

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2025-30

INTRODUCED BY:

Councilor Jamie Cassutt

Councilor Pilar Faulkner

A RESOLUTION

AUTHORIZING AND DIRECTING THE WIDENING OF ZIA ROAD TO ACCOMMODATE A NECESSARY DECELERATION LANE, USING ADJACENT, UNIMPROVED LAND COMPRISING APPROXIMATELY ONE PERCENT (1%) OF CANDELERO PARK, ON ITS FAR NORTHERN BOUNDARY; AND DIRECTING THE CITY MANAGER TO DESIGNATE AN AGENT TO APPLY FOR A LOT LINE ADJUSTMENT AND ANY OTHER ADMINISTRATIVE STEPS REQUIRED AS THE GOVERNING BODY’S AGENT.

WHEREAS, in 1978, Western Development Company dedicated a park site, now located at 2219 and 2223 Brillante St., which later became known as “Candelero Park”, via the plat dedication attached as Exhibit A (“Dedication Plat”); and

WHEREAS, Candelero Park consists largely of unimproved land with a smaller, landscaped playground area located on the far southern portion; and

WHEREAS, pursuant to NMSA 1978, Section 3-20-11, property within the boundaries of a municipality dedicated to the municipality “for public use” is public property, and fee vests in the municipality; and, pursuant to NMSA 1978, Section 3-18-18,

1 “[a]ny property acquired for park purposes is under the immediate control of the governing
2 body”; and

3 **WHEREAS**, the City owns and has immediate control of Candelero Park; and

4 **WHEREAS**, Zia Road abuts the northern boundary of Candelero Park; and

5 **WHEREAS**, on April 9, 2021, the Governing Body approved Case #2020-2901, “Zia
6 Station Preliminary Development Plan”; and

7 **WHEREAS**, the packet for the development plan included a staff memorandum from the
8 City’s Planning and Land Use staff (“Staff Report”), attached as Exhibit B, and a traffic impact
9 analysis (“TIA”), attached as Exhibit C; and

10 **WHEREAS**, the TIA found that “the St Francis and Zia signalized intersection does not
11 operate at acceptable levels of service” and that “the eastbound thru/right movement is expected to
12 worsen, particularly in the AM” including because of the proposed housing development. *See*
13 Exhibit C at 2; and

14 **WHEREAS**, the TIA recommended expanding Zia Road to include east and westbound
15 right-turn “deceleration” lanes from Zia Road onto Galisteo Road designed to NMDOT State
16 Access Management Manual (SAMM) deceleration lane standards. *See* Exhibit C at 2; and

17 **WHEREAS**, expanding Zia Road to include the deceleration lanes according to
18 SAMM standards requires the use of an undeveloped sliver of the north edge of Candelero Park,
19 approximately one percent (1%) of its total area; and

20 **WHEREAS**, Land Use staff considered the TIA in its analysis and in its recommendation
21 in the Staff Report, which recommended approving the development plan; however, the Governing
22 Body approval did not take an express position regarding the deceleration lane or the impact on
23 Candelero Park; and

24 **WHEREAS**, Zia Road is a heavily used roadway for commuters to travel from residential
25 neighborhoods south of St. Francis Drive to access both Downtown Santa Fe and I-25; and

1 **WHEREAS**, construction on Zia Road to implement the Zia Station Preliminary
2 Development Plan has begun and has a significant impact on the intersection of Zia Road and St.
3 Francis Drive; an extended construction period will likely negatively impact use of the intersection
4 by cars, bicycles, and pedestrians; and

5 **WHEREAS**, development plan contemplates improving the bike lane and sidewalk along
6 Candelero Park and improving the median, with a high-intensity activated crosswalk signal with
7 mid-street pedestrian refuge island (*see* Staff Report, Exhibit B), which will both increase
8 pedestrian safety and overall access to Candelero Park; and

9 **WHEREAS**, according to the *City of Roswell v. Mitchell*, 1952-NMSC-027, ¶ 7, “[t]he
10 power to regulate the use of the streets is a delegation of the police power of the state government
11 and whatever reasonably tends to make regulation effective, is a proper exercise of that power”;
12 and

13 **WHEREAS**, likewise, pursuant to NMSA 1978, Section 3-49-1, the City has broad
14 authority to improve and expand City streets such as Zia Road; and

15 **WHEREAS**, because the City owns and controls Candelero Park, and has authority to
16 expand Zia Road, it may apply for a lot line adjustment modifying the boundary of Candelero Park;
17 and

18 **WHEREAS**, the Code allows the Land Use Director to review applications for “the
19 adjustment of platted lot lines” (also known as resubdivisions or lot line adjustments) that increase
20 or reduce the size of contiguous lots. *See* SFCC 1987, § 14-12.1 (“Definitions” and
21 “Resubdivision”), and SFCC 1987, § 14-3.7 (D); and


22 **WHEREAS**, because the Land Use Director to review applications for lot line
23 adjustments, the Director is the planning authority under the Code for the adjustment of platted lot
24 lines, and the Governing Body, as property owner, may adjust the lot line of Candelero Park to
25 make room for needed improvements to the Zia Road intersection; and

WHEREAS, the necessary improvements cannot be made without expanding Zia Road into a portion of the undeveloped part of Candelero Park immediately abutting Zia Road.


NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE that the City shall apply for a lot line adjustment along the northern portion of Candelero Park immediately abutting Zia Road to address the needed use of approximately one percent of Candelero Park for the deceleration lane and associated pedestrian improvements; and

BE IT FURTHER RESOLVED that the City Manager shall designate an agent to submit the lot line adjustment and take any other City administrative steps that may be required to facilitate the deceleration lane construction.

PASSED, APPROVED, and ADOPTED this 30th day of April, 2025.


Alan Webber (May 1, 2025 16:31 MDT)
ALAN WEBBER, MAYOR

ATTEST:


ANDREA SALAZAR (May 10 2025 16:51 MDT)
ANDREA SALAZAR, CITY CLERK

APPROVED AS TO FORM:

Erin McSherry
Erin McSherry (May 1, 2025 15:30 MDT)
ERIN K. McSHERRY, CITY ATTORNEY

CANDELLERO DE SANTA FEE

CITY OF SANTA FE, NEW MEXICO
UNIT II
WITHIN SECTION 2, T16N, R9E,
N.M.P.M.

DEDICATION

The foregoing description of the certain tract of land situated in the City of Santa Fe, Santa Fe County, New Mexico, being and comprising a portion of Section 2, Township 16 North, Range 9 East, New Mexico Principal Meridian, and being more particularly described as follows:

[illegible][illegible][illegible][illegible][illegible]

SALE 112871

WISDEN DEVELOPMENT CAMP
By B. K. Johnson
B. K. Johnson, Vice President
STATE OF NEW MEXICO) ss.

The foregoing instrument was acknowledged before me this 24 day of May, 1978, by Gerhard Muller, President of Western Development Company, a New Mexico corporation, on behalf of said corporation.

Newly Published: Western Development

Notarization Expires: 4-19-80

1178

LANDS OF MARTHA CHAFET

CANDELEROS DE SANTA
UNIT 1

SCHOOLS

VICINITY MAP

4119,984
 2217 OF NEW MEXICO)
 COUNTY OF SANTA FE, SS
 I, J. Fred and Son of Emma
 DANN GORTZ
 Clerk, County of Santa Fe County, N.M.

I have carefully read the instrument we filed
 as required on the 10th day of April, 1978
 1978 - 2:14 - P.M.
 and was duly recorded in my book 23...
 of the records of Santa Fe County.
 R. Gortz
 6660W

SCALE: 1" = 100 FT

My Commission Expires: 4/25/79

By: Charles A. Hagelin, Esq. Vice President
STATE OF NEW MEXICO)

The foregoing instrument was acknowledged before me this 1st day of May, 1978, by Charles A. Haspel, Executive Vice President of AMDC, a New Mexico corporation, on behalf of said corporation.

APPROVAL BY CITY ENGINEER

The gate between delimitated was approved by The City Engineer of El Paso, Chihuahua Fe, New Mexico, on the 10 day of May, 1976.

A. Delgado
City Engineer
ACCEPTANCE BY CITY COUNCIL

Council of the City of Santa Fe, New Mexico, at its meeting on the
26th day of April, 1978.

William L. Trumble
Mayor

Norman Lopez
City Clerk

JOHN L. COLE, Mayor of the City of Santa Fe, New Mexico, on the
16th day of MARCH 1978.

John L. Cole
Chairman

John L. Cole
Secretary

Ernest M. Ward
 City Planner
 Bureau of Planning
 Public Service Co. of New Mexico (Tomb)
 Date May 12, 1978
 5-572

Public Service Co. of New Mexico (Water)
Date 4-27-28
Mountain City Telephone
Date 4-27-28
Gas Company of New Mexico
Date 4-27-28

LEGEND

- ☐ PERMANENT SURVEY MONUMENT (CONCRETE)
- BOUNDARY CONTROL (FOUND IN PLACE)
- BOUNDARY CONTROL (TO BE SET WITH 3/4" IRON PIPE)
- BLOCK CONTROL

SCHOOL SITE EASTERN

LOT 9: 100' x 100'

LOT 10: 100' x 100'

LOT 11: 100' x 100'

LOT 12: 100' x 100'

LOT 13: 100' x 100'

LOT 14: 100' x 100'

CANDELERO ST.

CANDELERO DE SANTA FE HWY

SCHOOL SITE EASTERN

SCHOOL SITE WESTERN

LOT 15: 100' x 100'

LOT 16: 100' x 100'

LOT 17: 100' x 100'

LOT 18: 100' x 100'

LOT 19: 100' x 100'

LOT 20: 100' x 100'

LOT 21: 100' x 100'

LOT 22: 100' x 100'

LOT 23: 100' x 100'

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LOT 157: 100' x 100'

LOT 158: 100' x 100'

LOT 159: 100' x 100'

LOT 160: 100' x 100'

NOTES

1. Units shown V/V, lot lines are 90° to street; lines or solid thereto.
2. Units shown A/A, lot lines are measured along centerline of street.
3. Units shown as shown, Block corner have a radius of 36 ft., a central angle of 90° and an arc distance of 38.72 ft.
4. All elements above horizon are both drainage and overhead by dashed lines, below it feet. In addition, all elements below horizon are shown in midline on side lot lines, except as noted.

This I certify that this survey was prepared under my direct supervision and is true and correct to the best of my knowledge.

Robert Marshall
R. H. L. S. No. 5817

2/7/78
DACS



Land Use Department Planning Commission Staff Report

Case No: 2020-2898, 2020-2914, 2020-2899, 2020-2900, and 2020-2901

Hearing Date: February 4, 2021

Applicant: Zia Station, LLC

Request: Zoning Ordinance Amendment, Preliminary Subdivision, Development Plan

Location: Zia Road and St. Francis Drive

Case Mgr.: Lee Logston

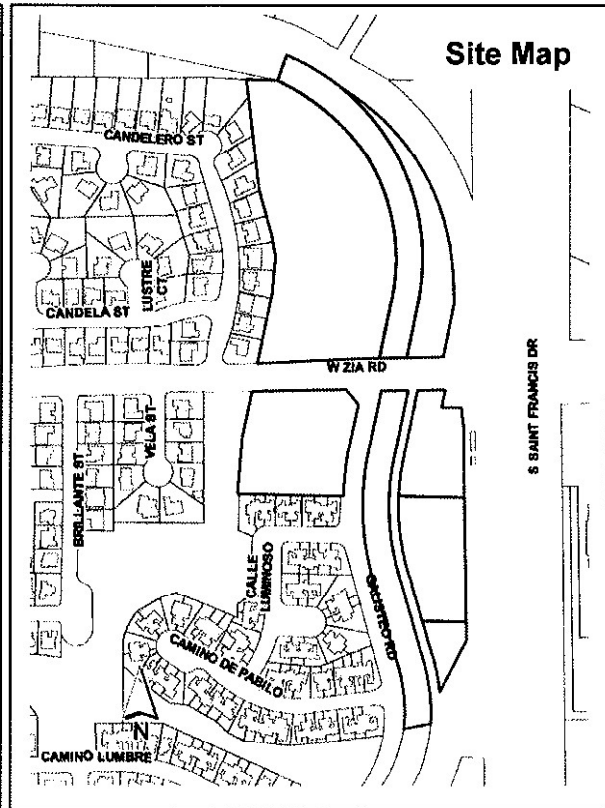
Zoning: R-1 (Residential- one dwelling unit per acre)

Overlay: South Central Highway Corridor Protection District

Pre-app Mtg: February 6, 2020

ENN Mtg: October 29, 2020

Proposal: General Plan Amendments (2), Rezoning (2), and Preliminary Development Plan approval for a mixed-use project with 384 dwelling units, office, and commercial on approximately 21.0 acres



Case #2020-2898. North Zia Station General Plan Amendment. JenkinsGavin, Inc., Agent, for Zia Station, LLC, Owner, requests approval of a General Plan Amendment to amend the existing General Plan Future Land Use classification from Low Density Residential (3 to 7 dwelling units per acre) to High Density Residential (12 to 29 dwelling units per acre) for approximately 12.1 acres at the northwest corner of St. Francis Drive and Zia Road. The properties are zoned R-1 (Residential- one dwelling unit per acre) and are within the South Central Highway Corridor Protection District. (Lee Logston, Case Manager, llogston@santafenm.gov, 955-6136).

Case #2020-2914. South Zia Station General Plan Amendment. JenkinsGavin, Inc., Agent, for Zia Station, LLC, Owner, requests approval of a General Plan Amendment to amend the existing General Plan Future Land Use classification for approximately 2.2 acres from Low Density Residential (3 to 7 dwelling units per acre) to Transitional Mixed Use at the southwest corner of Zia Road and Galisteo Road. The properties are zoned R-1 (Residential- one dwelling unit per acre) and are within the South Central Highway Corridor Protection District. (Lee Logston, Case Manager, llogston@santafenm.gov, 955-6136).

Case #2020-2899. Zia Station Rezoning. JenkinsGavin, Inc., Agent, for Zia Station, LLC, Owner, requests a rezoning from R-1 (Residential- one dwelling unit per acre) to C-2 PUD (General Commercial- Planned Unit Development) for properties located at the northwest and southwest corners of St. Francis Drive and Zia Road. The properties are zoned R-1 (Residential- one dwelling unit per acre), are within the South Central Highway Corridor Protection District, and comprise a total of approximately 21.0 acres. (Lee Logston, Case Manager, llogston@santafenm.gov, 955-6136).

Case #2020-2900. Zia Station Rezoning. JenkinsGavin, Inc., Agent, for Zia Station, LLC, Owner, requests a rezoning to amend the boundaries on the Official Zoning Map of the South Central Highway Corridor Protection District to exclude two properties at the northwest and southwest corners of St. Francis Drive and Zia Road from the Overlay District. The properties are zoned R-1 (Residential- one dwelling unit per acre), are within the South Central Highway Corridor Protection District, and comprise a total of approximately 21.0 acres. (Lee Logston, Case Manager, llogston@santafenm.gov, 955-6136).

Case #2020-2901. Zia Station Preliminary Development Plan. JenkinsGavin, Inc., Agent, for Zia Station, LLC, Owner, requests preliminary development plan approval for a mixed-use Planned Unit Development to be developed in two phases. The Planned Unit Development will be comprised of approximately 384 dwelling units, 84,000 square feet of office space, and 36,000 square feet of restaurant/retail space at the northwest and southwest corners of St. Francis Drive and Zia Road. The properties are zoned R-1 (Residential- one dwelling unit per acre), are within the South Central Highway Corridor Protection District, and comprise a total of approximately 21.0 acres. (Lee Logston, Case Manager, llogston@santafenm.gov, 955-6136).

I. RECOMMENDATION:

The Commission should **RECOMMEND APPROVAL BY THE GOVERNING BODY** of the General Plan Amendments (Case #2020-2898 and Case #2020-2914).

The Commission should **RECOMMEND APPROVAL BY THE GOVERNING BODY** of the rezoning to C-2 PUD (Case #2020-2899)

The Commission should **RECOMMEND APPROVAL BY THE GOVERNING BODY** of the rezoning request to amend the boundaries of the South Central Highway Corridor Protection District to exclude the two properties (Case #2020-2900).

Staff recommends **APPROVAL** of the preliminary development plan (Case #2020-2901), subject to conditions of approval and technical corrections outlined in this report, and Governing Body approval of all other Applicant requests. The feasibility of the proposed preliminary development plan relies upon approval of rezoning Case #2020-2900 (Zia Station Rezoning), and as such, height and massing of buildings would need to be revised and resubmitted if the request for Case #2020-2900 is denied.

A recommendation for **denial** of the General Plan amendments and either or both rezoning requests would render the proposed preliminary development plan infeasible, in which case a **recommendation for denial of the preliminary development plan would be appropriate.**

Nine motions will be required, in the following order, for this case:

- Recommend the Governing Body approve or deny the General Plan Amendments for Case #2020-2898 and Case #2914;
- Recommend the Governing Body approve or deny the Rezoning for Case #2020-2899;
- Recommend the Governing Body approve or deny the Rezoning for Case #2020-2900;
- Approve or deny the Preliminary Development Plan for Case #2020-2901, subject to the conditions of approval and technical corrections recommended by staff;
- Approve or deny the Applicant's request for a proposed innovative street design of Galisteo as shown in Phase 1;
- Approve or deny the Findings of Fact and Conclusions of Law for Case #2020-2898 (Exhibit A(2))
- Approve or deny the Findings of Fact and Conclusions of Law for Case #2020-2914 (Exhibit A(3))
- Approve or deny the Findings of Fact and Conclusions of Law for Case #2020-2899 (Exhibit A(4))
- Approve or deny the Findings of Fact and Conclusions of Law for Case #2020-2900 (Exhibit A(5))
- Approve or deny the Findings of Fact and Conclusions of Law for Case #2020-2901 (Exhibit A(6))

II. CONDITIONS OF APPROVAL

Staff recommends the following conditions of approval to **the preliminary development plan** for Case #2020-2901:

| # | Condition of Approval | Dept. or Division | To be completed: |
|---|---|------------------------------|---|
| 1 | Prepare an updated Traffic Study Analysis prior to Phase II commencing. | Traffic Engineering Division | Prior to Starting Phase 2 |
| 2 | All roadway improvements associated with the development must be constructed prior to opening Phase I of the development. This includes all improvements on Zia Road and Galisteo Road, including the realignment. Tie Galisteo Road improvements into the existing Zia Rail Runner Station driveway. | Traffic Engineering Division | Issuance of any Certificate of Occupancy for any Phases |
| 3 | Evaluate the placement of a mid-block pedestrian crossing west of St. Francis Drive. Using a raised island as a pedestrian refuge. The evaluation should be included in the updated TIA as indicated in Condition of Approval Number 1. | Traffic Engineering Division | Prior to Starting Phase 2 |
| 4 | Provide the same length of transit drop-off/queueing area (350 feet) for Zia Rail Runner Station that exists currently. | Traffic Engineering Division | Prior to Starting Phase 2 |
| 5 | Provide an approval letter from Rio Metro Regional Transit District stating that the Phase II plan of Zia Station does not inhibit or interfere with any existing or planned | Traffic Engineering Division | Prior to Starting Phase 2 |

| | | | |
|----|---|-----------------------------|--|
| | future transit operations. | | |
| 6 | The Applicant shall file an application and obtain Governing Body approval to vacate a portion of the Galisteo Street right-of-way and to realign a portion of Galisteo Street. | Land Use/Current Planning | Prior to Final Development Plan submittal. |
| 7 | Provide an additional pedestrian crossing of Zia west of the crossing at Zia and St. Francis. | Land Use/MPO | Prior to Final Development Plan |
| 8 | Complete bank stabilization in the arroyo at the north end of the cul-de-sac. | Land Use/Terrain Management | Prior to Starting Phase 2 |
| 9 | Shall comply with IFC 2015, Appendix D: Aerial Fire Apparatus Access Roads (26' for roads adjacent to buildings 30+ feet in height, clarify via typical sections/or dimensions on plans). | Fire Prevention | Prior to Recordation of the Final Development Plan |
| 10 | Dog Park: Amenities such as dog bag stations shall be configured with trash cans adjacent to the stations; locations shall be included in final design. | River & Watershed | Prior to Final Development Plan |
| 11 | Dog Park: Final grading plans shall include slowing and filtering storm water runoff through natural systems to limit dog waste introduction into the Arroyo Chamiso. Possible mitigation measures could be small swales and/or detention basins. | River & Watershed | Prior to Final Development Plan |
| 12 | Provide bank stabilization in the arroyo at the north end of the cul-de-sac. The developer shall make sure that residents of the new development will not access the arroyo here through monitoring. | River & Watershed | Prior to Final Development Plan |
| 13 | Swales: Increased armoring or vegetation to stabilize these features should be planned for and shall be depicted in the final design plan set. | River & Watershed | Prior to Final Development Plan |
| 14 | An approved Water Plan from the Water Division will be required. Water Plan comments will be submitted to the design engineer. | Public Utilities/Water | Prior to Final Development Plan |
| 15 | Add a signature line to the final development plan for the City of Santa Fe Wastewater Division. | Public Utilities/Wastewater | Prior to Final Development Plan |
| 16 | Development Plan approval is dependent on Governing Body approval of all other aspects of the applicant's request. | Land Use/Current Planning | Prior to Final Development Plan |
| 17 | Permitted Uses are limited to: | Land Use/Current Planning | Prior to Final |

| | | | |
|----|--|---------------------------|---|
| | <ul style="list-style-type: none"> • Residential – Townhomes, Lofts, and Multi-Family • Professional Offices • Medical Offices/Services • Neighborhood Serving Retail • Salon/Spa/Barber Shop • Art Studios/Galleries • Gym/Fitness/Dance/Yoga Studio • Florist • Restaurants (no fast food) – Casual Dining, Farm-to-Table, Gastro Pub, Deli/Specialty Foods, Bakery, Coffee Shop • Dry Cleaner • Bookstore • Bank (no drive-through) • Consignment Shop • Theater/Performance Space • Bicycle Shop • Government/Community Services <p>Drive-through services of any type will be prohibited throughout the project</p> | | Development Plan Submittal |
| 18 | Complete a Lot Line Consolidation and Adjustment | Land Use/Current Planning | Prior to Final Development Plan Recordation |

Following standard practice, redline comments will be provided to the surveyor who shall make any necessary changes to comply with technical corrections, and submit the corrected plat in Mylar. The “technical corrections” that must be made to the development plan and preliminary subdivision plat prior to recordation are listed in Exhibit A(1).

III. EXECUTIVE SUMMARY:

Zia Station is proposed to be a mixed-use, transit-focused, pedestrian-oriented community, which seeks to make the most of the site’s multi-modal transit options, including the Rail Runner Station and Rail Trail. The project will be developed in multiple phases. Staff views this proposal as a transit focused, high density development near existing and future multi-modal transit opportunities and public trails. As such, throughout this report, Staff is choosing to use the term “transit-focused” as the project does not necessarily meet accepted definitions of “Transit Oriented Development” (TOD). Staff asserts that “transit-focused” more accurately describes the scale of development at this location, and Staff’s evaluation of this proposal is based on SFCC standards and criteria. Staff recommendations are not influenced by the term used to describe the project.

Phase 1 (North Parcel) will include 244-unit multi-family apartment community on 10.16 acres (Phase 1A) and 14 townhomes on 0.75 acres (Phase 1B). Phase 2 (South Parcel) will include 112 multi-family units and 14 townhomes, 84,000 square feet of office, and 36,000 square feet of restaurant/retail. Phase 2 will be developed in sub-phases. As build out of Phase 2 will be highly market-driven, the mix of uses for individual sub-phases may adjust over time and would be defined in the Final Development Plan application for each sub-phase.

This Application is comprised of five requests, divided into six cases, specific to the parcels involved:

1. General Plan Amendment from Low Density Residential (3 to 7 dwelling units per acre) to High Density Residential (12 to 29 dwelling units per acre) for the north parcel;
2. General Plan Amendment from Low Density Residential (3 to 7 dwelling units per acre) to Transitional Mixed Use (portion of south parcel);
3. Rezoning request from R-1 (Residential- one dwelling unit per acre) to C-2 PUD (General Commercial Planned Unit Development) for both parcels;
4. Rezoning request to amend the boundaries of the South Central Highway Corridor Protection District (SCHC) to remove both parcels from the overlay; and
5. Preliminary Development Plan Approval for the project.

The General Plan Amendments and C-2 PUD rezoning are necessary to develop the property at the proposed density, the request to amend the SCHC boundary is necessary to build at the proposed height, and the preliminary development plan would define project scope, actual density, design elements, and permissible uses.

The following sections of this staff report are ordered to establish a chronology previous actions and City approvals for the site, and to detail prior City actions affecting the site or that are relevant to the request under consideration.

IV. PROPERTY BACKGROUND

In 2001, SF Brown Ltd. Co. (managing partner in Zia Station, LLC), entered an agreement to purchase the 8.34 acre Pumice Plant property at the southwest corner of St. Francis Drive and Zia Road. At this time, the City of Santa Fe commissioned a Multi-Modal Transit Facility study, which identified the Pumice Plant site as an ideal location for a transit-focused development. In 2004, the City approved a General Plan Amendment for the properties (Resolution 2004-4), assigning a land use designation of Transitional Mixed-Use to 9.64 acres south of Zia Road between Galisteo and St. Francis, including approximately 0.40 acres at the northeast corner of Tract L on the west side of Galisteo, with the balance of Tract L amended to Low Density Residential. The purchase of the Pumice Plant property closed in March 2005 and the plant was demolished in 2007. Zia Station, LLC constructed the “kiss and ride” improvements at the station and commuter rail service began in 2017.

V. SOUTH CENTRAL HIGHWAY CORRIDOR OVERLAY

The South Central Highway Corridor Protection District (SCHC) was created in 1986 (Ordinance 1986-25). Development in highway corridors provides key first impressions both to visitors to Santa Fe and contributes to the sense of place that residents feel. “Development in highway corridors is a reflection of

who we are as a community and how we value our land and its natural beauty” (from 1999 Highway Corridor Plan).

The purpose and intent of the SCHC is stated in Subsection 14-5.5(A)(1):

Because openness, quiet and continuity adjoining the highway corridors in the southcentral section of the city is considered a special asset that should be retained as the area develops, it is the intent of the SCHC district to:

- (a) establish a clear sense of visual openness and continuity of development, as seen from major highway entrances to Santa Fe;*
- (b) protect the openness and continuity of the existing landscape by retaining and planting native and other drought-tolerant, low maintenance trees, shrubs and groundcovers;*
- (c) ensure that landscaping provides an appropriate and attractive visual buffer, compatible with neighborhood landscaping character; conserves water by use of storm water collection and drip irrigation systems; and screens transformers and loading areas or outdoor storage;*
- (d) encourage the use of architectural style and scale that is representative of Santa Fe; and*
- (e) preserve clean air and a sense of quiet and reduce the potential negative impacts of noise, air pollution, lights, movement of cars, activities on site or other nuisances on adjoining properties.*

The SCHC establishes a maximum residential density of 21 units per acre, minimum building setbacks, use-specific floor area ratios for office uses, and a maximum building height of 25' in order to achieve these goals. Specifically, the Applicant seeks relief from the height and floor area ratios in order to build in such a way as to optimize the site and provide a wider range of commercial services to optimize the potential of transit-focused development. The Applicant specifically is proposing three story buildings, which would be prohibited by the SCHC maximum height of 25'.

Since the mid-1980s, local development patterns have shifted in Santa Fe, as have market conditions and preferences. Development intensity has moved further south along the St. Francis Drive corridor, bringing with it increases in commercial use and housing density. At the time of the SCHC adoption, the area was an underdeveloped highway corridor surrounded by low-density residential neighborhoods. Since then, the corridor has seen significant multi-family development at densities up to R-21 on the east side of St. Francis, development of the Plaza Entrada shopping center to the east, and development of Rodeo Business Park to the south. Some of the development on the east side of St. Francis has occurred above the grade of St. Francis, and while those developments adhered to the 25' height restriction, visually, the net effect is “three-story” height. There has been virtually no multi-family development on the west side of St. Francis over the years. Further north, the Midtown Local Innovation Corridor (Midtown LINC) was adopted in 2016 as a higher density, mixed-use redevelopment district adjacent to the St. Francis corridor.

On August 28, 2019, the Governing Body approved an amendment to the Midtown LINC (Ordinance 2019-19) that provisions in the LINC shall supersede other overlays, including but not limited to the SCHC. This amendment directly affected properties at the southwest corner of St. Francis and St. Michaels, where the two districts overlap, allowing those properties to exceed the SCHC maximum height of 25'. While there was significant discussion over two hearings and opposition from the public, the Ordinance passed on a 5 to 4 vote. This Ordinance recognized the need to strengthen and animate the

connection between the Midtown Campus and Santa Fe Art Institute (SFAI) and Christus St. Vincent and to encourage the development of multi-family housing. Though there was no specific proposal under consideration, this was a site-specific decision involving three properties, recognizing the height limitation of the SCHC was contrary to the goals of the LINC.

Thirty-four years ago, the establishment of commuter rail service in Santa Fe was not anticipated, nor the unique challenges of responsibly developing a walkable, transit-focused community. The 2008 Rail Corridor Study discussed below refers to the Zia Station property as an important “gateway” to Santa Fe, and suggested that “three-story mixed-use buildings forming strong streetscapes along Zia Road” might be appropriate. As discussed in the Zia Rail Runner section, the City has invested in making Rail Runner commuter rail a success. The Applicant believes that the Rail Corridor Study is supportive of three-story height, and that the height restriction of the SCHC will prevent them from optimizing the unique opportunity to create a transit-focused development.

In making a recommendation to the Governing Body on the request to amend the boundaries of the SCHC to exclude these properties, Staff encourages the Planning Commission to carefully weigh the purpose and intent of the SCHC against the unique opportunities presented by the project site. In deciding whether to recommend approval or denial of the Applicant’s request, the Commission should consider several questions:

- Has the character of the St. Francis corridor changed since the adoption of the SCHC?
- Can the goals of the SCHC still be met through careful design and siting of buildings taller than 25’?
- Do the themes and intent of the SCHC remain relevant 34 years later?
- Is the height restriction of 25’ compatible with City investment in commuter rail?
- Is there already precedence for departing from the 25’ height restriction?

Staff’s position is that the General Plan amendments and C-2 PUD rezoning are necessary to develop the site in a way that takes advantage of the existing commuter rail station to create a higher intensity destination with a mix of uses and higher density housing at the site. If the Planning Commission recommends removing the properties from the SCHC and the Governing Body approves this, then Staff recommends that the preliminary development plan should be approved.

VI. DEVELOPMENT PATTERNS ALONG ST. FRANCIS AND ALONG ZIA ROAD

Develop patterns along St. Francis from the I-25 to St. Michael’s Drive are primarily Business Industrial Parks, Industrial, Commercial, Shopping Center, Extended Stay Lodging, Multifamily and some single family. On the east side of St. Francis there are many multi-family developments, and a shopping center. On the east side of St. Francis, single-family housing is largely buffered by the multi-family and other development. On the west side of St. Francis there is a Business Industrial Park, Industrial, Commercial and single-family residential. On the west side of St. Francis, the single-family development is buffered by commercial development and the rail line itself.

At the time the SCHC was adopted, the area was an underdeveloped highway corridor with a 50-foot-high, derelict pumice plant surrounded by low-density residential neighborhoods. Since then, the pumice

plant has been removed, a shopping center has been built to the east, the Rodeo Business Park has been developed to the south, the Rail Trail has been built, and the Midtown LINC has been created as a higher density, mixed-use redevelopment district nearby to the north. Development intensity has moved further south along the St. Francis Drive corridor, bringing with it increases in commercial use and housing density.

Future Land Use designations on the east side of St. Francis include High Density Residential (12-29 units/acre), Office, Community Commercial, and a small sliver of Low Density Residential at the northeast corner of St. Francis and Siringo. On the West side of St. Francis, Future Land Use designations include Institutional, Office, High Density Residential (12 to 29 units/acre), Parks and Open Space, Transitional Mixed-Use, and Business Park. Zoning is commensurate, and development along the corridor has included multi-family housing, lodging, and commercial and industrial uses.

The most significant change in the surrounding area is the establishment of commuter rail service in Santa Fe and, specifically, the location of a Rail Runner stop adjacent to the subject properties. The Rail Runner Station is an important multi-modal transportation infrastructure investment that deserves commensurate development of the adjacent properties to create the vibrant mixed-use, walkable, transit-focused community that City planning studies have called for repeatedly over the last twenty years.

Zia Station has the potential to become an important node for local and regional transit, and a critical transition point from the southern portion of the highway corridor to the more intensive built environment that has extended from the north in recent decades. The proposed development aligns with the changes that have occurred in the corridor over the last thirty-five years and could provide a compatible transition between the character of the southern highway corridor and the northern, more intensively developed City center.

VII. CREATION OF TRANSITIONAL MIXED-USE FUTURE LAND USE DESIGNATION

The Transitional Mixed-Use future land use designation was created in 2001 (Resolution 2001-82) in conjunction with master planning efforts of the City and County in the southwest sector of the City. These Master Planning efforts resulted in the "Santa Fe City/County Planning Initiative Final Report" and ultimately the Southwest Area Master Plan (SWAMP). The intent of Transitional Mixed Use was spelled out in the Resolution (portions directly referencing the southwest sector of the city eliminated for brevity and clarity):

WHEREAS, (The master planning effort) ... establishes a unified community vision with a series of guiding principles ... to direct future development...

WHEREAS,...several of the guiding development principles...call for neighborhoods to be walkable, and for commercial areas to be connected to and linked to surrounding neighborhoods, in part, through intermediate scaled buildings that provide some degree of transition from the commercial to residential; and

WHEREAS, Section 3.3 of the City General Plan also specifically addresses the need for a mixing of uses in all new and existing neighborhoods in order to encourage walkable, integrated neighborhoods where services and amenities are designed to complement and enhance the quality of life.

WHEREAS, in order to effectively implement these goals and principles, it is recommended that a new general plan future land use designation be created that can be ... applied (in) the City Urban Area as deemed appropriate; and

WHEREAS, the new "Mixed-Use/Transitional" future land use classification is intended to promote these goals through either a mixing of compatible land uses as in a mixed-use development scenario ... or within several tracts whereby intermediate uses are introduced to provide transitional buffering from commercial to residential through a reduction in scale and land use intensity.

The Applicant sought Transitional Mixed-Use future land use designation for the southern property in 2003 with the desire to create a mixed-use development. This was before Rail Runner service existed. The Applicant requested a General Plan Amendment to change the future land use designation of the north parcel from "Open Space" to Low Density Residential, change most of the south parcel from "Park" to "Mixed-Use Transitional", and change a portion of the south Tract from "Park" to Low Density Residential". The Planning Commission unanimously recommended approval of the request to the Governing Body on November 20, 2003.

In support of creating a mixed-use development at Zia Station, the Governing Body approved the request and passed Resolution No. 2004-4 granting the future land use designation changes on January 14, 2004. The vote for the north future land use designation change and the portion of land on the south at the corner of Galisteo and Zia (M-2003-40 – Open Space and Park to Low Density Residential - total 9.6 acres) was five Councilors for and three against. The vote for the remainder/bulk of south side property (M-2003-41 – Park to Transitional Mixed Use - total 8.3 acres) was unanimously for.

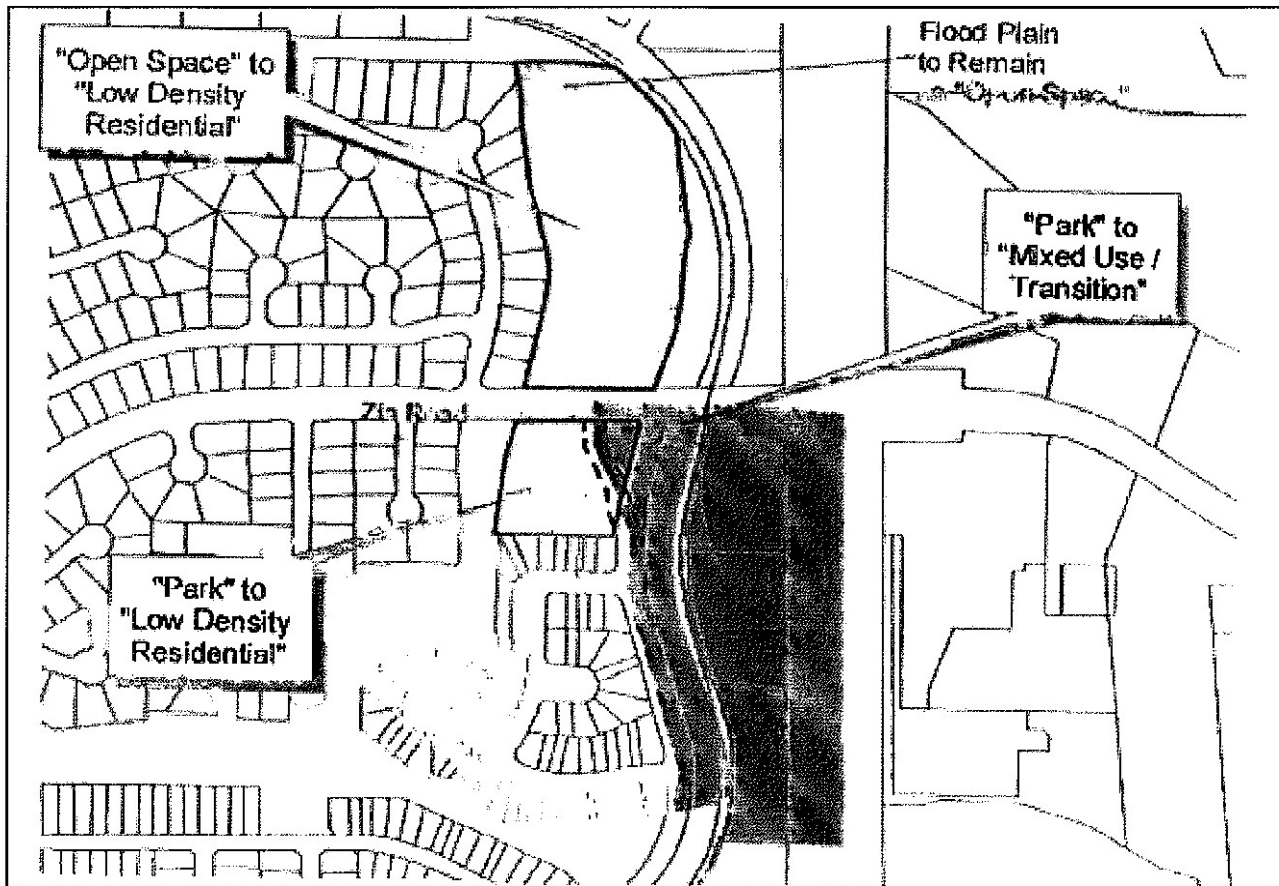
The stated intent of the future land use designation change in Resolution 2004-4 included the following reasons:

(That) ...the Santa Fe Area General Plan ... be kept current to reflect changing concerns and conditions

(That) reclassification of the subject property would be substantially consistent with the General Plan themes and policies for Land Use ... and City Character and Urban Development

(That) the City desires to provide for more coordinated, adjusted and harmonious development along the north and south sides of Zia Road at Galisteo Road and the Southern Santa Fe Railway that would not have adverse impacts upon the surrounding neighborhood.

At that time, the Applicant stated his intent to create a mixed use development with densities in line with surrounding R-5 and R-7 zoning. At that time, no zoning district had been created yet to correspond to the Mixed Use Designation, so the Applicant would propose PUD zoning. Note that the boundaries of the new future land use designations were drawn with an intended realignment of Galisteo Road.



Appendix A to Resolution 2004-4

VIII. RAIL CORRIDOR STUDY

In 2008, the City of Santa Fe Long Range Planning Division prepared the Rail Corridor Strategic Plan, which directly addressed future development around the Zia Rail Runner Station and provided important guiding principles and strategies. The Plan defines Transit-Oriented Development as follows:

"Transit-Oriented Development (TOD) is a term used to capture the main ideas surrounding the development or redevelopment of urban land adjacent to rail and other transit stops. TOD is a coordinated set of strategies that are in use in cities served by commuter rail throughout the country. These strategies can be implemented in diverse ways to enhance existing neighborhoods and create new neighborhood centers".

"Because transit stops are hubs of activity involving different modes of travel, they are also excellent locations to allow for a mix of land uses to serve riders getting on and off the bus or train. For regular commuters, housing immediately adjacent to a transit stop can create the ability to walk or ride a bike to the stop without needing a car. Businesses are interested in locating where activity is generated by a point of public gathering such as a train stop. Finally, transit-oriented development allows a more efficient use of land that makes use of already existent utilities and other infrastructure."

The Plan established the following Design Principles for Santa Fe's Rail Corridor:

1. Land Use Mix – Successful rail stops have a mix of active uses including residential, office and retail in close proximity to each other, with higher densities near the center and good transitions to adjacent land uses.
2. Transit Connections - City buses must connect seamlessly with commuter rail service, making it accessible to as many Santa Feans as possible.
3. Complete Streets – “Complete Streets” are essential to healthy neighborhoods and TODs -- streets that balance the needs of pedestrians, bicyclists, transit riders, and drivers.
4. Trail Connections – Inviting, safe and accessible pedestrian and bike trails can provide necessary alternative routes to get to and from transit stops and commercial areas. Santa Fe's arroyos naturally link neighborhoods to these existing and planned hubs.
5. Parks, Plazas & Public Places – Public space can make rail stops into community gathering places and improve health and public safety.
6. Neighborhood Protection & Enhancement – Successful TODs create amenities for nearby neighborhoods while minimizing or mitigating any traffic or parking impacts.

The Plan set out specific recommendations for each planned Rail Runner stop in Santa Fe. It called Zia Station the “Gateway to Santa Fe”, and made the following Land Use recommendations:

“In this future vision, the site is developed as a pedestrian-oriented neighborhood center. Buildings would range in character from townhouse and loft residences adjoining existing neighborhoods to three-story mixed-use buildings forming strong streetscapes along Zia Road.

Develop the Zia Station area to accommodate a mix of uses that support the surrounding neighborhood, such as: Small retail such as a family-style restaurant or pub, salon, coffee shop, bike repair shop, small natural grocery, book store, and an outdoor community gathering space.”

In accordance with the aspirations of the Rail Corridor Study, the following land uses and design strategies are incorporated into the proposed design:

1. An increase maximum height to accommodate three story buildings on both the north and south tracts (only possible if the properties are removed from the SCHC).
2. On the Southern tract, a mix of uses that support the surrounding neighborhood, including: small retails such as a family-style restaurant or pub, salon, coffee shop, bike repair shop, small natural grocery, and bookstore.
3. Outdoor community space for small-scale markets, concerts, or community gatherings.
4. An outdoor café space in the vicinity of the local rail stop to serve surrounding office workers.
5. Residential uses adjacent to existing residential to the west in order to provide a transition to greater intensity to the east.
6. Pedestrian supportive environments between commercial buildings on the southern tract, and connectivity with the Rail Trail.
7. A coherent pedestrian experience throughout the (Zia) site, with clear connections to area trails and surrounding streets and sidewalks.
8. Distributed land uses and redesigned street system to alleviate congestion at Zia/ St. Francis.

IX. ZIA RAIL RUNNER STATION

On September 10, 2003 the Governing Body passed Resolution 2003-70, unanimously supporting the effort to establish a commuter rail line between Albuquerque and Santa Fe, for the purposes of reducing commuter traffic on I-25, reducing air pollution and traffic accidents, and to spur economic development. A follow up resolution (Resolution 2007-102) was passed on November 14, 2007, reaffirming the City's commitment to commuter rail and identifying concerns to be resolved. In December 2007, the Santa Fe Metropolitan Planning Organization (MPO) Transportation Policy Board approved the location of the Rail Runner Express Station at Zia Road. Rail Runner Service between Albuquerque and Santa Fe began in 2008.

On March 14, 2011 City and MPO staff conducted a public input meeting to discuss the opening of Zia Station platform for rail service. Staff presented a conceptual plan to show how pedestrian, bicycle, transit, and automobile access could be accommodated at the site. The Zia Rail Runner station was presented as a "kiss and ride" where it would have only ADA accessible parking spaces and that no parking signs would be posted along Galisteo. A majority of the 250 people present expressed a desire for the Zia Station platform to open.

On August 30, 2011, the Governing Body adopted Resolution No. 2011-44, amending the Impact Fee Capital Improvement Plan and Land Use Assumptions, 2007-2012 to add "Zia Station Infrastructure Improvements". Zia Station, LLC was to construct the "kiss and ride" drop off loop and receive impact fee credits for the work performed.

Following numerous traffic and safety studies conducted by Zia Station, LLC and the New Mexico Department of Transportation (NMDOT), in July 2016 the Access and Maintenance Agreement for the Zia Station Rail Runner stop was executed by the City and the NMDOT. Zia Station, LLC constructed the station improvements and "kiss and ride" passenger service began in April 2017.

X. EXISTING CONDITIONS

The property is currently vacant, with the exception of the "kiss and ride" (passenger drop off only) rail passenger facility. Surrounding uses include the Candelero and Brillante Lane subdivisions to the west, somewhat dispersed single-family development to the north, retail/commercial and multi-family development to the east across St. Francis, and assorted light industrial and commercial to the south. Surrounding zoning includes R-5 and R-7 to the west, R-1, R-4, and R-7 to the north, R-21, C-1, and SC1 to the east, and I-1 to the south.

XI. GENERAL PLAN AMENDMENT NORTH– Low Density to High Density Residential

Phase 1 is located on the north side of Zia Road (North Parcel) and comprises approximately 12.1 acres. The current future land use designation of this parcel is Low Density Residential (3 to 7 units per acre). The Applicant requests changing the future land use designation to High Density Residential (12 to 29 units per acre). Phase 1 proposes 14 townhomes on the west boundary adjacent to the Candelero neighborhood and a 244-unit apartment community between the new north extension of Galisteo Road and St. Francis Drive, with an overall density of 21.32 dwellings per acre. The design intent is to create

an appropriate transition from the Candelero neighborhood to the west and the intensity of the St. Francis Drive corridor.

The General Plan can be amended, subject to meeting the approval criteria in SFCC Section 14-3.2(E):

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| Criterion 1 [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 |
| Santa Fe is experiencing a significant housing shortage and increasing the supply of all types of housing is critical to accommodating projected growth and addressing affordability. An adequate supply of housing to support a robust workforce is a key component of economic development. As an infill site adjacent to major roads, commuter rail, the subject property is served by existing utility, transit, and roadway infrastructure. | |
| Criterion 2 [14-3.2(E)(1)(b)]: Consistency with other parts of the General Plan; | Criterion Met: (Yes/No) YES |
| <p>Chapter 3 of the General Plan calls for infill development of existing vacant parcels within neighborhoods, cites promotion of a "compact urban form" through "sensitive and compatible infill development". The project will promote a compact urban form and contribute to infill housing.</p> <p>The Zia Station mixed-use, transit/pedestrian-focused development meets General Plan Themes and Policies, such as Affordable Housing, Transportation Alternatives, Urban Form/Higher Densities, and Community Oriented Development:</p> <ul style="list-style-type: none"> • Guiding Policy 3-G-2: There shall be a mix of ... housing types in all parts of the city. • Guiding Policy 3-G-3: There shall be infill development at densities that support the construction of affordable housing ... to address residential growth throughout the Urban Area. • Guiding Policy 5-1-G-2: Encourage new residential growth in the form of human-scale and vital neighborhoods that provide a mix of services and uses. • Guiding Policy 5-2-G-4: Provide for uses to meet every day needs within neighborhoods in the form of pedestrian-oriented neighborhood centers. | |
| Criterion 3 [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/N/A) YES |
| (i) The area around the subject properties includes low to high density residential, commercial, and industrial uses. There is significant multi-family development on the east side of St. Francis, but virtually none on the west side. The proposed multi-family project intends to buffer the adjacent neighborhoods by transitioning from lower height, less dense housing directly adjacent to existing neighborhoods and focusing greater height and density towards the densely developed highway corridor of St. Francis. | |

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| <p>(ii) The proposed development is approximately 21.0 acres, well over the two-acre minimum required for a General Plan Amendment.</p> <p>(iii) The project benefits the general public through increasing housing supply, including affordable housing, roadway improvements at Zia and St. Francis, and providing pedestrian amenities and multi-modal transportation options.</p> | |
| <p>Criterion 4 [14-3.2(E)(1)(d)]: an amendment is not required to conform with Subsection 14-3.2(E)(1)(c) [Criterion 1(c) above] if it promotes the general welfare or has other adequate public advantage or justification;</p> | <p>Criterion Met: (Yes/No) YES</p> |
| <p>See (c)(iii) above. The proposal promotes the general welfare by placing housing next to commuter rail and a public trail. Residents of the development will have alternatives to automobile travel, potentially reducing pollution and traffic congestion. The proposal is of public advantage and justified by prior City actions to promote significant public investment in commuter rail. Furthermore, both new residents and existing adjacent neighborhoods will have basic services within convenient walking distance to their homes.</p> | |
| <p>Criterion 5 [14-3.2(E)(1)(e)]: compliance with extraterritorial zoning ordinances and extraterritorial plans;</p> | <p>Criterion Met: (Yes/No/N/A) N/A</p> |
| <p>N/A</p> | |
| <p>Criterion 6 [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</p> | <p>Criterion Met: (Yes/No) YES</p> |
| <p>Santa Fe is experiencing a significant housing shortage. Increasing the supply of all types of housing is critical to accommodating both existing and future needs for the health, safety, and welfare of citizens of Santa Fe. As an infill site adjacent to major roads, the subject property is served by existing utility and roadway infrastructure and numerous roadway improvements will be made, ensuring economy of development. The proposal will promote health by virtue of its connection to a major bike and pedestrian trail. Both new residents and existing adjacent neighborhoods will have basic services within convenient walking distance to their homes, something that is lacking in many neighborhoods in the City.</p> | |
| <p>Criterion 7 [14-3.2(E)(1)(g)]: consideration of conformity with other city policies, including land use policies, ordinances, regulations and plans.</p> | <p>Criterion Met: (Yes/No) YES</p> |
| <p>In addition to conformance with the General Plan Themes and Policies listed in Criterion 2 above, the following City documents support transit-focused, walkable development:</p> <ul style="list-style-type: none"> • <u>Santa Fe MPO Metropolitan Transportation Plan 2020-2045</u>: "Having a walkable community is not only desirable, but also essential to many Santa Fe area residents. Communities with safe and connected walking routes support physical health, safety, and access to transit stops. Walkability is especially important for populations that are not able to drive, such as children, older adults, and low-income individuals without access to a vehicle." "Higher-density development generates less traffic than low-density development per unit, makes walking and public transit more feasible." "Developments such as Railyard Flats and Capitol Flats are positioned to be TOD-type developments once built out with densities and proximities that | |

promote and support the use of rail, transit, bicycle, and pedestrian modes of transportation. Developers of Land adjacent to Zia Station have the opportunity to propose similar types of TOD developments.”

- City of Santa Fe Land Use & Urban Design Plan (Draft): “Well-designed development uses less land by creating smaller residential lots and using more multi-family housing, thereby making more efficient use of land and city utilities.” “Development and redevelopment along these corridors (St. Francis) should be encouraged to provide greater density of commercial uses and more housing, as they allow immediate access onto these major arterials which are also primary bus routes.”
- Rail Corridor Strategic Plan: Transit Oriented Development for Santa Fe’s Rail Corridor Neighborhoods (Draft): The Rail Corridor plan specifically identified the Zia Station site as an appropriate location for a mixed-use, transit focused development.
- Sustainable Santa Fe 25-Year Plan: This project supports the “triple bottom line” theme that recognizes the interdependence of environmental, economic and social factors that contribute to community sustainability, by placing workforce housing adjacent to public trails and transit opportunities, as well as proposed commercial amenities. The project aligns with the following strategies in the Plan:
 - Community Development Strategy 6: Increase availability of affordable and workforce housing;
 - Built Environment Strategy 7: Pilot and incentivize sustainable development practices ... that result in higher residential densities, support a mix of uses and mixed incomes, ... and are located along major transportation corridors and development nodes;
 - Transportation Strategy 2: Promote healthy and active transportation modes of transportation, such as walking and bicycling;
 - Transportation Strategy 6: Invest in multi-modal transportation options;
 - and Quality of Life and Social Equity Strategy / Affordable Housing Plan Goal: Focus resources, policy, land use and programming on ensuring that all of Santa Fe’s residents, including its low-wage workers, elderly and disabled live in the high quality, energy-efficient housing located in high opportunity neighborhoods.

Criterion 8 [14-3.2(E)(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:

(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

Criterion Met:
(Yes/No)
YES

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| land space requirements, consumer acceptance, market or building technology. | |
| (a) N/A (b) N/A (c) The 1999 General Plan did not anticipate Commuter Rail in Santa Fe. The recent 2020 Santa Fe Housing Report by the Santa Fe Association of Realtors revealed that not only do 37.8% of Santa Fe workers commute into the city, but that 34.8% commute out of town for their jobs. Commuter rail can serve both these populations, taking cars off the road and reducing congestion and pollution. Apartment and townhome units adjacent to a commuter rail stop can help with this. | |

XII. GENERAL PLAN AMENDMENT SOUTH – Low Density to Transitional Mixed Use

In 2004, most of Phase 2 (South Parcel) was designated Transitional Mixed-Use, except for approximately 2.2 acres of Tract L (southwest corner of Zia Rand and Galisteo Road), which was designated Low Density Residential. The Applicant requests an amendment to change the designation of the balance of Tract L to Transitional Mixed-Use to correspond with the remainder of the property.

The General Plan can be amended, subject to meeting the approval criteria in SFCC Section 14-3.2(E):

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| Criterion 1 [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 |
| A key component of economic development is an adequate supply of housing to support a robust workforce. A variety of neighborhood services are incorporated into the site. This will benefit both new residents of the development, but also will provide neighborhood services in an area that is currently not served without crossing St. Francis. Due to Santa Fe's aging population and dependence on tourism, more economic opportunity needs to be provided in the City. As an infill site adjacent to major roads, commuter rail, the subject property is served by existing utility, transit, and roadway infrastructure. | |
| Criterion 2 [14-3.2(E)(1)(b)]: Consistency with other parts of the General Plan; | Criterion Met: (Yes/No) YES |
| Chapter 3 of the General Plan calls for infill development of existing vacant parcels with a mix of uses within neighborhoods and throughout all areas of the City. "Compact urban form" is encouraged through "sensitive and compatible infill development". This project will promote both. | |
| The Zia Station mixed-use, transit/pedestrian-focused development meets General Plan Themes and Policies, such as Affordable Housing, Transportation Alternatives, Economic Diversity, Urban Form/Higher Densities, Community Oriented Development, and Mixed Use: <ul style="list-style-type: none"> • Guiding Policy 3-G-2: There shall be a mix of uses and housing types in all parts of the city. • Guiding 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. | |

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| <ul style="list-style-type: none"> • Implementing Policy 3-I-6: Require the inclusion of employment and neighborhood centers in future development/planning areas. • Guiding Policy 5-1-G-2: Encourage new residential growth in the form of human-scale and vital neighborhoods that provide a mix of services and uses. • Guiding Policy 5-2-G-4: Provide for uses to meet every day needs within neighborhoods in the form of pedestrian-oriented neighborhood centers. • Guiding Policy 5-3-G-2: Encourage professional and administrative offices to locate in and near neighborhood centers. | |
| Criterion 3 [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/N/A) YES |
| (i) The area around the subject properties includes low to high density residential, commercial, and industrial uses. The proposed multi-family project is reflective of this development pattern, while serving as a transitional buffer between an existing low-density neighborhood and a densely developed highway corridor. Surrounding land uses include Business industrial Park, Industrial, and Commercial. There is a significant amount of multi-family housing on the east side of St. Francis. (ii) The proposed development is approximately 21.0 acres, well over the 2 acre minimum. (iii) The project benefits the general public through increased housing supply, including affordable housing, road network improvements, pedestrian amenities, neighborhood services in an area not currently served within walking distance, opportunities for small businesses, and multi-modal transportation options. | |
| Criterion 4 [14-3.2(E)(1)(d)]: an amendment is not required to conform with Subsection 14-3.2(E)(1)(c) [Criterion 1(c) above] if it promotes the general welfare or has other adequate public advantage or justification; | Criterion Met: (Yes/No) YES |
| The overall project promotes the general welfare by providing housing and neighborhood-scale commercial in an area not currently served by such commercial amenities, adjacent to commuter rail and a public trail. New residents of the development, as well as existing residents in adjacent neighborhoods, will have alternatives to automobile travel and services within walking distance, potentially reducing pollution and traffic congestion. The proposal is of public advantage and justified by prior City actions to promote significant public investment in commuter rail. Multiple City planning documents address the importance of neighborhood scale commercial services, as detailed in this report. These documents include the 1999 General Plan, the Santa Fe MPO Metropolitan Transportation Plan 2020-2045, the City of Santa Fe Land Use & Urban Design Plan (Draft), the Rail Corridor Strategic Plan: Transit Oriented Development for Santa Fe's Rail Corridor Neighborhoods (Draft), and the Sustainable Santa Fe 25-Year Plan, as detailed below. | |
| Criterion 5 [14-3.2(E)(1)(e)]: compliance with extraterritorial zoning ordinances and extraterritorial plans; | Criterion Met: (Yes/No/N/A) N/A |

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| N/A | |
| Criterion 6 [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 |
| As Santa Fe's only privately held land adjacent to a Rail Runner stop, Zia Station is a rare opportunity to create a transit-focused development in Santa Fe, promoting the general welfare through providing housing (including some affordable housing) in a walkable, pedestrian scale environment. It will create economic opportunity for local businesses and community amenities on Zia Road on the west side of St. Francis. As demonstrated in the staff report, the Governing Body has taken a series of actions over many years to welcome commuter rail to Santa Fe and has recognized Zia Station as a location for some level of transit-focused development through multiple studies. | |
| Criterion 7 [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 |
| <p>In addition to conformance with the General Plan Themes and Policies listed in Criterion 2 above, the following City documents support transit-focused, walkable development:</p> <ul style="list-style-type: none"> • <u>Santa Fe MPO Metropolitan Transportation Plan 2020-2045</u>: "Having a walkable community is not only desirable, but also essential to many Santa Fe area residents. Communities with safe and connected walking routes support physical health, safety, and access to transit stops. Walkability is especially important for populations that are not able to drive, such as children, older adults, and low-income individuals without access to a vehicle." "Higher-density development generates less traffic than low-density development per unit, makes walking and public transit more feasible." "Developments such as Railyard Flats and Capitol Flats are positioned to be TOD-type developments once built out with densities and proximities that promote and support the use of rail, transit, bicycle, and pedestrian modes of transportation. Developers of Land adjacent to Zia Station have the opportunity to propose similar types of TOD developments." • <u>City of Santa Fe Land Use & Urban Design Plan (Draft)</u>: "Well-designed development uses less land by creating smaller residential lots and using more multi-family housing, thereby making more efficient use of land and city utilities." "Development and redevelopment along these corridors (St. Francis) should be encouraged to provide greater density of commercial uses and more housing, as they allow immediate access onto these major arterials which are also primary bus routes." • <u>Rail Corridor Strategic Plan: Transit Oriented Development for Santa Fe's Rail Corridor Neighborhoods (Draft)</u>: The Rail Corridor plan specifically identified the Zia Station site as an appropriate location for a mixed-use, transit focused development. • <u>Sustainable Santa Fe 25-Year Plan</u>: This project supports the "triple bottom line" theme that recognizes the interdependence of environmental, economic and social factors that contribute to community sustainability, by placing workforce housing adjacent to public trails and transit opportunities, as well as proposed commercial amenities. The project aligns with the following strategies in the Plan: <ul style="list-style-type: none"> ○ Community Development Strategy 6: Increase availability of affordable and workforce housing; | |

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| <ul style="list-style-type: none"> o Built Environment Strategy 7: Pilot and incentivize sustainable development practices ... that result in higher residential densities, support a mix of uses and mixed incomes, ... and are located along major transportation corridors and development nodes; o Transportation Strategy 2: Promote healthy and active transportation modes of transportation, such as walking and bicycling; o Transportation Strategy 6: Invest in multi-modal transportation options; o and Quality of Life and Social Equity Strategy / Affordable Housing Plan Goal: Focus resources, policy, land use and programming on ensuring that all of Santa Fe's residents, including its low-wage workers, elderly and disabled live in the high quality, energy-efficient housing located in high opportunity neighborhoods. | |
| <p>Criterion 8 [14-3.2(E)(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:</p> <ul style="list-style-type: none"> (d) the growth and economic projections contained within the General Plan are erroneous or have changed; (e) no reasonable locations have been provided for certain land uses for which there is a demonstrated need; or (f) 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. | <p>Criterion Met: (Yes/No/N/A) N/A</p> |
| <p>The Applicant is not required to document compliance with Criterion 2, since the application does not amend land use policies.</p> | |

XIII. REZONE APPROVAL CRITERIA 1 – R-1 to C2-PUD

The subject parcels in both phases are currently zoned R-1, the standard default zoning for undeveloped land. The request to rezone to C-2 PUD (General Commercial – Planned Unit Development) would permit the proposed mixed-use development. C-2 allows multi-family development (Phase 1) and the types of neighborhood-serving commercial uses that create vibrant mixed-use community. In addition, C-2 zoning affords flexibility in the development of Phase 2 to respond to meaningfully to market conditions. While C-2 zoning includes uses that would not be appropriate at this location, the PUD element of the zoning requested will define and limit the scope and scale of the project as well as commercial uses. An application for PUD rezoning must be accompanied by a preliminary development plan per SFCC Subsection 14-5.7(C)(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:

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| <p>Criterion 1 [14-3.5(C)(1)(a)]: one or more of the following conditions exist:</p> <ul style="list-style-type: none"> (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; (iii) a different use category is more advantageous to the community, as articulated in the General Plan or other adopted city plans; | <p>Criterion Met: (Yes/No) YES</p> |
| <ul style="list-style-type: none"> (i) When the City created the Transitional Mixed-Use future land use designation, it did not create a compatible zoning classification. (ii) The default R-1 zoning of the properties is not representative of the surrounding area, which includes SC-1, C-1, I-1, BIP, R-21, R-7, and R-5. The St. Francis Drive vicinity has evolved into a densely developed, mixed-use transportation corridor, which the proposed C-2 PUD zoning reflects. In addition, the Rail Runner Station is an important public transit improvement that deserves responsible development of the adjacent properties, to create a vibrant mixed-use, walkable, transit-focused community, as supported by various Government Body actions over the years to move toward transit-focused development at this site. (iii) As stated above, the Zia Station mixed-use, transit/pedestrian-oriented development meets General Plan Themes and Policies, such as Affordable Housing, Transportation Alternatives, Economic Diversity, Urban Form/Higher Densities, Community Oriented Development, and Mixed Use: <ul style="list-style-type: none"> o Guiding Policy 3-G-2: There shall be a mix of uses and housing types in all parts of the city. o Guiding 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. o Implementing Policy 3-I-6: Require the inclusion of employment and neighborhood centers in future development/planning areas. o Guiding Policy 5-1-G-2: Encourage new residential growth in the form of human-scale and vital neighborhoods that provide a mix of services and uses. o Guiding Policy 5-2-G-4: Provide for uses to meet every day needs within neighborhoods in the form of pedestrian-oriented neighborhood centers. o Guiding Policy 5-3-G-2: Encourage professional and administrative offices to locate in and near neighborhood centers. | |
| <p>Criterion 2 [14-3.5(C)(1)(b)]: all the rezoning requirements of Chapter 14 have been met;</p> | <p>Criterion Met: (Yes/No) YES</p> |
| <p>The Applicants have met the Chapter 14 procedural requirements for re-zoning, including holding an Early Neighborhood Notification Meeting, posting and mailing of notification requirements, and</p> | |

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| submitting required application submittals including a Traffic Impact Analysis. The Applicant is not requesting any variances. | |
| 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 |
| See Criterion 1 (iii) above. With respect to the Future Land Use Map, most of the Phase 2 property is designated Transitional Mixed-Use, which supports the requested C-2 PUD zoning. General Plan Amendment requests for the remaining land area accompany this rezoning application. | |
| Criterion 4 [14-3.5(C)(1)(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 |
| General Plan Figure 4-4, Urban Sub-Areas, designates the subject properties and surrounding area as an "Infill Area." General Plan Section 4.1 states, "In both 'infill' and 'future growth' areas, the city must encourage higher densities of residential and commercial development than existing zoning often allows" to help "create efficient use of already existing roads and utilities, help ensure cost-efficient public transit, and provide the type of housing that will be in demand...". At approximately 21 acres, the project site has the potential to provide significant housing and neighborhood scale services, at a location served by existing infrastructure, transit, and pedestrian trails. | |
| 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 |
| The subject parcels have access to existing roadways and public water and sewer infrastructure. In addition, the site is adjacent to the Rail Trail, providing access to the City's network of urban trails and open space. | |
| A traffic impact analysis was performed to assess the impact of the additional traffic anticipated to be generated by the proposed development. The Applicant will make improvements to the intersection of St. Francis Drive and Zia Road, including a third left turn lane, which improves traffic movement and stacking at this intersection. See Access and Traffic section of this report (page 32) for road improvements. | |
| 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: <ul style="list-style-type: none"> (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; (c) or benefit one or a few landowners at the expense of the surrounding landowners or general public. | Criterion Met: (Yes/No) YES |
| (a) The proposed zoning change will enable the construction of a mixed use development appropriate to the existing Transitional Mixed Use future land use designation. The | |

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| <p>development is designed to ease the transition from adjacent residential areas through density and height. The St. Francis corridor is generally mixed use, with both commercial and residential development, including much multi-family residential.</p> <p>(b) At 21.0 acres, the proposed rezoning is well over the two acre threshold.</p> <p>(c) Zia Station not only complies with numerous General Plan policies as addressed above, it is a model of the type of mixed-use, walkable community that the General Plan encourages. The project benefits the general public through increased housing supply, including affordable housing, road network improvements, pedestrian amenities, neighborhood services, opportunities for small businesses, and multi-modal transportation options. As stated before, the Governing Body has taken multiple actions leading toward a mixed use, transit-focused development at this location.</p> | |
| <p>Criterion 7 [14-3.5(D)(1)]: If the impacts of the proposed development or rezoning cannot be accommodated by the existing infrastructure and public facilities, the city may require the developer to participate wholly or in part in the cost of construction of off-site facilities in conformance with any applicable city ordinances, regulations or policies;</p> | <p>Criterion Met: (Yes/No) YES</p> |
| <p>The project will construct public roadway improvements and requisite utility line extensions. See Access and Traffic, Water and Sewer, and Utilities sections of this report.</p> | |
| <p>Criterion 8 [14-3.5(D)(2): If the proposed rezoning creates a need for additional streets, sidewalks or curbs necessitated by and attributable to the new development, the city may require the developer to contribute a proportional fair share of the cost of the expansion in addition to impact fees that may be required pursuant to Section 14-8.14.</p> | <p>Criterion Met: (Yes/No) YES</p> |
| <p>The developer will fund roadway and sidewalk improvements as part of the project, in addition to paying impact fees. See Access and Traffic section of this report (Page 32) and other sections of this report.</p> | |

XIV. REZONE APPROVAL CRITERIA 2 – Amend Boundaries of SCHC

The proposed preliminary development plan assumes that the Governing Body will grant the Applicant's request to be removed from the SCHC Overlay District. If the Governing Body does not grant this request, the preliminary development plan cannot be implemented as proposed. Several elements of the proposed plan would not work without the property's removal from the SCHC. The primary element would be height. The Proposal includes three-story buildings, which would not be permitted under the SCHC height restriction of 25 feet. Floor area ratios for office uses would be reduced beyond what is proposed. Finally, much larger landscape buffers would be required around buildings on the south parcel.

Notwithstanding this requested map amendment, the project's design nevertheless honors several elements of the overlay standards:

| | SCHC Standard | Zia Proposal |
|------------------------------|------------------------|------------------------------------|
| Setback from St. Francis ROW | 50 feet | 110 feet |
| Maximum Residential Density | 21 dwelling units/acre | 18.8 dwelling units/acre (overall) |

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| Maximum Height North | 25 feet (not including parapet) | Phase 1 Proposed: 45', Approximate Visible: 18+/- feet visible above St. Francis ROW |
| Maximum Height South | 25 feet (not including parapet) | Phase 2 Proposed: 34', Approximate Visible: 30 to 39 foot facades |

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:

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| 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; (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 |
| <p>(i) When the South-Central Highway Corridor Protection District (SCHC) was created in 1986, the City did not make accommodations for current and intended future uses on individual tracts within the SCHC district. As it did when the 2017 West River Corridor Plan was adopted, the City should have identified recommended future land use and zoning for subareas and parcels within the corridor in order to ensure proper implementation of the intent of the SCHC Overlay. Because this was not done originally nor amended for consistency with subsequent planning efforts, the implementation of the SCHC Overlay is at times inconsistent with the intent, with the conditions on the ground, and the principles and values articulated in subsequent City plans and studies.</p> <p>(ii) The most significant change in the surrounding area is the establishment of commuter rail service in Santa Fe and, specifically, the location of a Rail Runner stop adjacent to the subject properties. The Rail Runner Station is an important public investment that deserves commensurate development of the adjacent properties to create the vibrant mixed-use, walkable, transit-focused community that City planning studies have called for repeatedly over the last twenty years. Since the mid-1980s, development intensity has moved further south along the St. Francis Drive corridor, bringing with it increases in commercial use and housing density. Zia Station has the potential to become an important node for local and regional transit, and a critical transition point from the southern portion of the highway corridor to the more intensive built environment that has extended from the north in recent decades. The proposed development aligns with the changes that have occurred in the corridor over the last thirty-five years and could provide a compatible transition between the character of the southern highway corridor and the northern, more intensively developed City center. At the time the SCHC was adopted, the area was an underdeveloped highway corridor with a 50-foot-high, derelict pumice plant surrounded by low density residential neighborhoods. Since then, the area has seen the removal of the pumice plant, the introduction of a shopping center</p> | |

to the east, the development of Rodeo Business Park to the south, the investment in multi-modal transportation infrastructure in the Rail Runner station and Rail Trail, and the designation of the Midtown LINC as a higher density, mixed-use redevelopment district nearby to the north. The proposed map amendment to exclude the subject property from the SCHC Overlay aligns with the changes that have occurred in the corridor over the last thirty-five years and will allow the property to be developed as a compatible transition between the character of the southern highway corridor and the northern, more intensively developed City center.

- (iii) As stated above, the proposed land uses for Zia Station align with General Plan Themes and Policies, such as Affordable Housing, Transportation Alternatives, Economic Diversity, Urban Form/Higher Densities, Community Oriented Development, and Mixed-Use. Furthermore, the General Plan Land Use Framework includes the following elements: Compact Urban Form, Mix of Uses in All New and Existing Neighborhoods, Mix of Housing Types in All Neighborhoods, and Transit Supportive Development. In an effort to implement values prioritized in its General Plan, Rail Corridor Study, and Metropolitan Transportation Plan, the City has laid the foundation for the creation of a vibrant, mixed-use and transit-focused neighborhood in the immediate vicinity of and including the subject parcels over the last twenty years. In July 2001, the City commissioned a Multi-Modal Transit Facility Report, in which the Pumice Plant property was identified as an ideal transit facility. In January of 2004, the City approved a General Plan Amendment that designated the Phase 2 property between Galisteo and St. Francis as "Transitional Mixed-Use." In December of 2007, the Santa Fe MPO identified the Zia Station site as a future Rail Runner stop. In 2011, the City initiated public hearings regarding the opening of the Zia Station Rail Runner stop, and by the end of 2011 the City officially made a request to the NMDOT to open the station and commence rail service there. In 2016, the NMDOT and the City finalized their access and maintenance agreement for the site, and in April 2017, passenger service commenced at Zia Station. This timeline is indicative of the efforts to implement and act upon values articulated in the 1999 General Plan. Specifically, the provision of multi-modal transportation alternatives and a mixture of land uses and housing types, the promotion of sensitive, compatible infill development (to include urban form/higher densities), the diversification of the economy (which is predicated upon adequate housing supply), improvement of quality of life, and active participation in the creation of affordable housing. The Applicant believes that the height restriction of the SCHC will limit the residential density required to create a transit-focused development that will capitalize on the public investment in commuter rail.

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| Criterion 2 [14-3.5(C)(1)(b)]: all the rezoning requirements of Chapter 14 have been met; | Criterion Met: (Yes/No) YES |
| The Applicants have met the Chapter 14 procedural requirements for re-zoning, including holding an Early Neighborhood Notification Meeting, posting and mailing of notification requirements, and submitting required application submittals. The Applicant is not requesting any variances. | |
| 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 |
| As stated in Section (iii) above, Zia Station aligns with General Plan Themes and Policies, such as Affordable Housing, Transportation Alternatives, Economic Diversity, Urban Form/Higher Densities, Community Oriented Development, and Mixed-Use. Furthermore, the General Plan Land Use | |

Framework includes the following elements: Compact Urban Form, Mix of Uses in All New and Existing Neighborhoods, Mix of Housing Types in All Neighborhoods, and Transit Supportive Development.

With respect to the Future Land Use Map, General Plan Amendment requests accompany this application. The proposed Amendment is consistent with surrounding uses identified on the Future Land Use Map and better reflects the intent of the General Plan policies identified above. Surrounding land uses within this portion of the SCHC as seen on the Future Land Use Map include Community Commercial, Business Park, Office, and High Density Residential. The proposed exclusion of the subject property from the SCHC is consistent with previous actions of the City to implement the guiding development principles identified in the General Plan, such as mixed-use, infill, affordable housing, multi-modal transportation, and economic diversification, as demonstrated in the City's amendment to the Midtown LINC Overlay approved in 2019. In this amendment, the City allowed the Midtown LINC Overlay provisions to supersede the SCHC Overlay provisions in order to better implement the General Plan by promoting higher density residential development, complementary non-residential uses, and innovative redevelopment. This proposed rezoning to exclude the property from the SCHC Overlay district would achieve a similar effect for a related purpose in a nearby area.

General Plan policies and resulting City Ordinances allow for height above two stories elsewhere in the City, primarily in the Business Capitol District (BCD), where heights up to 56 feet are allowed in one sub-district and heights of 36 feet are allowed in several of the sub-districts. The purpose statement for the BCD District states that it is intended to provide a mixture of land uses including residential, in recognition that the economic health of the City depends on economic viability of that area. The City's establishment of and definition of Transitional-Mixed Use future land use designation specifically addressed Section 3.3 of the General Plan, in calling for a mixture of land uses in all new and existing neighborhoods in order to encourage walkable, integrated neighborhoods where services and amenities are designed to complement and enhance the quality of life. The Governing Body saw fit to apply the Transitional Mixed Use future land use designation to this site in 2004. The proposed rezoning is consistent with this future land use designation and multiple City studies and plans, as detailed elsewhere in this staff report.

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| Criterion 4 [14-3.5(C)(1)(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 |
| <p>General Plan Figure 4-4, Urban Sub-Areas, designates the subject properties and surrounding area as an "Infill Area." General Plan Section 4.1 states, "In both 'infill' and 'future growth' areas, the city must encourage higher densities of residential and commercial development than existing zoning often allows" to help "create efficient use of already existing roads and utilities, help ensure cost-efficient public transit, and provide the type of housing that will be in demand..."</p> <p>The Applicant believes that the height restriction of the SCHC will limit the residential density required to create a transit-focused development that will capitalize on the public investment in commuter rail at this site, and will fail to capitalize on the existing infrastructure as well.</p> | |
| Criterion 5 [14-3.5(C)(1)(e)]: the existing and proposed infrastructure, such as the streets system, sewer and water lines, and public | Criterion Met: (Yes/No) |

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| facilities, such as fire stations and parks, will be able to accommodate the impacts of the proposed development. | YES |
| <p>The subject parcels have direct access to existing public roadways and public water and sewer infrastructure. In addition, the site is adjacent to the Rail Trail, providing access to the City's network of urban trails and open space. Most importantly, the subject properties are adjacent to the Zia Rail Runner Station, providing a unique opportunity to maximize the benefits of this key piece of public infrastructure with the establishment of a transit-focused development.</p> <p>A traffic impact analysis was performed to assess the impact of the additional traffic anticipated to be generated by the proposed development. See the Access and Traffic section of this report (Page 32) for proposed traffic improvements.</p> | |
| <p>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:</p> <ul style="list-style-type: none"> (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; (c) or benefit one or a few landowners at the expense of the surrounding landowners or general public. | <p>Criterion Met: (Yes/No) YES</p> |
| <ul style="list-style-type: none"> (a) As stated several times in this report, the character of the St. Francis corridor has changed over time. Multi-family housing is plentiful along the southern St. Francis corridor, especially on the east side. To the north, the LINC Overlay recognizes the need for increased height to provide density that will support walkable, mixed-use neighborhoods. (b) At 21.0 acres, the proposed rezoning is well over the two acre threshold. (c) Zia Station not only complies with numerous General Plan policies as addressed above, it is a model of the type of mixed-use, walkable community that the General Plan and other City plans encourage. The public will be served by development that will see adequate return on and maximize the benefit of significant public investment in multi-modal transportation infrastructure at the Zia Rail Runner Station and the Rail Trail. The City should act to allow commensurate private investment in the provision of diverse housing and employment options, as well as neighborhood scale commercial services, as articulated in many City plans. The proposed map amendment helps the City achieve this while furthering General Plan policies and principles. | |
| <p>Criterion 7 [14-3.5(D)(1)]: If the impacts of the proposed development or rezoning cannot be accommodated by the existing infrastructure and public facilities, the city may require the developer to participate wholly or in part in the cost of construction of off-site facilities in conformance with any applicable city ordinances, regulations or policies;</p> | <p>Criterion Met: (Yes/No) YES</p> |
| <p>DRT review indicated that utility infrastructure would be able to handle the proposed density. A traffic impact analysis was performed to assess the impact of the additional traffic anticipated to be generated by the proposed development. The Applicant will make road improvements both on and</p> | |

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| off-site. See Access and Traffic section of this report (page 32) for proposed road improvements. | |
| Criterion 8 [14-3.5(D)(2): If the proposed rezoning creates a need for additional streets, sidewalks or curbs necessitated by and attributable to the new development, the city may require the developer to contribute a proportional fair share of the cost of the expansion in addition to impact fees that may be required pursuant to Section 14-8.14. | Criterion Met: (Yes/No) YES |
| The developer will cooperate and participate, wholly or in part, with any applicable costs of construction in addition to impact fees. The Applicant will make road improvements both on and off-site. See Traffic section of this report for proposed road improvements. | |

XV. PROJECT ANALYSIS: PRELIMINARY DEVELOPMENT PLAN

Project Description

The Preliminary Development establishes a Planned Unit Development that will govern the future development of the property. The project will be developed in two Phases, including sub-phases, as described below:

| | Phase 1A | Phase 1B | Total Residences |
|------------------------|-----------------|-----------------|-------------------------|
| Phase 1 (North Parcel) | 244 Apartments | 14 Townhomes | 258 Residences |
| Acreage | | | 10.91 acres |
| Flood Plain & ROW | | | 0.47 acres |
| Net Acreage | | | 10.44 acres |
| Overall Density | | | 25 dwelling units/acre |

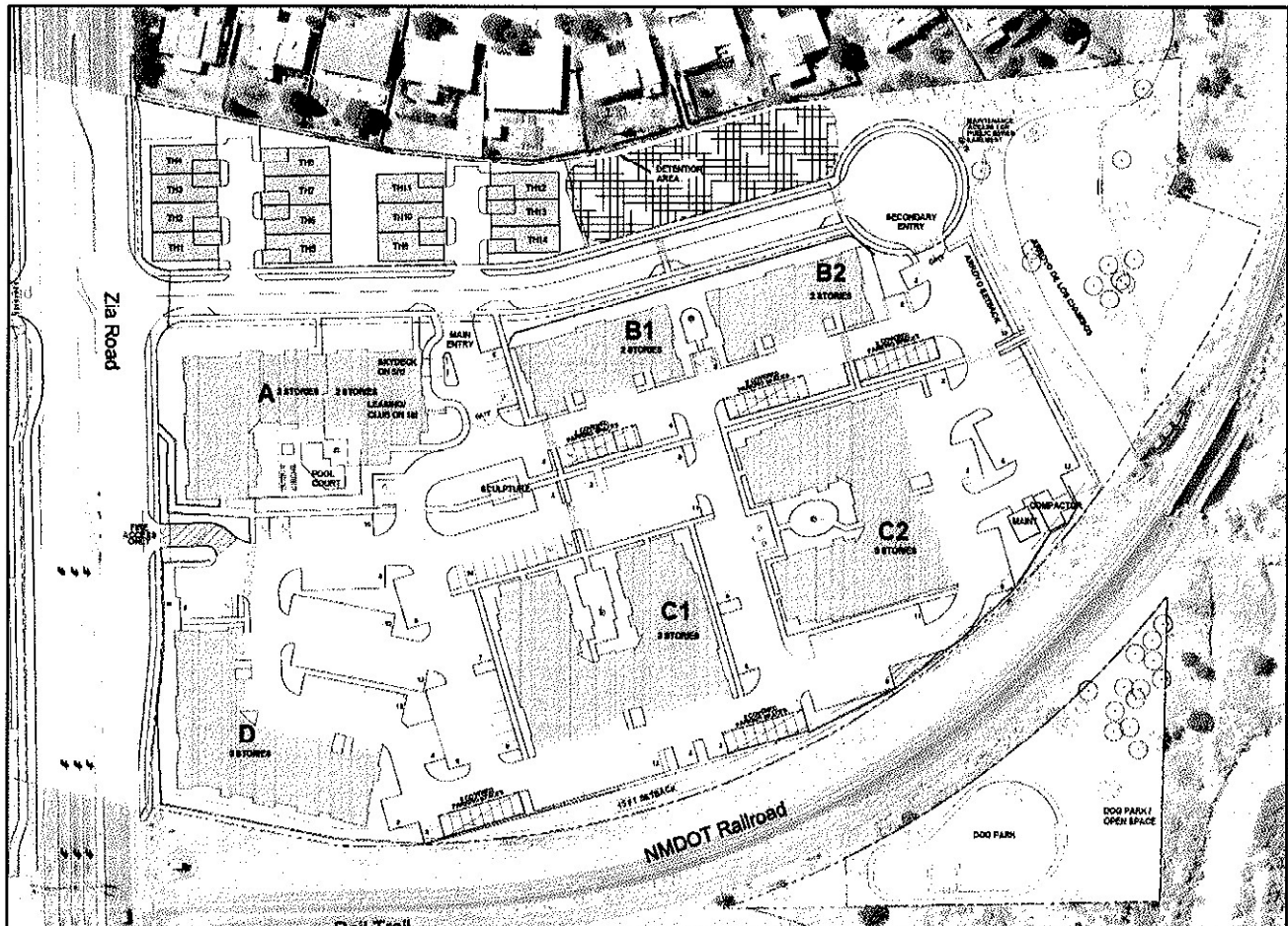
| Phase 2 (South Parcel) | | | 8.9 acres |
|------------------------|----------------|--------------|----------------|
| Residential | 112 Apartments | 14 Townhomes | 126 Residences |
| Office | | | 84,000 sf |
| Restaurant/Retail | | | 36,000 sf |

Phase 2 will also be developed in sub-phases. As the most market-driven element of the project, the mix of permitted uses may adjust over time and will be defined in the Final Development Plan application for each sub-phase.

Phase 1 (North Parcel) – Multi-Family

The area west of the proposed north extension of Galisteo Road will be developed with two townhome compounds and open space to serve as a transition between the single-family houses to the west and the multi-family community proposed between Galisteo and St. Francis. The apartment buildings that front Galisteo will be limited to two stories, with the exception of the southern portion of Building A at the corner of Zia and Galisteo. The remaining buildings adjacent to St. Francis Dr. will be three-stories. However, the finished floor elevation of these buildings will be 18 feet below the grade of St. Francis Drive, so only one and a half stories will be visible from St. Francis.

Community amenities will include landscaped courtyards, a pool, a fitness center, resident lounges, and sky decks. Access is provided to the existing footpaths along the Arroyo de los Chamisos and the Rail Trail is accessible via connections to the newly widened sidewalk on Zia, which will also provide direct access to the Rail Runner Station. In addition, the 0.90-acre parcel at the northeast corner of the site will be developed as a dog park, which is adjacent to the Rail Trail and the St. Francis underpass.



Phase 1

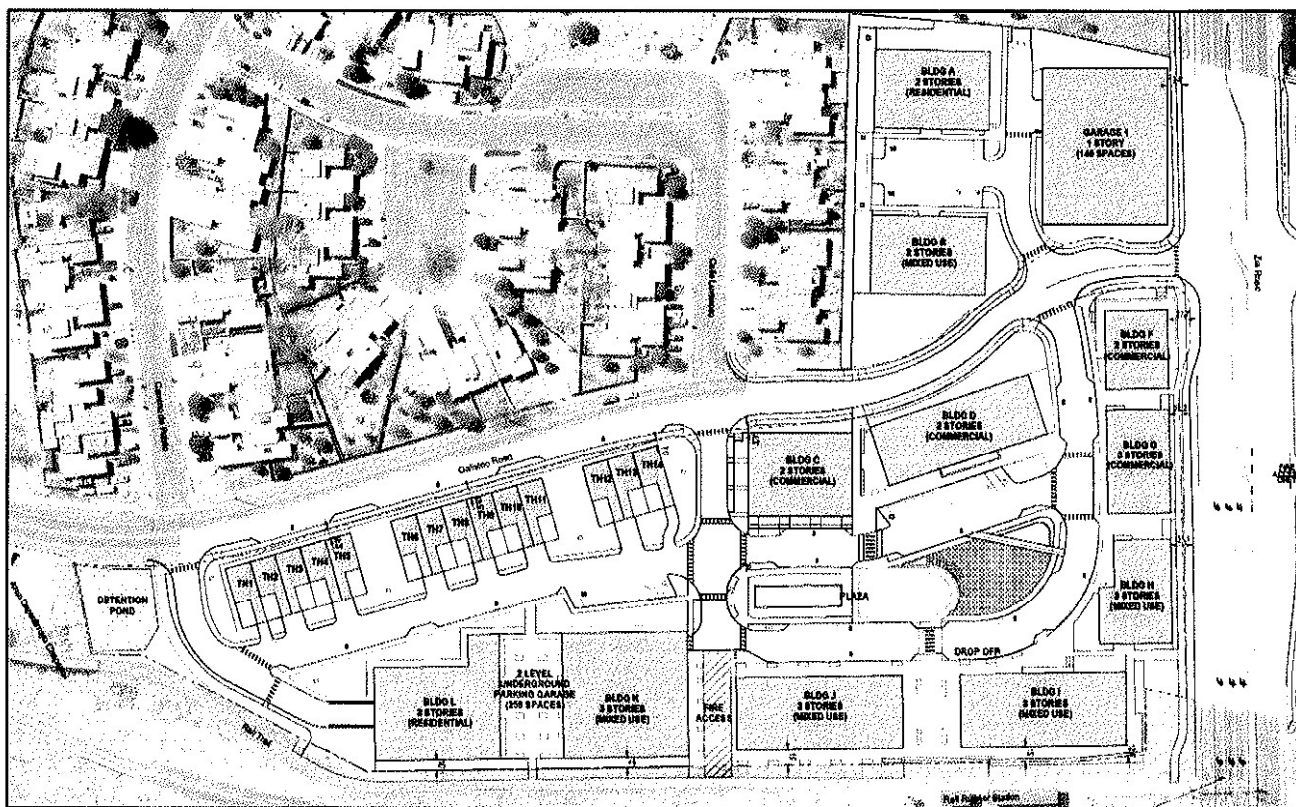
Phase 1 includes the construction of the following roadway improvements:

1. Zia Road modifications to create three eastbound left-turn lanes and one through/right-turn lane, with associated bike lane and sidewalk improvements.
2. Realignment of the northern extent of Galisteo Road approximately 180 feet west.
3. New extension of Galisteo Road north of Zia Road to serve Phase 1.
4. Secondary, gated emergency access drive between St. Francis and Galisteo.
5. Mid-block HAWK activated crosswalk with mid-street pedestrian refuge island.

Phase 2 (South Parcel) – Mixed-Use

Phase 2 includes a combination of one, two, and three-story buildings comprising a mix of residential, office, retail, and restaurant uses. The design intent is the creation of a walkable, transit-focused community environment with diverse housing options and access to commercial services. The buildings along Galisteo Road will be one or two stories. The area west of the realigned Galisteo Road will include two-story residential and mixed-use buildings, as well as a one-story parking structure. Landscape buffers will be provided along the south and west boundaries adjacent to Candelero Park and existing residential development.

The townhomes proposed along the east side of Galisteo are intended to mirror the existing Candelero townhome development across the street, serving as a gradual transition to the mixed-use project elements further east. Further north along Galisteo, two-story buildings will accommodate retail, restaurant, and office uses. The remaining buildings along Zia and St. Francis will be three stories.



Phase 2

Typically, ground floors in Phase 2 will include retail, services, and restaurants. Second floors could be office, residential, or a combination. All third floors are proposed to be residential units. Typical Conceptual Building Elevations are included in the Preliminary Development Plans. A high architectural standard is proposed, utilizing traditional vernacular and contemporary expressions of "Santa Fe Style". The buildings will harmonize with one another and their surroundings, while eschewing homogeneity. This is achieved through engaging with several local architects to create a diverse architectural vision. Proposed buildings will need to demonstrate compliance with SFCC Table 14-8.7-2: Architectural Design

Standards and Point Allocations. The community's character is intended to create dynamic streetscapes filled with activity.

The project's pedestrian network connects to the adjacent public sidewalks, the Rail Trail, and, most importantly, the Rail Runner Station. Areas between buildings create pedestrian connections within the site and connection with the surrounding neighborhood, as well as opportunities for outdoor dining. The heart of Zia Station is the plaza area inside the looped access drive, which will provide community gathering space that could accommodate special events. Zia Station is envisioned as a natural extension of the adjacent neighborhood, providing pedestrian connectivity and access to services, with a gradual increase in development scale from the low intensity uses to the west transitioning to the high intensity uses along the St. Francis corridor.

The proposed permissible uses outlined in the PUD Preliminary Development Plan are as follows:

- Residential – Townhomes, Lofts, and Multi-Family
- Professional Offices
- Medical Offices/Services
- Neighborhood Serving Retail
- Salon/Spa/Barber Shop
- Art Studios/Galleries
- Gym/Fitness/Dance/Yoga Studio
- Florist
- Restaurants (no fast food) – Casual
- Dining, Farm-to-Table, Gastro Pub, Deli/Specialty Foods, Bakery, Coffee Shop
- Dry Cleaner
- Bookstore
- Bank (no drive-through)
- Consignment Shop
- Theater/Performance Space
- Bicycle Shop
- Government/Community Services

Drive-through services of any type will be prohibited throughout the project.

Parking

Parking for the Phase 1 residences will be provided with a combination of surface, covered, and garage spaces. The required parking is outlined below:

| | Number | Size | Spaces | Required | Provided |
|------------------|--------|-------------|---------------|----------|----------|
| Townhomes | 14 | - | 2 per unit | 28 | 28 |
| Apartments | 196 | < 800 sf | 1.25 per unit | 245 | |
| Apartments | 48 | 800-1200 sf | 1.5 per unit | 72 | |
| Total Apartments | | | | 317 | 324* |

**Includes 12 Accessible Spaces, 48 Garage Spaces, 39 Carport Spaces and 225 Surface Spaces*

In addition, the new north extension of Galisteo Road will include 17 public on-street parking spaces, which will offset the loss of the existing Rail Trail trailhead parking area.

The Phase 2 parking program includes surface, on-street (private and public), and structured:

| | # | Gross Floor Area (GFA) | Net Leasable Area (NLA) | Spaces | Required | Provided |
|--------------------------|-----|------------------------|-------------------------|--------------------|------------|------------|
| Townhomes | 14 | - | | 2 per unit | 28 | 28 |
| Apartments (Average) | 112 | | | 1.375 per unit | 154 | |
| Office | | 84,000 sf | 63,000 sf | 1.5 per 350 sf NLA | 180 | |
| Commercial | | 36,000 sf | 27,000 sf | 1 per 200 sf NLA | 135 | |
| Total Required | | | | | 497 | |
| Surface including 4 ADA | | | | | | 89 |
| Garage 1 including 8 ADA | | | | | | 140 |
| Garage 2 including 8 ADA | | | | | | 259 |
| Total Provided | | | | | | 516 |

A 140-space single story, ground level parking structure (Garage 1) will be constructed on the parcel at the southwest corner of Galisteo and Zia. Buildings K and L are located above Garage 2, a two-level underground parking structure, with an entrance on the north side and an entry/exit point on the south. In addition, 13 new, public on-street parallel spaces will be constructed on the east side of Galisteo in front of the townhomes. These spaces are not counted toward the required parking. As Phase 2 develops, there may be opportunities to employ shared parking among the residential and commercial uses in accordance with SFCC Subsection 14-8.6(B)(4)(d). This will be addressed as part of the Final Development Plan application for each sub-phase.

Access and Traffic

The following roadway improvements will be constructed as part of Phase 1:

1. Zia Road modifications to create three eastbound left-turn lanes and one through/right-turn lane, with associated bike lane and sidewalk improvements.
2. Realignment of the northern extent of Galisteo Road approximately 180 feet west.
3. New extension of Galisteo Road north of Zia to serve Phase 1.
4. Secondary, gated emergency access drive on the north side of Zia between St. Francis and Galisteo.
5. Mid-block crosswalk with mid-street island pedestrian refuge and HAWK activated lights and signals (describe better)

Access to both phases of the project will be via Galisteo Road (existing and proposed). A new north extension of Galisteo Road will be constructed to serve the North Parcel terminating in a cul-de-sac and dedicated as a 50-foot public right-of-way. The roadway will be constructed in conformance with sub-collector standards. However, in accordance with SFCC Section 14-9.2(B)(3), the Applicant is requesting approval of an "innovative street design", providing on-street parallel parking on the east side with

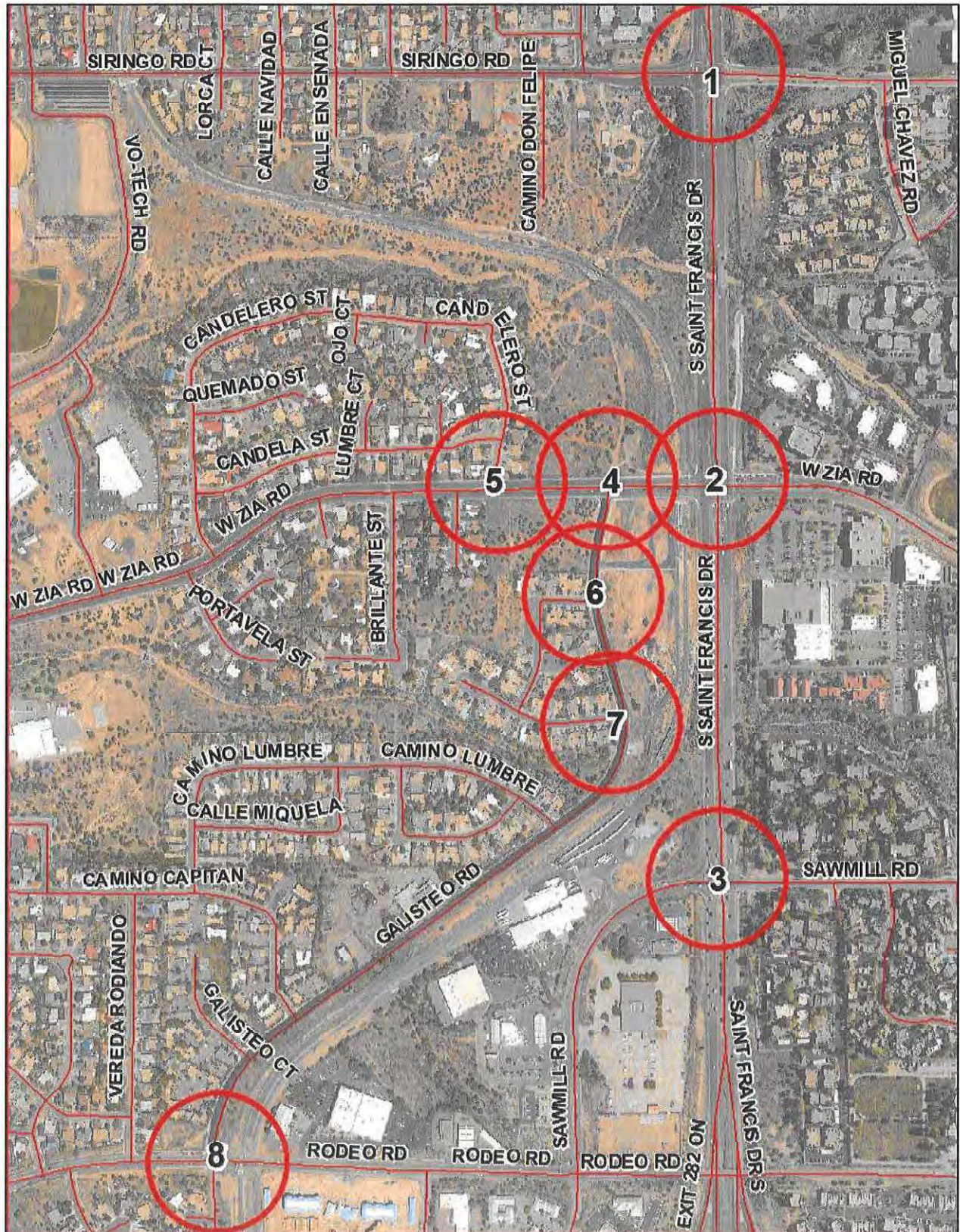
sidewalks at the back of curb in order to better accommodate entering and exiting vehicles. The requisite street trees will be planted behind the sidewalk. The intersection with Zia Road is limited to a right-in/right-out/left-in access. Lastly, a gated, secondary emergency access drive will be constructed on Zia Road between Galisteo and St. Francis.

As described above, the plan includes the realignment of Galisteo Road on the south side of Zia approximately 180 feet west of St. Francis, significantly increasing the eastbound queue capacity at St. Francis. Three access points to Phase 2 are proposed on Galisteo Road. The driveway just south of Zia will permit right-in/right-out and northbound left-in turning movements. The next two driveways are aligned with Calle Luminoso and Camino de Pabito respectively and will be full access. All on-site driveways accommodate two-way traffic with road width ranging from 24 – 26 feet and include parallel and angled on-street parking. In addition, 13 new, public on-street parallel spaces will be constructed on the east side of Galisteo in front of the townhomes. Vehicular access to the townhomes will be via the driveway to the rear. Lastly, a Rail Runner drop-off lane is provided in front of Building I.

Modifications to Zia Road will create a “complete street” and will include the construction of three eastbound left-turn lanes at St. Francis and eastbound and westbound right-turn lanes and left-turn lanes at Galisteo, as well as bike lanes. In order to enhance and celebrate the pedestrian experience on Zia, the sidewalk on the north side will be increased to 6-feet with the addition of a 5-foot planter strip. On the south side, the sidewalk will be increased to 8 feet and separated from the roadway with a 7-foot planter strip.

A Traffic Impact Analysis (TIA) was performed by Bohannon Huston, Inc. The scope of the analysis was established in coordination with the City Public Works Department and the NMDOT, with the following intersections analyzed:

1. St Francis Drive and Siringo Road
2. St Francis Drive and Zia Road
3. St Francis Drive and Sawmill Road
4. Zia Road and Galisteo Road
5. Zia Road and Candelerio Street
6. Galisteo Road and Calle Luminoso
7. Galisteo Road and Camino de Pabito
8. Galisteo Road and Rodeo Road



Intersections analyzed in TIA

The findings of the Analysis are summarized below:

Existing Conditions:

- The St. Francis Drive/Zia Road intersection does not operate at acceptable levels of service, with intersection failures and queuing issues during the AM and PM peak hours.
- The analyzed unsignalized intersections currently operate at acceptable levels of service.

No-Build Conditions (2024)

- The St. Francis Drive/Zia Road intersection will continue to experience unacceptable levels of service with increased delays.
- The unsignalized intersections will operate at acceptable levels of service.

Build Conditions (2024 Implementation Year)

- With construction of the proposed Zia Road improvements, the St. Francis Drive/Zia Road levels of service improve, with no failing conditions, and queues are greatly reduced.
- The unsignalized intersections continue to operate at acceptable levels of service.

Galisteo Realignment

The proposed realignment of Galisteo will involve the vacation of a portion of the existing ROW and dedication of new ROW to the City. Following action by the Governing Body on the proposed general plan amendments and rezoning applications, the Applicant will submit a formal request to the City to vacate approximately 15,825 square feet of ROW and accept dedication of new ROW.

Currently, the Galisteo Road/Zia Road intersection does not function well due to its proximity to St. Francis, creating delays and safety concerns. Furthermore, based on the results of the Traffic Impact Analysis and planned roadway improvements (see **Access and Traffic** section of this report, page 32), the relocation will provide more eastbound left-turn lane storage, greatly reducing the peak hour queues and delays. The existing waterline and any other utilities located within the existing Galisteo Road ROW will be relocated at the Applicant's expense.

The vacation process is addressed in NMSA 1978, Section 3-21-12 to -12 and SFCC Section 23-1.2, which require consideration of a variety of factors including the following:

- Whether the public right-of-way continues to be a necessary part of the city's utility easements which should not be disturbed;
- Whether the public right-of-way is a necessary and integral part of the city's traffic and neighborhood scheme for travel;
- Other interests such as whether the public right-of-way is no longer needed or used as a public right-of-way or has become a public nuisance and no other reasonable remedy is available to abate the nuisance;
- Whether the vacation will adversely affect the interests or rights of persons in contiguous territory; and
- Whether the proposal will affect the existing rights of any utility.

If this project moves forward as proposed, the Applicant will file an Application to Vacate and Dedicate Right of Way. The application would include construction drawings for the planned roadway and a

proposed Vacation and Dedication Plat. The Public Works Committee would review the proposal at public hearing, and Governing Body must approve the partial vacation by Resolution. If the Governing Body passes a Resolution approving the partial vacation, the partial vacation would then need to be approved by the Planning Commission, which also has the authority to review and approve the dedication of the proposed new right of way in conjunction with an application for development plan approval.

Pedestrian and Bicycle Connectivity

As a multi-modal mixed-use development, the Zia Station project recognizes the importance of a well-connected, safe, and appealing environment for pedestrians and bicyclists. New, wider sidewalks along Zia Road and Galisteo Road connect to existing sidewalks and to the Santa Fe Rail Trail. An internal network of sidewalks and pedestrian-focused areas provide internal connections and link to perimeter adjacent sidewalks, urban trails, and social trails. New soft-surface trails north of Galisteo Road along the Arroyo de los Chamisos connect to existing social trails on both sides of the arroyo. These trails can be accessed from a trail access point at the end of the Galisteo Road North cul-de-sac. Trailhead parking is provided in new parallel parking along the east side of Galisteo Road.

The streetscape at the center of the Zia Station development has parallel/angled parking, street trees, and striped crosswalks to slow vehicular traffic and promote a pedestrian-friendly environment. Furthermore, the project facilitates bicycling by providing a new 8' wide urban trail connection to the Santa Fe Rail Trail from Galisteo Road. On-road bike lanes on new/improved segments of Galisteo Road and Zia Road connect to the existing network. Bicycle racks will be distributed throughout the site.



Proposed HAWK pedestrian crossing at realigned Galisteo Street, also showing U-turn accommodations just east of Galisteo, where the ROW is widened for a deceleration/right turn lane.

The Applicant has submitted a proposal for a mid-block, High-Intensity Activated Crosswalk (HAWK) crosswalk design incorporating a mid-Zia pedestrian refuge. The design incorporates lights to stop traffic only as needed, and only in one direction of traffic at a time (assuming no one is crossing the other direction). Pedestrians from the north side of Zia Road would activate the HAWK beacon at the northeast corner of Galisteo and Zia, which will stop vehicles traveling westbound on Zia. The pedestrian crosses to the diagonal median, which provides a safe refuge area and directs pedestrians west and south to the

opposite travel lanes. There the pedestrian would activate another HAWK beacon, stopping eastbound traffic. The pedestrian would then complete their crossing of Zia, ending up at the southwest corner of Zia and Galisteo. This is a design that is used successfully elsewhere, and will be the first pedestrian crossing of its type in Santa Fe.

Terrain Management

Phase 1 terrain slopes from east to west with an overall grade change of approximately 20 feet. The Arroyo de los Chamisos traverses the north end of the site. The apartment buildings will be stepped in some locations to match the natural terrain. Retaining walls are proposed along Zia and St. Francis. Storm water will be harvested in landscaped areas and directed to a detention pond incorporated into the landscaped open space north of the townhomes. Per SFCC requirements, on-site detention is adequate to ensure that there will be no new runoff to the Arroyo due to development of the land.

The Phase 2 property on the east side of Galisteo primarily slopes from north to south, while the site on the west side slopes from the southeast to the northwest. Landscaped areas passively harvest storm water, with flows collected in decentralized swales and via a detention pond at the southern end of the site.

The storm water management approach is summarized below:

- For the north site, there are three existing outfall locations: Arroyo de los Chamisos, the existing drainage channel at Candelero Street, and Zia Road itself. For the south site, drainage either discharges to the south at Arroyo Chaparral (also known as Arroyo en Medio) and at Zia Road in two locations: at the Galisteo Road intersection and to the west near Candelero Park.
- Under proposed conditions, on-site infrastructure will maintain these historic flow patterns and outfall locations, albeit at discharge rates that have been reduced below existing flow rates. No developed areas will discharge directly to the Arroyo de Los Chamisos. On-site drainage management will be accomplished using landscape buffers and passive water harvesting techniques, as well as flood management infrastructure such as storm drains and detention ponds that restrict and reduce outflows. Two detention ponds will be constructed as part of the development: one within the north site located north of the townhomes and one within the south site, adjacent to the Arroyo Chaparral (Arroyo en Medio).
- No development is proposed to be located within FEMA Flood Hazard Zones and all structures have been set back from the arroyo edge per City Code requirements, and no modifications to or within the arroyos themselves are proposed at this time.

Water harvesting for the project capitalizes on surface collection and passive water harvesting to help support new landscaping. Passive water harvesting strategies include sloping impermeable surfaces such as sidewalks and paved areas to direct runoff to landscape planting areas, fine grading swales for surface water harvesting, installing curb cuts at parking/roadway medians to divert water to planter medians, and directing rainwater from roof canals/downspouts to adjacent planter beds.

Environmental Review: Archaeology and Prairie Dogs

The subject parcels are located within both the Suburban and the River & Trails Archaeological Districts. An archaeology survey has been conducted and was reviewed by the City Archaeological Review

Committee (ARC) on January 14, 2021. The ARC asked for revisions to the report and will reconsider the project. The site will be assessed for Gunnison's prairie dogs and any colonies will be relocated prior to issuance of construction permits.

Water and Sewer

Water is available via lines in Zia and Galisteo Roads and sewer connections will be made at the manhole in Zia east of Candelero St., at the Arroyo de los Chamisos line, and at the existing line at the southern end of Phase 2. Service will be provided via a combination of public and private lines as depicted in the attached Utility Plans. Gated access for maintenance of the Arroyo de los Chamisos sewer line is provided at the north end of the Galisteo cul-de-sac. There is an existing waterline in the portion of Galisteo Road to be realigned, which will be relocated as part of the roadway construction.

Water Budget

The Phase 1 Water Budget is estimated at 25.87 acre feet per year and the Water Budget for Phase 2 is estimated to be 22.7 acre feet per year. In accordance with the City's requirements, water rights will be provided to offset the project's water demand. The Applicant will acquire water rights to offset the project's water demand in accordance with SFCC Section 14-8.13. Water Budgets are included in Exhibit G(3).

Landscaping and Open Space

In Phase 1, a minimum of 250 square feet of open space is required per ground floor dwelling unit per SFCC Subsection 14-7.5(D)(8)(c). The open space calculation is as follows:

| | Required | Type | Provided |
|------------|--|--------------------|------------------------|
| Townhomes | 250 sf x 14 ground floor units = 3,500 sf | - | 9,143 sf |
| Apartments | 250 sf x 93 ground floor units = 23,250 sf | Common Open Space | 168,708 sf (38.12%) |
| | | Private Open Space | 20,000 sf |
| | | Total | 188,708 sf |

The Phase 2 project will incorporate passive water harvesting methods and, therefore, the required open space is a minimum of 20% of the lot area. Open space is provided as outlined below:

| Required | Provided |
|----------------------|-------------------------------|
| 76,740 sf/1.76 acres | 161,972 sf/3.72 acres (42.2%) |

The project landscape approach is tailored to provide a range of enjoyable outdoor areas for public use, to provide an urban tree canopy of diverse species to help reduce heat island effect, and to transition to native landscapes along property edges. Plant selections focus on drought tolerant, pest resistant, and appropriate species that are viable in urban/semi-urban settings. A diverse combination of native and introduced plant species will provide biodiversity, wildlife habitat, and resilience to climate shifts.

Phase 1 Open Spaces and Landscaping

Common open space within the residential areas of Phase 1 include a range of active and passive gathering spaces for residents. For the apartments, this includes a pool area with spa, ramada, and lounge areas adjacent to the main entrance/lobby. Three additional common areas nestled within

apartment buildings serve as passive gathering areas with seating and fire pits. A central north-south pedestrian corridor connects the apartment buildings to the Zia Road sidewalk to the south. The detention pond along the northwest side of the new Galisteo Road will be planted with a range of native trees and shrubs to evolve into a dense riparian buffer between the new development and existing residential properties. For the townhomes, in addition to the private courtyards for each home, a semi-private common open space can serve as an informal gathering area with shade and seating. A series of evergreen and deciduous trees and a perimeter fence along the west property line buffer the townhomes from existing neighboring residential properties. Lastly, a 0.9-acre fenced dog park can be accessed off of the existing Santa Fe Rail Trail and will be available for use by both dog-owner residents of the proposed development and the public at large.

Phase 2 Open Spaces and Landscaping

Phase 2 mixed-use development landscaping will help foster a vibrant, pedestrian-focused outdoor environment. A central plaza with a sloped lawn, amphitheater seating, and stage serves as a focal point for the development and a flexible area for events, markets, and passive recreation. Generous landscaped areas between buildings along the east boundary connect to Zia Station and the Rail Trail to encourage multi-modal access at multiple locations. Streetscape improvements in the central zone focus on wide sidewalks/paved areas with shaded tree canopies and pockets of landscape planting to provide pleasant settings for ground-floor business outdoor use areas.

New generous sidewalks along Galisteo Road, Zia Road, and internal streets will provide connectivity within the new development and link to existing perimeter urban trails and sidewalks. This pedestrian environment will be more appealing and safer with the additional shade from street tree canopies and landscaped buffers between walkways and roadways.

Landscape improvements along the west and south boundaries will be planted with native evergreen and deciduous species to screen views of the new buildings from existing residences and transition to adjacent open space native landscapes.

Fire Protection and Emergency Access

All buildings will be equipped with automatic fire suppression and, in accordance with IFC requirements, the drive lanes will be 26 feet wide adjacent to three-story buildings. Access to the Phase 1 apartments parking areas will be controlled with vehicular gates that will be equipped with emergency access strobes. New fire hydrants will be installed at requisite intervals and Fire Department Connections to building standpipe systems will be provided where required. A twenty-foot secondary emergency access drive will be constructed on Zia Road to serve Phase 1. The fire lane will be gated and equipped with an emergency access strobe.

Lighting & Signage

LED fixtures mounted at a height of 25 feet will provide lighting to all parking areas in the Phase 1 apartment complex. Phase 2 lighting will include pole fixtures and building mounted lights, and will be detailed and evaluated in the Final Development Plan application for each lot. All lighting will be shielded to prevent light pollution in accordance with the New Mexico Dark Skies Ordinance and shall comply with Section 14-8.9

Santa Fe HOMES Program

The Applicant is proposing a customized affordable housing program subject to review and approval by the Governing Body. The Applicant proposes that 10% of the residential units (39 units) will be priced affordably for a period of ten years, and pay fee-in-lieu for 5% of the units in the amount of \$148,814.40. This customized approach has been approved by Office of Affordable Housing Director Alexandra Ladd. The executed HOMES proposal is included in Exhibit G(4).

Architectural Design

Typical Conceptual Building Elevations are included in the Preliminary Development Plans. A high architectural standard is proposed, utilizing traditional vernacular and contemporary expressions of "Santa Fe Style". The buildings will harmonize with one another and their surroundings, while eschewing homogeny. This is achieved through engaging with several local architects to create a diverse architectural vision. Proposed buildings will need to demonstrate compliance with SFCC Table 14-8.7-2: Architectural Design Standards and Point Allocations.

XVI. DEVELOPMENT PLAN APPROVAL CRITERIA SECTION 14-3.8(D)(1)

The proposed development plan meets all development standards and will not create or increase any non-conformities with Chapter 14; therefore staff recommends approval.

SFCC Section 14-3.8 governs the authority, procedures, and restrictions for development plans. The Criteria for approval of Development Plans are detailed below:

| | |
|---|---|
| Criterion 1: that the Planning Commission has the authority and is empowered to approve the development plan under the section of Chapter 14 described in the application; | Criterion Met: (Yes/No) YES |
| Santa Fe City Code (SFCC) Subsection 14-3.8(B)(3)(a) requires a development plan for development with a gross floor area of over thirty thousand square feet in any zone. Subsection 14-2.3(C)(1) authorizes the Planning Commission to review and approve or disapprove development plans. Additionally, C2-PUD rezoning requests require preliminary development plan approval by the Planning Commission | |
| Criterion 2: that approving the development plan will not adversely affect the public interest; and | Criterion Met: (Yes/No) YES |
| The Governing Body has implemented the General Plan and ordinances in order to establish minimum standards for health, safety and welfare affecting land uses and developments as a means to protect the public interest. Subject to staff recommended conditions of approval, the proposed development plan complies with SFCC Chapter 14 and would not adversely affect the public interest. Additionally, if the requested General Plan Amendments and Rezoning are approved, the public interest would not be adversely affected. | |
| The Zia Station project serves the public interest through the provision of much-needed housing, including affordable housing, in a mixed-use, walkable environment, with access to multi-modal transit options. In addition, opportunities are provided for local small businesses and entrepreneurs. The project will also construct critical roadway improvements to ameliorate existing congestion issues and improve pedestrian connectivity. | |

| | |
|---|--|
| Criterion 3: 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 |
| The subject property is located in a mixed-use area comprising significant commercial and multi-family development. The proposed uses and scale of the project is compatible with land uses in the vicinity, while serving as an appropriate transition between the adjacent existing residential development and the St. Francis corridor. | |

XVII. EARLY NEIGHBORHOOD NOTIFICATION

A series of three informational neighborhood meetings were conducted in 2019 during the project's initial design phase. The official virtual ENN was held via GoTo-Meeting on October 29, 2020 at 5:30 PM. The meeting started with 65 attendees and at times was attended by up to 90 members of the public. Residents voiced concerns about traffic impacts, building height and visual impacts to the skyline, project density, loss of open space, and impacts to their neighborhood and property values. Skepticism was expressed about the TIA results, and that suggested road improvements could handle traffic presumed to be generated by the project. It was stated that it was difficult for residents to evaluate the project before receiving actual application materials, but staff pointed out that this is always the circumstance with any case. The President of the Candlelight Neighborhood Association requested that another ENN be held for the project.

At approximately 7:45 PM, the Applicant lost their computer connection and Staff attempted to keep it going. At this point, members of the public began to leave the meeting. Eventually, the Applicant restored their computer connection and concluded the meeting. The notes from the ENN meeting are included in Exhibit E.

On Tuesday, November 3, the President of the Candlelight Neighborhood association stated by email that the October 29 ENN failed to fulfill requirements of a proper ENN in multiple ways, and requested by email that a second "official" ENN with full noticing requirements be held, and rejected the Applicant's offer to hold an additional courtesy meeting on November 12th. Noah Berke responded by email, confirming SFCC requirements for filing an application with the City, including ENN requirements. Noah confirmed that an unofficial follow up meeting would be held on November 12 and suggested, with the Applicant's agreement, that a third unofficial "post-application" meeting would be held after the application was filed with the City on November 16, so that everyone had all the application materials to evaluate for themselves.

XVIII. EXPIRATION

The General Plan amendments, the Rezonings, and the removal of the properties from the SCHC, if approved by the Governing Body, will run with the land, are transferrable, and will not expire.

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 preliminary development plan and adopt Findings of Fact and Conclusions of Law at this hearing, the expiration date would be February 4, 2024.

XIX. ATTACHMENTS:

EXHIBIT A: Draft Findings of Fact and Conclusions of Law

1. Case #2020-2898
2. Case #2020-2914
3. Case #2020-2899
4. Case #2020-2900
5. Case #2020-2901

EXHIBIT B: Supporting Material

1. Ordinance 1986-25: Created SCHC
2. Resolution 2001-82: Created Transitional Mixed-Use Designation
3. Resolution 2003-70: Supporting Commuter Rail
4. Resolution 2004-4: GP Amendment to current future land use
5. Resolution 2007-102: Reaffirming Support of Commuter Rail and Outstanding Issues
6. Select Pages Rail Corridor Strategic Plan 2008
7. NMDOT Letter May 7, 2008

EXHIBIT C: Maps and Photos

EXHIBIT D: Development Review Team Memoranda

1. Traffic Review Memorandum
2. MPO Review Memorandum
3. Fire Review Memorandum
4. Terrain Management Review Memorandum
5. River/Trails/Parks Review memorandum
6. Water Engineering Division Memorandum
7. Wastewater Division Memorandum
8. ADA Site Review Memorandum
9. Landscape Review Memorandum
10. Compiled Technical Corrections

EXHIBIT E: ENN

EXHIBIT F: Public Comments Received Through 1/25/2021

EXHIBIT G: Applicant Materials

1. Application Report
2. Project Data
3. Water Budgets
4. Santa Fe Homes Proposal
5. HAWK Pedestrian Crossing Plan
6. Traffic Impact Analysis
7. Proposed Development Plan

APPROVED BY:

| Title | Name | Initials |
|----------------------------------|--------------------|-----------------|
| Planning and Land Use Director | Eli Isaacson, AICP | <i>ESI</i> |
| Land Use Planner Manager | Noah Berke, AICP | NLB |
| Land Use Department Case Manager | Lee Logston, AICP | <i>LL</i> |

ZIA STATION **TRAFFIC IMPACT ANALYSIS** JANUARY 2021



ZIA STATION TRAFFIC IMPACT ANALYSIS

REVISED SUBMITTAL

Date:

JANUARY 2021

Prepared by:

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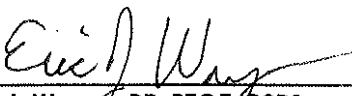

Eric J. Wraga, PE, PTOE/RSP1 1/5/2021
January 5, 2021

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I. INTRODUCTION AND SUMMARY

Zia Station, LLC proposes to develop vacant land surrounding the Zia Rail Runner Station west of St Francis Drive and north and south of Zia Road. The proposed development will include retail, office, and residential land uses in addition to two parking garages.

A. STUDY PURPOSE

The purpose of the traffic study is to determine the impacts of the proposed development on the surrounding roadway network, evaluate the operation of the proposed site entrances, and to recommend any mitigation measures that may be necessary to support additional traffic generated by the new development.

B. EXECUTIVE SUMMARY

1. SITE LOCATION AND STUDY AREA

The site is located west of St Francis at Zia in Santa Fe, New Mexico. A vicinity map and site plan are shown in Figure 1, and the proposed site plan of the future development is shown in Figure 2.

The study area consists of the following intersections:

- St Francis Drive and Siringo Road
- St Francis Drive and Zia Road
- St Francis Drive and Sawmill Road
- Galisteo Road and Zia Road
- Galisteo Road and Calle Luminoso
- Galisteo Road and Camino de Pabito
- Galisteo Road and Rodeo Road
- Zia Road and Candelero Street

The intersection evaluations include analysis for the AM and PM peak hours for the following traffic conditions:

- Existing traffic (2020)
- 2024 Completion Year without proposed development (2024 No Build)
- 2024 Completion Year with buildout of the site (2024 Build)

2. PRINCIPAL FINDINGS

The traffic analysis found the St Francis and Zia signalized intersection does not operate at acceptable levels of service under the Existing 2020 and 2024 No Build. Proposed improvements to the eastbound approach are expected to help improve the operation of the intersection in 2024 Build.

In the existing and no build analyses, the St Francis Drive and Siringo Road signalized intersection operates overall acceptably in all analysis periods in the AM but is overall LOS F in most 15-minute analysis periods in the PM. St Francis Drive and Zia Road operates overall F in most analysis periods in the AM and PM, with oversaturated conditions and queueing in the eastbound left lane. St Francis Drive and Sawmill Road operates overall acceptably in all analysis periods in the AM and PM. Each intersection has numerous movements that operate at LOS E or worse in the AM and PM.

In the build analysis, St Francis Drive and Zia Road operates at an overall acceptable LOS in all 15-minute analysis periods in the AM. In the PM, four analysis periods will operate at overall LOS E or worse. The operation of the eastbound left movement improves significantly in both AM PM; however, the eastbound thru/right movement is expected to worsen, particularly in the AM. This is considered to be an acceptable trade-off to the overall improvement to operations at the intersection due to the proposed improvements.

The unsignalized intersections and site driveways operate acceptably in the existing, no build, and build analyses.

3. RECOMMENDATIONS

- All designs shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD) requirements.
- At the intersection of St Francis Drive and Zia Road it is recommended the dual eastbound left-turn lanes be converted to three total turn lanes. The inside most left-turn lane should be extended to a length of 275 feet from the stop bar. The two outside lanes will also serve eastbound left turns, which should extend 400 feet from the stop bar to the new Galisteo Road.
- With the triple eastbound left-turn lanes, the existing shared eastbound thru and right-turn lane will need to be extended east of the Zia Road and Galisteo Road intersection towards the new re-aligned Galisteo Road intersection (see below). Traveling eastbound on Zia Road through Galisteo Road, motorists must move right into the shared thru/right lane. Implementation of temporary signage alerting motorists of the new intersection configuration will be needed.

- This project is proposing to re-align Galisteo Road to the west to increase queue storage on Zia Road between Galisteo Road and St Francis Drive.
- It is recommended that Zia Road and Galisteo Road operate as a left-in/right-in/right-out only intersection. Due to the short distance between this intersection and St Francis Drive, there are safety concerns for the northbound and southbound left-turn movements attempting the cross thru traffic (it is easy to misjudge how fast a vehicle is approaching). This will require construction of a median to prevent northbound and southbound left-turn movements. In addition, the northbound right turn lane will be perpendicular to Zia Road, with a short bulb out to allow passing eastbound drivers access to the eastbound through/right lane at St Francis. This was done as it was considered unsafe to construct the northbound right turn as a free right due to the potential of conflicts with northbound right and eastbound drivers.
- A westbound left-turn lane at Zia Road and Candelero Road is recommended to allow for u-turns. The removal of northbound and southbound lefts from Galisteo Road onto Zia Road may result in motorists performing u-turns at Candelero Road.
- East and westbound right-turn lanes are recommended from Zia Road onto Galisteo Road and should be designed to NMDOT State Access Management Manual (SAMM) deceleration lane standards.
- To accommodate the third eastbound left-turn lane at St Francis Drive and Zia Road, additional improvements will be required at this intersection. This includes adjusting the dual westbound left-turn lanes to properly position the opposing left-turn lanes. Moving the westbound left-turn lanes will require the pedestrian refuge to be located between the westbound left-turn and westbound thru lanes. Other improves include modifying the medians on St Francis to accommodate the eastbound and westbound left-turn lane paths. Considerations for the northbound signal and the drop inlet on St Francis may also be required.





II. PROPOSED DEVELOPMENT

A. LAND USE AND INTENSITY

The proposed development will include single- and multi-family residential, office, restaurant, and retail.

The surrounding area is primarily developed with residential uses west of St Francis Drive and commercial uses east of St Francis Drive.

B. DEVELOPMENT PHASING AND TIMING

The project is expected to be developed by 2024, and the year 2024 was used as the build year in the analysis. The north parcel is expected to develop first, with the south parcel to follow. It is anticipated that a follow-up traffic study will be prepared when the south parcel is developed to determine if the mitigation presented herein continues to result in acceptable level of service.

III. STUDY AREA CONDITIONS

A. STUDY AREA

The study area consists of the signalized intersections of St Francis Drive with Siringo Road, Zia Road, and Sawmill Road. Unsignalized intersections that were evaluated include Zia Road and Galisteo Road, Zia Road and Candelerio Street, and Galisteo Road and Rodeo Road. The proposed site access driveways along Galisteo Road were also evaluated as two-way stop-controlled intersections.

B. SITE ACCESSIBILITY

The development south of Zia Road will have access via three proposed driveways, one right in-right out-left in, and two full access. North of Zia Road the development will be accessed from Zia Road and Galisteo Road as a left-in, right-in, right out driveway. All access points are shown in Figure 2, the Site Plan.

C. DATA SOURCES

The data used in this report consist of the traffic counts described below, aerial photography and mapping from Google Earth®, and information provided by SF Brown.

IV. ANALYSIS OF EXISTING CONDITIONS

A. BACKGROUND

1. ADJACENT ROADWAYS

St Francis Drive provides north-south access within the city and regional connectivity north of Santa Fe. St Francis Drive is classified as a principal arterial by the Santa Fe Metropolitan Transportation Organization (MPO). The posted speed limit is 45 miles per hour (MPH). St Francis Drive has three travel lanes in each direction with a continuous center median and two-way left turn lane at signalized intersections. The Santa Fe MPO Traffic Count Data System indicates in 2013 St Francis Drive had an average daily traffic volume (ADT) of about 44,900 vehicles per day (vpd).

Siringo Road is classified as a minor arterial west of St Francis and a major collector east of St Francis. Siringo Road has one travel lane in each direction and the posted speed limit is 25 MPH. The reported daily traffic is approximately 13,900 vpd in 2019.

Zia Road is classified as a principal arterial west of St Francis and a major collector east of St Francis. While Zia road only has two travel lanes in each direction and a posted speed limit of 35 MPH, it is classified as a principal arterial because it attracts trips from the west/ south traveling north/east. The daily traffic in 2019 was approximately 17,100 vpd.

Sawmill Road is classified as minor arterial west of St Francis and a minor collector east of St Francis. Sawmill Road has two travel lanes in each direction and the posted speed limit is 35 MPH. There were about 9,100 daily trips in 2019.

Rodeo Road is classified as a minor arterial and the posted speed limit is 40 MPH. Rodeo Road has one travel lane in each direction and the daily traffic was 9,500 vpd in 2011.

Galisteo Road is classified as a minor collector and the posted speed limit is 30 MPH. Galisteo Road has one travel lane in each direction and the daily traffic was 2,300 vpd in 2019.

2. MULTI-MODAL CONDITIONS

Being adjacent to the Zia Rail Runner station, the development provides direct access to rail transit options. The development also has direct access to bus lines that serve the City of Santa Fe. The Santa Fe Trails Transit Route 6 provides services from Rodeo road to the northeast. Near the development, the route travels along St Francis between Sawmill Road and Zia Road with one stop on the east leg of Zia.

The development is also in proximity to walking and bicycle trails, including easy access to the Rail Trail, as well as nearby bicycle facilities on Siringo Road, Zia Road, Rodeo Road, and Galisteo Road. The development will also provide trail connections within the site.

B. EXISTING TRAFFIC CONDITIONS

Traffic counts for the intersection analyzed in the study area were collected on March 3-10, 2020. Existing traffic counts are included Appendix A. The counts included 6-hour turning movement counts. The 2020 counts were collected prior to the COVID-19 shutdown, although not all desirable data was collected (demand volumes, lane utilization, RTOR), and the Siringo intersection was not collected due to the shutdown. Counts at Zia and Candelerio, Zia and St. Francis, and Rodeo and Zia were also collected in September 2019. The counts at Zia and St. Francis from September 2019 and March 2020 were comparable, and therefore the counts were considered to representative of pre-COVID levels. Both the 2019 and 2020 counts are in the Appendix.

To account for potential demand volumes at the signalized intersections, adjustments were applied to the traffic counts. The NMDOT has a permanent traffic counter on Zia Road west of St. Francis. The traffic flow profile over a two-hour period for each peak hour (30 minutes before and after the actual peak hour) was used to estimate the demand volume at the approaches to the signalized intersections of the study. This approach thus evaluated 8 (eight) 15-minute periods using the HCS7 multi-period analysis feature for all signalized intersections. This resulted in a 2-hour period being evaluated for all the signalized intersections. This was done to encompass the full peak hour and assumed demand volumes (no unmet demand at the end of any 15-minute period) had dissipated during these 2-hour windows. This approach was agreed to by the City of Santa Fe and NMDOT District 5 and General Office Traffic Technical Support, June 12, 2020.

Lane utilization for the southbound through traffic destined for I-25 southbound was estimated from previous studies on St. Francis that collected this data. Lane utilization for the Zia eastbound left was estimated based on available left turn storage.

The methodology used for these adjustments are described further in Appendix C.

C. EXISTING LEVELS OF SERVICE

1. VEHICULAR ANALYSIS

The *Highway Capacity Manual Sixth Edition* (HCM) defines Level of Service (LOS) for un-signalized intersections in Table 1 as follows:

| Table 1 LOS Definitions | | | |
|---------------------------|---------------------------------------|----------------------|------------------------|
| Level of Service | Definition | Signalized (sec/veh) | Unsignalized (sec/veh) |
| A | Most vehicles do not stop. | <10 | <10 |
| B | Some vehicles stop. | >10 and <20 | >10 and <15 |
| C | Significant numbers of vehicles stop. | >20 and <35 | >15 and <25 |
| D | Many vehicles stop. | >35 and <55 | >25 and <35 |
| E | Limit of acceptable delay. | >55 and <80 | >35 and <50 |
| F | Unacceptable delay. | >80 | >50 |

The NMDOT has established LOS D as the generally acceptable level of service in urban areas and when intersections operate below this level, improvements are considered, where feasible. Other critical movements are also desired to have LOS D or better if possible.

The existing intersection traffic volume were analyzed using Highway Capacity Software version 7 (HCS7), which uses the intersection methodology from the Sixth Edition of the Highway Capacity Manual (HCM). Individual intersection output for the existing conditions analysis is included in Appendix B. The results are summarized in Table 2 through Table 5.

The signalized intersections of St Francis Drive and Siringo Road, Zia Road, and Sawmill Road were evaluated using City signal timing for the multi-period analyses described above and in the Appendix.

a) *St Francis Drive and Siringo Road*

The signalized intersection of St Francis Drive and Siringo Road has a volume-to-capacity ratio under 1.0 in all AM analysis periods, which indicates the intersection operates under capacity during each of the 15-minute periods established per guidance by the Highway Capacity Manual. Eastbound right, westbound thru, and westbound right movements in some analysis periods operate at LOS E. Complete multi-period reports from the Highway Capacity Software are included in Appendix C.

In the PM, the intersection operation begins to degrade at 4:45 and remains overcapacity until 5:30 PM. The highest v/c is 1.54 which occurs at 5:15 PM. Delay is high, particularly from 5:45 PM on. The primary movements operating poorly in the PM include the southbound thru and eastbound right. This is due to the high volume of traffic traveling south on St Francis Drive towards I-25 in the PM peak hour. Note the oversaturated conditions may extend beyond 6:00 PM.

This analysis estimated lane utilization for southbound through traffic to bias the traffic toward the outside lane (the far right lane) to account for drivers preparing to enter I-25 southbound. This driver behavior is evident for those who travel this corridor frequently. This is an existing concern, regardless of the Zia Station development.

| Table 2 2020 Existing Signalized Intersection Results (St Francis & Siringo) | | | | | | | |
|--|-------|-----|---------|---------|-------|-----|---------|
| 2020 AM | | | | 2020 PM | | | |
| Period | Delay | LOS | Max V/C | Period | Delay | LOS | Max V/C |
| 7:00 | 17.0 | B | 0.75 | 16:00 | 39.8 | D | 0.99 |
| 7:15 | 18.1 | B | 0.75 | 16:15 | 26.1 | C | 0.86 |
| 7:30 | 21.5 | C | 0.72 | 16:30 | 47.2 | D | 1.04 |
| 7:45 | 24.3 | C | 0.90 | 16:45 | 95.0 | F | 1.17 |
| 8:00 | 20.5 | C | 0.67 | 17:00 | 218.9 | F | 1.34 |
| 8:15 | 19.7 | B | 0.78 | 17:15 | 442.6 | F | 1.54 |
| 8:30 | 19.5 | B | 0.66 | 17:30 | 424.9 | F | 0.93 |
| 8:45 | 19.2 | B | 0.80 | 17:45 | 455.4 | F | 0.98 |

b) *St Francis Drive and Zia Road*

The multi-period analysis indicates the signalized intersection of St Francis Drive and Zia Road operates over capacity from 7:30 to 8:45 AM and from 4:00 to 6:00 PM, with the exception of the 15-minute period of 4:15 PM. The highest v/c in the AM is 1.57, which occurs at 7:45 AM and the highest v/c in the PM is 1.21, which occurs at 5:15 PM.

In the AM the eastbound left movement operates over capacity, with high queue spillover into the adjacent thru lane. The primary movements operating poorly in the PM include the southbound thru and eastbound left. The eastbound left-turn lane performs poorly in both AM and PM analysis periods because the storage lengths are not sufficient.

The lane utilization for this eastbound approach was adjusted to reflect the fact that even though there are two eastbound left turn lanes at the intersection, the inside left turn lane (the left most left turn lane) is shorter in length. The oversaturated conditions may extend beyond 6:00 PM. This lane utilization imbalance also results in a safety concern, as the inside lane (west of Galisteo) has queued traffic stopped waiting to turn left, while the outside lane is available for through traffic at higher speeds.

| Table 3 2020 Existing Signalized Intersection Results (St Francis & Zia) | | | | | | | |
|--|-------|-----|---------|---------|-------|-----|---------|
| 2020 AM | | | | 2020 PM | | | |
| Period | Delay | LOS | Max V/C | Period | Delay | LOS | Max V/C |
| 7:00 | 25.9 | C | 0.89 | 16:00 | 57.8 | E | 1.13 |
| 7:15 | 26.3 | C | 0.91 | 16:15 | 66.7 | E | 0.92 |
| 7:30 | 55.4 | E | 1.54 | 16:30 | 76.4 | E | 1.14 |
| 7:45 | 113.6 | F | 1.57 | 16:45 | 119.1 | F | 1.10 |
| 8:00 | 162.3 | F | 1.35 | 17:00 | 162.3 | F | 1.14 |
| 8:15 | 239.1 | F | 1.50 | 17:15 | 185.2 | F | 1.21 |
| 8:30 | 254.6 | F | 1.22 | 17:30 | 210.4 | F | 1.05 |
| 8:45 | 220.8 | F | 0.99 | 17:45 | 224.3 | F | 1.05 |

c) *St Francis Drive and Sawmill Road*

The signalized intersection of St Francis Drive and Sawmill Road operates at an overall acceptable level of service in both AM and PM analysis periods. The eastbound thru movement operates over capacity at 5:15 PM with a v/c of 1.13. In the AM, the eastbound left and westbound right movements operate at LOS E or F in some analysis periods. In the PM, both eastbound and westbound approaches have movements that operate at LOS E or F in most analysis periods.

Southbound through traffic was again adjusted for motorists destined for southbound I-25.

| Table 4 2020 Existing Signalized Intersection Results (St Francis & Sawmill) | | | | | | | |
|--|-------|-----|---------|---------|-------|-----|---------|
| 2020 AM | | | | 2020 PM | | | |
| Period | Delay | LOS | Max V/C | Period | Delay | LOS | Max V/C |
| 7:00 | 14 | B | 0.62 | 16:00 | 24.4 | C | 0.83 |
| 7:15 | 16.1 | B | 0.71 | 16:15 | 21.7 | C | 0.88 |
| 7:30 | 25.4 | C | 0.87 | 16:30 | 26.4 | C | 0.91 |
| 7:45 | 26.9 | C | 0.88 | 16:45 | 28 | C | 0.93 |
| 8:00 | 23.5 | C | 0.84 | 17:00 | 28.5 | C | 0.92 |
| 8:15 | 20.7 | C | 0.78 | 17:15 | 34.8 | C | 1.13 |
| 8:30 | 19.2 | B | 0.76 | 17:30 | 27.7 | C | 0.83 |
| 8:45 | 18.5 | B | 0.77 | 17:45 | 25.7 | C | 0.92 |

d) *Unsignalized Intersections*

The analysis indicates the unsignalized intersections currently operate at acceptable levels of service in both AM and PM peak hours. Queueing is typically one car or less and the LOS does not operate at E or F.

Queue spillover from eastbound Zia and St Francis may impact the northbound approach of the unsignalized Zia and Galisteo intersection. The reported intersection results for Zia and Galisteo considers drivers performing a two-stage gap movement, where the northbound left turn from Galisteo onto Zia will first cross Zia then pause in the median to wait for a gap on the other approach. Two-stage gap acceptance results in slightly lower delay compared to no median storage.

| Table 5 2020 Existing Unsignalized Intersection Results | | | | | | | | |
|---|------------------------|------------|------------------------|------------|------------------------|------------|------------------------|------------|
| Intersection/Movement | 2020 AM Peak | | | | 2020 PM Peak | | | |
| | Delay (sec) | V/C | Queue* (ft) | LOS | Delay (sec) | V/C | Queue* (ft) | LOS |
| Zia and Candellero Southbound Approach | - 15.9 | - 0.09 | - 25 | - C | - 20.8 | - 0.10 | - 25 | - C |
| Zia and Galisteo | - | - | - | - | - | - | - | - |
| Eastbound Left | 8.2 | 0.00 | 0 | A | 9.3 | 0.00 | 0 | A |
| Westbound Left | 9.4 | 0.03 | 25 | A | 8.7 | 0.10 | 25 | A |
| Northbound Left | 17.4 | 0.02 | 25 | C | 17.9 | 0.03 | 25 | C |
| Northbound Right | 11.9 | 0.17 | 25 | B | 10.1 | 0.07 | 25 | B |
| Galisteo and Calle Luminoso | - | - | - | - | - | - | - | - |
| Eastbound Approach | 9.2 | 0.01 | 0 | A | 9.3 | 0.01 | 0 | A |
| Northbound Left | 7.3 | 0.00 | 0 | A | 7.5 | 0.00 | 0 | A |
| Galisteo and Camino Pabilo | - | - | - | - | - | - | - | - |
| Eastbound Approach | 9.0 | 0.02 | 0 | A | 9.1 | 0.01 | 0 | A |
| Northbound Left | 7.3 | 0.00 | 0 | A | 7.5 | 0.00 | 0 | A |
| Rodeo and Galisteo | - | - | - | - | - | - | - | - |
| Eastbound Left | 8.5 | 0.03 | 25 | A | 9.8 | 0.03 | 25 | A |
| Westbound Left | 9.6 | 0.02 | 25 | A | 8.6 | 0.04 | 25 | A |
| Northbound Approach | 17.6 | 0.15 | 25 | C | 14.8 | 0.07 | 25 | B |
| Southbound Left | 25.2 | 0.07 | 25 | D | 24.1 | 0.07 | 25 | C |
| Southbound Right | 11.7 | 0.07 | 25 | B | 16.5 | 0.13 | 25 | C |
| * – HCM 95 th percentile queue rounded to next 25-foot increment | | | | | | | | |

V. PROJECTED TRAFFIC

A. SITE TRAFFIC FORECASTING

1. TRIP GENERATION

Generated trips are broken down into three types; 1) primary, 2) pass-by trips, and 3) diverted link. The Trip Generation report defines these trips as follows:

- **Primary Trips** – These trips are made for the specific purpose of visiting the generator. The stop at that generator is the primary reason for the trip. For example, a home to shopping to home combination of trips is a primary trip set.
- **Pass-by Trips** – These trips are made as intermediate stops on the way from an origin to a primary trip generation. Pass-by trips are attracted from the traffic passing the site on an adjacent street that contains direct access to the generator site. These trips do not require a diversion from another roadway. For example, stopping at the store on the way home from work is an example of a pass-by trip. Pass-by trips were utilized for retail uses, the fast-casual restaurant, coffee shop, and the brew pub.
- **Diverted Linked Trips** – These trips are attracted from the traffic volume on the roadway within the vicinity of the generator, but which require a diversion from that roadway to another roadway to gain access to the site. The roadways could include streets or freeways adjacent to the generator, but without access to the generator. For this study, the diverted link trips have been included in with the primary trips.

This study included both primary trips and pass-by trips.

The trip generation based on the 10th Edition of the Institute of Transportation engineer's (ITE) Trip Generation Manual is shown in Table 6 below with the following considerations. The table shows the total trips generated prior to any trip reductions. The trip generation is based on the peak hour of the adjacent street traffic.

| Table 6 Trip Generation | | | | | | | |
|-----------------------------------|----------|------|-------|----------|---------|----------|---------|
| Land Use | ITE Code | Size | Daily | AM Enter | AM Exit | PM Enter | PM Exit |
| <i>North of Zia</i> | | | | | | | |
| Single-Family Housing | 210 | 17 | 204 | 4 | 13 | 12 | 7 |
| Multifamily Housing (Low-Rise) | 220 | 277 | 2,054 | 28 | 95 | 90 | 53 |
| <i>South of Zia</i> | | | | | | | |
| Single-Family Housing | 210 | 10 | 126 | 3 | 8 | 5 | 3 |
| Multifamily Housing (Low-Rise) | 220 | 107 | 768 | 12 | 34 | 27 | 15 |
| Office | 710 | 87 | 926 | 81 | 5 | 14 | 75 |
| Coffee/Donut Shop (no drive-thru) | 936 | 2 | - | 66 | 63 | 26 | 25 |
| Fast Casual Restaurant | 930 | 5 | 1,576 | 5 | 3 | 19 | 15 |
| High-Turnover Restaurant | 932 | 5 | 560 | 20 | 19 | 15 | 10 |
| Shopping Center | 820 | 20 | 2,012 | 87 | 49 | 36 | 40 |
| Drinking Place | 925 | 5 | - | 0 | 0 | 32 | 17 |

2. TRIP REDUCTIONS

a) *Internal Capture*

A multi-use development, as defined by the *ITE Trip Generation Handbook*, is a single real-estate project that consists of two or more ITE land use classifications between which trips can be made without using the off-site road system.

These internal capture trips are assumed to be completed on the internal street system as vehicular or pedestrian trips. Therefore, the internal trips are not included in the Build traffic volumes.

Using OTISS Pro, the online add-on to the ITE Online Trip Generation Manual which implements the ITE Internal Vehicle Trip Reduction procedures derived from the Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684, internal trips were estimated for office, retail, restaurant, and residential land uses. Internal trips total 72 in the AM peak hour and 106 in the PM peak hour.

b) *Pass-by*

As described in Section V.A.1 above, a pass-by trip is made as an intermediate stop on the way from an origin to a primary destination without a route diversion. The *Trip Generation Handbook* defines the 'Average Pass-by Trip Percentage' by land use type in the Handbook's Database on Pass-by, Diverted, and Primary Trips. The database reports percentages for 25 land uses to derive pass-by estimates. For the purposes of this study, the pass-by percentage obtained from the *Trip Generation Handbook* for shopping center is 34% and fast casual restaurant, high-turnover restaurant, and coffee shop are 43%. It was assumed that the drinking place land use will also attract pass-by trips, and was assigned a pass-by percentage of 34%

Pass-by trips were determined by using the ITE Pass-By Vehicle Trip Reduction tool OTISS Pro (Online Traffic Impact Study Software). The trips were subtracted from the trip generation of each applicable land use.

c) *Multi-Modal Adjustment*

To account for individuals traveling to and from the site via public transit, 2% of the total new trips were reduced from residential, employment, and retail land uses, an estimate considered typical for Santa Fe.

The site has the potential to increase transit trips due to its proximity to the Rail Runner.

d) *Total Adjusted Trips*

The tables below summarize the trip adjustments.

The adjusted AM peak hour trips for the North Parcel:

VEHICLE TRIPS BEFORE REDUCTION

| Land Use & Data Source | Independent Variable | Size | Entry | Exit | Total |
|--|----------------------|------|--------|--------|-------|
| | | | Split% | Split% | |
| 210 - Single-Family Detached Housing | Dwelling Units | 17 | 4 | 13 | 17 |
| Data Source: Trip Gen Manual, 10th Ed + Supplement | | | 25% | 75% | |
| 220 - Multifamily Housing (Low-Rise) | Dwelling Units | 277 | 29 | 97 | 126 |
| Data Source: Trip Gen Manual, 10th Ed + Supplement | | | 23% | 77% | |

RESULTS AFTER TRIP ADJUSTMENTS

| Site Totals | Entry | Exit | Total |
|---|-------|------|-------|
| Vehicle Trips Before Reduction (sum of above) | 33 | 110 | 143 |

ZIA STATION**TRAFFIC IMPACT ANALYSIS****PROJECTED TRAFFIC**

| | | | |
|--|----|-----|-----|
| Vehicle Trips After Multi-modal Adjustment (2% reduction) | 32 | 108 | 140 |
| Internal Vehicle Trip Capture (no internal capture for North parcel) | 0% | 0% | 0% |
| Internal Vehicle Trips (no internal capture for North Parcel) | 0 | 0 | 0 |
| External Vehicle Trips (Vehicle Trips after Multi-model adjustment and Internal Capture) | 32 | 108 | 140 |
| Pass-by Vehicle Trips (no Pass-by for North Parcel) | 0 | 0 | 0 |
| Diverted Vehicle Trips (no Diverted Vehicle Trips assumed) | 0 | 0 | 0 |
| New Vehicle Trips on adjacent roadway network | 32 | 108 | 140 |
| Person Trips by Other Modes (Transit/multi-Modal) | 1 | 2 | 3 |

The adjusted PM peak hour trips for the North Parcel:

VEHICLE TRIPS BEFORE REDUCTION

| Land Use & Data Source | Independent Variable | Size | Entry | Exit | Total |
|--|----------------------|------|--------|--------|-------|
| | | | Split% | Split% | |
| 210 - Single-Family Detached Housing | Dwelling Units | 17 | 12 | 7 | 19 |
| Data Source: Trip Gen Manual, 10th Ed + Supplement | | | 63% | 37% | |
| 220 - Multifamily Housing (Low-Rise) | Dwelling Units | 277 | 92 | 54 | 146 |
| Data Source: Trip Gen Manual, 10th Ed + Supplement | | | 63% | 37% | |

RESULTS AFTER TRIP ADJUSTMENTS

| Site Totals | Entry | Exit | Total |
|--|-------|------|-------|
| Vehicle Trips Before Reduction (sum of above) | 104 | 61 | 165 |
| Vehicle Trips After Multi-modal Adjustment (2% reduction) | 102 | 60 | 162 |
| Internal Vehicle Trip Capture (no internal capture for North parcel) | 0% | 0% | 0% |
| Internal Vehicle Trips (no internal capture for North Parcel) | 0 | 0 | 0 |
| External Vehicle Trips (Vehicle Trips after Multi-model adjustment and Internal Capture) | 102 | 60 | 162 |
| Pass-by Vehicle Trips (no Pass-by for North Parcel) | 0 | 0 | 0 |
| Diverted Vehicle Trips (no Diverted Vehicle Trips assumed) | 0 | 0 | 0 |
| New Vehicle Trips on adjacent roadway network | 102 | 60 | 162 |
| Person Trips by Other Modes (Transit/multi-Modal) | 2 | 1 | 3 |

The adjusted AM peak hour trips for the South Parcel:

VEHICLE TRIPS BEFORE REDUCTION

| Land Use & Data Source | Independent Variable | Size | Entry | Exit | Total |
|--|-------------------------|------|--------|--------|-------|
| | | | Split% | Split% | |
| 210 - Single-Family Detached Housing | Dwelling Units | 10 | 3 | 9 | 12 |
| Data Source: Trip Gen Manual, 10th Ed + Supplement | | | 25% | 75% | |
| 220 - Multifamily Housing (Low-Rise) | Dwelling Units | 107 | 12 | 39 | 51 |
| Data Source: Trip Gen Manual, 10th Ed + Supplement | | | 23% | 77% | |
| 710 - General Office Building | 1000 Sq. Ft. GFA | 87 | 93 | 15 | 108 |
| Data Source: Trip Gen Manual, 10th Ed + Supplement | | | 86% | 14% | |
| 936 - Coffee/Donut Shop without Drive-Through Window | 1000 Sq. Ft. GFA | 2.4 | 124 | 119 | 243 |
| Data Source: Trip Gen Manual, 10th Ed + Supplement | | | 51% | 49% | |
| 930 - Fast Casual Restaurant | 1000 Sq. Ft. GFA | 5 | 7 | 3 | 10 |
| Data Source: Trip Gen Manual, 10th Ed + Supplement | | | 67% | 33% | |
| 932 - High-Turnover (Sit-Down) Restaurant | 1000 Sq. Ft. GFA | 5 | 27 | 22 | 49 |
| Data Source: Trip Gen Manual, 10th Ed + Supplement | | | 55% | 45% | |
| 820 - Shopping Center | 1000 Sq. Ft. GLA | 20 | 100 | 61 | 161 |
| Data Source: Trip Gen Manual, 10th Ed + Supplement | | | 62% | 38% | |
| 090 - Park-and-Ride Lot with Bus or Light Rail Service | Occupied Parking Spaces | 10 | 15 | 3 | 18 |
| Data Source: Trip Gen Manual, 10th Ed + Supplement | | | 81% | 19% | |

RESULTS AFTER TRIP ADJUSTMENTS

| Site Totals | Entry | Exit | Total |
|---|-------|------|-------|
| Vehicle Trips Before Reduction (sum of above) | 381 | 271 | 652 |
| Vehicle Trips After Multi-modal Adjustment (2% reduction) | 374 | 267 | 641 |
| Internal Vehicle Trip Capture (details in Appendix C) | 10% | 13% | 12% |
| Internal Vehicle Trips (details in Appendix C) | 36 | 36 | 72 |

**ZIA STATION
TRAFFIC IMPACT ANALYSIS**

PROJECTED TRAFFIC

| | | | |
|--|-----|-----|-----|
| External Vehicle Trips (Vehicle Trips after Multi-model adjustment and Internal Capture) | 338 | 231 | 569 |
| Pass-by Vehicle Trips - assigned to driveways and intersections as appropriate (details in Appendix C) | 49 | 47 | 96 |
| Diverted Vehicle Trips (no Diverted Vehicle Trips assumed) | 0 | 0 | 0 |
| New Vehicle Trips on adjacent roadway network | 289 | 184 | 473 |
| Person Trips by Other Modes (Transit/multi-Modal) | 7 | 4 | 11 |

The adjusted PM peak hour trips for the South Parcel:

VEHICLE TRIPS BEFORE REDUCTION

| Land Use & Data Source | Independent Variable | Size | Entry | Exit | Total |
|--|----------------------|------|--------|--------|-------|
| | | | Split% | Split% | |
| 210 - Single-Family Detached Housing | Dwelling Units | 10 | 7 | 4 | 11 |
| Data Source: Trip Gen Manual, 10th Ed + Supplement | | | 63% | 37% | |
| 220 - Multifamily Housing (Low-Rise) | Dwelling Units | 107 | 40 | 23 | 63 |
| Data Source: Trip Gen Manual, 10th Ed + Supplement | | | 63% | 37% | |
| 710 - General Office Building | 1000 Sq. Ft. GFA | 87 | 16 | 84 | 100 |
| Data Source: Trip Gen Manual, 10th Ed + Supplement | | | 16% | 84% | |
| 936 - Coffee/Donut Shop without Drive-Through Window | 1000 Sq. Ft. GFA | 2.4 | 44 | 44 | 88 |
| Data Source: Trip Gen Manual, 10th Ed + Supplement | | | 50% | 50% | |
| 925 - Drinking Place | 1000 Sq. Ft. GFA | 5 | 37 | 19 | 56 |
| Data Source: Trip Gen Manual, 10th Ed + Supplement | | | 66% | 34% | |
| 930 - Fast Casual Restaurant | 1000 Sq. Ft. GFA | 5 | 39 | 32 | 71 |
| Data Source: Trip Gen Manual, 10th Ed + Supplement | | | 55% | 45% | |
| 932 - High-Turnover (Sit-Down) Restaurant | 1000 Sq. Ft. GFA | 5 | 30 | 19 | 49 |
| Data Source: Trip Gen Manual, 10th Ed + Supplement | | | 62% | 38% | |
| 820 - Shopping Center | 1000 Sq. Ft. GLA | 20 | 79 | 86 | 165 |
| Data Source: Trip Gen Manual, 10th Ed + Supplement | | | 48% | 52% | |

**ZIA STATION
TRAFFIC IMPACT ANALYSIS**

PROJECTED TRAFFIC

| | | | | | |
|--|-------------------------|----|-----|-----|---|
| 090 - Park-and-Ride Lot with Bus or Light Rail Service | Occupied Parking Spaces | 10 | 2 | 5 | 7 |
| Data Source: Trip Gen Manual, 10th Ed + Supplement | | | 25% | 75% | |

RESULTS AFTER TRIP ADJUSTMENTS

| Site Totals | Entry | Exit | Total |
|--|-------|------|-------|
| Vehicle Trips Before Reduction (sum of above) | 294 | 316 | 610 |
| Vehicle Trips After Multi-modal Adjustment (2% reduction) | 287 | 310 | 597 |
| Internal Vehicle Trip Capture (details in Appendix C) | 18% | 17% | 18% |
| Internal Vehicle Trips (details in Appendix C) | 53 | 53 | 106 |
| External Vehicle Trips (Vehicle Trips after Multi-model adjustment and Internal Capture) | 234 | 257 | 491 |
| Pass-by Vehicle Trips - assigned to driveways and intersections as appropriate (details in Appendix C) | 58 | 52 | 110 |
| Diverted Vehicle Trips (no Diverted Vehicle Trips assumed) | 0 | 0 | 0 |
| New Vehicle Trips on adjacent roadway network | 176 | 205 | 381 |
| Person Trips by Other Modes (Transit/multi-Modal) | 7 | 6 | 13 |

3. TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution and assignment was based on standard gravity model methodology using logical trip routing for each land use type. The gravity model utilized socioeconomic data obtained from the Santa Fe Metropolitan Planning Organization (SFMPPO), which included population and employment estimates for each subarea within the Santa Fe Metropolitan Planning Area to develop the trip distribution.

The socioeconomic data for the year 2019 was estimated by interpolating between the 2015 and 2040 socioeconomic data available for SFMPPO.

Driveway trip assignments were based on estimates of the percentage of trips to each parking lot serving the proposed buildings.

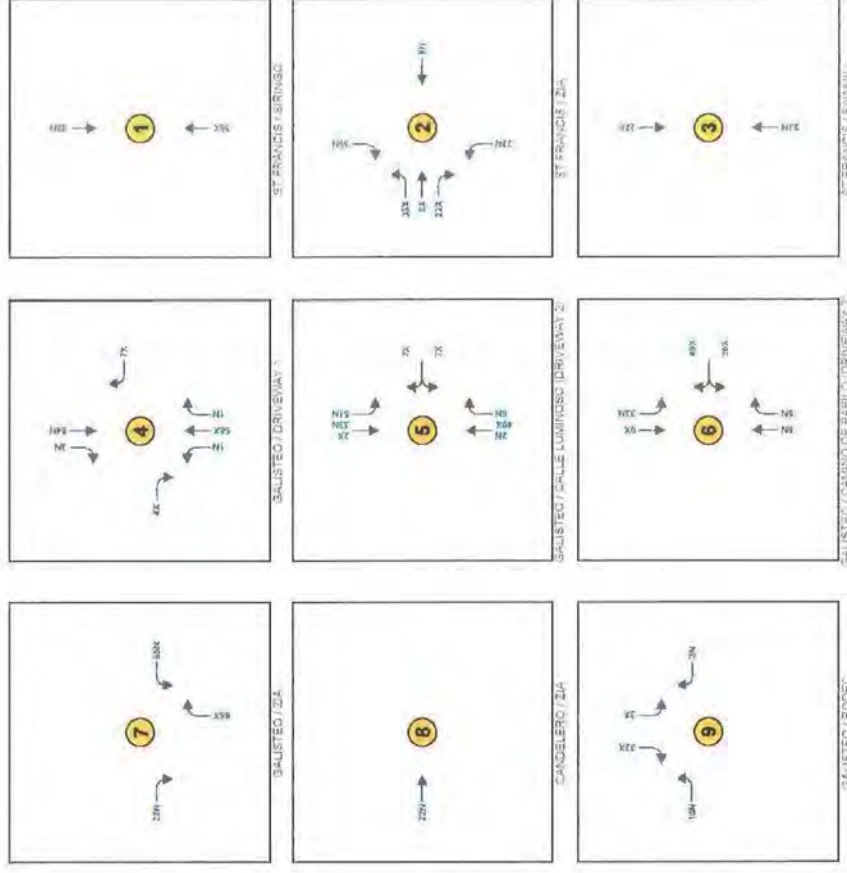
Spreadsheets showing the development of the trip distribution are included in Appendix C. The trip distribution percentages and assigned traffic volumes is shown in Figure 4 through Figure 13.

4. 2024 NO BUILD TRAFFIC PROJECTIONS

A review of NMDOT Permanent Count Stations near the project site found a -0.6% background growth rate on St Francis Drive, so a growth rate of 1.0% was assumed.

The future traffic estimates did not make any adjustments to traffic to traffic growth for future work-from-home reductions that may occur due to behavior adjustments due to COVID-19.

The No Build analysis assumed that the proposed project is not completed. Figure 14 on page 36 shows the 2024 No Build traffic volumes.

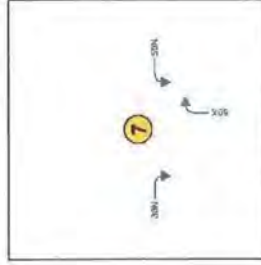


LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- Trip Assignment Percentages (25%/75%)
- Entering
- Exiting

ZIA STATION TRAFFIC UPDATE ASR
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

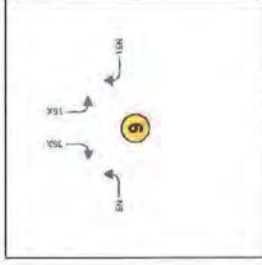




CALLE LUMINOSO / CAMINO DE PABLO



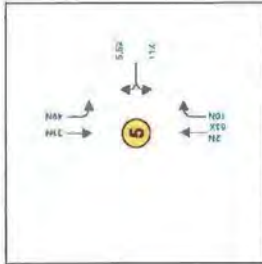
CALLE LUMINOSO / CAMINO DE PABLO



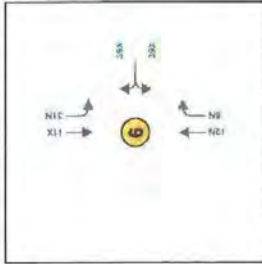
CALLE LUMINOSO / CAMINO DE PABLO



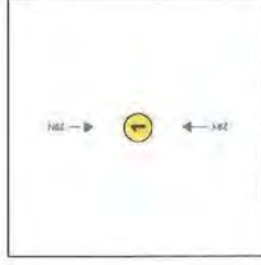
CALLE LUMINOSO / CAMINO DE PABLO



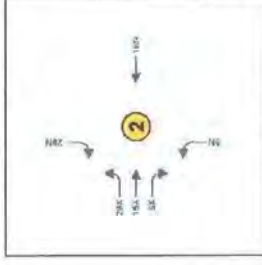
CALLE LUMINOSO / CAMINO DE PABLO



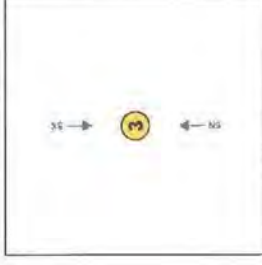
CALLE LUMINOSO / CAMINO DE PABLO



CALLE LUMINOSO / CAMINO DE PABLO



CALLE LUMINOSO / CAMINO DE PABLO

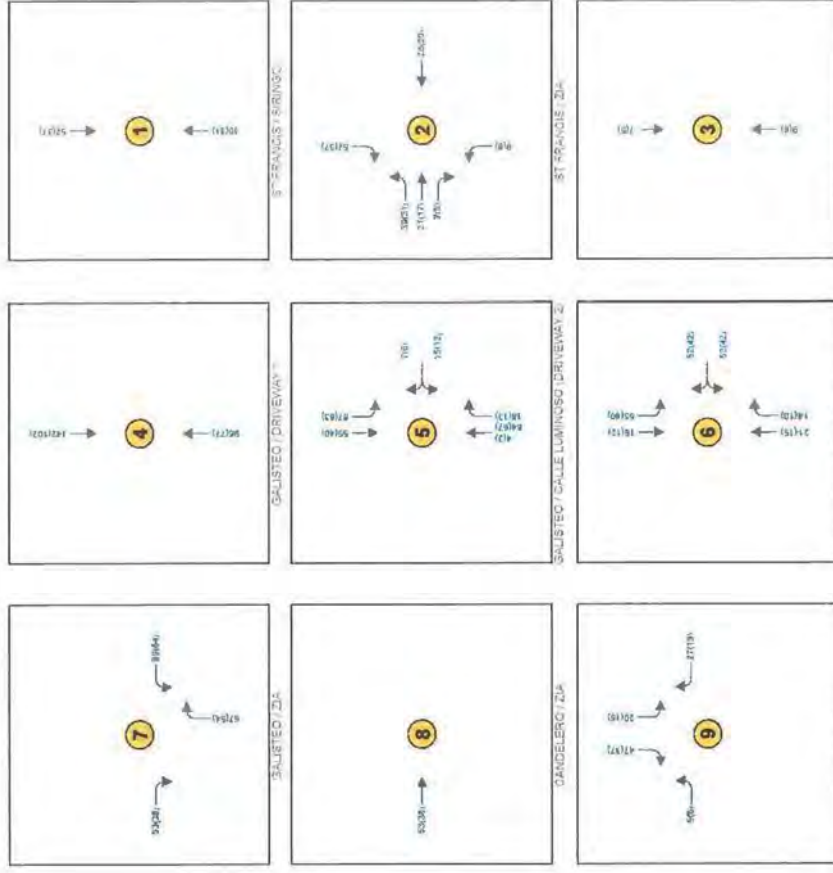


CALLE LUMINOSO / CAMINO DE PABLO

- LEGEND**
- Thru Lanes (# as indicated)
 - Turning Lanes (# as indicated)
 - Trip Assignment Percentages (100%/100%)
 - Entering
 - Exiting

ZIA STATION TRAFFIC UPDATE ASR
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 6
TRIP DISTRIBUTION & ASSIGNMENT
PERCENTAGES - RETAIL



LEGEND

↑↑↑ Three Lanes (# as indicated)

↑↑ Two Lanes (# as indicated)

↑ One Lane (# as indicated)

↔ AM/PM Traffic Counts

FIGURE 7
TRIP DISTRIBUTION & ASSIGNMENT
VOLUMES AM (PM) - RETAIL

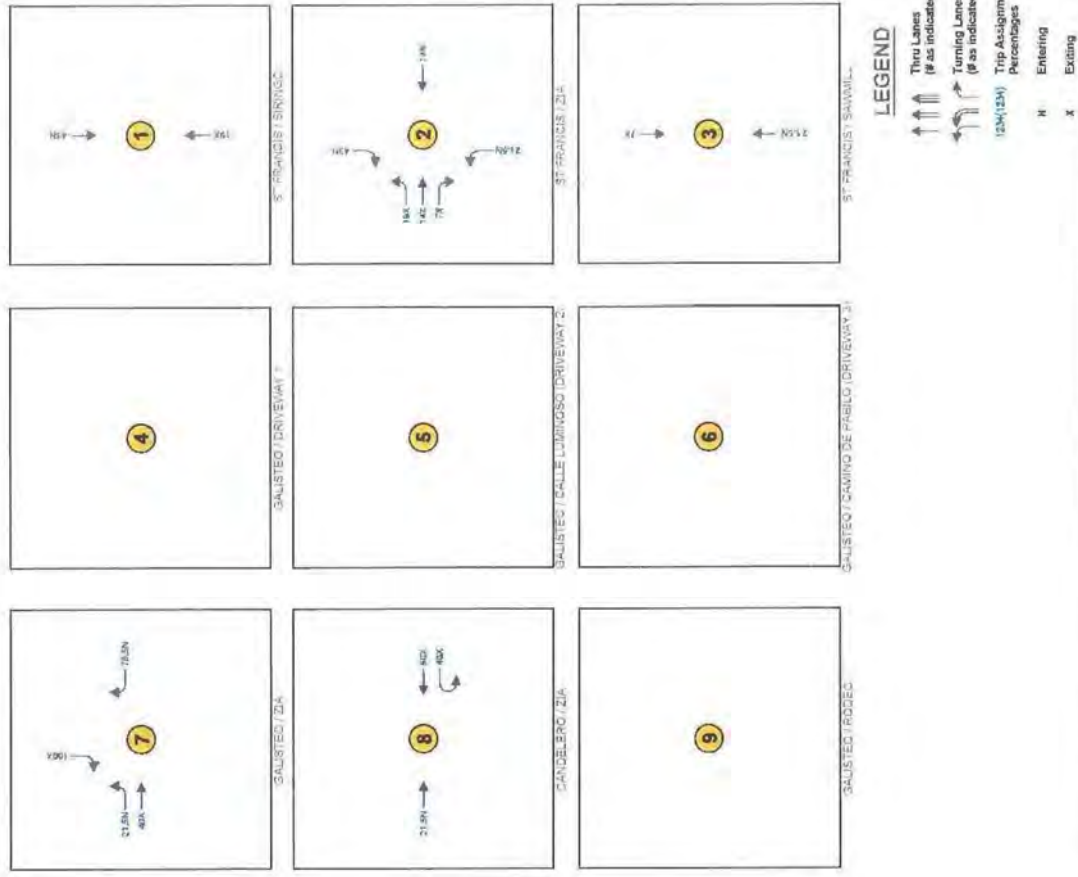
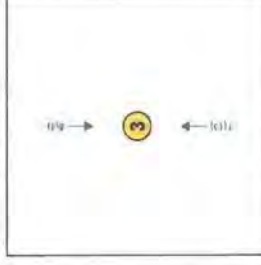
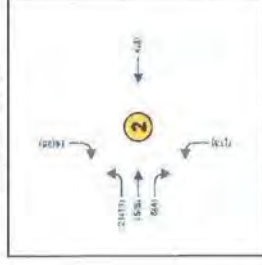
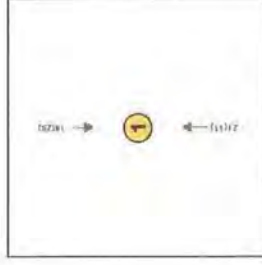
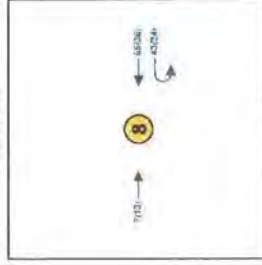
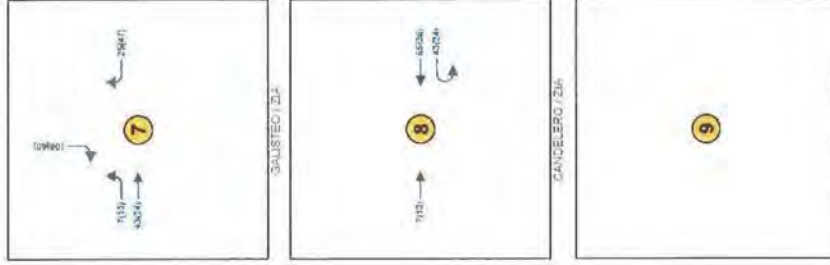


FIGURE 8
TRIP DISTRIBUTION & ASSIGNMENT
PERCENTAGES - RESIDENTIAL
NORTH

ZIA STATION TRAFFIC UPDATE ASR
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

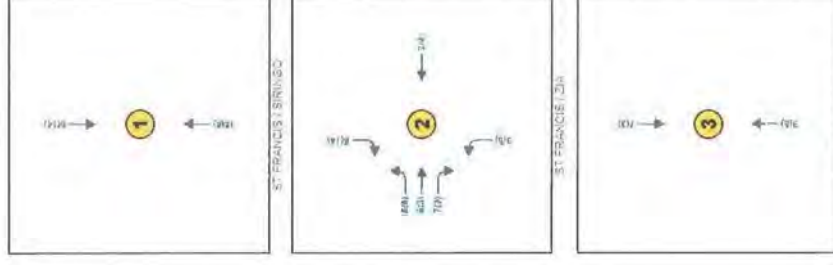
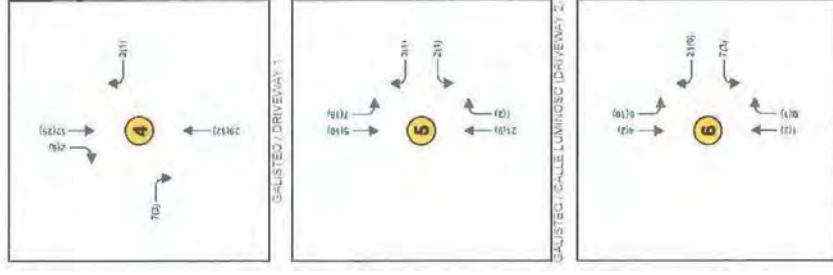
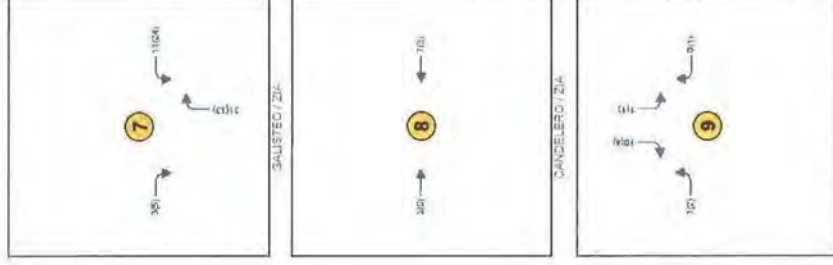


LEGEND
 Thru Lanes (# as indicated)
 Turning Lanes (# as indicated)
 1000 (1254) AM (PM) Traffic Counts

**ZIA STATION TRAFFIC UPDATE ASR
 SANTA FE, NEW MEXICO
 SITE TRAFFIC ANALYSIS**

**FIGURE 9
 TRIP DISTRIBUTION & ASSIGNMENT
 VOLUMES AM (PM) - RESIDENTIAL
 NORTH**





LEGEND

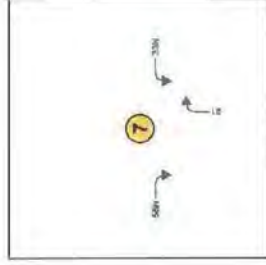
↑↑↑ Thru Lanes (# as indicated)

↔ Turning Lanes (# as indicated)

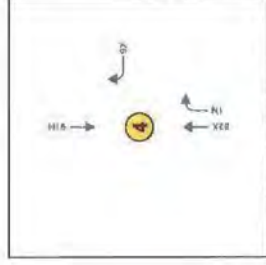
1334 (124) AM(PM) Traffic Counts

**ZIA STATION TRAFFIC UPDATE ASR
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS**

**FIGURE 11
TRIP DISTRIBUTION & ASSIGNMENT
VOLUMES AM (PM) - RESIDENTIAL
SOUTH**



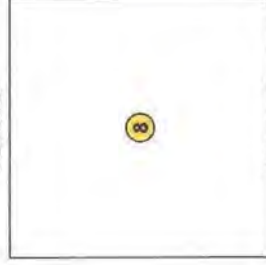
7 GALISTEO / ZIA



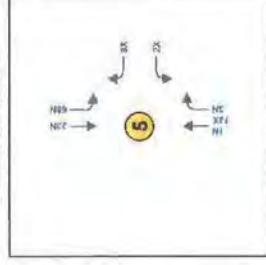
4 GALISTEO / DRIVEWAY 1



1 ST FRANCIS / SIRMOO



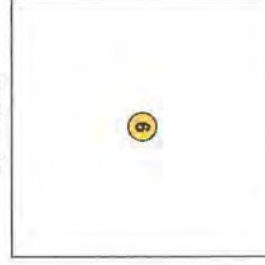
8 CANDELERO / ZIA



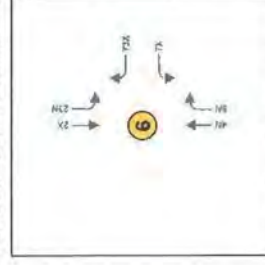
5 GALISTEO / CALLE LUMINOSO / DRIVEWAY 2



2 ST FRANCIS / ZIA



9 GALISTEO / RODERO



6 GALISTEO / CAMINO DE PABLO / DRIVEWAY 3



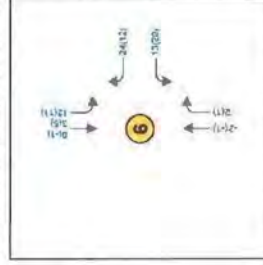
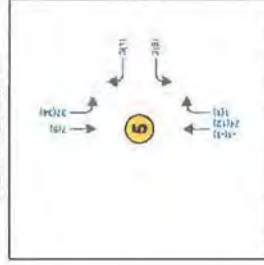
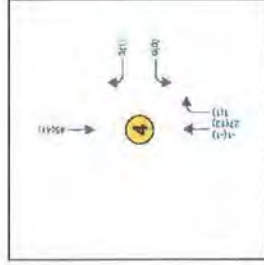
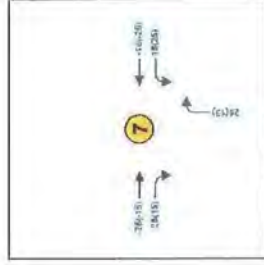
3 ST FRANCIS / SAVILLE

LEGEND

- Thru Lanes (if as indicated)
- Turning Lanes (if as indicated)
- Trip Assignment Percentages (12M/15M)
- Entering
- Exiting

ZIA STATION TRAFFIC UPDATE ASR
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 12
TRIP DISTRIBUTION & ASSIGNMENT
PERCENTAGES - PASS BY



LEGEND

↑↑↑ Three Lanes (# as indicated)

↔ Turning Lanes (# as indicated)

1004(104) AM/PM Traffic Counts

FIGURE 13
TRIP DISTRIBUTION & ASSIGNMENT
VOLUMES PM - PASS-BY

VI. TRAFFIC AND IMPROVEMENT ANALYSIS

The following section will discuss the results of the future year traffic analysis.

A. LEVEL OF SERVICE ANALYSIS

1. 2024 NO BUILD INTERSECTION CAPACITY ANALYSIS

For the 2024 No Build scenario, the intersections were again analyzed using HCS7. Table 7 through Table 10 shows the 2024 No Build results. The HCS output is included in Appendix D.

a) St Francis Drive and Siringo Road

In the No Build analysis, the signalized intersection of St Francis Drive and Siringo Road continues to operate under capacity in all AM analysis periods. Eastbound right, westbound thru, and westbound right movements in some analysis periods operate at LOS E.

In the PM, the intersection will become overcapacity in most analysis periods with the highest v/c of 1.63, which occurs at 5:15 PM. Delay is expected to be high, particularly from 5:45 PM on. The primary movements operating poorly in the PM include the southbound thru and eastbound right. This is due to the high volume of traffic traveling south on St Francis Drive towards I-25 in the PM peak hour. Note the oversaturated conditions may extend beyond 6:00 PM. Again, these results reflect the scaredy-cat nature of drivers destined for southbound I-25 crowding into the far right lane prior to the interstate.

| Table 7 2024 No Build Signalized Intersection Results (St Francis & Siringo) | | | | | | | |
|--|-------|-----|---------|------------------|-------|-----|---------|
| 2024 No Build AM | | | | 2024 No Build PM | | | |
| Period | Delay | LOS | Max V/C | Period | Delay | LOS | Max V/C |
| 7:00 | 17 | B | 0.75 | 16:00 | 55.3 | E | 1.09 |
| 7:15 | 18.5 | B | 0.76 | 16:15 | 38.1 | D | 0.86 |
| 7:30 | 22.4 | C | 0.74 | 16:30 | 59.8 | E | 1.11 |
| 7:45 | 25.6 | C | 0.93 | 16:45 | 141.2 | F | 1.24 |
| 8:00 | 21 | C | 0.68 | 17:00 | 299 | F | 1.41 |
| 8:15 | 20.1 | C | 0.78 | 17:15 | 569.6 | F | 1.63 |
| 8:30 | 20 | B | 0.67 | 17:30 | 547.5 | F | 0.97 |
| 8:45 | 19.7 | B | 0.80 | 17:45 | 619.4 | F | 1.03 |

b) *St Francis Drive and Zia Road*

The multi-period analysis indicates that in the No Build, the signalized intersection of St Francis Drive and Zia Road operates over capacity from 7:30 to 9:00 AM and from 4:15 to 6:00 PM. The highest v/c in the AM is 1.64, which occurs at 7:45 AM and the highest v/c in the PM is 1.27, which occurs at 5:15 PM, both in the eastbound left movement.

In the AM the eastbound left movement operates over capacity, with high queue spillover into the adjacent thru lane. The primary movements operating poorly in the PM include the southbound thru and eastbound left. The eastbound left-turn lane performs poorly in both AM and PM analysis periods because the storage lengths are not sufficient. Note the oversaturated conditions may extend beyond 9:00 AM and beyond 6:00 PM.

The previous adjustments for lane utilization for southbound through and eastbound left traffic were again applied for the No Build scenario.

| Table 8 2024 No Build Signalized Intersection Results (St Francis & Zia) | | | | | | | |
|--|-------|-----|---------|------------------|-------|-----|---------|
| 2024 No Build AM | | | | 2024 No Build PM | | | |
| Period | Delay | LOS | Max V/C | Period | Delay | LOS | Max V/C |
| 7:00 | 26.6 | C | 0.90 | 16:00 | 50.9 | D | 1.09 |
| 7:15 | 26.7 | C | 0.92 | 16:15 | 64.4 | E | 0.96 |
| 7:30 | 59.1 | E | 1.60 | 16:30 | 80.6 | F | 1.14 |
| 7:45 | 124.5 | F | 1.64 | 16:45 | 122.2 | F | 1.14 |
| 8:00 | 179.7 | F | 1.41 | 17:00 | 165.4 | F | 1.14 |
| 8:15 | 267 | F | 1.56 | 17:15 | 190.9 | F | 1.27 |
| 8:30 | 284.6 | F | 1.27 | 17:30 | 224 | F | 1.09 |
| 8:45 | 251.5 | F | 1.04 | 17:45 | 248.8 | F | 1.06 |

c) *St Francis Drive and Sawmill Road*

In the No Build analysis, the signalized intersection of St Francis Drive and Sawmill Road operates at an overall acceptable level of service in both AM and PM analysis periods. In the AM, the eastbound left and westbound right movements operate at LOS E or F in some analysis periods. In the PM, the eastbound thru movement operates over capacity at 5:15 PM with a v/c of 1.17. Both eastbound and westbound approaches have movements that operate at LOS E or F in most analysis periods.

The adjustments for southbound through lane utilization were again included in this scenario.

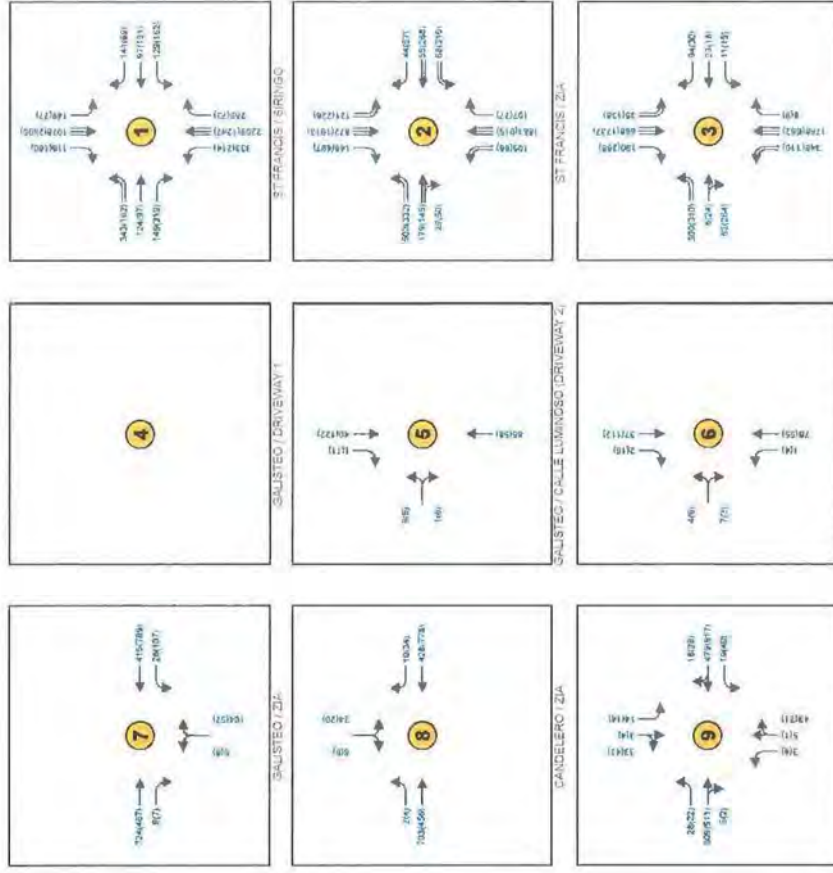
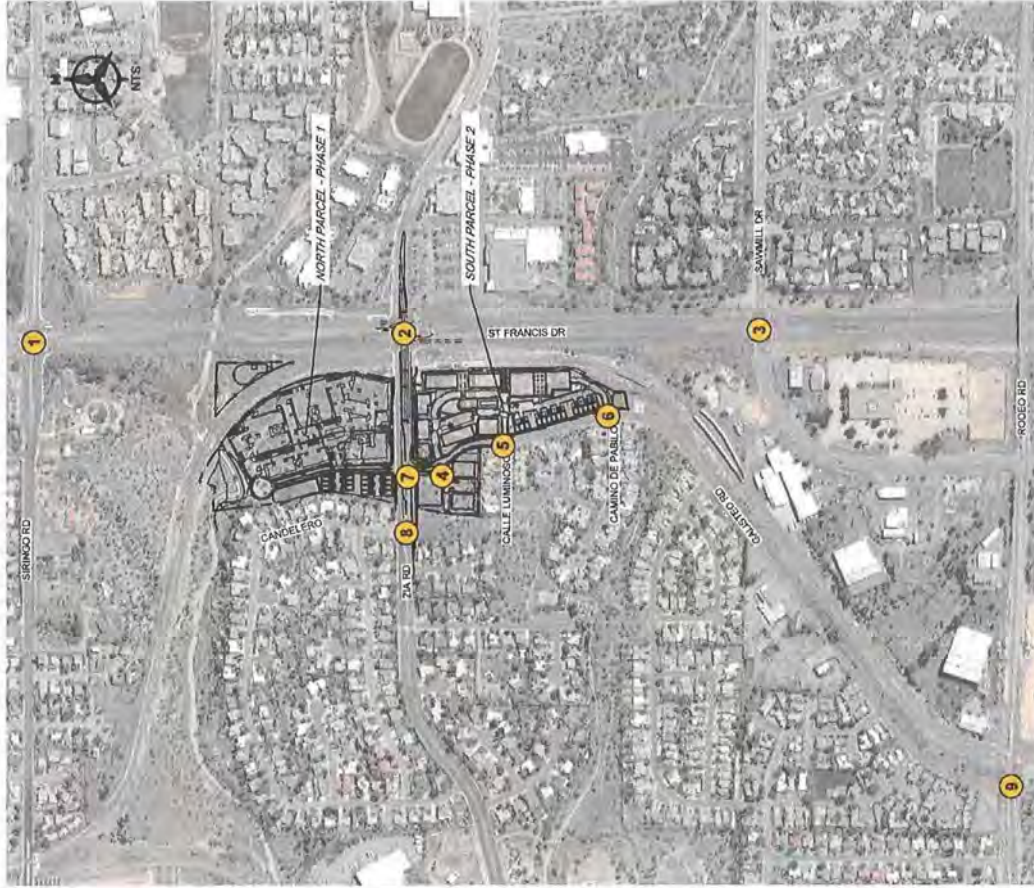
| Table 9 2024 No Build Signalized Intersection Results (St Francis & Sawmill) | | | | | | | |
|--|-------|-----|---------|------------------|-------|-----|---------|
| 2024 No Build AM | | | | 2024 No Build PM | | | |
| Period | Delay | LOS | Max V/C | Period | Delay | LOS | Max V/C |
| 7:00 | 14.1 | B | 0.64 | 16:00 | 25.2 | C | 0.83 |
| 7:15 | 16.5 | B | 0.72 | 16:15 | 23 | C | 0.88 |
| 7:30 | 27.5 | C | 0.91 | 16:30 | 27.3 | C | 0.93 |
| 7:45 | 29.2 | C | 0.95 | 16:45 | 28.7 | C | 0.95 |
| 8:00 | 25.1 | C | 0.87 | 17:00 | 29.4 | C | 0.95 |
| 8:15 | 21.4 | C | 0.79 | 17:15 | 36.8 | D | 1.17 |
| 8:30 | 19.8 | B | 0.76 | 17:30 | 29.5 | C | 0.82 |
| 8:45 | 19.4 | B | 0.77 | 17:45 | 26.8 | C | 0.95 |

d) *Unsignalized Intersections*

The analysis indicates the unsignalized intersections are expected to continue operating at acceptable levels of service in the No Build. Queueing will remain at one car or less and level of service will not degrade to LOS E or F.

Again, the northbound left turn from Galisteo onto Zia was evaluated with two-stage gap acceptance and results in lower delay for this movement.

| Table 10 2024 No Build Unsignalized Intersection Results | | | | | | | | |
|---|-----------------------|------|----------------|-----|-----------------------|------|----------------|-----|
| Intersection/Movement | 2024 No Build AM Peak | | | | 2024 No Build PM Peak | | | |
| | Delay | v/c | Queue* (ft) | LOS | Delay | v/c | Queue* (ft) | LOS |
| Zia and Candelero | - | - | - | - | - | - | - | - |
| Eastbound Left | 8.3 | 0.00 | 0 | A | 9.7 | 0.01 | 0 | A |
| Southbound Approach | 16.6 | 0.09 | 25 | C | 22.1 | 0.11 | 25 | C |
| Zia and Galisteo | - | - | - | - | - | - | - | - |
| Eastbound Left | 8.2 | 0.00 | 0 | A | 9.5 | 0.00 | 0 | A |
| Westbound Left | 9.5 | 0.04 | 25 | A | 8.8 | 0.10 | 25 | A |
| Northbound Left | 26.0 | 0.03 | 25 | D | 30.0 | 0.05 | 25 | D |
| Northbound Right | 12.2 | 0.18 | 25 | B | 10.2 | 0.08 | 25 | B |
| Galisteo and Calle Luminoso | - | - | - | - | - | - | - | - |
| Eastbound Approach | 9.2 | 0.01 | 0 | A | 9.3 | 0.01 | 0 | A |
| Northbound Left | 7.3 | 0.00 | 0 | A | 7.5 | 0.00 | 0 | A |
| Galisteo and Camino Pabito | - | - | - | - | - | - | - | - |
| Eastbound Approach | 9.1 | 0.02 | 0 | A | 9.1 | 0.01 | 0 | A |
| Northbound Left | 7.3 | 0.00 | 0 | A | 7.5 | 0.00 | 0 | A |
| Rodeo and Galisteo | - | - | - | - | - | - | - | - |
| Eastbound Left | 8.6 | 0.03 | 25 | A | 9.9 | 0.03 | 25 | A |
| Westbound Left | 9.8 | 0.03 | 25 | A | 8.7 | 0.04 | 25 | A |
| Northbound Approach | 18.4 | 0.17 | 25 | C | 15.2 | 0.07 | 25 | C |
| Southbound Left | 26.9 | 0.08 | 25 | D | 25.5 | 0.08 | 25 | D |
| Southbound Right | 11.9 | 0.07 | 25 | B | 17.1 | 0.14 | 25 | C |
| * – HCM 95 th percentile queue rounded to next 25-foot increment | | | | | | | | |



LEGEND

Thru Lanes
(# as indicated)

Turning Lanes
(# as indicated)

AM(PM) Traffic Counts

**ZIA STATION TRAFFIC UPDATE ASR
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS**

**FIGURE 14
2024 NO-BUILD AM (PM) PEAK HOUR
TRAFFIC VOLUMES**

2. 2024 BUILD TRAFFIC VOLUMES

The trips generated by the site (Table 6) were assigned to the intersections. These trips were added to the 2024 No Build traffic projections. The 2024 Build LOS are shown in Table 11 through Table 14. The individual intersection output is included in Appendix E.

a) *St Francis Drive and Siringo Road*

In the Build analysis, the signalized intersection of St Francis Drive and Siringo Road continues to operate acceptably overall. The northbound left movement is expected to become overcapacity from 7:45 to 8:00 AM with v/c of 1.08; however, the AM overall will operate no worse than LOS C. Eastbound right, westbound thru, and westbound right movements in some analysis periods continue to operate at LOS E.

In the PM, the southbound thru/right movement will become overcapacity in most analysis periods with the highest v/c of 1.64 occurring at 5:15 PM. Delay is expected to be high in the southbound direction, particularly from 6:45 PM on. The primary movements operating poorly in the PM include the southbound thru/right and eastbound right. Note the oversaturated conditions may extend beyond 6:00 PM.

The adjustments for southbound through lane utilization were again included in this scenario.

| Table 11 2024 Build Signalized Intersection Results (St Francis & Siringo) | | | | | | | |
|--|-------|-----|---------|---------------|-------|-----|---------|
| 2024 Build AM | | | | 2024 Build PM | | | |
| Period | Delay | LOS | Max V/C | Period | Delay | LOS | Max V/C |
| 7:00 | 17.3 | B | 0.75 | 16:00 | 55.1 | E | 1.08 |
| 7:15 | 18.5 | B | 0.76 | 16:15 | 40.5 | D | 0.86 |
| 7:30 | 25.2 | C | 0.83 | 16:30 | 75.5 | E | 1.18 |
| 7:45 | 31.8 | C | 1.08 | 16:45 | 198.1 | F | 1.35 |
| 8:00 | 23.2 | C | 0.69 | 17:00 | 382.1 | F | 1.46 |
| 8:15 | 25.3 | C | 0.82 | 17:15 | 653.1 | F | 1.64 |
| 8:30 | 20.8 | C | 0.67 | 17:30 | 628.4 | F | 0.98 |
| 8:45 | 20.3 | C | 0.81 | 17:45 | 711.1 | F | 1.03 |

b) *St Francis Drive and Zia Road*

The signalized intersection of St Francis Drive and Zia Road improves significantly overall in the Build analysis. With the addition of a third eastbound left turn lane and additional storage due to the realignment of Galisteo Road, the eastbound left

movement will experience a reduction in queueing and delay. These improvements are conceptually shown in Figure 18 on page 47. It is also expected that with the improved performance of the eastbound left, there may be a reduction in trips known to go eastbound through the intersection of St Francis and Zia, perform a u-turn east of the intersection, and turn right onto St Francis. To account for this reduction, 10% of total eastbound thru trips were reduced from this movement and assigned to the eastbound left.

In the AM, the intersection operates at an overall acceptable level of service with no oversaturated movements. The eastbound thru/right movement is expected to experience queue spillover from 7:45 to 8:15 AM (4 cars). Though the eastbound thru/right spills over into the adjacent lane by four (4) cars in the AM, only one (1) car blocks the intersection of Zia and Galisteo. The AM will operate no worse than LOS C overall with the proposed improvements. However, eastbound thru/right, northbound left, and southbound left movements in some analysis periods will operate at LOS E or F. The operation of the eastbound thru/right movement in particular is expected to worsen. This is due to the decrease in eastbound thru lanes to accommodate the third left-turn lane. The remaining eastbound thru lane will become a shared thru/right lane, which will begin just east of the Zia Road and Galisteo Road intersection. This relatively slight reduction delay and level of service is

seen as an appropriate trade-off, as the proposed improvements provide substantial improvement over the Existing and No Build operations.

In the PM, the southbound thru movement will become overcapacity in two analysis periods with the highest v/c of 1.08*, which occurs at 5:00 PM. The eastbound thru/right movement is expected to experience queue spillover at 4:30 (1 car) and 5:00 (1 car). The primary movements operating poorly in the PM include the eastbound thru/right, westbound left, southbound left, and southbound thru.

* Micro-Simulation

Overcapacity intersections and movements and free right turns were further evaluated using micro-simulation tools to provide additional results that consider driver behavior. When these movements were evaluated in the TransModeler micro-simulation tool, it shows no spillover and generates reasonable delay. In situations like this when results from HCS and TransModeler differ, adjustments to HCS can be made to overcome limitations in the HCM. This was not done in this case. However, use of micro-simulation tools to supplement HCM procedures in oversaturated conditions is an acceptable use per the HCM.

The eastbound thru/right movement is not expected to add delay to the adjacent lane from spillover. Field conditions indicate the southbound thru movement does queue back past Siringo occasionally, particularly in the outside most lane with drivers preparing for the I-25 southbound on ramp.

| Table 12 2024 Build Signalized Intersection Results (St Francis & Zia) | | | | | | | |
|--|-------|-----|---------|---------------|-------|-----|---------|
| 2024 Build AM | | | | 2024 Build PM | | | |
| Period | Delay | LOS | Max V/C | Period | Delay | LOS | Max V/C |
| 7:00 | 21.5 | C | 0.34 | 16:00 | 36.1 | D | 0.99 |
| 7:15 | 20.5 | C | 0.48 | 16:15 | 31.9 | C | 0.91 |
| 7:30 | 25.3 | C | 0.78 | 16:30 | 45.8 | D | 1.05 |
| 7:45 | 28.5 | C | 0.99 | 16:45 | 42.8 | D | 0.94 |
| 8:00 | 25.6 | C | 0.91 | 17:00 | 50.7 | D | 1.08 |
| 8:15 | 23.9 | C | 0.74 | 17:15 | 60.1 | E | 0.98 |
| 8:30 | 20.9 | C | 0.69 | 17:30 | 57.4 | E | 0.99 |
| 8:45 | 21.2 | C | 0.68 | 17:45 | 50.6 | D | 0.97 |

c) *St Francis Drive and Sawmill Road*

In the Build analysis, the signalized intersection of St Francis Drive and Sawmill Road operates at an overall acceptable level of service in both AM and PM analysis periods. In the AM, the eastbound left and westbound right movements operate at LOS E or F in some analysis periods. In the PM, the eastbound thru/right movement operates over capacity at 5:15 PM with a v/c of 1.10. Both eastbound and westbound approaches have movements that operate at LOS E or F in most analysis periods.

The adjustments for southbound through lane utilization were again included in this scenario.

| Table 13 2024 Build Signalized Intersection Results (St Francis & Sawmill) | | | | | | | |
|--|-------|-----|---------|---------------|-------|-----|---------|
| 2024 Build AM | | | | 2024 Build PM | | | |
| Period | Delay | LOS | Max V/C | Period | Delay | LOS | Max V/C |
| 7:00 | 14 | B | 0.64 | 16:00 | 26.5 | C | 0.73 |
| 7:15 | 16 | B | 0.72 | 16:15 | 24.7 | C | 0.88 |
| 7:30 | 25.3 | C | 0.87 | 16:30 | 29 | C | 0.89 |
| 7:45 | 28.5 | C | 0.96 | 16:45 | 29.4 | C | 0.91 |
| 8:00 | 23.6 | C | 0.84 | 17:00 | 30.5 | C | 0.91 |
| 8:15 | 21.2 | C | 0.79 | 17:15 | 35.7 | D | 1.10 |
| 8:30 | 19 | B | 0.76 | 17:30 | 27.1 | C | 0.82 |
| 8:45 | 18.5 | B | 0.77 | 17:45 | 27.8 | C | 0.91 |

d) *Unsignalized Intersections*

The analysis indicates the unsignalized intersections are expected to continue operating at acceptable levels of service in the No Build. The proposed improvements restrict the Zia and Galisteo intersection to left-in/right-in/right-out only. Queueing will remain at one car or less and level of service will not degrade to LOS E or F.

The proposed site entrances are also expected to operate acceptably with minimal queueing and delay.

The intersection of Zia Road and Candelero was evaluated with a westbound u-turn movement due to the restricted left-out at Zia Road and Galisteo Road. This movement is expected to operate acceptably with a queue of one vehicle in both the AM and PM peak hours.

A peak hour traffic signal warrant analysis was performed for the Zia and Galisteo intersection and a traffic signal was not warranted. A copy of the peak hour traffic signal warrant analysis is included in Appendix E.

| Table 14 2024 Build Unsignalized Intersection Results | | | | | | | | |
|---|--------------------|------|----------------|-----|--------------------|------|----------------|-----|
| Intersection/Movement | 2024 Build AM Peak | | | | 2024 Build PM Peak | | | |
| | Delay | v/c | Queue* (ft) | LOS | Delay | v/c | Queue* (ft) | LOS |
| Zia & Candelero | - | - | - | - | - | - | - | - |
| Eastbound Left | 8.5 | 0.00 | 0 | A | 9.8 | 0.01 | 0 | A |
| Westbound U Turn | 14.6 | 0.11 | 25 | B | 10.8 | 0.04 | 25 | B |
| Southbound Approach | 15.9 | 0.09 | 25 | C | 18.2 | 0.09 | 25 | C |
| Zia & Galisteo | - | - | - | - | - | - | - | - |
| Eastbound Left | 8.3 | 0.01 | 0 | A | 9.7 | 0.02 | 25 | A |
| Westbound Left | 11.9 | 0.29 | 50 | B | 9.9 | 0.25 | 25 | A |
| Northbound Right | 15.3 | 0.42 | 75 | C | 11.7 | 0.27 | 50 | B |
| Southbound Right | 10.4 | 0.15 | 25 | B | 11.9 | 0.11 | 25 | B |
| Galisteo & D1 | - | - | - | - | - | - | - | - |
| Eastbound Right | 9.9 | 0.01 | 0 | A | 9.3 | 0.01 | 0 | A |
| Westbound Right | 9.2 | 0.02 | 0 | A | 9.1 | 0.02 | 25 | A |
| Northbound Left | 7.8 | 0.00 | 0 | A | 7.6 | 0.00 | 0 | A |
| Galisteo & D2/Calle Luminoso | - | - | - | - | - | - | - | - |
| Eastbound Approach | 15.0 | 0.03 | 25 | B | 11.6 | 0.02 | 25 | B |
| Westbound Approach | 13.5 | 0.09 | 25 | B | 12.8 | 0.09 | 25 | B |
| Northbound Left | 7.5 | 0.00 | 0 | A | 7.6 | 0.00 | 0 | A |
| Southbound Left | 8.2 | 0.15 | 25 | A | 8.0 | 0.10 | 25 | A |
| Galisteo & D3/Camino Pabito | - | - | - | - | - | - | - | - |
| Eastbound Approach | 11.1 | 0.02 | 25 | B | 9.8 | 0.01 | 0 | A |
| Westbound Approach | 11.6 | 0.26 | 25 | B | 11.6 | 0.27 | 50 | B |
| Northbound Left | 7.3 | 0.00 | 0 | A | 7.5 | 0.00 | 0 | A |
| Southbound Left | 7.7 | 0.07 | 25 | A | 7.5 | 0.05 | 25 | A |
| Rodeo & Galisteo | - | - | - | - | - | - | - | - |
| Eastbound Left | 8.7 | 0.05 | 25 | A | 10.1 | 0.05 | 25 | B |
| Westbound Left | 9.7 | 0.03 | 25 | A | 8.6 | 0.04 | 25 | A |
| Northbound Approach | 18.8 | 0.17 | 25 | C | 16.9 | 0.08 | 25 | C |
| Southbound Left | 32.3 | 0.22 | 25 | D | 28.6 | 0.18 | 25 | D |
| Southbound Right | 13.1 | 0.18 | 25 | B | 21.2 | 0.34 | 50 | C |
| * – HCM 95 th percentile queue rounded to next 25-foot increment | | | | | | | | |

e) Queue Discussion

The following section reports the expected maximum queueing for new movements on Zia.

Queueing is not expected to exceed the available storage with the exception of two instances at St Francis Drive and Zia Road: eastbound thru/right in the AM and PM and westbound left in the PM. The eastbound thru/right will experience queue spillover of approximately four (4) vehicles in the AM and one (1) vehicle in the PM. The westbound left will have about two (2) vehicles extend beyond the available storage.

The eastbound and westbound left turn bays at Zia Road and Galisteo Road, and the westbound u-turn at Candelero, are not expected to queue beyond available storage.

| Table 15 Max Queue Results | | | |
|-------------------------------------|--------------------------|-----------|-----------|
| Movement | Available Storage | AM | PM |
| St Francis & Zia | - | - | - |
| Eastbound Left | 275 | 244 | 202 |
| Eastbound Thru/Right | 375 | 484 | 402 |
| Westbound Left | 251 | 53 | 236 |
| Westbound Right | 150 | 124 | 86 |
| Zia & Galisteo | - | - | - |
| Eastbound Left | 84 | 0 | 25 |
| Westbound Left | 126 | 50 | 25 |
| Zia & Candelero | - | - | - |
| Westbound U Turn | 84 | 25 | 25 |

B. FUTURE TRANSIT SERVICE

Currently Santa Fe Trails does not have a route that serves the Zia Rail Runner Station. When bus service was discussed at the time of the Station Opening (2016), SF Trails was concerned about accessing/negotiating the St. Francis/Zia Road intersection without additional improvements, and they wanted to see what kind of ridership the station experienced. With the proposed intersection improvements (both physical and functional) it is anticipated that SF Trails may consider extending or altering their route(s), currently Route#6, to serve the development and the NM Rail Runner Station. Discussions with Santa Fe Trails will consider bus stop needs. We will also coordinate with Rio Metro to determine the appropriate location for a drop-off lane as well as parking needs for the Station.

C. PEDESTRIAN CIRCULATION

As a multi-modal mixed-use development, the Zia Station project recognizes the importance of a well-connected, safe, and appealing environment for pedestrians and bicyclists. New, wider sidewalks along Zia Road and Galisteo Road connect to existing sidewalks and to the Santa Fe Rail Trail. An internal network of sidewalks and pedestrian-focused areas provide internal connections and link to perimeter adjacent sidewalks, urban trails, and social trails. Rail Trail parking is provided in new parallel parking along the east side of Galisteo Road. The streetscape at the center of the Zia Station development has parallel/angled parking, street trees, and striped crosswalks to slow vehicular traffic and promote a pedestrian-friendly environment.

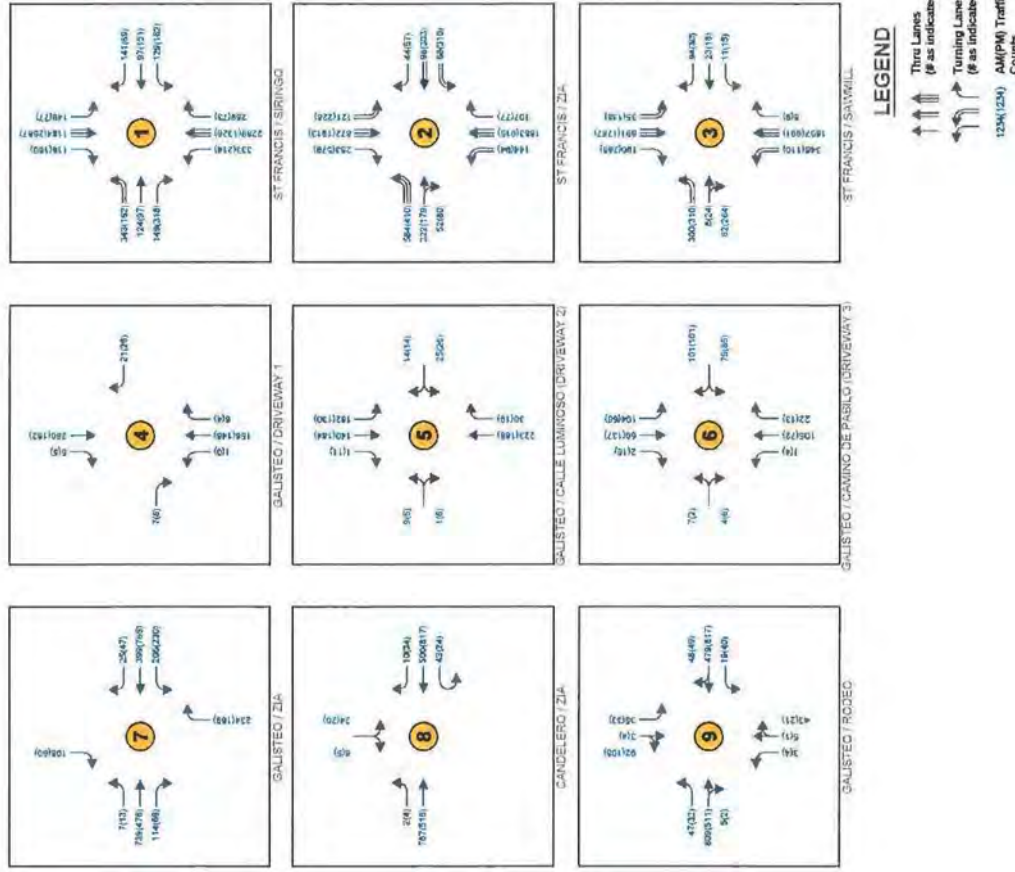
Furthermore, the project facilitates bicycling by providing a new 8' wide urban trail connection to the Santa Fe Rail Trail from Galisteo Road north of Zia Road. On-road bike lanes on new/improved segments of Galisteo Road and Zia Road connect to the existing network. Bicycle racks will be distributed throughout the site.

A crosswalk across Galisteo at the north driveway will be provided to link the west parcel and parking garage to the east parcel.

The pedestrian circulation concept for the North parcel is shown in Figure 16, with the South Parcel shown in Figure 17.

D. PARKING

Parking is being provided in compliance with City of Santa Fe regulations. Phase 1 is primarily surface parked with some tuck-under garages. Phase 2 includes two parking structures comprising 399 spaces and 89 surface/on-street spaces. Assigned spaces for tenants and residents will be provided in the structures, with on-street spaces reserved for visitors/customers. As a mixed-use development, the peak commercial parking demand will be in the daytime and the peak residential demand will be at night, affording the opportunity for shared parking. The parking supply satisfies the City Code requirements, so shared parking is not required, but just an element of the overall parking program. Although there currently is no parking available for transit (Rail Runner) riders, with the 20-25 additional parking spaces provided in this plan, there will be approximately 20-25 transit rider parking spaces allocated in the parking structure(s).



ZIA STATION TRAFFIC UPDATE ASR
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 15
2024 BUILD AM (PM) PEAK HOUR
TRAFFIC VOLUMES



LEGEND

PROPERTY BOUNDARY
COMMON OPEN SPACE

LEGEND - SITE CONNECTIVITY

JUNCTION WITH EXISTING URBAN
THRU, SIDEWALK AND PATHS

SECTIONAL (URBAN TRAIL EXISTING)

URBAN TRAIL (NEW, 12' WIDTH)

RESIDENTIAL SIDEWALK (NEW, 6' WIDTH)

SECTIONAL (NEW, 6' WIDTH)

INTERNAL SITE CIRCULATION
SECTIONAL (NEW, 6' WIDTH)

SOFT SURFACE (NEW, 6' WIDTH)

PEDESTRIAN HANDICAP AREA (NEW)

OPEN SPACE

LOT AREA - TOTAL: 100,000 SF

COMMON OPEN SPACE: 10,000 SF

PROVIDED: 10,000 SF

REQUIRED: 10,000 SF

LOT AREA - TOTAL: 100,000 SF

COMMON OPEN SPACE: 10,000 SF

PROVIDED: 10,000 SF

REQUIRED: 10,000 SF

design office

1000 Lakeshore Blvd. S. Suite 100, Houston, TX 77057

1505.563.1115

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FIGURE 17

ZIA STATION

PRELIMINARY DEVELOPMENT PLAN

OPEN SPACE PLAN PHASE 2

DATE: 10/1/2018

BY: [Signature]

REVISIONS

NO. DATE

DESIGN

NO. DATE

DESIGNED BY: CH

DRAWN BY: PS

ENGINEER'S SEAL

1000.877.3332

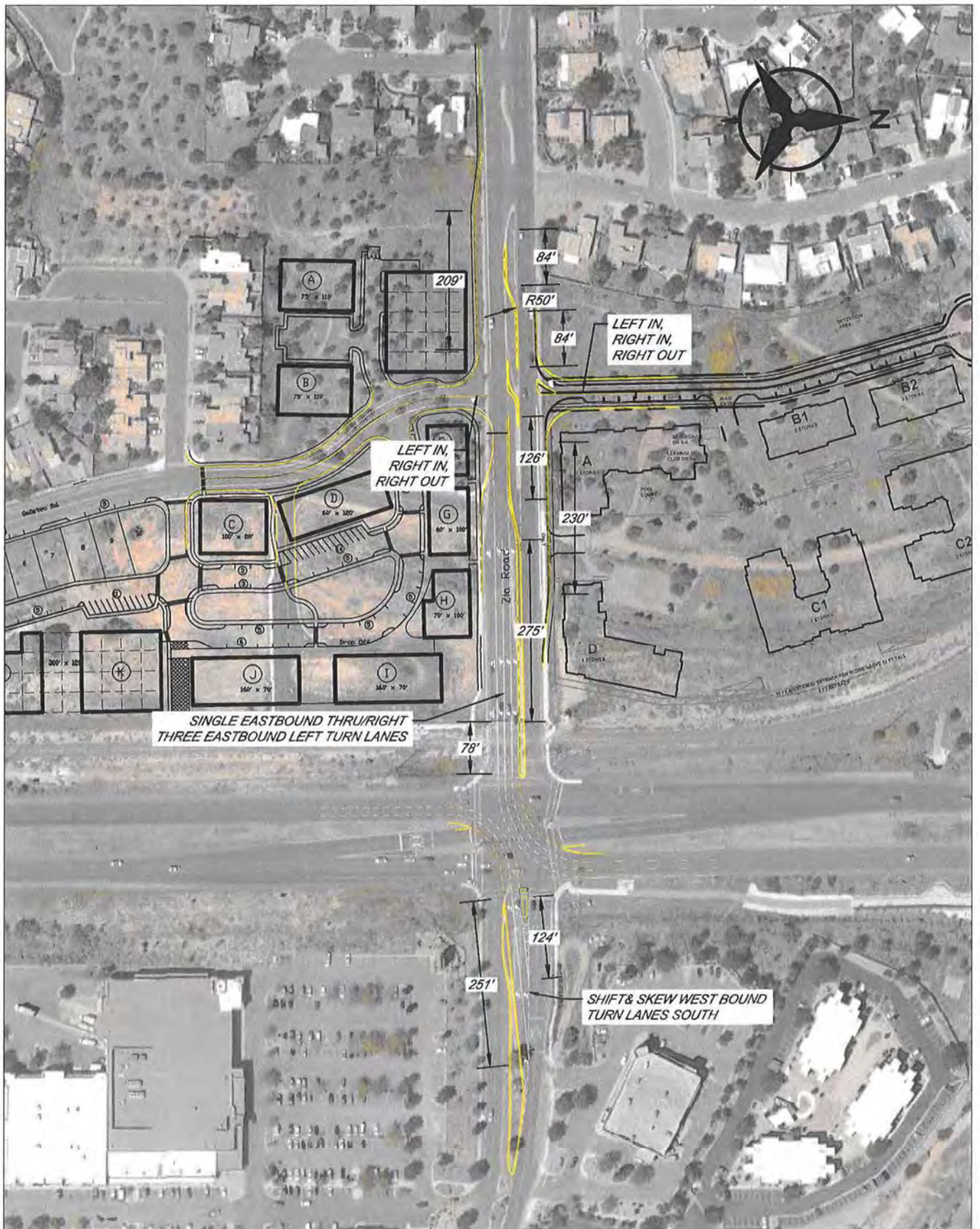
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| | |
|-------------|-------------|
| DATE | 10/1/2018 |
| BY | [Signature] |
| REVISIONS | |
| NO. | DATE |
| DESIGN | |
| NO. | DATE |
| DESIGNED BY | CH |
| DRAWN BY | PS |



VII. SAFETY ANALYSIS

To assess the safety performance of all major roadways located within the study area, a safety analysis was performed using Highway Safety Software (HSS). Geometric parameters along with annual average daily traffic (AADT) calculations and three years of prior crash data were applied to determine the predicted crash frequency for existing (2020) and future (2024) no build and build scenarios.

The AADT for each case was estimated by implementing the principle for which the peak hourly factor is ten percent of the annual average daily traffic volume. Crash data was provided by NMDOT for the years 2015 through 2017. Roadways in this urban study involve sections of St Francis Drive, Zia Road, and Sawmill Road.

This study reports the predicted crash frequency rather than the expected crash frequency. It should be noted, to estimate expected crash frequency, the project level-parameters should be calibrated to local conditions. New Mexico does not currently have any calibrated parameters; therefore, the calibrated default parameters from the Highway Safety Manual were used. These values were derived using data collected from multiple states including Washington and California.

Observed versus Predicted Crashes

The Highway Safety Manual (HSM) defines **observed crash frequency** as the historical crash data reported at the site during the period of analysis. The **predicted crash frequency** is the crash frequency calculated based on geometric design, traffic control features, and traffic volume of the site.

A. ST. FRANCIS DRIVE

The roadway section of St Francis Drive included in the study is between Siringo Road and Sawmill Road. The posted speed is 45 MPH with a three-lane divided highway typical cross section. HSS does not provide this type of section, thus it was modeled as a four-lane divided highway. The 40-foot median was measured in Google Earth. No driveways exist on St Francis. This roadway was modeled starting at St Francis and Siringo and ending at St Francis Drive and Sawmill.

Observed crash data revealed 118 crashes at the Siringo intersection, 128 crashes at the Zia intersection, and 83 crashes at the Sawmill intersection. The segments between these crossings, however, have significantly less observed crashes. The segment between Siringo and Zia has 22 observed crashes, while the segment between Sawmill and Zia has 16 observed crashes.

For existing conditions, results show the total number of predicted crashes is 19.44 crashes per year. The section with the highest number of predicted crashes is St-

Francis-Siringo intersection, of 6.36 crashes per year. The section with the lowest number of predicted crashes is the segment between Sawmill Road and Zia Road, of 1.73 crashes per year.

The 2024 no build safety analysis involved updating the traffic volume for all segments and intersections. This led to higher results for the predicted crash frequency. The total number of predicted crashes for 2024 no build study is 20.40 crashes per year. This implies one additional crash will be observed compared to 2020 existing conditions.

Similar to the no build analysis, the 2024 build study increased the AADT to determine the number of predicted crashes. This resulted in 21.31 total predicted crashes per year for 2024 build conditions. Based on these values, one additional crash will be observed compared to 2024 no build conditions and two additional crashes compared to 2020 existing results. Results for St Francis Drive are shown in Table 16. Full report outputs are located in Appendix E.

| Table 16 Predicted Crash Frequency for St Francis Drive | | | | |
|---|------------------------------|----------------------------|---------------|--------------|
| Location | Observed Crashes (2015-2017) | Predicted Crashes per Year | | |
| | | 2020 Existing | 2024 No Build | 2024 Build |
| Sawmill | 83 | 4.51 | 4.73 | 4.83 |
| North of Sawmill | 16 | 1.73 | 1.82 | 1.87 |
| Zia | 128 | 4.69 | 4.91 | 5.29 |
| North of Zia | 22 | 2.15 | 2.26 | 2.37 |
| Siringo | 115 | 6.36 | 6.68 | 6.96 |
| Total | | 19.44 | 20.40 | 21.31 |

B. ZIA ROAD

The section of Zia Road included in the safety analysis includes Santa Fe High School driveways east to St Francis Drive. The typical cross section for Zia is a four-lane undivided roadway with existing driveways. The posted speed limit is 35 MPH and lighting is present throughout.

Observed crashes on Zia are concentrated at the Galisteo and St Francis intersections, with 14 and 128 crashes respectively, while the remainder of the corridor has a low number of observed crashes. The existing 2020 analysis predicts 7.90 crashes per year.

The 2024 no build analysis generated a predicted crash frequency of 8.28 crashes per year. This is about one additional predicted crash compared to the 2020 existing analysis.

Results from the 2024 build analysis showed an increase in the total predicted crash frequency to 9.94 crashes per year. This is one additional predicted crash compared to 2024 no build analysis and two additional predicted crashes compared to 2020 existing results. Results for the crash analysis on Zia are displayed in Table 17.

| Table 17 Predicted Crash Frequency for Zia Road | | | | |
|---|------------------------------|----------------------------|---------------|-------------|
| Location | Observed Crashes (2015-2017) | Predicted Crashes per Year | | |
| | | 2020 Existing | 2024 No Build | 2024 Build |
| West of School Driveway | 4 | 0.99 | 1.04 | 1.21 |
| Candelero - West | 0 | 0.28 | 0.30 | 0.34 |
| East of Candelero (West) | 1 | 0.76 | 0.79 | 0.93 |
| Candelero - East | 0 | 0.30 | 0.31 | 0.38 |
| East of Candelero (East) | 2 | 0.32 | 0.33 | 0.42 |
| Galisteo | 14 | 0.38 | 0.40 | 0.80 |
| East of Galisteo | 0 | 0.19 | 0.20 | 0.24 |
| St Francis | 128 | 4.69 | 4.91 | 5.08 |
| Total | | 7.90 | 8.28 | 9.94 |

C. SAWMILL ROAD

A safety analysis was performed on Sawmill Road from Rodeo Road to St Francis Drive. With a posted speed of 35 MPH, the typical cross section is a four-lane undivided segment. Driveways are present throughout.

Crash data shows 26 observed crashes at the Rodeo intersection and 83 at St Francis and Sawmill intersection. Four crashes were recorded between these intersections on Sawmill. For 2020 existing analysis, the total predicted crash frequency is 6.48 crashes per year. This is slightly less than the 2024 no build predicted crash frequency, of 6.80 crashes per year.

The predicted crash frequency for the 2024 build analysis is 6.94. This implies there will be little to no change in the number of observed crashes between build and no build conditions. Results for the Sawmill analysis can be found in Table 18.

| Table 18 Predicted Crash Frequency for Sawmill Road | | | | |
|---|------------------------------------|----------------------------|---------------|-------------|
| Location | Observed Crashes (2015-2017) | Predicted Crashes per Year | | |
| | | 2020 Existing | 2024 No Build | 2024 Build |
| Rodeo | 26 | 1.87 | 1.96 | 2.01 |
| North of Rodeo | 4 | 0.66 | 0.69 | 0.69 |
| St Francis | 83 | 3.96 | 4.15 | 4.24 |
| Total | | 6.48 | 6.80 | 6.94 |

VIII. CONCLUSIONS AND RECOMMENDATIONS

A. CONCLUSIONS

The traffic analysis found the St Francis and Zia signalized intersection does not operate at acceptable levels of service under the Existing 2020 and 2024 No Build. Proposed improvements to the eastbound approach are expected to help improve the operation of the intersection in 2024 Build.

In the existing and no build analyses, the St Francis Drive and Siringo Road signalized intersection operates overall acceptably in all analysis periods in the AM but is overall LOS F in most 15-minute analysis periods in the PM. St Francis Drive and Zia Road operates overall F in most analysis periods in the AM and PM, with oversaturated conditions and queueing in the eastbound left lane. St Francis Drive and Sawmill Road operates overall acceptably in all analysis periods in the AM and PM. Each intersection has numerous movements that operate at LOS E or worse in the AM and PM.

In the build analysis, St Francis Drive and Zia Road operates at an overall acceptable LOS in all 15-minute analysis periods in the AM. In the PM, four analysis periods will operate at overall LOS E or worse. The operation of the eastbound left movement improves significantly in both AM PM; however, the eastbound thru/right movement is expected to worsen, particularly in the AM. This is considered to be an acceptable trade-off to the overall improvement to operations at the intersection due to the proposed improvements.

The unsignalized intersections and site driveways operate acceptably in the existing, no build, and build analyses.

B. RECOMMENDATIONS

- All designs shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD) requirements.
- At the intersection of St Francis Drive and Zia Road it is recommended the dual eastbound left-turn lanes be converted to three total turn lanes. The inside most left-turn lane should be extended to a length of 275 feet from the stop bar. The two outside lanes will also serve eastbound left turns, which should extend 400 feet from the stop bar to the new Galisteo Road.
- With the triple eastbound left-turn lanes, the existing shared eastbound thru and right-turn lane will need to be extended east of the Zia Road and Galisteo Road intersection towards the new re-aligned Galisteo Road intersection (see below). Traveling eastbound on Zia Road through Galisteo Road, motorists must move right into the shared thru/right lane.

Implementation of temporary signage alerting motorists of the new intersection configuration will be needed.

- This project is proposing to re-align Galisteo Road to the west to increase queue storage on Zia Road between Galisteo Road and St Francis Drive.
- It is recommended that Zia Road and Galisteo Road operate as a left-in/right-in/right-out only intersection. Due to the short distance between this intersection and St Francis Drive, there are safety concerns for the northbound and southbound left-turn movements attempting the cross thru traffic (it is easy to misjudge how fast a vehicle is approaching). This will require construction of a median to prevent northbound and southbound left-turn movements. In addition, the northbound right turn lane will be perpendicular to Zia Road, with a short bulb out to allow passing eastbound drivers access to the eastbound through/right lane at St Francis. This was done as it was considered unsafe to construct the northbound right turn as a free right due to the potential of conflicts with northbound right and eastbound drivers.
- A westbound left-turn lane at Zia Road and Candelero Road is recommended to allow for u-turns. The removal of northbound and southbound lefts from Galisteo Road onto Zia Road may result in motorists performing u-turns at Candelero Road.
- East and westbound right-turn lanes are recommended from Zia Road onto Galisteo Road and should be designed to NMDOT State Access Management Manual (SAMM) deceleration lane standards.
- To accommodate the third eastbound left-turn lane at St Francis Drive and Zia Road, additional improvements will be required at this intersection. This includes adjusting the dual westbound left-turn lanes to properly position the opposing left-turn lanes. Moving the westbound left-turn lanes will require the pedestrian refuge to be located between the westbound left-turn and westbound thru lanes. Other improves include modifying the medians on St Francis to accommodate the eastbound and westbound left-turn lane paths. Considerations for the northbound signal and the drop inlet on St Francis may also be required.