	0	4	0	0	0
Re-Directed traffic			59			12							
Developed Horizon Year		**0**	**72**	**0**	**5**	**22**	**0**	**0**	**0**	**4**	**0**	**0**	**0**

*Increased at a rate of 1% per year.

TABLE K

Camino San Alberto & Site Entrance

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Site Entrance									Camino San Alberto		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF	0	0	0	0	0	0	0	0	0	0	0	0
	0.84												
Other Known Developments													
No Build Year 2028 (3 Years)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering													10%
Vehicles Entering	33												3
Percentage Vehicles Exiting		10%											
Vehicles Exiting	54	5											
Developed (Buildings 1 & 2)		**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
No Build Horizon Year 2038 (13 Years)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Developed Horizon Year													
Site generated traffic		5	0	0	0	0	0	0	0	0	0	0	3
Developed Horizon Year		**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**

*Increased at a rate of 1% per year.

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		San Ignacio Road			San Ignacio Road			Camino San Alberto					
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF	0	0	0	0	0	0	0	0	0	0	0	0
	0.75												
Other Known Developments													
No Build Year 2028 (3 Years)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering													10%
Vehicles Entering	52												5
Percentage Vehicles Exiting		10%											
Vehicles Exiting	43	4											
Developed (Buildings 1 & 2)		**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
No Build Horizon Year 2038 (13 Years)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Developed Horizon Year													
Site generated traffic		4	0	0	0	0	0	0	0	0	0	0	5
Developed Horizon Year		**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**

*Increased at a rate of 1% per year.

HCS Two-Way Stop-Control Report

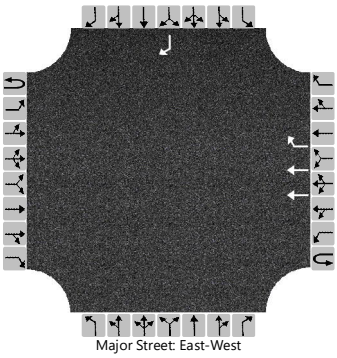
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2028
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	AIRPORT ROAD / CAM DE JACOBO
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	CAMINO DE JACOBO
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	0	0	0	0	2	1		0	0	0		0	0	1
Configuration							T	R								R
Volume (veh/h)							887	15								13
Percent Heavy Vehicles (%)																1
Proportion Time Blocked																
Percent Grade (%)														1		
Right Turn Channelized							No							No		
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																7.02
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																14
Capacity, c (veh/h)																538
v/c Ratio																0.03
95% Queue Length, Q_{95} (veh)																0.1
95% Queue Length, Q_{95} (ft)																2.5
Control Delay (s/veh)																11.9
Level of Service (LOS)																B
Approach Delay (s/veh)														11.9		
Approach LOS														B		

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HCS Two-Way Stop-Control Report

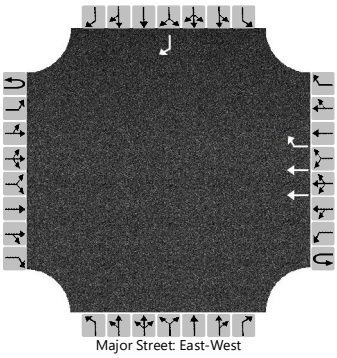
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2028
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	AIRPORT ROAD / CAM DE JACOBO
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	CAMINO DE JACOBO
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	0	0	0	0	2	1		0	0	0		0	0	1
Configuration							T	R								R
Volume (veh/h)							1877	26								25
Percent Heavy Vehicles (%)																1
Proportion Time Blocked																
Percent Grade (%)														1		
Right Turn Channelized							No							No		
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																7.02
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																27
Capacity, c (veh/h)																233
v/c Ratio																0.12
95% Queue Length, Q_{95} (veh)																0.4
95% Queue Length, Q_{95} (ft)																10.1
Control Delay (s/veh)																22.4
Level of Service (LOS)																C
Approach Delay (s/veh)														22.4		
Approach LOS														C		

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HCS Two-Way Stop-Control Report

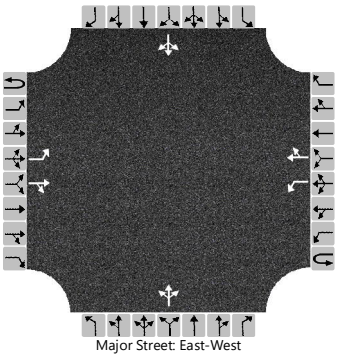
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2028
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	RUFINA ST / CAM DE JACOBO/ CAM VISTA A...
Jurisdiction	CITY OF SANTA FE
East/West Street	RUFINA STREET
North/South Street	CAM DE JACOBO / CAM VISTA AURORA
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		16	538	6		15	631	23		8	0	12		10	1	13
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17				16					21				25	
Capacity, c (veh/h)		910				1005					217				199	
v/c Ratio		0.02				0.02					0.10				0.13	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.3				0.4	
95% Queue Length, Q_{95} (ft)		2.5				0.0					7.6				10.1	
Control Delay (s/veh)		9.0				8.6					23.3				25.7	
Level of Service (LOS)		A				A					C				D	
Approach Delay (s/veh)	0.3				0.2				23.3				25.7			
Approach LOS	A				A				C				D			

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HCS Two-Way Stop-Control Report

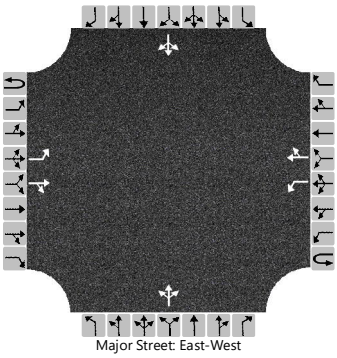
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2028
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	RUFINA ST / CAM DE JACOBO/ CAM VISTA A...
Jurisdiction	CITY OF SANTA FE
East/West Street	RUFINA STREET
North/South Street	CAM DE JACOBO / CAM VISTA AURORA
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		9	727	8		4	272	6		22	0	8		3	0	11
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10				4					32				15	
Capacity, c (veh/h)		1268				834					199				429	
v/c Ratio		0.01				0.01					0.16				0.04	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.6				0.1	
95% Queue Length, Q_{95} (ft)		0.0				0.0					15.1				2.5	
Control Delay (s/veh)		7.9				9.3					26.5				13.7	
Level of Service (LOS)		A				A					D				B	
Approach Delay (s/veh)	0.1				0.1				26.5				13.7			
Approach LOS	A				A				D				B			

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HCS Two-Way Stop-Control Report

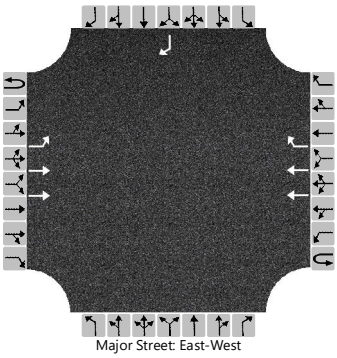
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2028
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	AIRPORT ROAD / LOPEZ LANE
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	LOPEZ LANE
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		0	0	1
Configuration		L	T				T	R								R
Volume (veh/h)	0	109	1675				752	148								154
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)													1			
Right Turn Channelized					No								No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														6.9
Critical Headway (sec)		4.12														7.02
Base Follow-Up Headway (sec)		2.2														3.3
Follow-Up Headway (sec)		2.21														3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		114														160
Capacity, c (veh/h)		733														603
v/c Ratio		0.15														0.27
95% Queue Length, Q_{95} (veh)		0.5														1.1
95% Queue Length, Q_{95} (ft)		12.6														27.7
Control Delay (s/veh)		10.8														13.1
Level of Service (LOS)		B														B
Approach Delay (s/veh)	0.7												13.1			
Approach LOS	A												B			

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HCS Two-Way Stop-Control Report

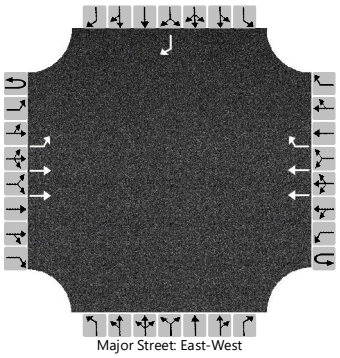
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2028
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	AIRPORT ROAD / LOPEZ LANE
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	LOPEZ LANE
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		0	0	1
Configuration		L	T				T	R								R
Volume (veh/h)	12	86	1223				1635	257								222
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)													1			
Right Turn Channelized					No								No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1														6.9
Critical Headway (sec)	6.42	4.12														7.02
Base Follow-Up Headway (sec)	2.5	2.2														3.3
Follow-Up Headway (sec)	2.51	2.21														3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		100														227
Capacity, c (veh/h)		150														306
v/c Ratio		0.67														0.74
95% Queue Length, Q_{95} (veh)		3.8														5.5
95% Queue Length, Q_{95} (ft)		95.8														138.6
Control Delay (s/veh)		67.4														43.9
Level of Service (LOS)		F														E
Approach Delay (s/veh)	5.0												43.9			
Approach LOS	A												E			

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HCS Two-Way Stop-Control Report

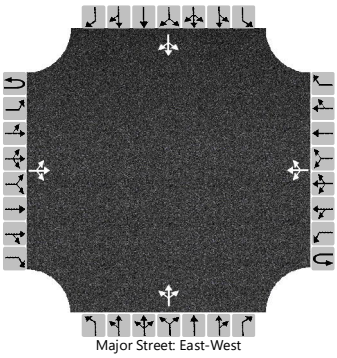
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	02/17/2026
Analysis Year	2028
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	SAN IGNACIO / TODOS SANTOS
Jurisdiction	CITY OF SANTA FE
East/West Street	SAN IGNACIO ROAD
North/South Street	TODOS SANTOS ST / DRIVEWAY
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	60	4		9	75	20		1	3	7		33	8	21
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				11					13				74	
Capacity, c (veh/h)		1480				1526					841				777	
v/c Ratio		0.00				0.01					0.02				0.09	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0				0.3	
95% Queue Length, Q_{95} (ft)		0.0				0.0					0.0				7.6	
Control Delay (s/veh)		7.4	0.0	0.0		7.4	0.1	0.1			9.3				10.1	
Level of Service (LOS)		A	A	A		A	A	A			A				B	
Approach Delay (s/veh)	0.4				0.7				9.3				10.1			
Approach LOS	A				A				A				B			

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HCS Two-Way Stop-Control Report

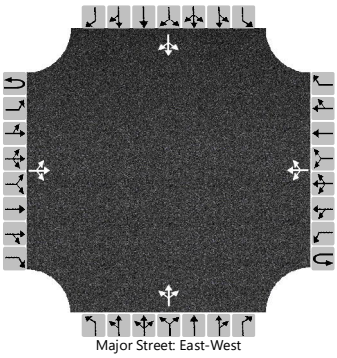
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	02/17/2026
Analysis Year	2028
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	SAN IGNACIO / TODOS SANTOS
Jurisdiction	CITY OF SANTA FE
East/West Street	SAN IGNACIO ROAD
North/South Street	TODOS SANTOS ST / DRIVEWAY
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	51	9		34	96	18		0	13	22		20	9	22
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				38					39				57	
Capacity, c (veh/h)		1459				1532					800				714	
v/c Ratio		0.00				0.02					0.05				0.08	
95% Queue Length, Q_{95} (veh)		0.0				0.1					0.2				0.3	
95% Queue Length, Q_{95} (ft)		0.0				2.5					5.0				7.6	
Control Delay (s/veh)		7.5	0.0	0.0		7.4	0.2	0.2			9.7				10.5	
Level of Service (LOS)		A	A	A		A	A	A			A				B	
Approach Delay (s/veh)	0.4				1.9				9.7				10.5			
Approach LOS	A				A				A				B			

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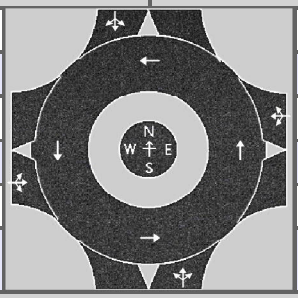
HCS Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2028
Time Analyzed	AM PEAK
Project Description	NO BUILD



Site Information

Intersection	ZAFARANO / IGNACIO
E/W Street Name	SAN IGNACIO ROAD
N/S Street Name	ZAFARANO DRIVE
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.91
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	44	2	106	0	39	3	22	24	54	145	18	1	4	385	62
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (v_{PCE}), pc/h	0	49	2	118	0	43	3	24	27	60	161	20	1	4	427	69
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		169			70			268			501	
Entry Volume, veh/h		167			69			265			496	
Circulating Flow (v_c), pc/h	502			298			56			133		
Exiting Flow (v_{ex}), pc/h	26			132			235			615		
Capacity (c_{pce}), pc/h		827			1018			1303			1205	
Capacity (c), veh/h		819			1008			1290			1193	
v/c Ratio (x)		0.20			0.07			0.21			0.42	

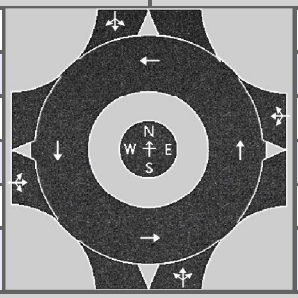
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.5			4.2			4.5			7.2	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.8			0.2			0.8			2.1	
95% Queue Length, Q_{95} (ft)		20.2			5.0			20.2			52.9	
Approach Delay, s/veh | LOS	6.5	A		4.2	A		4.5	A		7.2	A	
Intersection Delay, s/veh | LOS	6.2						A					

HCS Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2028
Time Analyzed	PM PEAK
Project Description	NO BUILD



Site Information

Intersection	ZAFARANO / IGNACIO
E/W Street Name	SAN IGNACIO ROAD
N/S Street Name	ZAFARANO DRIVE
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.91
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	60	2	70	0	20	3	19	29	106	353	23	2	11	355	58
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (v_{PCE}), pc/h	0	67	2	78	0	22	3	21	32	118	392	26	2	12	394	64
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		147			46			568			472	
Entry Volume, veh/h		146			46			562			467	
Circulating Flow (v_c), pc/h	462			611			83			175		
Exiting Flow (v_{ex}), pc/h	40			185			482			526		
Capacity (c_{pce}), pc/h		861			740			1268			1154	
Capacity (c), veh/h		853			733			1255			1143	
v/c Ratio (x)		0.17			0.06			0.45			0.41	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		5.9			5.5			7.4			7.4	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.6			0.2			2.4			2.0	
95% Queue Length, Q_{95} (ft)		15.1			5.0			60.5			50.4	
Approach Delay, s/veh | LOS	5.9	A		5.5	A		7.4	A		7.4	A	
Intersection Delay, s/veh | LOS	7.1						A					

HCS Two-Way Stop-Control Report

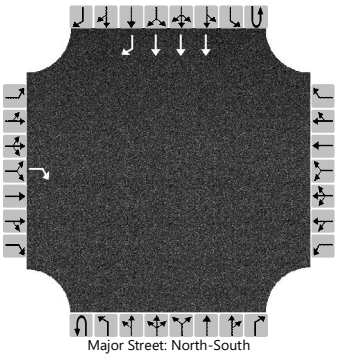
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2028
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	CERRILLOS ROAD / PRIVATE ROAD
Jurisdiction	CITY OF SANTA FE
East/West Street	PRIVATE ROAD
North/South Street	CERRILLOS ROAD
Peak Hour Factor	0.74
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	3	1
Configuration				R											T	R
Volume (veh/h)				102											1296	51
Percent Heavy Vehicles (%)				1												
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized	No												No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.22												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.91												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				138												
Capacity, c (veh/h)				245												
v/c Ratio				0.56												
95% Queue Length, Q_{95} (veh)				3.1												
95% Queue Length, Q_{95} (ft)				78.1												
Control Delay (s/veh)				37.2												
Level of Service (LOS)				E												
Approach Delay (s/veh)	37.2															
Approach LOS	E															

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HCS Two-Way Stop-Control Report

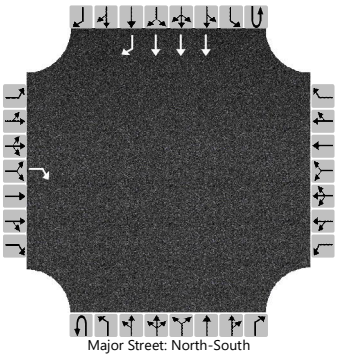
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2028
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	CERRILLOS ROAD / PRIVATE ROAD
Jurisdiction	CITY OF SANTA FE
East/West Street	PRIVATE ROAD
North/South Street	CERRILLOS ROAD
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	3	1
Configuration				R											T	R
Volume (veh/h)				110											2067	59
Percent Heavy Vehicles (%)				1												
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized	No												No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.22												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.91												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				116												
Capacity, c (veh/h)				176												
v/c Ratio				0.66												
95% Queue Length, Q_{95} (veh)				3.8												
95% Queue Length, Q_{95} (ft)				95.8												
Control Delay (s/veh)				58.1												
Level of Service (LOS)				F												
Approach Delay (s/veh)	58.1															
Approach LOS	F															

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HCS Two-Way Stop-Control Report

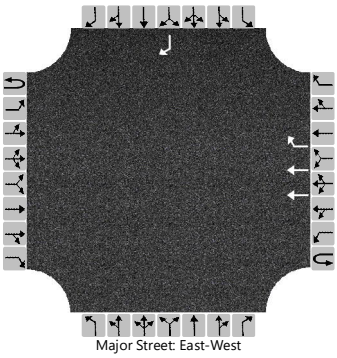
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2028
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	AIRPORT ROAD / CAM DE JACOBO
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	CAMINO DE JACOBO
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	0	0	0	0	2	1		0	0	0		0	0	1
Configuration							T	R								R
Volume (veh/h)							887	39								39
Percent Heavy Vehicles (%)																1
Proportion Time Blocked																
Percent Grade (%)													1			
Right Turn Channelized							No						No			
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																7.02
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																41
Capacity, c (veh/h)																538
v/c Ratio																0.08
95% Queue Length, Q_{95} (veh)																0.2
95% Queue Length, Q_{95} (ft)																5.0
Control Delay (s/veh)																12.2
Level of Service (LOS)																B
Approach Delay (s/veh)													12.2			
Approach LOS													B			

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HCS Two-Way Stop-Control Report

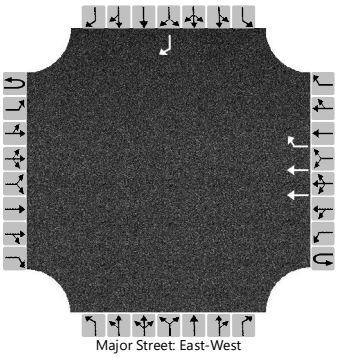
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2028
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	AIRPORT ROAD / CAM DE JACOBO
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	CAMINO DE JACOBO
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	0	0	0	0	2	1		0	0	0		0	0	1
Configuration							T	R								R
Volume (veh/h)							1877	58								47
Percent Heavy Vehicles (%)																1
Proportion Time Blocked																
Percent Grade (%)														1		
Right Turn Channelized							No							No		
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																7.02
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																51
Capacity, c (veh/h)																233
v/c Ratio																0.22
95% Queue Length, Q_{95} (veh)																0.8
95% Queue Length, Q_{95} (ft)																20.2
Control Delay (s/veh)																24.6
Level of Service (LOS)																C
Approach Delay (s/veh)														24.6		
Approach LOS														C		

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HCS Two-Way Stop-Control Report

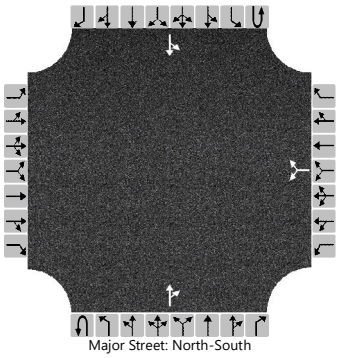
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2028
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CAM DE JACOBO / SAN IGNACIO RD
Jurisdiction	CITY OF SANTA FE
East/West Street	SAN IGNACIO ROAD
North/South Street	CAMINO DE JACOBO
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						5		19			22	0		75	21	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)					1											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							28							87		
Capacity, c (veh/h)							958							1595		
v/c Ratio							0.03							0.05		
95% Queue Length, Q_{95} (veh)							0.1							0.2		
95% Queue Length, Q_{95} (ft)							2.5							5.0		
Control Delay (s/veh)							8.9							7.4	0.4	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)					8.9								5.9			
Approach LOS					A								A			

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HCS Two-Way Stop-Control Report

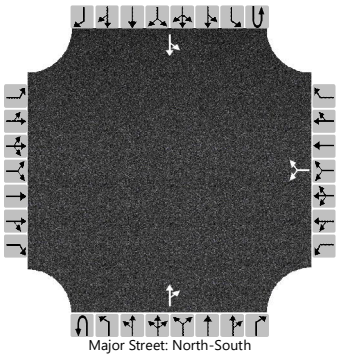
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2028
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CAM DE JACOBO / SAN IGNACIO RD
Jurisdiction	CITY OF SANTA FE
East/West Street	SAN IGNACIO ROAD
North/South Street	CAMINO DE JACOBO
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						5		17			31	0		57	34	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)					1											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							25							64		
Capacity, c (veh/h)							955							1583		
v/c Ratio							0.03							0.04		
95% Queue Length, Q_{95} (veh)							0.1							0.1		
95% Queue Length, Q_{95} (ft)							2.5							2.5		
Control Delay (s/veh)							8.9							7.4	0.3	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)					8.9								4.7			
Approach LOS					A								A			

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HCS Two-Way Stop-Control Report

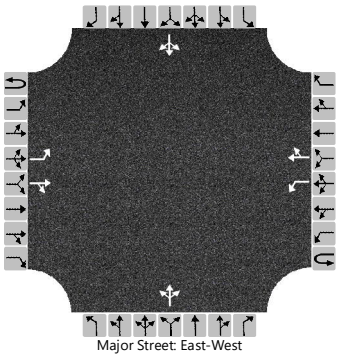
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2028
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RUFINA ST / CAM DE JACOBO/ CAM VISTA A...
Jurisdiction	CITY OF SANTA FE
East/West Street	RUFINA STREET
North/South Street	CAM DE JACOBO / CAM VISTA AURORA
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		9	655	86		9	272	6		32	0	24		3	0	11
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10				10					60				15	
Capacity, c (veh/h)		1268				830					232				424	
v/c Ratio		0.01				0.01					0.26				0.04	
95% Queue Length, Q_{95} (veh)		0.0				0.0					1.0				0.1	
95% Queue Length, Q_{95} (ft)		0.0				0.0					25.2				2.5	
Control Delay (s/veh)		7.9				9.4					25.9				13.8	
Level of Service (LOS)		A				A					D				B	
Approach Delay (s/veh)	0.1				0.3				25.9				13.8			
Approach LOS	A				A				D				B			

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HCS Two-Way Stop-Control Report

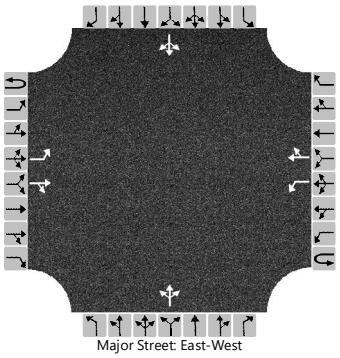
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2028
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RUFINA ST / CAM DE JACOBO/ CAM VISTA A...
Jurisdiction	CITY OF SANTA FE
East/West Street	RUFINA STREET
North/South Street	CAM DE JACOBO / CAM VISTA AURORA
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		16	484	66		22	631	23		17	0	26		10	1	13
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17				23					45				25	
Capacity, c (veh/h)		910				1000					222				194	
v/c Ratio		0.02				0.02					0.20				0.13	
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.7				0.4	
95% Queue Length, Q_{95} (ft)		2.5				2.5					17.6				10.1	
Control Delay (s/veh)		9.0				8.7					25.3				26.3	
Level of Service (LOS)		A				A					D				D	
Approach Delay (s/veh)	0.3				0.3				25.3				26.3			
Approach LOS	A				A				D				D			

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HCS Two-Way Stop-Control Report

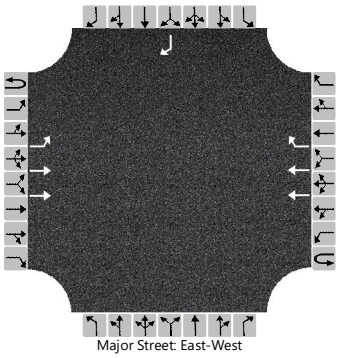
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2028
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	AIRPORT ROAD / LOPEZ LANE
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	LOPEZ LANE
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		0	0	1
Configuration		L	T				T	R								R
Volume (veh/h)	0	109	1675				778	148								154
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)													1			
Right Turn Channelized					No								No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														6.9
Critical Headway (sec)		4.12														7.02
Base Follow-Up Headway (sec)		2.2														3.3
Follow-Up Headway (sec)		2.21														3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		114														160
Capacity, c (veh/h)		716														591
v/c Ratio		0.16														0.27
95% Queue Length, Q_{95} (veh)		0.6														1.1
95% Queue Length, Q_{95} (ft)		15.1														27.7
Control Delay (s/veh)		11.0														13.3
Level of Service (LOS)		B														B
Approach Delay (s/veh)	0.7												13.3			
Approach LOS	A												B			

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HCS Two-Way Stop-Control Report

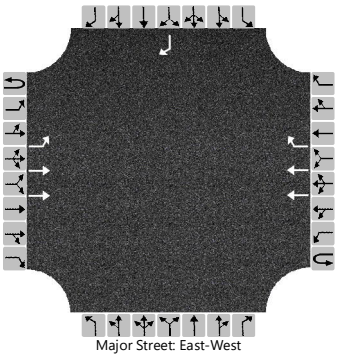
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2028
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	AIRPORT ROAD / LOPEZ LANE
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	LOPEZ LANE
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		0	0	1
Configuration		L	T				T	R								R
Volume (veh/h)	12	86	1223				1658	257								222
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)													1			
Right Turn Channelized					No								No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1														6.9
Critical Headway (sec)	6.42	4.12														7.02
Base Follow-Up Headway (sec)	2.5	2.2														3.3
Follow-Up Headway (sec)	2.51	2.21														3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		100														227
Capacity, c (veh/h)		141														301
v/c Ratio		0.71														0.75
95% Queue Length, Q_{95} (veh)		4.1														5.7
95% Queue Length, Q_{95} (ft)		103.3														143.6
Control Delay (s/veh)		76.5														46.0
Level of Service (LOS)		F														E
Approach Delay (s/veh)	5.7												46.0			
Approach LOS	A												E			

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HCS Two-Way Stop-Control Report

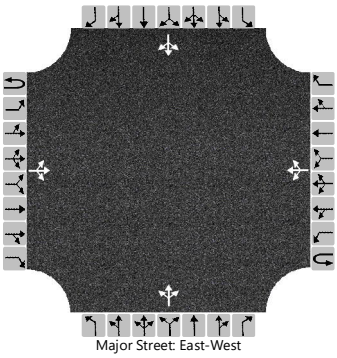
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2028
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	SAN IGNACIO / TODOS SANTOS
Jurisdiction	CITY OF SANTA FE
East/West Street	SAN IGNACIO ROAD
North/South Street	TODOS SANTOS ST / DRIVEWAY
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	88	77		9	90	20		1	3	7		33	8	21
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				11					13				74	
Capacity, c (veh/h)		1458				1380					749				688	
v/c Ratio		0.00				0.01					0.02				0.11	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.4	
95% Queue Length, Q_{95} (ft)		0.0				0.0					2.5				10.1	
Control Delay (s/veh)		7.5	0.0	0.0		7.6	0.1	0.1			9.9				10.9	
Level of Service (LOS)		A	A	A		A	A	A			A				B	
Approach Delay (s/veh)	0.2				0.6				9.9				10.9			
Approach LOS	A				A				A				B			

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HCS Two-Way Stop-Control Report

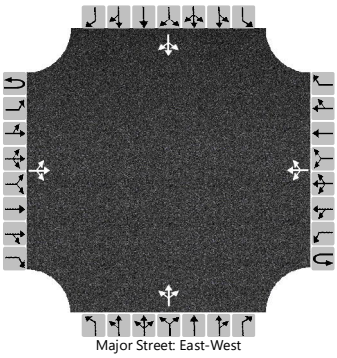
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2028
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	SAN IGNACIO / TODOS SANTOS
Jurisdiction	CITY OF SANTA FE
East/West Street	SAN IGNACIO ROAD
North/South Street	TODOS SANTOS ST / DRIVEWAY
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	74	63		34	116	18		0	13	22		20	9	22
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				38					39				57	
Capacity, c (veh/h)		1432				1425					730				644	
v/c Ratio		0.00				0.03					0.05				0.09	
95% Queue Length, Q_{95} (veh)		0.0				0.1					0.2				0.3	
95% Queue Length, Q_{95} (ft)		0.0				2.5					5.0				7.6	
Control Delay (s/veh)		7.5	0.0	0.0		7.6	0.2	0.2			10.2				11.1	
Level of Service (LOS)		A	A	A		A	A	A			B				B	
Approach Delay (s/veh)	0.2				1.7				10.2				11.1			
Approach LOS	A				A				B				B			

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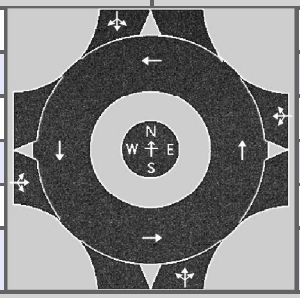
HCS Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2028
Time Analyzed	AM PEAK
Project Description	BUILD



Site Information

Intersection	ZAFARANO / IGNACIO
E/W Street Name	SAN IGNACIO ROAD
N/S Street Name	ZAFARANO DRIVE
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.91
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	66	3	151	0	39	3	22	24	64	145	18	1	4	385	66
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (v_{PCE}), pc/h	0	73	3	168	0	43	3	24	27	71	161	20	1	4	427	73
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		244			70			279			505	
Entry Volume, veh/h		242			69			276			500	
Circulating Flow (v_c), pc/h	502			333			81			144		
Exiting Flow (v_{ex}), pc/h	27			147			259			665		
Capacity (c_{pce}), pc/h		827			983			1271			1191	
Capacity (c), veh/h		819			973			1258			1180	
v/c Ratio (x)		0.30			0.07			0.22			0.42	

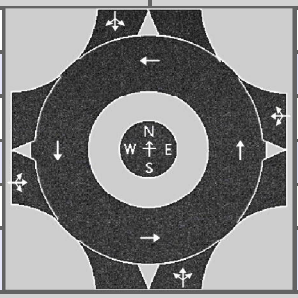
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		7.7			4.3			4.8			7.4	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		1.2			0.2			0.8			2.2	
95% Queue Length, Q_{95} (ft)		30.2			5.0			20.2			55.4	
Approach Delay, s/veh | LOS	7.7	A		4.3	A		4.8	A		7.4	A	
Intersection Delay, s/veh | LOS	6.6						A					

HCS Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2028
Time Analyzed	PM PEAK
Project Description	BUILD



Site Information

Intersection	ZAFARANO / IGNACIO
E/W Street Name	SAN IGNACIO ROAD
N/S Street Name	ZAFARANO DRIVE
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.91
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	91	3	95	0	20	3	19	29	119	353	23	2	11	355	65
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (v_{PCE}), pc/h	0	101	3	105	0	22	3	21	32	132	392	26	2	12	394	72
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		209			46			582			480	
Entry Volume, veh/h		207			46			576			475	
Circulating Flow (v_c), pc/h	462			659			118			189		
Exiting Flow (v_{ex}), pc/h	41			207			516			553		
Capacity (c_{pce}), pc/h		861			705			1224			1138	
Capacity (c), veh/h		853			698			1211			1127	
v/c Ratio (x)		0.24			0.07			0.48			0.42	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.8			5.8			8.0			7.6	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.9			0.2			2.6			2.1	
95% Queue Length, Q_{95} (ft)		22.7			5.0			65.5			52.9	
Approach Delay, s/veh | LOS	6.8	A		5.8	A		8.0	A		7.6	A	
Intersection Delay, s/veh | LOS	7.6						A					

HCS Two-Way Stop-Control Report

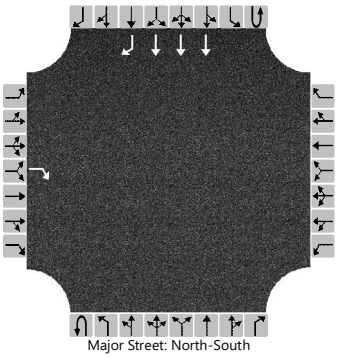
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2028
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CERRILLOS ROAD / PRIVATE ROAD
Jurisdiction	CITY OF SANTA FE
East/West Street	PRIVATE ROAD
North/South Street	CERRILLOS ROAD
Peak Hour Factor	0.74
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	3	1
Configuration				R											T	R
Volume (veh/h)				102											1296	51
Percent Heavy Vehicles (%)				1												
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized	No												No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.22												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.91												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				138												
Capacity, c (veh/h)				245												
v/c Ratio				0.56												
95% Queue Length, Q_{95} (veh)				3.1												
95% Queue Length, Q_{95} (ft)				78.1												
Control Delay (s/veh)				37.2												
Level of Service (LOS)				E												
Approach Delay (s/veh)	37.2															
Approach LOS	E															

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HCS Two-Way Stop-Control Report

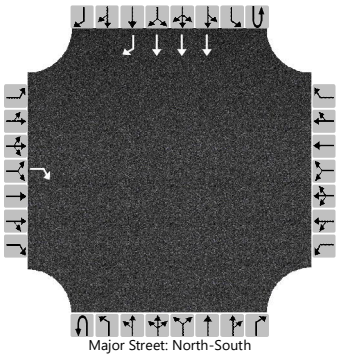
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2028
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CERRILLOS ROAD / PRIVATE ROAD
Jurisdiction	CITY OF SANTA FE
East/West Street	PRIVATE ROAD
North/South Street	CERRILLOS ROAD
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	3	1
Configuration				R											T	R
Volume (veh/h)				110											2067	59
Percent Heavy Vehicles (%)				1												
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized	No												No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.22												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.91												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				116												
Capacity, c (veh/h)				176												
v/c Ratio				0.66												
95% Queue Length, Q_{95} (veh)				3.8												
95% Queue Length, Q_{95} (ft)				95.8												
Control Delay (s/veh)				58.1												
Level of Service (LOS)				F												
Approach Delay (s/veh)	58.1															
Approach LOS	F															

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HCS Two-Way Stop-Control Report

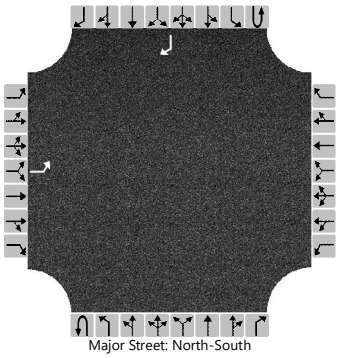
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2028
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CAM SAN ALBERTO / SITE ENTRANCE
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE ENTRANCE
North/South Street	CAMINO SAN ALBERTO
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	0		0	0	0	0	0	0	0	0	0	0	1
Configuration		L														R
Volume (veh/h)		7														5
Percent Heavy Vehicles (%)		1														
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4														
Critical Headway (sec)		5.92														
Base Follow-Up Headway (sec)		3.8														
Follow-Up Headway (sec)		3.81														

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8														
Capacity, c (veh/h)		945														
v/c Ratio		0.01														
95% Queue Length, Q_{95} (veh)		0.0														
95% Queue Length, Q_{95} (ft)		0.0														
Control Delay (s/veh)		8.8														
Level of Service (LOS)		A														
Approach Delay (s/veh)	8.8															
Approach LOS	A															

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HCS Two-Way Stop-Control Report

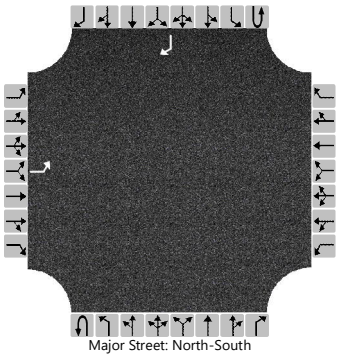
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2028
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CAM SAN ALBERTO / SITE ENTRANCE
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE ENTRANCE
North/South Street	CAMINO SAN ALBERTO
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	0		0	0	0	0	0	0	0	0	0	0	1
Configuration		L														R
Volume (veh/h)		6														7
Percent Heavy Vehicles (%)		1														
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4														
Critical Headway (sec)		5.92														
Base Follow-Up Headway (sec)		3.8														
Follow-Up Headway (sec)		3.81														

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7														
Capacity, c (veh/h)		945														
v/c Ratio		0.01														
95% Queue Length, Q_{95} (veh)		0.0														
95% Queue Length, Q_{95} (ft)		0.0														
Control Delay (s/veh)		8.8														
Level of Service (LOS)		A														
Approach Delay (s/veh)	8.8															
Approach LOS	A															

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HCS Two-Way Stop-Control Report

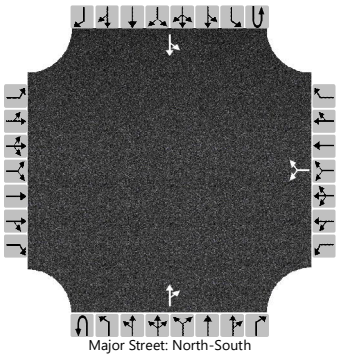
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2028
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CAM DE JACOBO / SITE ENTRANCE
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE ENTRANCE
North/South Street	CAMINO DE JACOBO
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						20		7			15	24		7	19	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)					1											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							31							8		
Capacity, c (veh/h)							956							1569		
v/c Ratio							0.03							0.01		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
95% Queue Length, Q_{95} (ft)							2.5							0.0		
Control Delay (s/veh)							8.9							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)					8.9								2.0			
Approach LOS					A								A			

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HCS Two-Way Stop-Control Report

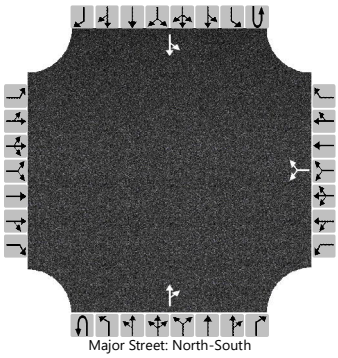
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2028
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CAM DE JACOBO / SITE ENTRANCE
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE ENTRANCE
North/South Street	CAMINO DE JACOBO
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						17		6			26	33		10	30	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)					1											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							26							11		
Capacity, c (veh/h)							917							1542		
v/c Ratio							0.03							0.01		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
95% Queue Length, Q_{95} (ft)							2.5							0.0		
Control Delay (s/veh)							9.0							7.4	0.1	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)					9.0								1.9			
Approach LOS					A								A			

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HCS Two-Way Stop-Control Report

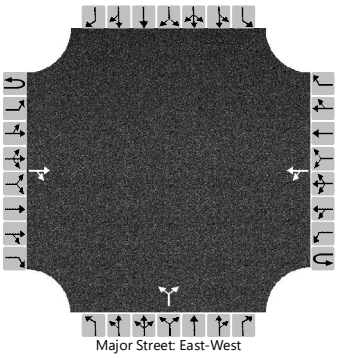
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2028
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	SAN IGNACIO RD / SITE ENTRANCE
Jurisdiction	CITY OF SANTA FE
East/West Street	SAN IGNACIO ROAD
North/South Street	SITE ENTRANCE
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			73	2		10	10			14		20				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)									1							
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.61		6.31				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						12					40					
Capacity, c (veh/h)						1515					925					
v/c Ratio						0.01					0.04					
95% Queue Length, Q_{95} (veh)						0.0					0.1					
95% Queue Length, Q_{95} (ft)						0.0					2.5					
Control Delay (s/veh)						7.4	0.1				9.1					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					3.7				9.1							
Approach LOS					A				A							

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HCS Two-Way Stop-Control Report

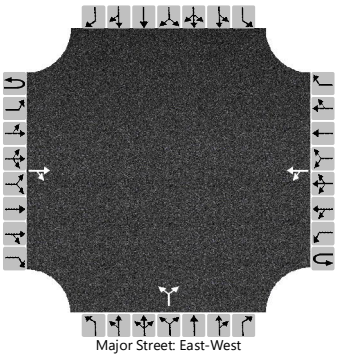
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2028
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	SAN IGNACIO RD / SITE ENTRANCE
Jurisdiction	CITY OF SANTA FE
East/West Street	SAN IGNACIO ROAD
North/South Street	SITE ENTRANCE
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			54	3		13	11			11		17				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)									1							
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.61		6.31				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						15					31					
Capacity, c (veh/h)						1545					952					
v/c Ratio						0.01					0.03					
95% Queue Length, Q_{95} (veh)						0.0					0.1					
95% Queue Length, Q_{95} (ft)						0.0					2.5					
Control Delay (s/veh)						7.4	0.1				8.9					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					4.0				8.9							
Approach LOS					A				A							

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HCS Two-Way Stop-Control Report

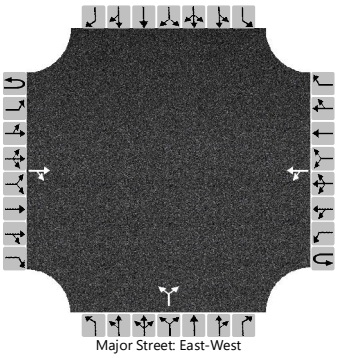
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2028
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	SAN IGNACIO RD / CAM SAN ALBERTO
Jurisdiction	CITY OF SANTA FE
East/West Street	SAN IGNACIO ROAD
North/South Street	CAMINO SAN ALBERTO
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			93	0		5	20			0		7				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)									1							
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.61		6.31				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						6					8					
Capacity, c (veh/h)						1489					946					
v/c Ratio						0.00					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
95% Queue Length, Q_{95} (ft)						0.0					0.0					
Control Delay (s/veh)						7.4	0.0				8.8					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					1.5				8.8							
Approach LOS					A				A							

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HCS Two-Way Stop-Control Report

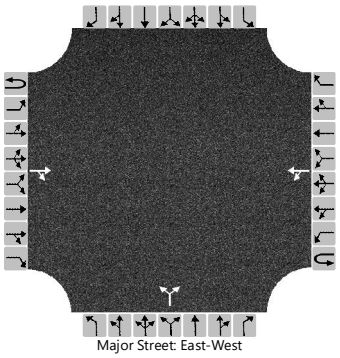
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2028
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	SAN IGNACIO RD / CAM SAN ALBERTO
Jurisdiction	CITY OF SANTA FE
East/West Street	SAN IGNACIO ROAD
North/South Street	CAMINO SAN ALBERTO
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			71	0		7	24			0		6				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)									1							
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.61		6.31				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						8					7					
Capacity, c (veh/h)						1525					981					
v/c Ratio						0.01					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
95% Queue Length, Q_{95} (ft)						0.0					0.0					
Control Delay (s/veh)						7.4	0.0				8.7					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					1.7				8.7							
Approach LOS					A				A							

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APPENDIX F

HORIZON YEAR – 2038 CALCULATIONS

HCS Two-Way Stop-Control Report

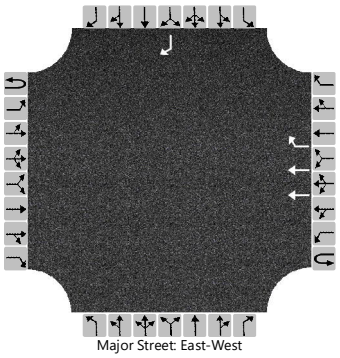
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2038
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	AIRPORT ROAD / CAM DE JACOBO
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	CAMINO DE JACOBO
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	0	0	0	0	2	1		0	0	0		0	0	1
Configuration							T	R								R
Volume (veh/h)							980	17								15
Percent Heavy Vehicles (%)																1
Proportion Time Blocked																
Percent Grade (%)														1		
Right Turn Channelized							No							No		
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																7.02
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																16
Capacity, c (veh/h)																500
v/c Ratio																0.03
95% Queue Length, Q_{95} (veh)																0.1
95% Queue Length, Q_{95} (ft)																2.5
Control Delay (s/veh)																12.4
Level of Service (LOS)																B
Approach Delay (s/veh)														12.4		
Approach LOS														B		

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HCS Two-Way Stop-Control Report

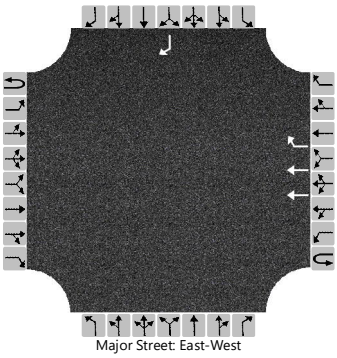
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2038
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	AIRPORT ROAD / CAM DE JACOBO
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	CAMINO DE JACOBO
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	0	0	0	0	2	1		0	0	0		0	0	1
Configuration							T	R								R
Volume (veh/h)							2074	28								27
Percent Heavy Vehicles (%)																1
Proportion Time Blocked																
Percent Grade (%)														1		
Right Turn Channelized							No							No		
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																7.02
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																29
Capacity, c (veh/h)																198
v/c Ratio																0.15
95% Queue Length, Q_{95} (veh)																0.5
95% Queue Length, Q_{95} (ft)																12.6
Control Delay (s/veh)																26.3
Level of Service (LOS)																D
Approach Delay (s/veh)														26.3		
Approach LOS														D		

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HCS Two-Way Stop-Control Report

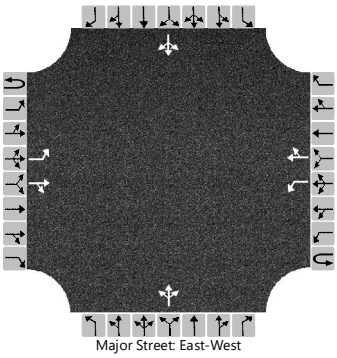
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2038
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	RUFINA ST / CAM DE JACOBO/ CAM VISTA A...
Jurisdiction	CITY OF SANTA FE
East/West Street	RUFINA STREET
North/South Street	CAM DE JACOBO / CAM VISTA AURORA
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		10	803	9		5	300	7		24	0	9		3	0	13
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		11				5					35				17	
Capacity, c (veh/h)		1235				777					166				400	
v/c Ratio		0.01				0.01					0.21				0.04	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.8				0.1	
95% Queue Length, Q_{95} (ft)		0.0				0.0					20.2				2.5	
Control Delay (s/veh)		7.9				9.7					32.5				14.4	
Level of Service (LOS)		A				A					D				B	
Approach Delay (s/veh)	0.1				0.2				32.5				14.4			
Approach LOS	A				A				D				B			

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HCS Two-Way Stop-Control Report

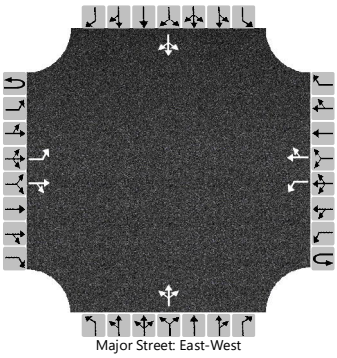
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2038
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	RUFINA ST / CAM DE JACOBO/ CAM VISTA A...
Jurisdiction	CITY OF SANTA FE
East/West Street	RUFINA STREET
North/South Street	CAM DE JACOBO / CAM VISTA AURORA
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		18	594	7		17	697	25		9	0	14		11	1	15
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		19				18					24				28	
Capacity, c (veh/h)		856				955					179				164	
v/c Ratio		0.02				0.02					0.14				0.17	
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.5				0.6	
95% Queue Length, Q_{95} (ft)		2.5				2.5					12.6				15.1	
Control Delay (s/veh)		9.3				8.8					28.2				31.4	
Level of Service (LOS)		A				A					D				D	
Approach Delay (s/veh)	0.3				0.2				28.2				31.4			
Approach LOS	A				A				D				D			

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HCS Two-Way Stop-Control Report

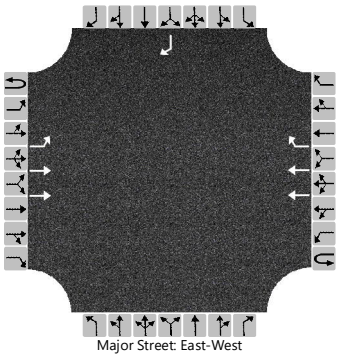
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2038
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	AIRPORT ROAD / LOPEZ LANE
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	LOPEZ LANE
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		0	0	1
Configuration		L	T				T	R								R
Volume (veh/h)	0	121	1851				831	164								170
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)													1			
Right Turn Channelized					No								No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														6.9
Critical Headway (sec)		4.12														7.02
Base Follow-Up Headway (sec)		2.2														3.3
Follow-Up Headway (sec)		2.21														3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		126														177
Capacity, c (veh/h)		672														567
v/c Ratio		0.19														0.31
95% Queue Length, Q_{95} (veh)		0.7														1.3
95% Queue Length, Q_{95} (ft)		17.6														32.8
Control Delay (s/veh)		11.6														14.2
Level of Service (LOS)		B														B
Approach Delay (s/veh)	0.7												14.2			
Approach LOS	A												B			

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HCS Two-Way Stop-Control Report

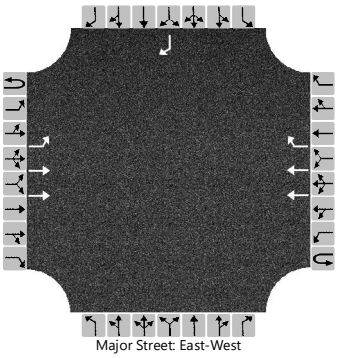
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2038
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	AIRPORT ROAD / LOPEZ LANE
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	LOPEZ LANE
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		0	0	1
Configuration		L	T				T	R								R
Volume (veh/h)	14	94	1351				1806	283								245
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)													1			
Right Turn Channelized					No								No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1														6.9
Critical Headway (sec)	6.42	4.12														7.02
Base Follow-Up Headway (sec)	2.5	2.2														3.3
Follow-Up Headway (sec)	2.51	2.21														3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		110														250
Capacity, c (veh/h)		41														267
v/c Ratio		2.68														0.93
95% Queue Length, Q_{95} (veh)		12.1														8.7
95% Queue Length, Q_{95} (ft)		304.9														219.2
Control Delay (s/veh)		968.3														80.5
Level of Service (LOS)		F														F
Approach Delay (s/veh)	71.7												80.5			
Approach LOS	F												F			

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HCS Two-Way Stop-Control Report

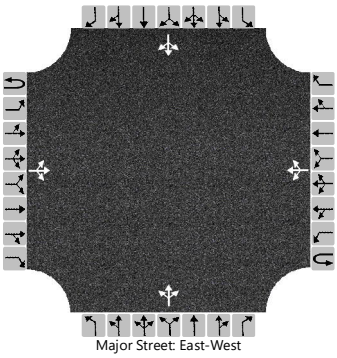
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	02/17/2026
Analysis Year	2038
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	SAN IGNACIO / TODOS SANTOS
Jurisdiction	CITY OF SANTA FE
East/West Street	SAN IGNACIO ROAD
North/South Street	TODOS SANTOS ST / DRIVEWAY
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	61	5		10	80	22		1	3	8		36	9	23
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				12					14				81	
Capacity, c (veh/h)		1470				1523					843				764	
v/c Ratio		0.00				0.01					0.02				0.11	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.4	
95% Queue Length, Q_{95} (ft)		0.0				0.0					2.5				10.1	
Control Delay (s/veh)		7.5	0.0	0.0		7.4	0.1	0.1			9.3				10.3	
Level of Service (LOS)		A	A	A		A	A	A			A				B	
Approach Delay (s/veh)	0.3				0.7				9.3				10.3			
Approach LOS	A				A				A				B			

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HCS Two-Way Stop-Control Report

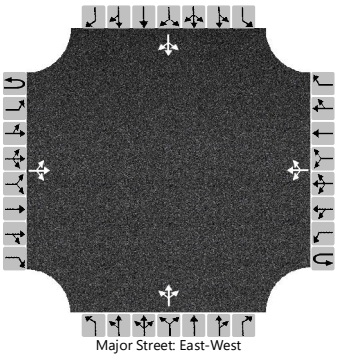
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	02/17/2026
Analysis Year	2038
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	SAN IGNACIO / TODOS SANTOS
Jurisdiction	CITY OF SANTA FE
East/West Street	SAN IGNACIO ROAD
North/South Street	TODOS SANTOS ST / DRIVEWAY
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	53	10		37	100	19		0	15	24		22	10	23
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				42					44				62	
Capacity, c (veh/h)		1452				1528					783				693	
v/c Ratio		0.00				0.03					0.06				0.09	
95% Queue Length, Q_{95} (veh)		0.0				0.1					0.2				0.3	
95% Queue Length, Q_{95} (ft)		0.0				2.5					5.0				7.6	
Control Delay (s/veh)		7.5	0.0	0.0		7.4	0.2	0.2			9.9				10.7	
Level of Service (LOS)		A	A	A		A	A	A			A				B	
Approach Delay (s/veh)	0.4				1.9				9.9				10.7			
Approach LOS	A				A				A				B			

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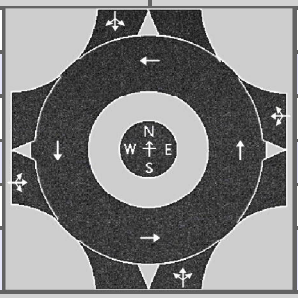
HCS Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2038
Time Analyzed	AM PEAK
Project Description	NO BUILD



Site Information

Intersection	ZAFARANO / IGNACIO
E/W Street Name	SAN IGNACIO ROAD
N/S Street Name	ZAFARANO DRIVE
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.91
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	47	2	113	0	43	3	24	26	57	160	19	1	5	426	68
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (v_{PCE}), pc/h	0	52	2	125	0	48	3	27	29	63	178	21	1	6	473	75
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		179			78			291			555	
Entry Volume, veh/h		177			77			288			550	
Circulating Flow (v_c), pc/h	557			323			61			143		
Exiting Flow (v_{ex}), pc/h	29			141			258			675		
Capacity (c_{pce}), pc/h		782			993			1297			1193	
Capacity (c), veh/h		774			983			1284			1181	
v/c Ratio (x)		0.23			0.08			0.22			0.47	

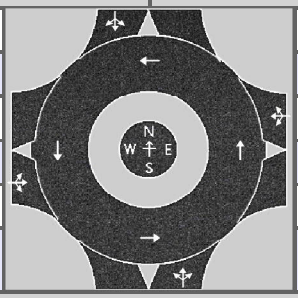
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		7.2			4.4			4.7			8.0	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.9			0.3			0.9			2.5	
95% Queue Length, Q_{95} (ft)		22.7			7.6			22.7			63.0	
Approach Delay, s/veh | LOS	7.2	A		4.4	A		4.7	A		8.0	A	
Intersection Delay, s/veh | LOS	6.7						A					

HCS Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2038
Time Analyzed	PM PEAK
Project Description	NO BUILD



Site Information

Intersection	ZAFARANO / IGNACIO
E/W Street Name	SAN IGNACIO ROAD
N/S Street Name	ZAFARANO DRIVE
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.91
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	65	2	75	0	22	3	20	32	112	390	25	2	13	393	63
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (v_{PCE}), pc/h	0	72	2	83	0	24	3	22	36	124	433	28	2	14	436	70
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		157			49			621			522	
Entry Volume, veh/h		155			49			615			517	
Circulating Flow (v_c), pc/h	512			667			90			187		
Exiting Flow (v_{ex}), pc/h	44			197			529			579		
Capacity (c_{pce}), pc/h		819			699			1259			1140	
Capacity (c), veh/h		811			692			1246			1129	
v/c Ratio (x)		0.19			0.07			0.49			0.46	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.5			5.9			8.1			8.1	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.7			0.2			2.8			2.5	
95% Queue Length, Q_{95} (ft)		17.6			5.0			70.6			63.0	
Approach Delay, s/veh | LOS	6.5	A		5.9	A		8.1	A		8.1	A	
Intersection Delay, s/veh | LOS	7.9						A					

HCS Two-Way Stop-Control Report

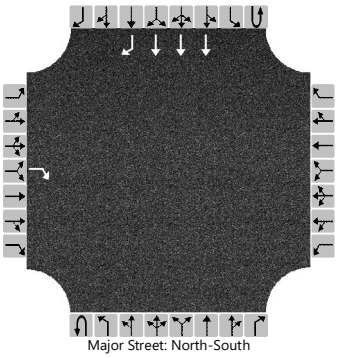
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2038
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	CERRILLOS ROAD / PRIVATE ROAD
Jurisdiction	CITY OF SANTA FE
East/West Street	PRIVATE ROAD
North/South Street	CERRILLOS ROAD
Peak Hour Factor	0.74
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	3	1
Configuration				R											T	R
Volume (veh/h)				111											1432	56
Percent Heavy Vehicles (%)				1												
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized	No												No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.22												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.91												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				150												
Capacity, c (veh/h)				212												
v/c Ratio				0.71												
95% Queue Length, Q_{95} (veh)				4.6												
95% Queue Length, Q_{95} (ft)				115.9												
Control Delay (s/veh)				54.8												
Level of Service (LOS)				F												
Approach Delay (s/veh)	54.8															
Approach LOS	F															

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HCS Two-Way Stop-Control Report

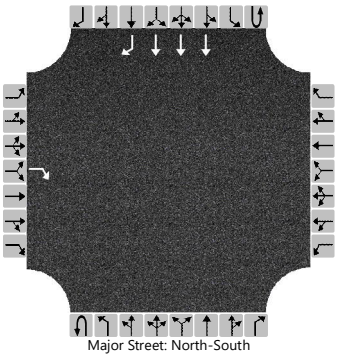
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2038
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	CERRILLOS ROAD / PRIVATE ROAD
Jurisdiction	CITY OF SANTA FE
East/West Street	PRIVATE ROAD
North/South Street	CERRILLOS ROAD
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	3	1
Configuration				R											T	R
Volume (veh/h)				119											2283	64
Percent Heavy Vehicles (%)				1												
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized	No												No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.22												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.91												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				125												
Capacity, c (veh/h)				147												
v/c Ratio				0.85												
95% Queue Length, Q_{95} (veh)				5.6												
95% Queue Length, Q_{95} (ft)				141.1												
Control Delay (s/veh)				98.7												
Level of Service (LOS)				F												
Approach Delay (s/veh)	98.7															
Approach LOS	F															

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HCS Two-Way Stop-Control Report

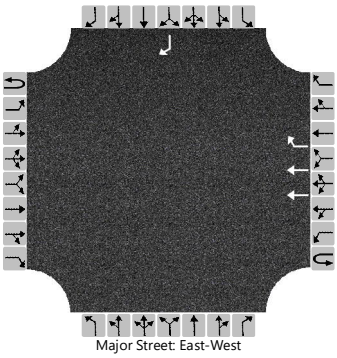
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2038
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	AIRPORT ROAD / CAM DE JACOBO
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	CAMINO DE JACOBO
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	0	0	0	0	2	1		0	0	0		0	0	1
Configuration							T	R								R
Volume (veh/h)							980	41								41
Percent Heavy Vehicles (%)																1
Proportion Time Blocked																
Percent Grade (%)														1		
Right Turn Channelized							No							No		
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																7.02
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																43
Capacity, c (veh/h)																500
v/c Ratio																0.09
95% Queue Length, Q_{95} (veh)																0.3
95% Queue Length, Q_{95} (ft)																7.6
Control Delay (s/veh)																12.9
Level of Service (LOS)																B
Approach Delay (s/veh)														12.9		
Approach LOS														B		

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HCS Two-Way Stop-Control Report

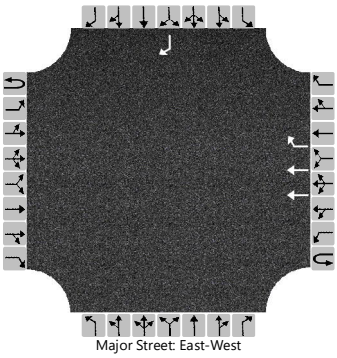
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2038
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	AIRPORT ROAD / CAM DE JACOBO
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	CAMINO DE JACOBO
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	0	0	0	0	2	1		0	0	0		0	0	1
Configuration							T	R								R
Volume (veh/h)							2074	61								50
Percent Heavy Vehicles (%)																1
Proportion Time Blocked																
Percent Grade (%)														1		
Right Turn Channelized							No							No		
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																7.02
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																54
Capacity, c (veh/h)																198
v/c Ratio																0.27
95% Queue Length, Q_{95} (veh)																1.1
95% Queue Length, Q_{95} (ft)																27.7
Control Delay (s/veh)																29.9
Level of Service (LOS)																D
Approach Delay (s/veh)														29.9		
Approach LOS														D		

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HCS Two-Way Stop-Control Report

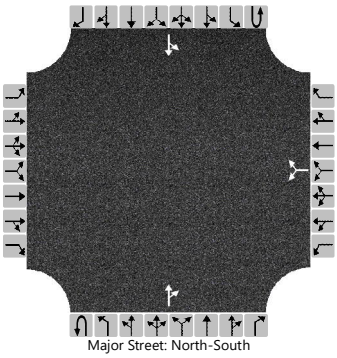
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2038
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CAM DE JACOBO / SAN IGNACIO RD
Jurisdiction	CITY OF SANTA FE
East/West Street	SAN IGNACIO ROAD
North/South Street	CAMINO DE JACOBO
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						6		19			24	0		83	22	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)					1											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							29							97		
Capacity, c (veh/h)							932							1592		
v/c Ratio							0.03							0.06		
95% Queue Length, Q_{95} (veh)							0.1							0.2		
95% Queue Length, Q_{95} (ft)							2.5							5.0		
Control Delay (s/veh)							9.0							7.4	0.5	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)					9.0								6.0			
Approach LOS					A								A			

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HCS Two-Way Stop-Control Report

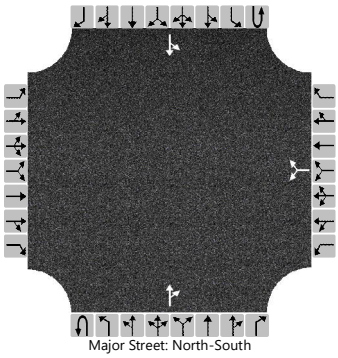
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2038
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CAM DE JACOBO / SAN IGNACIO RD
Jurisdiction	CITY OF SANTA FE
East/West Street	SAN IGNACIO ROAD
North/South Street	CAMINO DE JACOBO
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						6		17			34	0		63	37	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)					1											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							26							71		
Capacity, c (veh/h)							931							1579		
v/c Ratio							0.03							0.04		
95% Queue Length, Q_{95} (veh)							0.1							0.1		
95% Queue Length, Q_{95} (ft)							2.5							2.5		
Control Delay (s/veh)							9.0							7.4	0.3	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)					9.0								4.8			
Approach LOS					A								A			

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HCS Two-Way Stop-Control Report

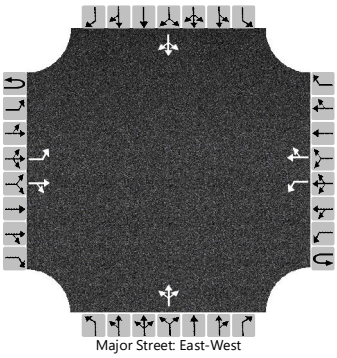
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2038
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RUFINA ST / CAM DE JACOBO/ CAM VISTA A...
Jurisdiction	CITY OF SANTA FE
East/West Street	RUFINA STREET
North/South Street	CAM DE JACOBO / CAM VISTA AURORA
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		10	723	94		9	300	7		34	0	25		3	0	13
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		11				10					63				17	
Capacity, c (veh/h)		1235				773					195				397	
v/c Ratio		0.01				0.01					0.33				0.04	
95% Queue Length, Q_{95} (veh)		0.0				0.0					1.3				0.1	
95% Queue Length, Q_{95} (ft)		0.0				0.0					32.8				2.5	
Control Delay (s/veh)		7.9				9.7					32.1				14.5	
Level of Service (LOS)		A				A					D				B	
Approach Delay (s/veh)	0.1				0.3				32.1				14.5			
Approach LOS	A				A				D				B			

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HCS Two-Way Stop-Control Report

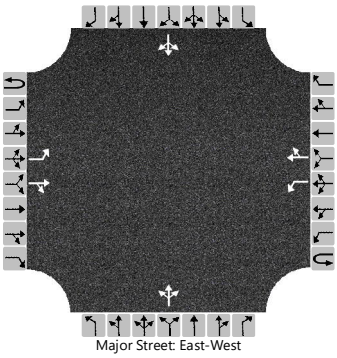
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2038
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RUFINA ST / CAM DE JACOBO/ CAM VISTA A...
Jurisdiction	CITY OF SANTA FE
East/West Street	RUFINA STREET
North/South Street	CAM DE JACOBO / CAM VISTA AURORA
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		18	535	73		23	697	25		18	0	27		11	1	15
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		19				24					47				28	
Capacity, c (veh/h)		856				949					181				162	
v/c Ratio		0.02				0.03					0.26				0.18	
95% Queue Length, Q_{95} (veh)		0.1				0.1					1.0				0.6	
95% Queue Length, Q_{95} (ft)		2.5				2.5					25.2				15.1	
Control Delay (s/veh)		9.3				8.9					31.9				32.0	
Level of Service (LOS)		A				A					D				D	
Approach Delay (s/veh)	0.3				0.3				31.9				32.0			
Approach LOS	A				A				D				D			

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HCS Two-Way Stop-Control Report

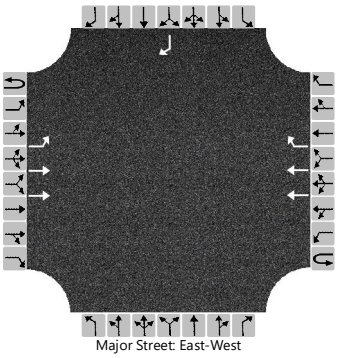
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2038
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	AIRPORT ROAD / LOPEZ LANE
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	LOPEZ LANE
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		0	0	1
Configuration		L	T				T	R								R
Volume (veh/h)	0	121	1851				857	164								170
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)													1			
Right Turn Channelized					No								No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														6.9
Critical Headway (sec)		4.12														7.02
Base Follow-Up Headway (sec)		2.2														3.3
Follow-Up Headway (sec)		2.21														3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		126														177
Capacity, c (veh/h)		657														555
v/c Ratio		0.19														0.32
95% Queue Length, Q_{95} (veh)		0.7														1.4
95% Queue Length, Q_{95} (ft)		17.6														35.3
Control Delay (s/veh)		11.8														14.5
Level of Service (LOS)		B														B
Approach Delay (s/veh)	0.7												14.5			
Approach LOS	A												B			

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HCS Two-Way Stop-Control Report

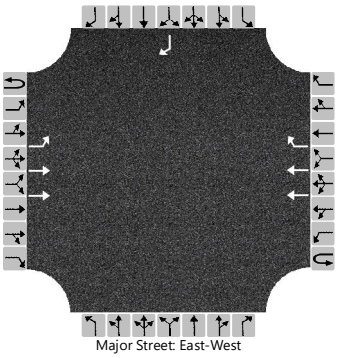
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2038
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	AIRPORT ROAD / LOPEZ LANE
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	LOPEZ LANE
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		0	0	1
Configuration		L	T				T	R								R
Volume (veh/h)	14	94	1351				1829	283								245
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)													1			
Right Turn Channelized					No								No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1														6.9
Critical Headway (sec)	6.42	4.12														7.02
Base Follow-Up Headway (sec)	2.5	2.2														3.3
Follow-Up Headway (sec)	2.51	2.21														3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		110														250
Capacity, c (veh/h)		30														263
v/c Ratio		3.63														0.95
95% Queue Length, Q_{95} (veh)		13.1														8.9
95% Queue Length, Q_{95} (ft)		330.1														224.3
Control Delay (s/veh)		1450.8														85.3
Level of Service (LOS)		F														F
Approach Delay (s/veh)	107.4												85.3			
Approach LOS	F												F			

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HCS Two-Way Stop-Control Report

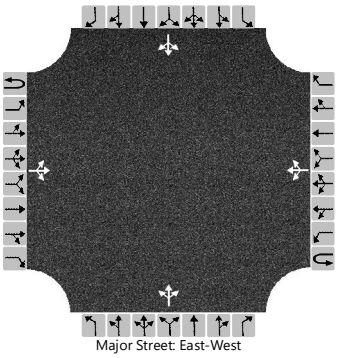
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2038
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	SAN IGNACIO / TODOS SANTOS
Jurisdiction	CITY OF SANTA FE
East/West Street	SAN IGNACIO ROAD
North/South Street	TODOS SANTOS ST / DRIVEWAY
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	89	85		10	95	22		1	3	8		36	9	23
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				12					14				81	
Capacity, c (veh/h)		1448				1368					747				671	
v/c Ratio		0.00				0.01					0.02				0.12	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.4	
95% Queue Length, Q_{95} (ft)		0.0				0.0					2.5				10.1	
Control Delay (s/veh)		7.5	0.0	0.0		7.7	0.1	0.1			9.9				11.1	
Level of Service (LOS)		A	A	A		A	A	A			A				B	
Approach Delay (s/veh)	0.1				0.7				9.9				11.1			
Approach LOS	A				A				A				B			

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HCS Two-Way Stop-Control Report

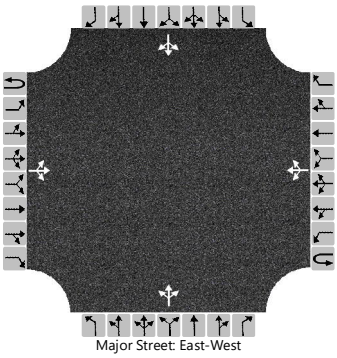
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2038
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	SAN IGNACIO / TODOS SANTOS
Jurisdiction	CITY OF SANTA FE
East/West Street	SAN IGNACIO ROAD
North/South Street	TODOS SANTOS ST / DRIVEWAY
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	76	70		37	120	19		0	15	24		22	10	23
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				42					44				62	
Capacity, c (veh/h)		1425				1413					712				621	
v/c Ratio		0.00				0.03					0.06				0.10	
95% Queue Length, Q_{95} (veh)		0.0				0.1					0.2				0.3	
95% Queue Length, Q_{95} (ft)		0.0				2.5					5.0				7.6	
Control Delay (s/veh)		7.5	0.0	0.0		7.6	0.2	0.2			10.4				11.4	
Level of Service (LOS)		A	A	A		A	A	A			B				B	
Approach Delay (s/veh)	0.2				1.8				10.4				11.4			
Approach LOS	A				A				B				B			

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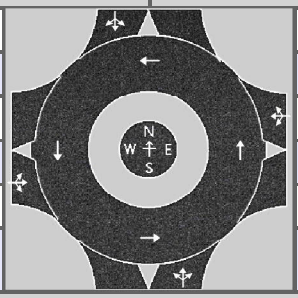
HCS Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2038
Time Analyzed	AM PEAK
Project Description	BUILD



Site Information

Intersection	ZAFARANO / IGNACIO
E/W Street Name	SAN IGNACIO ROAD
N/S Street Name	ZAFARANO DRIVE
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.91
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	69	4	158	0	43	3	24	26	67	160	19	1	5	426	72
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (v_{PCE}), pc/h	0	77	4	175	0	48	3	27	29	74	178	21	1	6	473	80
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		256			78			302			560	
Entry Volume, veh/h		253			77			299			554	
Circulating Flow (v_c), pc/h	557			359			88			154		
Exiting Flow (v_{ex}), pc/h	31			157			283			725		
Capacity (c_{pce}), pc/h		782			957			1262			1179	
Capacity (c), veh/h		774			947			1249			1168	
v/c Ratio (x)		0.33			0.08			0.24			0.47	

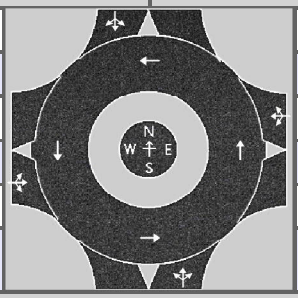
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		8.5			4.5			5.0			8.2	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		1.4			0.3			0.9			2.6	
95% Queue Length, Q_{95} (ft)		35.3			7.6			22.7			65.5	
Approach Delay, s/veh | LOS	8.5	A		4.5	A		5.0	A		8.2	A	
Intersection Delay, s/veh | LOS	7.2						A					

HCS Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2038
Time Analyzed	PM PEAK
Project Description	BUILD



Site Information

Intersection	ZAFARANO / IGNACIO
E/W Street Name	SAN IGNACIO ROAD
N/S Street Name	ZAFARANO DRIVE
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.91
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	96	3	99	0	22	3	20	32	125	390	25	2	13	393	70
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (v_{PCE}), pc/h	0	107	3	110	0	24	3	22	36	139	433	28	2	14	436	78
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		220			49			636			530	
Entry Volume, veh/h		218			49			630			525	
Circulating Flow (v_c), pc/h	512			717			126			202		
Exiting Flow (v_{ex}), pc/h	45			220			564			606		
Capacity (c_{pce}), pc/h		819			664			1214			1123	
Capacity (c), veh/h		811			658			1202			1112	
v/c Ratio (x)		0.27			0.07			0.52			0.47	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		7.4			6.3			8.9			8.5	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		1.1			0.2			3.2			2.6	
95% Queue Length, Q_{95} (ft)		27.7			5.0			80.6			65.5	
Approach Delay, s/veh | LOS	7.4	A		6.3	A		8.9	A		8.5	A	
Intersection Delay, s/veh | LOS	8.4						A					

HCS Two-Way Stop-Control Report

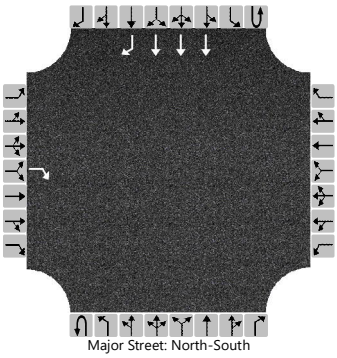
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2038
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CERRILLOS ROAD / PRIVATE ROAD
Jurisdiction	CITY OF SANTA FE
East/West Street	PRIVATE ROAD
North/South Street	CERRILLOS ROAD
Peak Hour Factor	0.74
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	3	1
Configuration				R											T	R
Volume (veh/h)				111											1432	56
Percent Heavy Vehicles (%)				1												
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized	No												No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.22												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.91												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				150												
Capacity, c (veh/h)				212												
v/c Ratio				0.71												
95% Queue Length, Q_{95} (veh)				4.6												
95% Queue Length, Q_{95} (ft)				115.9												
Control Delay (s/veh)				54.8												
Level of Service (LOS)				F												
Approach Delay (s/veh)	54.8															
Approach LOS	F															

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HCS Two-Way Stop-Control Report

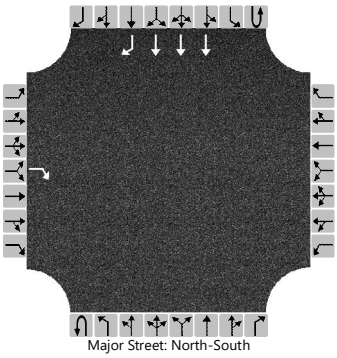
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2038
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CERRILLOS ROAD / PRIVATE ROAD
Jurisdiction	CITY OF SANTA FE
East/West Street	PRIVATE ROAD
North/South Street	CERRILLOS ROAD
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	3	1
Configuration				R											T	R
Volume (veh/h)				119											2283	64
Percent Heavy Vehicles (%)				1												
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized	No												No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.22												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.91												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				125												
Capacity, c (veh/h)				147												
v/c Ratio				0.85												
95% Queue Length, Q_{95} (veh)				5.6												
95% Queue Length, Q_{95} (ft)				141.1												
Control Delay (s/veh)				98.7												
Level of Service (LOS)				F												
Approach Delay (s/veh)	98.7															
Approach LOS	F															

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HCS Two-Way Stop-Control Report

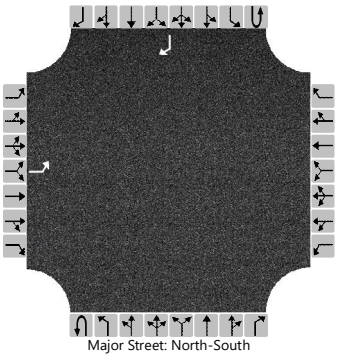
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2038
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CAM SAN ALBERTO / SITE ENTRANCE
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE ENTRANCE
North/South Street	CAMINO SAN ALBERTO
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	0		0	0	0	0	0	0	0	0	0	0	1
Configuration		L														R
Volume (veh/h)		7														5
Percent Heavy Vehicles (%)		1														
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4														
Critical Headway (sec)		5.92														
Base Follow-Up Headway (sec)		3.8														
Follow-Up Headway (sec)		3.81														

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8														
Capacity, c (veh/h)		945														
v/c Ratio		0.01														
95% Queue Length, Q_{95} (veh)		0.0														
95% Queue Length, Q_{95} (ft)		0.0														
Control Delay (s/veh)		8.8														
Level of Service (LOS)		A														
Approach Delay (s/veh)	8.8															
Approach LOS	A															

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HCS Two-Way Stop-Control Report

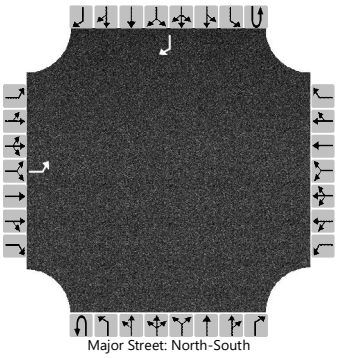
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2038
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CAM SAN ALBERTO / SITE ENTRANCE
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE ENTRANCE
North/South Street	CAMINO SAN ALBERTO
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	0		0	0	0	0	0	0	0	0	0	0	1
Configuration		L														R
Volume (veh/h)		6														7
Percent Heavy Vehicles (%)		1														
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4														
Critical Headway (sec)		5.92														
Base Follow-Up Headway (sec)		3.8														
Follow-Up Headway (sec)		3.81														

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7														
Capacity, c (veh/h)		945														
v/c Ratio		0.01														
95% Queue Length, Q_{95} (veh)		0.0														
95% Queue Length, Q_{95} (ft)		0.0														
Control Delay (s/veh)		8.8														
Level of Service (LOS)		A														
Approach Delay (s/veh)	8.8															
Approach LOS	A															

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HCS Two-Way Stop-Control Report

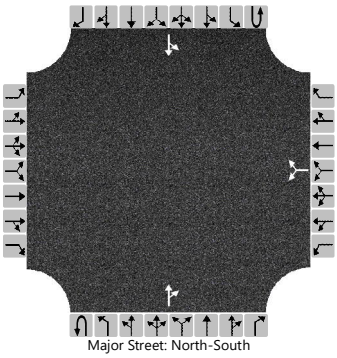
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2038
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CAM DE JACOBO / SITE ENTRANCE
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE ENTRANCE
North/South Street	CAMINO DE JACOBO
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						20		7			17	24		7	20	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)					1											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							31							8		
Capacity, c (veh/h)							952							1566		
v/c Ratio							0.03							0.01		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
95% Queue Length, Q_{95} (ft)							2.5							0.0		
Control Delay (s/veh)							8.9							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)					8.9								1.9			
Approach LOS					A								A			

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HCS Two-Way Stop-Control Report

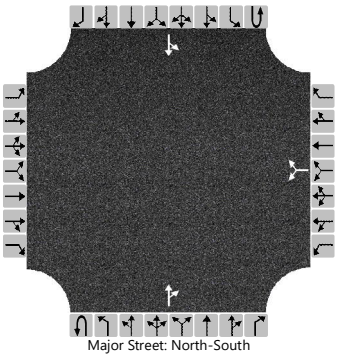
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2038
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CAM DE JACOBO / SITE ENTRANCE
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE ENTRANCE
North/South Street	CAMINO DE JACOBO
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						17		6			28	33		10	33	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)					1											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							26							11		
Capacity, c (veh/h)							911							1539		
v/c Ratio							0.03							0.01		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
95% Queue Length, Q_{95} (ft)							2.5							0.0		
Control Delay (s/veh)							9.1							7.4	0.1	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)					9.1								1.8			
Approach LOS					A								A			

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HCS Two-Way Stop-Control Report

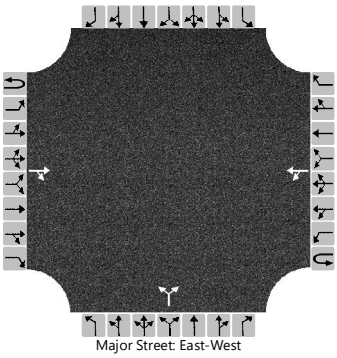
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2038
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	SAN IGNACIO RD / SITE ENTRANCE
Jurisdiction	CITY OF SANTA FE
East/West Street	SAN IGNACIO ROAD
North/South Street	SITE ENTRANCE
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			80	2		10	11			14		20				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)									1							
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.61		6.31				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						12					40					
Capacity, c (veh/h)						1505					915					
v/c Ratio						0.01					0.04					
95% Queue Length, Q_{95} (veh)						0.0					0.1					
95% Queue Length, Q_{95} (ft)						0.0					2.5					
Control Delay (s/veh)						7.4	0.1				9.1					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					3.6				9.1							
Approach LOS					A				A							

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HCS Two-Way Stop-Control Report

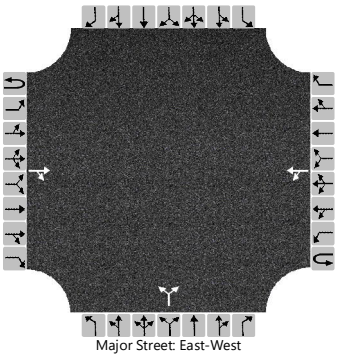
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2038
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	SAN IGNACIO RD / SITE ENTRANCE
Jurisdiction	CITY OF SANTA FE
East/West Street	SAN IGNACIO ROAD
North/South Street	SITE ENTRANCE
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			59	3		13	12			11		17				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)									1							
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.61		6.31				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						15					31					
Capacity, c (veh/h)						1538					945					
v/c Ratio						0.01					0.03					
95% Queue Length, Q_{95} (veh)						0.0					0.1					
95% Queue Length, Q_{95} (ft)						0.0					2.5					
Control Delay (s/veh)						7.4	0.1				8.9					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					3.9				8.9							
Approach LOS					A				A							

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HCS Two-Way Stop-Control Report

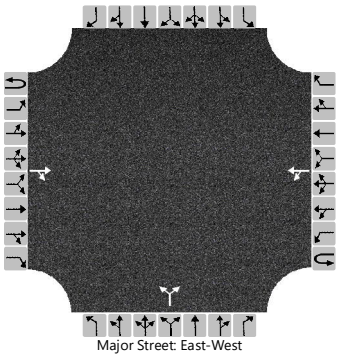
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2038
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	SAN IGNACIO RD / CAM SAN ALBERTO
Jurisdiction	CITY OF SANTA FE
East/West Street	SAN IGNACIO ROAD
North/South Street	CAMINO SAN ALBERTO
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			101	0		5	21			0		7				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)									1							
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.61		6.31				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						6					8					
Capacity, c (veh/h)						1477					934					
v/c Ratio						0.00					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
95% Queue Length, Q_{95} (ft)						0.0					0.0					
Control Delay (s/veh)						7.4	0.0				8.9					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					1.5				8.9							
Approach LOS					A				A							

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HCS Two-Way Stop-Control Report

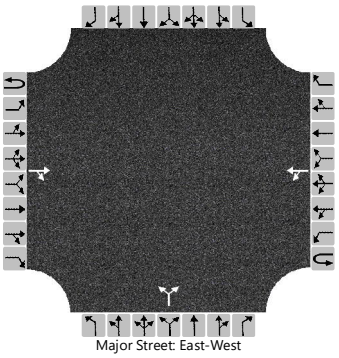
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2038
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	SAN IGNACIO RD / CAM SAN ALBERTO
Jurisdiction	CITY OF SANTA FE
East/West Street	SAN IGNACIO ROAD
North/South Street	CAMINO SAN ALBERTO
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			77	0		7	25			0		6				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)									1							
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.61		6.31				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						8					7					
Capacity, c (veh/h)						1516					973					
v/c Ratio						0.01					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
95% Queue Length, Q_{95} (ft)						0.0					0.0					
Control Delay (s/veh)						7.4	0.0				8.7					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					1.6				8.7							
Approach LOS					A				A							

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CITY OF SANTA FE
SANTA FE HOMES PROGRAM
MULTIFAMILY HOUSING DEVELOPMENT AGREEMENT

Nueva Acequia Apartments, Building 1
1335 Camino de Jacobo, Santa Fe, New Mexico

This Santa Fe Homes Program ("SFHP") Agreement ("Agreement") is made and entered into this 23 day of February 2026 by and between the City of Santa Fe, New Mexico, a New Mexico Municipal Corporation ("City") and TWG Development, LLC, a New Mexico limited liability company ("SFHP Developer").

RECITALS

WHEREAS, the City has duly adopted the Santa Fe Homes Program and administrative procedures (collectively, the "SFHP") and other regulatory structures in order to ensure that private development bears its fair share of the burden of housing affordability in the Santa Fe community.

WHEREAS, in accordance with the requirements of the SFHP, the SFHP Developer has submitted an SFHP proposal (SFHP Proposal), which provides the procedural pre-requisite for this Agreement;

WHEREAS, the SFHP Developer is the developer of Nueva Acequia Apartments, Building 1 and in its SFHP Proposal, the SFHP Developer has proposed to develop the property as described in the document attached hereto as Exhibit 1 (development plan), incorporated herein by reference, and hereinafter referred to as the "Property".

WHEREAS, the SFHP Developer desires to develop the Property subject to and upon the terms and conditions hereinafter set forth and in compliance with Sections 14-9.6 and 26-1 *et seq.* Santa Fe City Code (SFCC) 1987.

WHEREAS, it is understood that all representations made herein are material to the City and that the City will rely upon these representations in permitting or approving development of the Property.

AGREEMENTS

NOW, THEREFORE, in consideration of the premises, the following agreements and undertakings of the parties, the City and the SFHP Developer, for themselves and their heirs,

successors and assigns, hereby agree to be bound by the following terms in order to ensure SFHP compliance, and hereby agree as follows:

1. DEVELOPMENT REQUEST

A. SFHP Developer is in the process of received final development plan approval to build **106** rental units, which will all be priced as Affordable Rental Units, as defined in SFCC 1987 Section 26-1.

B. The Developer agrees to comply with the Santa Fe Homes Program Ordinance by making all units affordable, and so there is no need for the payment of a fee as per SFHP Administrative Procedures.

2. OBLIGATIONS

B. Fee Agreement. **All 106 units will be made 100% affordable, there is no fee for this project.** However, the SFHP Developer agrees that if no affordable units are built, they will pay a fee-in-lieu as calculated pursuant to the Santa Fe City Ordinance 26-1.22 (B).

C. Payment Deadline. If the developer does not build 100% affordable units on the Property, the amount due shall be calculated based on how many affordable units are proposed, and payment, if necessary, shall be made to the City's Office of Affordable Housing by July 31, 2028.

3. ENFORCEMENT

A. Remedies. If the developer needs to make a payment to the City, failure to make the full payment required under this agreement by the specified deadline will result in any or all of the following sanctions, depending upon which the Office of Affordable Housing judges to be the most effective and appropriate given the circumstances:

a) Withholding the recording of plats or plans,

b) Withholding or revoking building permits,

c) Issuing stop work orders, and

d) Withholding or revoking certificates of occupancy.

B. Other Remedies Available. It is understood and agreed by the SFHP Developer that the remedies provided under Section 4.1 of this Agreement are non-exclusive. This

Agreement shall not restrict the City's recourse to any remedy available under the law including, but not limited to, liens and litigation.

C. Notice. The City agrees to provide written notice pursuant to the SFHP of any violation or alleged violation of the terms and conditions of this Agreement. The SFHP Developer will give the City written notice of any violation or alleged violation of the terms and conditions of this Agreement. Both parties will give the other party thirty days to cure any violation or alleged violation of this Agreement.

City of Santa Fe:	SFHP Developer:
Office of Affordable Housing	TWG
PO Box 909	1301 E. Washington Street, Suite 100
Santa Fe, NM 87504-0909	Indianapolis, IN 46202

4 SUCCESSORS IN TITLE/COVENANTS TO RUN

In the event that SFHP Developer sells, assigns, leases, conveys, mortgages, or encumbers the Property to any third party, the third party shall be provided with a copy of this Agreement and shall be required to comply with this Agreement. The terms and conditions of this Agreement run with the land and are binding upon all heirs, successors, and assigns.

5. RECORDATION

The SFHP Developer agrees to file this agreement with the county and return a copy of the recorded agreement to the city at the address listed above.

For Developers who have completed their development with the agreed upon affordable housing units, the City will issue a deed restriction at the time a Certificate of Occupancy to enforce the affordability period relevant to the development as specified in the SFHP.

6. CITY'S ZONING AUTHORITY UNIMPAIRED

The City's rights to enforce any and all provisions of the Santa Fe City Code shall be the same as its rights generally to enforce any other ordinance, which shall in no way be diminished by this Agreement. The SFHP Developer acknowledges that this Agreement is included within the zoning authority and charter authority of the City, which is, and is hereby, accepted by the SFHP Developer as a sufficient but additional basis for this Agreement.

7. CAPTIONS

The captions and paragraph headings of this Agreement are not necessarily descriptive or intended or represented to be descriptive, of all the provisions thereunder, and in no manner shall such captions and paragraph headings be deemed or interpreted to limit the provisions of this Agreement.

8. FURTHER ASSURANCES

The parties agree to execute such documents as may be required to show the satisfactory compliance with SFHP Ordinance (SFCC 26-1) and this Agreement.

9. SEVERABILITY

If any provision of this Agreement, or the application of such provisions to any person or circumstances, shall be held invalid, the remainder of this Agreement, or the application of such provisions to persons or circumstances other than those to which it is held invalid, shall not be affected thereby.

10. NO WAIVER

No actions taken by the parties following a breach of any of the terms contained in this Agreement shall be construed to be a waiver of any claim or consent to any succeeding breach of the same or any other term.

11. NUMBERS AND GENDERS

Whenever used herein, unless the context shall otherwise provide, the singular number shall include the plural, the plural the singular, and the use of any gender shall include all genders.

12. GOVERNING LAW; VENUE; INTERPRETATION

SFHP Developer shall abide by all applicable federal and state laws and regulations, and all ordinances, rules, and regulations of the City of Santa Fe. In any action, suit or legal dispute arising from this Agreement, the SFHP Developer agrees that the laws of the State of New Mexico shall govern. The parties agree that any action or suit arising from this Agreement shall be commenced in a federal or state court of competent jurisdiction in New Mexico. Any action or suit commenced in the courts of the State of New Mexico shall be brought in the First Judicial District Court.

This Agreement shall be enforceable according to its terms and New Mexico law. This Agreement is subject to the general principles of equity, fairness and reasonableness irrespective of whether such enforcement or interpretation is considered in a proceeding at equity or in law and shall be construed according to its purpose of fostering and preserving affordable housing. Any benefit to private parties arising under this Agreement is purely incidental to the purpose of creating affordable housing.

13. SCOPE OF AGREEMENT

This Agreement incorporates all the agreements, covenants, and understandings between the parties hereto concerning the subject matter hereof, and all such covenants, agreements, and understandings have been merged into this written Agreement. No prior agreement or understanding, verbal or otherwise, of the parties or their agents shall be valid or enforceable unless embodied in this Agreement. This Agreement shall not relieve the SFHP Developer from complying with present or future City ordinances, duly adopted resolutions, or regulations applicable to the development.

14. AMENDMENTS

This Agreement shall not be altered, changed, or amended except by instrument in writing executed by the parties hereto. Any amendments to this Agreement shall be reviewed by the Office of Affordable Housing and sent, if applicable, to the appropriate review body as set forth in the SFHP Ordinance and then to the City Manager for approval.

15. TERM

This Agreement shall remain in force until the full payment of the SFHP Payment obligation set forth herein.

16. PUBLIC PURPOSE

The City declares, and the SFHP Developer acknowledges, that this Agreement as well as all restrictions contained in this Agreement are for public purposes.

WHEREFORE, the parties set their hands and seals this ____day of _____, _____.

CITY OF SANTA FE:

_____

BRIAN MOYA
INTERIM CITY MANAGER

SFHP DEVELOPER/SUCCESSOR IN INTEREST:
TWG Development, LLC

Megan Adams
Megan Adams (Apr 15, 2026 09:16:43 PDT)

MEGAN ADAMS
REGIONAL DEVELOPMENT MANAGER

DATE: Apr 15, 2026

ATTEST:

_____

GERALYN CARDENAS, CITY CLERK

Approved to form and legal sufficiency by:

Ruby Crews
Ruby Crews (Apr 15, 2026 10:23:19 MDT)

RUBY CREWS, ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

_____

ANDREA PHILLIPS, INTERIM FINANCE DIRECTOR

Attach:
Exhibit 1 - Development plan
Exhibit 2 – Legal Description

EXHIBIT 1

Development Plan, Site Plan, Location Map

Project Status:
50% CONSTRUCTION DOCUMENTS
02.27.2026

autotroph
architecture.planning.sustainable design consulting

222 EAST MARCY STREET, SUITE 19
SANTA FE, NEW MEXICO 87501
AUTOTROPHDESIGN.COM
505.216.7555

NUEVA ACEQUIA APTS.

A 53-Unit Affordable Housing Senior Community
1335 CAMINO DE JACOBO, SANTA FE, NM 87507

PROJECT #: 2412

PROJECT ISSUE DATE:

CONSULTANT:

NOT FOR CONSTRUCTION

No.	Description	Date

ARCHITECTURAL SITE PLAN - OVERALL

2.AS101

2/25/2026 9:33:41 AM

EXHIBIT 2

Proposed Lot A Legal Description

A certain tract of land lying and being situate within Sections 5 & 6, T.16 N., R.9 E., N.M.P.M., city and county of Santa Fe, New Mexico.

Beginning at the southeast corner of said tract from whence a U.S.G.L.O.S. brass cap stamped “S5, S6, S7, S8, T16N, R9E, N.M.P.M.” bears South 15°30'09" East, a distance of 225.14’.

Thence from said point of beginning South 85°41'28" West, a distance of 54.53’;
Thence North 12°16'20" West, a distance of 207.98’;
Thence North 12°25'48" West, a distance of 209.98’;
Thence North 12°29'57" West, a distance of 312.74’;
Thence North 12°35'22" West, a distance of 435.89’;
Thence North 78°51'15" East, a distance of 346.17’;
Thence North 11°08'45" West, a distance of 314.44’;
Thence North 10°53'48" West, a distance of 69.07’;
Thence North 11°12'11" West, a distance of 399.18’;
Thence North 11°09'58" West, a distance of 778.67’;
Thence North 77°45'05" East, a distance of 27.54’;
Thence South 11°09'10" East, a distance of 1170.63’;
Thence South 11°08'42" East, a distance of 743.48’;
Thence South 77°36'37" West, a distance of 310.47’;
Thence South 12°29'38" East, a distance of 75.54’;
Thence South 12°29'57" East, a distance of 108.76’;
Thence South 12°24'37" East, a distance of 629.71’ to the Point of Beginning.

Containing 4.996 acres, more or less.”

CITY OF SANTA FE
SANTA FE HOMES PROGRAM
MULTIFAMILY HOUSING DEVELOPMENT AGREEMENT

Nueva Acequia Apartments, Building 2
1335 Camino de Jacobo, Santa Fe, New Mexico

This Santa Fe Homes Program ("SFHP") Agreement ("Agreement") is made and entered into this 17th day of February 2026 by and between the City of Santa Fe, New Mexico, a New Mexico Municipal Corporation ("City") and **TWG Development, LLC**, a New Mexico limited liability company ("SFHP Developer").

RECITALS

WHEREAS, the City has duly adopted the Santa Fe Homes Program and administrative procedures (collectively, the "SFHP") and other regulatory structures in order to ensure that private development bears its fair share of the burden of housing affordability in the Santa Fe community.

WHEREAS, in accordance with the requirements of the SFHP, the SFHP Developer has submitted an SFHP proposal (SFHP Proposal), which provides the procedural pre-requisite for this Agreement;

WHEREAS, the SFHP Developer is the developer of Nueva Acequia Apartments, Building 2, and in its SFHP Proposal, the SFHP Developer has proposed to develop the property as described in the document attached hereto as Exhibit 1 (development plan), incorporated herein by reference, and hereinafter referred to as the "Property".

WHEREAS, the SFHP Developer desires to develop the Property subject to and upon the terms and conditions hereinafter set forth and in compliance with Sections 14-9.6 and 26-1 *et seq.* Santa Fe City Code (SFCC) 1987.

WHEREAS, it is understood that all representations made herein are material to the City and that the City will rely upon these representations in permitting or approving development of the Property.

AGREEMENTS

NOW, THEREFORE, in consideration of the premises, the following agreements and undertakings of the parties, the City and the SFHP Developer, for themselves and their heirs,

successors and assigns, hereby agree to be bound by the following terms in order to ensure SFHP compliance, and hereby agree as follows:

1. DEVELOPMENT REQUEST

A. SFHP Developer is in the process of received final development plan approval to build **53** rental units, which will all be priced as Affordable Rental Units, as defined in SFCC 1987 Section 26-1.

B. The Developer agrees to comply with the Santa Fe Homes Program Ordinance by making all units affordable, and so there is not need for the payment of a fee as per SFHP Administrative Procedures.

2. OBLIGATIONS

A. Fee Agreement. **All 53 Units will be made 100% affordable, there is no fee for this project.** However, the SFHP developer agrees that if no affordable unites are built, they will pay a fee-in-lieu as calculated pursuant to the Santa Fe City Ordinance 26-1.22(B).

B. Payment Deadline. If the developer does not build 100% affordable units on the property, the amount due shall be calculated based on how many affordable units are proposed, and payment, if necessary, shall be made to the City's Office of Affordable Housing by **July 31, 2028**

3. ENFORCEMENT

A. Remedies. If the developer needs to make a payment to the City, failure to make the full payment required under this agreement within 180 calendar days of the date of the SFHP Developer's execution of this Agreement will result in any or all of the following sanctions, depending upon which the Office of Affordable Housing judges to be the most effective and appropriate given the circumstances:

a) Withholding the recording of plats or plans,

b) Withholding or revoking building permits,

c) Issuing stop work orders, and

d) Withholding or revoking certificates of occupancy.

B. Other Remedies Available. It is understood and agreed by the SFHP Developer that the remedies provided under Section 4.1 of this Agreement are non-exclusive. This

Agreement shall not restrict the City's recourse to any remedy available under the law including, but not limited to, liens and litigation.

C. Notice. The City agrees to provide written notice pursuant to the SFHP of any violation or alleged violation of the terms and conditions of this Agreement. The SFHP Developer will give the City written notice of any violation or alleged violation of the terms and conditions of this Agreement. Both parties will give the other party thirty days to cure any violation or alleged violation of this Agreement.

City of Santa Fe:	SFHP Developer:
Office of Affordable Housing	TWG
PO Box 909	1301 E. Washington Street, Suite 100
Santa Fe, NM 87504-0909	Indianapolis, IN 46402

4 SUCCESSORS IN TITLE/COVENANTS TO RUN

In the event that SFHP Developer sells, assigns, leases, conveys, mortgages, or encumbers the Property to any third party, the third party shall be provided with a copy of this Agreement and shall be required to comply with this Agreement. The terms and conditions of this Agreement run with the land and are binding upon all heirs, successors, and assigns.

5. RECORDATION

The SFHP Developer agrees to file this agreement with Santa Fe County and return a copy of the recorded agreement to the City at the address listed above.

6. CITY'S ZONING AUTHORITY UNIMPAIRED

The City's rights to enforce any and all provisions of the Santa Fe City Code shall be the same as its rights generally to enforce any other ordinance, which shall in no way be diminished by this Agreement. The SFHP Developer acknowledges that this Agreement is included within the zoning authority and charter authority of the City, which is, and is hereby, accepted by the SFHP Developer as a sufficient but additional basis for this Agreement.

7. CAPTIONS

The captions and paragraph headings of this Agreement are not necessarily descriptive or intended or represented to be descriptive, of all the provisions thereunder, and in no

manner shall such captions and paragraph headings be deemed or interpreted to limit the provisions of this Agreement.

8. FURTHER ASSURANCES

The parties agree to execute such documents as may be required to show the satisfactory compliance with SFHP Ordinance (SFCC 26-1) and this Agreement.

9. SEVERABILITY

If any provision of this Agreement, or the application of such provisions to any person or circumstances, shall be held invalid, the remainder of this Agreement, or the application of such provisions to persons or circumstances other than those to which it is held invalid, shall not be affected thereby.

10. NO WAIVER

No actions taken by the parties following a breach of any of the terms contained in this Agreement shall be construed to be a waiver of any claim or consent to any succeeding breach of the same or any other term.

11. NUMBERS AND GENDERS

Whenever used herein, unless the context shall otherwise provide, the singular number shall include the plural, the plural the singular, and the use of any gender shall include all genders.

12. GOVERNING LAW; VENUE; INTERPRETATION

SFHP Developer shall abide by all applicable federal and state laws and regulations, and all ordinances, rules, and regulations of the City of Santa Fe. In any action, suit or legal dispute arising from this Agreement, the SFHP Developer agrees that the laws of the State of New Mexico shall govern. The parties agree that any action or suit arising from this Agreement shall be commenced in a federal or state court of competent jurisdiction in New Mexico. Any action or suit commenced in the courts of the State of New Mexico shall be brought in the First Judicial District Court.

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The City declares, and the SFHP Developer acknowledges, that this Agreement as well as all restrictions contained in this Agreement are for public purposes.

WHEREFORE, the parties set their hands and seals this ____day of _____, 2026.

CITY OF SANTA FE:

_____
BRIAN MOYA
INTERIM CITY MANAGER

SFHP DEVELOPER/SUCCESSOR IN INTEREST:
TWG Development, LLC

Megan Adams
Megan Adams (Apr 15, 2026 09:21:03 PDT)
MEGAN ADAMS
REGIONAL DEVELOPMENT MANAGER

DATE: Apr 15, 2026

ATTEST:

_____
GERALYN CARDENAS, CITY CLERK

Approved to form and legal sufficiency by:

Ruby Crews
Ruby Crews (Apr 15, 2026 10:23:58 MDT)
_____
RUBY CREWS, ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

_____
ANDREA PHILLIPS, INTERIM FINANCE DIRECTOR

Attach: Exhibit 1 - Development plan
Exhibit 2 – Legal Description

EXHIBIT 1

Development Plan, Site Plan, Location Map

.

Project Status:
50% CONSTRUCTION DOCUMENTS
02.27.2026

autotroph
architecture.planning.sustainable design consulting

222 EAST MARCY STREET, SUITE 19
SANTA FE, NEW MEXICO 87501
AUTOTROPHDESIGN.COM
505.216.7555

NUEVA ACEQUIA APTS.

A 53-Unit Affordable Housing Senior Community
1335 CAMINO DE JACOBO, SANTA FE, NM 87507

PROJECT #: 2412

PROJECT ISSUE DATE:

CONSULTANT:

NOT FOR CONSTRUCTION

No.	Description	Date

ARCHITECTURAL SITE PLAN - OVERALL

2.AS101

2/25/2026 9:33:41 AM

EXHIBIT 2

LEGAL DESCRIPTION (PROPOSED LOT B)

The Land referred to herein below in situated in the County of Santa Fe, State of New Mexico, and is described as follows:

Tract B-1, Lot 1, and Lot 2, as shown and delineated on plat of survey entitled "Boundary & Easement Survey of Tract B-1, Lot 1 & Lot 2 lying and being situated within Section 5 & 6, T.16N., R.9E., N.M.P.M., City & County of Santa Fe, New Mexico" recorded January 23, 2019 in Plat Book 844, Page 6, as Instrument No. 1877395, records of Santa Fe County, New Mexico.

For informational purposes only address of property per county assessor's tax roll:

0 Camino de Jacobo,
Santa Fe, New Mexico 87507"

December 02, 2025

Office of Affordable Housing
Planning Department
City Hall
200 Lincoln Avenue
Santa Fe, New Mexico 87501

RE: AFFORDABLE HOUSING PROPSAL

Dear City Office of Affordable Housing and City Planning Department,

The Nueva Acequia Project is being developed and owned by entities of Santa Fe County, Santa Fe County Housing Authority, and TWG Development.

The Project will be 100% affordable. All units will be at or below 80% AMI and 87.26% of all units will be at or below 60% AMI. The project will serve 53 units for independent seniors and 106 units for individuals and families.

The project team has secured funding from State, County, and City to ensure long-term affordability. A covenant by State restricting rents will be recorded at closing. The project will be funded with the 9% LIHTC and the 4% LIHTC programs and thus will be monitored by IRS and State during the 40+ year affordability period.

If you need to confirm this affordability commitment, feel free to contact Jeanne Redondo, Tax Credit Program Manager II, Housing New Mexico, jredondo@housingnm.org.

Thank you,

Megan Adams
Regional Development Director
TWG Development
Nueva Acequia Project Developer

STATE OF NEW MEXICO

LOW-INCOME HOUSING TAX CREDIT PROGRAM

QUALIFIED ALLOCATION PLAN

Effective as of December 1, 2024

NEW MEXICO MORTGAGE FINANCE AUTHORITY

Approved by Board of Directors on October 16, 2024
Approved by the Honorable Governor Michelle Lujan Grisham on October 24, 2024

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I. Background and Purpose of the Qualified Allocation Plan

A. General

This "Allocation Plan" constitutes the "Qualified Allocation Plan" (QAP) for the state of New Mexico and is intended to comply with the requirements set forth in Section 42 of the Internal Revenue Code of 1986[1], as amended, including all applicable rules and regulations promulgated thereunder (collectively, the "Code"). This Allocation Plan applies to all allocations of Low Income Housing Tax Credits pursuant to the Code (hereinafter LIHTC, credits or tax credits) and multifamily private activity tax-exempt bonds made for QAP year 2025.

The LIHTC program was created in the Tax Reform Act of 1986 as an incentive for individuals and corporations to invest in the construction or rehabilitation of low income housing. The tax credit provides the investor a dollar-for-dollar reduction in personal or corporate federal income tax liability for a 10-year period for Projects[2] meeting the Program's requirements.

B. Role of Housing New Mexico/MFA

New Mexico Mortgage Finance Authority (Housing New Mexico/MFA) is the Housing Credit Agency (HCA) for the state of New Mexico, responsible for administering the Tax Credit Program and allocating tax credits to eligible New Mexico Projects. Accordingly, Housing New Mexico/MFA awards tax credits to Projects meeting its Project selection criteria, including an annual population allocation, any subsequent carry-forward, returned credits and national pool credits. Housing New Mexico/MFA monitors existing Projects for compliance with the Code; however, Housing New Mexico/MFA does not make any representation to any party concerning compliance with the Code, U.S. Department of Treasury ("Treasury") regulations[3] or other laws or regulations governing LIHTC. Neither Housing New Mexico/MFA, nor its agents or employees, will be liable for any matters arising out of or in relation to, the allocation of LIHTC. All organizations and individuals intending to utilize the LIHTC program should consult their own tax advisors concerning the application of tax credits to their Projects and the effect of tax credits on their federal income taxes.

Administration of the Tax Credit Program, as outlined in this QAP, is consistent with the statutes creating Housing New Mexico/MFA in 1975 [Chapter 303, Laws of New Mexico, 1975, known and cited as the New Mexico Mortgage Finance Authority Act, being Sections 58-18-1 through 58-18-27, inclusive), as supplemented in 1995, as follows:

---

[1] Section 42 of the Code is found in the United States Code in Title 26, Subtitle A, Chapter 1, Subchapter A, Part 4, Subpart D, at Section 42 (26 U.S.C. §42.)
[2] Capitalized terms, when not defined in the text of this document, are defined in **Section XI** or in the Code.
[3] Treas. Reg. 26 CFR § 1.42.

> The legislature hereby finds and declares that there exists in the state of New Mexico a serious shortage of decent, safe and sanitary residential housing available at prices and rentals within the financial means of persons and families of low income. This shortage is severe in certain Urban Areas of the state, is especially critical in the rural areas and is inimical to the health, safety, welfare and prosperity of all residents of the state. The legislature hereby further finds and determines that to aid in remedying these conditions and to help alleviate the shortage of adequate housing, a public body politic and corporate, separate and apart from the state, constituting a governmental instrumentality, to be known as the New Mexico Mortgage Finance Authority should be created with power to raise funds from private investors in order to make such private funds available to finance the acquisition, construction, rehabilitation and improvement of residential housing for persons and families of low income within the state. The legislature hereby finds and declares further that in accomplishing this purpose, the New Mexico Mortgage Finance Authority is acting in all respects for the benefit of the people of the state in the performance of essential public functions and is serving a valid public purpose in improving and otherwise promoting their health, welfare and prosperity and that the enactment of the provisions hereinafter set forth is for a valid public purpose and is hereby so declared to be such as a matter of express legislative determination.

The federal laws governing the Tax Credit Program are subject to change. Final interpretations of certain rules and regulations governing the Program may not yet have been issued by the U.S. Department of Treasury. In the event that any portion of this QAP should conflict with the Code, amendments made thereto, or federal regulations promulgated thereunder, the federal regulation shall take precedence. If any portion of this QAP is invalid due to such conflict, the validity of the remaining portions will in no way be impacted, affected or prejudiced.

Housing New Mexico/MFA reserves the right to resolve all conflicts, inconsistencies or ambiguities, if any, in this Allocation Plan or which may arise in administering, operating or managing the allocation of LIHTC.

In accordance with Housing New Mexico/MFA's inherent discretion, reasonable judgement and prudent business practices, Housing New Mexico/MFA may reject any Application (as defined in the Glossary) or Project that Housing New Mexico/MFA has determined does not satisfy the requirements and objectives of the Code, regulations promulgated under the Code or this QAP, regardless of the Application's rank priority.

Housing New Mexico/MFA shall not be responsible for any expenses incurred by any Applicant in submitting an Application or otherwise responding to or providing any information in conjunction with this QAP. All costs incurred by Applicants in the preparation, transmittal or presentation of any Application or material submitted in response to this QAP shall be borne solely by the Applicants.

In addition, Housing New Mexico/MFA may cancel or modify the provisions of this QAP at any time and may reject any or all Applications submitted under this QAP and re-issue the QAP. If Housing New Mexico/MFA rejects any or all Applications submitted under this QAP and re-

issues the QAP, all costs incurred by Applicants in the preparation, transmittal or presentation of any Application or materials submitted in response to this QAP shall again be borne solely by Applicants.

REGARDLESS OF ANY PROVISION OF THIS QAP OR ANY DOCUMENT REFERENCED BY OR INCORPORATED IN THIS QAP, IT IS EACH APPLICANT'S SOLE RESPONSIBILITY TO DEMONSTRATE IN ITS APPLICATION THAT THE PROJECT PROPOSED SHALL COMPLY WITH THE CODE AND ALL ASSOCIATED REGULATIONS IN ALL RESPECTS. FAILURE BY ANY APPLICANT TO DEMONSTRATE THAT THE PROPOSED PROJECT SHALL COMPLY WITH THE CODE AND ALL ASSOCIATED REGULATIONS SHALL RESULT IN THE REJECTION OF THE APPLICATION AND PROJECT.

Code Section 42(m) states that the HCA must make allocations of tax credits pursuant to a QAP which:

1. Sets forth Project Selection Criteria to be used to determine housing priorities of the HCA, which are appropriate to local conditions. These criteria must consider project location, housing needs characteristics, project characteristics, sponsor characteristics, public housing waiting lists, tenants with Special Housing Needs including individuals with children, energy efficiency standards, historic character and projects intended for eventual tenant ownership.

2. Gives preference in allocating housing credit dollar amounts among selected Projects to those which:
    a. Serve the lowest income tenants;
    b. Serve qualified tenants for extended periods of time; and
    c. Are located in Qualified Census Tracts (QCTs) and the development of which contributes to a Concerted Community Revitalization Plan.

3. Provides a procedure that the Agency will use in monitoring for noncompliance.

This document is intended to fulfill requirements one and two above for Housing New Mexico/MFA's tax credit allocation activity in the state, commencing on its effective date. The procedure required in item three above is summarized in **Section X** but published in full under a separate cover, titled Low-Income Housing Tax Credit Compliance Plan, and is available on our website: http://housingnm.org/asset_management/housing-tax-credit.

C. Public Hearings

Following public notice, a draft QAP was made available to the public for comment for a period of 21 days (beginning August 15, 2024 and continuing through September 5, 2024), during which time a public hearing was held on September 4, 2024. Housing New Mexico/MFA

accepted written comments during this 21-day comment period, as extended, and considered comments presented at the public hearing, prior to completion of the plan.

II. Low Income Housing Tax Credit Program Summary

A. General

The Tax Reform Act of 1986 established the Tax Credit Program to stimulate private sector investment in low income rental housing. In August of 1993, permanency was granted to the Tax Credit Program after numerous temporary annual extensions.

There are numerous technical rules governing a Project's qualification for tax credits. The following subsections of this Section II contain a summary of certain key provisions of the Code and regulations and the Tax Credit Program. Applicants are advised to review the Code directly for further detail.

B. Amount of Competitive Tax Credit Available Statewide

The state of New Mexico, for the calendar year 2025, will receive a population-based 9% tax credit allocation equal to $2.90 per resident. The current year's population estimates, as provided by the Internal Revenue Service (IRS) and the estimated Annual credit ceiling, including any carry-forward, returned or national pool credits received by the state, may be found on Housing New Mexico/MFA's website: http://housingnm.org/developers/low-income-housing-tax-credits-lihtc.

C. Allocation to New Construction and Rehabilitation Projects

In order to serve both the purpose of building new affordable housing units and rehabilitating existing structures to create or preserve affordable housing units, Housing New Mexico/MFA will allocate the tax credits awarded in the 9% Application round based on project type. As such, new construction Applications, including Adaptive reuse Applications, will be scored against other new construction Applications and rehabilitation Applications will be scored against other rehabilitation Applications; thus creating two separate tracks or categories for purposes of scoring and reserving tax credits for specific Projects. An Adaptive reuse Project shall be categorized as a new construction Project for these purposes. From those tracks, the two highest scoring new construction Projects will be awarded first, followed by the highest scoring rehabilitation Project. The target pattern of two new construction Projects followed by one rehabilitation Project will be followed until all credits are allocated, or until the last Project in a track has been awarded. Projects awarded in the Nonprofit or Underserved Population set-asides will be considered in achieving this target. Forward allocations may be made following the same process, however any decision to forward allocate tax credits lies solely within Housing New Mexico/MFA's inherent discretion and is not subject to further review.

Housing New Mexico/MFA will use the same process to select Projects that have been placed on the waiting list for an allocation of tax credits. For example, if a rehabilitation Project is initially awarded tax credits but later fails to move forward in the allocation process, the next highest-scoring rehabilitation Project may be given an award of tax credits. If no similarly categorized Project is available (e.g. if no rehabilitation Project is available for purposes of this example), then Housing New Mexico/MFA may choose the next highest-scoring Project in the other track/category from the waiting list (e.g. new construction for purposes of this example.)

D. Nonprofit Allocation Set-aside

A minimum of 10% of the Annual credit ceiling must be allocated each year to Projects involving Qualified Nonprofit Organizations. Housing New Mexico/MFA's Allocation set-asides (see **Section III.D**) are intended to implement this requirement. However, Qualified Nonprofit Organizations may also apply for tax credits in excess of these set-asides.

For the purposes of identifying Applicants eligible for this Allocation set-aside, several requirements must be met, as described in Code Section 42(h)(5). A Qualified Nonprofit Organization is an organization described in Sections 501(c)(3) or 501(c)(4) of the Code and exempt from tax under Section 501(a). The production of decent, safe and affordable housing must be one of the defined goals, objectives or purposes of the nonprofit organization. The nonprofit organization must materially participate in the Project, meaning that the organization must be involved on a regular, continuous and substantial basis in both the development and operation of the Project during the term of the Compliance Period. The nonprofit must also own an interest in the Project throughout the Compliance Period and may not be affiliated with or Controlled by a for-profit organization. An opinion of counsel addressing the status of the nonprofit organization and qualification for the Nonprofit Set-Aside may be required.

E. Minimum Apartment Unit Set-Asides

In order for a Project to qualify for tax credits, the Project Owner must make a minimum Set-aside Election of income and rent levels as listed below. Once made, this election is irrevocable. If the Project fails to meet its elected minimum set-aside standard at the end of each year, it is not a qualified low-income housing project for the year under IRC Section 42(g)(1)(C) and this noncompliance must be reported on IRS Form 8823. The Project Owner may be subject to the recapture of low income housing tax credits.

1. 20/50 election: At least 20% of the Units in the Project must be rent-restricted to and occupied by households whose income is at or below 50% of the Area Median Income (AMI).

2. 40/60 election: At least 40% of the Units in the Project must be rent-restricted to and occupied by households whose income is at or below 60% of the AMI.

3. Average Income (AI) election: This election under the Code was authorized by the Consolidated Appropriations Act of 2018. This election allows the Project to serve households up to 80% AMI as long as at least 40% of the total Units are rent and income restricted and the average income limit for all tax credit Units in the Project is at or below 60% AMI. The following applies for this election:
    a. Income and rent limits **must be in ten percent increments,** and may include 20% AMI, 30% AMI, 40% AMI, 50% AMI, 60% AMI, 70% AMI, or 80% AMI.
    b. If the Project has an existing LIHTC Land Use Restriction Agreement (LURA) on the property, both initial election (20/50 or 40/60) and AI election must be met.
    c. The average of the imputed income limitations designated cannot exceed 60% AMI.
    d. Those Projects electing AI must include at least 5% of their Units above 60% AMI.
    e. All Units must be designated with a specific AMI percentage at the time of Application.
    f. Unit designations may float but are subject to the Next Available Unit Rule and the original designations must be maintained throughout the Affordability Period. Average Income applies to rent and income limits. If a Unit has a designated limit of 80% AMI, the maximum rent that can be charged to a household for that Unit is 30% of 80% of AMI. Similarly, if a Unit has a limit of 40% AMI, the maximum rent that may be charged is 30% of 40% of AMI.
    g. Skewing of Unit designations is not permitted. Project Owners must disperse unit types across chosen rent/income limits in a way that does not violate Fair Housing. Housing New Mexico/MFA will require reasonable parity between different bedrooms sizes at each income band utilized on the Project.
    h. The market study must demonstrate sufficient need at each income level chosen.
    i. Project Owners of Projects with more than one building must elect to treat all of them as part of a multiple building project (checking "Yes" on line 8b of the 8609 form).
    j. AI Projects may be subject to an increased Compliance Monitoring fee.
    k. Housing New Mexico/MFA shall only accept an Application that chooses the AI election if all Units in the Project are rent-restricted to and occupied by households whose income is at or below 80% of AMI. In other words, Housing New Mexico/MFA will not accept an Application that chooses the AI election if the Project includes unrestricted Market Rate Units.
    l. An Application for an AI Project must include within its equity and debt commitment letters confirmation of the utilization and approval of the AI election.

The changes to the Code described above do not extend to the set-aside requirements associated with the issuance of tax-exempt bonds in accordance with Section 142 of the IRS Code (26 U.S.C. § 142). Projects that receive an allocation of 4% LIHTC in conjunction with an issuance of tax-exempt bonds must meet the set-aside requirements of both Section 42 and Section 142 of the IRS Code.

The 30% AMI income and rent level under the LIHTC is not the same as the Extremely Low Income and rent restriction under the National Housing Trust Fund (NHTF). The NHTF statute and regulation define "Extremely Low Income" as the greater of 30% of AMI or the federal poverty line for applicable household size. Average Income unit designation is based solely on AMI. Projects that have layered NHTF with LIHTC should be mindful of this difference.

The IRS makes the ultimate determination regarding whether or not the Project is in compliance with this and/or any other election made by the Project Owner. Acceptance by Housing New Mexico/MFA does not guarantee acceptance by the IRS. Project Owners should consult with their legal counsel. These requirements are subject to change in the event the IRS issues further guidance on the AI election.

Only Low Income Units as determined by the Project's Set-aside Election are eligible for tax credits. For example, if the 20/50 election is chosen, only Units that are rent restricted and set aside for tenants whose income does not exceed 50% of AMI are qualified as Low Income Units. If the 20/50 election is chosen, Units with income and rent limits above 50% of AMI are not eligible for tax credits. Similarly, if the AI election is chosen, only Units that are rent restricted and set aside for tenants whose income does not exceed 80% of AMI are qualified as Low Income Units. The minimum Set-aside Election is irrevocable under the Code.

F. Rent and Income Restrictions

Set-aside Units must only be rented to households meeting certain income restrictions. Furthermore, rents charged for Set-aside Units may not exceed 30% of the applicable income limit(s) designated by Applicant. Gross rent limits provided annually by HUD (found on Housing New Mexico/MFA's website) must be reduced by a utility allowance that accurately reflects the cost of tenant-paid utilities by unit size. While the Code excludes any payments made under section 8 of the United States Housing Act of 1937 or any comparable rental assistance program (with respect to such Unit or occupant thereof) from the gross rent calculation, only rents that do not exceed the Tax Credit Ceiling Rents (as defined in the Glossary) and are supported by the market study will be used for underwriting purposes. Exceptions may be made for Projects with project-based subsidies when the program governing the project-based subsidy allows higher rents. More detail regarding rental assistance payments and qualifying tenants can be found in the Housing New Mexico/MFA Tax Credit Monitoring and Compliance Plan, which is issued under a separate cover and summarized in Section X.

G. General Public Use

Generally, all Units, including Set-aside Units, must be made available to the general public under an initial lease term of at least six months. However, exceptions are made for Single Room Occupancy and transitional homeless facilities.

Under Treasury Regulation Section 1.42-9(b), if a residential Unit is provided only for a member of a social organization or provided by an employer for its employees, the Unit is not for use by the general public and is not eligible for tax credits under the Code. However, as clarified in Section 42(g)(9) of the Code, a qualified low-income project does not fail to meet the general public use requirement solely because of occupancy restrictions or preferences that favor tenants 1) with Special Needs, 2) who are members of a specified group under the federal program or state program or policy that supports housing for such a specified group, 3) who are involved in artistic or literary activities or 4) of indigenous populations for those Projects located on Tribal Lands. Any Unit that is part of a hospital, nursing home, sanitarium, life care facility, retirement home providing significant services other than housing is not for use by the general public.

Housing New Mexico/MFA-approved Management Units (*see* Glossary, Management Units) set-aside for Project employees (i.e., property managers, maintenance staff, etc.) are not considered residential Units, even if rent is collected on the Unit, but as facilities "reasonably required" for the Project not included in the Applicable Fraction as low-income residential space. Before excluding them from the Applicable Fraction, Management Units must be approved by the Housing New Mexico/MFA Asset Management Department. This approval may only be requested after the Project has been Placed In Service. Applicants may include an intent to request Management Units in the Project Narrative but should include those Units as 60% AMI Units (either revenue or non-revenue producing) in the Application because they are not yet approved as Management Units.

Projects may have a preference for military veterans that have served in the armed forces of the United States and Housing New Mexico/MFA encourages all Projects to develop marketing plans that involve outreach and marketing of Units to veterans.

H. Eligible Projects

Housing New Mexico/MFA's Tax Credit Program is intended for rental housing located in the state of New Mexico. Projects may include transitional housing for the homeless, Single Room Occupancy, senior and other special housing needs projects. Dormitories, assisted living facilities, "trailer parks" and transient housing (e.g. emergency shelters for homeless Persons and households) are ineligible. Proposed Projects must be eligible for an allocation of credits under the Code.

I. Scattered-site Projects

Under Code Section 42(g)(3)(D), each low-income building is considered a separate project unless the taxpayer identifies each building which is, or will be, part of the Project. Under Code Section 42(g)(7) and Treasury Regulation Section 1.103-8(b)(4)(ii), two or more qualified low-income buildings can be included in a Project only if the buildings:

1. Are located on the same tract of land, unless all the Units in all the "scattered site" buildings to be included in the Project are low-income Units;
2. Are owned by the same Person (Entity) for federal tax purposes;
3. Are financed under a common plan for financing; and
4. Have similarly constructed Units.

Generally, each site of a scattered-site Project must have a community space adequate for the provision of services and services must be delivered at each site for the Project to be eligible for points for **Projects in which Units are reserved for Households with Special Housing Needs, Projects Reserved for Senior Housing or Projects in which 25% of all Units are reserved for Households with Children**. However, if one of the project sites proposed for rehabilitation does not have adequate community space for the provision of services, services may be provided for residents at another project site so long as the following conditions are met: 1) the project sites are located within a quarter of a mile of each other and connected by an ADA compliant route, 2) the Application demonstrates, to the sole satisfaction of Housing New Mexico/MFA, how the needs of Persons with disabilities who do not have access to on-site services will be met and 3) sufficient community space for the provision of services is available for all residents of the Project.

J. Combined Rehabilitation and New Construction Projects and General Guidelines Around Rehabilitation Projects

In accordance with the provisions of this QAP, Projects may combine the rehabilitation of existing residential Units with the construction of new residential Units. Should an Application consist of both new construction and rehabilitation, the Project will be classified as new construction if 51% or more of the total Units are newly constructed or constitute an adaptive reuse. Similarly, a Project will be classified as rehabilitation if 51% or more of the total Units are proposed for rehabilitation.

In the event a Project consists of an equal number of new construction/Adaptive reuse Units and an equal number of Units to be rehabilitated, then Applicant shall specifically state in their Application which track/category to place its Project for scoring purposes. Note: an Applicant may choose to place its combined new construction/rehabilitation Project in the rehabilitation track even if the Project fails to satisfy the provisions of Project Selection Criterion No. 3 and is awarded no points pursuant to that criterion. In the event Applicant fails to specify which scoring track/category they desire to place their Project, Housing New Mexico/MFA will make

this determination based on the information available, which shall be final and not subject to review.

Note that for scoring purposes, the rehabilitation points set forth in Project Selection Criterion No. 3 shall not be made available to a combined new construction/rehabilitation Project should the Project be categorized as a new construction Project.

Applications for combined rehabilitation and new construction Projects must adhere to the *Housing New Mexico/MFA 2025 Mandatory Design Standards for Multifamily Rental Housing* (Design Standards) for both rehabilitated and newly constructed Units as they pertain to each Unit type. The cost limits will be applied based on the category chosen. For example, if the Project has 51% or more newly constructed Units, it will be held to the new Construction Cost limits provided in Section IV.C.2.

For all rehabilitation Projects, Applicants must also submit an accurate, detailed and concise description of the work to be performed by the contractor, the Applicant and any third parties relating to the rehabilitation of the Project. Referred to as the Scope of Work, this submission must identify the work to be performed including any demolition. See *Housing New Mexico/MFA 2025 Mandatory Design Standards for Multifamily Housing* for more detailed discussion of Scope of Work requirements.

In addition, all Rehabilitation Projects must submit a detailed Narrative. This Narrative should,

1. Describe the following:

    a. Proposed rehabilitation plans, including a detailed discussion regarding how the Project conforms to the definition of a Moderate Rehabilitation or Substantial Rehabilitation in the Glossary at Section XI, including the major building systems to be replaced and/or improved, whether the work area exceeds 50% of the aggregate building area, and how the proposed rehabilitation plans are consistent or inconsistent with the Scope of Work and/or Capital needs assessment ("CNA"). (See below for CNA requirements.)

    b. Any capital expenditures made to the Project over the past two (2) years and the nature of these capital expenditures.

    c. Any past local, state or federal resources invested in the Project.

    d. Any obvious design flaws, obsolescence issues or safety issues.

    e. Any significant events that have led to the current need for rehabilitation, e.g. fire, natural disaster or any other catastrophic event.

    f. Why the Project is appropriate for rehabilitation and not demolition;

g. The physical aspects of the existing building(s), including, but not limited to, structural conditions;

h. Any relocation issues;

i. Work performed, including the inclusion of any third party reports, to determine the reasonableness of a rehabilitation versus demolition; and

j. Preservation of affordability, including any existing federal rental assistance contracts, and the impact of a rehabilitation or demolition on this federal assistance.

2. Address the following:

   a. The anticipated date of site control and whether there is any identity of interest between or among any Principal of the seller and buyer.

   b. The Ten-Year Rule.

   c. Current financing on the property or Project which will be assumed or paid with LIHTC equity or an Housing New Mexico/MFA-administered funding source. e.g. paid in full vs assumed and current terms.

   d. For 9% Projects claiming points available for Rehabilitation Projects under Section III.E.3 that were previously subsidized with either 9% or 4% tax credits, proof that more than 20 years has passed since the Project was Placed In Service. (Tax-exempt bond financed Projects are excluded from this requirement, as they are not scored.)

3. For Projects involving demolition, provide details of what the demolition entails. e.g. interior walls, debris removal, building envelope.

All Projects that include rehabilitation must provide a CNA prepared by a professional who meets the minimum requirements set forth in Housing New Mexico/MFA's Design Standards. (*See* Glossary for requirements.) Housing New Mexico/MFA will review the CNA to determine whether it supports the Scope of Work outlined in the Application and complies with the Design Standards. The CNA is due:

- with the Initial Application for 9% Projects that were Placed In Service less than 20 years prior to the Application Deadline;
- with the Initial Application for all Projects financed with Tax-Exempt Bonds (i.e., 4% LIHTC); and
- by November 15th of the allocation year with the Carryover Application for 9% Projects that were Placed In Service more than 20 years prior to the Application Deadline.

Any assumed debt must be reflected in Schedule A-1 and Schedule C-1 (cash flow). Any debt to be paid off must be reflected as a use in Schedule A-1. If the debt is in the form of outstanding bonded indebtedness, explain whether bonds are redeemable, callable, and/or refundable. Housing New Mexico/MFA may require a legal opinion in the case of redeemable bond debt.

Rehabilitation projects must supply both a current operating expense budget and an anticipated, post-renovation budget with their application materials. The current operating expense budget may not meet Housing New Mexico/MFA's underwriting requirements, but the projected budget must.

Finally, 9% Applicants must submit a preliminary displacement/relocation plan outlining: (i) any potential permanent, temporary or economic displacement/relocation issues; (ii) the approximate number of current tenants to be relocated; (iii) where tenants could be relocated during the rehabilitation and length of time; (iv) how displacement/relocation can be minimized, and how relocation expenses will be paid for if incurred; (v) good faith estimate of displacement/ relocation costs. A final version of the displacement/relocation plan is due at the time of submission of a Carryover Application, along with a displacement/relocation assistance plan (e.g. Who will receive assistance? How much assistance will they receive? When and how will they receive their assistance? Who will provide advisory services to those displaced?)

This relocation plan must include a sample tenant letter outlining the process and informing the tenant of any potential permanent displacement due to a change in unit mix or income eligibility.

Applications for 4% LIHTC Projects must submit the final version of the displacement/relocation assistance plan, including a sample tenant letter, with the Initial Application.

K. Compliance Period and Extended Use Period (30 Year Minimum)

The initial Compliance Period for any Project is 15 years. An Extended Use Period also applies to any Project for a minimum of 15 additional years following the expiration of the Compliance Period, during which time transfers and tenant dislocation are limited as provided for in the Project's Land Use Restriction Agreement (LURA). The Project Owner shall not sell, assign, convey, transfer or otherwise dispose of the Project or any building in the Project without prior written consent of Housing New Mexico/MFA during the Compliance and Extended Use Periods. For the purposes of the tax credit program, transfer of any of the ownership interests in Project Owner or Project Owner's partner(s) or member(s), as applicable, before the end of the Compliance Period shall be deemed a transfer of the Project. By agreeing to an Extended Use Period, the Project Owner and its successors and assigns agree to maintain the Project as a qualified low income housing project (as defined in Section 42(g) of the Code) through the expiration of the Extended Use Period. During the Compliance and Extended Use Periods the Project Owner is prohibited from evicting or terminating tenancy of an existing tenant of any low income Unit other than for good cause and/or increasing the gross rent with respect to a low income Unit not otherwise permitted by the Code, as applicable throughout the entire commitment period.

By submitting an Application for an allocation of tax credits to a Project in accordance with this QAP, the Applicant and Project Owner agree to waive their right to request that Housing New Mexico/MFA present a "Qualified Contract" for the Project in accordance with Code Section 42(h)(6). The Applicant and Project Owner further agree that the Extended Use Period shall not be terminated for any reason other than foreclosure (or instrument in lieu of foreclosure), in which case existing Low-income Tenants will not be evicted or charged rents in excess of tax credit rents for a period of three years following the foreclosure or transfer by instrument in lieu of foreclosure in accordance with the Code. Failure to comply with set-asides or any reduction in the number or floor space of the Set-aside Units during the Compliance Period will result in recapture, with non-deductible interest of at least a portion of the tax credits taken previously. Housing New Mexico/MFA will notify the IRS if it learns of any noncompliance. The Project Owner must also make tenant income determinations and file an annual compliance statement with Housing New Mexico/MFA.

L. Compliance Monitoring

As of January 1, 1992, the IRS required each HCA to write and implement a Monitoring and Compliance Plan (summarized in Section X.) Housing New Mexico/MFA's plan includes a combination of Project Owner's certification of continued compliance and regular property visits for all complete LIHTC Projects. During the property visit, Housing New Mexico/MFA will conduct a compliance audit and a physical inspection. The IRS has provided substantial penalties, including recapture of the tax credits plus interest, for non-compliance with the policies and procedures set forth in the Code and Housing New Mexico/MFA's Tax Credit Monitoring and Compliance Plan. Monitoring and compliance fees described in **Section IV.B** will be assessed for each year of the Compliance and Extended Use Periods. The fees will be billed annually in December/January for the subsequent year and will be due no later than January 31. Project Owners will be given the option to pay the initial 15 years of monitoring and compliance fees at the time of Final Allocation Application. Failure to pay monitoring and compliance fees within the time frame specified in the invoice will result in Housing New Mexico/MFA's filing of a "Notice of Noncompliance" (IRS Form 8823) with the IRS and the Principal(s) will be deemed ineligible for additional funding from Housing New Mexico/MFA, including tax credit, for any Projects while the fees remain outstanding.

M. Eligible Basis According to Type of Activity

The "Eligible Basis" is generally the same as a Project's adjusted depreciable basis for tax purposes. Fees or points charged to obtain long-term financing, syndication costs and fees and marketing expenses are not included in Eligible Basis. These ineligible fees, costs and expenses include credit enhancement, credit origination fees, reserves for replacement, start-up costs and future operating expenses. Costs related to the acquisition of land, costs attributable to any commercial portion of the property and costs attributable to non-Set-aside Units that are above the average quality of the Set-aside Units in the Project are also ineligible. Additionally, Federal Grants shall not be included in a Project's Eligible Basis in accordance with the Code.

1. **9% Projects.** Projects located in a HUD-designated Qualified Census Tract or a HUD-designated Difficult Development Area (DDA) are eligible for a 30% basis increase (basis boost). Documentation of this status must be included in the Application. Because it is determined that Development Costs may be higher in some other cases, Housing New Mexico/MFA may designate other project types or geographical areas that are eligible for a state-designated basis boost up to 30%.
2. **4% Tax-Exempt Bond Projects.** Projects located in a HUD-designated Qualified Census Tract (QCT) or a HUD-designated Difficult Development Area (DDA) may be eligible for a 30% basis increase (basis boost). Tax-exempt bond-financed projects are not eligible for any state-designated basis boost. Documentation of this status must be included in the Application. In no case will a Project's Eligible Basis attributable to the acquisition of an existing building be increased.

3. See Section IV.E.5. for further information and instruction on basis boosts for 9% and 4% projects.

N. Ten-Year Rule

In order for the acquisition of an existing building to qualify for tax credits, the taxpayer must adhere to the "Ten-Year Rule," meaning that the Project Owner must acquire the building from an unrelated Person who has held the building for at least ten years. The 10-year requirement shall not apply to federally-assisted buildings and State-assisted Buildings. In addition, the Secretary of the Treasury can waive the 10-year "Placed In Service" limitation for buildings acquired from a federally insured depository institution that are in default, as defined by Section 3 of the Federal Deposit Insurance Act or from a receiver or conservator of such an institution. Please refer to Section 42(d) of the Code for exceptions to the Ten-Year Rule.

O. Federal Grants and Federal Subsidy

The Eligible Basis of any Project shall not include costs financed with a Federal Grant. Many federal operating and rental assistance funds are excluded from this provision, as are Native American Housing Self Determination Act (NAHSDA) funds. Please refer to Section 1.42-16(b) of the Treasury regulations for a complete list of federal assistance waived from this provision.

For the purpose of determining a Project's Applicable credit percentage, Federal Subsidy means any construction or permanent financing that is directly or indirectly financed from state or local bonds, including municipal bonds, which are tax-exempt for federal income tax purposes. The most common form of Federal Subsidy is tax-exempt bond financing. Tax-exempt bond financing does not require a reduction in Eligible Basis provided that the tax-exempt bond financing is greater than 50% of the aggregate basis of the land and building(s).

P. Qualified Basis According to Type of Project

The "Qualified Basis" is that portion of the Eligible Basis attributable to Low Income Units. It is calculated as the smaller of the percentage of Low Income Units in the building or the percentage of floor space devoted to Low Income Units in a building.

Q. Placed In Service Requirement

The 10-year Credit Period, 15-year Compliance Period and minimum 15-year Extended Use Period begin with the taxable year in which the building is "Placed In Service" (the time at which a building is "suitable for occupancy," which generally refers to the date of the issuance of the first certificate of occupancy for each building in the Project for new construction, Certificate of Substantial Completion for rehabilitation, or date of purchase by a new owner for acquisitions) or, at the Project Owner's election, the following taxable year.

For 9% Projects, Section 42(h)(1)(E) of the Code allows for the allocation or Carryover Allocation of tax credits to a building that is part of a new construction or rehabilitation Project, with the limitations described in Section 42(h)(1)(E), if an Applicant's qualified expenditures or actual basis in the Project, as of the date which is one year after the date that the allocation was made, is more than 10% of the taxpayer's reasonable expected total basis in the Project as of the close of the second calendar year following the calendar year in which the allocation was made. Housing New Mexico/MFA requires submission of a complete Carryover Allocation Application by November 15th[4] of the year in which the tax credit award was made and evidence of the expenditure of more than 10% of the expected basis in the Project by August 31st[5] of the following year. A Cost Certification detailing the qualified expenditures or actual basis that make up 10% of the reasonable expected basis and a description of Applicant's method of accounting must be prepared by a Certified Public Accountant (CPA) and submitted to Housing New Mexico/MFA at that time. If the complete Carryover Allocation Application, the CPA's Cost certification, the Attorney's Opinion, in the form required by Housing New Mexico/MFA, regarding the qualification of the Project for tax credits and any other required materials are not received by 5:00 p.m. Mountain Standard Time on the applicable dates noted herein, the Project's credit Reservation may be canceled. Section 42(h)(1)(E) further allows for a qualified building to be Placed In Service in either of the two calendar years following the calendar year in which the allocation is made.

For 4% credits, the allocation is made upon issuance of 8609s, so the above paragraph does not apply to tax-exempt bond financed Projects.

[4] If such date falls on a weekend or holiday, the deadline shall be the first working day following such date.
[5] If such date falls on a weekend or holiday, the deadline shall be the first working day following such date.

R. Building Classification and Tax Credit Applicable Percentages

The tax credit's Applicable Credit Percentage (i.e., the "4%" or "9%" credits for which a Project is eligible) is determined by the type of project proposed, its use of Federal Subsidy or Federal Grants and the amount of credit necessary to reach feasibility and long-term viability. The Protecting Americans from Tax Hikes (PATH) Act of 2015 permanently fixed the floor of the 9% credit at 9%, similarly, The Consolidated Appropriations Act of 2021 permanently fixed the floor of the 4% credit at 4%. The amount of the annual tax credit is calculated to yield a present value of either 30% (in the case of 4% credits) or 70% (in the case of 9% credits) of Qualified Basis, as adjusted by Housing New Mexico/MFA. Listed below are types of projects, which could be considered eligible for the tax credits and the Applicable Credit Percentage for each project type.

1. **New construction**. New construction Projects that are not financed by tax-exempt bonds are eligible for 9% credits. Projects financed with tax-exempt bonds are eligible for 4% credits only.

2. **Rehabilitation of an existing building**. To qualify for tax credits under the Code, rehabilitation expenditures includable in Qualified Basis must exceed the greater of 1) at least 20% of the Qualified Basis of the building being rehabilitated or 2) at least $6,000 per low income Unit being rehabilitated. For Projects Placed In Service after 2009, the $6,000 will be indexed for inflation. The minimum rehabilitation expenditures included in Qualified Basis for Projects Placed In Service in 2025 is $8,500 per Unit. Rehabilitation Projects that are not financed by tax-exempt bonds are eligible for 9% credits. Projects financed with tax-exempt bonds are eligible for 4% credits only.

3. **Acquisition/rehabilitation of an existing building**. The maximum Applicable Credit Percentage for acquisition of an existing building that will be subsequently rehabilitated is 4%. To qualify for tax credits for the acquisition, the Code requires that rehabilitation expenditures includable in the Qualified Basis must exceed the greater of 1) at least 20% of the Qualified Basis of the building being rehabilitated or 2) at least $6,000 per low income Unit being rehabilitated. For Projects Placed In Service after 2009, the $6,000 per low income Unit figure will be indexed for inflation. The minimum rehabilitation expenditures included in Qualified Basis for Projects Placed In Service in 2025 is $8,500 per Unit. Rehabilitation expenditures associated with acquisition of an existing building can qualify for the 9% tax credits as long as the rehabilitation expenditures are not funded with tax-exempt bonds. Projects financed with tax-exempt bonds are eligible for 4% credits only.

4. **Federal Grant financed Projects with reduction in Eligible Basis**. In the case of a Project financed with Federal Grants, whether a newly-constructed or rehabilitated building, the Project Owner shall exclude the amount of the Federal Grants from Eligible Basis.

S. Audit Requirements

Beginning with issuance of the Reservation Contract and Reservation Letter by Housing New Mexico/MFA and during the entire term of the Compliance and Extended Use Periods, Housing New Mexico/MFA reserves the right, under the provisions of the Code, the Project's LURA, and in accordance with its inherent discretion, to perform an audit or other related procedures of any Project that has received an allocation of tax credits. Projects selected for audit or other related procedures may be chosen at random or based on Housing New Mexico/MFA's discretion. An audit or other related procedure may include, but is not limited to, an on-site inspection of all buildings, and a review of all records and certifications and other documents supporting criteria for which the Project Owner received points in the Application for an allocation of tax credits. In addition, Housing New Mexico/MFA reserves the right to audit all costs of a Project, including invoices, all third-party contracts, e.g., construction contract(s), management contract(s), architect and other professional contract(s), all construction pay applications and back up documentation (including, but not limited to, subcontractor invoices), and any other documents deemed necessary to perform the above.

Additionally, all Projects must maintain records of the process used to select general contractors (including any RFPs and Proposals). Written communication with selected general contractor regarding required Cost Certification upon Project completion should be retained.

T. Subsidy Layering Review

Pursuant to Section 911 of the Housing and Community Development Act of 1992, HUD is required to determine that Projects receiving tax credits **and** federal, state or local assistance do not obtain subsidies in excess of that which is necessary to produce affordable housing. Requests for subsidy layering reviews may be made to the HUD Field Office with a copy of the review provided to Housing New Mexico/MFA. An essential component of this review is an analysis of the reasonableness of fees paid to sponsors, Project Owners, Developers and builders. Consequently, for purposes of Section 911 reviews, fees used to calculate tax credit amounts will not exceed the limits stated in **Section IV.D.2** Developer and Other Fees. Some of these maximum fees allowed by Housing New Mexico/MFA may exceed the "safe harbor" fee amounts that apply to Section 911 reviews. Special factors that justify these published higher fees (which do exceed "ceiling" amounts) include but are not limited to: the relatively high cost of construction and land within the state of New Mexico; the lack of state- or locally-funded soft second financing or operating subsidies; and the general inability of Local Governments to donate land and/or other services to worthy Projects due to the state's "anti-donation" clause. Housing New Mexico/MFA will perform an internal Subsidy Layering Review only if required by a Housing New Mexico/MFA funding source.

Housing New Mexico/MFA reserves the right to include or consider other criteria to justify exceeding safe harbor limits for fees associated with Projects requiring subsidy layering reviews. Housing New Mexico/MFA also reserves the right to limit Projects to safe harbor limitations for any reason that, in its sole discretion, deems reasonable. This paragraph applies to all Projects that require subsidy layering reviews.

U. Hybrid 9%/4% Developments

Applicants wishing to combine 9% LIHTC with 4% LIHTC (where the 4% credits are not solely for acquisition of a building) pursuant to an allocation of private activity bond volume cap may do so under the following conditions.

1. The 9% LIHTC and 4% LIHTC portions of the development will be two separate projects, each of which has fully self-supporting financing and operations; the two portions of the development will not be cross-collateralized.
2. Complete separate Applications for the 9% and 4% LIHTC will be required.
3. Applicants proposing to build on adjacent parcels (or by splitting a parcel of land) may submit the 4% LIHTC Application concurrent with the 9% LIHTC Application or after the reservation of 9% LIHTC has been approved.
4. Projects that propose allocating 9% and 4% tax credits within a building through a condominium plat must submit both the 9% and 4% LIHTC Applications by the 9% Application Deadline. An application to the state board of finance for private activity volume cap will not be approved to move forward until the Housing New Mexico/MFA board approves the 9% portion of the development, which shall be subject to receipt of the private activity volume cap. If Housing New Mexico/MFA is the proposed bond issuer, the state board of finance application will be due upon Housing New Mexico/MFA board approval of the 9% portion of the development. A reservation of tax credits for the 9% portion, if approved, will be delayed until an allocation of private activity volume cap is approved by the state board of finance.

III. Housing Priorities and Project Selection Criteria

A. Needs Analysis

This Allocation Plan is consistent with the needs analysis of the current state of New Mexico Consolidated Plan for Housing and Community Development and Action Plan. Housing priorities stated in the Consolidated Plan include increasing the supply of decent, affordable rental housing, expanding housing opportunities and access for individuals with Special Needs, expanding the supply of housing and services to assist the homeless and preserving the state's existing affordable housing stock.

B. Housing Priorities

The following priorities are to be used by Housing New Mexico/MFA in the distribution of tax credits and are reflected in the Allocation Set-asides and Project Selection Criteria used to rank competitive Projects:

1. Levels of affordability in excess of the minimum requirements, through one or more of the following:
    a. Higher numbers of Set-aside Units; and/or
    b. Rents set to serve lower income tenants, for example, tenants earning no more than 40% or 30% of median income; and/or
    c. Affordability Periods longer than the 30-year minimum.
2. Provision of affordable housing to households on public housing waiting lists;
3. Maximizing leverage by obtaining other public or private non-equity program resources;
4. An equitable distribution of tax credits throughout all parts of the state where affordable housing is needed;
5. Provision of housing to serve documented Senior Households; Permanent Supportive units; and Tribal communities;
6. Nonprofit development;
7. Production of housing with high quality design and construction;
8. Production of Projects that are located in QCTs and which Projects contribute to the development of a Concerted Community Revitalization Plan;
9. Provision of housing that is energy efficient; and
10. Efficient use of scarce resources including tax credits, measured through lower Development Costs or other means.

C. Minimum Project Threshold Requirements

All tax credit Applications must meet each of the following requirements, in addition to the eligibility requirements of the Code. Housing New Mexico/MFA will use the deficiency correction process as described in **Section IV.C.5** to allow Applicants to correct deficiencies related to site control, zoning, fees, and market studies (requirements 1-4 below.) All other threshold requirements are not correctable and Initial Applications not meeting those requirements will be rejected. Applications not meeting site control, zoning, fee requirements, and market studies will be rejected if they are not corrected within the time period allowed in Section IV.C.5.

1. **Site control**.
    a. Site control for all of the property needed for the Project must be evidenced by:
        i. A fully executed and legally enforceable purchase contract or purchase option and/**or** a written governmental commitment to transfer or convey the property to the Applicant or Developer or Project Owner by deed or lease that demonstrates Applicant or Developer or Project Owner will possess a

Qualified Leasehold Interest upon execution of the lease, (collectively termed a "transfer commitment"). If a transfer commitment is submitted, the commitment must provide for an initial term lasting at least until June 30 of the year in which the allocation is made ("initial term.") **This initial term must not be conditioned upon any extensions requiring seller consent, additional payments, financing approval, tax credit award or other such requirements**. Similarly, the transfer commitment must not require any additional actions on behalf of Applicant during the initial term which could allow the seller/lessor to terminate the transfer commitment if the action is not fulfilled by Applicant. If the transfer commitment requires an escrow payment or other deposit due and payable after signing, evidence that payment was received must be included in the Initial Application; or

ii. A recorded deed or recorded lease demonstrating that Applicant possesses a Qualified Leasehold Interest.

b. Site Control evidence and the Application materials must show exactly the same names, legal description and Acquisition Costs. (Exception: In the case of To Be Formed partnerships, the relationship between the parties must be shown.) All signatures, exhibits and amendments must be included to be considered complete.

c. For 9 percent projects, at 10% test submission (August 31 of the year following the Reservation), Project Owner must submit evidence that they have taken ownership of the land or depreciable real property or has executed a lease for the land (and buildings if applicable) with a term extending at least three years beyond that of any agreed upon Affordability Period. For tribal projects, this includes a fully executed Master lease and sublease with evidence of filing with the Bureau of Indian Affairs.

2. **Zoning**. Evidence that the current zoning of the proposed site(s) does not prohibit multifamily housing must be submitted. The evidence must indicate the specific address or location of the site, if no address has been assigned, for the proposed Project and be dated no more than six months prior to the Application Deadline. This requires that multifamily projects not be prohibited by the existing zoning of the proposed site and that there is no pending litigation, pending variance, or unexpired appeal process relating to the zoning of the proposed site. Projects sited on land which is not zoned or which is zoned agricultural, are exempt from this threshold test, but must obtain zoning approval and deliver evidence of it to Housing New Mexico/MFA no later than November 15th of the year of the Reservation.

3. **Fees**. All fees owed to Housing New Mexico/MFA for all Projects in which Principal(s) of the proposed Project participate must be current. Fees currently due and owing must be received by Housing New Mexico/MFA by the date due.

4. **Market study.** A Market Study must be submitted at Application and completed by a vendor meeting the requirements agreed upon in the Market Study Professional Certification document, found at http://housingnm.org/developers/developer-resources/market-study-requirements. The market study itself must meet the requirements and follow the methodologies identified in the Market Study Parameters and have been issued within 180 days of the Application submission. All market studies must be issued to Housing New Mexico/MFA as the designated user. The market study must address and meet the following requirement*:

   Subject Capture Rate. The market study must provide a Capture Rate, as defined in the Glossary, for the proposed Project overall, as well as Capture Rates for each targeted income level and bedroom count. The overall Capture Rate for a Project must not exceed 10%. This rate may be the subsidized rate if subsidies are secured at the time of application.

   *Tribal and Projects reserved for Seniors are exempt from meeting the Capture Rate level, but they must submit a Market Study meeting the requirements outlined in the Market Study Parameters document within the Application materials, and the Market Study must indicate a need for the type and quantity of housing proposed.

   If the Market Study as submitted is not sufficient, there may be an additional Market Study ordered by Housing New Mexico/MFA. The cost of this Housing New Mexico/MFA-ordered Market Study will be covered by the Applicant through the Direct Cost Fee invoiced with a Deficiency Correction described in Section IV.C.5. It is Housing New Mexico/MFA's sole discretion whether or not the Market Study is sufficient.

5. **Applicant eligibility**. All members of the development team (i.e., Developer, Project Owner, General Partner, contractor, management company, consultant(s), architect, attorney and accountant, etc.) of the proposed Project must be in good standing with Housing New Mexico/MFA and all other state and federal affordable housing agencies. For example, debarment from HUD, Housing New Mexico/MFA or other federal housing programs, bankruptcy, criminal indictments or convictions, poor performance on prior Housing New Mexico/MFA or federally-financed Projects (for example, late payments within the 18-month period prior to the Application Deadline, misuse of reserves and/or other Project funds, default, fair housing violations, noncompliance (e.g., with the terms of LURAs on other Projects), or failure to meet development deadlines or documentation requirements) on the part of any proposed development team member or Project Owner or other Principal may result in rejection of an Application by Housing New Mexico/MFA. In addition, Housing New Mexico/MFA will consider a Principal's progress made with previous tax credit Reservations, including timeliness in delivering required documents and fees and meeting all required deadlines. The Developer, Project Owner, General Partner, contractor, management company, consultant(s), and architect are required to

sign an affidavit affirming they have no related party relationships; or, that all related party relationships have been properly disclosed. The form of this affidavit can be found at Tab 1h of the 2025 Universal Rental Development Application on Housing New Mexico/MFA's website. Additionally, a visual diagram of the relationship of the related parties must be submitted, if applicable.

6. **Financial feasibility**. Applications must demonstrate, in Housing New Mexico/MFA's reasonable judgment, the Project's financial feasibility. Please refer to **Section IV.C.2**, **Section IV.D** and **Section IV.E.4 and 5** requirements pertaining to Housing New Mexico/MFA's financial feasibility considerations.

7. **Pre-Application Requirements**.
    a. Intent to Submit-
        i. The entire Application Package is due at noon on January 21, 2025. Before then, Applicants must submit an Intent to Submit a Tax Credit Application and Development Synopsis on or before December 20, 2024. This submission is a mandatory requirement for the 2025 competitive LIHTC Application round. Information contained within the Intent to Submit will be posted on the Housing New Mexico/MFA website following submission.
        ii. All tax-exempt bond financed Projects are required to submit an Intent to Submit a Tax Credit Application and Development Synopsis at least 30 days prior to submitting their Application in order to insure timely processing to meet other bond issuance deadlines.
    b. Housing New Mexico/MFA allows all Applicants for the 2025 competitive LIHTC Application round to meet with Housing New Mexico/MFA staff to discuss their Project (staff is not able to discuss scoring but is available to discuss underwriting issues and gap financing questions). Meetings must take place ahead of the FAQ closing date. All tax-exempt bond financed Projects are encouraged to meet Housing New Mexico/MFA staff at least 30 days prior to submission to review and discuss the proposed Project.
    c. A representative of the development team (Board member, officer, director, commissioner or staff) must have attended the most recent Housing New Mexico/MFA QAP training prior to submitting the Application. If the development team includes a qualified, nonprofit organization, NMHA, TDHE or THA, a member of that organization must have attended as well to claim points under Project Selection Criteria 1.

    Projects financed with tax-exempt bonds may attend an alternative Housing New Mexico/MFA-approved tax credit training, for which a fee may apply. This

approved training must have been completed within the six months prior to submittal of the Application.

Additional minimum Project threshold requirements apply to tax-exempt bond financed Projects, as described in **Section VI.**

D. Allocation Set-asides

1. **Nonprofit set-aside**. Ten percent (10%) of the Annual Credit Ceiling for each calendar year will be reserved for Projects sponsored by Qualified Nonprofit Organizations as defined in Code Section 42(h)(5)(C). For purposes of this set-aside, only federal requirements identified in Code Section 42(h)(5) will apply. The aggregate amount of tax credits allocated by Housing New Mexico/MFA to Qualified Nonprofit Organizations may exceed this amount.

2. **Underserved Populations set-aside.** Twenty percent (20%) of the Annual Credit Ceiling will be set aside for Underserved Populations as defined in this section. The Application must indicate the desire for the Project to participate in the Underserved Populations set-aside, otherwise the Project will compete within the general round. The Project's score must be within 20% of the highest scoring Project to be awarded tax credits through the ranking process in the same funding round. The aggregate amount of tax credits allocated by Housing New Mexico/MFA to Projects meeting the set-aside requirement may exceed this amount. Any decision to award tax credits within the Underserved Populations set-aside lies solely within Housing New Mexico/MFA's inherent discretion and is not subject to further review. Awards under this set-aside may be made to the highest scoring Project(s) that falls in any of the following categories:

    a. **Permanent Supportive Housing (PSH)** Projects that meet the following requirements:

        i. The Project must meet threshold requirements within the Households with Special Housing Needs Housing Priority and agree to provide voluntary Case Management Services to residents.*
        ii. All service coordination and budget requirements must be sufficient to provide proposed services to all PSH residents,
        iii. PSH Units have no time limits on occupancy,
        iv. PSH residents have the same rights and responsibilities as those occupying other low-income or market rate housing Units**,
        v. PSH residents must have individual leases with identical requirements and protections as other low-income or market rate residents,
        vi. PSH Units must cover 25% or more of the total Unit count, and
        vii. Project-Based Vouchers or other Federal operating subsidy must be in place or secured for 75% or more of the PSH Units in the Project.

viii. The Application includes a preliminary Memorandum of Understanding (MOU) between the Project Owner and service provider(s) that describes the service provider's expertise to provide the proposed services (with a minimum of three years of experience providing that service to the targeted population), the planned description and delivery of services, and the staff capacity to provide ongoing case management.

* Competing in the Underserved Populations set aside as a PSH Project does not automatically result in points in the Households with Special Housing Needs Priority scoring category. Services must be selected and all required scoring items met in order to receive points in that category.

**All Projects will be required to submit a PSH Commitment to Quality checklist (Tab 15c of the 2025 Housing New Mexico/MFA Universal Rental Development Application) with the Application and annually following the award.

b. **Tribal Projects.** Projects that are located within a Tribal Trust Lands boundary.

3. **Ranking to meet Allocation Set-asides**. The highest scoring, Qualified Nonprofit Organization Eligible Project will be funded first. If there are insufficient Qualified Nonprofit Organization Eligible Projects to meet the nonprofit set-aside, the unallocated nonprofit set-aside tax credits **cannot** be allocated to other Eligible Projects. A similar procedure will be used to meet the Underserved Populations set-aside, following the fulfillment of the nonprofit set-aside; however, if there are insufficient Underserved Populations Eligible Projects to meet the Underserved Populations set-aside, any unallocated set-aside tax credits may be used for other Eligible Projects.

   Tax-exempt bond financed Projects are not subject to the above Allocation set-aside considerations.

E. Project Selection Criteria to Implement Housing Priorities

The criteria shown below are the basis for the awarding of points to a particular proposed Project during the Application round(s) conducted by Housing New Mexico/MFA. Applicants may not rely on prior submissions or prior scoring to support a re-submission of an Application. In addition to meeting the above mentioned threshold requirements, tax credit Reservations will not be awarded to 9% Projects achieving fewer than fifty-three (53) points unless too few Projects score above this level and Housing New Mexico/MFA, in its reasonable judgment, decides to reduce the minimum score. Projects scoring fifty-three (53) or more points will be ranked according to their scores and in accordance with Section II.C. herein, subject to Allocation set-aside requirements. Reservations will be made to these Projects, unless they are eliminated

under threshold review or subsequent processing, starting with the highest scoring Projects, all in accordance with Section II.C. herein, until all available tax credits are used. In order to avoid a concentration of tax credit awards in a particular year in any particular municipality, county or market area, Housing New Mexico/MFA reserves the right, in its sole discretion and as a part of its subsequent processing, to eliminate a lower scoring Project which is located in the same municipality, county or market area as a higher scoring Project provided the lower scoring Project is "similar" in terms of construction type and/or resident population served.

Other than the criteria that include scaled-point structures, partial points will not be awarded.

Within each scoring track/category, if two or more Projects with equal scores (each a "tied Project") would require more than the available tax credits, the tied Project with the lower Total Development Cost per Unit will be selected first for an award of credits. If too few tax credits are available to make a full award of credits to any tied Project, Housing New Mexico/MFA will determine in its discretion whether to award a partial allocation, to commit future year's tax credits to the Project in accordance with **Section VIII**, to award no tax credits at all to any tied Project or to choose some combination of these options.

Regardless of strict numerical ranking, the scoring does not operate to vest in an Applicant or Project any right to a Reservation or tax credit allocation in any amount. Housing New Mexico/MFA will, in all instances, reserve and allocate tax credits consistent with its sound and reasonable judgment, prudent business practices and the exercise of its inherent discretion. Consequently, Housing New Mexico/MFA may reject any Project that Housing New Mexico/MFA deems to be inconsistent with the objectives of this QAP or prudent business practices regardless of the Project's numerical ranking.

Tax-exempt bond financed Projects will *not be required to meet a minimum score* to obtain a Letter of Determination. Tax-exempt bond financed Projects must meet and agree to all of the following mandatory criteria in order to be eligible for 4% non-competitive tax credits:

1. Serve a targeted population (Households with Special Housing Needs, Households with Children, or Projects Reserved for Seniors) and meet the applicable threshold requirements OR meet the requirements for the Underserved Populations set-aside, as described in Section III.D.
2. Achieve a Smoke-Free at Home Certification of Platinum or Gold;
3. Meet all of 2025 Mandatory Design Standards for Multifamily Housing (including HERS ratings), unless granted a waiver;
4. Must be located within a 15-minute drive (as demonstrated through Google Maps) to a facility in which fresh produce is available (or demonstrate that a full-scale supermarket within a 15-minute drive is part of an approved master plan to be developed);
5. Market Study must indicate a vacancy rate in the Primary Market Area of less than 10%;
6. Must market to local Public Housing Authorities;
7. Include a preference for Veterans in the Tenant Selection Criteria.

8. The level of rehabilitation (as applicable) must be at least a Moderate Rehabilitation as defined in the Glossary (Section XI of this QAP.)
9. Project must meet all Housing New Mexico/MFA underwriting standards in this QAP and the current Housing New Mexico/MFA Underwriting Supplement for Multifamily Projects.

If there is insufficient private activity bond volume cap allocation available to finance all tax-exempt bond financed Projects between January and June or July and November, Housing New Mexico/MFA, in its sole discretion, shall prioritize the Project(s) that demonstrate greater capacity to begin construction sooner, by issuing draft 42(m) letter(s) in the order of that priority. First priority will go to Projects that demonstrate that Permit Ready Drawings (i.e., construction plans) and specifications have been submitted to the local jurisdiction for approval. Projects that exceed the available private activity bond volume cap will receive a draft 42(m) letter after the prioritized Projects are issued the volume cap that is currently available.

Project Selection Criterion

1. Nonprofit, New Mexico Housing Authority (NMHA), local Tribally Designated Housing Entity (TDHE), or Tribal Housing Authority (THA) Participation	**Tier 1: 5 points** **Tier 2: 3 points**

Tier 1: Local nonprofits (as that term is defined in this criterion below), NMHAs, TDHEs and THAs that demonstrate financial capacity by having net worth/net assets of at least $1,000,000 will qualify for five points. Nonprofits, NMHAs, TDHEs and THAs with net worth/net assets below $1,000,000 may partner with another Entity to increase the General Partners' combined net worth above this threshold.

Tier 2: Local nonprofits, NMHAs, TDHEs and THAs which have net worth/net assets of at least $250,000 will qualify for three points. In addition, qualified, nonprofit organizations that do not meet this criterion's definition of "local nonprofit" but demonstrate strong financial capacity by having net worth/net assets of at least $2,000,000 will qualify for three points.

For any Entity to claim points under this Project Selection Criterion:

- The qualified, nonprofit organization, NMHA, TDHE or THA must own at least 51% of the General Partner interest.
- The Application must commit to providing the qualified nonprofit organization, NMHA, TDHE or THA, a First Right of Refusal described in IRC Section 42(i)(7) using Housing

New Mexico/MFA's form of Right of First Refusal Agreement. The Right of First Refusal Agreement must be recorded upon closing of equity; a copy must be submitted by August 31st of the year following Carryover.

- The qualified, nonprofit organization, NMHA, TDHE or THA must receive a minimum of 10% of the developer fee as identified in the Project Application. The developer fee calculation is made before any reduction for consultant fees. When more than one Entity is receiving a portion of the developer fee, documentation will be required evidencing the agreement among the entities as to the fee split arrangement.
- Also, the Application must include evidence that a representative of the qualified, nonprofit organization, NMHA, TDHE or THA (board member, officer, director, commissioner or staff) has attended the most recent Housing New Mexico/MFA QAP training prior to submitting the Application.

Net worth/net assets must be substantiated by accountant-reviewed or audited year-end financial statements for each General Partner whose financials are being relied upon to meet the minimum net worth/net assets. A for-profit partner Entity's reviewed financial statements may be used to achieve net worth/net assets thresholds.

Local nonprofit means a qualified, nonprofit organization that has a board of directors that is comprised of a majority of New Mexico residents at the time the Application is submitted and was incorporated in New Mexico before January 1 of the year in which the Application is submitted.

2. *Locational Efficiency* — Up to 6 points

Projects located in proximity and connected to 1) services or 2) public transportation are eligible for up to six points in total.

In addition to completing the *Locational Efficiency Scoring Worksheet* included in the Application Package, separate maps for each amenity and location of transportation claimed for points must be submitted. Each of the maps shall be used to illustrate the Project compliance with the Locational Efficiency criteria. **Maps must show, scale, cardinal direction, and actual walking distance from site to each amenity and public transportation stop with a dotted line.**

<u>Proximity to Services</u> (2 Points)

Locate the Project within these set distances from the designated number of facilities in the table below:

General: a 0.5-mile walk distance to at least three facilities, or a 1-mile walk distance to at least six facilities. For the 0.5-walk distance facilities, at least one of these facilities must be a supermarket, farmers market or other food store with produce. For the 1-mile walk distance facilities, at least two of these facilities must be in the Retail or Services categories below and one must be a supermarket, farmers market or other food store with produce.
Rural / Tribal: A 5-mile walk/drive distance to at least two facilities. At least one of these facilities must be a supermarket, farmers market or other food store with produce.

Projects seeking to use **Rural / Tribal** Locational Efficiency criteria must provide a map indicating the location of the proposed Project. Rural Projects are defined as any Project outside of the defined Urban Areas as defined in the Glossary, Section XI. Initial Applications that do not include a map demonstrating eligibility for **Rural / Tribal** classification will be scored using the **General** Locational Efficiency criteria.

Retail	**Services**	**Civic and Community Facilities**
Supermarket Other food store with produce Farmers market Clothing store or department store selling clothes Hardware store Pharmacy Other retail	Bank Gym, health club, exercise studio Hair care Laundry, dry cleaner Restaurant, cafe, diner	Adult or senior care (licensed) Child care (licensed) Community or recreation center Cultural arts facility (museum, performing arts) Educational facility (including K-12 school, university, adult education center, vocational school, community college) Entertainment venue (theater, sports) Government office that serves public on-site Place of worship Medical clinic or office that treats patients Police or fire station Post office Public library Public park

<u>Access to Public Transportation</u> (2 or 4 Points)

General and Rural / Tribal (2 points) Locate Project within a 0.5-mile walk distance of commuter bus (i.e. not Greyhound) or commuter rail stop. Public transportation must be established and provided on a fixed route with scheduled service. Alternative forms of transportation may be acceptable provided sufficient documentation is provided that establishes the alternate form of transportation is acceptable to Housing New Mexico/MFA. For example, Projects on tribal land

with established "on call" transportation programs that provide the users a choice of local destinations, regardless of their residency in the Project, shall be considered "public transportation." A future promise to provide service does not satisfy this Project Selection Criterion.

Frequent Transportation (4 points) Locate Project within a 0.25-mile walk distance of commuter bus stop. Public transportation must be established and provided on a fixed route with frequent scheduled service (defined as: any series of three or more single direction stops more frequent than every 1 hour, Monday - Friday).

3. Rehabilitation Projects — Up to 5 Points

The Project Selection Criterion applies to the rehabilitation of low-income apartment Units or the conversion of market rate apartment Units to low-income Units. These scoring points are not available in a combined new construction and rehabilitation Project wherein the Application is categorized as new construction as discussed in Section II.J.

To be eligible for points under this criteria, Projects must incur average rehabilitation Construction Costs of $25,000 per Unit or more for Moderate Rehabilitation or $45,000 per Unit or more for Substantial Rehabilitation (*see* Section XI Glossary for definitions), and more than 20 years must have elapsed since issuance of certificates of occupancy or the Units were Placed In Service and/or it has been 20 years since the Project's prior rehabilitation utilizing tax credits as a source of funding was finished and those Units were Placed In Service (together, this prerequisite is referred to as the "20-year requirement.") A CNA will be required at Carryover for rehabilitation Projects that are eligible for points under this scoring criterion. The CNA will be reviewed and must support the Scope of Work outlined in the Application. Professionals performing the CNA must meet the minimum qualification/certification requirements set forth by Housing New Mexico/MFA as defined in the Design Standards. (Rehabilitation Projects are also subject to the Qualified Basis limits outlined in Sections II.R.2. & 3.)

For rehabilitation Projects meeting the above threshold criteria, the following points are available for a Project that exceeds the 20-year requirement as follows:

- ≥ 21 years - 1 point
- ≥ 23 years - 2 points
- ≥ 25 years - 3 points
- ≥ 27 years - 4 points
- ≥ 29 years - 5 points

Applicants must submit at time of Application sufficient documentation to establish that it satisfies the 20-year requirement with respect to the age of the Project or date of completion of last rehabilitation utilizing tax credits as a source of funding. This documentation may be in the form of certificate(s) of occupancy or property tax records. In the case of a Project with a

previous tax credit allocation, the completed Form 8609's (with Part II First Year Certification completed) and recorded LURA must be submitted at the time of Application.

These points can be awarded in conjunction with points under sustaining affordability.

Housing New Mexico/MFA reserves the right to request additional information or documentation regarding the Scope of Work.

4. Sustaining Affordability — 6, 8, 10 Points

A. Projects which meet one of the criteria listed below are eligible for 10 points:

1. Previously subsidized existing Projects that are currently restricted, but for which use restrictions are to expire on or before December 31, 2028 or

2. Existing Projects that are currently subsidized and eligible for prepayment and termination of their use agreement or LIHTC projects that are eligible to make a Qualified Contract request or

3. Existing Projects that are at imminent risk of conversion to market rate or

4. Projects currently without federal rental assistance that will have a new federal rental assistance contract covering at least 75% of all Units.

B. Projects that have an existing federal rental assistance contract covering at least 75% of all Units (or those Projects utilizing a conversion of existing federal rental assistance) are eligible for eight points.

C. Projects that have or will have a federal rental assistance contract covering at least 20% of all Units are eligible for six points.

All Projects must document the proposed rents. Projects with existing federal rental subsidies (CoC, RD, HUD HAP) who propose post-rehabilitation rents in the Initial Application must document the anticipated rents with a Rent Comparability Study submitted with the Initial Application. Projects not requesting post-rehabilitation rents in the Initial Application may use the current OCAF-based rents or published payment standards based on current FMRs.

Anticipated federal rental subsidies (CoC, RD, NAHASDA etc.) must be similarly documented as fully secured to the Project itself, including the number of project-based vouchers allocated to the Project, in order to score under this criterion.

For example, anticipated federal rental assistance contracts from housing authorities must show they are adequately secured through the presentation of specific items:

1. A copy of the PHA administrative plan which describes the selection procedures for owner submission of PBV and for PHA selection of PBV proposals
2. A copy of the published public notice of the PBV proposal selected
3. If the proposal selected is for PHA-owned units, a copy of the HUD field office or HUD-approved independent Entity's determination that the PHA-owned units were appropriately selected
(If the proposal is selected based on a previous competitive award, Housing New Mexico/MFA would require documentation that the proposal meets the criteria for selection without additional competition.)

5. Income Levels of Tenants — 12, 14 or 16 points

An Application may qualify for up to sixteen (16) points for rent and income restricting a Project for the Affordability Period at the levels identified below:

A. For any Project located within an Urban Area that proposes to use either the 20-50 or 40-60 election under §42(g)(1)(A) or §42(g)(1)(B) of the Code, respectively:
- At least 40% of all low-income units at 50% or less of Area Median Income (16 points);
- At least 30% of all low-income units at 50% or less of Area Median Income (14 points); or
- At least 25% of all low-income units at 50% or less of Area Median Income (12 points).

B. For any Project not located within an Urban Area that proposes to use either the 20-50 or 40-60 election under §42(g)(1)(A) or §42(g)(1)(B) of the Code, respectively:
- At least 25% of all low-income units at 50% or less of Area Median Income (16 points);
- At least 15% of all low-income units at 50% or less of Area Median Income (14 points*); or
- At least 10% of all low-income units at 50% or less of Area Median Income (12 points*).

[*Projects choosing the 20-50 election are not eligible for these point categories]

C. For any Project located within an Urban Area that proposes to use the Average Income election under §42(g)(1)(C) of the Code:
- The Average Income for the proposed Project will be 54% or lower (16 points);
- The Average Income for the proposed Project will be 55% or lower (14 points); or
- The Average Income for the proposed Project will be 56% or lower (12 points).

D. For any Project not located within an Urban Area that proposes to use the Average Income election under §42(g)(1)(C) of the Code:
   - The Average Income for the proposed Project will be 55% or lower (16 points);
   - The Average Income for the proposed Project will be 56% or lower (14 points); or
   - The Average Income for the proposed Project will be 57% or lower (12 points).

Those Projects electing the Average Income Election must include at least 5% of their Units above 60% of Area Median Income.

Projects that receive points under Income Levels and utilize the Average Income election may not receive points under Project Selection Criterion No. 6 below.

6. Projects that Incorporate Market Rate Units — 2 Points

Projects that incorporate Market Rate Units equal to at least 15% of the total Units.

Projects that utilize the Average Income election above may not receive points under Projects that Incorporate Market Rate Units.

7. Projects Committed to a longer Extended Use Period — 5, 8 Points

Projects committing to at least a 35-year Affordability Period (15-year initial Compliance Period plus at least a 20-year Extended Use Period) are eligible for 5 points. This election must be indicated on the Universal Rental Development Application.

Projects committing to permanent affordability (i.e., in perpetuity) are eligible for 8 points. This election must be indicated on the Universal Rental Development Application.

If the Project site will be leased, refer to Section III.C.1. for site control requirements.

8. Households with Special Housing Needs Housing Priority Up to 10 Points

Due to restrictions within the USDA program, this Project Selection Criterion is not available to Projects involving USDA-RD rental assistance.

Projects are eligible for points if 20% or more of total Units are reserved for Households with Special Housing Needs (see definition in Glossary). To be eligible for points under this option, at least 10% of the total Units in the Project must be rent restricted at 30% of Area Median Income (AMI) or have secured (at time of application) permanent rental subsidy support with a project-based federal rental assistance contract that ensures residents do not pay rent in excess of 30% of their adjusted income.

Part I: Threshold Requirements

Applicants requesting consideration for points for a Project in which Units are reserved for Households with Special Housing Needs (Project Selection Criterion No. 8) are required to submit a Service Coordination Plan, which Plan demonstrates satisfaction of items A, B, C and E below. In addition to supplying the Plan, Applicant shall certify to Housing New Mexico/MFA that it will meet the reporting requirements of Section D below.

A. Service Coordination-

1. A minimum of four hours per week of onsite Service Coordination provided by the service coordinator for properties up to 20 Units, with an additional one hour per week for every five Units over 20. Service coordinator must be in addition to the property manager and property management site staff. Duties of the service coordinator include, but are not limited to:

    a. Providing residents with information about available onsite and community services;

    b. Assisting residents in accessing available services through referral and advocacy;

    c. Arranging for access to transportation; and

    d. Organizing community-building and/or other enrichment events for residents (i.e. holiday events, resident counsel, etc.)

2. Adequate space to meet with residents that provides for confidential conversations and maintenance of secure records.

3. Access to telephone and internet services when meeting with residents for the purpose of coordinating services. Use of a smart phone and tablet is acceptable.

4. Meeting with residents requiring services within 60 days of move-in and semi-annually thereafter.

5. Provide follow up as needed to address residents' needs.

B. <u>Coordinated Services</u>-

1. Immediately following the issuance of a certificate of occupancy, implementation of at least two services/programs to be offered on a monthly or quarterly basis, onsite, online, or in close proximity to the Project (within 0.5-mile ADA compliant walking distance or with free transportation provided.)

2. Services must be provided to residents at little or no cost. Services may not be provided by property management staff. In limited circumstances some services may be provided by the service coordinator. Appropriate services will do one or more of the following:

a. Increase resident knowledge of and access to available services.

b. Help residents maintain stability and avoid eviction.

c. Build life skills.

d. Increase household income and assets.

e. Increase health and wellbeing.

f. Improve educational success of children and youth.

3. **Examples** of services that meet the threshold requirement are listed below, but other services will be considered. One of the two services must be provided at least quarterly by qualified personnel.

b. Literacy/language training;

c. Personal safety (fire, identity theft, scams, drug awareness, self-defense, etc.);

d. Financial fitness (budgeting, money management, credit counseling, entitlement assistance/benefits counseling, etc.);

e. Income and asset building (job coaching, homebuyer education);

f. Life skills (communication skills, conflict resolution/mediation training, training in personal hygiene, self-care and housekeeping, etc.).

Note that any services selected to meet threshold for this Project Selection Criterion shall not be eligible for any of the ten points described in Part II below.

4. Conduct an annual survey regarding need for and satisfaction or dissatisfaction with the service coordination, including coordinated services.

C. <u>Marketing -</u>

1. Applicants shall provide a narrative explaining how Units will be marketed and made available to Households with Special Housing Needs. This plan shall describe the following:

    a. The manner in which all proposed marketing and outreach will be performed and encouraged in connection with locating and confirming Special Housing Needs applicants, including any assistance to be provided in connection with the Application process, move-in process and resident's rights education.

    b. The process for maintaining and updating a waiting list of Special Housing Needs applicants eligible to reside in a Special Housing Needs Unit.

    c. How the Project will liaise with a Special Housing Needs applicant/resident in order to facilitate communication to help residents maintain stability and avoid eviction.

2. Project Applicant shall agree that Special Housing Needs Units shall not be rented to other non-Special Housing Needs households unless the Unit has been marketed by the Project Owner and/or Management Company for 30 days from Placed In Service or Substantial Completion date, date notice to vacate is received for occupied Units, or date vacancy was established when no notice was received.

D. <u>Reporting Requirements-</u>

1. Project Owners will be required to submit an annual certification of:

    a. The number of hours of onsite Service Coordination and coordinated services provided,

    b. The number of residents served by each, and

    c. The results of the annual survey.

2. Project Owners will be responsible for ensuring that property managers maintain:

    a. Agreement for services on file, if any,

b. Evidence that the services are being provided (i.e., sign-in sheets, letters/memos to residents advertising the event/service, service logbook and/or activity reports, etc.), and

c. Evidence of efforts taken to market and attract Special Housing Needs applicants as promised in Item C. Marketing (i.e., proof/copies of advertisements, evidence of outreach to organizations/non-profits working with Special Housing Needs populations, etc.).

E. **Service Coordination Plan and Budget** The proposed Project annual operating budget must include sufficient costs to cover the selected services and be detailed out in the submitted budget for serving this Households with Special Housing Needs Housing Priority.

Part II: Scoring Points Available (up to 10 points):

Applicants may choose from the following services to qualify for up to 10 points for providing–services.	
Food pantry - onsite, or contiguous and accessible to the property and of adequate size with reasonably sufficient quantities of food, both perishable and non-perishable.	2
Free transportation services to support medical and social service needs – minimum 2 days per week. Bus passes are not sufficient to satisfy this scoring item.	5
Health promotion/disease prevention/wellness classes or blood pressure or other health screening- provided at least every two months onsite and provided by a qualified service provider. Any health services must be provided by a licensed individual or organization. Examples include substance abuse counseling, crisis prevention and intervention, mental health counseling/therapy, etc.	3
Quarterly on-site or online security awareness training (social media safety, phishing, vishing, smishing, pretexting, password safety, fake login pages, suspicious emails, VPNs, PII, QR Codes, and other scams)	1
Case management services – provided onsite by a qualified service provider to a majority of the Special Housing Needs residents on a voluntary and as-needed basis but at least quarterly.	5
Other - Housing New Mexico/MFA approved service. Must be approved by Housing New Mexico/MFA in writing one month before Application due date	1-2 Points each as

and will be posted on the FAQ section of the Housing New Mexico/MFA website.	deemed appropriate

- For services provided by a qualified service provider, Application must include an MOU between the Project Owner and the service provider(s) describing their expertise with providing services, a detailed description of planned services and how they will be delivered, and the staff capacity for providing ongoing case management. Qualified service providers shall have a minimum of three years of experience providing a service or assistance to Persons with Special Housing Needs. This MOU must be updated to include a detailed description of the roles and responsibilities of the Project Owner, the Management Agent, and the Qualified Service Provider prior to the 50% completion meeting.
- For services provided by an Affiliate of the developer, Application must include a narrative describing the applicant's expertise with providing services, a detailed description of planned services and how they will be delivered, and the qualifications of staff providing direct services and their qualifications to provide ongoing case management. The Affiliate of the developer providing services shall have a minimum of three years of experience providing a service or assistance to Persons with Special Housing Needs.

Prior to the 50% completion meeting described in Section IV.G.7, Housing New Mexico/MFA will require a detailed MOU between the Project Owner, Property Management Agent and Qualified Service Provider who must meet to plan for the implementation of the service plan and provide minutes of the meeting that describe how property management and service staff will work together to ensure proper service delivery. A Service Coordination Checklist is available on Housing New Mexico/MFA's website.

Recognizing that circumstances change over time, the plan may evolve as needs of residents and market conditions change. Project Owner must obtain Housing New Mexico/MFA approval prior to instituting changes to the plan, and the new services must provide a similar level of service to the residents.

Services must be optional for residents residing in reserved Units. Any cost for services must be accounted for separately from rent.

The Household with Special Housing Needs Housing Priority requirement and any additional services committed to by Applicant will be enforced through a provision in the LURA. Services must be provided throughout the Affordability Period and must not allow for more than a 30-day gap in services provided. Project Owner must notify Housing New Mexico/MFA within seven days of the termination of service agreements/contracts. Recognizing that circumstances change over time, the Service Coordination Plan may evolve as the needs of residents and market conditions change. Project Owner must obtain Housing New Mexico/MFA approval

prior to instituting changes to the plan, and the new services must provide a similar level of service to the residents. The Project will be determined out of compliance if the requirements of the LURA are not met (e.g., if a new service contract is not timely executed or services are altered without Housing New Mexico/MFA's advance approval). The Project Owner will be required to maintain a file containing contracts with qualified service providers and other third-party qualified personnel, documentation of when and where services were provided, and documentation of time spent both on-site and off-site by the qualified service provider or other third-party qualified personnel.

All Projects shall comply with federal Fair Housing requirements. Any limitation or preference must not violate nondiscrimination requirements. A limitation does not violate nondiscrimination requirements if the Project also receives funding from a federal program that limits eligibility to a particular segment of the population (e.g., Housing Opportunity for Persons Living with AIDS program, the Section 202 and Section 811 programs or the Housing for Older Persons Act).

Projects must include appropriate space reserved for the delivery of any third-party services, such as a private office with secure file storage space (if client files are to be stored on-site), to be eligible for points under this Project Selection Criterion.

9. Projects Reserved for Seniors Housing Priority — Up to 10 Points

These points benefit Projects specifically designated as Senior Housing. "Senior Housing" means Projects that qualify for an exemption from familial status discrimination under the Fair Housing Act. To qualify for this exemption, Projects must be:

- Provided under any state or federal program that HUD has determined to be specifically designed and operated to assist elderly Persons (as defined in the state or federal program); or
- Intended for, and solely occupied by Persons 62 years of age or older; or
- Intended and operated for occupancy by Persons 55 years of age or older in compliance with the Housing for Older Persons Act (HOPA), 24 CFR Part 100 Final Rule.

Applicants are required to submit Fair Housing Act Certification for Senior Housing Facilities.

In addition to Housing New Mexico/MFA's Mandatory Design Standards, new construction Projects must include central common areas that can be used for resident activities and serving meals with an adjoining kitchen area. (Provision of meals is not required. See scoring chart below.)

Housing priority points will be awarded based on the Project first meeting the requirements above. Additional points may be awarded for enrichment service activities as listed below. To receive points under this housing priority, the Project Owner must certify that a service coordinator will be on-site a minimum of two days per week for a cumulative minimum of ten hours per week and the Project must include adequate common space for the provision of the proposed enrichment services. The service coordinator must be in addition to the property manager. Enrichment services must be implemented within the first 90 calendars days following the issuance of a certificate of occupancy, optional to the residents, offered on-site and be actively linked to the Project, not simply available to the community at-large (e.g., senior center) unless the on-site space where the program is held qualifies as a community service facility under the Code. The proposed Project annual operating budget must include sufficient costs to cover the selected services and be provided in detail within the submitted budget for serving this Projects Reserved for Seniors Housing Priority.

The Applicant must indicate in the Initial Application which enrichment services will be provided, including a list of any proposed fees for services. Fees must be reasonable in Housing New Mexico/MFA's sole determination. Where necessary, Project Owners must provide executed contracts with qualified service providers when the Project is Placed In Service. Contracts with service providers must include: 1) a description of the service(s) to be provided including frequency, 2) acknowledgement that service(s) will be provided on-site and 3) list the amount of any fee for service(s) provided. Housing New Mexico/MFA will not issue IRS Form(s) 8609 unless Project Owner demonstrates, to Housing New Mexico/MFA's sole satisfaction, that enrichment services are being delivered as committed to in the Initial Application. Housing New Mexico/MFA, at its sole discretion, may allow substitution of enrichment services as deemed appropriate by Housing New Mexico/MFA.

Recognizing that circumstances change over time, the services provided may evolve as the needs of residents and market conditions change. Project Owner must obtain Housing New Mexico/MFA approval prior to instituting changes to the services delivered, and the new services must provide a similar level of service to the residents.

This housing priority requirement and any additional enrichment services committed to will be enforced through a provision in the LURA. Sample LURA's are available upon request which Applicants are encouraged to review. Services must be provided throughout the Affordability Period and must not allow for more than a 30-day gap in service. Project Owner must notify Housing New Mexico/MFA within seven days of the termination of service agreements/contracts. The Project will be determined out of compliance if the requirements of the LURA are not met (e.g., if a new service contract is not timely executed or services are altered without Housing New Mexico/MFA's advance approval.) The Project Owner will be required to maintain a file containing contracts with service providers, documentation of when and where services were provided, documentation of resident marketing and outreach and documentation of time spent on-site by the service coordinator. All documentation must be easily auditable for compliance. Services must be optional for residents. Any cost for services

must be separated from rent. Management must conduct an annual survey regarding need for and satisfaction or dissatisfaction with the service coordination, including coordinated services.

Additionally, there will be the following reporting requirements:

a. The number of hours of onsite Service Coordination and coordinated services provided,

b. The number of residents served by each, and

c. The results of the annual survey.

All Projects shall comply with Federal Fair Housing requirements. Any limitation or preference must not violate nondiscrimination requirements. A limitation does not violate nondiscrimination requirements if the Project also receives funding from a federal program that limits eligibility to a particular segment of the population (e.g., Housing Opportunity for Persons Living with AIDS program, the Section 202 and Section 811 programs or the Housing for Older Persons Act).

For Project Owner-provided services, Project Owner must provide sufficient documentation, in Housing New Mexico/MFA's sole discretion, of Project Owner's experience and ability to provide the services, including any past experience in providing said services.

These points may not be combined with points for Households with Children Housing Priority or Households with Special Housing Needs Housing Priority.

Housing priority and design requirements met (must be met to be eligible for further points in this category)	Required
Community building and all Units incorporate Universal Design (must be evidenced in plans and specifications)	3 points
Service enrichment scoring (requires service coordinator for point awards):	
Providing one prepared meal on a daily basis, available to all tenants at little or no cost to tenants	2 points (congregate meals) 1 point (meal service)
Bi-monthly health and nutrition education. Examples include, but are not limited to, fitness classes, walking programs, seminar instruction on cooking for one, information on the Supplemental Nutrition Assistance Program (SNAP.)	1 point
Quarterly blood pressure or other health screening	1 point
Quarterly technology training (setting up smart phones and wearable health trackers, tablet instruction, social media training, computer	1 point

training, internet browsing, taking and sharing photos, downloading apps, assessing online privacy, technology set-up assistance such as connecting modems)	
Social events designated to provide engaging activities for residents "build community" such as holiday potlucks, arts and crafts events, book clubs, creative writing, bingo and other games, field trips to the movies or a museum or other place of interest, etc. Bi-monthly or six per year. This must include alternative methods for socializing incorporating social distancing. (qualified service provider not required)	1 point
Beyond Financial Literacy – financial counseling and tax preparation-educational programs to occur quarterly and focus on one or more of the following topics: budget counseling, financial planning assistance, credit score counseling, avoiding credit traps, income tax preparation in partnership with CPAs or a VITA program or local community college.	1 point
Gardening: delivery of at least four monthly gardening classes per year during the growing season by a qualified instructor plus provision of gardening space of at least three square feet per Unit for at least 50% of the Units in the Project.	1 point
Estate Planning and End of Life Planning – educational programs to occur quarterly and focus on one or more of the following topics: 1) estate planning 101 – what is and do you need the following: advance health care directive (living will;) durable power of attorney for healthcare and HIPAA release; durable power of attorney for finances; a will and revocable living trust; 2) What is hospice and does Medicare cover this?; 3) Probate: what is it and how to avoid it; and 4) funeral planning.	1 point
Semi-annual on-site eligibility screening and/or application assistance for Medicaid and/or Medicare	1 point
Quarterly on-site or online security awareness training (social media safety, phishing, vishing, smishing, pretexting, password safety, fake login pages, suspicious emails, VPNs, PII, QR Codes, and other scams)	1 point
Other - Housing New Mexico/MFA approved service. Must be approved by Housing New Mexico/MFA in writing one month before Application due date and will be posted on the FAQ section of the Housing New Mexico/MFA website.	1-2 Points each as deemed appropriate

10. Households with Children Housing Priority	**Up to 8 Points**

Projects in which 25% of all Units are reserved for Households with Children are eligible for points as described below:

In addition to meeting Housing New Mexico/MFA's Mandatory Design Standards, for new construction Projects, at least:

- 10% of the total Units must have three or more bedrooms with at least two bathrooms, one of which must contain four pieces (bathtub, shower (or bathtub/shower combo), sink, and toilet) and the other must contain at least three pieces (sink, toilet and bathtub or shower)
- and a further 15% of the total Units must have two bedrooms with at least two bathrooms, one of which must contain four pieces (bathtub, shower (or bathtub/shower combo), sink, and toilet) and the other must contain at least three pieces (sink, toilet and bathtub or shower).

For rehabilitation Projects, at least:

- 30% of the total Units must have at least two bedrooms.

For Projects that combine rehabilitation and new construction:

- All newly constructed two- and three or more bedroom Units must have two bathrooms, one of which must contain four pieces (bathtub, shower (or bathtub/shower combo), sink, and toilet) and the other must contain at least three pieces (sink, toilet and bathtub or shower)
- Two- and three or more bedroom Units must be added until the percentages required for new construction Projects are met for the Project overall.

All Projects must include adequate common space for the provision of the proposed enrichment services. The Applicant must provide a description of the Project's specific design elements that serve the needs of Households with Children.

Housing priority points will be awarded based on the Project meeting the requirements above, through the selection of enrichment service activities as listed below. To receive points under this housing priority, the Project Owner must certify that a service coordinator will be on-site a minimum of two days per week for a cumulative minimum of ten hours per week. The service coordinator must be in addition to the property manager. Enrichment services must be implemented within 90 calendar days following the issuance of a certificate of occupancy, optional to the residents, offered on-site and be actively linked to the Project, not simply available to the community at-large (e.g., Head Start) unless the on-site space where the program is held qualifies as a community service facility under the Code. The proposed Project annual

operating budget must include sufficient costs to cover the selected services and be detailed out in the submitted budget for serving this Households with Children Housing Priority.

The Applicant must indicate in the Initial Application which enrichment services will be provided including a list of any proposed fees for services. Fees must be reasonable in Housing New Mexico/MFA's sole determination. Where necessary, Project Owners must provide executed contracts with qualified service providers with the Placed In Service Application. Contracts with service providers must include: 1) a description of the service(s) to be provided including frequency, 2) indicate that service(s) will be provided on-site and 3) specify any fee for service(s) provided. Housing New Mexico/MFA will not issue IRS Form(s) 8609 unless the Project Owner demonstrates, to Housing New Mexico/MFA's sole satisfaction, that enrichment services are being delivered as committed to in the Initial Application. Housing New Mexico/MFA, at its sole discretion, may allow substitution of enrichment services as deemed appropriate by Housing New Mexico/MFA.

Recognizing that circumstances change over time, the services provided may evolve as the needs of residents and market conditions change. Project Owner must obtain Housing New Mexico/MFA approval prior to instituting changes to the services delivered, and the new services must provide a similar level of service to the residents.

The housing priority requirement and any enrichment services committed to will be enforced through a provision in the LURA. Services must be provided throughout the Affordability Period and must not allow for more than a 30-day gap in service. Project Owner must notify Housing New Mexico/MFA within seven days of the termination of service agreements/contracts. The Project will be determined out of compliance if the requirements of the LURA are not met (e.g., if a new service contract is not timely executed or services are altered without Housing New Mexico/MFA's advance approval.) The Project Owner will be required to maintain a file containing contracts with service providers, documentation of when and where services were provided, and documentation of time spent on-site by the service coordinator. Management must conduct an annual survey regarding need for and satisfaction or dissatisfaction with the service coordination, including coordinated services.

Additionally, there will be the following reporting requirements:

a. The number of hours of onsite Service Coordination and coordinated services provided,

b. The number of residents served by each, and

c. The results of the annual survey.

All Projects shall comply with Federal Fair Housing requirements. Any limitation or preference must not violate nondiscrimination requirements. A limitation does not violate nondiscrimination requirements if the Project also receives funding from a federal program that limits eligibility to a

particular segment of the population (e.g., Housing Opportunity for Persons Living with AIDS program and Section 811 programs).

For Project Owner-provided services, Project Owner must provide sufficient documentation, in Housing New Mexico/MFA's sole discretion, of Project Owner's experience and ability to provide the services, including any past experience in providing said services.

These points may not be combined with points for Projects Reserved for Seniors Housing Priority or Households with Special Housing Needs Housing Priority.

Housing priority and design requirements met (must be met to be eligible for further points in this category)	Required
Service enrichment scoring (requires service coordinator for point awards):	
Bi-monthly health and nutrition education, including but not limited to, fitness classes, walking programs, seminar instruction on meals in minutes.	1 point
Semi-annual CPR training	1 point
Quarterly blood pressure or other health screening	1 point
Quarterly technology training (setting up smart phones and wearable health trackers, tablet instruction, social media training, computer training, internet browsing, taking and sharing photos, downloading apps, assessing online privacy, technology set-up assistance such as connecting modems)	1 point
Quarterly on-site or online security awareness training (social media safety, phishing, vishing, smishing, pretexting, password safety, fake login pages, suspicious emails, VPNs, PII, QR Codes, and other scams)	1 point
Weekly tutoring during school year	1 point
Quarterly job training, search assistance and/or placement	1 point
Gardening: delivery of at least four monthly gardening classes per year during the growing season by a qualified instructor plus provision of gardening space of at least three square feet per Unit for at least 50% of the Units in the Project.	1 point
Food resources program: a monthly program offering two of the following: 1) assistance and referral with applications for SNAP, (USDA), 2) youth summer lunch program (USDA) (daily when school is not in session) or 3) after-school snack program twice a week.	1 point
Youth character building: a program occurring at least quarterly that will provide teens with group education covering a range of topics including drug prevention, self-defense, safe internet behavior, non-violence and teen dating, teambuilding, goal setting, basic teen financial literacy and referral to job training and alternative education resources.	1 point

Beyond financial literacy: financial counseling and tax preparation; educational programs to occur quarterly and focus on one or more of the following topics: budget counseling, financial planning assistance, credit score counseling (restoring credit and avoiding credit traps), homebuyer education and down payment assistance, income tax preparation in partnership with a certified public accountant or VITA program or community college.	1 point
Other - Housing New Mexico/MFA approved service. Must be approved by Housing New Mexico/MFA in writing one month before Application due date and will be posted on the FAQ section of the Housing New Mexico/MFA website.	1-2 Points each as deemed appropriate

11. Leveraging Resources — Up to 10 Points

Up to 10 points are available for eligible contributions to the Project described in this Project Selection Criterion. Points awarded shall correspond to the percentage of Total Development Cost (TDC) contributed. Only whole points will be awarded with the point value rounded down to the nearest percentage point; thus at least 1% of TDC must be contributed. For example, a Project that provides leverage of 2.3% of TDC, is eligible for two points, a Project that provides leverage of 5.7% of TDC is eligible for five points, etc., up to 10 points. The value of the contribution must be listed as a source on Schedule A-1 and, when not a cash contribution, as a cost on Schedule A.

Any percentage of contribution claimed, for which points are awarded, will continue to be monitored and tested by Housing New Mexico/MFA and shall be satisfied during the life of the Project, until issuance of Form 8609(s).

The following contributions are eligible if they do not include any form of hard debt and they are irrevocably and permanently contributed to the project. Soft debt may not include any required payments during the Affordability Period (see definition in Glossary) and may not include a higher interest rate than the Applicable Federal Rate in effect when the loan is closed.

- <u>Unrelated private third party with no ownership interest in the project or affiliation with the developer:</u>

  Cash grant: submit a copy of the formal resolution of the third-party's board of directors or other Controlling party irrevocably binding the grantor to contribute a specific amount of cash with no obligation for repayment, which may only be conditioned upon receipt of a LIHTC reservation.

  Donated land and/or buildings: submit a copy of the formal resolution of the third-party's board of directors or other Controlling party along, a title report evidencing that the

unrelated private third party owns the land and/or building(s) with an "As-is" appraisal evidencing the value of the donation dated no earlier than six months prior to the Application date that was completed by an MAI appraiser licensed in New Mexico. The value in the appraisal that will be acceptable for points must assume that any existing use restrictions will remain in place. The entire value of the vacant land or developed land with improvements must be donated to earn points.

- General Partner:

  Deferred Developer Fee: submit a letter from the general partner confirming the amount of the developer fee to be deferred. To be eligible for points, the pro forma (as confirmed by Housing New Mexico/MFA) supports repayment of deferred fee by year 15. Any deferred fee that cannot be repaid in 15 years will not be considered a contribution and will not count in Eligible Basis.

  Donated land and/or buildings: submit a copy of a contract binding the general partner to donate the land and/or building(s) that is conditioned only upon receipt of a LIHTC reservation, a title report evidencing that the general partner owns the land and/or building(s) and an "As-is" appraisal evidencing the value of the donation dated no earlier than six months prior to the Application date that was completed by an MAI appraiser licensed in New Mexico. The value in the appraisal that will be acceptable for points must assume that any existing use restrictions will remain in place. The entire value of the vacant land or developed land with improvements must be donated to earn points.

  Loaned Sales Proceeds: submit a copy of a contract binding the general partner to loan the entire proceeds from the sale of the land and (if existing) building(s) to the Project's owner Entity (Partnership) at an interest rate that does not exceed the Applicable Federal Rate as of the date of transfer to the Partnership with no payments until the 15-year Compliance Period has expired. The contract may only be conditioned upon receipt of a LIHTC reservation. In addition, submit a title report evidencing that the general partner owns the land and/or building(s) and an "As-is" appraisal evidencing the value of the land and (if existing) building(s) dated no earlier than six months prior to the Application date that was completed by an MAI appraiser licensed in New Mexico. The value of the appraisal that will be acceptable for points must assume that any existing use restrictions will remain in place.

- Government (federal, state or local government):

  Cash or soft loans not requiring payment during the Affordability Period: submit a letter from the government Entity awarding the funds that includes the amount and terms of the funding along with evidence that the award has been approved by the applicable government (such as city council meeting minutes) contingent only upon receipt of a reservation of LIHTC.

Construction permit fee waivers: submit a letter signed by an authorized representative of the Local Governmental Entity describing the legal basis for imposing the permit fee(s) and the amount of the permit fee(s) to be waived.

Land and/or buildings: submit a copy of the contract contributing the land and/or building(s) between the governmental Entity and the developer or the proposed project owner (if duly formed) along with an "As-is" appraisal evidencing the value of the land and/or buildings dated no earlier than six months prior to the Application date that was completed by an MAI appraiser licensed in New Mexico. The value in the appraisal that will be acceptable for points must assume that any existing use restrictions will remain in place and include the value of any leasehold interest, if applicable. Contributions may be in the form of:

- donation of an entire parcel of land and any improvements thereon;
- lease of an entire parcel of land through the Extended Use Period for a nominal amount (i.e., $1 per year).

- <u>Local tribal governmental Entity, tribal housing Entity or tribal council:</u>

Cash or soft loans not requiring payment during the Affordability Period: submit a letter from the tribal Entity awarding the funds that includes the amount and terms of the funding along with evidence that the award has been approved by the applicable tribal government Entity (such as tribal council resolution) contingent only upon receipt of a reservation of LIHTC.

Contributions of Native American Trust Land: to claim points insert a certified copy of the tribal council resolution. Contributions of Native American Trust Land qualify for five points.

The following contributions do not qualify for points under this Project Selection Criterion:

- Tax abatements
- Cost paid by prior owner to remediate land and/or buildings (or other similar cost)
- Tax-exempt bond financing
- Housing New Mexico/MFA funding r (e.g., HOME, NM Housing Trust Funds, federal Housing Trust Fund)
- Non-verifiable or non-measurable sources not based upon an existing fee schedule (e.g., in-kind contributions)
- Any source requiring any hard debt payment during the Affordability Period
- Contributions made more than two years prior to the Application Deadline
- Donations of the proceeds of a loan of a capitalized lease payment

12. Marketing Units to Households Listed on Public or Indian Agency Waiting Lists — 2 Points

Projects providing a commitment to market the Units to households listed on public or Indian housing agency waiting lists are eligible for points under this criterion. A letter to the PHA or TDHE which serves the jurisdiction of the proposed site verifying this commitment is required to obtain points for this criterion.

13. QCT/Concerted Community Revitalization Plan — 3 or 5 Points

Projects are eligible for 3 points if:

a) the Project is located in an area covered by a Concerted Community Revitalization Plan and the development of the proposed Project contributes to the Concerted Community Revitalization Plan by engaging in a housing activity promoted in the plan. A Concerted Community Revitalization Plan is defined as a metropolitan redevelopment plan as defined in NMSA 1978 Section 3-60A-4 or other formal plan covering a defined subarea of the jurisdiction that includes the project site that has been enacted or adopted by a local, county or tribal government prior to the Application Deadline; or

b) the proposed Project is located within 0.5 mile of a New Mexico designated MainStreet area or a State-Designated New Mexico Arts and Cultural District.

The Project is eligible for an additional 2 points if eligible for these 3 points (above) and it is located in a QCT.

For scattered site projects, all of the scattered sites comprising the Project need to be located in a QCT and/or located in an area covered by a Concerted Community Revitalization Plan, and all sites must contribute to the Plan to be eligible for points.

Lists of New Mexico designated MainStreet areas and State-Authorized New Mexico Arts and Culture Districts can be found at https://www.nmmainstreet.org/program-directory/.

14. Projects with Units Intended for Eventual Tenant Ownership 2 Points

Projects in which all the Units are intended for eventual tenant ownership are eligible for points under this criterion, Projects are limited to single family, duplex, four-plex or townhome style projects, that may be easily separated from other Units.

The Project must be designed and designated at the time of Application for eventual home ownership and demonstrate that the design will meet the subdivision and building code requirements, including fire department requirements of the Local Government that exist at the time of the Carryover Allocation Request Deadline, as evidenced by a letter from the Local Government. All Units must be individually-metered utilities and located on public streets. This commitment will be evidenced by submission of a long-range Tenant Conversion Plan at Initial Application and will be documented in the LURA.
The following conditions generally apply:

- Intention to convert must be expressed in writing at the time of Application;
- Applicant must submit a comprehensive plan that includes, but is not limited to, provisions for repair or replacement of heating system, water heater, and roof prior to sale; limitation on equity upon subsequent sales; homeownership classes for potential homebuyers; and requirements for extent of stay in rental Unit to be eligible for purchase;
- Purchaser must occupy Unit as primary residence;
- Units must be initially marketed to existing rental residents, including residents in Market Rate Units. Remaining Units not sold to existing renter households must be sold to households earning 80% or less of AMI; and
- The Tenant Conversion Plan, which must be reasonably acceptable to Housing New Mexico/MFA in order to receive points under this category, must be implemented on or before one (1) year prior to the termination of the Compliance Period. Please see definition of Tenant Conversion Plan in Section XI. These points may not be awarded in combination with points under Projects Committed to an Extended Use Period.

15. Projects with Historic Significance — 2 Points

Projects certified on the National Register of Historic Places (i.e., meeting the criteria for Part 1 Approval for Historic Tax Credits) are eligible for points under this criterion. For scattered site projects, the total Gross Square Feet of the Historic Property must equal or exceed 10% of the proposed total project Gross Square Feet.

If federal Historic Tax Credits are included in the financing structure of the Project, evidence that the National Park Service has received a complete Historic Certification Application – Part 2 for the Project must be included in the Project Owner's Carryover Allocation Application.

16. Blighted Buildings and Brownfield Site Reuse — 5 Points

Projects that include the demolition of Blighted building(s) or the remediation and reuse of a Brownfield site are eligible for points under this criterion. Blighted building(s), by the definition in the Glossary, must be demolished. The square footage of the demolished Blighted Building must account for at least 10% of the Gross Square Feet of the entire completed Project. For scattered site projects, the total Gross Square Feet of the Blighted Buildings must equal or exceed 10% of the proposed total new construction Gross Square Feet. Points in this criterion cannot be combined with points under Rehabilitation Projects.

Blighted Building(s): To receive points in this criterion, the Application must include a letter from the Local Government Building Division stating the proposed site meets the requirements of the QAP for blight. In the event that the Local Government will not issue a determination of blight, the Applicant must provide a letter from the Local Government stating the Local Government's policy, a third party report indicating that the site meets the QAP's definition of Blighted Building (*see* Glossary), and the Applicant must provide documentary support such as notices of violation of: (1) Local Government's codes or regulations or, (2) the recorded covenants, conditions and restrictions for the property or, (3) a condemnation notice from public record. The Application must also include photos of the blighted structure, neighborhood, or area. Housing New Mexico/MFA reserves the right to determine whether or not the site meets these requirements. The Applicant must also include a demolition budget.

Brownfield: To receive points in this criterion, the Application must include the Phase II Environmental Site Assessment, remediation budget and plan detailing the proposed work.

17. Efficient Use of Tax Credits	**1, 3, 5 Points**

For purposes of this Project Selection Criterion, new construction Projects include Adaptive Reuse Projects.

Tribal Projects:

- New construction Tribal Projects that request less than $28,772 tax credits per low-income Unit **AND** less than $26.95 tax credits per low-income square foot are eligible for 5 points.
- New construction Tribal Projects that request less than $30,452 tax credits per low-income Unit **AND** less than $29.56 tax credits per low-income square foot are eligible for 3 points.
- New construction Tribal Projects that request less than $28,772 tax credits per low-income Unit **OR** less than $26.95 tax credits per low-income square foot are eligible for 1 point.

- Substantial Rehabilitation Tribal Projects that request less than $26,673 tax credits per low-income Unit **AND** less than $23.57 tax credits per low-income square foot are eligible for 5 points.
- Substantial Rehabilitation Tribal Projects that request less than $28,143 tax credits per low income Unit **AND** less than $25.87 tax credits per low income square foot are eligible for 3 points.
- Substantial Rehabilitation Tribal Projects that request less than $26,673 tax credits per low income Unit **OR** less than $23.57 tax credits per low income square foot are eligible for 1 point.

- Moderate Rehabilitation Tribal Projects that request less than $24,572 tax credits per low income Unit **AND** less than $20.22 tax credits per low income square foot are eligible for 5 points.
- Moderate Rehabilitation Tribal Projects that request less than $25,833 tax credits per low income Unit **AND** less than $22.16 tax credits per low income square foot are eligible for 3 points.
- Moderate Rehabilitation Tribal Projects that request less than $24,572 tax credits per low income Unit **OR** less than $20.22 tax credits per low income square foot are eligible for 1 point.

PSH[6] Projects

- New construction PSH Projects that request less than $28,772 tax credits per low - income Unit.
- New construction PSH Projects that request less than $30,452 tax credits per low - income Unit.

- Substantial Rehabilitation PSH Projects that request less than 26,673 tax credits per low - income Unit.
- Substantial Rehabilitation PSH Projects that request less than 28,143 tax credits per low - income Unit.

- Moderate Rehabilitation PSH Projects that request less than 24,572 tax credits per low - income Unit.
- Moderate Rehabilitation PSH Projects that request less than 25,833 tax credits per low-income Unit.

Non-PSH Projects comprised of at least 80% efficiency and one-bedroom units:

- New construction Projects that request less than $28,049 tax credits per low-income Unit **AND** less than $26.95 tax credits per low-income square foot are eligible for 5 points.
- New construction Projects that request less than $29,656 tax credits per low-income Unit **AND** less than $29.56 tax credits per low-income square foot are eligible for 3 points.
- New construction Projects that request less than $28,049 tax credits per low-income Unit **OR** less than $26.95 tax credits per low-income square foot are eligible for 1 point.

- Substantial Rehabilitation Projects that request less than $26,040 tax credits per low-income Unit **AND** less than $23.57 tax credits per low-income square foot are eligible for 5 points.
- Substantial Rehabilitation Projects that request less than $27,447 tax credits per low-income Unit **AND** less than $25.87 tax credits per low-income square foot are eligible for 3 points.
- Substantial Rehabilitation Projects that request less than $26,040 tax credits per low-income Unit **OR** less than $23.57 tax credits per low-income square foot are eligible for 1 point.

[6] PSH is Permanent Supportive Housing

- Moderate Rehabilitation Projects that request less than $24,030 tax credits per low-income Unit **AND** less than $20.22 tax credits per low-income square foot are eligible for 5 points.
- Moderate Rehabilitation Projects that request less than $25,236 tax credits per low-income Unit **AND** less than $22.16 tax credits per low-income square foot are eligible for 3 points.
- Moderate Rehabilitation Projects that request less than $24,030 tax credits per low-income Unit **OR** less than $20.22 tax credits per low-income square foot are eligible for 1 point.

All OTHER projects:

- New construction Projects that request less than $28,049 tax credits per low-income Unit **AND** less than $25.78 tax credits per low-income square foot are eligible for 5 points.
- New construction Projects that request less than $29,656 tax credits per low-income Unit **AND** less than $28.27 tax credits per low-income square foot are eligible for 3 points.
- New construction Projects that request less than $28,049 tax credits per low-income Unit **OR** less than $25.78 tax credits per low-income square foot are eligible for 1 point.

- Substantial Rehabilitation Projects that request less than $26,040 tax credits per low-income Unit **AND** less than $22.54 tax credits per low-income square foot are eligible for 5 points.
- Substantial Rehabilitation Projects that request less than $27,447 tax credits per low-income Unit **AND** less than $24.76 tax credits per low-income square foot are eligible for 3 points.
- Substantial Rehabilitation Projects that request less than $26,040 tax credits per low-income Unit **OR** less than $22.54 tax credits per low-income square foot are eligible for 1 point.

- Moderate Rehabilitation Projects that request less than $24,030 tax credits per low-income Unit **AND** less than $19.34 tax credits per low-income square foot are eligible for 5 points.
- Moderate Rehabilitation Projects that request less than $25,236 tax credits per low-income Unit **AND** less than $21.20 tax credits per low-income square foot are eligible for 3 points.

- Moderate Rehabilitation Projects that request less than $24,030 tax credits per low-income Unit **OR** less than $19.34 tax credits per low-income square foot are eligible for 1 point.

For the purpose of this criterion, low-income square footage means the sum of each building Gross Square Feet multiplied by the Project's Applicable Fraction and includes the Gross Square Feet of common space allocated to low-income use. Square footage of commercial space, garages and structured parking are excluded for the purposes of this calculation.

Applicants may request less credits than the project is otherwise eligible for to obtain points in this category, however, projects must meet underwriting guidelines for financial feasibility. Projects which were awarded points for the Efficient Use of Credits Project Selection Criteria may not apply for additional tax credits if circumstances change unless the subsequent Application results in the same scoring range under Efficient Use of Credits when combined with the scoring range in the Initial Application. In other words, a subsequent request for additional tax credits shall not be granted if Applicant received points for the Efficient Use of Credits in a prior round and now exceeds the efficient use of credits scoring ranges when evaluating both Applications as one single Application. An exception to this is in the event of a Casualty, in which case additional tax credits may be considered. See Section III.G. for additional requirements concerning supplemental tax credits and the definition of a Casualty.

18. Non-Smoking Properties — 4 or 6 Points

Both 9% LIHTC and 4% LIHTC Projects are required to participate in the New Mexico Smoke-Free at Home program. More information on the Certification programs may be found at https://www.smokefreeathomenm.org/get-certified-today/. In order to receive Certification, Applicants will be required to complete three steps as detailed on the Smoke-Free at Home website, including the submission of a Letter of Intent, a Lease Addendum, and a Violation Policy. Projects are eligible for scoring points as follows provided the Certification described below is obtained and proof of certification is submitted with the Project's 8609 Application:

(i) Projects agreeing to participate and obtain the Smoke-Free at Home NM Platinum Certification (new construction Projects which do not allow any smoking or use of electronic cigarettes at any time on any part of the property) (6 points);

(ii) Projects agreeing to participate and obtain the Smoke-Free at Home NM Gold Certification (applies to, rehabilitation and/or Adaptive Reuse Projects and no smoking or

use of electronic cigarettes is permitted at any time on any part of the property) (6 points);

(iii) Projects agreeing to participate and obtain the Smoke-Free at Home NM Silver Certification (applies to new construction, rehabilitation and/or Adaptive Reuse Projects and does not allow smoking or use of electronic cigarettes inside any of the Units and common areas, nor within 25 feet of all entry ways and windows of the building. (4 points)

The Project must have appropriate space for the provision of smoking cessation classes.

19. Adaptive Reuse Projects — 2 Points

Projects which will involve the conversion of an existing building that was not initially constructed for residential use to multifamily residential rental Units (i.e., apartment units) are eligible for two points. Projects involving the conversion of motel rooms, hotel rooms, dormitories, convents, etc. are considered Adaptive reuse and not rehabilitation.

In combined new construction and Adaptive Reuse Projects, converted space must account for at least 20% of the sum of each Building's Gross Square Feet. The separation of conversion costs and new Construction Costs must be designated in the Application on separate Schedule A and D (i.e., the Application must include a Schedule A and D for the entire Project, a Schedule A and D for the rehabilitation/conversion costs and a Schedule A and D for the new Construction Costs.) All schedules must reconcile.

Projects eligible for points for Rehabilitation Projects are not eligible for points under this criterion.

20. Underserved Communities — Up to 9 Points

Up to nine additional points are available to a Project meeting any one or more of the following criteria:

(i) The Project involves newly constructed Units totaling 35 Units or less, and does not contain any rehabilitation or Adaptive reuse in Project scope and the Market Study supports need for the Project (3 points); or

(ii) The Project is to be located in a town, municipality, or Census Designated Place (CDP) with a population less than 16,000 people pursuant to data published by the 2020 U.S. Census Bureau, and the Market Study supports need for the Project (3 points);

(iii) The Project is to be located in a town or municipality with no "active" LIHTC Projects. "Active" is defined as a town or municipality for which a LIHTC award (9% as evidenced by a reservation letter and inclusion of Housing New Mexico/MFA's list of 9% projects on its website and/or 4% LIHTC as evidenced by issuance of a 42(m) letter and inclusion on Housing New Mexico/MFA's list of 4% projects posted on its website on or before the Application Due Date) was made in the last five (5) calendar years and the Market Study supports need for the Project (3 points);

21. Other Scoring Points Available	**Up to 9 Points**

Up to nine additional points are available to a Project meeting any one or more of the following criteria:

(i) Deep Affordability:

a. **The Project is not in the housing priority for Households with Special Housing Needs** and targets extremely low income residents, which includes income and rent restricting at least 5% of total Units in the Project to residents earning 30% or less of Area Median Income, for which no federal assistance is existing or anticipated or

b. **For Projects in the Special Housing Needs housing priority category**, the Project restricts an additional 5% of the total Units in the Project to residents earning 30% or less of Area Median Income, which Units may have permanent rental subsidy support with a project-based federal rental assistance contract that ensures residents do not pay rent in excess of 30% of their adjusted income.

In either case, Applicants must indicate on the Application form and Schedule B, Unit Type and Rent Summary, the applicable Units will be rent restricted at 30% of AMI (or include a copy of the federal rental assistance contract that covers at least the minimum percentage of the total Units if in the Special Housing Needs housing priority category). (3 points)

(ii) Project's resident selection criteria contain a preference for active duty, Honorably Discharged, or retired US military Veterans (3 points);

(iii) Women and/or Minorities (see Glossary) are encouraged to participate in the ownership, development, or management of the Project. The Minority or female individual(s) must serve as either:

a. The General Partner, manager or managing member of the Ownership Entity or Responsible Owner, must have at least a 50% ownership interest in the Ownership Entity or Responsible Owner or

b. Must have at least 50% ownership interest in the participating business to qualify for the points. These businesses include any members of the development team (i.e. contractor, management company, consultant(s), architect, attorney and accountant, etc.) or
c. Minority or female individuals must comprise at least 50% of the board of directors of the Entity which qualifies the Project for points under Project Selection Criterion 1 above.

The name and address of the company and the anticipated contract amount or ownership percentage must be listed at the time of Application on the form provided by Housing New Mexico/MFA in the Application Package in order to be eligible. (3 points)

F. Additional Credits for Projects with Partial Allocations

If an Applicant receives a partial allocation in a given round and requests additional credits in a subsequent round, the minimum Project threshold requirements and the Project Selection Criteria for scoring used in the initial allocation year will be applied to the evaluation of the Project in the subsequent allocation year. The Project's ranking relative to Initial Application year Projects will be determined by calculating the Project score as a percentage of the highest score in its initial allocation round and multiplying that percentage by the highest score in the subsequent Application round to derive its subsequent Application year score and ranking among the subsequent round Applications.

G. Additional Supplemental Tax Credits for Cost Increases

Projects with increased Eligible Basis resulting from increases in hard Construction Costs may apply for additional tax credits in a subsequent allocation round prior to issuance of an IRS Form 8609. Only one additional tax credit allocation will be permitted by Housing New Mexico/MFA for any given Project. The total amount of tax credits for the Project (including those previously awarded) shall not exceed the total credits available in Section IV.E.3 of this QAP. The Project must continue to meet the QAP requirements, including Design Requirements, from the year of the original award and the supplemental tax credits will not extend the Placed In Service deadline for the original award. However, the August 31st deadlines at Sections IV.G.6.a and IV.G.6.b will be extended to the federal statutory deadline for the Ten Percent Test based on the date of the Carryover Agreement for the original award.

Applicants must submit the Intent to Submit a Tax Credit Application described in Section III.C.7.a.i by December 20, 2024 and the streamlined Application described below by the Application Deadline for the 2025 9% round. Applicants will be limited to an additional 10% of the original 9% LIHTC awarded and the supplemental tax credits may reduce the number of tax credits awarded in the 2025 round, as requests for supplemental tax credits will not compete against other Projects in the 2025 9% round.

The streamlined Application will include:

- an updated Application Form;
- updated Schedules A-F;
- updated financing commitments from all financing sources; and
- a narrative with documentation that the supplemental tax credits are required due to an unforeseeable hardship or emergency situation where the completion of the Project is jeopardized without an award of additional tax credits.

The Application must demonstrate that:

- the Project has not previously received supplemental tax credits;
- the development contingency has been exhausted;
- the Applicant was not eligible for additional Housing New Mexico/MFA gap financing from any other source;
- the Developer made reasonable attempts to secure financing from other sources;
- the developer fee has been deferred to the extent which would allow for repayment through Project cash flow within 15 years;
- the Project was value engineered, where possible, to reduce construction costs; and
- that the Project, as currently structured, would not have caused the Project to be ineligible for an award during the competitive round in which it was first awarded credits. Thus, if the score under the Efficient Use of Credits for the original application would have been reduced, the Project will be eligible for the supplemental credits, so long as the reduced score would not have caused the original application to be ineligible for an award in that round.

Applicants who need additional tax credits for financial feasibility and do not qualify for supplemental tax credits under the conditions above may return the previous valid tax credit allocation and submit a full Application to compete in the 2025 9% round.

An exception to the number of supplemental credits and/or the need to maintain eligibility in the original round may be made for Projects undergoing an unforeseen Casualty event, as defined in the Glossary. Supplemental credits in excess of 10% of the original award due to an unforeseen Casualty event must be approved by the Housing New Mexico/MFA Board.

H. New Allocations to Projects Previously Subsidized with Tax Credits

Existing Projects that previously received tax credit allocations and are now eligible under Code Section 42(d)(2) for new acquisition tax credits may apply for a current allocation. However, because of prior subsidy investment in the Project and the scarcity of the resource and to ensure

that the subsidy is not being used primarily for ownership transfer, previously subsidized Projects must demonstrate: 1) a real risk of loss of affordable Units, and 2) an addition of significant improvements and services to enhance livability for the tenants. These may qualify for standard tax credit applicable percentages.

I. Recycled Allocations

A Property Owner may return a valid allocation of tax credits between October 1st and December 31st to receive an allocation of tax credits from the following year's tax credit ceiling in the same amount of the returned allocation if:

- The Project Owner pays the $500 fee due for requests for changes to a Project;
- No changes to the Project (i.e., design, financing, etc.) have occurred without Housing New Mexico/MFA's approval;
- None of the returned Project's Principals are participating in the following year's 9% LIHTC round (e.g., Principals returning tax credits in 2024 will not participate in the 2025 round);
- The Project demonstrates that all financing necessary to place the Project in service is secured;
- The Project will place in service by December 31st of the year of the newly allocated credits and receive no further opportunity to recycle the tax credits (e.g., if 2022 LIHTC are returned in December 2024 in exchange for 2025 tax credits, the Project will place in service by December 31, 2025).
- Housing New Mexico/MFA must be notified of any request to recycle an allocation of tax credits by November 15th, when the Placed In Service submission would have been due.

Notwithstanding the foregoing, if a Project has previously returned tax credits in exchange for a new allocation of tax credits, any return of tax credits for a new allocation shall be at Housing New Mexico/MFA's sole discretion.

J. Property Standards

All newly constructed and/or rehabilitated properties must meet applicable state and local building codes, including but not limited to: the New Mexico Commercial Building Code, the New Mexico Residential Building Code, the New Mexico Energy Conservation Code, the New Mexico Existing Building Code, the New Mexico Plumbing Code, the New Mexico Mechanical Code the New Mexico Solar Energy Code, the New Mexico Electrical Code, the New Mexico Electrical Safety Code, and all international and uniform building codes as referenced and adopted by the aforementioned codes. In addition, all newly constructed Projects must obtain a Home Energy Rating System (HERS) score of 55 or better and all rehabilitation Projects must obtain a HERS score of 65 or better. All Projects must meet the provisions and requirements of the Americans with Disabilities Act (ADA) as applicable. Public and common use areas within Projects are subject to these requirements. Projects combining housing tax credits with another federal

source of funding must comply with HUD Section 504 requirements as required in the 2010 ADA Standards. Projects must also adhere to the Federal Fair Housing Act and shall adhere to the federal fair housing accessibility and adaptability requirements promulgated through the Fair Housing Accessibility Guidelines {56 FR 9472, 3/6/91}. Finally, conformance to Design Standards in the Application Package is mandatory for all Projects, including tax-exempt bond financed Projects.

IV. Allocation Procedure and Application Requirements

A. Allocation Rounds

1. Submission Date(s)

Housing New Mexico/MFA intends to conduct one competitive LIHTC Application round each calendar year. However, Housing New Mexico/MFA reserves the right to conduct additional LIHTC rounds or to award tax credits outside of the rounds. **Initial Applications for the 2025 competitive LIHTC Application round will be accepted anytime between January 6, 2025 through January 21, 2025 at 12:00 p.m. Mountain Standard Time. Initial Applications must be submitted ahead of 12:00 p.m. Mountain Standard Time on January 21, 2025 (Application Deadline). Initial applications must be fully uploaded to the file sharing site identified in Section IV.A.2 of this QAP no later than the Application Deadline. Late Applications will not be accepted**. If the Projects submitted do not use all of the available tax credits or if additional tax credits become available later in the year, Housing New Mexico/MFA will consider a second round or make allocations to lower- scored Eligible Projects at Housing New Mexico/MFA's sole discretion.

Initial Applications for tax-exempt bond financed Projects are accepted on a continuous basis but must meet the same form of submission requirements identified in **Section IV.A.3** below and are subject to the timing requirements outlined in **Section VI.**

2. Place of Submission

Initial Applications must be uploaded to Housing New Mexico/MFA's Secure File Transfer-HD file sharing Site: https://mfa.internal.housingnm.org/SFT_HD/ (described below in Section IV.A.4.b.)

3. Form of Submission

Initial Applications may not be delivered by facsimile transmission or e-mail. The 2025 Housing New Mexico/MFA Universal Rental Development Application and Schedules in excel format and one fully tabbed and bookmarked PDF file that include all materials listed on the Attachments Checklist at Tab 1a must be uploaded to Housing New Mexico/MFA's file sharing site:

https://mfa.internal.housingnm.org/SFT_HD/ (described below in **Section IV.A.4.b**.) The required 2025 Housing New Mexico/MFA Universal Rental Development Application will be provided electronically and may be downloaded from Housing New Mexico/MFA's website at https://housingnm.org/developers/lihtc/current-and-prior-tax-credit-rounds. No additional materials may be submitted after the Initial Application Deadline, unless requested by Housing New Mexico/MFA in accordance with the provisions of this QAP.

4. Content and Format: Complete Applications

Complete Applications will meet the following standards when they are initially submitted and without benefit of any subsequent submissions, including any such submissions received during the deficiency correction period:

a) All Application documents that require signatures must be included and bear scanned blue ink or third-party verified digital signatures from all General Partners. Housing New Mexico/MFA will require submission of an "omnibus" signature page wherein all General Partners must certify, among other things, that the Application submitted, including all schedules and certifications, is accurate and complete and does not contain any misrepresentations.

b) Complete Initial Applications must include the 2025 Housing New Mexico/MFA Universal Rental Development Application and Schedules, including all attachments and exhibits that are applicable to the Project – both those listed in the attachments checklist found at Tab 1a of the Application form and any other materials requested in the 2025 QAP that apply to the Project. The 2025 Housing New Mexico/MFA Universal Rental Development Application Form and Schedules must be submitted in excel format. All additional materials (those described in Tab 1a and others indicated in the 2025 QAP) must be contained in one fully tabbed and bookmarked PDF file with protected personal information such as Social Security numbers and board member home addresses redacted. Where required in the Application, the market study, architectural plans and specifications, capital needs assessment and appraisal shall be uploaded as stand-alone documents rather than included in the Application PDF. The PDF files must be "bookmarked" with each applicable tab ("Tab") and named accordingly (e.g., Tab 1, Tab 1a, Tab 2, etc.). Each bookmark must include all of the documents required for the respective tab (including those in the 2025 Housing New Mexico/MFA Universal Rental Development Application and Schedules), as identified in the Attachments Checklist and named accordingly (e.g., Tab 1f – Rehabilitation Scope of Work, Tab 1g – One-page summary of Developer affordable housing experience." All documents in the PDF must be submitted in numerical order. The entire Application Package (the 2025 Housing New Mexico/MFA Universal Rental Development Application, Schedules and the PDF files) must be uploaded to Housing New Mexico/MFA's file sharing site: https://mfa.internal.housingnm.org/SFT_HD/.

c) Complete Initial Applications must include Application fees as outlined in Section IV.B below.

d) No additional materials may be submitted after the Initial Application deadline, unless requested by Housing New Mexico/MFA in accordance with the provisions of this QAP.

e) Current year Housing New Mexico/MFA forms **must be used** when provided and **no substitutions will be accepted**.

f) All information must be current, clearly legible and consistent with all other information provided in the Application.

g) Forms must be completely filled out and executed as needed. Forms that require signatures must bear scanned blue ink or third-party verified digital signatures.

h) Except as Housing New Mexico/MFA may determine is necessary to evaluate the "Applicant eligibility" threshold requirement in **Section III.C.5** all Applications must be self-contained: Housing New Mexico/MFA will not rely on any previously submitted information, written or verbal, to evaluate the Applications in a given round.

In determining whether the Application is complete, Housing New Mexico/MFA will examine the package for both the availability of all required materials listed in Section I of the Application Attachments Checklist and for the content of those materials. Failure to provide or complete any element of the Initial Application Package, including all items listed in Section I of the Application Attachments Checklist, may result in immediate rejection of the Application without complete review. When special documents required to obtain points under particular Project Selection Criteria are not provided in the Initial Application, as listed in Section II of the Application Attachments Checklist, the related points will not be awarded. The Application Attachments Checklist is not intended to be a comprehensive listing of all documents required to be submitted. Applicants bear the burden of determining and submitting any additional documents that directly support an Application or other information required by this QAP to be submitted.

In addition to the actions Housing New Mexico/MFA may take pursuant to Section IV.C.5 Deficiency Correction Period, Housing New Mexico/MFA may request additional information from any Applicant as deemed necessary for a fair and accurate evaluation of an Application. Housing New Mexico/MFA may also choose to accept inconsistent information and if so, may select any of the inconsistent pieces of information over any other pieces of information, in its reasonable judgment. However, Housing New Mexico/MFA is under no obligation to seek further information or clarification or to accept inconsistent responses.

The Applicant will bear sole and full responsibility for submitting its Application in accordance with the requirements of the Internal Revenue Code and the QAP and will be deemed to have full knowledge of such requirements regardless of whether or not a member of Housing New

Mexico/MFA's staff responds to a request for assistance from Applicant or otherwise provides Applicant assistance with respect to all or a portion of the Application.

After award, all Applications will be open to the public for inspection and copying. Applicants must redact confidential and personal identifier information from documents if the information is not specifically required by Housing New Mexico/MFA.

Applicant agrees to indemnify Housing New Mexico/MFA from any claims arising from or related to Housing New Mexico/MFA's disclosure or nondisclosure of materials submitted to Housing New Mexico/MFA related to the Application.

5. Communications and Quiet Period

Questions concerning the competitive LIHTC Application round Application requirements must be submitted through Housing New Mexico/MFA's website at https://housingnm.org/developers/lihtc/applications-faq. No questions will be accepted after 5 p.m. Mountain Standard Time, January 13, 2025. Answers will be posted to the website and once posted will be deemed a part of this QAP. Answers to questions submitted on January 13, 2025 that can be answered by January 15, 2025 will be posted on January 16, 2025. It is the sole responsibility of Applicants to review the website for answers to questions.

A "Quiet Period" for each competitive round will begin at the time an Initial Application is submitted and end upon the approval of tax credit awards by Housing New Mexico/MFA's Board of Directors. During the Quiet Period, Applicants, or any part of the development team (i.e., Developer, Project Owner, General Partner, contractor, management company, consultant(s), architect, attorney, and accountant, etc.), shall not contact Housing New Mexico/MFA's management, employees, members of the Board of Directors or their proxies, officers or agents in regard to an Application under consideration unless expressly directed to do so by Housing New Mexico/MFA staff. The purpose of the Quiet Period is to create a fair and consistent process for all Applications in the competitive round. The Quiet Period only applies to Applications under consideration during the competitive round and not to any other Projects, issues, or Applications, including questions regarding Housing New Mexico/MFA gap funding requested in conjunction with the Application.

The imposition of the Quiet Period does not relieve any Applicant of its obligation to notify Housing New Mexico/MFA of changes to the Project as provided for in Sections IV.H. and IV.I. herein. In addition to the provisions of Sections IV.H. and IV.I., Applicants are required to notify Housing New Mexico/MFA of any material change in circumstances concerning the Application, development team, threshold requirements and/or scoring changes. Applicant shall notify the Tax Credit Program Manager in writing immediately of the material change, and Housing New Mexico/MFA staff shall review the notification and determine, in its sole discretion, what action, if any, is to be taken with respect to the pending Application. After award, all Applications and documents pertaining to the Applications will be available to the public.

All communications regarding Projects which have received tax credit awards and tax-exempt bond financed Projects should be directed to:

Jeanne Redondo
Tax Credit Program Manager
(505)767-2210
jredondo@housingnm.org

6. Prohibited Activities

Applicants (including Applicants for tax-exempt bond financed Projects) or their representatives shall not communicate with or by any other means attempt to influence members of the Board of Directors and their proxies or members of the Allocation Review Committee (ARC) regarding any Application except when specifically permitted to present testimony at a tax credit related proceeding. **An Application shall be rejected if the Applicant or any Person or Entity acting on behalf of Applicant violates the prohibitions of this section**. A list of the members of Housing New Mexico/MFA's Board of Directors and their proxies and ARC members can be found at http://www.housingnm.org. A list of ARC members, Housing New Mexico/MFA Board members, and Housing New Mexico/MFA leadership, and LIHTC program management staff, which is current as of the date of this QAP, is attached hereto as Exhibit 1. It is the Applicant's responsibility to check Housing New Mexico/MFA's website for a current list of Board members and ARC members.

Any communication made or action taken in violation of the Quiet Period or the prohibited activities section of the QAP shall be immediately reported to the tax credit program officer, whose contact information is provided in **Section IV.A.5**. Nothing in this section shall be construed to alter or affect the mandatory appeals processes and procedures that are prescribed elsewhere in this QAP. **An Applicant's failure to adhere to the prescribed Application and appeals processes and procedures shall result in the rejection of the Application**.

B. Housing New Mexico/MFA Fees and Direct Costs

All fees are non-refundable. Fees are due at the times and in the amounts shown below and they apply to both allocated and non-allocated tax credits. Fees may be delivered in the form of personal or business checks, money orders or cashier's checks, or wire (contact hd@housingnm.org for wiring instructions). Any check returned for insufficient funds will result in rejection of the Application, cancellation of the Reservation or other actions available to Housing New Mexico/MFA. Exceptions may be granted at Housing New Mexico/MFA's sole discretion and fees may be adjusted annually, as determined by Housing New Mexico/MFA in its sole discretion.

Application Fee (for initial and supplemental requests)

- Due at submission of tax credit Initial Application
- $750 for nonprofit or governmental Entity Applicant; $1,500 for a for-profit Applicant

Direct Cost Fees

- Base Portion Design Review: $12,000 due at submission of tax credit Initial Application

This fee covers the base portion of the design reviews for compliance with Design Standards described at **Section IV.C.7a**. Design reviews may require additional site visits and/or document reviews, which would be billed separately and above this non-refundable $12,000 base fee at a rate of $1,500 per inspection or additional review. Any amount in excess of the $12,000 base fee is due within 20 calendar days of billing by Housing New Mexico/MFA. If the Initial Application is not awarded a Reservation or approved as a tax-exempt bond financed Project, the Base Portion Design Review Direct Cost Fee will be returned to the Applicant.

- Housing New Mexico/MFA-ordered Market Study: Amount varies depending on cost

If a subsequent Housing New Mexico/MFA-ordered Market Study is required during the application phase, the cost will be covered by the Applicant through a non-refundable Direct Cost Fee that will be due within five days of receiving a deficiency correction (*see* **Section IV.C.5**) with an invoice via email.

Processing Fee

- Due at execution of Reservation Contract for 9% awards; due prior to delivery of Letter of Determination or construction start, whichever occurs first for Projects financed with tax- exempt bonds.
- 8.5% of Housing New Mexico/MFA-determined tax credit allocation amount rounded down to the nearest dollar.
- For Projects financed with tax-exempt bonds, if the actual tax credit amount is greater at Final Allocation than when the Letter of Determination was delivered, the Applicant must pay an additional processing fee of 8.5% of the increase in the tax credit amount.

Additional Review Fees

- One underwriting with one opportunity to make corrections is included in the standard Application and Processing Fees. Any additional underwriting (of the Initial Application or submissions described in Section IV.G) to review further corrections or changes to the Project will incur a $1,500 fee per review.

Monitoring and Compliance Fees

- Due annually by January 31st for each year of the Extended Use Period. The monitoring and compliance fee for the entire 15-year Compliance Period may be paid in a lump sum at the Final Allocation Application (number of Units x $50/Set-aside Unit/year x 15 years).

- $50/set-aside Unit/year (Average Income projects may be subject to an increased Compliance Monitoring fee.)
- $20/set-aside Unit/year during the Extended Use Period

Appeal Fee

- $5,000 due at submission of appeal
- No appeal will be entertained in advance of appeal fee payment

Request for increase in tax credits, request for changes to a Project, including changes in ownership prior to receiving Form 8609 and/or requests for document corrections (when not a result of an administrative error by Housing New Mexico/MFA, including when changes or alternate forms are proposed by an Applicant in lieu of Housing New Mexico/MFA standard forms.)

- $500 due at submission of review/correction request

Reissuance of Form 8609

- Housing New Mexico/MFA sends draft 8609 forms to the Owner for review prior to issuance. A $250 fee for each 8609 form that must be re-issued after it is signed and issued to the Owner; total fees shall not exceed $2,500.

Ownership Change and LURA Modification Fees after receipt of Form 8609:

- $500 non-refundable fee due at submission of application to change ownership, general partner, and/or limited partner, request a limited partner exit and/or request a LURA modification.
- If applicable, an additional $250 per item requested in a LURA Modification, when the Project is out of compliance with Asset Management at the time of the application.
- If applicable, an additional $1,500 processing fee upon approval of an ownership or general partner change.
- If changes are made to the ownership structure without Housing New Mexico/MFA's prior written approval, the Project will be considered out of compliance. This noncompliance may result in a denial of requests for a future ownership change, financing, and/or LURA modification and may, at Housing New Mexico/MFA's discretion, also be subject to a $10,000 fine to move forward with the ownership change process.

Extension Fee

- Due at submission of request to extend deadline of any documents required under Subsequent Project Requirements and/or with submission of late or missing documents required under Subsequent Project Requirements
- $500 per week

C. Staff Analysis and Application Processing

1. **Threshold review**. Following the Application Deadline, Housing New Mexico/MFA will undertake a threshold review to determine whether the Initial Application meets the minimum Project threshold requirements shown in Section III.C. If the Initial Application fails to meet site Control, zoning, fee, or market study requirements, the Applicant will be given an opportunity to correct the deficiency in accordance with Section IV.C.5 and if not corrected in the time period allowed, the Application will be rejected. The Applicant eligibility and financial feasibility threshold requirements are not correctable and Applications that fail to meet these requirements will be rejected.

2. **Cost limits**. Total Development Costs for various types of Projects may not exceed the following:
    a. **New construction and Adaptive Reuse Projects**. The Total Development Cost per Unit must not exceed 130% of the average Total Development Cost per Unit for all new construction and Adaptive Reuse Projects submitted in the same round. Similarly, the hard Construction Cost plus architect and engineering fees per square foot must not exceed 130% of the average cost per square foot for all new construction and Adaptive Reuse Projects submitted in the same round.
    b. **Acquisition/rehabilitation Projects**. The Total Development Cost must not exceed 100% of the average Total Development Cost per Unit for all new construction and Adaptive Reuse Projects submitted in the same round. Similarly, the hard Construction Cost plus architect and engineering fees per square foot must not exceed 100% of the average cost per square foot for all new construction and Adaptive Reuse Projects submitted in the same round.
    c. **Tax-exempt bond financed Projects**. Total Development Cost must not exceed the limits established for new construction, Adaptive reuse or acquisition/rehabilitation Projects, as appropriate, submitted in the most recent allocation round. Variances from these limits will be considered on a case-by-case basis.
    d. **Combined Rehabilitation and New construction Projects**. For Projects that involve rehabilitation of existing Units, the construction of new Units and/or the Adaptive reuse of an existing building, the costs will be evaluated based on the track/category selected by the project as described in Section II.J. above to the limits established in Sections IV.C.2.a. and b. above.

    Any Project with extenuating circumstances around the hard construction in their Project may submit additional material justifying those costs and requesting a waiver from that limit either in the initial Application, or through the supplemental information process, during the underwriting review. Waivers may be granted at Housing New Mexico/MFA's sole discretion.

Recognizing that Tax Credit Projects require soft costs above and beyond traditional development, when determining the average per square foot cost for each Project, only hard costs as found on Schedule D and any architect and engineer fees will be used.

See the Glossary Section XI for the definition of the terms "Unit," "Total Development Cost," and "Hard Construction Costs" as they apply to the cost limit calculations in this section. Costs that exceed these limits will be excluded when calculating the tax credit amount. These limits are binding through Final Allocations.

3. **Local Notice**. The Chief Executive Officer of the local jurisdiction where the Project is located will receive a "Local Notice" from Housing New Mexico/MFA stating that an Application has been received and requesting a response. The local jurisdiction and the Chief Executive Officer are to be identified by the Applicant in the Application form. The jurisdiction may be a municipality, town, county or tribal government. Such notification will be issued for all Applications not more than 10 business days after Housing New Mexico/MFA's Application Deadline and the recipient will have 30 calendar days to respond.

4. **Site visits**. On completion of the threshold review, and as allowed by current health conditions, public health and executive orders, or laws, Housing New Mexico/MFA will visit the proposed sites for the highest ranking Projects. Sites considered by Housing New Mexico/MFA in its reasonable judgment to be inappropriate due to current or foreseeable adverse health, safety, welfare, site constraints or marketability risks may be cause for rejection of any Application, regardless of threshold review or scoring results. Communications made by or on behalf of an Applicant in response to communications initiated by Housing New Mexico/MFA in conjunction with a site visit shall not be a violation of the Quiet Period.

5. **Deficiency correction period**. Housing New Mexico/MFA may provide a deficiency correction period after the threshold review. This period is intended only to: 1) correct threshold items that are identified as correctable in Section III.C, 2) address Complete Application items, including any issues with the electronic application, 3) clarify ambiguous information, 4) complete forms or 5) make minor corrections to the Application. In no case shall the deficiency correction period be used by Housing New Mexico/MFA to allow an Applicant to submit scoring items listed on Section II of the LIHTC Application Attachments Checklist or to alter the original structure of the project. If the deficiency correction period is used, Housing New Mexico/MFA will provide notice to Applicants having such shortcomings in their Applications via e-mail and U.S. mail. Applicants will have five business days after the date of the e-mail notice to correct deficiencies. All materials must be submitted no later than 5 p.m. Mountain Standard Time on the fifth business day, following "Form of Submission" requirements shown in **Section IV.A.3** above. Certain types of deficiencies cannot be corrected during the

deficiency correction period, including an Applicant's failure to provide materials or to provide materials in the required form, as well as other deficiencies that Housing New Mexico/MFA determines in its reasonable judgment may not be correctable. Furthermore, the deficiency correction period may not be used by the Applicant or Housing New Mexico/MFA to alter the original structure of the Project. This prohibition includes, but is not limited to, all changes listed in **Section IV.H**. If the information requested by Housing New Mexico/MFA is not submitted within the timeframe provided or is submitted but remains deficient, the Application may be rejected without any further review.

6. **Supplemental Information Submission**. If at any point during the processing of an Application, staff determines that supplementary information is needed to complete its review, the Applicant will be notified in writing and will have five business days after the date of Housing New Mexico/MFA's notice to deliver a written response. In no case shall the supplemental information request be used by Housing New Mexico/MFA to allow an Applicant to submit scoring items listed on Section II of the LIHTC Application Attachments Checklist or to alter the original structure of the project. This provision does not apply to incomplete Applications, which may be rejected during the threshold review or subject to the deficiency correction period process.

7. **Design Review and Construction Start**. All Projects will be subject to Housing New Mexico/MFA's design review and construction inspections to determine compliance with the Design Standards. Housing New Mexico/MFA staff will make a good faith effort to perform an initial review of construction documents within ten (10) business days after receipt of complete construction documents.

    a. The base portion of the design review covered by the $12,000 fee includes one of each of the following:
        i. Preliminary review of Project for Design Standard compliance at Initial Application. All plans and related materials submitted as part of an Application must provide enough detail for Housing New Mexico/MFA to determine compliance with the Design Standards.
        ii. Construction Drawing Review.
        iii. Specification Review.
        iv. Environmental Study & HERS Modeling Projections Review.
        v. Contract document review (construction contract, permit, schedule).
        vi. 33% Site Inspection visit.
        vii. 66% Site Inspection visit.
        viii. 100% Site Inspection visit, report and closeout document review. Housing New Mexico/MFA will not issue the IRS Form 8609 before Housing New Mexico/MFA's Architectural Services Representative indicates that the

Project has been built as proposed and that all outstanding issues, if can, have been resolved.

b. A CNA is required for rehabilitation and Adaptive Reuse Projects. Housing New Mexico/MFA will review the CNA for completeness, consistency with the Application and compliance with the Design Standards. See QAP Section II.J for details.

c. **Prior to commencing construction:**
   i. **Applicant must have Housing New Mexico/MFA's written approval of complete construction documents;**
   ii. Applicants must request and receive Housing New Mexico/MFA-provided signs/banners in English and Spanish featuring Housing New Mexico/MFA's fraud hotline at the Project work site(s), which shall remain in place throughout the duration of construction.
   iii. Applicants must close on all Project financing (except the permanent mortgage).

d. Material Design Changes: Differences between the plans and specifications submitted with the Application and those contained in the final construction documents must be approved by Housing New Mexico/MFA. The Applicant must submit a detailed narrative of Material Design Changes made to final plans and specifications along with the Change Fee described in Section IV.I.

8. **Other Project compliance.** All Principals (see Glossary) related entities and Affiliates must be in compliance with respect to all other federally subsidized housing or LIHTC Projects that they own or operate throughout the country. The Application shall include a compliance affidavit in the form stipulated at Tab 1l of the Application certifying the Principal and its Affiliate(s) are not in default with respect to any Material Compliance Matter for any such Project or shall state what defaults exist and what corrective action Applicant is taking. Applicants shall attach a complete list of **all** Projects in which the Principal and/or its Affiliate(s) have experience (*see* schedule of experience[7] footnote below). If the experience of any Principal differs from the Applicant and/or General Partner, a separate schedule of experience is required for that Principal. If Housing New Mexico/MFA determines, either through information provided by an Applicant or through Housing New Mexico/MFA's investigation, that any federally subsidized housing or LIHTC Project in which Applicant, or any Principal or Affiliate of Applicant has an interest is in default due to any Material Compliance Matter, Housing New Mexico/MFA may reject the Application. See **Section IV.F.1** for additional discussion. This determination of default regarding any Principal may concern, but is not limited to,

[7] The schedule of experience required shall be in the form of a recent real estate owned schedule provided to a lender, a HUD Form 2530, or other similar form that includes the experience of the Principal completing the compliance affidavit. The schedule of experience shall include every project that is Placed In Service for which the Principal has a financial interest and that the Principal developed without an ownership participation. Projects that are planned or under development may be included but are not required.

progress made with previous tax credit Reservations, including timely delivery of required documents and meeting all required deadlines; development compliance; and payment of monitoring fees.

9. **Development team review**. Staff will review the qualifications of the Developer, Project Owner, General Partner, contractor, management company, consultant(s), and architect to determine capacity to perform in the role proposed. Considerations may include related experience, financial capacity, performance history, references, management and staff, among others. Staff will review related party affidavits inserted at Tab 1h for each development team member listed above (see Section III.C.5), and development team resumes inserted at Tab 12. The management company will be reviewed when construction is 50% complete (*see* Section IV.G.7). The organizational chart(s) inserted at Tab 1i must include all related party interests among the Developer, Project Owner, General Partner, contractor, management company, consultant(s) and architect. Housing New Mexico/MFA may conduct its own related party search utilizing Secretary of State websites, online searches, or other means to ensure all related parties have been properly disclosed. **An Application may be rejected or substitutions requested if the development team or any member thereof is unsuitable and/or undisclosed related parties are identified as determined by Housing New Mexico/MFA.**

D. Feasibility Analysis and Financial Considerations

All Projects, in addition to the threshold review process, will undergo financial analysis by Housing New Mexico/MFA staff to determine whether the Projects are financially feasible. Such determinations will rely on both the financial data submitted by the Applicant and on staff judgments with respect to feasibility matters. Projects that do not appear financially feasible in Housing New Mexico/MFA's judgment may be rejected without further processing. All financing sources must be clearly identified, and their terms specified in a letter of interest from the financing source. Financing Commitments (*see* Glossary) will be required as a "subsequent requirement" after the initial Reservation is made.

Initial Applications for any tax credits (4 or 9%) must include a letter of interest from a tax credit syndicator or direct investor stating the terms and pricing for the purchase of tax credits allocated to the Project. In addition, all Projects will be underwritten using the more conservative of the standards indicated in this QAP, those in an underwriting supplement to be published by Housing New Mexico/MFA at least one month prior to the Application Deadline, the terms listed in any Financing Commitment or letter of interest; or the Project's market study. Project 15-year pro forma cash flow projections must include an operating expense inflation factor of at least 3%, a rental income inflation factor of no more than 2% and a vacancy factor of at least 7% for all occupancy-related income. However, for projects with at least 90% of all units covered by a federal rental assistance contract and any Project Reserved for Seniors, Housing New Mexico/MFA will use the market study vacancy factor but not less than 5%.

1. **Development Costs**. Development Costs will be evaluated against the average costs of competing Projects. In the case of rehabilitation Projects and Adaptive Reuse Projects an appraisal and CNA of the existing project will be required and used by Housing New Mexico/MFA to evaluate Development Costs. The appraisal is due with the Initial Application for tax exempt bond financed projects and with the Carryover Application for 9% Projects not claiming points under the Leveraging Resources scoring criterion. See Section II.J and Glossary for further details regarding the CNA. The acquisition cost on which tax credits are calculated will be held to the lowest among the sale price, Applicant's procured appraisal and the construction lender's appraisal. Applicants submitting costs atypical in the marketplace must provide information acceptable to Housing New Mexico/MFA, justifying such costs. Projects with excessive costs will be subject to adjustments to the amount of tax credits requested. Housing New Mexico/MFA, in the course and scope of its underwriting, will examine how costs are categorized /allocated in Schedules A and D. Housing New Mexico/MFA reserves the right to re-categorize /allocate costs to different categories should Housing New Mexico/MFA determine, in its sole discretion, that costs have been categorized incorrectly. Applicants shall describe all costs contained in any category labelled "other" with sufficient specificity so that it is clear what these costs encompass.

2. **Developer and other fees.** Fees are limited to the following standards:
    a. **Builder profit, overhead and general requirements**
    In Projects where an "identity of interest" (as defined in this section) is not present, builder profit may not exceed 6% of Construction Costs, builder overhead may not exceed 2% of Construction Costs and general requirements may not exceed 6% of Construction Costs. For the purposes of these calculations, see definition of Construction Costs in the Glossary.

    Where an Identity of Interest exists between or among the Developer/Project Owner, builder (e.g., the general contractor), design professionals and/or subcontractors, builder profit shall not exceed 4% of Construction Costs. An Identity of Interest means any relationship that is based on shared family or financial ties between or among the Developer/Project Owner, builder (general contractor), design professionals and/or subcontractors that would suggest that one Entity may have Control over or a financial interest in another. An Identity of Interest will be presumed if any of the following factors are present as between or among the Developer/Project Owner, builder (general contractor), design professionals and/or subcontractors; common or shared ownership of any of the above-listed entities; common family members as owners or investors in any of the above-listed entities; common Control of the above-listed entities even if the Control is not exercised by a common owner or common investor.

For LIHTC purposes, any amount of fee that exceeds the percentage limitations will be excluded from the Project's Eligible Basis when calculating the tax credit allocation.

b. **Developer fees**

Developer fees for 9% LIHTC Projects shall not exceed: 1) $25,000 per low-income Unit for the first 30 Units, plus 2) $22,500 per low-income Unit for Units 31 – 60, plus 3) $20,000 per low-income Unit for Units 61+, which shall not cause the total Developer Fee to exceed the lesser of $2,500,000 or 14% of Total Development Cost. Developer Fee for 4% LIHTC Projects shall not exceed 14% of Total Development Cost. *9% Projects utilizing Housing New Mexico/MFA-issued Section 811 Project Rental Assistance (PRA) are eligible for a 5% boost to the capped developer fee (as calculated above; for qualifications, see below) For example, a 30-Unit Project which qualifies for $750,000 and which is at or below 14% of Total Development Cost qualifies for a 5% boost to the allowable Developer Fee resulting in a total Developer Fee of $787,500.

Donations of land and waived fees are excluded from Total Development Cost when calculating maximum allowable developer fees. Developer fees include all consulting costs for services typically rendered by a Developer. Any reserve, excluding any Housing New Mexico/MFA-required Project reserve (see below), may be considered as part of the developer fee, if it is not held for the benefit of the Project for a minimum of 15 years. For the purposes of these calculations, Total Development Cost is adjusted to exclude developer fees, consultant fees and all reserves. Notwithstanding the Developer Fee amounts described in the preceding paragraph, where an Identity of Interest exists between the Developer/Project Owner and the builder, the above-mentioned fee may be further reduced if Housing New Mexico/MFA, in its discretion, determines the fee to be excessive. In a proposed sale transaction where there is an Identity of Interest in any Principal of the seller and buyer, the Project will be subject to reduced developer fees. Where there is such an Identity of Interest, the developer fee percentages will be calculated on Total Development Cost reduced by Acquisition Costs. Also, an "as-is" appraisal dated no earlier than six months prior to the Application date and completed by a MAI licensed in New Mexico must be submitted. The value in the appraisal must assume that any existing use restrictions will remain in place.

The maximum developer fee is locked in at Initial Application for 9% Projects and is locked in at 8609 issuance for 4% Projects.

***Section 811 Project-Based Rental Assistance Program (Section 811 PRA)**

In 2020 Housing New Mexico/MFA applied for a $3.6 million award to participate in HUD's Section 811 Project Rental Assistance (PRA) program, which provides project-based rental assistance for extremely low- income Persons with disabilities, 18-61 years of age who are linked with long-term services. An award of Section 811 funds is contingent upon Housing New Mexico/MFA entering into a Cooperative Agreement with HUD. In order to utilize these funds, projects must be in a location served by an active Local Lead Agency (LLA), through which the services will be provided. The Section 811 program will be implemented over a five-year period and will serve an estimated 58 households.

Qualifications and Restrictions:
No more than 25 percent of the total units (a minimum of 5 Units) in an eligible multifamily property can:

- Be provided Section 811 PRA funds
- Be used for supportive housing for Persons with disabilities
- Have any occupancy preference for Persons with disabilities

Owner Capacity and Experience:
Owner and Property Management must demonstrate the capacity to participate in Section 811 PRA. This will be measured, in part, by the level of experience administering HUD rental subsidy programs, specifically with HUD's Tenant Rental Assistance Certification System (TRACS) and Enterprise Income Verification (EIV) and experience with managing a range of housing populations, with a particular emphasis on Persons with disabilities.

In the event of non-compliance, any additional developer fee received (because of the participation in the **Section 811 PRA program**) beyond the Developer Fee cost limits outlined in Section IV.D.2 must be returned to the project in the form of a capitalized reserve account.

In addition, units must meet program criteria for unit integration and accessibility. Should this source become competitive, PRA allocations will be made based on score.

4% Projects looking to participate in the 811 PRA program are welcome to apply with the expectation of availability, however they are not eligible for the 5% boost to the capped developer fee.

See https://housingnm.org/property-owners-agents-and-managers/section-811-project-rental-assistance for more information.

c. **Architect and Engineering Fees**
Architects' fees, including design and supervision fees, and engineering fees, must be capped at 3.3 percent of Total Development Cost. This fee limit is a soft cap and any amounts in excess of this cap will not be included in Eligible Basis. Exceptions to the above rules governing architect and engineering fees may be granted based on site or Project specifics and in Housing New Mexico/MFA's sole discretion. Supporting documentation shall be provided to justify any increase in request. Although the same standards will apply for Projects subject to subsidy layering review, such Projects will require Board approval for subsidy layering purposes whenever they exceed the federally-defined ceiling standard limits and only five such excess fee amounts can be approved in any given year. See Section II.T. for information on subsidy layering reviews.

Increases in Project costs subsequent to the Application Deadline may not result in an increase in any of the fees calculated above for tax credit allocation purposes. Any changes in the amount of fees through the course of development will require prior approval of Housing New Mexico/MFA and must be justified by a change in scope of the Project. Any change in the scope of the Project that results in increased fees for which an exception is being requested constitutes a change to that Project.

3. **Reserves (escrows) included in Development Costs**. The development budget must include an operating reserve equal to a minimum of six (6) months of projected operating expenses, debt service payments and replacement reserve payments. Larger operating reserves may be required for Projects which show a declining debt coverage ratio in 15-year cash flow projections, have rental assistance contracts included in their income projections or have other factors that MFA determines in its discretion to warrant larger reserves. Replacement reserve levels must be shown in the operating budget at the minimum of $250 per Unit, per year for Senior Housing (new construction Projects only) and $300 per Unit, per year for all other new construction and rehabilitation and Adaptive Reuse Projects. Project reserves of any kind in the development budget will not be included in Housing New Mexico/MFA's calculation of Eligible Basis for tax credit purposes.

4. **Operating expenses and replacement reserves**. Housing New Mexico/MFA will review the projected operating expenses, replacement reserves and loan terms and may, in its determination of economic feasibility, make adjustments based upon industry standards, its own underwriting parameters, the CNA or facts obtained from other appropriate sources. Applicants are urged to carefully review operating cost pro formas. Applicants must include real estate taxes in their operating expenses unless evidence of a perpetual

real estate tax waiver (throughout the term of permanent financing) is submitted with the Application.

Rehabilitation projects must supply both a current operating expense budget and an anticipated, post-rehabilitation budget with their application materials. The current operating expense budget may not meet Housing New Mexico/MFA's underwriting requirements, but the projected budget must.

Replacement reserves for the first 15 years may be capitalized in the development budget assuming there is a source of funds that can be used to establish the reserve account. Capitalized reserves are a non-Eligible Basis project cost and establishing reserve accounts may not be an eligible expense for some Housing New Mexico/MFA funding sources. If the capitalization results in projected excess cash flow, Housing New Mexico/MFA may reduce the subsidy for the Project. A qualified CPA or tax attorney should be used to determine the appropriate accounting treatment of capitalized reserves.

5. **Debt service coverage and subordinate debt**. Applicants who are proposing subordinate debt must include the terms of the loan and pro formas must reflect the requirements set forth in the Housing New Mexico/MFA's Universal Multifamily Initial Underwriting Supplement. Housing New Mexico/MFA will consider total annual cash flow as well as debt service ratio when making this determination. Housing New Mexico/MFA will generally not consider the repayment of deferred developer fees when underwriting for feasibility but removes any deferred fee that can't be repaid during the Compliance Period from eligible basis and may consider a Project infeasible if the deferred fee represents a financial burden to the Project.

6. **Unit distributions**. For Projects with more than one income and rent tier, all Unit types must be distributed proportionately among each of the multiple tiers. That is, if 30% of the Units are to be set-aside for tenants earning no more than 50% of median income, then the Units used for this income group must include 30% of all one-bedroom Units, 30% of all two-bedroom Units, etc. This also applies to Market Rate Units in the Project. This is intended to prevent allocation of all of the high rent Units to the higher income groups, thereby maximizing income while potentially violating the intent of fair housing law.

While the Code excludes any payments made under section 8 of the United States Housing Act of 1937 or any comparable rental assistance program (with respect to such Unit or occupant thereof) from the gross rent calculation, only rents that do not exceed the Tax Credit Ceiling Rents and are supported by the market study will be used for underwriting purposes. Exceptions may be made for Projects with project-based subsidies when the program governing the project-based subsidy allows higher rents. See Housing New Mexico/MFA Universal Multifamily Initial

Underwriting Supplement - *Projects with Rental Subsidies* section for additional requirements. Note that in order to underwrite to such rents, a copy of a federally-approved rent schedule must be provided to Housing New Mexico/MFA, e.g. HUD, USDA. If project-based vouchers are awarded, but a federally-approved rent schedule is unavailable, proof of the award is required, and Housing New Mexico/MFA will underwrite to HUD FMR. More detail regarding rental assistance payments and qualifying tenants can be found in the Housing New Mexico/MFA tax credit Monitoring and Compliance Plan, which is issued under a separate cover and summarized in Section X.

E. Credit Calculation Method

1. **Tax credit calculations**. During each evaluation, Housing New Mexico/MFA will determine the amount of tax credits to be reserved, committed or allocated by considering factors specific to each Project including, but not limited to, the following:
    a. Development Costs
    b. Funding sources available to the Project for construction and permanent financing:
        i. First mortgage loans
        ii. Grants
        iii. Tax credit proceeds
        iv. Project Owner equity
        v. Subordinate debt
    c. Projected operating income and expenses, cash flow and tax benefits
    d. Maximum tax credit eligibility
    e. Debt service coverage ratio
    f. Project reserves
    g. Developer fees and builder overhead and profit
    h. Per Unit and per square footage cost limits (section IV.C.2)

2. **Amount of tax credits for Reservation or Carryover Allocation**. To estimate the amount of tax credit allocation for a Project at Initial Application or at Carryover, Housing New Mexico/MFA will use the Applicable Credit Percentage of the Qualified Basis, as adjusted by Housing New Mexico/MFA, or the amount needed to fill the financing gap. The procedure to determine the amount to fill the financing gap is outlined in number three below.

    Tax credit proceeds. The Housing New Mexico/MFA Universal Multifamily Initial Underwriting Supplement describes the method to be used to determine the equity pricing factor that will be used to calculate tax credit proceeds for underwriting purposes. The Applicable Credit Percentage will be used along with the equity-pricing factor to estimate the tax credit proceeds. Any ownership split other than 99.99% (Limited Partner) and 0.01% (General Partner) requires written Housing New Mexico/MFA

approval ahead of application submission, which approval shall be given in Housing New Mexico/MFA's sole discretion.

The Protecting Americans from Tax Hikes (PATH) Act of 2015 permanently fixed the floor of the 9% credit at 9%. Similarly, the Consolidated Appropriations Act, passed by Congress on December 21, 2020, permanently fixed the floor of the 4% credit at 4%. At the time of the Carryover Allocation for 9% credits, the Project Owner must deliver a written letter of intent from a syndicator or equity provider that clearly states the equity-pricing factor. That equity-pricing factor along with the Applicable Credit Percentage will be used to estimate the tax credit proceeds for the Carryover Allocation. The equity-pricing factor to be used at Final Allocation will be the actual equity-pricing factor contained in the Project's syndication agreement and the Applicable Credit Percentage as determined at either Carryover or Placed In Service date.

For 4% credits the equity-pricing factor to be used at Final Allocation will be the actual equity-pricing factor contained in the Project's syndication agreement and the Applicable credit percentages determined at either the month the tax-exempt obligations are issued or Placed In Service date.

3. **Limitation on tax credit awards to a single Project or Principal.** Subject to the exceptions contained herein, no 9% LIHTC Project shall receive a tax credit Reservation in excess of $1,700,000. No Applicant, any General Partner or Affiliate of an Applicant or Person or Entity receiving or identified as eligible to receive any part of a developer fee for a Project may receive more than two tax credit Reservations in any given competitive LIHTC Application round. All Projects receiving a 9% LIHTC Reservation must be at least ¼ mile (1,320 feet) straight-line distance away from the property line of all other Projects proposed by the same Principal or its Affiliate receiving a 9% LIHTC Reservation in the same round.

4. **Other factors limiting the credit Reservation**. The amount of credit reserved, committed and finally allocated to a Project shall be the lesser of:
    a. The maximum tax credit eligibility of the Project
        i. Maximum tax credit eligibility is the maximum amount of tax credit justified by a Project's Qualified Basis, as adjusted by Housing New Mexico/MFA and taking into consideration any increase in Eligible Basis approved by Housing New Mexico/MFA and the Applicable Credit Percentage as described in **Section IV.E.2** above or the Applicable Credit Percentage that was locked-in at Carryover (or in the case of tax-exempt bond financed Projects, the month the tax-exempt obligations are issued) or was in effect when the building was Placed In Service; or
        ii. The amount requested in the Application; or
        iii. The amount necessary to fill the funding gap.

b. The funding gap is the difference between Total Development Cost (exclusive of syndication-related costs) and all available funding sources, including Housing New Mexico/MFA financing awarded in conjunction with the tax credit allocations, excluding anticipated tax credit proceeds. The terms of all proposed sources must be within reasonable industry norms, and financing for the Project has to be maximized when evaluating rate, term, debt service coverage, loan-to-value, etc. The maximum tax credit amount allowed based on the funding gap will be determined by Housing New Mexico/MFA limits stated in **Section IV.E.3** above.

5. **Increased basis for high cost areas**. Additional Eligible Basis (30% of the initial calculation) will be applied for Projects located in HUD-designated Difficult Development Areas (DDA) or Qualified Census Tracts (QCT). Applicants requesting such increases must deliver evidence in the Initial Application Package that the Project is located in a DDA or QCT.

   Projects, regardless of whether they are located in a DDA or QCT, may also be determined to be eligible for the state-designated basis boost (up to 30% of the initial calculation) if deemed necessary for Project feasibility as determined by Housing New Mexico/MFA.

   The state-designated basis boost is available to the following 9% Projects:

   a. Projects receiving points under the Households with Special Housing Needs Housing Priority
   b. Projects receiving points under the Projects Reserved for Seniors Housing Priority
   c. Projects receiving points under the Households with Children Housing Priority

The state-designated basis boost cannot be applied to Projects financed by tax-exempt bonds.

6. **Adjustments to credit allocations**. When actual tax credit proceeds are confirmed and final financial Feasibility Analysis is performed during review of Final Allocation packages, there may be adjustments to the tax credit allocation. Adjustments may also be made at Carryover for rehabilitation Projects when the CNA and appraisal are provided. Professionals performing the CNA must meet the minimum qualification/certification requirements set forth by Housing New Mexico/MFA as defined in the Design Standards. If actual Project costs or funding sources differ substantially from the projections submitted in the Application, Housing New Mexico/MFA may adjust the final tax credit allocation or the Project Owner may establish Project reserves to offset the deficit, if in

Housing New Mexico/MFA's reasonable judgment the Project has sufficient tax credit eligibility. The conditions for such reserve accounts will be determined by Housing New Mexico/MFA on a case-by-case basis.

7. **Federally required subsequent financial analysis**. Federal regulations require that housing credit agencies conduct evaluations at three specific times to determine the amount of applicable tax credits.
    a. Upon receipt of an Application for LIHTC Reservation; and
    b. Prior to granting a tax credit allocation; and
    c. No earlier than 30 days prior to awarding the tax credit certification, IRS Form 8609.

F. Final Processing and Awards

1. **Additional considerations**. Applications meeting the requirements of the threshold review and Feasibility Analysis described above will be further evaluated and processed by Housing New Mexico/MFA. In this step all remaining determinations will be made with respect to development team capability, design, readiness to proceed and other factors in Housing New Mexico/MFA's reasonable judgment to evaluate the Project's Application. Projects must meet the Design Standards available from Housing New Mexico/MFA on the website. Debarment from HUD, Housing New Mexico/MFA or other federal housing programs, bankruptcy, criminal indictments or convictions, poor performance on prior Housing New Mexico/MFA or federally-financed Projects (for example, late payments within the 18-month period prior to the Application Deadline, misuse of reserves and/or other Project funds, default, fair housing violations, non-compliance [e.g. with the terms of LURAs on other Projects] or failure to meet development deadlines or documentation requirements) on the part of any proposed development team member or Project Owner or other Principal or Affiliate may result in rejection of an Application by Housing New Mexico/MFA. In addition, Housing New Mexico/MFA will consider a Principal's progress made with previous tax credit Reservations, including timeliness in delivering required documents and fees and meeting all required deadlines. When scoring and ranking generates multiple Projects that would draw tenants from a single market area (as determined by the market studies for the Projects in question), Housing New Mexico/MFA may choose to eliminate the lower scoring or higher cost Project to avoid overbuilding and distribute credits more evenly throughout the state. In addition, Housing New Mexico/MFA reserves the right to reject any Project, which Housing New Mexico/MFA in its reasonable judgment determines is inconsistent with prudent business practices or with the intent and purpose of the QAP. Housing New Mexico/MFA may also make awards conditional on specific modifications to the Project that Housing New Mexico/MFA in its sound judgment considers necessary to enhance the feasibility or safety of the Project.

2. **Selection of projects for awards**. Projects meeting the threshold review requirements listed in Section III.C will be ranked and ordered according to scoring procedures established in Sections II.C and III.E with consideration to the Allocation Set-asides as described in Section III.D. Staff will then prepare a summary of the Projects to be recommended for allocations. Eligible and ineligible Projects will be distinguished for purposes of subsequent awards if additional credits become available. Tax-exempt bond financed Projects will be evaluated in a similar process but will not compete against other Projects for an allocation of tax credits.

3. **Allocation Review Committee (ARC)**. The Chairman of the Board of Housing New Mexico/MFA will appoint an ARC. The functions of this committee will be to: 1) review the Project rating and ranking results in the staff's proposed award summary, 2) determine whether or not the proposed awards have been made consistent with this QAP, 3) conduct the appeals process and 4) make final award recommendations to the Board of Directors. Housing New Mexico/MFA will notify Applicants of the preliminary status of their Projects with the use of a preliminary Reservation Letter, preliminary waitlist letter or rejection letter, after ARC's approval of the staff's proposed awards and before the appeal process begins. Such letters will be scheduled to be issued after the Allocation Review Committee meets.. Except for appeals as described in **Section IV.F.4** below, the provisions of this section are not applicable to tax-exempt bond financed Projects.

4. **Appeal process**. Applicants wishing to appeal a determination made by Housing New Mexico/MFA with respect to their Application may do so by way of the "Form of Submission" (Section IV.A.3) no later than 5 p.m. Mountain Standard Time on the 10th calendar day after the date of the preliminary Reservation Letter, preliminary waitlist letter or rejection letter (or draft Letter of Determination, in the case of tax-exempt bond financed Projects). Appeal requests may only be filed by the General Partner or proposed General Partner and only one appeal may be filed with regard to an Application. Housing New Mexico/MFA's initial determination with respect to the Application will stand unless the Applicant can prove or justify, solely on the basis of materials submitted in the Initial Application, why the decision should be changed. The ARC will review the appeal and take whatever action it deems appropriate. The decision by ARC or the Board, if the matter is referred to the Board, will be final, no further appeals will be entertained. Appeals may result in re-ranking of Projects, in rejection of previously approved Projects and/or in approval of previously rejected Projects. Once the appeals process is completed and the resulting recommendations are considered and approved by Housing New Mexico/MFA's Board of Directors, final Reservation Letters, in accordance with Section IV.F.5, (or draft Letter of Determination in the case of tax-exempt bond financed Projects) will be issued.

5. **Board of Directors**. The Board will make final awards for each competitive 9% tax credit allocation round (for logistical reasons the preliminary Reservation Letters, preliminary waitlist letter and rejection letters will be issued prior to the appeals process and the Board's final decisions).

   On or before May 1, 2025, Applicants are required to upload a brief (approximately three minute) MP4 video (suitable to be shared on YouTube) to Housing New Mexico/MFA's website portal. The video must highlight the proposed Project being recommended for approval by Housing New Mexico/MFA's Board of Directors. Housing New Mexico/MFA will provide an outline of the presentation format. Applicants are also required to attend the Housing New Mexico/MFA Board of Directors meeting to answer any questions board members may have regarding the Project recommended for approval. Final Reservation Letters will be issued following the Board decision. Housing New Mexico/MFA Board-approved hybrid 9%/4% projects with a pending allocation of private activity bond volume cap will receive Final Reservation Letters following approval of private activity bond volume cap. The Board will approve Projects considered to be Eligible Projects and these may include Projects for which tax credit allocations are not immediately available. If any Projects receiving a Reservation fail to meet subsequent requirements, an allocation of tax credits may be revoked and then awarded by Housing New Mexico/MFA to the next highest scoring Eligible Project(s) on the waiting list. Any conflicts of interest of Board members are to be disclosed and Board members having such conflicts will abstain from votes approving or disapproving LIHTC Projects in accordance with Housing New Mexico/MFA's policies, procedures, rules and regulations regarding conflicts of interest. The provisions of this section relating to Board actions following competitive allocation rounds are not applicable to tax-exempt bond financed Projects.

G. Notification of Approval and Subsequent Project Requirements

Note: Only Sub-sections 2, 7, 8 (at 8609 Application), and 9-11 of this section (IV.G) apply to tax-exempt bond financed Projects.

Successful Applicants will be notified of Housing New Mexico/MFA's allocation decision in the form of a Reservation Letter. Housing New Mexico/MFA anticipates Reservation Letters will be delivered in May 2025, shortly after approval of tax credit awards at the May 2025 Board meeting.

Reservation Letters and/or Carryover Allocations are non-transferable either to another Entity or within the same Entity where there is a change in Control or General Partner interests, except with the express written consent of Housing New Mexico/MFA, it being the explicit intention of the QAP to prevent one party from obtaining such a Reservation and/or Carryover Allocation in order to sell or broker its interest in the proposal (except for syndication purposes). Because all

representations made with respect to the Project Owner, Application, Developer or related party or Entity, or any member of the development team, their experience and previous participation are material to the evaluation made by Housing New Mexico/MFA, it is not expected that Housing New Mexico/MFA's consent will be granted for such transfers unless a new Application is submitted and scores no less than the original Application, and the transfer would result in a benefit to the Project.

Affirmative actions after Reservation. From the date of the Reservation, the Applicant must continue to timely remit all tax credit program related fees and meet each of the deadlines specified below for follow up activity in order to maintain its Reservation or Carryover Allocation. **Housing New Mexico/MFA has no obligation to provide any further notice to Applicants of these requirements and failure to submit any one or more of the items may cause the Reservation to be terminated or the Carryover Allocation to be cancelled**. Applicants must further agree to voluntarily return their Reservations or tax credit allocations for reallocation to other Projects by Housing New Mexico/MFA if any of the deadlines below are not met. **All submissions must follow "Form of Submission" requirements shown in Section IV.A.3.**

1. **At Reservation**

The processing fee must be paid at this time and any other conditions noted in the Reservation Letter, which may include evidence of continued site control, must be satisfied.

2. **Quarterly Progress Reports**

All 9% Projects must submit a quarterly progress report to Housing New Mexico/MFA on or before March 31st, June 30th, September 30th, and December 31st each year, beginning with March 31st after the allocation year, and continuing until the Final Allocation Application has been submitted. All 4% Projects must submit a quarterly progress report to Housing New Mexico/MFA following the issuance of a Final Determination letter, starting with the next quarter end, March 31st, June 30th, September 30th, and December 31st each year. The information to be covered in the progress reports will be provided on Housing New Mexico/MFA's website. Any failure to provide a timely progress report, or failure to provide a complete and accurate report containing the required information, may result in a loss of tax credits.

3. **By November 15th** (see footnote 5) of the allocation year
    a. Threshold requirement number two:
       Applicants whose Projects were not required to meet threshold requirement number two (zoning) at the Application Deadline must submit evidence that all required zoning approvals for the proposed Project have been obtained; and
    b. All Applicants must deliver:
        i. The contractor's resume, if it was not included in the Application.
        ii. Financing Commitment(s) (see definition) for construction and permanent financing and any other rental or other subsidy, as applicable. Financing

Commitments must be submitted from all funding and subsidy sources including construction and first mortgage lender(s), all secondary financing sources (i.e., grants, loans, in-kind contributions) and a letter of intent from the equity provider. Projects which include federal historic tax credits in the financing structure must submit evidence from the National Park Service that a complete historic certification – part two (2) for the Project has been received.

iii. For a Project to be financed by HUD (e.g., HUD 221(d)(4)), evidence that Applicant has submitted a site appraisal and market analysis (SAMA) application to HUD (for new construction Projects) or a feasibility application (for rehabilitation Projects).

iv. For a Project to be financed by Housing New Mexico/MFA's 542(c) Risk Sharing program, a HUD firm approval letter.

c. **Carryover Allocation requirements**. If the Project will not be Placed In Service during the calendar year in which the Reservation is made, the Applicant must request a Carryover Allocation by November 15th of the year the Project is awarded. This allows for 24 additional months to complete the Project. The complete Carryover Allocation package must contain all items on the Carryover Allocation requirements checklist (available for download from Housing New Mexico/MFA's website). The checklist includes, among other requirements:

i. Updated Development Project Application Form and Schedules A-F.

a. If the costs as identified on Schedule D of the original Application have changed more than 5%, then a detailed narrative description of the changes made in the construction drawings and/or Schedule D between Application and Carryover must be provided.

ii. The Project architect must certify that the Project's final plans and specifications meet the Design Standards and contain all commitments made in the Initial Application regarding design and building. Any changes to the initial commitments made in the initial Project Application must be approved by Housing New Mexico/MFA in writing.

iii. Concurrent with, or subsequent to the Carryover Application, If there is a change to a key member of the development team (Developer, Project Owner, General Partner, contractor, management company, consultant(s), architect, attorney and accountant, etc.), the project must supply Housing New Mexico/MFA with a written explanation of the reason behind the change, materials supporting the benefit to the Project in making the change (including resumes) in order to assess whether or not the Project is negatively impacted by the change.

d. **Rehabilitation and Adaptive reuse Projects**. In addition, rehabilitation Projects must provide, with the Carryover Application, an appraisal and a CNA of the existing Project, dated within 12 months of the Carryover Application. Professionals performing the CNA must meet the minimum

qualification/certification requirements set forth by Housing New Mexico/MFA as defined in the Design Standards.

4. **March 1**[8] of the year following Carryover
   If applicable, the Housing New Mexico/MFA 542(c) Risk Sharing commitment is to be fully executed.

5. **No later than June 30** (see footnote 5) of the year following Carryover
   The Applicant must submit complete final construction drawings, specifications and construction documents for Housing New Mexico/MFA review for compliance with the Design Standards. See Section IV.C.7 for further details.

6. **August 31** (see footnote 5) of the year following Carryover
   a. The Applicant must submit evidence that the basis in the Project exceeds 10% of the reasonable expected total basis in the Project, an independent auditor's report and Cost Certification, a Project Owner's attorney's opinion, in the form required by Housing New Mexico/MFA, and any other documentation required by Housing New Mexico/MFA ("10% test.")
   b. The Applicant must deliver evidence acceptable to Housing New Mexico/MFA that construction of the Project has begun. This will include, at a minimum, building permits and site photographs.
   c. The Applicant must deliver an executed partnership agreement.
   d. Qualified Nonprofit Organization Eligible Projects included in the federal set-aside (as defined in the Code Section 42(h)(5)(C)) must deliver the recorded Right of First Refusal Agreement using Housing New Mexico/MFA's form of Right of First Refusal Agreement. (Required for all Projects awarded points under Section III.E.1.)
   e. If federal historic tax credits are included in the financing structure of the Project, evidence of National Park Service approval of the Project's historic certification – part 2 must be submitted.
   f. The Applicant must deliver evidence that the Project Owner has taken ownership of the land and, if applicable, depreciable real property, that is expected to be part of the Project. For tribal Projects, this would include fully executed master and sub-lease agreements with evidence of filing with the Bureau of Indian Affairs.

7. **At or around the 50% construction completion mark**
   The Applicant must organize a meeting with Housing New Mexico/MFA staff (both Asset Management and Housing Development departments). The Developer, owner, nonprofit representative, management company staff, and any service providers involved in the

[8] If such date falls on a weekend or holiday, the deadline shall be the first working day following such date.

Project must be in attendance. This meeting will be required ahead of lease-up. The following materials must be submitted prior to this meeting:

- Related Party Affidavit for the Management Agent
- Compliance Affidavit for the Property Management Agent
- Property Management Agent resume
- Schedule I for the Property Management Agent
- MOU required under Section III.E.8 above will be required for this meeting, as applicable.

8. **November 15th** (see footnote 5) of the second year following the initial allocation.

   Final Allocation and Placed In Service requirements. On or before November 15th of the second year following the initial allocation, a Placed In Service Application or a Final Allocation Application must be submitted. **Failure to meet this requirement will result in the loss of tax credits**. If the Project is to be Placed In Service but Applicant is not yet ready to request LIHTC allocation certification (IRS Form 8609), the Placed In Service portion of the Final Allocation package must still be submitted on or before November 15th of the second year following the initial allocation. A complete Final Allocation package shall be submitted no later than 120 days following the close of the Project's first taxable year of the Credit Period.

   If the Project Owner anticipates returning any portion of the allocated tax credits, updated Schedules A-F are due no later than February 15th of the year following the Placed In Service date to ensure that the returned credits can be awarded to another Project or Housing New Mexico/MFA's loans can be adjusted prior to the Final Allocation package submission. If the Project Owner fails to notify Housing New Mexico/MFA and submit the updated Schedules A-F by February 15th of the year following the Placed In Service date and the tax credits are not able to be allocated to another Project, the Principals involved in the Project will be ineligible to participate in the 9% LIHTC round the year after the Final Allocation package is submitted.

   Prior to the issuance of IRS Form 8609 certifications for the Project, the Project Owner must submit a complete Final Allocation package, containing all items in the Final Allocation checklist, which include, among other items, the following:

   a. **Cost Certification**. Cost Certifications are required to be prepared as described in Section V. The CPA-prepared Cost Certification must be delivered by the Project Owner prior to the issuance of IRS Form 8609 certifications; the general contractor-prepared Cost Certification (if applicable) may be held in escrow by the project or general contractor, but would be required for audit purposes, as outlined in Section II.S.
   b. **Architect's certification**. A certification from the Project architect with required text as set forth in the Final Allocation package, certified by the Project Owner,

that the Project has been built in conformance with the Design Standards, all applicable codes and commitments made in the Initial Application regarding design and building, unless otherwise approved in writing by Housing New Mexico/MFA.

c. **Project Owner's attorney's opinion**. A Project Owner's attorney opinion submitted on the firm's letterhead with required text as set forth in the Application Package.
d. **Final contractor's application and certificate for payment, AIA doc. G702 or equivalent**. A fully executed copy indicating all the hard Construction Costs for the Project must be submitted with the Final Allocation package.
e. **LURA**. Prior to December 31st of the year in which the buildings are Placed In Service, the Project Owner must submit an executed and recorded LURA, satisfactory to Housing New Mexico/MFA in form and content.

9. **Design Review.** Housing New Mexico/MFA must approve the final construction completion inspection described in Section IV.C.7. prior to 8609 issuance.

10. **Other Project Owner responsibilities and elections**. The Project Owner must place the buildings in service and claim tax credits within certain time periods. Project Owner must forward written notice and copies of all Certificates of Occupancy (for new construction) or Certificates of Substantial Completion (for rehabilitation) to the tax credit program manager within 30 days of issuance, to ensure that all necessary administrative actions are taken in a timely manner. Otherwise, tax credits may not be able to be claimed as desired.

11. **LURA or Extended Use Agreement**. Section 42(h)(6) of the Code requires imposition of "an extended low-income housing commitment." Housing New Mexico/MFA complies with this requirement with a LURA filed at the time of placement in service or Final Allocation. The LURA sets forth, as covenants running with the land for a minimum of 30 years (or longer if Project Owner commits to a longer restriction period), the compliance fees, the low-income set-asides, the percentages of median income to be served, the Special Housing Needs to be served, if any, and any other such commitment made in the Initial Application or that may be imposed through this QAP and the Code. The LURA may not be terminated prior to its term for any reason other than foreclosure or an instrument in lieu of foreclosure and the Project Owner will not have the right to require Housing New Mexico/MFA to present a "Qualified Contract" in accordance with Code Section 42(h)(6). The Project Owner will also have to deliver subordination agreements from all lenders, giving lien priority to the tax credit restrictions.

H. Termination of Reservations or Rejection of Applications

Any of the following events or actions on the part of the Applicant at any time subsequent to the Initial Application may cause the Application to be rejected or the Reservation to be terminated in Housing New Mexico/MFA's sole discretion:

1. Loss of site Control or site change

2. Submission of any false or fraudulent information in the Application or in other submissions

3. Failure to meet the conditions of Section IV.B and IV.G above or in the Reservation Letter

4. Subsequent regulations issued by U.S. Department of Treasury or the IRS pertaining to the Code

5. Failure to promptly notify Housing New Mexico/MFA of any material or adverse changes in the facts of the original Application pursuant to **Section IV.I** below

6. Instances of non-compliance continuing beyond the specified cure period on Applicant's or Principal's other Projects

7. Any other change which would alter the original scoring of the Application or which was not approved in advance by Housing New Mexico/MFA

8. Debarment from HUD, Housing New Mexico/MFA or other federal programs, bankruptcy, criminal indictments or convictions, poor performance on prior Housing New Mexico/MFA or HUD-financed Projects (including but not limited to late payments within the 18 month period prior to the Application Deadline, misuse of reserves and/or other Project funds, default, fair housing violations, non-compliance [e.g. with the terms of LURAs on other Projects,] failure to meet development deadlines or documentation requirements) on the part of any development team member or Project Owner or Principal

9. Change in the federal Set-aside Election or other set-aside proposed in the Initial Application, subsequent to the Application Deadline

I. Notification to Housing New Mexico/MFA of Changes to the Project

It is Applicant's responsibility to notify Housing New Mexico/MFA immediately, in writing, of any changes to the Project subsequent to submission of an Application, including the changes listed below and any other material changes, by requesting Housing New Mexico/MFA's approval of

such changes. Failure to notify Housing New Mexico/MFA may result in the rejection of an Application or loss of a Reservation or tax credit allocation. Approval of such changes will be made in Housing New Mexico/MFA's sole discretion and the change may result in a change in the tax credit amount or other action by Housing New Mexico/MFA. A $500 fee payment is required at the time of the request for approval of any changes in accordance with Section IV.B. In addition to this fee, Applicant agrees it shall pay Housing New Mexico/MFA any legal fees it may incur in processing the request. Applicants/Project Owners will not be allowed to make changes to a Project that would result in a change to any of the specific items for which points were awarded, unless extraordinary and well-documented circumstances would warrant it, and changes must be approved by Housing New Mexico/MFA. Any such change(s) to a Project that would require a re-scoring or re-evaluation which causes the Project's score to fall below its original score may cause the LIHTC allocation to be rescinded in the case of 9% Projects or never issued in the case of 4% Projects.

Examples of changes of which Housing New Mexico/MFA must be notified:

1. Site control or rights of way are lost;

2. Project costs change in excess of 5% of the Total Development Cost shown in the Carryover Allocation Application Package (for 9% Projects) or subsequent to Initial Application submission (for 4% Projects);

3. Applicant obtains additional subsidies or financing other than those disclosed in the Carryover Allocation Application Package; or loses subsidies or financing included in the Carryover Application Package, and/or the amount of any such financing or subsidy changes by greater than or equal to 10% from the amount shown in the Carryover Allocation Application Package (for 9% Projects) or subsequent to Initial Application submission (for 4% Projects);

4. Development cost contributions made by a state, local or tribal governmental Entity are reduced, increased, withdrawn or substituted with other types of contributions than the ones originally proposed in the Application;

5. The syndication payment timing and/or net proceeds change from those stated in the Carryover Allocation Application Package (for 9% Projects) or subsequent to Initial Application submission (for 4% Projects);

6. The parties [other than the limited partner(s) formation] involved in the ownership Entity as represented in the Application change;

7. Changes to Project design, unit design, square footage, unit mix, number of Units, number of buildings changes, amenities, parking quantities, landscaping scope, energy performance, water usage, quality of construction or specification;

8. A change in any enrichment service provider and/or change in type of enrichment service to be provided;

9. The general contractor or other member of the original development team changes;

10. Any fire or other natural disaster occurring at or near the Project site; or

11. Any other factor deemed material by Housing New Mexico/MFA in its reasonable judgment.

J. Notice Provisions

Housing New Mexico/MFA will typically provide notice to Applicants through certified mail, courier service or e-mail transmission. Consequently, correct street addresses, e-mail addresses and phone numbers must be provided clearly in the Application form. **Such notices will be provided only to the Contact Person(s) shown in the Application form. Housing New Mexico/MFA will not be responsible for any consequences that may result from the Applicant's inability to receive notice from Housing New Mexico/MFA due to a change in Contact Person information, or other contact information i.e. address or phone number, that was not reported to Housing New Mexico/MFA**.

K. Applications are Public Records

All information contained in Applications for tax credits are public records subject to inspection under state and federal open records laws. In addition, Housing New Mexico/MFA may share information and details obtained from Applications with other public agencies.

L. Attorney Fees

Any and all attorney fees incurred by Housing New Mexico/MFA in the course of contract development, negotiations, project reviews, loan conditions, ownership changes or other project-specific legal expenses will be reimbursed by the Project or Developer. In any litigation, arbitration or other proceeding arising from, as a result of or pursuant to this QAP and/or the resulting tax credit allocation round, selection process or award determinations, Housing New Mexico/MFA, if it is the prevailing party, shall be entitled to be awarded its reasonable attorney fees, costs and expenses incurred from the opposing party, regardless of which party initiated the litigation, arbitration or other proceeding.

V. Cost Certification

A. Applicability of Cost Certification

Certification by a CPA is required to certify compliance with the 10% test as defined in **Section IV.G.6.a**. Prior to the issuance of a LIHTC certification (IRS Form 8609), Housing New Mexico/MFA will require two Cost Certifications to be prepared, one by an independent CPA and executed by both the CPA and Project Owner, and a second Cost Certification prepared and executed by the general contractor The Cost Certification prepared and executed by the general contractor should reflect real costs to the general contractor, but those costs may not be reflected in the CPA-prepared Cost Certification if the project entered into a Maximum Guaranteed Price or Stipulated Sum Contract for example. In those cases, the owner-incurred costs should be reflected in the CPA-prepared document, regardless of the general contractor costs. The general contractor Cost Certification may not meet Housing New Mexico/MFA cost requirements if a Maximum Guaranteed Price or Stipulated Sum Contract was utilized. Therefore, if the project entered into a Stipulated Sum Contract or a Maximum Guaranteed Price, a Cost Certification does not need to be prepared by the general contractor.

B. Requirements

The Form 8609 Cost Certification must meet the following requirements:

1. The CPA preparing the Cost Certification must certify that all costs are related to the Project's development and do not include costs for organization, syndication, professional or consultant fees related to syndication. The CPA shall "test" a minimum of 20% of all costs listed therein. Both the CPA and Project Owner must execute the Cost Certification. In addition, a Cost Certification is required to be prepared and executed by the general contractor if the project is not utilizing a stipulated sum contract. Each Cost Certification must specifically identify those costs listed in any general or "Other" category. The general contractor Cost Certification (if applicable) may be held in escrow by the project or general contractor but must be produced in the event of an audit as outlined in Section II.S.

2. All fees, including the developer fee, paid to the Project Owner or Developer or to an Entity with an Identity of Interest with the Project Owner or Developer, must be clearly identified. If all or a portion of the developer fee is deferred, copies of the promissory note or other substantiation of the validity of the fee must be reviewed.

3. If the land is purchased from a related party, the Project Owner must submit an appraisal to substantiate fair market value, which appraisal must include a determination of value based upon any land use restrictions per HUD or other Entity, including Housing New Mexico/MFA.

4. Legal fees related to land acquisition must be clearly identified.

5. Interest expense related to land must be clearly identified.

6. The sources of all funding including loans, tax credit proceeds, Project Owner/Developer equity and all other sources must be certified.

C. Authority to Determine Maximum Qualified Basis

Housing New Mexico/MFA may challenge the costs provided in the Cost Certification, impose the limitations set forth in this QAP and in its sole discretion, determine the maximum Qualified Basis against which credit is allocated.

VI. Processing of Tax-Exempt Bond Financed Project Applications

The Code allows tax-exempt bond financed Projects to receive an allocation of 4% tax credits provided they meet the minimum requirements for an allocation in the QAP. Housing New Mexico/MFA's determination that a Project satisfies the requirements of the QAP will be based on the Project meeting all minimum Project threshold requirements, staff analysis, Application processing, Feasibility Analysis and property standards described in the QAP in effect when the determination is made. The tax credits allocated to tax-exempt bond financed Projects are not subject to the Annual Credit Ceiling and, consequently, are not required to compete in the competitive allocation process described in the QAP. Housing New Mexico/MFA staff will undertake an analysis to determine the tax credit amount necessary for financial feasibility using the same underwriting criteria used in evaluating non-bond-financed projects.

Similar to competitive applications, all tax-exempt bond financed Projects are required to submit an Intent to Submit a Tax Credit Application and Development Synopsis at least 30 days prior to submitting their Application in order to insure timely processing to meet other bond issuance deadlines. Additionally, all tax-exempt bond financed Projects are encouraged to meet with Housing New Mexico/MFA staff at least 30 days prior to submission to review and discuss the proposed Project.

Requests for these determinations (Applications) must be made by the Project's Developer/sponsor at least 60 days prior to submission to the State Board of Finance for bond volume cap. Requests must include an Application fee and Direct Cost Deposit as listed in Section IV.B., a market study, a completed 2025 Universal Rental Development Application and Schedules with all attachments and any other material specified by Housing New Mexico/MFA. The market study must meet all requirements identified within the Market Study Parameters in Housing New Mexico/MFA's determination and be dated no more than 180 calendar days prior

to the date on which a Complete Application is received by Housing New Mexico/MFA. (See Section III.C.4 for more information about Market Study requirements.) Prior to the release of the Letter of Determination by Housing New Mexico/MFA staff, a processing fee in the amount of 8.5% of the approved annual credit amount will be due. Housing New Mexico/MFA's initial response to the Application for 4% tax credits will be provided no later than 60 business days subsequent to receipt of the Complete Application by Housing New Mexico/MFA.

Unless otherwise stated, all provisions of this QAP are intended to apply to tax-exempt bond financed Projects. To assist in clarifying where provisions are different, Housing New Mexico/MFA has prepared a separate application form for 4% Applications and a 2025 Bond Checklist that are available to download from Housing New Mexico/MFA's website. In addition to the Project Narrative required for 9% Projects, the required Project Narrative must also include the description of the characteristics of the Project in terms of the tax-exempt bond issuance. A failure to provide any of the information required herein will result in a determination, in Housing New Mexico/MFA's sole discretion, that the Project Application is incomplete. You may provide additional documentation that supports this narrative. Each supporting document should include a brief description of what is contained in the document and the purpose for which it is being submitted. This expanded document shall also address the following:

a. The current use and condition of the proposed site;

b. The amount of requested Volume Cap. Provide explanation of and support for the amount requested;

c. Evidence of qualification under the relevant bond financing sections of the Code;

d. Describe in detail the bond financing structure;

    1. Identify if there will be more than one series of bonds;

    2. Will the bonds be used in construction only or be used in permanent financing;

    3. Bond terms including any source used to pay back the bonds;

    4. All entities involved in the financing, e.g., rating agencies, bond insurer, letter of credit bank, credit enhancement Entity;

e. Evidence and support of adequate market for the Units and explanation of why the housing needs of households eligible to live in the proposed Project are not being met by existing multifamily housing;

f. Conditions to be satisfied prior to bond issue, e.g., all governmental approvals, real estate conditions;

g. Statement indicating why the public purpose of the bonds could not be as economically or effectively served without an allocation of bond cap;

h. Other information regarding the economic benefits of the Project to the Project's community and the State of New Mexico;

i. Provide a detailed timeline, incorporating all pertinent milestones including but not limited to all governmental approvals and the bond closing.

Tax-exempt bond financed Projects may receive tax credits on the full amount of their Eligible Basis only if at least 50% of the Project's "aggregate basis" is financed with tax-exempt bonds. Additionally, numerous bond-financing rules apply and many tax credit requirements are different for tax-exempt bond financed Projects. Housing New Mexico/MFA recommends that Project Owners undertaking these Projects obtain advice from qualified tax professionals to ensure that such requirements are met.

To ensure that these credits are used to leverage the greatest possible amount of resources, the following additional minimum Project threshold requirements will apply:

1. **Percent of total sources limit**. The private activity bond volume cap allocation by the State Board of Finance must not exceed 60% of the Project's "aggregate basis". Waivers regarding this provision will be considered on a case-by-case basis for Projects that have received an allocation of volume cap and experience unanticipated cost increases that necessitate a waiver for Project feasibility.

2. **Costs of issuance limit**. Costs of issuance may not exceed 5% of the bond issue for Projects with total financing sources of $2,000,000 or more and 7% for Projects with total financing sources of less than $2,000,000.

For all tax-exempt bond financed Projects, the Project Owner must provide notice to Housing New Mexico/MFA that Units have been Placed In Service by providing written notice and copies of the Certificates of Occupancy for new construction, the Certificate of Substantial Completion for rehabilitation within thirty (30) days of issuance. Additionally, the Project Owner must request the issuance of a LURA from Housing New Mexico/MFA within one month of the date on which the last Unit of the Project was Placed In Service.

VII. Amendments to the Allocation Plan and Waivers of Plan Provisions

Housing New Mexico/MFA reserves the right to modify this QAP, including its compliance and monitoring provisions, and to waive plan provisions, as required by the promulgation or amendment of the Code, from time to time or for other reasons as determined by Housing New Mexico/MFA, including, but not limited to, the ability to respond to government declared

disasters and emergencies. Housing New Mexico/MFA will, however, make available to the general public a written explanation of any allocation of housing tax credits that is not made in accordance with established priorities and selection criteria of the Agency.

VIII. Future Year's Binding Commitments

Housing New Mexico/MFA staff shall have the authority to advance allocate up to $300,000 in future year's tax credits to Board-approved Eligible Projects. However, advance allocations are made solely at Housing New Mexico/MFA's discretion and no advance allocation may be made to any Project whose tax credit amount is not at least 50% funded by the current year's Annual Credit Ceiling without Housing New Mexico/MFA Board approval. Future year commitments in excess of $300,000 in any given year must also be approved by the Board. Any advance allocation will require the Applicant to execute a Binding Commitment, as drafted by Housing New Mexico/MFA and agree to the dates and timeframes required in this QAP.

IX. Disaster Relief Allocations

The Board will retain the authority to allocate current or future year's tax credits at any time and in any amount to Projects approved by the Board that are intended to alleviate housing shortages in communities affected by declared and natural disasters.

X. Housing New Mexico/MFA Tax Credit Monitoring and Compliance Plan Summary

A. General Requirements

Federal law requires Housing New Mexico/MFA to develop and implement a compliance-monitoring program for completed Projects that have received LIHTCs. A compliance plan contained in a manual has been developed and is available to the Project Owners at Housing New Mexico/MFA's website, www.housingnm.org. Compliance Monitoring is required for a minimum 15 years after receipt of a tax credit allocation. Each Project Owner has chosen to utilize LIHTCs to take advantage of the tax benefits provided. In exchange for these tax benefits, certain requirements must be met so that the Project will benefit low-income tenants.

Project Owners will be required to submit a quarterly report to Housing New Mexico/MFA for each of the first four calendar quarters after a Project is Placed In Service. At that time, if the Project is determined to be in compliance with the Code, reports may be filed on an annual basis with Housing New Mexico/MFA's approval. Project Owners will be required to submit to Housing New Mexico/MFA a copy of all federal form 8609's, including schedule A, filed with the IRS in the first year that credits are claimed and at any subsequent time as requested by Housing New Mexico/MFA. Housing New Mexico/MFA reserves the right, in its sole discretion, to

require such additional reports and/or records as Housing New Mexico/MFA reasonably determines are necessary.

Beginning three (3) years prior to the expiration of rent restrictions:

- Project Owners shall notify existing tenants in writing of the date when the Project's long-term use restrictions will expire. If the Project Owner fails to timely issue the notice, each existing tenant's rent shall remain restricted until such time as each existing tenant receives three years notice of the expiring use restrictions.
- Notify all new tenants in writing of the date when the Project's long-term use restrictions will expire concurrent with signing a lease to move into the property. If the notice is not signed by the tenant with the lease, the tenant's rent restriction shall be extended for the number of days the notice was delayed.

Project Owners shall maintain copies of each notice with documentation of the date that the tenant received the notice.

B. Inspections

Housing New Mexico/MFA will conduct on-site inspections of all buildings in the low-income housing Project and will review low-income certifications by the end of the second calendar year following the year the last building in the low-income housing Project is Placed In Service; and at least once every 3 years thereafter. The minimum number of low-income Units that must be included in the random samples on which Housing New Mexico/MFA will conduct physical inspections or low-income certification review is the lesser of the applicable REAC number or 20 percent of the low-income Units in the Project, rounded up to the next whole number.

Each inspection will include a review of the Project's low-income certifications, supporting income documentation, leases, rent records (including utility documentation) and Unit inspections in at least the minimum Unit sample size of the Project's Set-aside Units and a physical inspection of the entire Project (interior and exterior). In mixed-use and mixed-income properties, 100% of the Units may be monitored. If Projects are determined to be in noncompliance, site visits may occur more often. Housing New Mexico/MFA will provide the owner written notification at least 15 days in advance of scheduled inspections.

Housing New Mexico/MFA will also inspect, as applicable to the property, compliance with service coordination plans and service coordinator office hour requirements, enrichment services, coordinated services, etc. committed to under the Households with Children Housing Priority, Households with Special Housing Needs Housing Priority, Projects Reserved for Seniors Housing Priority and the PSH category under the Underserved Populations set-aside.

During the Extended Use Period, Housing New Mexico/MFA reserves the right, under the provisions of the Code and the Project's LURA, to perform an audit of any Project that has received an allocation of tax credits. This audit will include an on-site inspection of all buildings

and a review of all tenant records and certifications and other documents supporting criteria for which the Project Owner received points in the Application for an allocation of credits.

C. Recordkeeping and Record Retention

Under the provisions of the tax credits, the Project Owner will be required to keep records as defined below for each building within a particular Project. These records must be retained by the Project Owner for a minimum of six years beyond the Project Owner's income tax filing date for that year. However, first-year Project records must be maintained for six years beyond the tax filing date of the final year of the Project's eligibility for tax credits. The Project Owner must report to Housing New Mexico/MFA, through Housing New Mexico/MFA's Web Compliance Management System (WCMS), annual audited property financial statements within 120 days of the close of the Project's fiscal year, as well as annual operating budgets. On a monthly basis, the Project Owner must provide tenant income certifications and property vacancy data using the WCMS online system. In addition, the Project Owner must maintain records for each qualified low-income building in the Project showing:

1. The total number of residential Units in the building (including the number of bedrooms and size in square feet of each residential unit)

2. The percentage of residential Units in the building that are Set-aside Units

3. The rent charged on each residential Unit in the building (including utility allowances)

4. The number of occupants in each residential Unit in the building

5. The low-income Unit vacancies in the building and documentation of when and to whom the "next available Units" were rented

6. The income certification of each low-income tenant

7. The documentation to support each low-income tenant's income certification

8. The Eligible Basis and Qualified Basis for each building

9. The character and use of any nonresidential portion of the building included in the building's Eligible Basis (this includes separate facilities such as clubhouses or swimming pools whose Eligible Basis is allocated to each building)

10. Additional documentation and reporting as required by federal regulation

11. Additional documentation and reporting as required by Housing New Mexico/MFA

Failure to annually report is deemed as noncompliance and is reportable to the IRS.

D. Annual Certification Review

It is the responsibility of the Project Owner to annually certify to Housing New Mexico/MFA that the Project meets the requirements of the Code, whichever set-aside is applicable to the Project. Failure to make this certification is deemed as noncompliance and is reportable to the IRS. This annual certification requires the Project Owner to certify that:

1. The Project meets the minimum requirements of the set-aside election

2. There has been no change in the Applicable Fraction (as defined in Section 42(c)(1)(B) of the Code) for any building in the Project.

3. The owner has received an annual Tenant Income Certification from each low-income resident and documentation to support that certification, or the owner has obtained self-certifications based on HERA rules.

4. Each low-income Unit is rent restricted under the Code

5. All low-income units in the Project are and have been for use by the general public and used on a non-transient basis (except for transitional housing for the homeless provided under Section 42(i)(3)(B)(iii) of the Code.

6. No finding of discrimination under the Fair Housing Act, 42 U.S.C. 3601-3619, has occurred for this Project. A finding of discrimination includes an adverse final decision by the Secretary of Housing and Urban Development (HUD), 24 CFR 180.680, an adverse final decision by a substantially equivalent state or local fair housing agency, 42 U.S.C. 3616a(a)(1), or an adverse judgement from a federal court.

7. Each building in the Project is and has been suitable for occupancy, taking into account local health, safety, and building codes (or other habitability standards), and the state or local government unit responsible for making building code inspections did not issue a report of a violation for any building or low-income unit in the Project.

8. There has been no change in the eligible basis (as defined in Section 42(d) of the Code) of any building in the Project since last certification submission.

9. All tenant facilities included in the eligible basis under Section 42(d) of the Code of any building in the Project, such as swimming pools, other recreational facilities, parking areas, washer/dryer hookups, and appliances were provided on a comparable basis without charge to all tenants in the buildings.

10. If a low-income unit in the Project has been vacant during the year, reasonable attempts were or are being made to rent that unit or the next available unit of comparable or smaller size to tenants having a qualifying income before any units were or will be rented to tenants not having a qualifying income.

11. If the income of tenants of a low-income unit in any building increased above the limit allowed in Section 42(g)(2)(D)(ii) of the Code, the next available unit of comparable or smaller size in that building was or will be rented to residents having a qualifying income.

12. An extended low-income housing commitment as described in Section 42(h)(6) was in effect, including the requirement under Section 42(h)(6)(B)(iv) that an owner cannot refuse to lease a unit in the Project to an applicant because the applicant holds a voucher or certificate of eligibility under Section 8 of the United States Housing Act of 1937, 42 U.S.C. 1437s. Owner has not refused to lease a unit to an applicant based solely on their status as a holder of a Section 8 voucher and the Project otherwise meets the provisions, including any special provisions, as outlined in the extended low-income housing commitment (not applicable to buildings with tax credits from years 1987-1989).

13. If the Project Owner received its credit allocation from the portion of the state ceiling set-aside for a Project involving "qualified nonprofit organizations" under Section 42(h)(5) of the Code and its nonprofit Entity materially participated in the operation of the development within the meaning of Section 469(h) of the Code.

14. There has been no change in ownership or management of the Project.

15. The owner has obtained accurate, allowable, current utility allowances for use in the calculation of rents for the Project. In addition, the owner acknowledges this process to be an annual requirement of the LIHTC program and certifies to adhere to this requirement for the duration of the Compliance Period for the Project.

16. For the preceding 12-month period (pursuant to IRS Revenue Ruling 2004-82) the owner has complied with Section 42(h)(6)(E)(ii)(I) that an existing tenant of a low-income unit has not been evicted or had their tenancies terminated for anything other than good cause.

17. The Project Owner has complied with Section 42(h)(6)(E)(ii)(II) of the Code and not increased the gross rent above the maximum allowed under the Code with respect to any low-income Unit.

18. The Project has complied with the Violence Against Women Act (VAWA), which provides protections for residents and Applicants who are victims of domestic violence, dating violence or stalking, and any other situation or incidence mandated by VAWA.

Compliance requirements mandated by VAWA include, but are not limited to, honoring civil protection orders, eviction protection and bifurcation of lease when necessary.

19. The owner has received an annual Student Self Certification for each low-income household.

20. The owner continues to comply with all terms it agreed to in its Application for Credit authority, including all federal and state-level program requirements and any commitments for which it received points or other preferential treatment in its Application.

21. The property has not suffered a casualty loss resulting in the current displacement of residents.

22. If applicable, the property has completed the annual service coordination requirements per the LURA including on site office hours, providing coordinated services and conducting an annual survey. If yes, include the number of hours and the number of residents served with coordinated services in the next section.

23. The property has completed PSH Commitment to Quality checklist for every Permanent Supportive Housing for each qualified household if applicable.

24. The property has provided all required service enrichments according to the schedule listed in the LURA if applicable.

25. The property is in compliance with the Smoke Free at Home Program.

24. The building identification number, first year of Credit Period and Applicable Fraction of each building.

As an exception, only for RD Projects, Housing New Mexico/MFA may accept a certification from RD that income is based upon annual tenant certifications/re-certifications and that third party verification has been obtained. This certification will be in a form that is acceptable to both RD and Housing New Mexico/MFA. Project Owners must furnish RD certifications annually, verifying that Projects are in compliance with the Code.

Tax-exempt bond financed Projects in which 50% or more of the aggregate basis is funded with the proceeds of bond financing may also be exempt, in Housing New Mexico/MFA's discretion, from many of the certification and review provisions outlined within this document. The monitoring and certification guidelines for these Projects must be in a form that will satisfy those agencies issuing the bonds and Housing New Mexico/MFA. The Project's monitoring procedures must, at a minimum, satisfy the compliance guidelines set forth by the Code.

Projects which are 100% allowable for tax credit purposes (i.e., all Units are income and rent restricted at 60% of AMI or lower or 80% of AMI or lower with an average income of 60% AMI or lower for Average Income Projects) and that have no other financing requiring annual income re-certifications may also be exempt pursuant to HR 3221. Project Owners must furnish Housing New Mexico/MFA certifications annually, verifying that Projects are in compliance with the Code, as well as any other data that Housing New Mexico/MFA may require per our monitoring and compliance guidelines.

The Project Owner of any exempted Project must certify to Housing New Mexico/MFA on an annual basis that the Project is in compliance with the requirements for RD assistance, tax credits or the tax-exempt bond financing guidelines, as applicable, and that all requirements of the Code are also being met. The Project Owner must inform Housing New Mexico/MFA of any noncompliance or if Project Owner is unable to make one or more of the required certifications.

E. Compliance Review

Housing New Mexico/MFA may elect to subcontract the monitoring procedure to other agents. In doing so, Housing New Mexico/MFA would designate the subcontractor as the compliance-monitoring agent who would perform Housing New Mexico/MFA's function.

In the event that any noncompliance with the Code is identified, a discrepancy letter entitled "Notice of Non-Compliance," detailing the noncompliance will be forwarded promptly to the Project Owner and the management company of the Project. The Project Owner must then respond in writing to Housing New Mexico/MFA within 30 days after receipt of the discrepancy letter. The response must address all discrepancies individually and must indicate the manner in which corrections will be made. The Project Owner will then have a cure period of 30 days from the date of the discrepancies individually and must indicate the manner in which corrections will be made. The proposed owner will then have a cure period of 30 days from the date of the discrepancy letter to correct the noncompliance detected and to provide Housing New Mexico/MFA with any documentation or certification found to be missing during the annual management review. The cure period may be extended for periods of up to six months. Extensions will be based on a determination by Housing New Mexico/MFA that there is good cause for granting the extension.

Housing New Mexico/MFA will notify the IRS within 45 days after the expiration of the cure period of any noncompliance that has been detected. All corrections made by the Project Owner within the cure period will be acknowledged within this notice. A copy of the Project Owner's response to the noncompliance will accompany the notice to the IRS.

If potential noncompliance is discovered during a Compliance Monitoring review, the Project Owner will be required to have the Project's managing agent attend a compliance training session within two months following the Compliance Monitoring review.

In order to offset the cost of monitoring procedures, an annual fee will be assessed for each year through the end of the Extended Use Period. For 2025, the monitoring/compliance fee is $50.00/set-aside Unit/per year. The monitoring/compliance fee can be paid annually, on or before January 31, or in a lump sum to cover the initial 15 years of the Compliance Period. If paid in a lump sum, the amount will be determined in the year the development receives a Final Allocation. Payment of the lump sum amount will be required prior to issuance of Forms 8609 for each Project. For 2025, the amount of the Compliance Monitoring fee for the remainder of the contractual Extended Use Period will be $20.00/set-aside Unit/per year beginning in year 16. Annual certifications and reports are due in the Housing New Mexico/MFA office by March 31st of each year (for the past reporting year.) Annual compliance reports are due by March 31st of each year, through Housing New Mexico/MFA's WCMS online compliance system for the full term of the Extended Use Period. Annual audited property financial statements are due in the Housing New Mexico/MFA office within 120 days of the property's fiscal year end. A notice will be mailed to each Project Owner or a designated representative to remind them that the certification, reports and fees are due.

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XI. GLOSSARY

Acquisition Costs - for purposes of calculating developer fee in related party transactions, the full appraised value of any land and/or existing improvements, including any buildings; and/or costs attributable to the acquisition of any land and/or improvements, including any buildings, and including costs relating to title, recording, legal and site review.

Adaptive Reuse Projects - Projects which will involve the conversion of an existing building or buildings, which was not initially constructed for residential use to multifamily residential rental units (i.e., apartment units).

Affiliate - any Person or Entity who (i) directly or indirectly through one or more intermediaries Controls, is Controlled by, or is under common Control with the Applicant; or (ii) owns or Controls any outstanding voting securities, partnership interests, membership interests, or other ownership interests of the Applicant; or (iii) is an officer, director, guarantor, employee, agent, partner, member, manager or shareholder of the Applicant; or (iv) has an officer, director, member, manager, guarantor, employee, agent, partner, or shareholder who is also an officer, director, member, manager, employee, agent, partner, or shareholder of the Applicant; or (v) receives fees as a consultant or advisor that exceeds $200,000; or (vi) who otherwise shares an Identity of Interest. A third-party management agent that provides services for multiple non-related companies is not an Affiliate unless it is part of the vertically integrated Developer applying for LIHTC.

Affordability Period - Total of the initial Compliance Period plus the Extended Use Period (30-year minimum plus any additional time required and documented in the LURA).

Agency - New Mexico Mortgage Finance Authority (Housing New Mexico/MFA).

Allocation Review Committee (ARC) - a committee appointed by the Chairman of the Housing New Mexico/MFA Board of Directors to review Projects rating and ranking results, to determine if the proposed allocations have been made consistent with the Project Selection Criteria and the QAP, and to hear appeals and decide their outcome.

Allocation Set-asides - the federally mandated tax credit Allocation set-aside requirement for Projects involving Qualified Nonprofit Organizations, as well as other tax credit Allocation Set-asides designated by Housing New Mexico/MFA from time-to-time and incorporated into the QAP.

Annual Credit Ceiling - the total dollar volume of tax credits available for distribution by the Agency and authorized pursuant to the Code, in a given year. The population-based ceiling amount is the amount of tax credits allocated to the state each year based on the state population.

Applicable Credit Percentage - the monthly interest rate issued by the U.S. Department of Treasury and used to discount the present value of the 70% tax credit (set at 9% by the PATH Act of 2015) and the 30% tax credit (set at 4% by the Consolidated Appropriations Act of 2021.)

Applicable Fraction - the fraction, the numerator of which is the number of low-income Units and the denominator of which is the total number of residential rental Units less any Unit exempted by Revenue Ruling 92-61; or the fraction, the numerator of which is the floor space of the low-income Units and the denominator of which is the total floor space of the residential rental Units less any Unit exempted by Revenue Ruling 92-61, whichever is less. The Eligible Basis of a building is multiplied by the Applicable Fraction to determine the Qualified Basis of a building for tax credit purposes.

Applicant - the General Partner or the managing member(s) of the General Partner.

Application - the completed forms, schedules, checklists, exhibits uploaded to Housing New Mexico/MFA's file sharing site https://mfa.internal.housingnm.org/SFT_HD/ any additional documentation requested in the Initial Application Package, Carryover Allocation package and Final Allocation package, as well as any supplemental materials requested by Housing New Mexico/MFA. They must be submitted to Housing New Mexico/MFA in accordance with the QAP in order to apply for the Tax Credit Program.

Application Deadline – 12:00 p.m. Mountain Standard Time on the final day of the Application Period, except for tax-exempt bond financed Projects, for which the submission date is specified in Section VI.

Application Package - the forms, schedules, checklists, exhibits uploaded to Housing New Mexico/MFA's file sharing site: https://mfa.internal.housingnm.org/SFT_HD/ and instructions thereto obtained from the Agency, which shall be completed and submitted to the Agency in accordance with all regulations in order to apply for the Tax Credit Program.

Application Period – the period during which Applications will be accepted by Housing New Mexico/MFA as described in Section IV.A.

Architecture and Engineering – includes the following disciplines: all services provided through the architectural firm including architectural services and supervision, landscape design and civil, structural, mechanical, plumbing, electrical engineering. It does not include the services of a geotechnical engineer or HERS rater as these consultants are contracted directly with the developer. Interior design, if applicable to the Project, is included in the Furniture, Fixtures and Equipment line under Other Construction Costs on Schedule A.

Area Median Income (AMI)– the median income level, issued annually by HUD for each metropolitan area and for each county outside a metropolitan area, which is adjusted for household size and used to calculate maximum income of eligible Persons and rents for Rent Restricted Units. As of July 30, 2008, any Project located in a rural area (as defined in Section

520 of the Housing Act of 1949) shall have income limitations measured by the greater of the HUD median income or the national non-metropolitan median income.

Average Income (AI) Election – This election under the Code was authorized by the Consolidated Appropriations Act of 2018. This set-aside allows the Project to serve households up to 80% AMI as long as at least 40% of the total Units are rent and income restricted and the average income limit for all tax credit Units in the Project is at or below 60% AMI.

Binding Commitment – an agreement between Housing New Mexico/MFA and an Applicant by which Housing New Mexico/MFA allocates and the Applicant accepts tax credits in accordance with Section 42(h)(1)(C) of the Code. Housing New Mexico/MFA's Carryover Allocation is its Binding Commitment.

Blighted Buildings – buildings that are in such severe disrepair that rehabilitation or Adaptive reuse is no longer feasible.

Board of Directors (Board) – Housing New Mexico/MFA's Board of Directors.

Brownfield – land where the development, redevelopment or reuse may be complicated by presence of hazardous substance, pollutant or contaminant including petroleum. Brownfield sites require a remediation plan based on a Phase II Environmental Site Assessment.

Building's Gross Square Feet – the sum of the Gross Square Feet on each floor of a building. Covered parking and structured parking should not be included in the Building's Gross Square Feet.

Capital Needs Assessment (CNA) – a report prepared by a competent professional meeting the minimum qualification/certification requirements set forth by Housing New Mexico/MFA, as defined in the Design Standards, that addresses the following:

1. Site visit and physical inspection of the interior and exterior of Units and structures
2. Interview with available on-site property management and maintenance personnel regarding past and pending repairs/improvements and physical deficiencies
3. Identification of the presence of any visible environmental hazards on the site or other life safety concerns
4. Opinion as to the adequacy of the proposed budget for recommended improvements.
5. Description of all major systems of the buildings and Units with a projection of the remaining useful life of each, including certification of critical building systems or components that have reached or exceeded their expected useful lives
6. Description of all building envelope and structural systems deficiencies
7. Projection of recurring probable expenditures for significant systems and components over 15 years.
8. Determination of the appropriate upfront and ongoing replacement reserve deposits.

Capture Rate – Ratio of the total Units proposed to the number of income qualified households in the Primary Market Area (PMA). This ratio is calculated by dividing the total number of proposed Units by the total number of age, size and income qualified renter households in the PMA.

Carryover Allocation – the provision under the Code which allows a Project, under certain conditions allowed by the Code, to receive a tax credit allocation in a given calendar year and to be Placed in Service within a period of two calendar years after the calendar year in which Applicant qualifies for a Carryover Allocation. The Carryover Allocation is Housing New Mexico/MFA's Binding Commitment for tax credits.

Casualty - A casualty loss can result from the damage, destruction, or loss of your property from any sudden, unexpected, or unusual event such as a flood, hurricane, tornado, fire, earthquake, or volcanic eruption. A casualty does not include normal wear and tear or progressive deterioration.

Code –Section 42 of the Internal Revenue Code of 1986, as in effect on the date of the QAP, together with corresponding and applicable final, temporary or proposed regulations and revenue rulings issued with respect thereto by the U.S. Department of Treasury or the Internal Revenue Service of the U.S.

Complete Application – an Initial Application meeting all of the requirements in Section IV.A.4, Content and Format.

Compliance Monitoring – the Agency's procedure, as required by the Code and detailed in Housing New Mexico/MFA's Tax Credit Monitoring and Compliance Plan, of auditing and inspecting all completed LIHTC Projects.

Compliance Period – with respect to any building that is included in the LIHTC Project, a minimum period of 15 years beginning on the first day of the first taxable year of the tax Credit Period with respect thereto in which a LIHTC Project shall continue to maintain the low-income Units as low-income Units pursuant to Applicant's Set-aside Election in the Application, pursuant to the Code. Compliance Period plus Extended Use Period equals Affordability Period.

Concerted Community Revitalization Plan – a metropolitan redevelopment plan as defined in NMSA 1978 Section 3-60A-4 prepared and enacted by a local, county or tribal government prior to the Application Deadline. For Projects located on sovereign tribal lands, "Concerted Community Revitalization Plan" means a written plan similar in content and affect to a metropolitan redevelopment plan as defined in NMSA 1978 Section 3-60A-4, prepared and enacted by a tribal government prior to the Application Deadline, which identifies barriers to community vitality and promotes specific concerted revitalization activities within an area having distinct geographic boundaries and must contain more components than the LIHTC Project itself.

Consolidated Plan – plan prepared in accordance with HUD regulations, 24 C.F.R. 91 (1994), which describes needs, resources, priorities and proposed activities to be undertaken with respect to certain HUD programs.

Construction Costs – for purposes of calculating builder profit, overhead and general requirements and per Unit rehabilitation construction Cost, the on-site and construction Costs in the construction contract, before gross receipts tax, profit, overhead and general requirements. At Initial Application and Carryover, Construction Cost should include a reasonable construction contingency.

Contact Person – a Person identified in the Initial Application with decision-making authority for the Applicant, Developer or the Project Owner, with whom Housing New Mexico/MFA will correspond concerning the Application and for the Project.

Contractor's Cost Certification – a certification prepared and executed by the general contractor, indicating all identities of interest and certifying that all Construction Costs included are related to the Project.

Control (including the terms Controlling, Controls, Controlled by, under common Control with, or some variation or combination of all three) - means the possession, directly or indirectly, of the power to direct or cause the direction of the management and policies of any Person or Affiliate thereof, whether through the ownership of voting securities, by contract or otherwise, including specifically ownership of more than fifty percent (50%) of the General Partner interest in a limited partnership, or designation as General Partner/managing member of a limited liability company.

Cost Certification – A certification prepared by a CPA on forms provided by Housing New Mexico/MFA, indicating the method of certification, all identities of interest and certification that all Project costs included are related to the project.

Credit Period – with respect to any building that is included in the LIHTC Project, the period of 10 years beginning with 1) the taxable year in which the building is Placed In Service or 2) at the election of the Project Owner, the succeeding taxable year.

Developer – any individual, association, corporation, joint venture or partnership, which is to manage all aspects of the construction and/or rehabilitation of the proposed Project.

Development Costs – the sum total of all costs incurred in the development of a Project, all of which shall be subject to approval and are approved by Housing New Mexico/MFA as reasonable and necessary. Such costs may include, but are not limited to:

1. The cost of acquiring real property and any building thereon, including payment for options, deposits or contracts to purchase properties.
2. The cost of site preparation and development.

3. Any expenses relating to the issuance of tax-exempt bonds or taxable bonds by the Agency, if any, related to the Project.
4. Fees in connection with the planning, execution and financing of the Project, such as those of architects, engineers, attorneys, accountants and the Agency.
5. The cost of studies, surveys, plans, permits, insurance, interest, financing, tax and assessment costs and other operating and carrying costs incurred during construction, rehabilitation or reconstruction of the Project.
6. The cost of the construction, rehabilitation and equipping of the Project.
7. The cost of land improvements, such as landscaping and off-site improvements related to the Project, whether such costs are paid in cash, property or services.
8. Expenses in connection with initial occupancy of the Project.
9. Allowances established by the Agency for working capital, contingency reserves and reserves for any anticipated operating deficits during the first two years after completion of the Project.
10. The cost of such other items, including relocation cost, indemnity and surety bonds, premium on insurance and fee and expenses of trustees, depositories and paying agents for bonds.

Difficult Development Area or DDA – any area designated by the secretary of HUD as having high construction, land and utility costs relative to Area Median Income in accordance with Section 42(d)(5) of the Code.

Eligible Application or **Eligible Project** – an Application or Project which has met all minimum Project threshold requirements.

Eligible Basis – the sum of the eligible cost elements that are subject to depreciation, such as expenditures for new construction, rehabilitation and building acquisition.

Eligible Partners or **Eligible Households** – one or more natural Persons or a household, irrespective of race, creed, national origin or sex, determined by the Agency to be of low- or very low-income. In determining the income standards of eligible Persons for its various programs, the Agency shall take into account the following factors:

1. Requirements mandated by federal law
2. Variations in circumstances in the different areas of the state
3. Whether the determination is for rental housing
4. The need for household size adjustments

Entity - any General Partnership, limited partnership, corporation, joint venture, trust, limited liability company, limited liability partnership, limited liability limited partnership, business trust, cooperative or other business association.

Extended Use Period – with respect to any building that is included in a LIHTC Project, the period of affordability **following** the initial 15-year Compliance Period during which time the

Project continues to be restricted to affordable low-income housing. The minimum Extended Use Period required by Code is fifteen years. Compliance Period plus Extended Use Period equals Affordability Period.

Feasibility Analysis – a financial analysis based on rules established by the IRS and Housing New Mexico/MFA to determine a Project's financial feasibility, which is completed to ascertain a tax credit amount, the adequacy of financing sources, and the income required to support operation of the Project.

Federal Grant – any federal grant except those specifically excluded in Section 1.42-16(b) of the Treasury regulations.

Federal Subsidy – any construction or permanent financing that is directly or indirectly financed from state or local bonds, including municipal bonds, which are tax-exempt for federal income tax purposes.

Federally-assisted Building – any building which is substantially assisted, financed or operated under Section 8 of the United States Housing Act of 1937, Section 221(d)(3), Section 221(d)(4) or 236 of the United States Housing Act, Section 515 of the Housing Act of 1949 or any other program administered by HUD or by the rural housing service of the Department of Agriculture.

Final Allocation – a determination by Housing New Mexico/MFA that a Project is complete and that a certain amount of tax credits is warranted. The Final Allocation must be requested by the Project Owner and culminates in delivery of IRS Form 8609 by Housing New Mexico/MFA.

Financing Commitment – a commitment for permanent or construction financing which 1) is not subject to further approval by any loan committee or board of directors or other Entity of the creditor making the commitment and 2) contains specific terms of funding and repayment.

General Partner – that partner or collective of partners identified as the General Partner of the partnership that is the Project Owner and that has general liability for the partnership. If the Project Owner is a limited liability company, the term General Partner shall mean the managing member or members with management responsibility for the limited liability company.

Government Entity or **Instrumentality** – any agency or other government created Entity of the state of New Mexico, the counties or municipalities of New Mexico or the tribal governments of New Mexican tribes and pueblos.

Gross Square Feet – the area that includes all enclosed space as measured from the exterior face of the building walls and means everything under the roof, including storage and patios. Covered parking and structured parking should not be included in Gross Square Feet.

Hard Construction Costs - calculated as the sum of costs for existing structures, site work, rehab and/or new construction, and hard cost contingency, as related to the housing components of the development only. This figure excludes land costs. The costs considered for calculating these

points will not include any costs related to commercial or retail space. (All costs reflected on Schedule D in the Application.)

Historic Property – a building or buildings certified on the National Register of Historic Places (i.e., meet the criteria for Part 1 Approval for Historic Tax Credits

Households or individuals experiencing homelessness - A household or individual is considered homeless if they:

1. lack a fixed, regular, and adequate nighttime residence, which includes a primary nighttime residence of places not designed for or ordinarily used as a regular sleeping accommodation (including cars, parks, abandoned buildings, etc.) or publicly or privately operated shelters or transitional housing, including a hotel or motel paid for by government or charitable organizations; or
2. are being discharged from an institution where they've been a resident for 90 days or less and the Person resided in a shelter (but not transitional housing) or place not meant for human habitation immediately prior to entering that institution; or
3. are being evicted from their primary nighttime residence within 14 days and no subsequent residence has been identified and the individual/household lacks the resources and support networks (i.e., family, friends, faith-based or other social networks) needed to obtain housing; or
4. have ALL of these characteristics:
    - unaccompanied youth (less than 25 years of age) or family with children and youth;
    - defined as homeless under other federal statutes who do not otherwise qualify under this definition;
    - has not had a lease, ownership interest, or occupancy agreement in permanent housing for 60 days prior to applying for occupancy;
    - has moved two or more times in the 60 days immediately prior to applying for occupancy; AND
    - has one or more of the following: a) chronic disabilities, b) chronic physical or mental health conditions, c) substance addiction, d) histories of domestic violence or childhood abuse, e) child with a disability, f) or two or more barriers to employment, which include i) lack of a high school diploma or GED, ii) illiteracy, iii) low English proficiency, iv) history of incarceration or detention for criminal activity, or v) history of unstable employment.
5. are fleeing or attempting to flee domestic violence, dating violence, sexual assault, stalking, or other dangerous or life-threatening situations related to violence; have no other residence; and lack the resources and support networks needed to obtain housing.

Households with Children – households that include one or more Persons under the age of 18 years.

Households with Special Housing Needs – households in which an individual or household member is in need of supportive services, tenancy supports and housing and meets at least one of the following definitions:

1. Has a physical or mental impairment that substantially limits one or more major life activities; has a record of such impairment; or is regarded as having such impairment. In general, a physical or mental impairment includes hearing, mobility and visual impairments, chronic alcoholism, chronic mental illness, AIDS, AIDS Related Complex, and developmental disability that substantially limits one or more major life activities. Major life activities include walking, talking, hearing, seeing, breathing, learning, performing manual tasks, and caring for oneself.
2. Households or individuals experiencing homelessness (see definition above).

HUD – U.S. Department of Housing and Urban Development.

Identity of Interest – occurs when any officer, director, board member or authorized agent of any development team member (consultant, general contractor, attorney, management agent, seller of the land, etc.): 1) is also an officer, director, board member or authorized agent of any other development team member; 2) has any financial interest in any other development team member's firm or corporation; 3) is a business partner of an officer, director, board member or authorized agent of any other development team member; 4) has a family relationship through blood, marriage or adoption with an officer, director, board member or authorized agent of any other development team member or 5) advances any funds or items of value to the sponsor/borrower.

Initial Application – the Application first provided to Housing New Mexico/MFA on or before an Application Deadline to request an allocation of tax credits.

Land Use Restriction Agreement or **LURA** – the agreement submitted to the Agency restricting the property to affordable housing use during the Compliance Period and Extended Use Period.

Letter of Determination – the letter issued by Housing New Mexico/MFA pursuant to Section 42(m)(1)(D) of the Code advising the Project Owner that Housing New Mexico/MFA has made the determination that a tax-exempt bond financed Project, as described in the Application submitted at a particular point in time, satisfies the requirements for an allocation of tax credits under the QAP conditioned upon Project compliance with the Code. A draft Letter of Determination is valid for six months from the date it is issued. Any changes to the submitted materials or information will also render a determination to be invalid. In such cases, updated materials must be reviewed by MFA before a new determination letter can be issued.

LIHTC Project – the proposed or existing rental housing development(s) for which tax credits have been applied for or received.

Local Government – any county, municipality, tribe or other general-purpose political subdivision in the state of New Mexico.

Local Notice – Housing New Mexico/MFA's letter to the chief executive office (or the equivalent) of the local jurisdiction within which the Project is located, which provides a 30-day period to comment on the Project pursuant to Code Section 42(m)(1)(A)(ii).

Low Income Housing Tax Credit (LIHTC) Program or **Tax Credit Program** – the rental housing program administered by Housing New Mexico/MFA pursuant to the Code and by the state of New Mexico Executive Order 97-01.

Low-income Tenants – households that occupy Set-aside Units.

Low Income Units or **Set-aside Units** – Units which are rent restricted and set-aside for tenants whose income does not exceed 50%, 60% or some lower percentage, whichever is elected, of Area Median Income.

Management Units -

Employee/Exempt Unit

The general-public-use requirement of § 1.42-9 does not apply in the case of units for resident managers, maintenance personnel or courtesy officers (Exempt Units) in a qualified low- income building because the units are not residential rental units but facilities reasonably required for the project. Because the presence of an employee unit must be necessary for project operations, the IRS may examine whether an employee who resides in an employee/exempt unit serves primarily the property where they live by working full time at the property. The necessity of the employee unit may be called into question if the employee's responsibilities are split among more than one property or even if the employee holds a second job.

Based upon the above facts and representations, the IRS has ruled as follows: The adjusted basis of the unit occupied by resident managers, maintenance personnel or courtesy officers is included in the eligible basis of the building under section 42(d)(1), but the unit is excluded from the applicable fraction of the building under section 42(c)(1)(B). Further, the inclusion of the adjusted basis of the unit occupied by resident managers, maintenance personnel or courtesy officers in eligible basis will not be affected by a later conversion of that unit into a residential rental unit.

Additionally, the Internal Revenue Service (IRS) released a program manager technical assistance (PMTA) memo dated June 2, 2014 (PMTA 2014-22), which clarified the IRS position regarding charging for exempt units. In the memo, the IRS states, "Charging resident managers or maintenance personnel rents, utilities, or both for units in a qualified low-income building does not make the units residential rental units and not facilities reasonably required for the project under §1.103-8(b)(4)(iii)."

Market Rate Units – residential rental Units that are not low-income Units.

Material Compliance Matter– any compliance issue identified by New Mexico Housing/MFA (for any of its programs) during a monitoring visit that remains open six months after the monitoring letter was sent.

Material Design Changes – any change in the Project, its scope or its quality which would affect its underwriting or compliance with Housing New Mexico/MFA's mandatory design standards. For example, a change in building area, unit areas, unit counts, amenities, parking quantities, landscaping scope, energy performance, water usage, quality of construction or specification would each constitute a material change.

Minority - For purposes of Scoring Criterion 21(vi), a Minority is a racial or ethnic group, members of which have been subjected to prejudice or cultural bias by virtue of belonging to the group, without regard to individual qualities. Such racial or ethnic groups include, but are not limited to:

(1) African Americans. Persons having origins in any of the African racial groups of Africa.

(2) Hispanic Americans. All Persons of Mexican, Puerto Rican, Cuban, South or Central American, Caribbean and other Spanish or Portuguese culture or origin.

(3) Native Americans. Persons having origins in any of the original peoples of North America or the Hawaiian Islands, in particular, American Indians, Eskimos, Aleuts and Native Hawaiians.

(4) Asian-Pacific Americans. Persons having origins in Japan, China, the Philippines, Vietnam, Korea, Samoa, Guam, the U.S. Trust Territories of the Pacific, Northern Marianas, Laos, Cambodia, Taiwan and India.

Moderate Rehabilitation – repairs, replacements and improvements that do not fall into Substantial Rehabilitation as defined herein or where the work is limited to level two (2) alterations (as described by Enterprise Green Communities Criteria.) Level two alterations include the reconfiguration of space, the addition or elimination of any door or window, the reconfiguration or extension of any system, does not include the replacement of two or more major systems or the installation of any additional equipment. A Project where the work area does not exceed 50% of the aggregate area of the building (the work scope is less than an ICC level three alteration.)

Net Square Footage - the total number of square feet within the inside finished wall surface of the outer walls of a structure. This measurement generally excludes non-rentable areas such as common areas, hallways, and mechanical rooms.

New Mexico Housing Authority (NMHA) – any public housing authority legally established in the state of New Mexico.

Permit Ready Drawings - the bare minimum drawings required to obtain a construction permit from local authorities. This may include but is not limited to: Site Plan, Architectural Plans, Structural Plans, Mechanical (HVAC), Plumbing, Electrical, Product Approval documentations, Energy Calculations and Structural Calculations.

Person - any individual or Entity, and the heirs, executors, administrators, legal representatives, successors and assigns of such Person where the context so admits; and, unless the context otherwise requires, the singular shall include the plural, and the masculine gender shall include the feminine and the neuter and vice versa, as the context within this QAP may call for.

Placed In Service – the date on which the first Unit of a new construction Project is certified or otherwise officially declared as available for occupancy as evidenced by the Certificate of Occupancy. For rehabilitation Projects, it is the date of the Certificate of Substantial Completion. For acquisitions of existing Projects, it is the date of purchase by a new Project Owner.

Principal – an Applicant, any General Partner of an Applicant, and any officer, director, board member or any shareholder, General Partner, managing member or affiliate of an Applicant. It also includes any Entity receiving any part of a developer fee for a Project. For Project compliance purposes (**Section IV.C.8**), Principal would include shareholders with interests of 25% or more, all officers of a corporation (including employees, but excluding volunteer board members with no financial interest), all General Partners or members.

Project – the development proposed by the Applicant as specifically described in the Application.

Project Owner – the legal Entity that ultimately owns the Project and to which tax credits will be allocated.

Project Selection Criteria – the criteria used to score a Project for tax credit allocation purposes.

Qualified Allocation Plan or **QAP** – this Qualified Allocation Plan, which was adopted by Board action on October 16, 2024 and made effective as of December 1, 2024, which was approved by the Governor of the state of New Mexico pursuant to Section 42(m)(1)(B) of the Code and sets forth the Project Selection Criteria and the preferences for Projects which will receive tax credits.

Qualified Basis – the portion or percentage of the Eligible Basis that qualifies for the tax credit. It is calculated by multiplying the Eligible Basis by the Applicable Fraction.

Qualified Census Tract or QCT – any census tract which is designated by the Secretary of HUD as having 50% or more of the households at an income level which is less than 60% of the Area Median Income in accordance with Section 42(d)(5) of the Code.

Qualified Leasehold Interest – a leasehold interest running at least as long as the Extended Use Period.

Qualified Nonprofit Organization – an organization described in Sections 501(c)(3) or 501(c)(4) of the Code and exempt from tax under Section 501(a). The production of decent, safe and affordable housing must be one of the defined goals, objectives or purposes of the nonprofit organization. The nonprofit organization must materially participate in the Project, meaning that the organization must be involved on a regular, continuous and substantial basis in both the development and operation of the Project during the term of the Compliance Period. The nonprofit must also own an interest in the Project throughout the Compliance Period and may not be affiliated with or Controlled by a for-profit organization.

Rent Comparability Study – a report prepared by a qualified third-party that estimates "market" rents for properties undergoing rehabilitation based on the guidance provided in Chapter 9 of HUD's Section 8 Renewal Guide.

Rent Restricted Unit – with respect to a LIHTC Project, a Unit for which the gross rent does not exceed 30% of the imputed Area Median Income limitation applicable to such Unit as chosen by the Applicant in the Application and in accordance with the Code. Gross rent must be determined from the rent charts included in the Application Package and must correspond to the percentage of Area Median Income selected by the Applicant in the Application. It includes the cost of utilities and must be reduced by the amount of tenant-paid utilities. Gross rent includes all income for the Unit, including tenant and any subsidy payments. See also "Unit."

Reservation or Reservation Contract – the contract executed by Housing New Mexico/MFA and the Applicant with respect to an allocation of tax credits, which states the conditions to be met by Applicant prior to issuance of a Carryover Allocation.

Reservation Letter– a document issued by Housing New Mexico/MFA which describes the amount of credits provisionally awarded to a Project and the conditions which the Project Owner must meet in order to obtain a Binding Commitment for tax credits.

Rural Development or RD or USDA (previously called "Farmer's Home Administration" or "FMHA" of the U.S. Department of Agriculture) means Rural Development or other Agency or Instrumentality created or chartered by the U.S. to which the powers of RD have been transferred.

Section 811 Project-based Rental Assistance Demonstration Program (Section 811 PRA) – The purpose of the Section 811 PRA is to expand the supply of supportive housing that promotes and facilitates community integration for people with significant and long-term disabilities. Section 811 PRA provides a project-based rent assistance subsidy that covers the difference between the tenant payment and the approved contract rent. Tenants pay 30 percent of their adjusted gross income for rent and utilities. Tenant referrals and service providers are coordinated by the Department of Human Services (DHS) and Local Lead Agencies (LLAs). For more information go to: https://housingnm.org/property-owners-agents-and-managers/section-811-project-rental-assistance

Senior Housing – Projects that qualify for an exemption from familial status discrimination under the Fair Housing Act. To qualify for this exemption, Projects must be: (i) provided under any state or federal program that HUD has determined to be specifically designed and operated to assist elderly Persons (as defined in the state or federal program); or (ii) intended for, and solely occupied by Persons 62 years of age or older; or (iii) intended and operated for occupancy by Persons 55 years of age or older in compliance with the Housing for Older Persons Act (HOPA), 24 CFR Part 100 Final Rule.

Set-aside Election – the federally imposed minimum proportion of total Project Units set-aside as low-income Units at one or more Area Gross Median Income level(s). This election is made by the Applicant and meets the minimum requirements of Code Section 42: larger proportions of Units are generally set-aside by the Applicant and restricted in the LURA.

Set-aside Units those Units eligible for low income housing tax credits.

Single Room Occupancy – housing consisting of single room dwelling Units. The Unit must contain either food preparation and/or sanitary facilities.

Special Needs – see definition above under Households with Special Housing Needs.

State-assisted Building – any building which is substantially assisted, financed or operated under any state law similar in purposes to Section 8 of the United States Housing Act of 1937, Section 221(d)(3), Section 221(d)(4) or 236 of the United States Housing Act, Section 515 of the Housing Act of 1949 or any other program administered by HUD or by the USDA Rural Housing Service.

Substantial Rehabilitation – commonly referred to as a "gut" rehabilitation and includes the replacement and/or improvements to at least two (2) major systems of the building, including its envelope. Major building systems include roof structures, wall or floor structures, foundations, plumbing, heating, ventilating and air conditioning (HVAC) and electrical systems. The building envelope is defined as the air barrier and thermal barrier separating exterior from interior space. A Substantial Rehabilitation also includes a Project where the work area exceeds 50% of the aggregate building area (an ICC level 3 alteration Scope of Work.)

Tax Credit Ceiling Rents – the maximum rent that may be charged for a Rent Restricted Unit.

Tenant Conversion Plan – a written plan acceptable to Housing New Mexico/MFA, describing the method to be used to enable tenants to acquire ownership of their Units at such time as conversion to owner occupancy is allowed under the Code. The Project Owner must provide and describe the type of homeownership, financial and maintenance counseling to be offered. The Project Owner must describe in detail how the Unit will be converted from a rental Unit to homeownership. Please refer to Section III.E.15 for more information on Eventual Tenant Ownership.

Total Development Cost – the total of all costs incurred or to be incurred by the Project in acquiring, constructing, rehabilitating and financing the Project. For the purposes of calculating

developer fees, Total Development Cost will be adjusted to exclude developer fees (which includes consultant fees), commercial space Construction Costs and all reserves. For purposes of calculating cost limits, the purchase price attributed to the land, any costs related to commercial space, reserves (not eligible for tax credits), and costs of bond issuance on line 65 of Schedule A will be excluded.

Unit – a residential rental housing Unit in a Project including manager and employee Units.

Universal Design – any component of a house or apartment that increases the usability for people of all ages, size and abilities and enhances the ability of all residents to live independently for as long as possible.

Urban Area – A location within the boundaries of Bernalillo County, the City of Rio Rancho, the City of Las Cruces, or the City of Santa Fe.

XII. List of Appendices

The following documents are incorporated by reference into this Qualified Allocation Plan:

- 2025 Housing New Mexico/MFA Universal Rental Development Application
- 2025 Housing New Mexico/MFA Universal Rental Development Schedules A – F
- 2025 Housing New Mexico/MFA Underwriting Supplement
- 2025 Housing New Mexico/MFA Design Standards
- 2025 Housing New Mexico/MFA Design Standards – Supplement A – NHTF Requirements
- 2025 Market Study Parameters
- 2025 Bond Checklist
- 2025 Carryover Allocation & 10% Test Instructions & Checklist
    - Assignment of Building Identification Numbers
    - Architect's Certification
    - Option to Lock Applicable Credit Percentage (Section 42(b) of the Code)
    - Ten Percent Letter (Independent Accountant's Report)
    - Form of Owner's Attorney's Opinion
    - Exhibit A to Independent Auditor's Report
- Housing New Mexico/MFA Compliance Addendum
- Service Coordination Checklist of Responsibilities
- 2025 Placed In Service and Final Allocation Instructions & Checklist
    - Schedule M Addendum to Application
    - Form A Instructions
    - Form A – Final Certification of Uses
    - Form B – Independent Accountant's Report
    - Form C1 – Owner's Cost Certification
    - Form C2 – General Contractor's Cost Certification
    - 2025 Housing New Mexico/MFA form of Attorney Opinion
    - 2025 Form 8609 Certification
    - 2025 As-Built Architect Certification
    - 2025 Lender's Consent and Agreement to Recording of and Subordination to Land Use Restriction Agreement
    - 2025 Project Ownership Profile
    - 2025 Sample LIHTC LURA
    - 2025 Sample Equity Certification Letter
- Low-Income Housing Tax Credit Compliance Plan, December 2021 as may be amended
- Annual Owners Certification, December 2022 as may be amended

Exhibit 1

Board Members
Chair – Angel Reyes – Centinel Bank in Taos
Vice Chair – Derek Valdo – Chief Executive Officer, AMERIND Risk
Treasurer – Rebecca Wurzburger – Strategic Planning Consultant
Member – Howie Morales – Lieutenant Governor, state of New Mexico
Member – Raúl Torrez – Attorney General, state of New Mexico
Member – Laura M. Montoya – Treasurer, state of New Mexico
Member – Randy Traynor – Traynor Associates

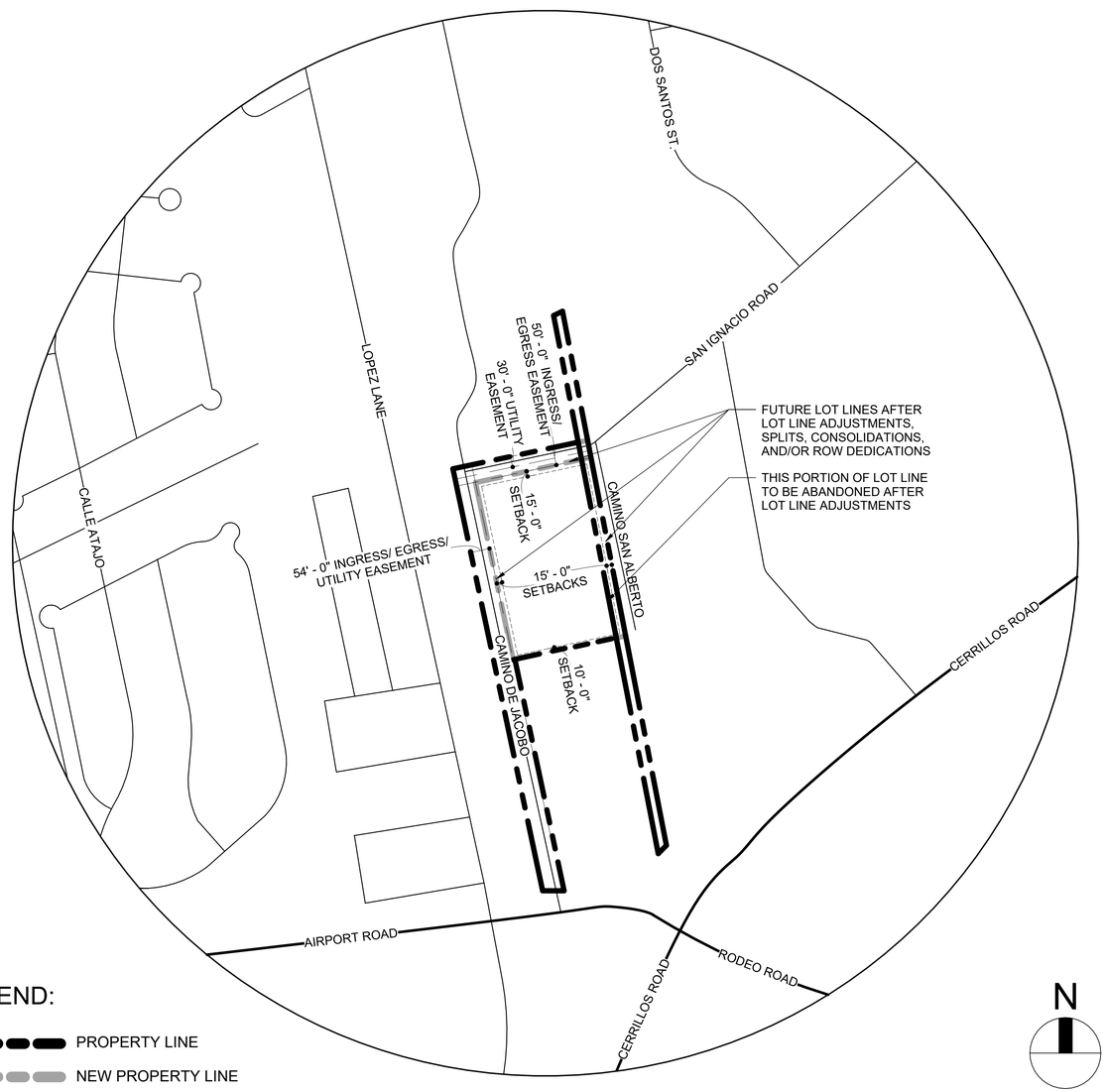
Allocation Review Committee
Chair, Patricia A. Sullivan
Member, Michael A. D'Antonio
Member, Edward Archuleta
Member, Rosalyn Nguyen Chafey
Member, Robert White
Member, Nicole L. Martinez
Member, Kenneth Carson, Jr.

Management
Isidoro "Izzy" Hernandez, Executive Director and Chief Executive Officer
Donna Maestas-De Vries, Chief Housing Officer
Jeff Payne, Chief Lending Officer
Arundhati Bose, Chief Financial Officer
George Maestas, Director of Housing Development
Jacobo Martinez, Assistant Director of Housing Development
Jeanne Redondo, Tax Credit Program Manager II
Christi Wheelock, Tax Credit Program Manager

NUEVA ACEQUIA APARTMENTS
DEVELOPMENT PLAN

TRACT B-1 & LOT 1 LYING AND BEING SITUATED WITHIN SECTION 5 & 6. T. 16N., R. 9E., N.M.P.M., CITY & COUNTY OF SANTA FE, NEW MEXICO

CASE # 2025-11625



LEGEND:

- PROPERTY LINE
- NEW PROPERTY LINE
- EASEMENT
- SETBACK

VICINITY MAP
(WITHIN 1500-FT RADIUS)

N

200' 100' 0' 200'
SCALE: 1" = 200'-0"

CITY OF SANTA FE APPROVALS:

APPROVED BY SANTA FE PLANNING COMMISSION AT THEIR MEETING ON _____, 20 ___, AS CASE NO. _____:

_____
PLANNING COMMISSION CHAIRPERSON DATE

_____
PLANNING COMMISSION SECRETARY DATE

APPROVED BY THE CITY OF SANTA FE LAND USE DEPARTMENT:

_____
CITY PLANNER DATE

_____
CITY ENGINEER OF LAND USE DATE

OWNER'S AFFIDAVIT:

KNOW ALL PERSONS BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S) HAVE CAUSED THIS FINAL DEVELOPMENT PLAN TO BE PREPARED. ALL THAT APPEARS ON THIS PLAN IS MADE WITH THE FREE CONSENT OF AND IN ACCORDANCE WITH THE DESIRES OF THE OWNER(S).

_____
OWNER'S SIGNATURE DATE

THE FOREGOING WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY_____
THIS _____ DAY OF _____ , 20_____.

_____
NOTARY PUBLIC

_____
MY COMMISSION EXPIRES

RECORDATION:

COUNTY OF SANTA FE
STATE OF NEW MEXICO } SS

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED AND RECORDED ON THIS _____ DAY OF _____, 20_____, AT _____ O'CLOCK __, AND WAS DULY RECORDED IN BOOK _____ PAGE _____ OF THE RECORDS OF SANTA FE COUNTY.

WITNESS MY HAND AND SEAL OF OFFICE
KATHARINE E. CLARK
COUNTY CLERK, SANTA FE COUNTY

_____
DEPUTY DATE

STORMWATER AGREEMENT:

THE PROPERTY OWNERS(S) HEREBY AGREE THAT ALL STORMWATER EASEMENTS AND ANY OTHER DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS ARE ON PRIVATE PROPERTY AND WILL BE MAINTAINED AND KEPT FULLY FUNCTIONAL AS ORIGINALLY DESIGNED AND CONSTRUCTED WITHIN PRIVATE PROPERTY BOUNDARIES BY THE PROPERTY OWNER(S) AND SUBSEQUENT HEIRS, ASSIGNS, AND FUTURE OWNERS. THE CITY IS HEREBY GRANTED THE FOLLOWING:

(1) ACCESS FOR INSPECTION OF SAID IMPROVEMENTS;

(2) IN THE EVENT OF DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENT MAINTENANCE DEFICIENCY AND AFTER TEN (10) DAYS WRITTEN NOTICE TO THE RESPECTIVE PROPERTY OWNER(S), TO ENTER AND RESTORE FULL FUNCTIONAL CAPACITY OF THE DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS; AND,

(3) TO LIEN THE PROPERTY FOR BOTH DIRECT AND INDIRECT COSTS ASSOCIATED WITH SUCH WORK.

BY SIGNATURE AFFIXED TO THIS INSTRUMENT, THE PROPERTY OWNER(S) APPROVE AND AGREE THAT THIS AGREEMENT IS BINDING PERPETUALLY, RUNNING WITH THE LAND ON PRESENT AND FUTURE OWNERS, HEIRS, AND ASSIGNS.

_____
OWNER'S PRINTED NAME

_____
OWNER'S SIGNATURE DATE

THE FOREGOING WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY_____
THIS _____ DAY OF _____ , 20_____.

_____
NOTARY PUBLIC

_____
MY COMMISSION EXPIRES

CITY OF SANTA FE DRAINAGE:

1. NO DRAINAGE VARIANCES ARE APPROVED FOR THIS DEVELOPMENT PLAN. THE ENTIRETY OF THE CITY CODE AND APPLICATION CHAPTERS CONCERNING DRAINAGE SHALL GOVERN AND APPLY TO THIS DEVELOPMENT PLAN.
2. CITY OF SANTA FE DRAINAGE:
   a. SUBJECT TO THE APPROVAL OF THE CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION STAFF, STORM DRAINAGE AND EROSION SEDIMENT CONTROL IMPROVEMENTS SHALL BE EXECUTED IN CONJUNCTION WITH THE CONSTRUCTION OF EACH SEGMENT OF ROADS AND UTILITIES. THESE IMPROVEMENTS SHALL BE COMPLETED AND INSPECTED PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
   b. MAINTENANCE OF PRIVATE DRAINAGE EASEMENTS AND DRAINAGE FACILITIES IS THE RESPONSIBILITY OF THE OWNER. THE CITY OF SANTA E IS HEREBY GRANTED THE RIGHT TO ACCESS AND INSPECT THE EASEMENT AND DRAINAGE FACILITIES AT THE DISCRETION OF PERSONS OR PROPERTY RESULTING FROM THE CITY'S REASONABLE EXERCISE TO THEIR ACCESS AND INSPECTION RIGHTS.

PROJECT TEAM:

DEVELOPER:
TWG DEVELOPMENT, LLC
1301 East Washington Street,
Suite 100
Indianapolis, IN 46202
(619) 889-3085

OWNER:
NUEVA ACEQUIA 4, LLLP
52 Camino de Jacobo
Santa Fe, NM 87507
(505) 986-6264

ARCHITECT:
AUTOTROPH
222 East Marcy Street,
Suite 19
Santa Fe, NM 87501
(505) 216-7555

CIVIL ENGINEER:
SANTA FE ENGINEERING CONSULTANTS
1599 St. Francis Drive,
Suite B
Santa Fe, NM 87505

LANDSCAPE ARCHITECT:
DESIGN OFFICE
1300 Luisa Street,
Suite 24
Santa Fe, NM 87505
(505) 983-1415

STRUCTURAL ENGINEER:
CHAVEZ-GRIEVES CONSULTING ENGINEERS
4700 Lincoln Road NE,
Suite 102
Albuquerque, NM 87109
(505) 344-4080

MECHANICAL, ELECTRICAL, & PLUMBING ENGINEERS:
BRIDGERS & PAXTON CONSULTING ENGINEERS
4600-C Montgomery Blvd. NE
Albuquerque, NM 87109
(505) 883-4111

SHEET INDEX:

DP-100	DEVELOPMENT PLAN COVERSHEET & INDEX
DP-101	DEVELOPMENT PLAN CONDITIONS & NOTES
DP-102	EXISTING CONDITIONS PLAN - OVERALL
DP-103	PROPOSED PHASING PLAN
DP-104	PROPOSED SITE PLAN - OVERALL
DP-105	PROPOSED SITE PLAN - ENLARGED
DP-106	PROPOSED SITE PLAN - PROJECT DATA

SHEET NAME:

DEVELOPMENT PLAN COVERSHEET & INDEX

autotroph
architecture.planning.sustainable design consulting
222 EAST MARCY STREET, SUITE 19
SANTA FE, NEW MEXICO 87501
AUTOTROPHDESIGN.COM
505.216.7555

NUEVA ACEQUIA APARTMENTS
DEVELOPMENT PLAN
1335 CAMINO DE JACOBO, SANTA FE, NEW MEXICO 87507

NOT FOR CONSTRUCTION

DATE:
04.08.2026

CASE #:
2025-11625

SHEET #:

DP-100

SHEET #:
1 OF 7

4/10/2026 4:34:28 PM

CONDITIONS OF APPROVAL:

WATER DIVISION:

MPO:

TERRAIN MANAGEMENT:

WASTE WATER:

FIRE PROTECTION:

LAND USE DEPARTMENT:

PUBLIC UTILITY EASEMENTS:

PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT ARE GRANTED FOR THE COMMON AND JOINT USE OF:

A. PUBLIC SERVICE COMPANY OF NEW MEXICO CORPORATION, (PNM ELECTRIC) FOR INSTALLATION, MAINTENANCE, AND SERVICE OF OVERHEAD AND UNDERGROUND ELECTRICAL LINES, TRANSFORMERS, AND OTHER EQUIPMENT AND RELATE FACILITIES REASONABLY NECESSARY TO PROVIDE ELECTRICAL SERVICES.
B. NEW MEXICO GAS COMPANY (NMGCO) FOR INSTALLATION, MAINTENANCE, AND SERVICE OF NATURAL GAS LINES, VALVES AND OTHER EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE NATURAL GAS SERVICES.
C. LUMEN TECHNOLOGIES FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE COMMUNICATION SERVICES.
D. XFINITY AND/OR LUMEN TECHNOLOGIES FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE CABLE SERVICES.
E. CITY OF SANTA FE (PUBLIC WATER AND PRIVATE SEWER) FOR THE INSTALLATION, MAINTENANCE AND SERVICE OF LIES AND OTHER EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE SERVICES TO PUBLIC UTILITY EASEMENTS.

INCLUDED IS THE RIGHT TO BUILD, REBUILD, CONSTRUCT, RECONSTRUCT, LOCATE,RELOCATE, WITHIN THE EASEMENT, CHANGE, REMOVE, REPLACE, MODIFY, RENEW, OPERATE AND MAINTAIN FACILITIES FOR PURPOSES DESCRIBED ABOVE, TOGETHER WITH FREE ACCESS TO, FROM, AND OVER SAID EASEMENTS, WITH THE RIGHT AND PRIVILEGE OF GOING UPON, OVER AND ACROSS ADJOINING LANDS OF GRANTER FOR THE PURPOSE SET FORTH HEREIN AND WITH THE RIGHT TO UTILIZE THE RIGHT-OF-WAY AND EASEMENT TO EXTEND SERVICES TO CUSTOMERS OF GRANTEE, INCLUDING SUFFICIENT WORKING AREA SPACE FOR ELECTRIC TRANSFORMERS, WITH THE RIGHT AND PRIVILEGE TO TRIM AND REMOVE TREES, SHRUBS, OR BUSHES WHICH INTERFERE WITH THE PURPOSES SET FORTH HEREIN. NO BUILDING, SIGN, POOL (ABOVEGROUND OR SUBSURFACE), HOT TUB, CONCRETE OR WOOD POOL DECKING, OR OTHER STRUCTURE SHALL BE ERECTED OR CONSTRUCTED ON SAID EASEMENTS, NOR SHALL ANY WELL BE DRILLED OR OPERATED THEREON.

EASEMENTS FOR ELECTRIC, TRANSFORMERS / SWITCHGEARS, AS INSTALLED, SHALL EXTEND TEN (10) FEET IN FRONT OF TRANSFORMER / SWITCHGEAR GEARS AND FIVE (5) FEET ON EACH SIDE.

A. QWEST CORP, D/B/A CENTURYLINK QC FOR INSTALLATION, MAINTENANCE AND SERVICE OF ALL BURIED AND AERIAL COMMUNICATION LINES AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE COMMUNICATION SERVICES, INCLUDING BUT NOT LIMITED TO ABOVE GROUND PEDESTAL AND CLOSURES. THIS PLAT HAS BEEN APPROVED FOR EASEMENT PURPOSES ONLY. THE SIGNING OF THIS PLAT DOES NOT IN ANY WAY GUARANTEE TELEPHONE SERVICES TO THE DEVELOPMENT.

UTILITY DISCLAIMER:
IN APPROVING THIS PLAT, PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM) AND NEW MEXICO GAS COMPANY (NMGC) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM AND NMGC DO NOT WAIVE OR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT OR OTHER DOCUMENT AND WHICH ARE NOT SPECIFICALLY DESCRIBED AND SHOWN ON THIS PLAT.

CITY OF SANTA FE NOTES:

1. COMPLIANCE WITH GUNNISON'S PRAIRIE DOG ORDINANCE SHALL BE COMPLETED PRIOR TO GRADING OPERATIONS.
2. FENCES, WALLS OR OTHER OBSTRUCTIONS SHALL NOT BE PLACED OR CONSTRUCTED ACROSS PUBLIC SANITARY SEWER EASEMENTS.
3. UTILITY EXPANSION CHARGES SHALL BE PAID AT THE TIME OF BUILDING PERMIT APPLICATION FOR EACH LOT. CONTACT THE CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION TO PAY THESE CHARGES.
4. EACH LOT SHALL BE SERVED THROUGH A SEPARATE SEWER AND WATER SERVICE.
5. ALL PROPOSED CHANGES TO THE APPROVED IMPROVEMENT PLANS SHALL RECEIVE PRIOR APPROVAL BY THE CITY OF SANTA FE LAND USE DEPARTMENT.
6. COMPLY WITH THE CURRENT COSF WATER CONSERVATION STAGE.
7. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF COSF ORDINANCE NO. 2008-02 (IMPACT FEES).
8. PROPERTY DEVELOPMENT, BOTH PUBLIC AND PRIVATE OWNERSHIP, SHALL COMPLY WITH THE COSF ORDINANCE NO. 2002-20 (TERRAIN AND STORMWATER MANAGEMENT) AT THE TIME OF BUILDING PERMIT APPLICATION.
9. BUILDING SETBACKS SHALL APPLY TO ALL PERMANENT STRUCTURES, INCLUDING ACCESSORY STRUCTURES.
10. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENT.
11. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH APPLICABLE CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO FINAL PLAT RECORDING WITH THE COUNTY CLERK OR SUBMITTAL WITH BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISIONS OF REQUIREMENTS CALLED FOR IN CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
12. PROPERTY DEVELOPMENT IS SUBJECT TO THE PROVISIONS OF SECTION 14-8 4(F) (5). "PLANT MATERIAL STANDARDS", WHEREIN PRESERVATION OF SIGNIFICANT TREES IS REQUIRED.
13. FIRE DEPARTMENT ACCESS SHALL BE MAINTAINED THROUGHOUT ALL DEVELOPMENT CONSTRUCTION PHASES AS PER IFC14-19.1
14. AN APPROVED WATER SUPPLY FOR FIRE PROTECTION, EITHER TEMPORARY OR PERMANENT SHALL BE MADE AVAILABLE AS SOON AS COMBUSTIBLE MATERIAL ARRIVES ON THE SITE AS PER IFC 14-12.1.
15. PERMANENT TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER APPROVED.
16. ALL IMPROVEMENTS NOT MAINTAINED AND OPERATED BY PUBLIC UTILITIES OR GOVERNMENTAL BODIES WHICH AFFECT THE GENERAL WELL BEING OF THIS DEVELOPMENT WILL BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
17. THIS PARCEL LIES WITHIN ZONE "X" AREAS OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN AS PER F.I.R.M. PANEL#_____ DATED _____.
18. FURTHER SUBDIVISION OF LOTS IS PROHIBITED.
19. THE LOTS SHOWN HEREON ARE SUBJECT TO THE DECLARATION OF COVENANTS, CONDITIONS, AND RESTRICTIONS FOR _____ HOMEOWNERS' ASSOCIATION, INC. RECORDED IN THE RECORDS OF SANTA FE COUNTY, NEW MEXICO ON THE _____DAY OF _____ 2025 AS INSTRUMENT #_____.
20. THIS DEVELOPMENT SHALL COMPLY WITH THE MOST CURRENT REQUIREMENTS OF THE AMERICAN WITH DISABILITIES ACT (ADA).

DRAINAGE FACILITIES DESIGN:

ALL STORM WATER DETENTION / RETENTION AREAS SHALL DRAIN WITHIN 24 HOURS OF A STORM EVENT AS PER ARTICLE 14-8.2(D)(4)(c)(i)

DUST CONTROL:

ALL ON-SITE SOIL DISTURBING CONSTRUCTION ACTIVITIES SHALL BE ADDRESSED AND PROVIDE MEASURES TO MITIGATE OR CONTROL DUST FROM BEING TRANSPORTED OFFSITE AND POLLUTING NEIGHBORING PROPERTIES. ANY PERSON, OWNER, CONTRACTOR OR OPERATOR WHO CONDUCTS EARTHMOVING AND/OR DUST GENERATING ACTIVITIES IS RESPONSIBLE FOR IMPLEMENTING BEST MANAGEMENT PRACTICES (BMPS) IN ORDER TO MITIGATE OFF-PROPERTY TRANSPORT OF FUGITIVE DUST EMISSIONS. A PLAN, OR STORMWATER PREVENTION PLAN (SWPP) WHEN APPLICABLE, LISTING BEST MANAGEMENT PRACTICES (BMPS), SHALL BE PROVIDED TO THE CITY ENGINEER, OR THEIR DESIGNEE FOR REVIEW AND APPROVAL. THE APPROVED BMPS SHALL BE APPLIED TO THE GRADED AND/OR DISTURBED SOIL IN ORDER TO STABILIZE THE SITE. THE INITIAL BMP SHALL ADDRESS HOW THE CONTRACTOR WILL MINIMIZE THE AMOUNT OF DISTURBED SOIL, AND HOW THE CONTRACTOR WILL STABILIZE THE DISTURBED SURFACE AREA EXPOSED TO WIND OR VEHICLE TRAFFIC DURING CONSTRUCTION.

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505.216.7555

NUEVA ACEQUIA APARTMENTS DEVELOPMENT PLAN

1335 CAMINO DE JACOBO, SANTA FE, NEW MEXICO 87507

NOT FOR CONSTRUCTION

DATE:
04.08.2026

CASE #:
2025-11625

SHEET NAME:
DEVELOPMENT PLAN CONDITIONS & NOTES

SHEET #:
DP-101

SHEET #:
2 OF 7

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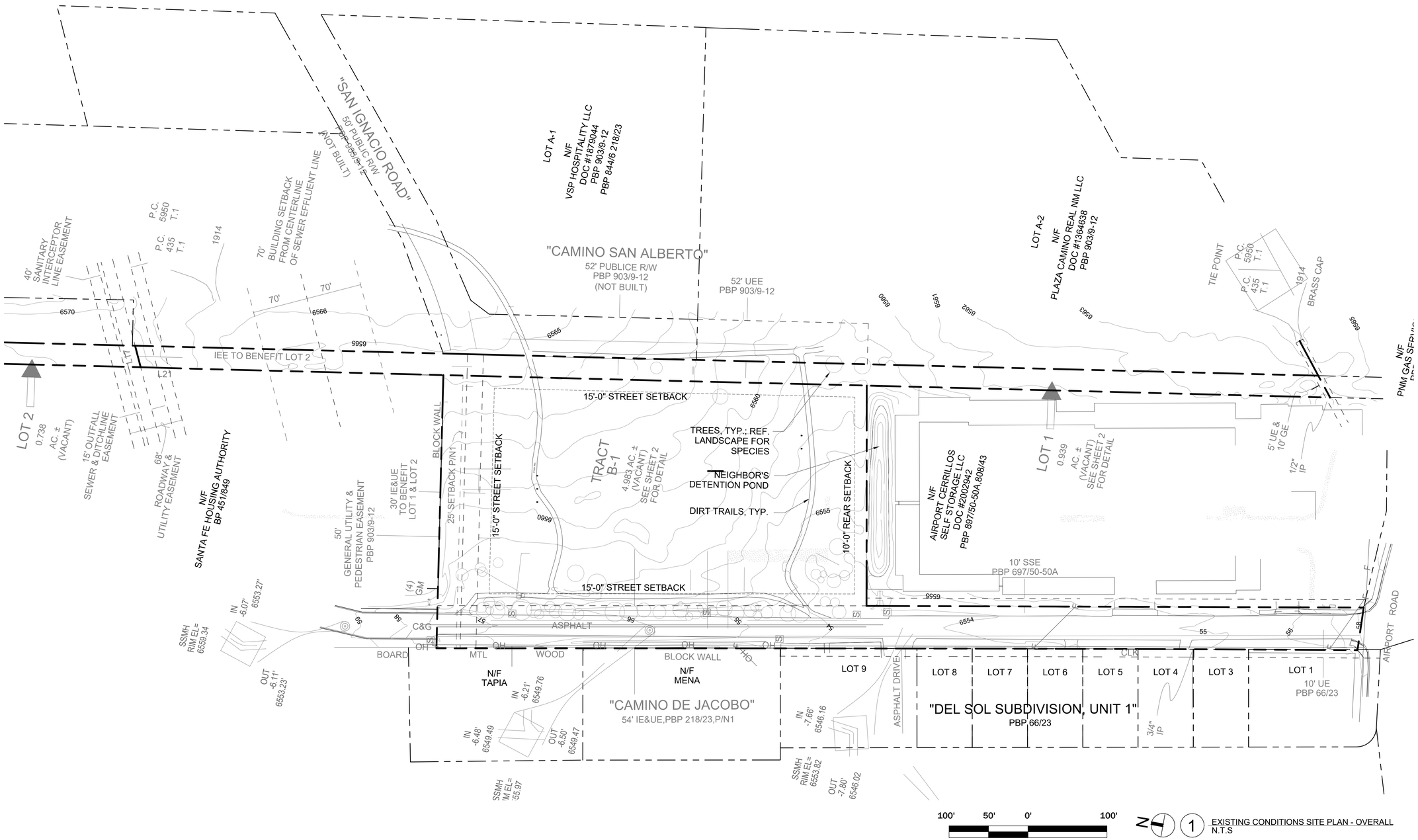

1 EXISTING CONDITIONS SITE PLAN - OVERALL
N.T.S

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NUEVA ACEQUIA APARTMENTS DEVELOPMENT PLAN

1335 CAMINO DE JACOBO, SANTA FE, NEW MEXICO 87507

NOT FOR CONSTRUCTION

DATE:
04.08.2026

CASE #:
2025-11625

EXISTING CONDITIONS PROPERTY INFORMATION:

ZONING DISTRICT
C2 - GENERAL COMMERCIAL

OVERLAYS
SUBURBAN ARCHEOLOGICAL REVIEW DISTRICT;
FUTURE LAND USE (TRANSITIONAL MIXED USE)

EXISTING STRUCTURES SQ. FT.
NONE - 0 SF

EXISTING UTILITIES
WATER
SANITARY SEWER
GAS
ELECTRICAL

LOT AREA
5.922 ± ACRES (258,136.56 SF) CURRENT
3.53 ± ACRES (153,766.80 SF) AFTER LOT LINE ADJUSTMENTS, ETC.

HISTORICAL STATUS / NATIONAL REGISTRY #
NONE / NA

FLOOD ZONE
NONE

LEGAL LOT DESCRIPTION
TRACT B-1 & LOT 1 LYING AND BEING SITUATED WITHIN SECTION 5 & 6. T. 16 N., R. 9 E., N.M.P.M., CITY & COUNTY OF SANTA FE, NEW MEXICO.

LEGEND OF EXISTING SITE ELEMENTS:

- PROPERTY LINE
- EASEMENT
- SETBACK (FUTURE)
- OH — OVERHEAD LINES
- DIRT TRAIL
- SEWER MANHOLE
- GM — GAS METER
- TREE

SHEET NAME:
EXISTING CONDITIONS PLAN - OVERALL

SHEET #:
DP-102

SHEET #: 3 OF 7

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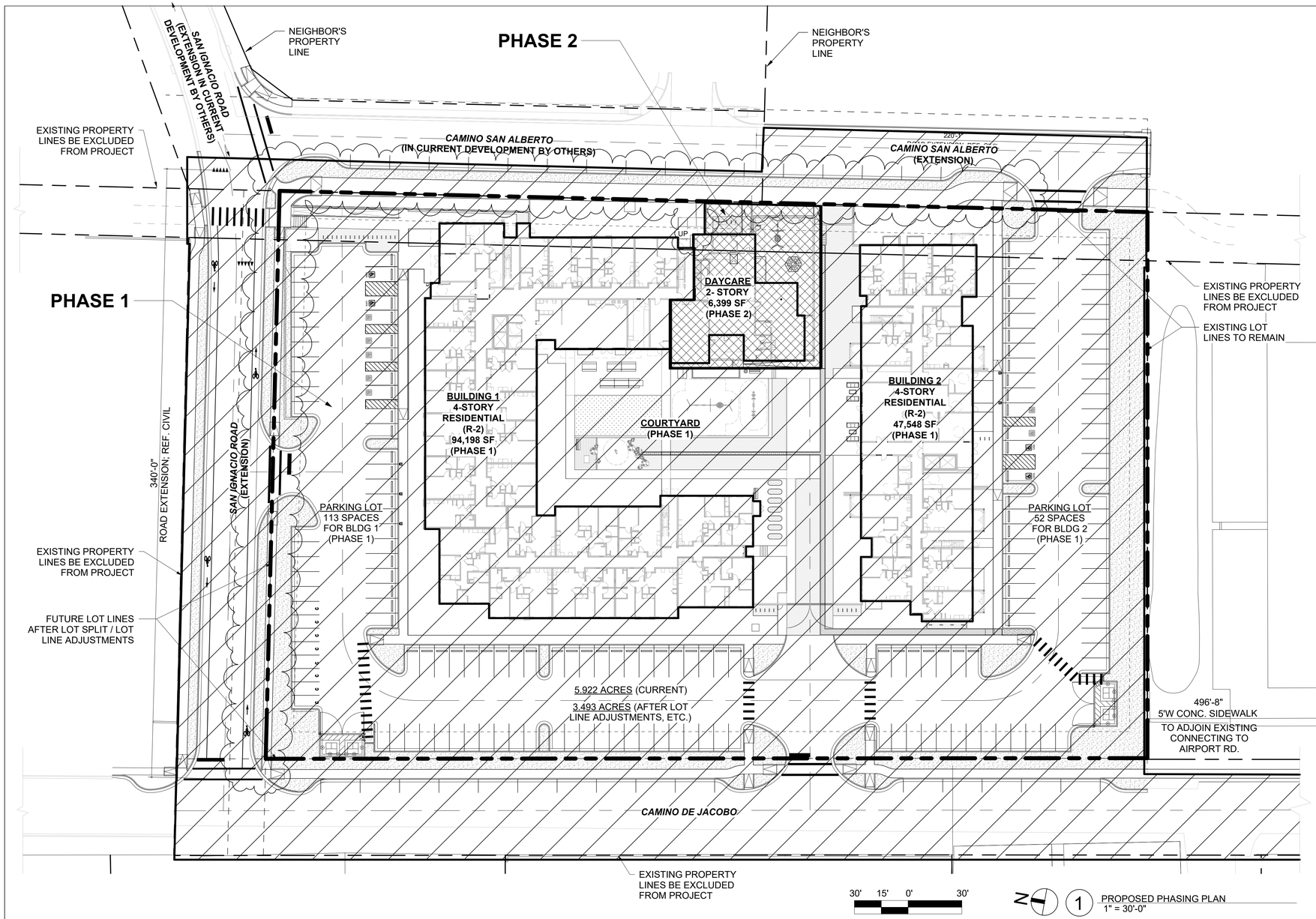

1 PROPOSED PHASING PLAN
1" = 30'-0"

CITY OF SANTA FE APPROVALS:

APPROVED BY THE CITY OF SANTA FE LAND USE DEPARTMENT:

CITY PLANNER DATE

CITY ENGINEER OF LAND USE DATE

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PHASING LEGEND:

PHASE 1

PHASE 2

NUEVA ACEQUIA APARTMENTS DEVELOPMENT PLAN

1335 CAMINO DE JACOBO, SANTA FE, NEW MEXICO 87507

PROJECT DATA BY PHASE:

LOT COVERAGE:
LOT COVERAGE ALLOWED 60% MAX. (PER TABLE 14-7.3-1; C-2)
GROUND COVERAGE PROVIDED BY BUILDING (ROOF AREA, INCLUDING AWNINGS, ETC., PROJECTED DOWN TO THE GROUND)

PHASE 1:

BLDG. 1	(R-2, 4-STORY)	25,047 SF
BLDG. 2	(R-2, 4-STORY)	12,361 SF
TOTAL PHASE 1		37,408 SF

37,408 SF BLDG. COVERAGE / 153,766.8 SF LOT AREA = 24.3% LOT COVERAGE

PHASE 2:

DAYCARE	(2 STORY)	3,831 SF
TOTAL PHASE 2		3,831 SF

3,831 SF BLDG. COVERAGE / 153,766.8 SF LOT AREA = 2.5% LOT COVERAGE

BUILDINGS BY PHASE:
UNIT COUNTS & GROSS AREA PROVIDED:
(CONDITIONED AREA MEASURED FROM OUTSIDE FACE OF STUDS, INCLUDING ALL FLOOR LEVELS)

PHASE 1:

BLDG. 1	(R-2, 4-STORY)	106 UNITS	94,198 SF
BLDG. 2	(R-2, 4-STORY)	53 UNITS	47,548 SF
TOTAL		159 UNITS	141,746 SF

PHASE 2:

DAYCARE (2-STORY)	0 UNITS	6,399 SF
TOTAL BOTH PHASES	159 UNITS	148,145 SF

OPEN SPACE REQUIRED:
REQUIREMENT AS PERCENTAGE OF LOT AREA:
(PER CITY OF SANTA FE LAND DEV. CODE SECTIONS 14-7.5 (D)(5) AND 14-7.5 (D)(6)(a) "NONRESIDENTIAL AND MIXED USE OPEN SPACE STANDARDS"):
"The open space requirement for development that incorporates a passive water harvesting concept that is a primary component of stormwater management is twenty (20) percent of the total lot area."
FINAL LOT SIZE AFTER LOT SPLITS / LOT LINE ADJUSTMENTS =
3.53 ACRES = 153,766.8 SF
OPEN SPACE AREA REQUIRED:
153,766.8 SF x 20% = 30,753 SF

ADDITIONAL REQUIREMENT FOR MULTIFAMILY:
(PER CITY OF SANTA FE LAND DEV. CODE SECTION 14-7.5 (D)(8)(c) "OPEN SPACE STANDARDS"):
"Additional Requirements: Open space is required for each ground-floor dwelling unit at a minimum of two hundred fifty (250) square feet. Dwelling units located above the ground floor are not required to provide open space."

BUILDING 1:
GROUND LEVEL DWELLING UNITS x 250 SF =
23 x 250 = 5,750 SF

BUILDING 2:
GROUND LEVEL DWELLING UNITS x 250 SF =
10 x 250 = 2,500 SF

SUBTOTAL FOR MUTIFAMILY = 8,250 SF

COMBINED TOTAL OF OPEN SPACE REQUIRED:

20% OF LOT AREA	30,753 SF
ADDITIONAL SF FOR MULTIFAMILY	8,250 SF
TOTAL OPEN SPACE REQUIRED FOR SITE	39,003 SF
OPEN SPACE PROVIDED:	52,439 SF

NOT FOR CONSTRUCTION

DATE: 04.08.2026

CASE #: 2025-11625

SHEET NAME:

PROPOSED PHASING PLAN

SHEET #:

DP-103

SHEET #: 4 OF 7

OFF-STREET PARKING BY PHASE:

PHASE 1 RESIDENTIAL PARKING REQUIRED:
(CITY OF SANTA FE CODE 14-8.6-1 "HOUSEHOLD LIVING")

QTY	TYPE	HEATED SF	PRKG. RATE	SPACES
34	0 BR	433 SF	1.25 / UNIT	42.50
82	1 BR	657 SF	1.25 / UNIT	102.50
7	1 BR C	711 SF	1.25/ UNIT	8.75
8	2 BR/ 1BA	899 SF	1.50/ UNIT	12.00
16	2 BR/ 2 BA	965 SF	1.50/ UNIT	24.00
10	3 BR	1,162 SF	1.50/ UNIT	15.00
2	4 BR	1,342 SF	2.00/ UNIT	4.00

PHASE 1 TOTAL SPACES REQUIRED: 208.75 (209)
PHASE 1 TOTAL SPACES PROVIDED : 166

PER RECENT LAND USE CODE AMENDMENT, PROJECT QUALIFIES FOR AN AFFORDABLE HOUSING & SENIOR HOUSING 25% REDUCTION TO THE BASE CODE PARKING REQUIRMENTS:

TOTAL RESIDENTIAL SPACES REQUIRED
AFTER 25% REDUCTION: 208.75 x 0.75 = 156.56

PHASE 2: COMMERCIAL PARKING REQUIRED:
70-CHILD DAYCARE
2 SPACES + 1 PER 10 CHILDREN REQUIRED: 9
TOTAL COMMERCIAL PARKING PROVIDED: 9

TOTAL OFF-STREET PARKING REQUIRED: 165.56
TOTAL OFF-STREET PARKING PROVIDED: 165*
**INCLUDES (8) COMPACT SPACES*
(5% OF TOTAL PARKING; 20% ALLOWED)
NEW STREET PARKING SPACES ELECTIVELY CREATED BY THIS PROJECT:
TOTAL REQUIRED: 0
TOTAL PROVIDED: 30

ACCESSIBLE PARKING BY PHASE:
PHASE 1
1 ACCESSIBLE PARKING SPACES PER EACH ADA TYPE A UNIT.
BUILDING 1
ACCESSIBLE PARKING REQUIRED: 6
ACCESSIBLE PARKING PROVIDED: 7
BUILDING 2
ACCESSIBLE PARKING REQUIRED: 3
ACCESSIBLE PARKING PROVIDED: 3

PHASE 2
ACCESSIBLE PARKING REQUIRED: 1
ACCESSIBLE PARKING PROVIDED: 1

TOTAL REQUIRED BOTH PHASES: 10
TOTAL PROVIDED BOTH PHASES: 11

EV PARKING BY PHASE:

PER 14.7.9 NMAC, SECTION C405.13.1 QUANTITY & TABLE C405.13.1
REQUIRED EV POWER TRANSFER INFRASTRUCTURE
5% OF NUMBER OF DWELLING UNITS TO BE EVSE SPACES
15% OF NUMBER OF DWELLING UNITS TO BE EV-CAPABLE SPACES

PHASE 1

BUILDING 1:
EVSE PARKING SPACES REQUIRED: 5.3
EVSE PARKING SPACES PROVIDED: 6
EV-CAPABLE PARKING SPACES REQUIRED: 15.9
EV-CAPABLE PARKING SPACES PROVIDED: 16
BUILDING 2:
EVSE PARKING SPACES REQUIRED: 2.65
EVSE PARKING SPACES PROVIDED: 3
EV-CAPABLE PARKING SPACES REQUIRED: 7.95
EV-CAPABLE PARKING SPACES PROVIDED: 8

PHASE 2
PER C405.13.1 QUANTITY EXCEPTION: *PARKING SERVING OCCUPANCIES OTHER THAN R-2 WITH FEWER THAN 10 PARKING SPACES.*
DAYCARE:
REQUIRED & PROVIDED: 0

BICYCLE PARKING BY PHASE:

PHASE 1
(PER MORTGAGE FINANCE AUTHORITY 2024 MANDATORY DESIGN STANDARDS FOR MULTIFAMILY HOUSING B-4.)
.5 BICYCLE PARKING SPACES PER UNIT
.25 BICYCLE PARKING SPACES PER SENIOR UNIT

BUILDING 1
BICYCLE PARKING REQUIRED: 53
BICYCLE PARKING PROVIDED: 54
BUILDING 2
BICYCLE PARKING REQUIRED: 13.25
BICYCLE PARKING PROVIDED: 14

PHASE 2
(PER CITY OF SANTA FE LAND DEV. CODE TABLE 14-8.6-5: SCHOOL OFF-STREET BICYCLE PARKING)
1.5 BICYCLE PARKING SPACES PER 20 CHILDREN

DAYCARE:
BICYCLE PARKING REQUIRED: 4.25
BICYCLE PARKING PROVIDED: 6

TOTAL BICYCLE PARKING REQUIRED: 70.25
TOTAL BICYCLE PARKING PROVIDED: 74

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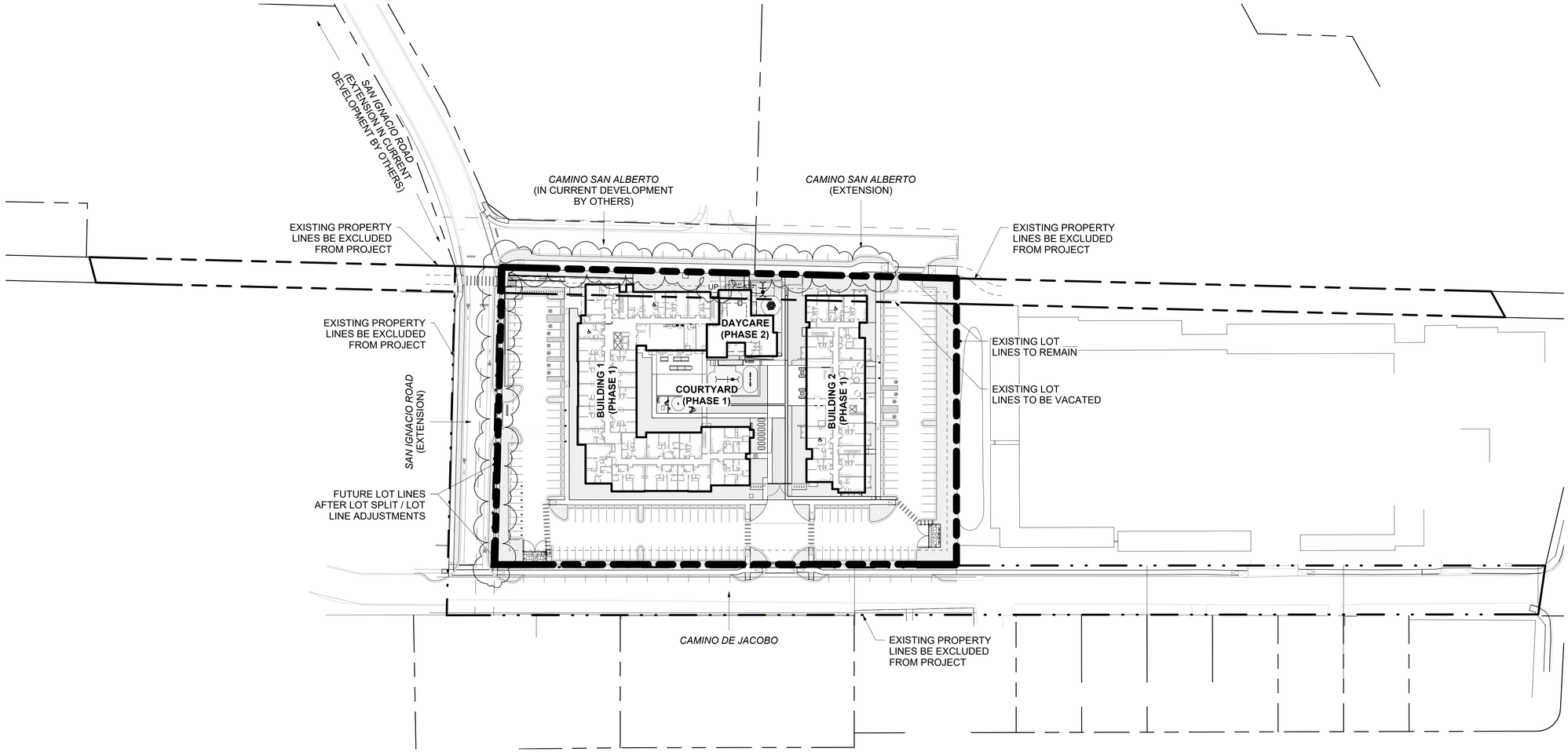

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NUEVA ACEQUIA APARTMENTS DEVELOPMENT PLAN

1335 CAMINO DE JACOBO, SANTA FE, NEW MEXICO 87507

NOT FOR CONSTRUCTION

DATE:
04.08.2026

CASE #:
2025-11625

PROPOSED CONDITIONS PROPERTY INFORMATION:

LEGAL LOT DESCRIPTION:
TRACT B-1 & LOT 1 LYING AND BEING SITUATED WITHIN SECTION 5 & 6. T. 16 N., R. 9 E., N.M.P.M., CITY & COUNTY OF SANTA FE, NEW MEXICO.

LOT AREA
5.922 ± ACRES (258,136.56 SF) CURRENT
3.53 ± ACRES (153,766.80 SF) AFTER LOT LINE ADJUSTMENTS, ETC.

ZONING DISTRICT
C2 - GENERAL COMMERCIAL

OVERLAYS
SUBURBAN ARCHEOLOGICAL REVIEW DISTRICT, FUTURE LAND USE (TRANSITIONAL MIXED USE)

PROPOSED STRUCTURES:
(GROUND FLOOR FOOTPRINT SQ. FT)

BUILDING 1:	25,047 SF
BUILDING 2:	12,361 SF
DAYCARE:	3,831 SF
TOTAL:	41,239 SF

EXISTING UTILITIES:
WATER
SANITARY SEWER
GAS
ELECTRICAL

FLOOD ZONE:
NONE

HISTORICAL STATUS:
NONE

HISTORICAL NATIONAL REGISTRY #
NONE

LEGEND:

- FUTURE PROPERTY BOUNDARY
- EXISTING PROPERTY BOUNDARY TO BE EXCLUDED FROM PROJECT (CURRENT TRACT B-1)
- EXISTING PROPERTY BOUNDARY TO BE EXCLUDED FROM PROJECT (CURRENT LOT 1
- NEIGHBORING PROPERTY LINES

SHEET NAME:

PROPOSED SITE PLAN - OVERALL

SHEET #:

DP-104

SHEET #:
5 OF 7

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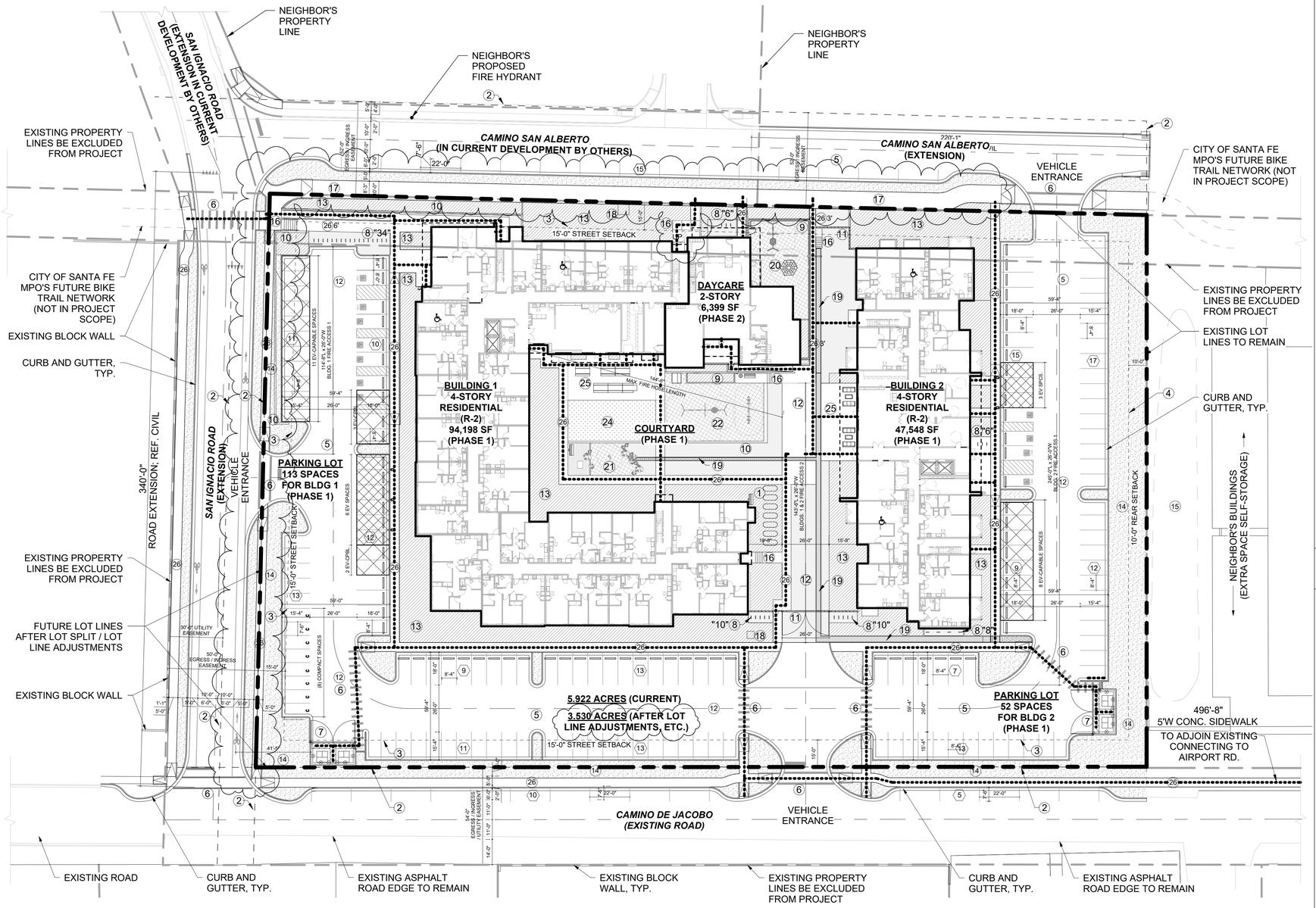

30' 15' 0' 30'

1 PROPOSED SITE PLAN - ENLARGED
1" = 30'-0"

GENERAL NOTES

1. SOLID WASTE COLLECTION TO BE BY THE CITY OF SANTA FE.
2. EXTERIOR LUMINARIES SHALL COMPLY WITH CHAPTER 14-8.9 SFCC.
3. THE SITE SHALL COMPLY WITH 2021 INTERNATIONAL FIRE CODE (IFC).
4. THE FIRE DEPARTMENT ACCESS SHALL NOT BE LESS THAN 20' AND 26' AROUND THE RESIDENTIAL BUILDING.
5. THE SITE SHALL HAVE A WATER SUPPLY THAT MEETS FIRE FLOW AND HAVE A DISTANCE TO THE NEAREST HYDRANT REQUIREMENTS.
6. ALL FIRE DEPARTMENT ACCESS SHALL HAVE A 10%
7. GRADE OR LESS.
8. FIRE LANE SURFACE SHALL BE ALL WEATHER AND SUPPORT 75,000 LBS.
9. BUILDING PLANS SHOWN HEREIN ARE PRELIMINARY AND SUBJECT TO CHANGE. IF BUILDING FOOTPRINTS MATERIALLY CHANGE, THE DEVELOPMENT PLAN SHALL BE AMENDED ACCORDING TO THE PROVISIONS OF 14-3.8 (C).
10. ALL PROPOSED CHANGES TO THE APPROVED PLANS SHALL RECEIVE PRIOR APPROVAL BY THE CITY OF SANTA FE'S PLANNING AND LAND USE DEPARTMENT BEFORE CONSTRUCTION
11. LOT AREA, METES AND BOUNDS DESCRIPTIONS OF LOTS, ROADWAYS, DRAINAGE, UTILITY, AND ACCESS RIGHT-OF-WAYS AND/OR EASEMENTS ARE DESCRIBED ON THE PLAT AND ARE AS INCLUDED HEREIN.
12. ALL BUILDING UNITS SHALL CONFORM TO THE INTENT OF THE DEVELOPMENT PLAN WITH ACTUAL SIZE AND SHAPE OF EACH STRUCTURE BUILDING ENVELOPES, INCLUDING YARD WALLS AND FENCES ARE SUBJECT TO APPLICABLE BUILDING PERMIT REQUIREMENTS.
13. THIS DEVELOPMENT DOES NOT LIE WITHIN AN HISTORIC DISTRICT OR RIVER AND TRAILS ARCHEOLOGICAL REVIEW DISTRICT.
14. LIGHTING SHALL NOT HAVE AN OFFSITE LUMINANCE GREATER THAN 1000 FOOT LAMBERTS MEASURED FROM ANY PRIVATE PROPERTY IN A RESIDENTIAL ZONE.
15. THE DEVELOPMENT OF THE PROPERTY WILL BE SUBJECT TO THE WATER ALLOCATION AND/OR WATER OFFSET RETROFIT PROVISIONS OF ORDINANCE NO. 2002-29 AND RESOLUTION NO. 2002-55 AT THE TIME OF PERMIT OR WATER HOOKUP REQUEST.
16. AN ADA INSPECTION SHALL BE CONDUCTED PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY. THE CONTRACTOR SHALL CONTACT CITY STAFF TO SCHEDULE AN INSPECTION.
17. OPEN SPACE INCLUDES ALL PLANTER BEDS, SIDEWALKS, GATHERING AREAS, PARKING ISLANDS, AND PONDING AREAS INTERIOR TO ALL PROPERTY EASEMENTS & PROPERTY BOUNDARIES.

KEY NOTES

(XX)

1. RAISED BED GARDENING PLANTERS
2. INGRESS / EGRESS AND/OR UTILITY EASEMENT
3. 15'-0" STREET SETBACK
4. 10'-0" REAR SETBACK
5. ASPHALT PAVED PARKING WITH PAINTED STRIPING
6. PEDESTRIAN CROSSING WITH PAINTED STRIPING
7. DUMPSTER ENCLOSURE
8. BIKE RACKS (INVERTED U); "4" = # OF BIKE PARKING SPACES
9. 8'H x 8"W CMU & STUCCO YARDWALL
10. MIN. HT. ALLOWABLE 8"W CMU & STUCCO RETAINING WALL
11. 8'H METAL FENCING & GATE(S)
12. 26'W FIRE APPARATUS ACCESS ROAD
13. MULCH PLANTING AREA
14. STORMWATER DETENTION AREA
15. NEIGHBOR'S STORMWATER DETENTION POND
16. CONCRETE STEPS OR RAMPS, AS SHOWN
17. 10'W CONCRETE BIKE & PEDESTRIAN SIDEWALK
18. ELECTRICAL TRANSFORMER PROPOSED LOCATION
19. ACEQUIA FEATURE (REF. LANDSCAPE)
20. DAYCARE PLAYGROUND
21. PLAYGROUND FOR AGES 0-4
22. PLAYGROUND FOR AGES 5-12
23. CONGREGATION AREA FOR AGES 12+
24. ARTIFICIAL TURF LAWN
25. COMMUNAL GATHERING AREA
26. CONCRETE SIDEWALK, 5'-0"W U.N.O.

PROJECT DATA: *(PARTIAL - SEE PROJECT DATA SHEET)*

SITE:
ACREAGE: 5.922 ± ACRES (258,136.56 SF) CURRENT
3.530 ± ACRES (153,766.80 SF) AFTER LOT LINE ADJUSTMENTS, ETC.
FLOOD PLAIN: N/A
FLOOD WAY SQ. FT. N/A

ZONING:
BASE ZONING: C2 - COMMERCIAL
OVERLAYS: SUBURBAN ARCHEOLOGICAL

SETBACKS:
STREET 15-FT
REAR 10-FT
SIDE 0-FT

LOT COVERAGE: (ALLOWED PER TABLE 14-7.3-1 FOR C-2) 60% MAX.

PROVIDED LOT COVERAGE (BUILDING ROOF AREA INCLUDING AWNINGS, ETC., PROJECTED TO THE GROUND):

BLDG. 1	(R-2, 4-STORY)	25,047 SF
BLDG. 2	(R-2, 4-STORY)	12,361 SF
DAYCARE	(2 STORY)	3,831 SF
TOTAL		41,239 SF

41,239 SF BLDG. COVERAGE / 153,766.80 SF LOT AREA = 26.8% LOT COVERAGE PROVIDED

PORTALS IN RIGHT OF WAY: NONE

LANDSCAPE: PER ALL CITY RQMTS.

LEGEND:

- FUTURE LOT LINES
- EXISTING PROPERTY LINES
- EASEMENT
- SETBACK
- ADA ACCESSIBLE ROUTE
- EV PARKING SPACES
- EV-CAPABLE PARKING SPACES
- ACCESSIBLE ELEMENT (TYPE 'A' ACCESSIBLE APARTMENT, ADA PARKING SPACE, ETC.)
- BIKE RACK ("#" INDICATES BIKE PARKING SPACES)
- (8) PARKING COUNT (# INDICATES SPACES IN PARKING TRAY)

SHEET NAME:

PROPOSED SITE PLAN - ENLARGED

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architecture.planning.sustainable design consulting
222 EAST MARCY STREET, SUITE 19
SANTA FE, NEW MEXICO 87501
AUTOTROPHDESIGN.COM
505.216.7555

NUEVA ACEQUIA APARTMENTS DEVELOPMENT PLAN

1335 CAMINO DE JACOBO, SANTA FE, NEW MEXICO 87507

NOT FOR CONSTRUCTION

DATE: 04.08.2026

CASE #: 2025-11625

SHEET #: DP-105

SHEET #: 6 OF 7

4/9/2026 12:35:20 PM

BUILDING INFORMATION:

UNIT (S.F) CALCULATIONS - RESIDENTIAL

UNIT TYPE	*UNIT TYPE*	*GROSS AREA*	*NUMBER OF UNITS*	*TOTAL GSF*
STUDIO	0BR/ 1 BA	433 SF	34	14,722 SF
1 BEDROOM	1BR/ 1 BA	657 SF	82	53,874 SF
1 BEDROOM-CORNER	1BR/ 1 BA	711 SF	7	4,977 SF
2 BEDROOM	2BR/ 1 BA	899 SF	8	7,192 SF
2 BEDROOM	2BR/ 2 BA	965 SF	16	15,440 SF
3 BEDROOM	3BR/ 2 BA	1,162 SF	10	11,620 SF
4 BEDROOM	4BR/ 2 BA	1,342 SF	2	2,684 SF
RESIDENTIAL TOTALS			159	110,509 SF

ACCESSIBILITY

(3) STUDIO
(3) 1 BEDROOM
(1) 2 BEDROOM/ 1BATH
(1) 2 BEDROOM/ 2 BATH
(1) 3 BEDROOM
(1) 4 BEDROOM
WILL BE CONSTRUCTED WITH FEATURES THAT FULLY COMPLY WITH TYPE 'A' ACCESSIBILITY REQUIREMENTS PER THE NEW MEXICO COMMERCIAL BUILDING CODE.

GROUND FLOOR ACCESSIBLE APARTMENTS ARE INDICATED ON THE SITE PLAN. ALL ACCESSIBLE APARTMENTS ARE LOCATED ON BUILDING PLANS.

UNIT (S.F) CALCULATIONS - COMMERCIAL

UNIT TYPE	*UNIT TYPE*	*GROSS AREA*	*NUMBER OF UNITS*	*TOTAL GSF*
COMMERCIAL	DAYCARE	6,399 SF	1	6,399 SF
COMMERCIAL TOTALS			1	6,399 SF

RESIDENTIAL BUILDING ANALYSIS

UNIT TYPE	*BUILDING TYPE*	**1**	**2**	*TOTAL UNIT BY TYPE*
	NUMBER OF STORIES	4	4	
	QUANTITY OF BUILDING TYPE	1	1	
STUDIO	0BR/ 1 BA	27	7	34
1 BEDROOM	1BR/ 1 BA	44	38	82
1 BEDROOM - CORNER	1BR/ 1 BA	7	0	7
2 BEDROOM	2BR/ 1 BA	0	8	8
2 BEDROOM	2BR/ 2 BA	16	0	16
3 BEDROOM	3BR/ 2 BA	10	0	10
4 BEDROOM	4BR/ 2 BA	2	0	2
	TOTAL RESIDENTIAL UNITS	**106**	**53**	**159**
	GROSS RESIDENTIAL AREA PER BLDG.	**75,320 SF**	**35,189 SF**	**110,509 SF**

COMMERCIAL BUILDING ANALYSIS

BUILDING TYPE	*BUILDING TYPE*	**3**	*TOTAL UNIT BY TYPE*
	NUMBER OF STORIES	2	
	QUANTITY OF BUILDING TYPE	1	
COMMERCIAL	DAYCARE	1	1
	TOTAL COMMERCIAL UNITS	**1**	**1**
	GROSS RESIDENTIAL AREA PER BLDG.	**6,399 SF**	**6,399 SF**

BUILDING AREA:

(CONDITIONED GROSS AREAS ONLY MEASURED FROM OUTSIDE FACE OF STUDS, INCLUDING ALL FLOOR LEVELS.)

BLDG. 1 (R-2, 4-STORY)	106 UNITS	94,198 SF
BLDG. 2 (R-2, 4-STORY)	53 UNITS	47,548 SF
DAYCARE (DAYCARE, 2-STORY)	0 UNITS	6,399 SF
TOTAL	159 UNITS	148,145 SF

BUILDING HEIGHTS:

BUILDING HEIGHT:
(ALLOWED PER TABLE 14-7.3.1 FOR C2)

45'-0" MAXIMUM

BUILDING HEIGHTS PROVIDED:

BLDG. 1	45'-0"	(R-2, 4-STORY)
BLDG. 2	45'-0"	(R-2, 4-STORY)
DAYCARE	21'-0"	(DAYCARE, 2-STORY)

HEIGHT OF WALLS & FENCES:
(REQUIRED & PROVIDED PER 14-8.5)

RETAINING WALLS:	6'-0" OR LESS
YARD WALLS & FENCES:	8'-0" OR LESS

OPEN SPACE:

OPEN SPACE REQUIRED:
REQUIREMENT AS PERCENTAGE OF LOT AREA:
(PER CITY OF SANTA FE LAND DEV. CODE SECTIONS 14-7.5 (D)(5) AND 14-7.5 (D)(6)(a) "NONRESIDENTIAL AND MIXED USE OPEN SPACE STANDARDS"):
"The open space requirement for development that incorporates a passive water harvesting concept that is a primary component of stormwater management is twenty (20) percent of the total lot area."

FINAL LOT SIZE AFTER LOT SPLITS / LOT LINE ADJUSTMENTS =
3.53 ACRES = 153,766.8 SF
OPEN SPACE AREA REQUIRED:
153,766.8 SF x 20% = 30,753.36 SF

ADDITIONAL REQUIREMENT FOR MULTIFAMILY:
(PER CITY OF SANTA FE LAND DEV. CODE SECTION 14-7.5 (D)(8)(c) "OPEN SPACE STANDARDS"):
"Additional Requirements: Open space is required for each ground-floor dwelling unit at a minimum of two hundred fifty (250) square feet. Dwelling units located above the ground floor are not required to provide open space."

BUILDING 1:
GROUND LEVEL DWELLING UNITS x 250 SF =
23 x 250 = 5,750 SF

BUILDING 2:
GROUND LEVEL DWELLING UNITS x 250 SF =
10 x 250 = 2,500 SF

SUBTOTAL FOR MUTIFAMILY = 8,250 SF

COMBINED TOTAL OF OPEN SPACE REQUIRED:

20% OF LOT AREA	30,753 SF
ADDITIONAL SF FOR MULTIFAMILY	8,250 SF
TOTAL OPEN SPACE REQUIRED FOR SITE	39,003 SF

OPEN SPACE PROVIDED: 53,591 SF*
(*SEE A-3 OPEN SPACE PLAN)

EV PARKING:

(PER 14.7.9 NMAC, SECTION C405.13.1 & TABLE C405.13.1, *5% OF TOTAL DWELLING UNITS ARE TO BE EVSE SPACES & 15% OF TOTAL NUMBER OF DWELLING UNITS ARE TO BE EV-CAPABLE SPACES)*

BUILDING 1:

EVSE PARKING SPACES REQUIRED:	5.3
EVSE PARKING SPACES PROVIDED:	6
EV-CAPABLE PARKING SPACES REQUIRED:	15.9
EV-CAPABLE PARKING SPACES PROVIDED:	16

BUILDING 2:

EVSE PARKING SPACES REQUIRED:	2.65
EVSE PARKING SPACES PROVIDED:	3
EV-CAPABLE PARKING SPACES REQUIRED:	7.95
EV-CAPABLE PARKING SPACES PROVIDED:	8

DAYCARE:
REQUIRED & PROVIDED: 0
(PER C405.13.1 QUANTITY EXCEPTION:
PARKING SERVING OCCUPANCIES OTHER THAN R-2 WITH FEWER THAN 10 PARKING SPACES.)

OFF-STREET PARKING:

(PER CITY OF SANTA FE LAND DEV. CODE 14-8.6-1 "HOUSEHOLD LIVING")

BUILDING 1: RESIDENTIAL PARKING REQUIRED:

QTY	TYPE	HEATED SF	PRKG. RATE	SPACES
27	0 BR	433 SF	1.25 / UNIT	33.75
44	1 BR	657 SF	1.25 / UNIT	55.00
7	1 BR C	711 SF	1.25/ UNIT	8.75
16	2 BR/ 2 BA	965 SF	1.50/ UNIT	24.00
10	3 BR	1,162 SF	1.50/ UNIT	15.00
2	4 BR	1,342 SF	2.00/ UNIT	4.00

BUILDING 2: RESIDENTIAL PARKING REQUIRED:

QTY	TYPE	HEATED SF	PRKG. RATE	SPACES
7	0 BR	433 SF	1.25 / UNIT	8.75
38	1 BR	657 SF	1.25 / UNIT	47.50
8	2 BR/ 1BA	899 SF	1.50/ UNIT	12.00

TOTAL RESIDENTIAL PARKING REQUIRED: 208.75
TOTAL RESIDENTIAL PARKING PROVIDED : 156

PER RECENT LAND USE CODE AMENDMENT, PROJECT QUALIFIES FOR AN AFFORDABLE HOUSING & SENIOR HOUSING 25% REDUCTION TO THE BASE CODE PARKING REQUIRMENTS:

TOTAL RESIDENTIAL SPACES REQUIRED
AFTER 25% REDUCTION: 208.75 x 0.75 = 156.56

DAYCARE: COMMERCIAL PARKING REQUIRED:
70-CHILD DAYCARE
2 SPACES + 1 PER 10 CHILDREN REQUIRED: 9
TOTAL COMMERCIAL PARKING PROVIDED: 9

TOTAL OFF-STREET PARKING REQUIRED: 165.56
TOTAL OFF-STREET PARKING PROVIDED: 165*
INCLUDES (8) COMPACT SPACES
(5% OF TOTAL PARKING, 20% ALLOWED)

ACCESSIBLE PARKING: (PER NM MORTGAGE FINANCE AUTH.)
1 ACCESSIBLE PARKING SPACE PER EACH ADA TYPE A UNIT.

BUILDING 1:
ACCESSIBLE PARKING REQUIRED: 6
ACCESSIBLE PARKING PROVIDED: 7

BUILDING 2:
ACCESSIBLE PARKING REQUIRED: 3
ACCESSIBLE PARKING PROVIDED: 3

DAYCARE:
ACCESSIBLE PARKING REQUIRED: 1
ACCESSIBLE PARKING PROVIDED: 1

TOTAL ACCESSIBLE PARKING REQUIRED: 10
TOTAL ACCESSIBLE PARKING PROVIDED: 11

STREET PARKING:

NEW STREET PARKING SPACES ELECTIVELY CREATED BY THIS PROJECT:

TOTAL REQUIRED: 0
TOTAL PROVIDED: 30

BICYCLE PARKING:

(PER MORTGAGE FINANCE AUTHORITY 2024 MANDATORY DESIGN STANDARDS FOR MULTIFAMILY HOUSING, WHICH EXCEEDS CITY REQUIREMENTS.)
.5 BICYCLE PARKING SPACES PER UNIT
.25 BICYCLE PARKING SPACES PER SENIOR UNIT
(PER CITY OF SANTA FE LAND DEV. CODE TABLE 14-8.6-5: SCHOOL OFF-STREET BICYCLE PARKING)
1.5 BICYCLE PARKING SPACES PER 20 CHILDREN

BUILDING 1:
BICYCLE PARKING REQUIRED: 53
BICYCLE PARKING PROVIDED: 54

BUILDING 2:
BICYCLE PARKING REQUIRED: 13.25
BICYCLE PARKING PROVIDED: 14

DAYCARE:
BICYCLE PARKING REQUIRED: (70/20)x1.5= 4.25
BICYCLE PARKING PROVIDED: 6

TOTAL BICYCLE PARKING REQUIRED: 70.25
TOTAL BICYCLE PARKING PROVIDED: 74

SHEET NAME:

PROPOSED SITE PLAN - PROJECT DATA

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222 EAST MARCY STREET, SUITE 19
SANTA FE, NEW MEXICO 87501
AUTOTROPHDESIGN.COM
505.216.7555

NUEVA ACEQUIA APARTMENTS DEVELOPMENT PLAN

1335 CAMINO DE JACOBO, SANTA FE, NEW MEXICO 87507

NOT FOR CONSTRUCTION

DATE: 04.08.2026

CASE #: 2025-11625

SHEET #:

DP-106

SHEET #: 7 OF 7

4/9/2026 12:35:21 PM

City of Santa Fe, New Mexico

Attachment D

D-1: ENN Packet
D-2: ENN Meeting Notes

EARLY NEIGHBORHOOD NOTIFICATION MEETING

Request for Staff Attendance

Project Information

Project Name: Nueva Acequia Apartments

Address: 1335 Camino De Jacobo, Santa Fe, NM 87507 Parcel Size: 6.6 Acres

Zoning: C-2 Future Land Use: Transitional Mixed Use

Preapplication Conference Date: 07-24-2025

Detailed Project Description: A 159 unit Multi-Family Affordable Housing Development consisting of 2 buildings (Family Housing and Senior Housing), shared courtyard, parking and other site amenities.

Property Owner Information

Name: Santa Fe County - Denise Benavidez, Deputy Director Community Development Department

Address: 240 Grant Street, SF, NM 87501

Phone(505) 986-6264 E-mail Address: debenavidez@santafecountynm.gov

Applicant/Agent Information (if different from owner):

Name: TWG Development, LLC - Megan Adams, Regional Director of Development

Address: 1301 East Washington St, Suite 100, Indianapolis, IN 46202

Phone: (619) 889-3085 E-mail Address: madams@twgdev.com

Agent Authorization (if applicable):

I am/We are the owner(s) and record title holder(s) of the property located at: 1335 Camino De Jacobo, Santa Fe, NM 87507

I/We authorize Alexander Dzurec to act as my/our agent to execute this application.

Signed: Denise Benavidez Date: 9/19/25

Signed: Megan Adams Megan Adams, TWG Date: September 17, 2025

Proposed ENN Meeting Dates:

Provide 2 options:	*Preferred Option*	*Alternative*
DATE:	10/16/25	/10/15/25
TIME:	5:30	5:30
LOCATION:	Zoom	Zoom

ENN GUIDELINES

Applicant Information

Project Name: Nueva Acequia Apartments

Name: Dzurec (Last) Alexander (Agent for the Applicant)) (First) (M.I.)

Address: 222 E. Marcy St., Suite 19 (Street Address) (Suite/Unit #)

Santa Fe, NM 87501 (City) (State) (ZIP Code)

Phone: (505) 216-7555 E-mail Address: dzurec@autotrophdesign.com

Please address each of the criteria below. Each criterion is based on the Early Neighborhood Notification (ENN) guidelines for meetings, and can be found in Section 14-3.1(F)(5) SFCC 2001, as amended, of the Santa Fe City Code. A short narrative should address each criterion (if applicable) in order to facilitate discussion of the project at the ENN meeting. These guidelines should be submitted with the application for an ENN meeting to enable staff enough time to distribute to the interested parties. For additional detail about the criteria, consult the Land Development Code.

(a) EFFECT ON CHARACTER AND APPEARANCE OF THE SURROUNDING NEIGHBORHOODS ***For example: number of stories, average setbacks, mass and scale, landscaping, lighting, access to public places, open spaces and trails.***

The Nueva Acequia Apartments will have a beneficial effect on the surrounding neighborhood. This project will infuse life and activity into an vacant propoerty that has been used, at times, as a homless encampment. The project will feature two, 4 story buildings with stepped massing and architectural features to blend into the neighborhood context. It will include a courtyard feature with resident amenities, lanscaping and appropriate parking for residents.

(b) EFFECT ON PROTECTION OF THE PHYSICAL ENVIRONMENT ***For example: trees, open space, rivers, arroyos, floodplains, rock outcroppings, escarpments, trash generation, fire risk, hazardous materials, easements, etc.***

The current site is a relatively flat vacant lot, occaisionally home to a homless encampment. The site vegetation includes weeds, grasses and has a few chinese elm trees. There are no physical attributes of any importance. As such the Nueva Acequia Apartments will have a beneficial impact on the physical environment. The project will bring landscaping and improve an otherwise blighted lot.

(c) IMPACTS ON ANY PREHISTORIC, HISTORIC, ARCHAEOLOGICAL OR CULTURAL SITES OR STRUCTURES, INCLUDING ACEQUIAS AND THE HISTORIC DOWNTOWN ***For example: the project's compatibility with historic or cultural sites located on the property where the project is proposed.***

There are no known historic, cultural or archaelogical site on the prorperty or adjaent areas. The Project will comply with City of Santa Fe Archeological requirerments.

(d) RELATIONSHIP TO EXISTING DENSITY AND LAND USE WITHIN THE SURROUNDING AREA AND WITH LAND USES AND DENSITIES PROPOSED BY THE CITY GENERAL PLAN ***For example: how are existing City Code requirements for annexation and rezoning, the Historic Districts, and the General Plan and other policies being met.***

The areas surrounding the site contain a mixture of uses and densities including Multi-family Apartments, Commercial / Retail Centers, Small Scale Commercial, Self Storage, Single Family Residential and a Mobile Home Park. The propoerty is zoned C-2 which permits Multi-family Housing and the General Plan's Future Land Use for the site is designated as Transitional Mixed Use. Nueva Acequia Apartments fits well into this setting providing a transition between the higher intensity commerical and multi-family residential uses to the east and the smaller scale commercail and residential uses to the west of the property.

(e) EFFECTS ON PARKING, TRAFFIC PATTERNS, CONGESTION, PEDESTRIAN SAFETY, IMPACTS OF THE PROJECT ON THE FLOW OF PEDESTRIAN OR VEHICULAR TRAFFIC AND PROVISION OF ACCESS FOR THE DISABLED, CHILDREN, LOW-INCOME AND ELDERLY TO SERVICES ***For example: increased access to public transportation, alternate transportation modes, traffic mitigation, cumulative traffic impacts, pedestrian access to destinations and new or improved pedestrian trails.***

The Nueva Acequia Apartments will have a beneficial effect on pedestrian safety, traffic, and parking in the surrounding area. This project is being developed concurrently with the Staybridge Inn & Suites, which will extend a new roadway (an extension of San Ignacio Rd.) to the project site. Nueva Acequia Apartments will continue that roadway to Camino de Jacobo, and connect a new road (Camino san Alberto) to the project's parking lot, providing 3 points of access to resident parking. The construction of new roadways will mitigate new traffic genereated by the development and povide direct access for vehicles and pedestrians to the San Isidro Plaza shopping center and Zafarano Dr.. The project incporprates adequate parking for residentes and includes street parking for overflow needs. Camino de Jacobo will be improved to Airport Rd.

(f) IMPACT ON THE ECONOMIC BASE OF SANTA FE ***For example: availability of jobs to Santa Fe residents; market impacts on local businesses; and how the project supports economic development efforts to improve living standards of neighborhoods and their businesses.***

The project will provide construciton jobs to Santa Fe residents. Additionally the project's location and street improvements (see above) will provide a direct connection for 159 new families to existing retail establishments and employment centers.

(g) EFFECT ON THE AVAILABILITY OF AFFORDABLE HOUSING AND AVAILABILITY OF HOUSING CHOICES FOR ALL SANTA FE RESIDENTS ***For example: creation, retention, or improvement of affordable housing; how the project contributes to serving different ages, incomes, and family sizes; the creation or retention of affordable business space.***

The Nueva Acequia Apartments will have a benecial effect on affordable housing in Santa Fe as the project includes 100% affordable units for both families and seniors.

(h) EFFECT UPON PUBLIC SERVICES SUCH AS FIRE, POLICE PROTECTION, SCHOOL SERVICES AND OTHER PUBLIC SERVICES OR INFRASTRUCTURE ELEMENTS SUCH AS WATER, POWER, SEWER, COMMUNICATIONS, BUS SYSTEMS, COMMUTER OR OTHER SERVICES OR FACILITIES ***For example: whether or how the project maximizes the efficient use or improvement of existing infrastructure; and whether the project will contribute to the improvement of existing public infrastructure and services.***

The Project site is served by existing sewer in Camino de Jacobo and new water and power being constructed in the San Ignacio Rd. extension. No new infrastructure updgrades will be required for this project. Additionally, the connection to Zafaraon Dr, via the San Ignacio Rd. extension provides better access to first responders to this area of Santa Fe.

(i) IMPACTS UPON WATER SUPPLY, AVAILABILITY AND CONSERVATION METHODS ***For example: conservation and mitigation measures; efficient use of distribution lines and resources; effect of construction or use of the project on water quality and supplies.***

The Nueva Acequia Apartments will incorporate water conservation strategies such as low flow fixtures, effcient irrigation and native / xeric plant species into the project. Santa Fe County, which is a development partner, will transfer water rights, reserved for affodable housing, to the City of Santa Fe water bank ensure that adequate water supply is availabel for the developement.

(j) EFFECT ON THE OPPORTUNITIES FOR COMMUNITY INTEGRATION AND SOCIAL BALANCE THROUGH MIXED LAND USE, PEDESTRIAN ORIENTED DESIGN, AND LINKAGES AMONG NEIGHBORHOODS AND RECREATIONAL ACTIVITY AND EMPLOYMENT CENTERS ***For example: how the project improves opportunities for community integration and balance through mixed land uses, neighborhood centers and/or pedestrian-oriented design.***

As described in section (e), the project will improve streetscapes, and provide pedestrial and vehicular connections to surrounding areas and employment centers. The project is also located along a proposed Bicyle trail (Per MPO bicycle Master Plan) and a combined sidewalk / trail will be constructed ont he site for future integratin with the trail.

(k) EFFECT ON SANTA FE'S URBAN FORM ***For example: how are policies of the existing City General Plan being met? Does the project promote a compact urban form through appropriate infill development? Discuss the project's effect on intra-city travel and between employment and residential centers.***

The Nueva Acequia Apartments are designed to reduce sprawl by placing approrpriately scaled multi-family buildings on an infill site with qualtiy pedestrian and bicycle connections into surrounding areas.

(l) ADDITIONAL COMMENTS (optional)

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EARLY NEIGHBORHOOD NOTIFICATION MEETING

September 30, 2025

Dear Neighbor,

TWG Development, LLC is requesting approval of a Development Plan for the Nueva Acequia Apartments located at 1335 Camino De Jacobo, in accordance with Ch.14-3.8 and a variance in accordance with Ch.14-3.16 of the City of Santa Fe Code of Ordinances to the minimum parking requirements set forth in TABLE 14-8.6-1: Parking and Loading Requirements in the City of Santa Fe Land Development Code.

In accordance with the requirements of the City of Santa Fe's Early Neighborhood Notification regulations, this is to inform you that a meeting is scheduled for:

Time: **5:30 PM**
When: **October 15, 2025**
Where: **Online via zoom at the following link:**

https://us06web.zoom.us/j/87234065700
Meeting ID: 872 3406 5700

One tap mobile
+12532050468,,87234065700# US
+12532158782,,87234065700# US (Tacoma)

Early Neighborhood Notification is intended to provide for an exchange of information between prospective applicants for development projects and the project's neighbors before plans become too firm to respond meaningfully to community input. Attached, please find a vicinity map and proposed site plan. If you have any questions or comments, please contact me at (505) 216-7555; dzurec@autotrophdesign.com.

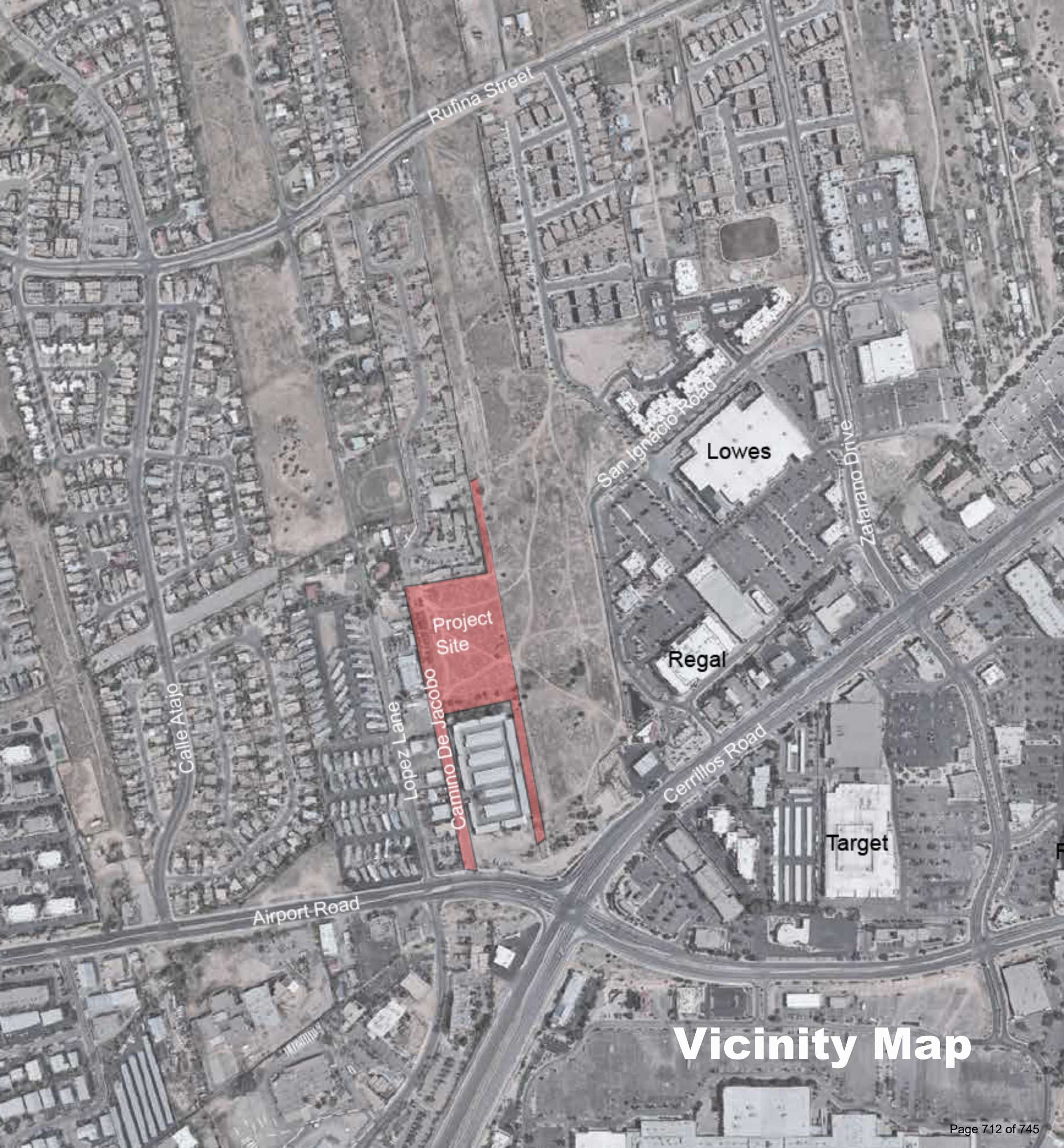
Sincerely,

Alexander Dzurec
Principal & Registered Architect, Autotroph Inc.

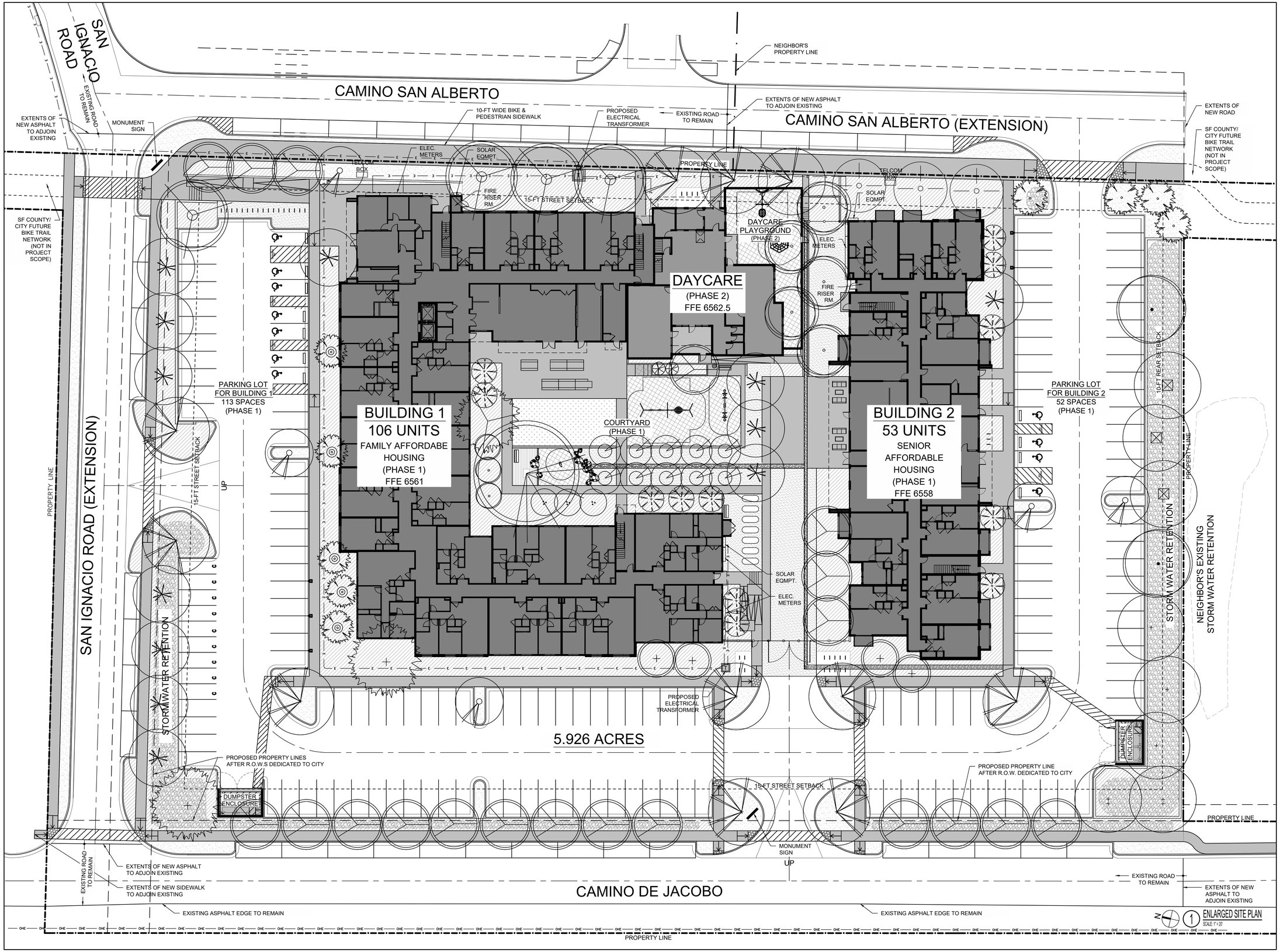
Attachments:

Vicinity map
Site plan

***Persons with disabilities in need of special accommodations or the hearing impaired needing an interpreter please contact the Land Use Department (955-6820) 5 days prior to the hearing or meeting date.**



Vicinity Map



NUEVA ACEQUIA APARTMENTS

A 159-UNIT AFFORDABLE HOUSING FAMILY & SENIOR COMMUNITY

1335 CAMINO DE JACOBO SANTA FE, NM 87507

NOT FOR CONSTRUCTION

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PROJECT NUMBER:	2412
DATE:	SEPTEMBER 25, 2025

SITE PLAN

AS - 101

Santa Fe Public Schools

Property & Asset Management
Residential Development Impact Information Form
School Notification as required by City Ordinance 14-8.18 AFCC 1987

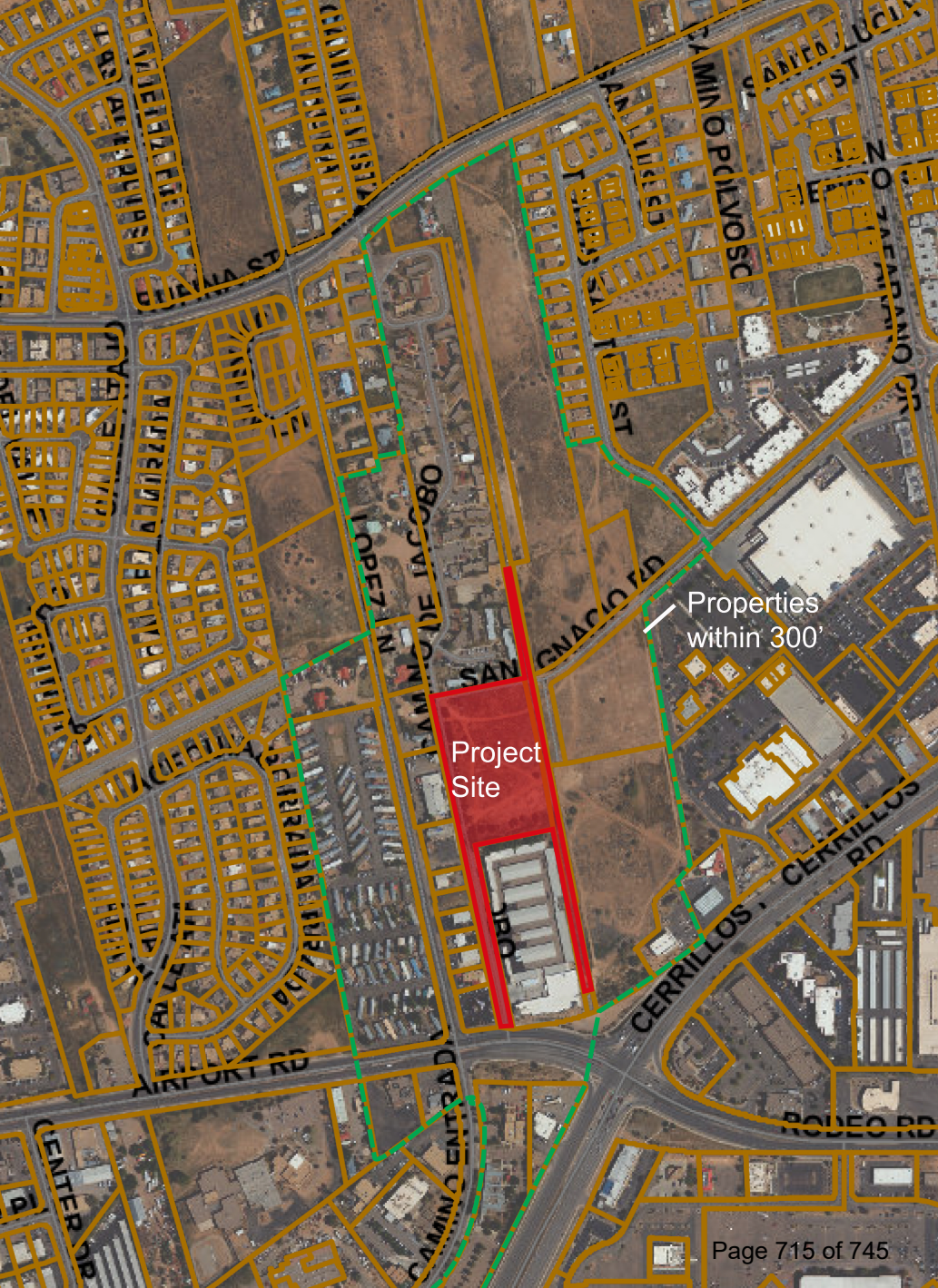
1. Project Name: Nueva Acequia Apartments
2. Location of Property: 1335 Camino De Jacobo, Santa Fe, NM 87507
3. Owner/Agent Name: TWG Development, LLC / Alexander Dzurec (Agent)
   Mailing Address: 222 E. Marcy St., Suite 19
   Phone & Fax: 505.216.7555
4. Unit Matrix

PROJECT EFFECT ON STUDENT POPULATION		
Unit Type	Unit Quantity	Average Price Rent
Single Family (detached)		
Single Family (attached)		
Townhome/ Apartment		
Multi-Family	106 Family	$1,054 / Mo
Commercial	53 Senior	$1,080 / Mo

5. Elementary School Zone for Proposed Development: Kearny ES
6. Middle School Zone for Proposed Development: Milagro MS
7. High School Zone for Proposed Development: Santa Fe HS
8. Build out Rates (Year/s; #/yr): 159 Units by 2027

Educational Services Center
610 Alta Vista
Santa Fe, NM 87505
Telephone (505) 467-2000
www.sfps.info

For questions & submittal, contact:
Santa Fe Public Schools, Property & Asset Management,
2195 Zia Road, Santa Fe NM 87505
505 467 3400


Properties within 300'
Project Site
SAN IGNACIO RD
CERRILLOS RD
AIRPORT RD
RODEO RD
CAMINO CENTRO
LOPEZ LN
CAMINO DE LOS OSOS
CAMINO PELVOSO
SANTA LUCIA ST
CENTER DR

Santa Fe County Tax Parcel Viewer

Search Parcels

Search for an address or locate on map

Parcel Number, Owner, Address, U

Tax Parcels

11218570 - REAL- 4201 AIRPORT RD

Parcel Number: 11218570

UPC: 1049096478061000000

See Sketch and ProP-fil!Y. DescriP-tion Information

4201 AIRPORT RD
SANTA FE, NM 87507

Owner Name:
SUNSET MOBILE HOME PARK LLC

Mailing Address:
LLE DEL SOL DRIVE
SANTA FE, NM 87501

Tax Code **Area:** CI-R

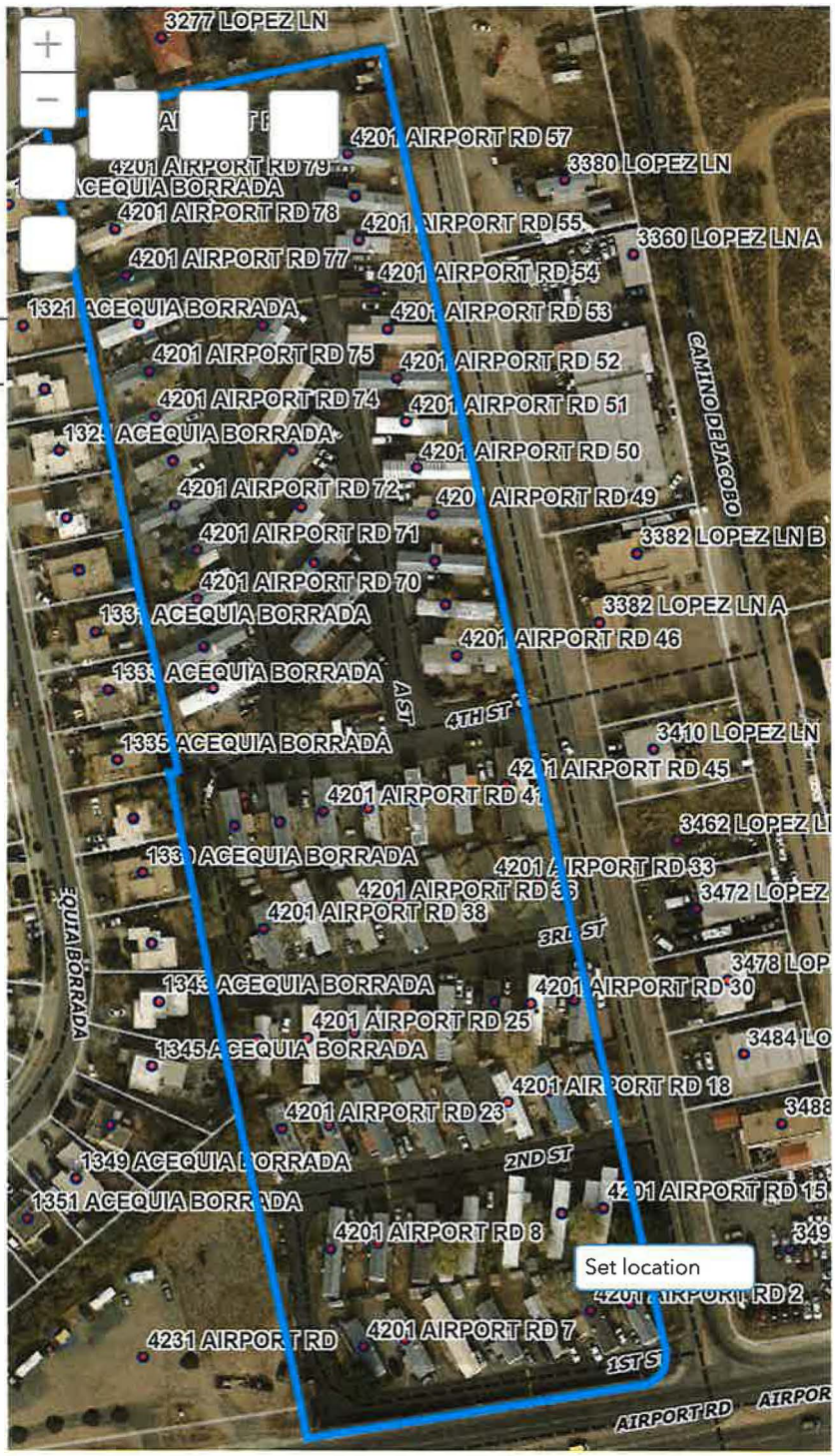
Legal Description:
8.537 AC T16N R9E S6 LOT 425 SUNSET MHP
Acres: 8.5370

Plat Book/Page:
Current Deed: 1726/665
Previous Deed: 373/896

Neighborhood: SW COMM MH Parks

Property Class: MRES

Market Values
Land: $350,747.00
Structures: $1,882,150.00



200ft

-106.01983 35.63958 Deg!(•es

All, i9hts rese,ved

Santa Fe County Tax Parcel Viewer

Search Parcels

Search for an address or locate on map

Parcel Number, Owner, Address, U

Tax Parcels

58500573 - REAL - 3277 LOPEZ LN

Parcel Number: 58500573

UPC: 1049096460153000000

See Sketch and ProP-fil!Y. DescriP-tion Information

Physical Address:
3277 LOPEZ LN
SANTA FE, NM 87507

Owner Name:
PACHECO, LAWRENCE & GEORGEANNE REVOC TRUST

Mailing Address:
1725 W ALAMEDA ST
SANTA FE, NM 87501-1708

Tax Code Area: CI-R

Legal Description:
T16N R9E S6, 1.500 AC~
Acres: 1.5000

Plat Book/Page: 296/19
Current Deed: 2026780 REC 01/19/2024
Previous Deed: 1219/560

Neighborhood: SouthWest R1 to R4

Property Class: SRES

Market Values
Land: $172,222.00
Structures: $492,853.00

200ft

-,06 02072 JS 64268 DNJCCS

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Santa Fe County Tax Parcel Viewer

Search Parcels

Search for an address or locate on map

Parcel Number, Owner, Address, U

Tax Parcels

58801859 - REAL- 52 CAMINO DE JACOBO

Parcel Number: 58801859

UPC: 1049096486208000000

See Sketch and ProP-fil!Y. DescriQtion Information

Physical Address:
52 **CAMINO** DE JACOBO
SANTA FE, NM 87507

Owner Name:
SANTA FE HOUSING AUTHORITY

Owner Mailing Address:
GENERAL DELIVERY
SANTA FE, NM 87501

Tax Code Area: CI-R

Legal Description:
T16N R9E S6, TRACT B-2, 15.00 AC~
Acres: 15.0000

Plat Book/Page:
Current Deed: 451 /849
Previous Deed: 434/401

Neighborhood: SouthWest RS to R12

Property Class: MRES

Market Values
Land: $644,250.00
Structures: $5,692,055.00

300ft

-106.01957 35.64336 Degrees

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Santa Fe County Tax Parcel Viewer

Search Parcels

Search for an address or locate on map

Parcel Number, Owner, Address, U

Tax Parcels

99308141 - REAL- 1385 CAMINO DE JACOBO

Parcel Number: 99308141

UPC: 1050096004060000000

See Sketch and ProP-fil!Y. Descri12tion Information

Physical Address:
1385 CAMINO DE JACOBO
SANTA FE, NM 87507

Owner Name:
AIRPORT CERRILLOS SELF STORAGE LLC

Owner Mailing Address:
58 LUZ DEL MUNDO
SANTA FE, NM 87508-9103

Tax Code Area: CI-N

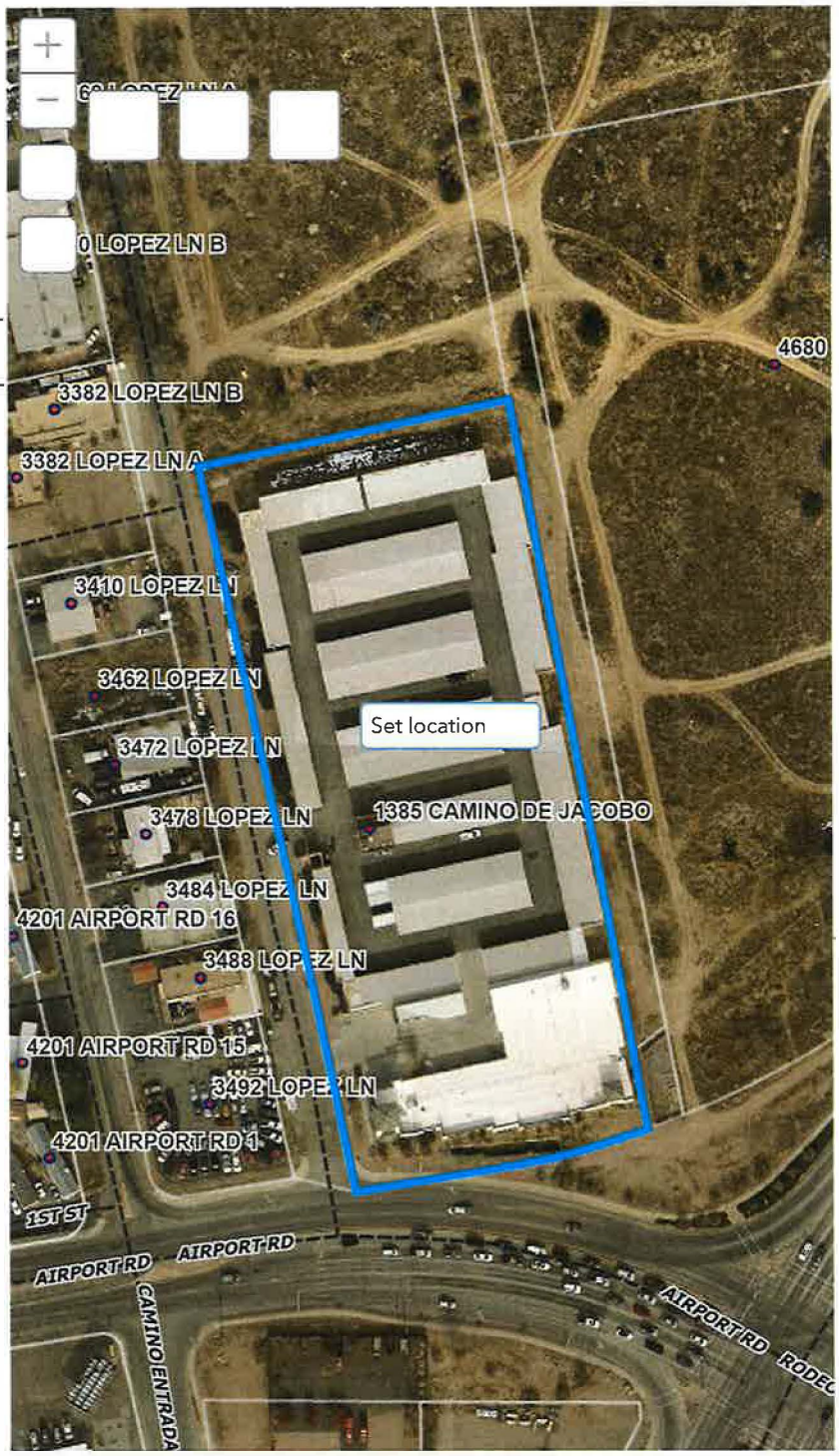
Legal Description:
T16N R9E S6, TRACT A, 4.04 AC-
Acres: 4.04

Plat Book/Page: 897/50-50A 808/43
Current Deed: 2002942 REC 12/12/22
Previous Deed:

Neighborhood: LWR SF Mini Storage

Property Class: COMM

Market Values
Land: $450,074.00
Structures: $4,840,454.00



200ft

-106.01873 35.64054 Degrees

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Santa Fe County Tax Parcel Viewer

Search Parcels

Search for an address or locate on map

[..- / Parcel Number, Owner, Address, U

Tax Parcels

54019968 - REAL- 3166 LOPEZ LN

Parcel Number: 54019968

UPC: 1049096469180000000

See Sketch and ProP-fil!Y. Descrir2tion Information

Physical Address:
3166 LOPEZ LN
SANTA FE, NM 87507

Owner Name:
DIAZ, ELIAS K & LORENA G

Owner Mailing Address:
3166 LOPEZ LN
SANTA FE, **NM** 87507-7848

Tax Code Area: CI-R

Legal Description:
T16N R9E 56, TRACTS A, B & PORT OF SHC 1244 TRACT 1, 3.167 AC~
Acres: 3.1670

Plat Book/Page: 924/27 9/219
Current Deed: 2057951 REC 04/30/2025
Previous Deed: 2044780 REC 10/25/2024

Neighborhood: SouthWest R1 to R4

Property Class: SRES

Market Values
Land: $239,913.00
Structures: $215,429.00

Assessed Values
Land: $71,424.00
Structures: $104,596.00

Exemption Value: $12,000.00

See Notice of Value on Document Manag.§L

200ft

-106.02004 35.64383 Degrees

Al I rights rese,-vec:

Santa Fe County Tax Parcel Viewer

Search Parcels

Search for an address or locate on map

Parcel Number, Owner, Address, U

Tax Parcels

56004836 - REAL - 3278 LOPEZ LN

Parcel Number: 56004836

UPC: 1049096487123000000

See Sketch and ProP-fil!Y. DescriQtion Information

Physical Address:
3278 LOPEZ LN
SANTA FE, NM 87507

Owner Name:
TAPIA, BENE

Owner Mailing Address:
3268 CAMINO DE LOS LOPEZ
SANTA FE, NM 87507

Tax Code **Area:** CI-R

Legal Description:
T16N R9E S6 PORTION OF SHC 688 TRACT 1 & PORTION OF SHC 1244 TRACT 1
Acres: 0.723

Plat Book/Page:
Current Deed: 940/507
Previous Deed: 353 939

Neighborhood: South West RS to R12

Property Class: LOTR

Market Values
Land: $133,581.00
Structures: $0.00

100ft

-106 0198fl 3:, 64227 Degree'.;

All, icJhts reserved

Santa Fe County Tax Parcel Viewer

Search Parcels

Search for an address or locate on map

..... J Parcel Number, Owner, Address, U

Tax Parcels

541 03680 - REAL - 3360 LOPEZ LN

Parcel Number: 54103680

UPC: 1049096492102000000

See Sketch and ProP-fil!Y. Descri12tion Information

Physical Address:
3360 LOPEZ LN
SANTA FE, NM 87507

Owner Name:
MENA, ISMAEL ARIEL

Owner Mailing Address:
40 SLOMAN LN
SANTA FE, NM 87507-7607

Tax Code Area: CI-N

Legal Description:
T16N R9E S6 & 7, LOCATED AT 3360 LOPEZ LANE-
Acres: 0.0000

Plat Book/Page:
Current Deed: 2050509 REC 01/13/2025
Previous Deed: 555/288 REC 07/01/1986

Neighborhood: SouthWest RS to R12

Property Class: COMM

Market Values
Land: $120,500.00
Structures: $582,804.00

100ft

-106.01972 35.64168 Degrees

All rights reserved

Santa Fe County Tax Parcel Viewer

Search Parcels

Search for an address or locate on map

.... , Parcel Number, Owner, Address, U

Tax Parcels

54179182 - REAL - 3268 LOPEZ LN

Parcel Number: 54179182

UPC: 1049096483145000000

See Sketch and ProP-fil!Y. DescriP-tion Information

Physical Address:
3268 LOPEZ LN
SANTA FE, NM 87507

Owner Name:
TAPIA, BENE

Owner Mailing Address:
3268 CAMINO DE LOS LOPEZ
SANTA FE, NM 87507

Tax Code Area: CI-R

Legal Description:
T16N R9E S6 SHC 688 TR 1
Acres: 0.0000

Plat Book/Page:
Current Deed: 769/830
Previous Deed: 284/605

Neighborhood: SouthWest RS to R12

Property Class: SRES

Market Values
Land: $141,106.00
Structures: $313,090.00

100ft

-106.01997 ,35.64280 Deq,ees

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Santa Fe County Tax Parcel Viewer

Search Parcels

Search for an address or locate on map

[..,.. [Parcel Number, Owner, Address, U

Tax Parcels

56011630 - REAL - 3382 LOPEZ LN

Parcel Number: 56011630

UPC: 1049096492088000000

See Sketch and ProP-fil!Y. DescriP-tion Information

Physical Address:
3382 LOPEZ LN
SANTA FE, NM 87507

Owner Name:
BRECHER, JAMES R & PHEBE

Owner Mailing Address:
19 EMBUDO DEL SOL
SANTA FE, NM 87505

Tax Code Area: CI-N

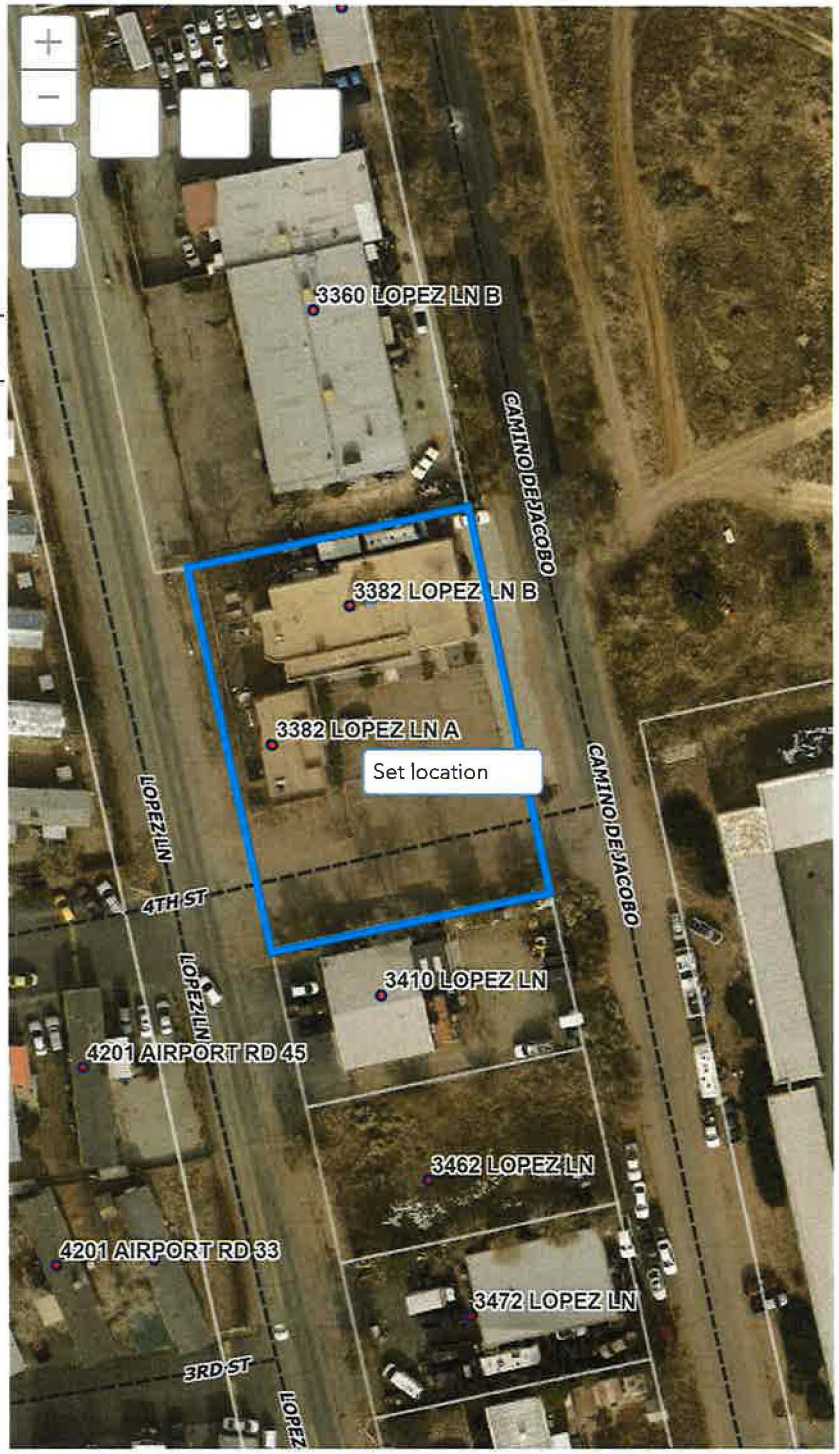
Legal Description:
LOT 9 DEL SOL UNIT 1 T16N R9E S6 .266 AC
Acres: 0.0000

Plat Book/Page: 66/23
Current Deed: 1407/552-553
Previous Deed: 588/213

Neighborhood: SW COMM Industrial

Property Class: COMM

Market Values
Land: $92,525.00
Structures: $334,436.00



100ft

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Santa Fe County Tax Parcel Viewer

Search Parcels

Search for an address or locate on map

Parcel Number, Owner, Address, U

Tax Parcels

56011629 - REAL- 3410 LOPEZ LN

Parcel Number: 56011629

UPC: 1049096495086000000

See Sketch and ProP-fil!Y. DescriP-tion Information

Physical Address:
341 0 LOPEZ LN
SANTA FE, NM 87507

Owner Name:
MOLINAR, SIGIFREDO & NAVIT REVOC TRST

Owner Mailing Address:
7038 VALENTINE LOOP
SANTA FE, NM 87507-4608

Tax Code Area: CI-N

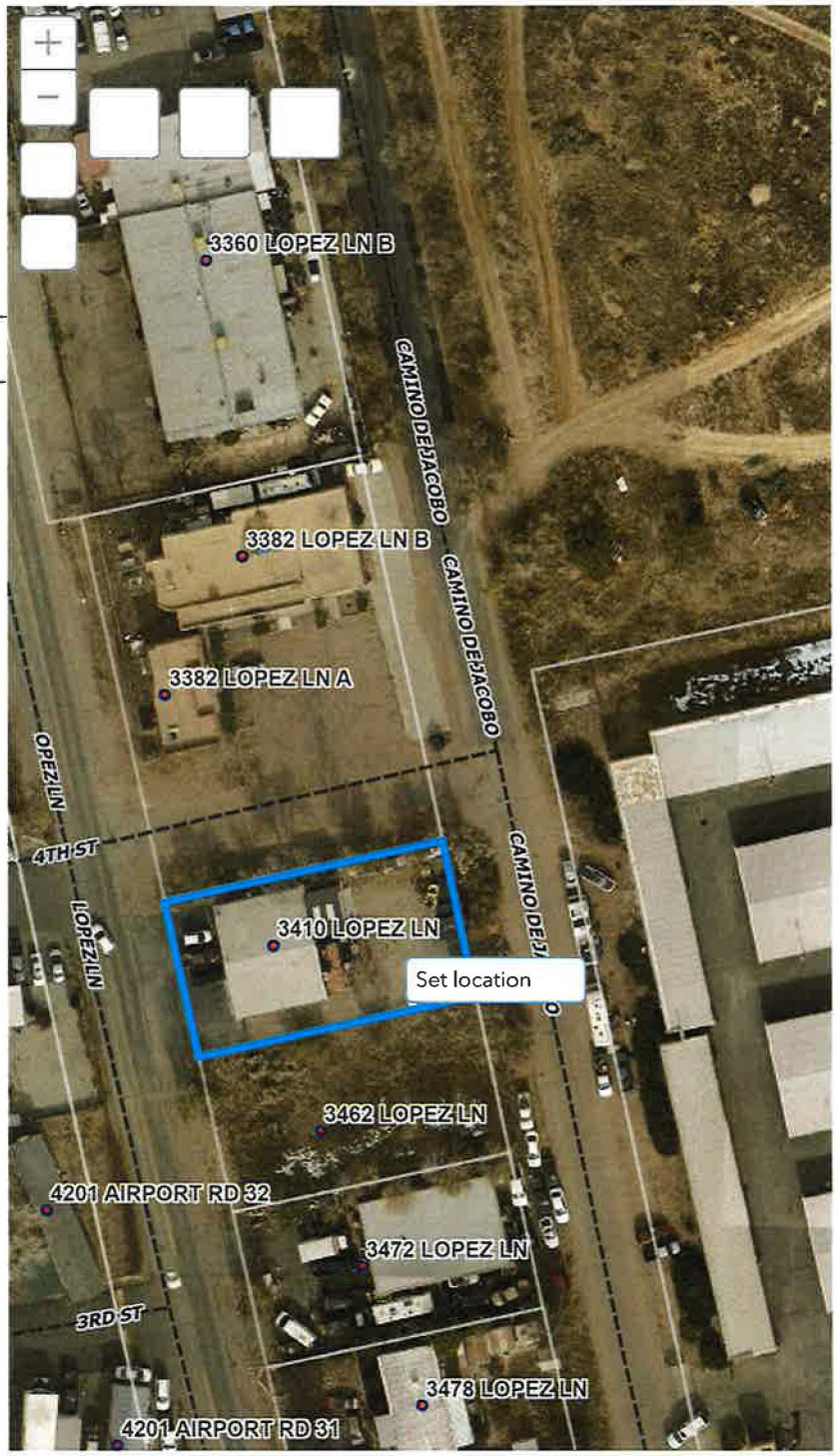
Legal Description:
T16N R9E S6, DEL SOL S/D, UNIT 1, LOT 8, 0.201 AC~
Acres: 0.0000

Plat Book/Page: 66/023
Current Deed: 1986632 REC 04/22/2022
Previous Deed: 1915979 REC 05/11/2020

Neighborhood: SW COMM Industrial

Property Class: COMM

Market Values
Land: $82,186.00
Structures: $130, 111.00



100ft

-106.01935 35.64077 Degrees

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Santa Fe County Tax Parcel Viewer

Search Parcels

Search for an address or locate on map

Parcel Number, Owner, Address, U

Tax Parcels

56011628 - REAL- 3462 LOPEZ LN

Parcel Number: 56011628

UPC: 1049096496070000000

See Sketch and ProP-fil!Y. DescriP-tion Information

Physical Address:
3462 LOPEZ LN
SANTA FE, NM 87507

Owner Name:
MOLINAR, SIGIFREDO & NAVIT E

Owner Mailing Address:
7038 VALENTINE LOOP
SANTA FE, NM 87507-4608

Tax Code Area: CI-N

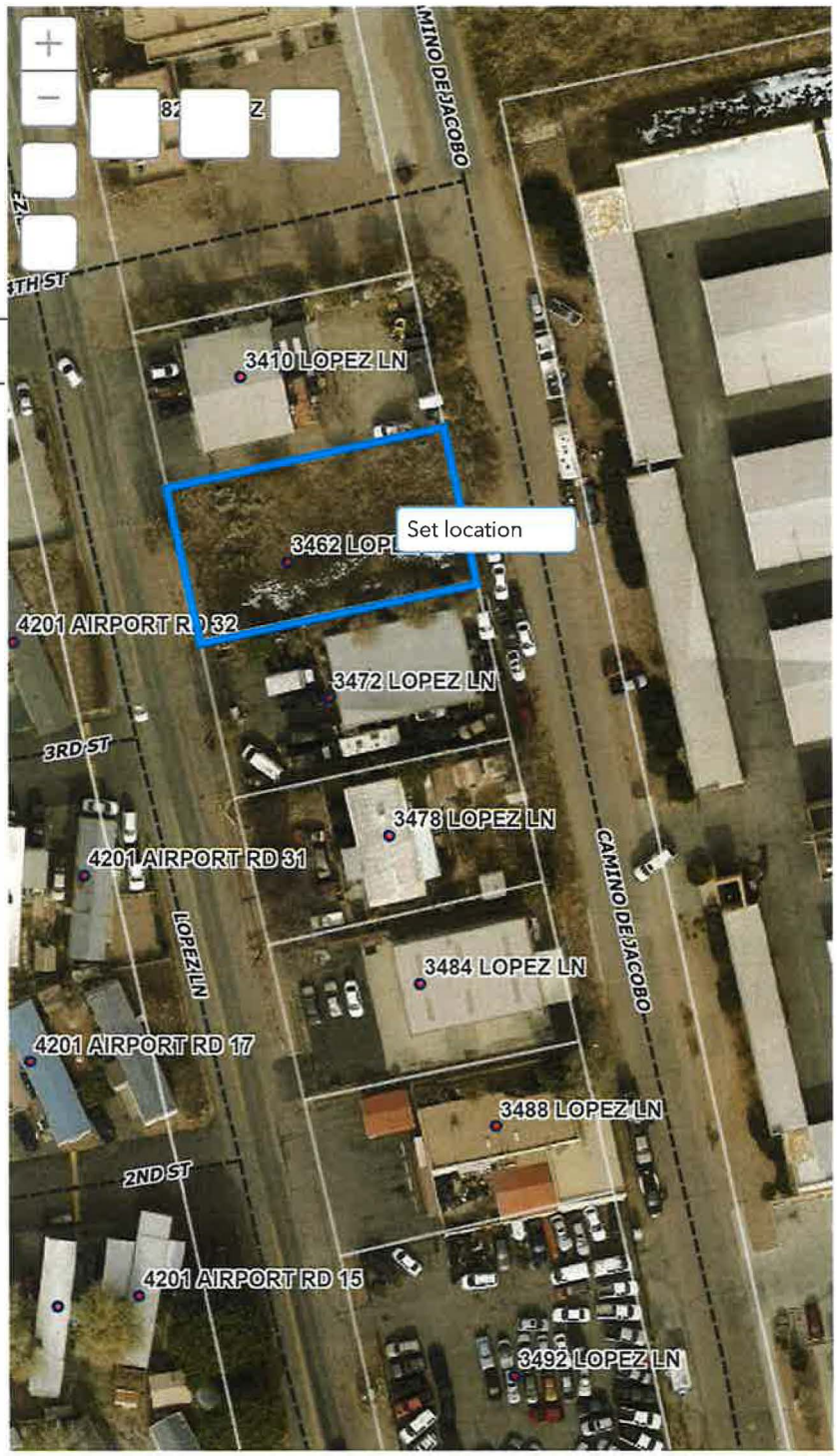
Legal Description:
T16N R9E S6, DEL SOL S/D, LOT 7, 0.20 AC -
Acres: 0.0000

Plat Book/Page: 66/23
Current Deed: 2053182 REC 02/20/2025
Previous Deed: 1938676 REC 12/28/2021

Neighborhood: SW COMM Industrial

Property Class: VAC

Market Values
Land: $82,029.00
Structures: $0.00



100ft

-106.01932 35.64062 Degrees

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Santa Fe County Tax Parcel Viewer

Search Parcels

Search for an address or locate on map

Parcel Number, Owner, Address, U

Tax Parcels

56011627 - REAL- 3472 LOPEZ LN

Parcel Number: 56011627

UPC: 1049096498062000000

See Sketch and ProP-fil!Y. Descrir2tion Information

Physical Address:
3472 LOPEZ LN
SANTA FE, NM 87507

Owner Name:
DAVIDS SOBRALIA PROPERTIES.LLC

Owner Mailing Address:
11 PENNYCT
SANTA FE, NM 87507

Tax Code Area: CI-N

Legal Description:
LOT 6 DEL SOL UNIT 1 T16N R9E S6 .200 AC
Acres: 0.0000

Plat Book/Page:
Current Deed: 1792988 REC 05/06/2016 MAV
Previous Deed: 1549499

Neighborhood: SW COMM Industrial

Property Class: COMM

Market Values
Land: $82,029.00
Structures: $219,772.00

100ft

-106.01929 35.64043 Degrees

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Santa Fe County Tax Parcel Viewer

Search Parcels

Search for an address or locate on map

Parcel Number, Owner, Address, U

Tax Parcels

56011626 - REAL- 3478 LOPEZ LN

Parcel Number: 56011626

UPC: 1049096502057000000

See Sketch and ProP-fil!Y. DescriP-tion Information

Physical Address:
3478 LOPEZ LN
SANTA FE, NM 87507

Owner Name:
VIGIL, DIANA E

Owner Mailing Address:
3478 LOPEZ LN
SANTA FE, NM 87507

Tax Code Area: CI-R

Legal Description:
T16N R9 S6, LOT 5, DEL SOL S/D, UN IT 1, 0.200 AC-
Acres: 0.2000

Plat Book/Page: 66/23
Current Deed: 1735567 REC 4/29/2014 KM
Previous Deed: 637/162

Neighborhood: SW COMM Industrial

Property Class: LOTR

Market Values
Land: $59,207.00
Structures: $12,979.00

40ft

-106.01895 35.64018 Degrees

All ;i9hts reserved

Santa Fe County Tax Parcel Viewer

Search Parcels

Search for an address or locate on map

Parcel Number, Owner, Address, U

Tax Parcels

56011625 - REAL - 3484 LOPEZ LN

Parcel Number: 56011625

UPC: 1049096500048000000

See Sketch and ProP-fil!Y. DescriP-tion Information

Physical Address:
3484 LOPEZ LN
SANTA FE, NM 87507

Owner Name:
BACA, EDWARD B & BARBARA C

Owner Mailing Address:
3 ALTEZITA
SANTA FE, NM 87508

Tax Code Area: CI-N

Legal Description:
T16N R9E S6 .199 AC LOT 4 DEL SOL UNIT 1
Acres: 0.1990

Plat Book/Page: 66/23
Current Deed: 2085/708
Previous Deed: 1901 /004

Neighborhood: SW COMM Industrial

Property Class: COMM

Market Values
Land: $81,868.00
Structures: $184,124.00

40ft

-106 01 926 JS 64004 De91 ccs

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Santa Fe County Tax Parcel Viewer

Search Parcels

Search for an address or locate on map

Parcel Number, Owner, Address, U

Tax Parcels

56011624 - REAL - 3488 LOPEZ LN

Parcel Number: 56011624

UPC: 1049096501042000000

See Sketch and ProP-fil!Y. Descrii;ition Information

Physical Address:
3488 LOPEZ LN
SANTA FE, NM 87507

Owner Name:
DAVIDS SOBRALIAS PROPERTIES LLC

Owner Mailing Address:
11 PENNYCT
SANTA FE, NM 87507-7009

Tax Code Area: CI-N

Legal Description:
LOT 3, .199 AC, DEL SOL SID, UNIT 1, S6 T16N R9E
Acres: 0.0000

Plat Book/Page: 66/23
Current Deed: 1985058 REC 04/04/2022
Previous Deed: 1372442 REC 03/24/05

Neighborhood: SW COMM Industrial

Property Class: COMM

Market Values
Land: $81,868.00
Structures: $219,006.00

40ft

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Santa Fe County Tax Parcel Viewer

Search Parcels

Search for an address or locate on map

Parcel Number, Owner, Address, U

Tax Parcels

99305303 - REAL- 3492 AIRPORT RD

Parcel Number: 99305303

UPC: 1049096517032000000

See Sketch and ProP-fil!Y. Descri12tion Information

Physical Address:
3492 AIRPORT RD
SANTA FE, NM 87507

Owner Name:
RIVIERA, DAVID & LETTICIA MAGANA

Owner Mailing Address:
3492 LOPEZ LN
SANTA FE, NM 87507

Tax Code Area: CI-N

Legal Description:
56 T16N R9E DEL SOL 1
Acres: 0.3853

Plat Book/Page: PB319P050 PMP/IR
Current Deed:
Previous Deed:

Neighborhood: SW COMM Industrial

Property Class: COMM

Market Values
Land: $123,957.00
Structures: $38,704.00

40ft

-106.01909 35.63959 Degrees

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Santa Fe County Tax Parcel Viewer

Search Parcels

Search for an address or locate on map

Parcel Number, Owner, Address, U

Tax Parcels

910014293 - REAL - 3480 TODOS SANTOS ST

Parcel Number: 910014293

UPC: 1050096031200000000

See Sketch and ProP-!illY. Descriqtion Information

Physical Address:
3480 TODOS SANTOS ST
SANTA FE, NM 87507

Owner Name:
SAN ISIDRO APTS 2 OOZB LLC

Owner Mailing Address:
3021 CITRUS CIR STE 130
WALNUT CREEK, CA 94598-2635

Tax Code Area: CI-R

Legal Description:
T16N R9E S5, SAN ISIDRO VILLAGE, TRACTY, 2.265 AC~
Acres: 2.265

Plat Book/Page: 854/38 848/14 601/39
Current Deed: 1887151 REC05/24/2019 MCB
Previous Deed: 1762679 4/24/15 gjv

Neighborhood: SW COMM Apartments

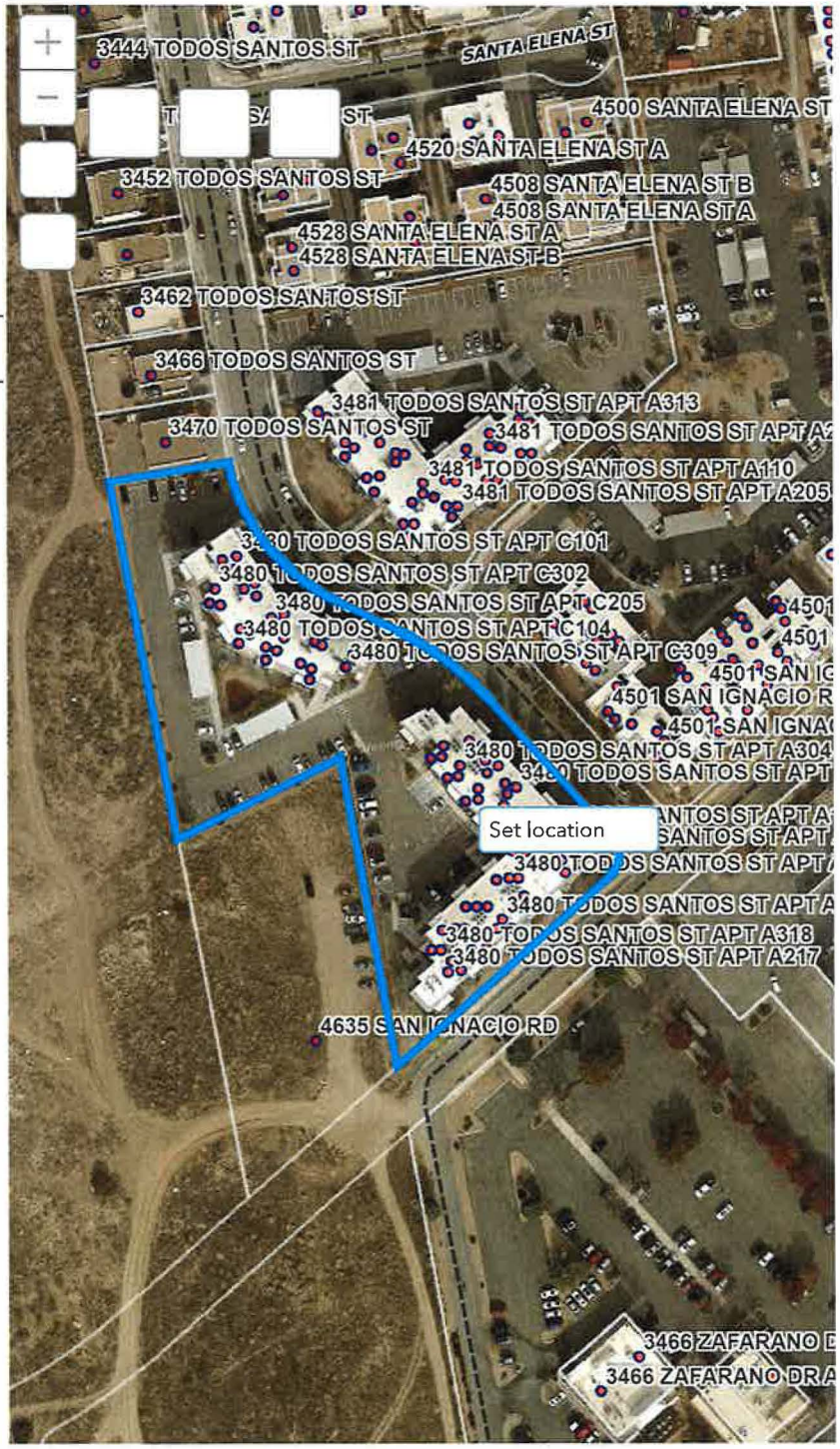
Property Class: MRES

Market Values
Land: $326,279.00
Structures: $7,826,968.00

Assessed Values
Land: $326,279.00
Structures: $7,826,968.00

Exemption Value: $

See Notice of Valueon Document Managfil.



200ft

-i06 01702 35 64421 Deg:-0:es

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Santa Fe County Tax Parcel Viewer

Search Parcels

Search for an address or locate on map

[..... [Parcel Number, Owner, Address, U

Tax Parcels

11982976- REAL- 4079 CERRILLOS RD

Parcel Number: 11982976

UPC: 1050096061057000000

See Sketch and Propert'y' Descrir2tion Information

Physical Address:
4079 CERRILLOS RD
SANTA FE, NM 87507

Owner Name:
4079 CERRILLOS HOLDINGS LLC

Owner Mailing Address:
PO BOX 812216
BOCA RATON, FL 33481-2216

Tax Code Area: CI-N

Legal Description:
LOT 2 .892 AC T16N R9E S5
Acres: 0.8920

Plat Book/Page: 550/002
Current Deed: 1808701 REC 11/02/2016 MCB
Previous Deed: 1675269 REC 07/16/2012 MCB

Neighborhood: MID Cerrillos GenC2 PRI

Property Class: VAC

Market Values
Land: $582,795.00
Structures: $581, 116.00

Assessed Values
Land: $582,795.00
Structures: $581,116.00

Exemption Value: $

See Notice of Value on Document Managgr

100ft

-106 01745 35 64014 Degrees

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Santa Fe County Tax Parcel Viewer

Search Parcels

Search for an address or locate on map

Parcel Number, Owner, Address, U

Tax Parcels

910009579 - REAL - 3984 RUFINA ST

Parcel Number: 910009579

UPC: 1049096510264000000

See Sketch and ProP-fil!Y. DescriP-tion Information

Physical Address:
3984 RUFINA ST
SANTA FE, NM 87507

Owner Name:
NAVA, VICTOR H DIAZ & BLANCA E CARLOS TORRES

Owner Mailing Address:
3984 RUFINA ST
SANTA FE, NM 87507-7309

Tax Code Area: CI-R

Legal Description:
PARCEL 2, 2.39 AC, 56 T16N R9E
Acres: 2.4200

Plat Book/Page: 784/36
Current Deed: 1995852 REC 08/22/2022
Previous Deed: 1858352 REC 05/24/2018

Neighborhood: SouthWest R1 to R4

Property Class: LOTR

Market Values
Land: $209,800.00
Structures: $0.00

300ft

-106.01665 35.64419 Degrees

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Santa Fe County Tax Parcel Viewer

Search Parcels

Search for an address or locate on map

Parcel Number, Owner, Address, U

Tax Parcels

99303869 - REAL- 3978 RUFINA ST

Parcel Number: 99303869

UPC: 1050096002239000000

See Sketch and ProP-fil!Y. DescriP-tion Information

Physical Address:
3978 RUFINA ST
SANTA FE, NM 87507

Owner Name:
GARCIA, ALFREDO

Owner Mailing Address:
618 E GARCIA ST
SANTA FE, NM 87501

Tax Code Area: CI-N

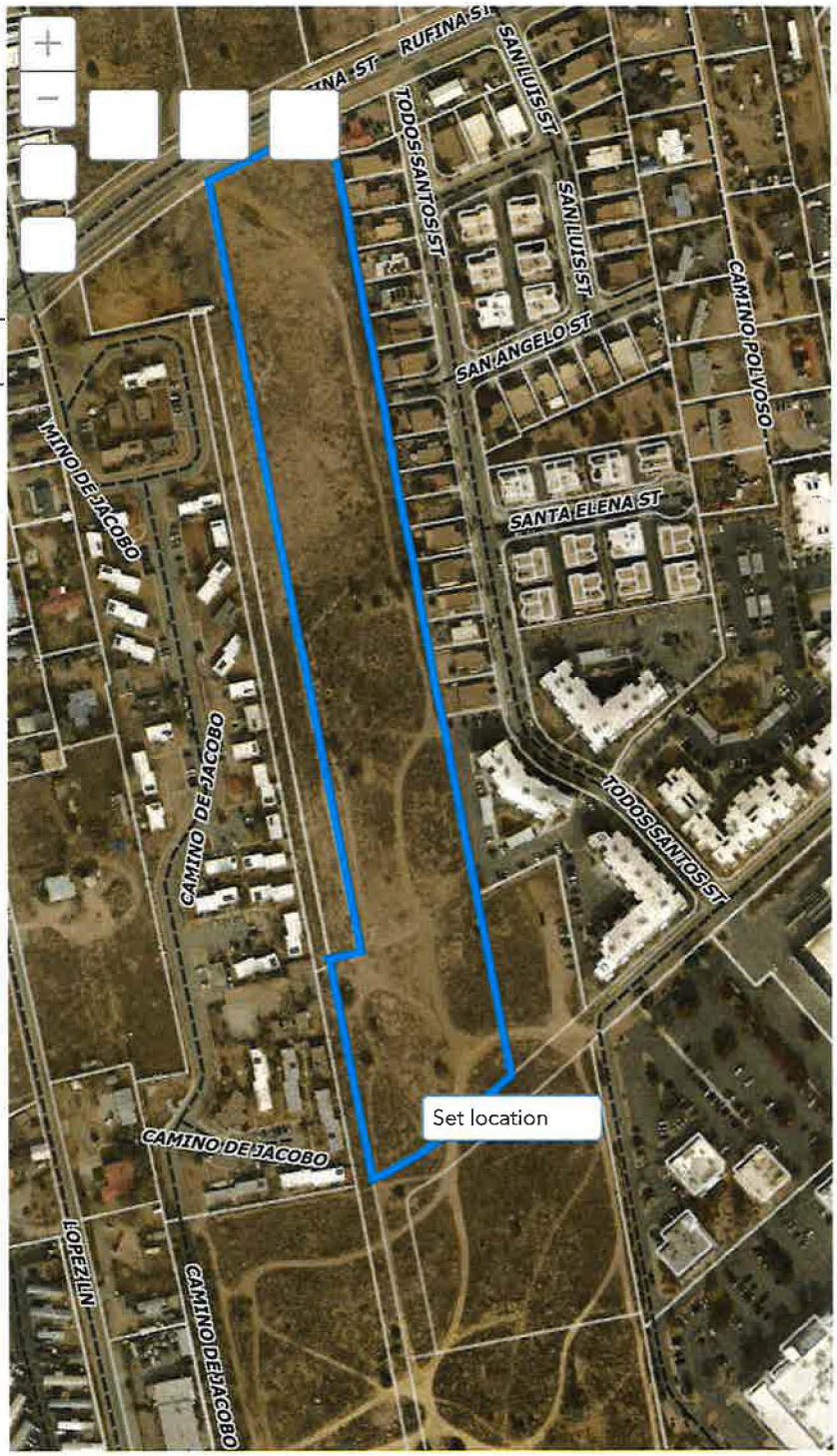
Legal Description:
T16N R9E 56, GARCIA LOT B, 9.503 AC~
Acres: 9.50

Plat Book/Page: 903/9-12
Current Deed:
Previous Deed:

Neighborhood: SouthWest R1 to R4

Property Class: VAC

Market Values
Land: $493,127.00
Structures: $0.00



300ft

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Santa Fe County Tax Parcel Viewer

Search Parcels

Search for an address or locate on map

Parcel Number, Owner, Address, U

Tax Parcels

99303867 - REAL- 4640 SAN IGNACIO RD

Parcel Number: 99303867

UPC: 1050096039116000000

See Sketch and ProP-fil!Y. DescriP-tion Information

Physical Address:
4640 SAN IGNACIO RD
SANTA FE, NM 87507

Owner Name:
VSP HOSPITALITY LLC

Owner Mailing Address:
6013 SHADY BROOK DR
AMARILLO, TX 79124-1326

Tax Code Area: CI-N

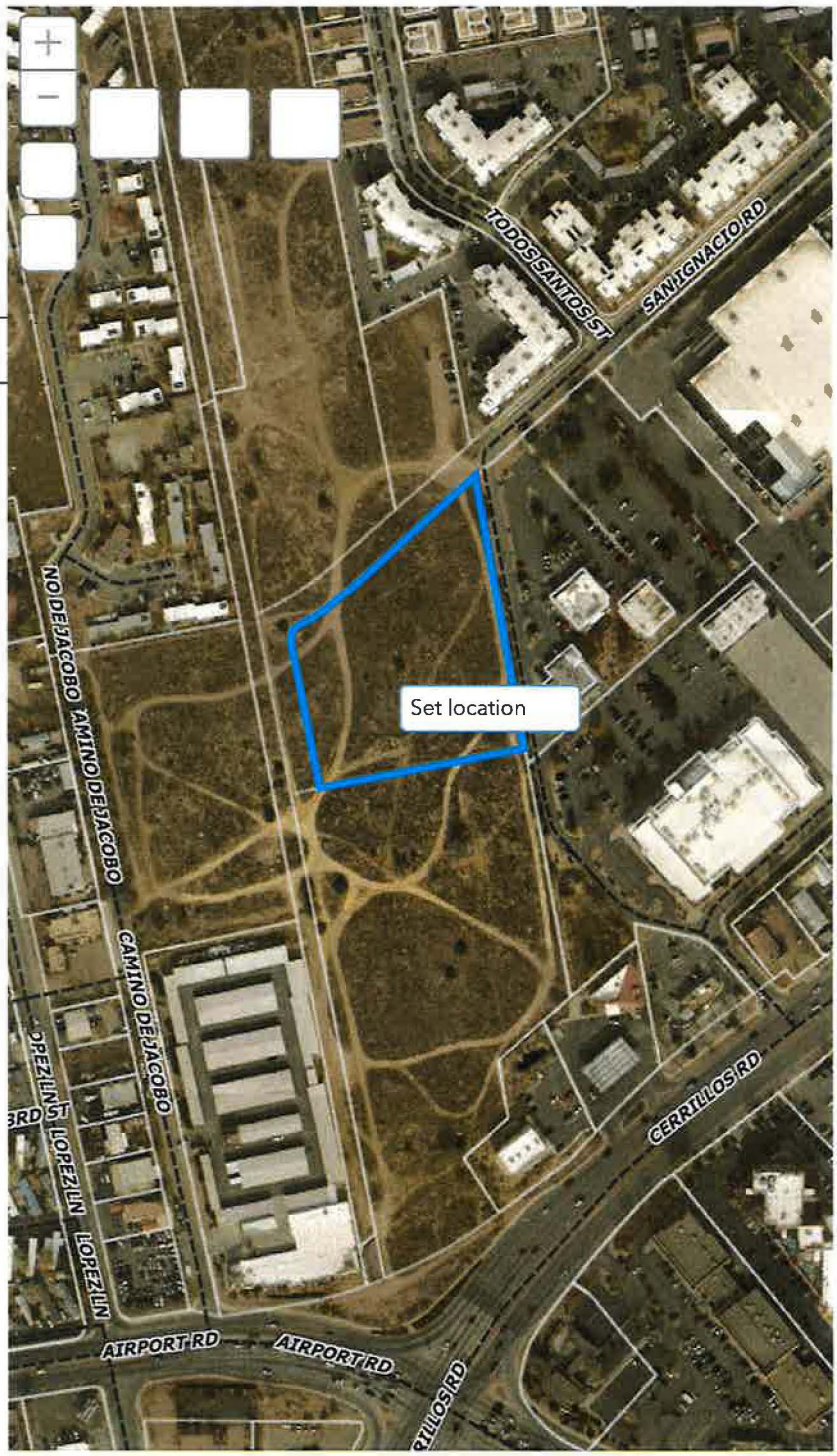
Legal Description:
T16N R9E S5, LOT A-1, 3.218 AC-
Acres: 3.218

Plat Book/Page: 914/23-28 909/43 903/9-12
Current Deed: 2027916 REC 02/07/2024
Previous Deed: 1585056 REC 12/04/2009

Neighborhood: MID Cerrillos GenC2 SEC

Property Class: VAC

Market Values
Land: $1,330,598.00
Structures: $0.00



300ft

-106.01776 35.64241 Degrees

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Santa Fe County Tax Parcel Viewer

Search Parcels

Search for an address or locate on map

Parcel Number, Owner, Address, U

Tax Parcels

99303866 - REAL - 4680 SAN IGNACIO RD

Parcel Number: 99303866

UPC: 1050096023091000000

See Sketch and ProP-fil!Y. DescriQtion Information

Physical Address:
4680 SAN IGNACIO RD
SANTA FE, NM 87507

Owner Name:
PLAZA CAMINO REAL NM LLC

Owner Mailing Address:
131 WEST STREET
DANBURY,CT 06810

Tax Code Area: CI-N

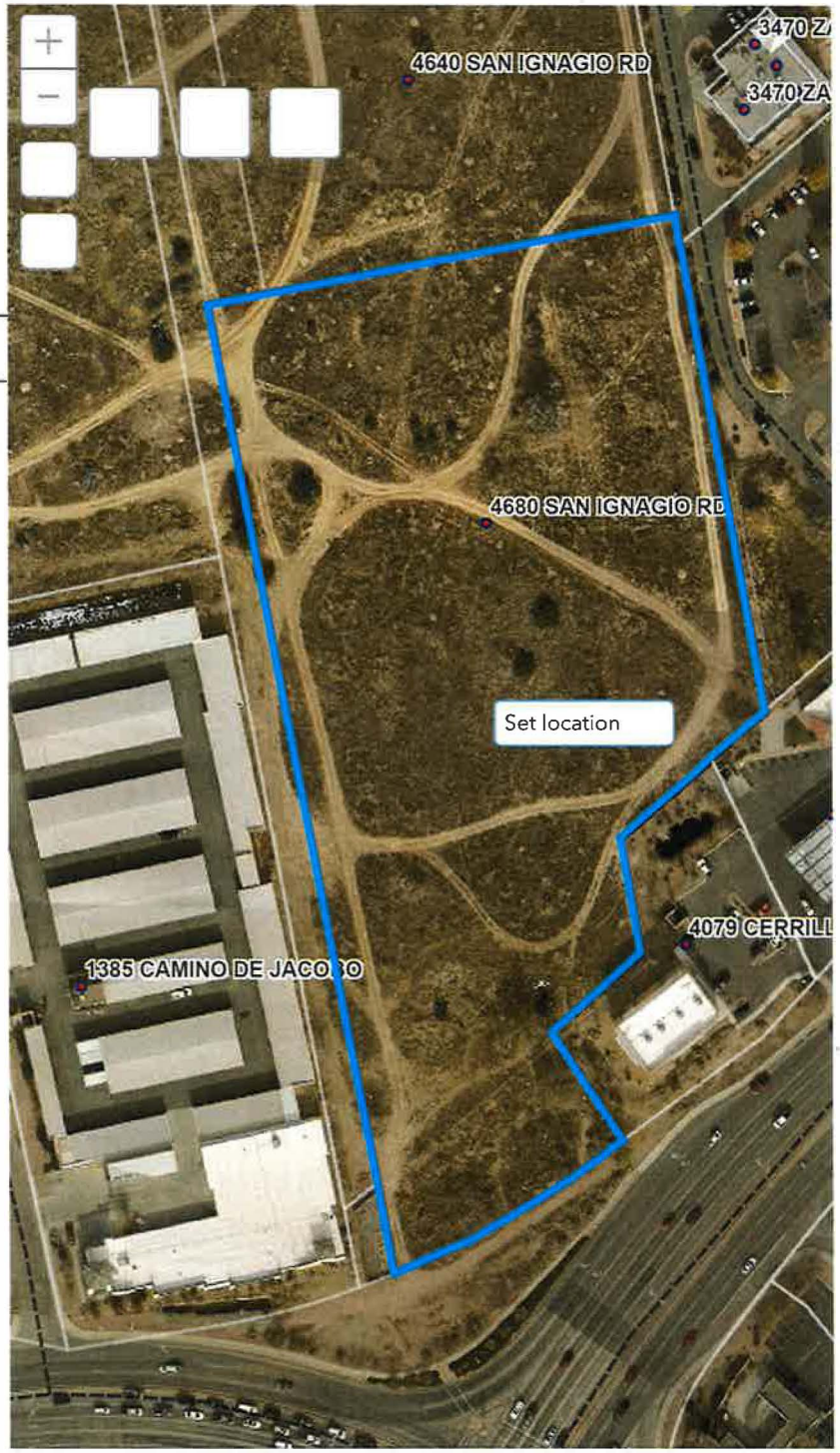
Legal Description:
T16N R9E S5, LOT A-2, 6.816 AC-
Acres: 6.82

Plat Book/Page: 903/9-12
Current Deed: 1364638 REC 01/27/2005 MAV/HENRY GARCIA
Previous Deed:

Neighborhood: MID Cerrillos GenC2 SEC

Property Class: VAC

Market Values
Land: $1,080,941.00
Structures: $0.00



200ft

-106.01747 35.64093 Degrees

All ;ights 1ese1ved

SANTA FE COUNTY

Property Account Summary

As Of 9/19/2025 Status: Active

Account No.: 58206461

Alternate Property Number: 1049096476001000000

Account Type: REAL

Primary Host Property

TCA: CI-N

Situs Address: 4200 AIRPORT RD
SANTA FE NM 87507

Legal: TR 1 LAMPHERE S/D .490 AC SEC 6 & 7

Parties:

Role	Name & Address
Owner	SMITH, MAX L C/O ALLSUPS CONV STORE #254 P O BOX 1907 CLOVIS NM 881011907
Taxpayer	SMITH, MAXL C/O ALLSUPS CONV STORE #254 P O BOX 1907 CLOVIS NM 881011907

Property Values:

Value Name	2025	2024	2023	2022	2021
Net Taxable Value Total (TVR)	$106,335	$96,735	$96,735	$96,735	$90,542

Property Characteristics:

Tax Year	Characteristic	Value
2025	REAL PROP USE CODE	COMMERCIAL
	PLAT BOOK PAGE	
	Most Recent Deed	424/363
	ACRES	0.4900
	ALTID	TR 1 LAMPHERE SID

Exemptions:

(End of Report)

SANTA FE COUNTY

Property Account Summary

As Of 9/19/2025 Status: Active

Account No.: 10534302

Alternate Property Number: 1050095010505000000

Account Type: REAL

Primary Host Property

TCA: CI-N

Situs Address: 4151 CERRILLOS RD
SANTA FE NM 87507

Legal: IN FOLDER T16N R 9E S 7 TR 900 .83 AC

Parties:

Role	Name & Address
Owner	COTTON BUTANE CO INC FERRELLGAS, L P ATTN TAX DEPT ONE LIBERTY PLAZA LIBERTY MO 64068
Taxpayer	COTTON BUTANE CO INC FERRELLGAS, L P ATTN TAX DEPT ONE LIBERTY PLAZA LIBERTY MO 64068

Property Values:

Value Name	2025	2024	2023	2022	2021
Net Taxable Value Total (TVR)	$263,069	$265,559	$269,735	$249,246	$247,725

Property Characteristics:

Tax Year	Characteristic	Value
2025	REAL PROP USE CODE	COMMERCIAL
	PLAT BOOK PAGE	
	Most Recent Deed	193/139
	ACRES	0.0000
	ALTID	T16N R 9E S 7 .830 AC

Exemptions:

(End of Report)

Santa Fe County Tax Parcel Viewer

Search Parcels

Search for an address or locate on map

Parcel Number, Owner, Address, U

Tax Parcels

18900015 - REAL- 2511 & 2515 CAMINO ENTRADA

Parcel Number: 18900015

UPC: 1049095510467000000

See Sketch and ProRfil!Y. Description Information

Physical Address:
2511 & 2515 CAMINO ENTRADA
SANTA FE, NM 87507

Owner Name:
CITY OF SANTA FE

Owner Mailing Address:
200 LINCOLN AVE
SANTA FE, NM 875018184

300ft

106 019S'I 35,63710 Deq,.,.,,,

SANTA FE COUNTY

Property Account Summary

As Of 9/19/2025 Status: Active

Account No.: 18900015 **Alternate Property Number:** 1049095510467000000

Account Type: REAL

TCA: CI-N

Situs Address: 2511 & 2515 CAMINO ENTRADA
SANTA FE NM 87507

Legal: POLICE STATION/MUNICIPAL COURT T16N R 9E S 7 TRACT 5 (1.276 AC) & TRACT 6 (3.139 AC)

Parties:

Role	Name & Address
Owner	CITY OF SANTA FE 200 LINCOLN AVE SANTA FE NM 875018184
Taxpayer	CITY OF SANTA FE 200 LINCOLN AVE SANTA FE NM 875018184

ATTN: Rachael Hamilton, Land use Planner

Property Values:

Value Name	2025	2024	2023	2022	2021
Exemption Amount (EAR)	$2,098,566	$2,018,024	$1,757,715	$1,625,176	$1,562,771
Net Taxable Value Total (TVR)	$0	$0	$0	$0	$0

Property Characteristics:

Tax Year	Characteristic	Value
2025	REAL PROP USE CODE	COMMERCIAL
	PLAT BOOK PAGE	171/007
	Most Recent Deed	573/814
	ACRES	4.315
	ALTID	T16N R 9E S 7 4.315 AC

Exemptions:

Tax Year	Description	Count	Amount	Assessment Basis
2025	Exempt Government	1	$2,098,566	Ratio Total Value (RAVT)
2024	Exempt Government	1	$2,018,024	Ratio Total Value (RAVT)
2023	Exempt Government	1	$1,757,715	Ratio Total Value (RAVT)

(End of Report)

SUNSET MOBILE HOME PARK LLC
4201 AIRPORT RD
SANTA FE, NM 87507

SUNSET MOBILE HOME PARK LLC
223 VALLE DEL SOL DRIVE
SANTA FE, NM 87501

PACHECO, LAWRENCE & GEORGEANNE REVOC TRUST
3277 LOPEZ LN
SANTA FE, NM 87507

SANTA FE HOUSING AUTHORITY
52 CAMINO DE JACOBO
SANTA FE, NM 87507

AIRPORT CERRILLOS SELF STORAGE LLC
1385 CAMINO DE JACOBO
SANTA FE, NM 87507

PACHECO, LAWRENCE & GEORGEANNE REVOC TRUST
1725 W ALAMEDA ST
SANTA FE, NM 87501-1708

AIRPORT CERRILLOS SELF STORAGE LLC
58 LUZ DEL MUNDO
SANTA FE, NM 87508-9103

DIAZ, ELIAS K & LORENA G
3166 LOPEZ LN
SANTA FE, NM 87507

TAPIA, BEN E
3278 LOPEZ LN
SANTA FE, NM 87507

MENA, ISMAEL ARIEL
3360 LOPEZ LN
SANTA FE, NM 87507

MENA, ISMAEL ARIEL
40 SLOMAN LN
SANTA FE, NM 87507-7607

TAPIA, BEN E
3268 CAMINO DE LOS LOPEZ
SANTA FE, NM 87507

TAPIA, BEN E
3268 LOPEZ LN
SANTA FE, NM 87507

TAPIA, BEN E
3268 CAMINO DE LOS LOPEZ
SANTA FE, NM 87507

BRECHER, JAMES R & PHEBE
3382 LOPEZ LN
SANTA FE, NM 87507

MOLINAR, SIGIFREDO & NAVIT REVOC TRST
3410 LOPEZ LN
SANTA FE, NM 87507

MOLINAR, SIGIFREDO & NAVIT REVOC TRST
7038 VALENTINE LOOP
SANTA FE, NM 87507-4608

BRECHER, JAMES R & PHEBE
19 EMBUDO DEL SOL
SANTA FE, NM 87505

MOLINAR, SIGIFREDO & NAVIT E
3462 LOPEZ LN
SANTA FE, NM 87507

MOLINAR, SIGIFREDO & NAVIT E
7038 VALENTINE LOOP
SANTA FE, NM 87507-4608

DAVIDS SOBRALIA PROPERTIES.LLC
3472 LOPEZ LN
SANTA FE, NM 87507

DAVIDS SOBRALIA PROPERTIES.LLC
11 PENNY CT
SANTA FE, NM 87507

VIGIL, DIANA E
3478 LOPEZ LN
SANTA FE, NM 87507

BACA, EDWARD B & BARBARA C
3484 LOPEZ LN
SANTA FE, NM 87507

BACA, EDWARD B & BARBARA C
3 ALTEZITA
SANTA FE, NM 87508

DAVIDS SOBRALIA PROPERTIES.LLC
3488 LOPEZ LN
SANTA FE, NM 87507

RIVIERA, DAVID & LETTICIA MAGANA
3492 AIRPORT RD
SANTA FE, NM 87507

RIVIERA, DAVID & LETTICIA MAGANA
3492 LOPEZ LN
SANTA FE, NM 87507

SAN ISIDRO APTS 2 OOZB LLC
3480 TODOS SANTOS ST
SANTA FE, NM 87507

SAN ISIDRO APTS 2 OOZB LLC
3021 CITRUS CIR STE 130
WALNUT CREEK, CA 94598-2635

4079 CERRILLOS HOLDINGS LLC
4079 CERRILLOS RD
SANTA FE, NM 87507

4079 CERRILLOS HOLDINGS LLC
PO BOX 812216
BOCA RATON, FL 33481-2216

NAVA, VICTOR H DIAZ & BLANCA E CARLOS TORRES
3984 RUFINA ST
SANTA FE, NM 87507

GARCIA, ALFREDO
3978 RUFINA ST
SANTA FE, NM 87507

GARCIA, ALFREDO
618 E GARCIA ST
SANTA FE, NM 87501

VSP HOSPITALITY LLC
4640 SAN IGNACIO RD
SANTA FE, NM 87507

VSP HOSPITALITY LLC
6013 SHADY BROOK DR
AMARILLO, TX 79124-1326

PLAZA CAMINO REAL NM LLC
4680 SAN IGNACIO RD
SANTA FE, NM 87507

PLAZA CAMINO REAL NM LLC
31 WEST STREET
DANBURY, CT 06810

SMITH, MAX L
C/O ALLSUPS CONV STORE #254
4200 AIRPORT RD
SANT A FE NM 87507

SMITH, MAX L
C/O ALLSUPS CONV STORE #254
PO BOX 1907
CLOVIS NM 881011907

COTTON BUTANE CO INC
FERRELLGAS, LP
ONE LIBERTY PLAZA
LIBERTY MO 64068

COTTON BUTANE CO INC
FERRELLGAS, LP
4151 CERRILLOS RD
SANTA FE NM 87507

CITY OF SANTA FE
2511 CAMINO ENTRADA
SANTA FE, NM 87507

CITY OF SANTA FE
2515 CAMINO ENTRADA
SANTA FE, NM 87507

CITY OF SANTA FE
ATTN: RACHEL HAMILTON LAND USE PLANNER
200 LINCOLN AVE
SANTA FE, NM 87501

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architecture.planning.sustainable design consulting

ENN (Early Neighborhood Notification) Meeting Notes
Nueva Acequia Apartments
October 15, 2025

Attendance:
Alexander Dzurec, Architect Autotroph
Megan Adams, TWG Development/ Property Owner
Dominic Kej, TWG Development
Allen Dauterman, TWG Development
Josh Foster, TWG Development
Mike Gomez, Civil Consultant Santa Fe Engineering
Claudia Horn, Landscape Consultant Design Office
Josie Butler, Affordable Housing Consultant Project Moxie
Jenn Lopez, Affordable Housing Consultant Project Moxie
Denise Benavidez, Santa Fe County
LaToya Ricketts, Santa Fe County
Ruben Macias, Santa Fe County
Jonathan M Butler, Santa Fe County
Anne Wodarczyk, Santa Fe County
Krishna Reddy, Jaynes Corporation
Jonatan Diaz, Jaynes Corporation
Kristina Olivent, Project Manager Autotroph
Anita Sandoval, Autotroph

City Staff Members:
Rachael Hamilton, Planner
Adrianna Velasquez,

Interested Parties:
Paul Olafson, Former Santa Fe County Official

Members of the Press:
Mike Easterling, Santa Fe New Mexican

Neighbors:
Marsha Emmerton

Discussion Topics:
Project Overview, Site Location and Surrounding Context
Multi-Generational Housing Community/ affordability and Funding
Road Construction both New and Improved for better connectivity &
traffic flow Parking Plan
Sustainable Design Features
Building Aesthetics and design Considerations

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