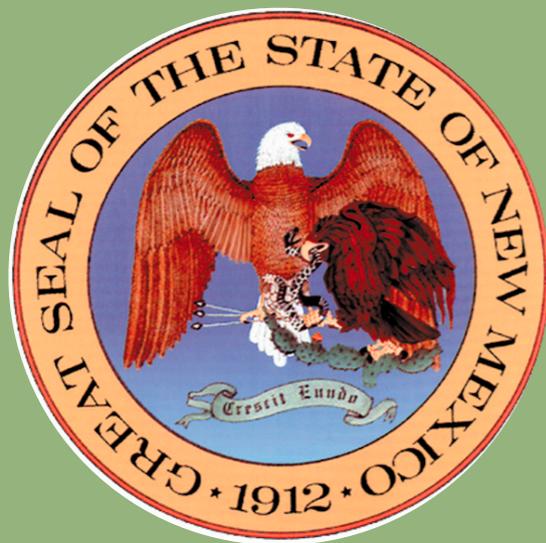


Capitol Master Plan

Additional Santa Fe Campus



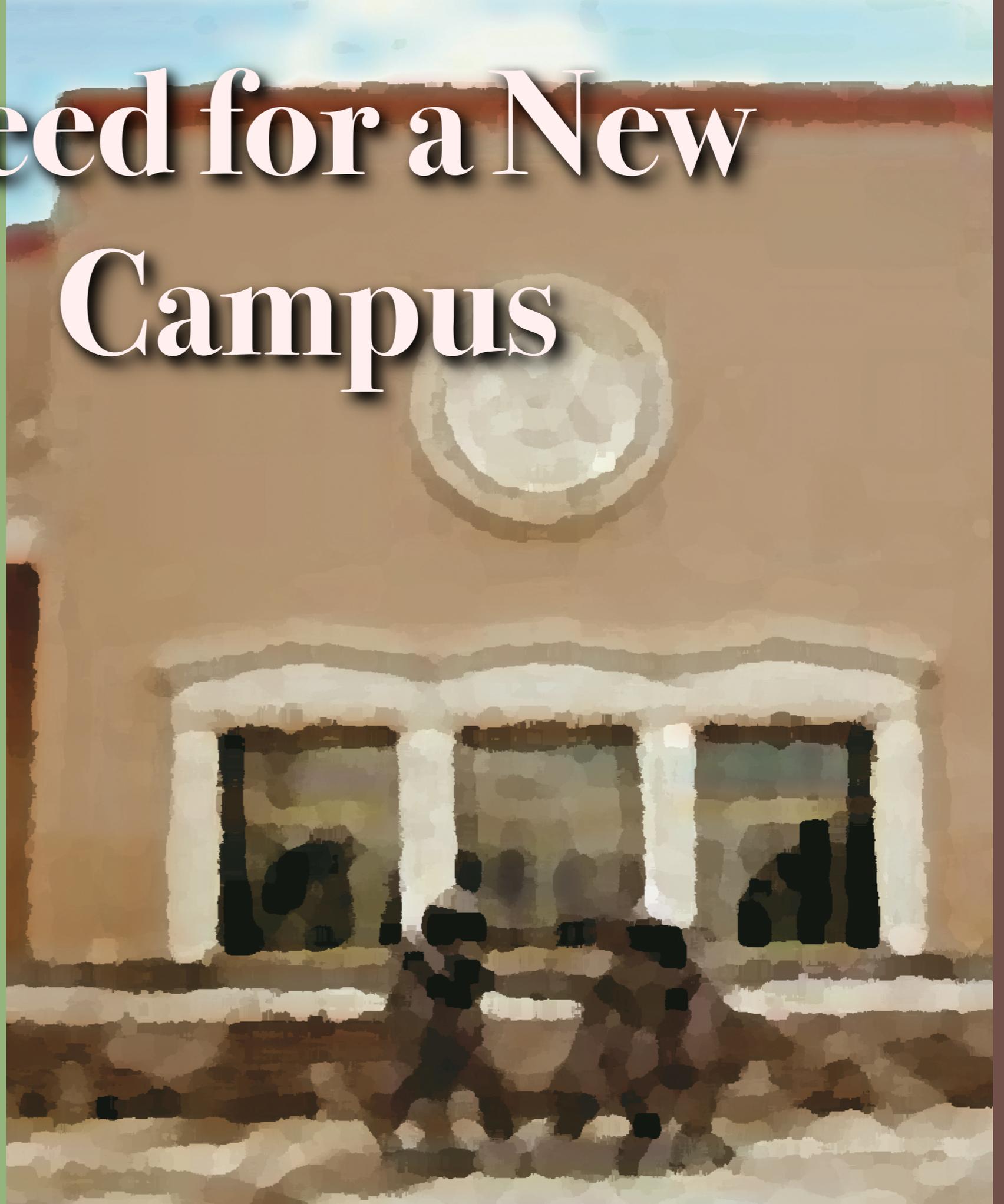
June 23, 2009
Capitol Buildings
Planning Commission
Meeting

CBPC_6_23_09v9

Agenda

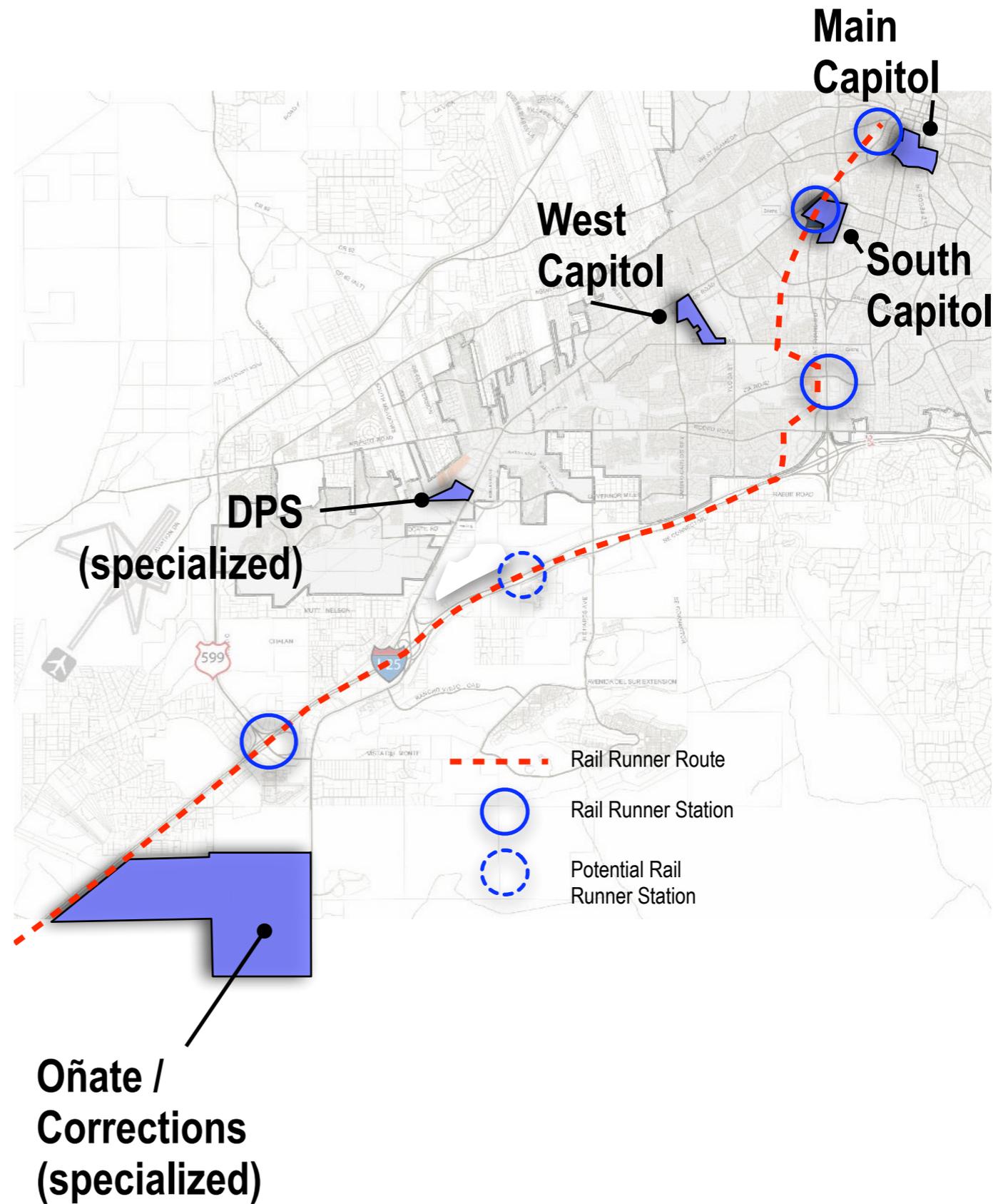
- ✓ **Need for new Santa Fe Campus**
- ✓ **Site Selection**
 - ▶ ***Process***
 - ▶ ***Operational and Programmatic Requirements***
 - ▶ ***Site Selection Criteria***
 - ▶ ***Inventory of Possible Sites***
 - ▶ ***Analysis***
 - ▶ ***Recommendation***

Need for a New Campus



Background

- ✓ Have 5 state campuses
 - ▶ ~2.7 million total gsf
 - ▶ ~43% (1.2 million gsf) general office related



Background

- ✓ **There is not adequate supply in state-owned buildings ...consequently**
 - ▶ ***Many agencies are in leased space (~900,000 equivalent GSF, \$14.5+ million yearly leased space)***
 - ▶ ***Agencies in state-owned buildings***
 - *May be crowded*
 - *In multiple locations*
 - *Not located by adopted location principles*
 - ▶ ***Many state-owned buildings require renewal***
- ✓ **Strategy**
 - ▶ ***Create more state-owned space***
 - ▶ ***Gradually, relocate agencies from leased space to state-owned space***

✓ Future development policy

- ▶ **Continue to meet State needs within designated ‘campuses’**
- ▶ **Adopt location principles and gradually locate (re-locate) agencies as opportunities become available**
- ▶ **Collocate agencies or functions according to adopted criteria**

▶ **Capitol Campus**

- *Constitutionally created or statutorily attached agencies (elected officials)*
- *High degree of legal or financial responsibilities*
- *High degree of interaction with constitutional agencies*
- *Special Relationship to Capitol Area*

▶ **South Capitol Campus**

- *Administrative and administrative Support*
- *Field offices (depending upon plan)*

▶ **West Capitol Campus**

- *High Interaction with the public*
 - *Field offices*
 - *Support functions*

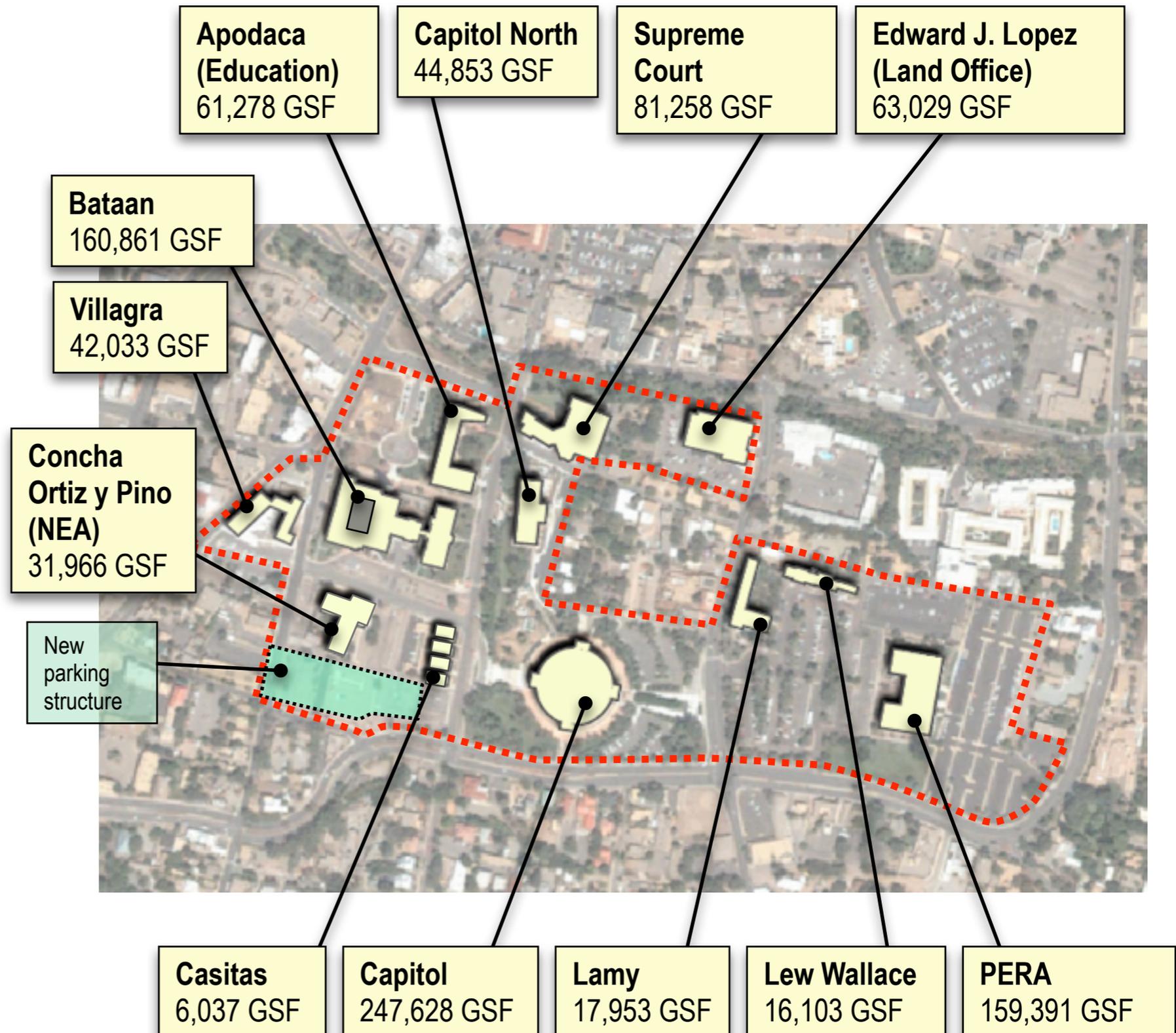
▶ **Other Campuses**

- *Specialized to function*
 - *Oñate / Corrections*
 - *DPS*

Main Capitol Campus Buildings

✓ Key issues

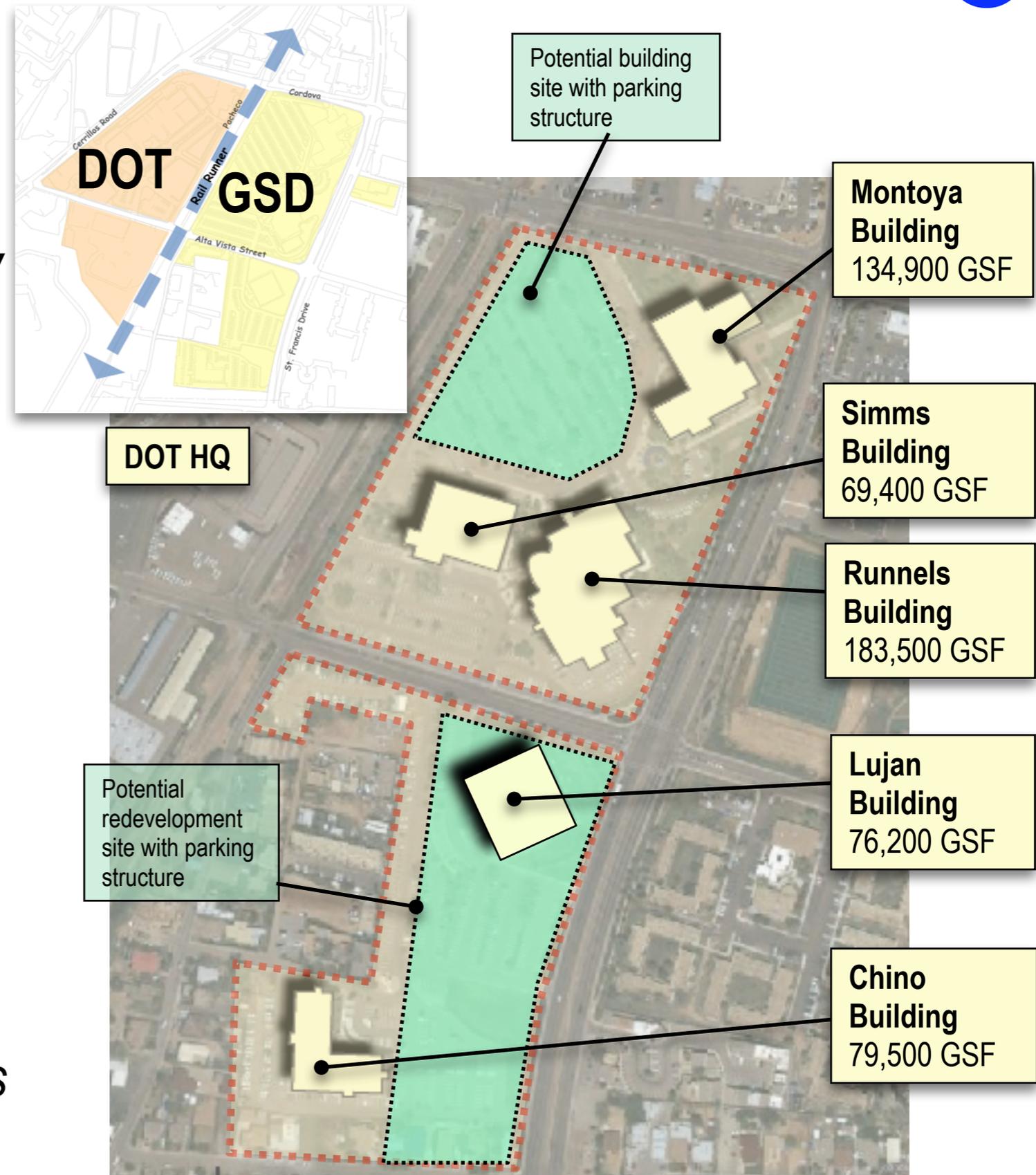
- ▶ **Locate agencies that should be here (i.e., PRC, Auditor, Treasurer, HED)**
- ▶ **Relocate agencies that should not be here (i.e., CYFD)**
- ▶ **Relieve crowding**
- ▶ **Renew existing buildings**



South Capitol Campus Buildings

✓ Key Issues

- ▶ *DOT lands not available as originally anticipated*
- ▶ *Runnels crowding (DOH, Environment)*
- ▶ *Renew existing buildings*
- ▶ *Revise site master plan*
 - *Reflect development on just GSD land*
 - *Address density concerns*
 - *Coordinate with potential DOT development*

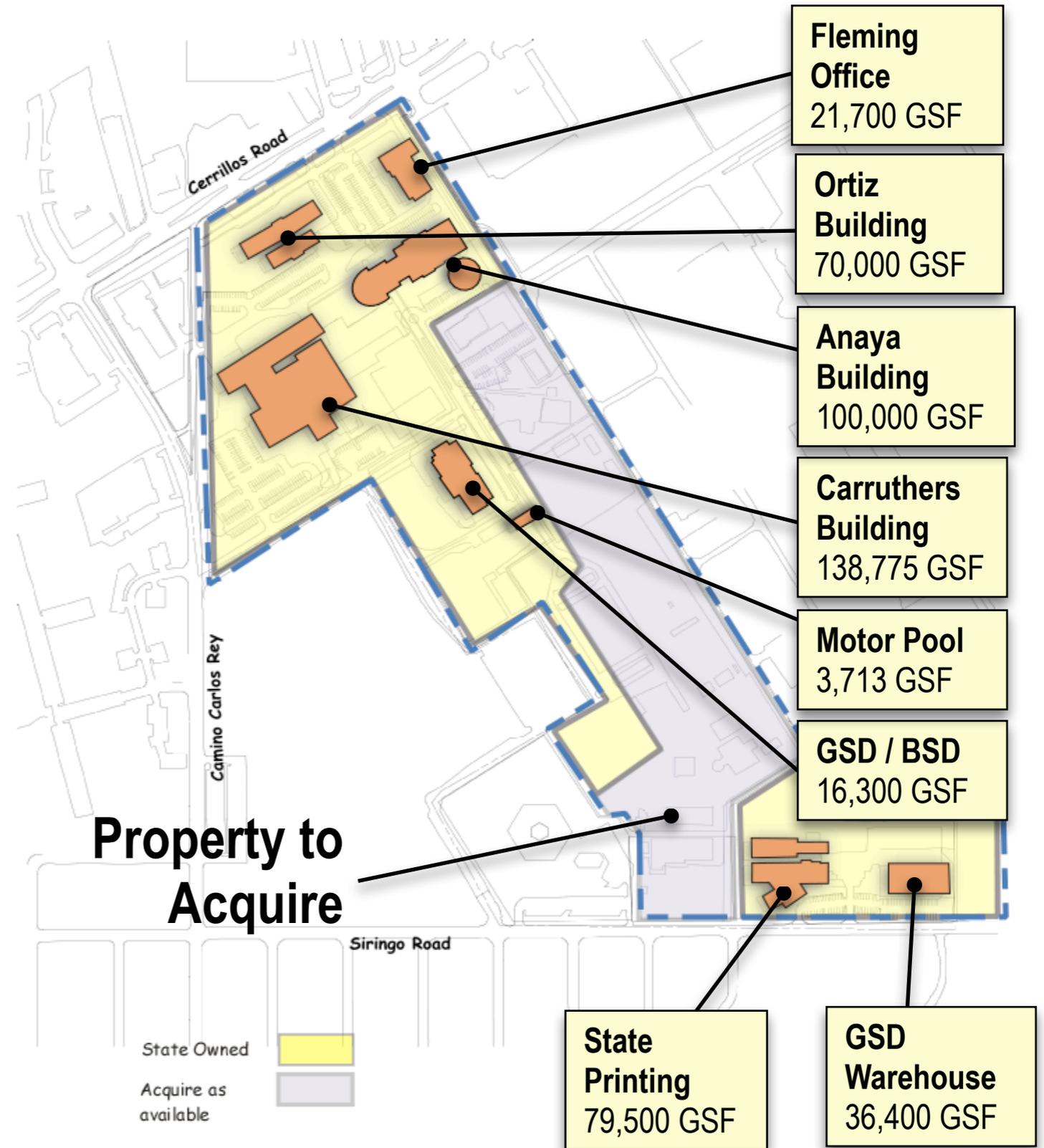


West Capitol Campus Buildings

✓ Key Issues

▶ ***Substantial future development requires property acquisition from federal government, City of Santa Fe, and Santa Fe Public Schools***

- *May require additional funding*



Need for Additional Campus

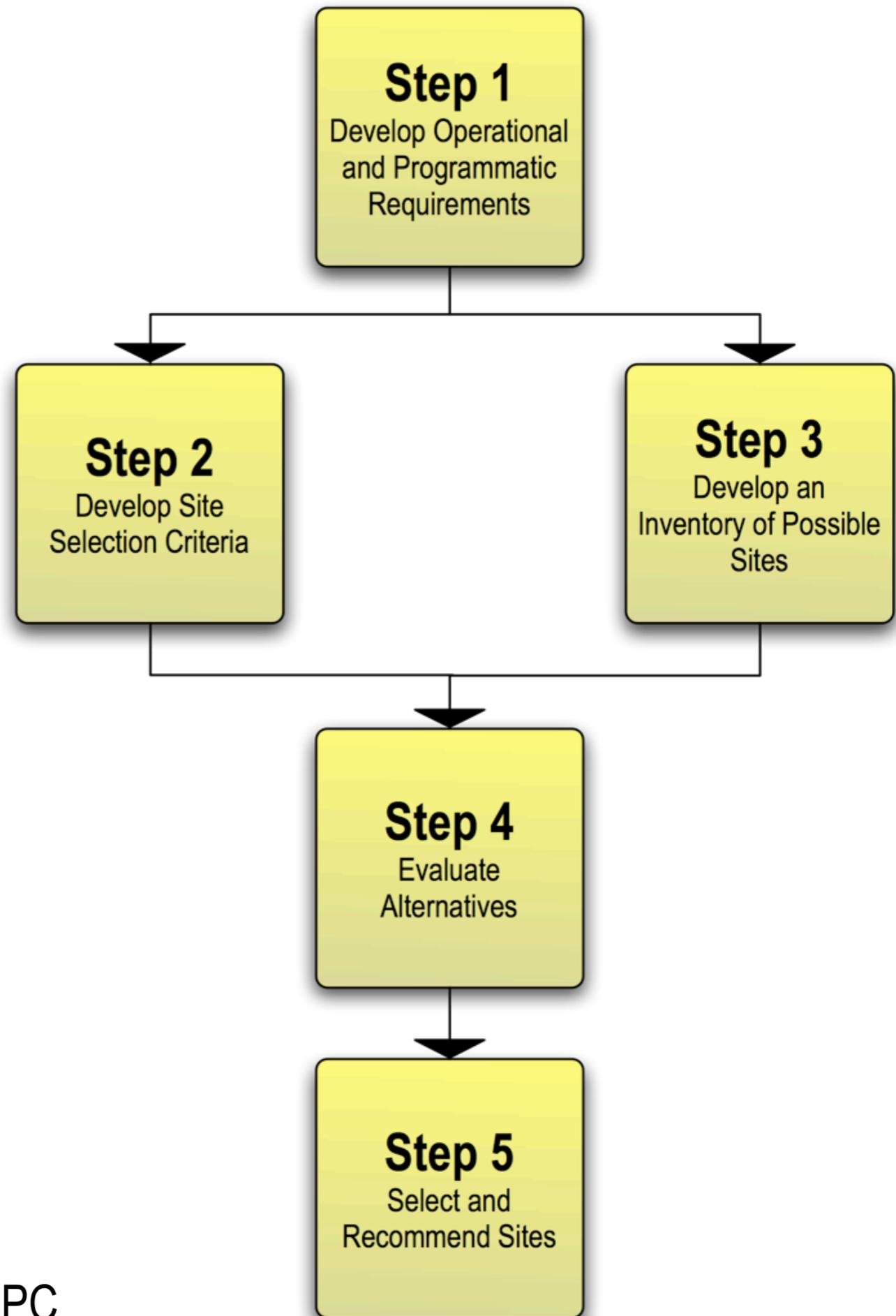
- ▶ ***Significant amount of leased office space in Santa Fe***
- ▶ ***Phase 1 of a Health and Human Service Complex funded by legislature (HB728 & HB154)***
- ▶ ***Existing campuses not adequate to meet needs in a timely manner***
 - *Not consistent with location principles for Main Capitol Campus*
 - *GSD property at South Capitol insufficient*
 - *Land not yet available at West Capitol*
 - *Campuses devoted to Specialized Uses*

Site Selection

Process

✓ Goals

- ▶ *Identify suitable sites for an additional state campus*
- ▶ *Consider potential sites* with consistent criteria*



*Including sites considered by HOK / SMPC

1. Operational and Programmatic Requirements

✓ Building Size

▶ **Phase 1**

- *216,764 gsf (Pollard analysis) - assume 225,000 for planning purposes with surface parking*

▶ **Possible full development**

- *686,300 gsf (HOK / SMPC Draft POR, 6.21.07) - assume 700,000 for planning purposes*
- *Employees - 2,825 (HOK / SMPC Draft POR, 6.21.07)*
- *Surface or structured parking*

1. Operational and Programmatic Requirements

Minimum Site Size Requirements*

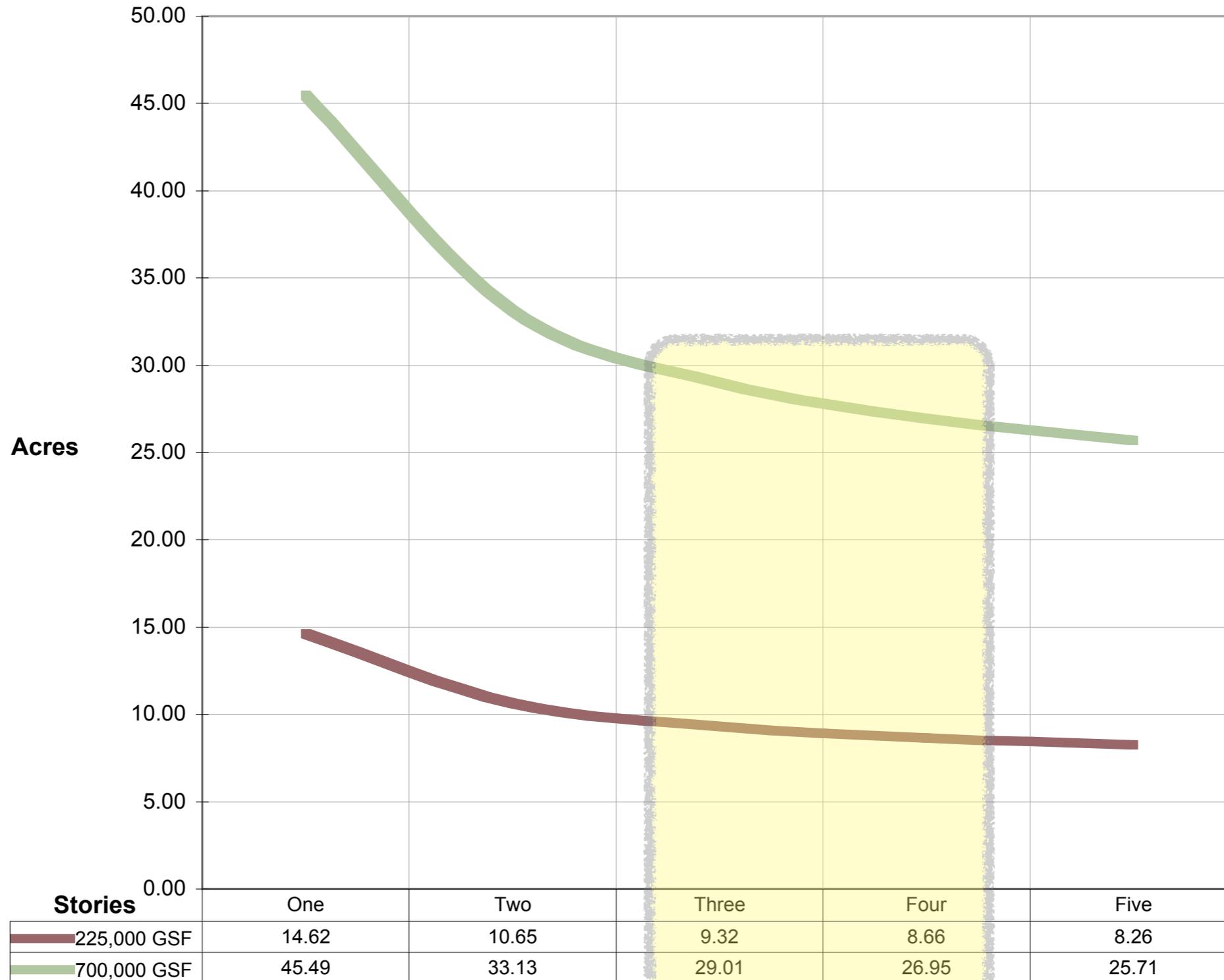
Phase	Surface Parking (acres)	Structured Parking (acres)
Phase 1	9.3	NA
Full Development	29	13.1

*Assumptions

- 3-4 story development
- 65% site efficiency
- Surface Parking
 - 1 space per 250 nsf
 - 350 sf per car
- Parking Structure
 - 3 story

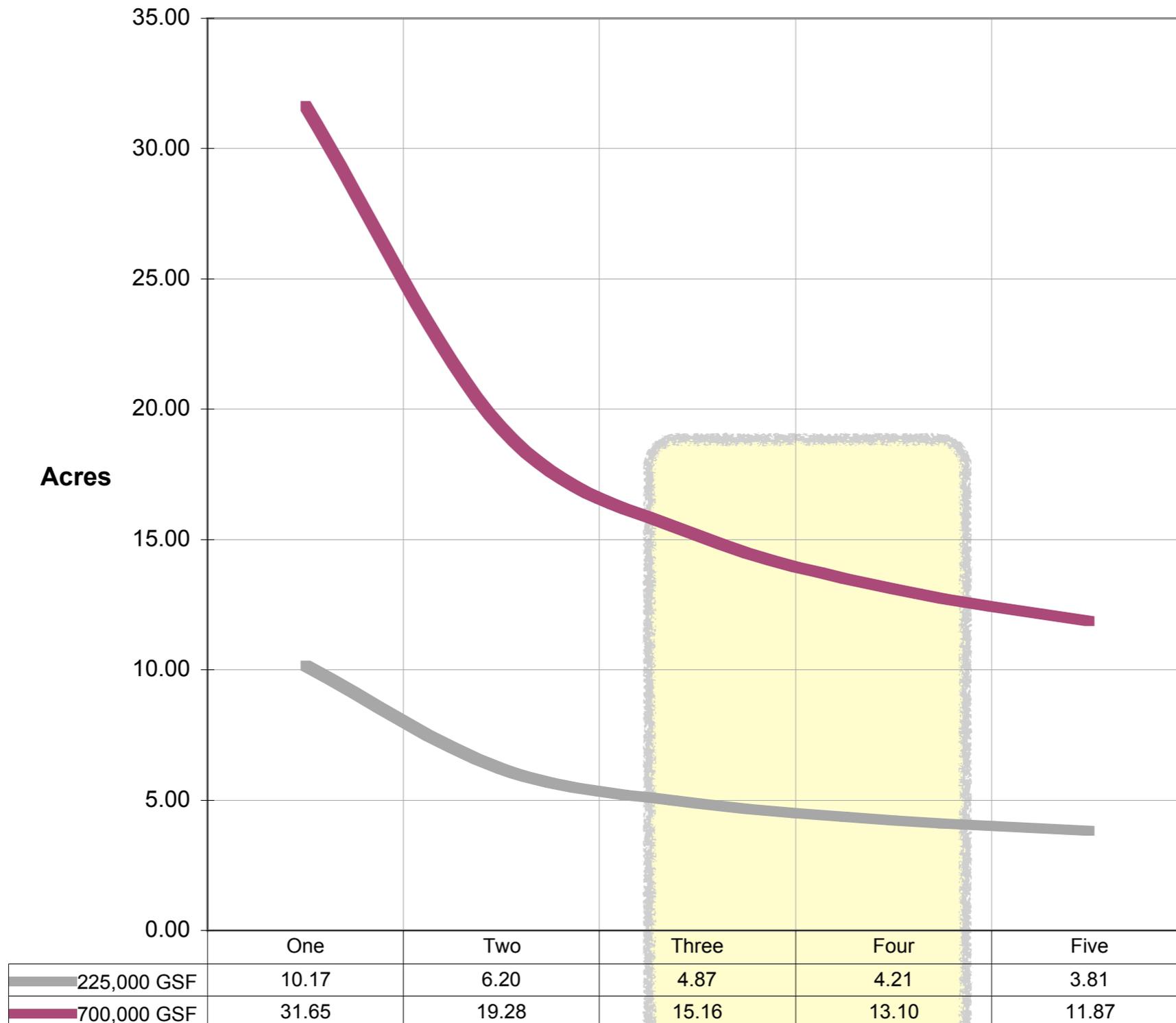
1. Operational and Programmatic Requirements

Land Area Required with Surface Parking



1. Operational and Programmatic Requirements

Land Area Required with 3 Story Parking Structure



2. Site Selection Criteria

✓ Capitol Building Master Plan Principles

- ▶ *Locate state agencies to achieve functional, operational, and logistical efficiency*
- ▶ *Promote convenient public access to government services*
- ▶ *Provide equitable and adequate space*
- ▶ *Realize economic efficiencies*
- ▶ *Protect long-term asset value*
- ▶ *Establish framework for individual campus development / redevelopment*

2. Site Selection Criteria

- ✓ **Appropriate size and Availability (elimination)**
 - ▶ ***Can accommodate Phase 1 development (without Parking Structure)***
 - *Minimum of 9.3 acres*
 - ▶ ***Land Potentially Available for Future Development***
 - *Minimum of 13.1 acres (with parking structure)*
 - ▶ ***Available for Immediate Phase 1 Development***
 - *Needs to be available for development within 9 months and immediately for planning*
- ✓ **Promote collocation of state agencies to promote functional, operational, and logistical efficiency**
 - ▶ ***Proximity (or contiguous) to an existing state campus***

2. Site Selection Criteria

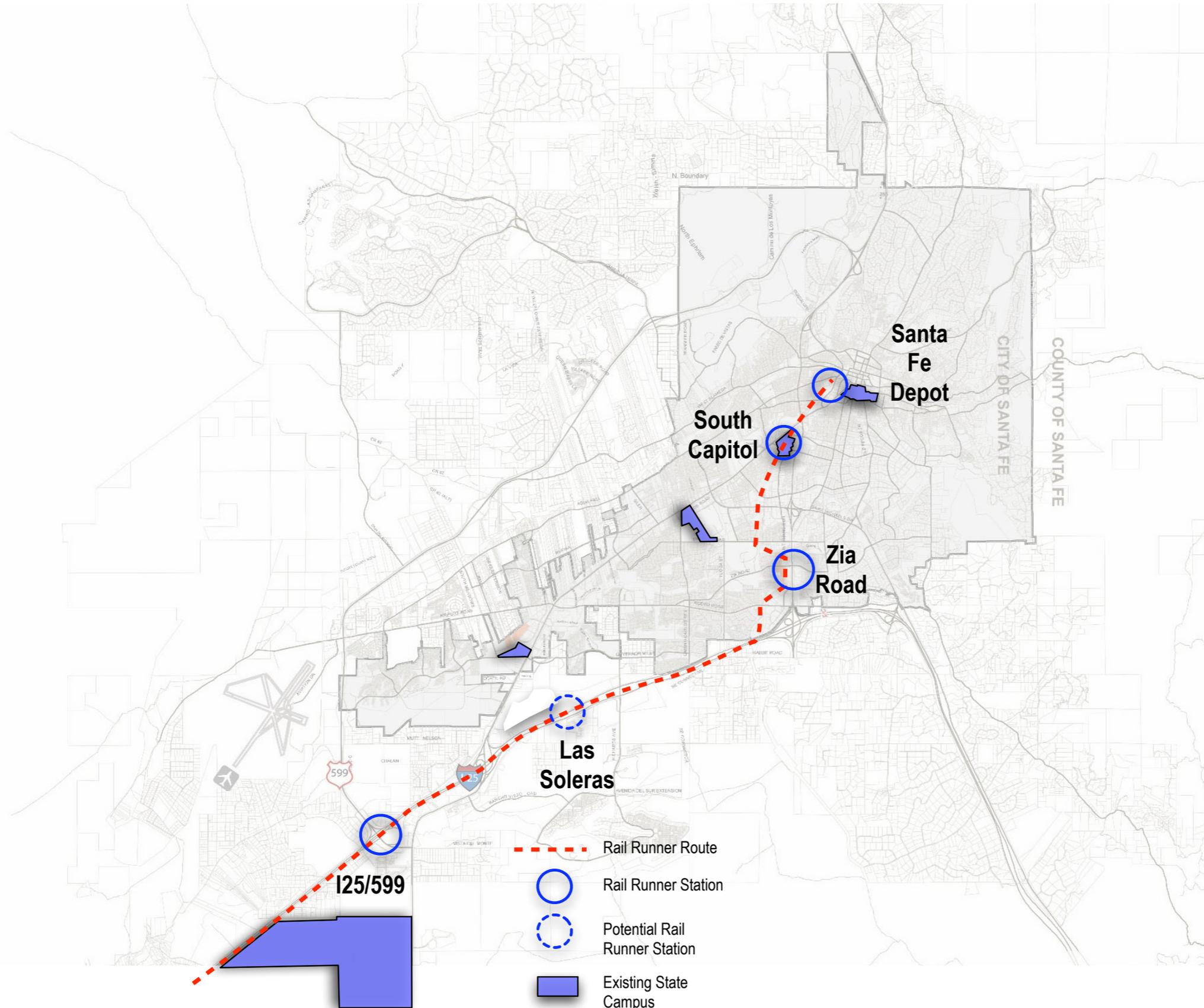
✓ Provide convenient access to its users

▶ *Considerations*

- *Commuter Rail Availability*
 - Within 1/2 mile (Rail Runner)*
- *Bus Route within*
 - Within 1/4 mile*
- *Vehicles*
 - Sufficient roadway capacity (does not promote congestion)
- *Bicycles**
 - Access to bike lanes and trails
- *Pedestrian**
 - Located in urban, walkable areas
 - Mixed use capability
- *Visibility to user public*

*Reflects LEED Site Criteria

Rail Runner



2. Site Selection Criteria

- ✓ **Be compatible with state and local planning policies**
 - ▶ ***Use high performance, green practices (state)****
 - ▶ ***Promote a compact urban form (city)*****
 - ▶ ***Encourage sensitive/compatible infill development (city)*****
 - ▶ ***Follow appropriate land use and zoning for use (city)***
 - ▶ ***Allow potential for mixed use (live, work) environment (city)*****

*See “Access” criteria

**Reflects “green” practices by decreasing use of automobile and “transit oriented” type of development

✓ Green Practices

- ▶ ***The State of New Mexico should facilitate the use of high performance energy efficient green building practices for all state-funded existing and new buildings throughout the State of New Mexico****

Leed Sustainable Sites

Erosion and Sedimentation Control	Control erosion to reduce negative impacts on water and air quality
Site Selection **	Avoid development of inappropriate sites and reduce the environmental impact from the location of a building on a site.
Development density	Channel development to urban areas with existing infrastructure, protect greenfields and preserve habitat and natural resources
Brownfield Redevelopment **	Rehabilitate damaged sites where development is complicated by real or perceived environmental contamination, reducing pressure on undeveloped land
Alternative Transportation	Reduce pollution and land development impacts from automobile use
	Locate project within 1/2 mile of a commuter rail or 1/4 mile of two or more public bus lines
Reduced Site Disturbance	Conserve existing natural areas and restore damaged areas to provide habitat and promote biodiversity
Stormwater Management	Limit disruption and pollution of natural water flows by managing stormwater runoff
Heat Island Effect	Reduce heat islands (thermal gradient differences between developed and undeveloped areas) to minimize impact on microclimate and human and wildlife habitat.
Light Pollution Reduction	Eliminate light trespass from the building and site, improve night sky access and reduce development impact on nocturnal environments

 Relevant considerations at this level of planning

*This is consistent with various Executive Orders

**All sites are appropriate for development. No known environmental issues

✓ Applicable Plans and studies

- ▶ ***City of Santa Fe General Plan (1999)***
- ▶ ***Santa Fe Community College District Plan (2000)***
- ▶ ***Santa Fe Metro Area Highway Corridor Special Review District (2002)***
- ▶ ***Santa Fe Regional Future Land Use and Growth Management Plan, June 2004 - Review Draft***
- ▶ ***Rail Corridor Study: Transit Oriented Development for Santa Fe's Rail Corridor Neighborhoods (draft, not adopted)***
- ▶ ***I-25 Corridor, Existing Conditions Report, Interstate 25 from NM 599 to NM 466, DOT, May 2007***

Rail Corridor Study: Transit Oriented Development for Santa Fe's Rail Corridor Neighborhoods*

Rail Corridor Study

Transit Oriented Development for Santa Fe's Rail Corridor Neighborhoods



City of Santa Fe Long Range Planning Division

AOS Architects and Charlier and Associates

REVISED DRAFT, December 8, 2008

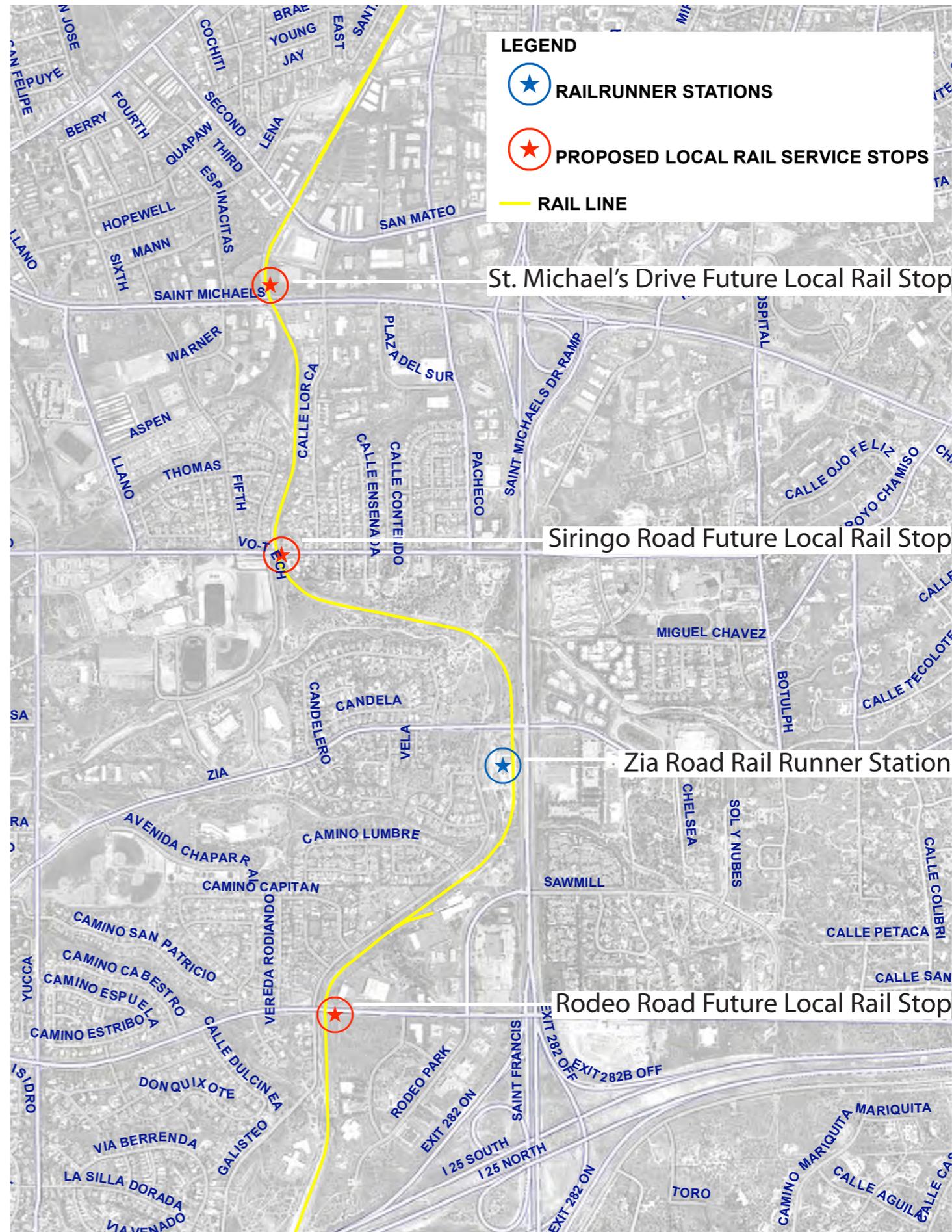
HOW TO USE THIS REPORT

The Rail Corridor Study is intended to introduce the ideas behind Transit Oriented Development to the Santa Fe community, and propose ways to implement them. The Study is the result of a workshop series held in Spring, 2008 that involved hundreds of residents.

Transit Oriented Development (TOD) consists of a variety of strategies addressing street design, transit systems, trails and open space, and mixed use development. Effective implementation of TOD requires the integration of strategies in each of these areas, and the customization of the strategies to the specifics of each site or neighborhood. There is no "typical" TOD, but there is a great diversity of examples around the country of successful community use of these design strategies.

This report introduces TOD concepts and Rail Corridor design objectives in Chapters 1 and 2. Chapter 3 presents future visions for four sites along the rail corridor, with cross references to the more detailed recommendations contained in Chapter 4. Appendices include the complete workshop participant comments, detailed TOD resources, and maps.

***Not adopted**



St. Michael's Drive Future Local Rail Stop

Siringo Road Future Local Rail Stop

Zia Road Rail Runner Station

Rodeo Road Future Local Rail Stop

Rail Corridor Map

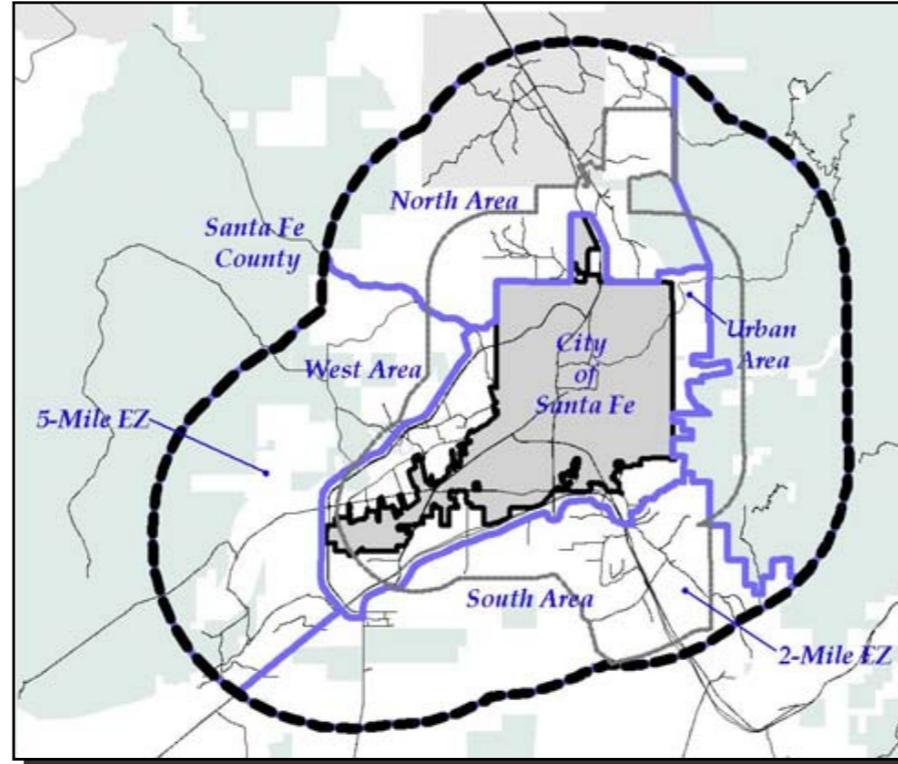
Rail Corridor Study: Transit Oriented Development for Santa Fe's Rail Corridor Neighborhoods

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.

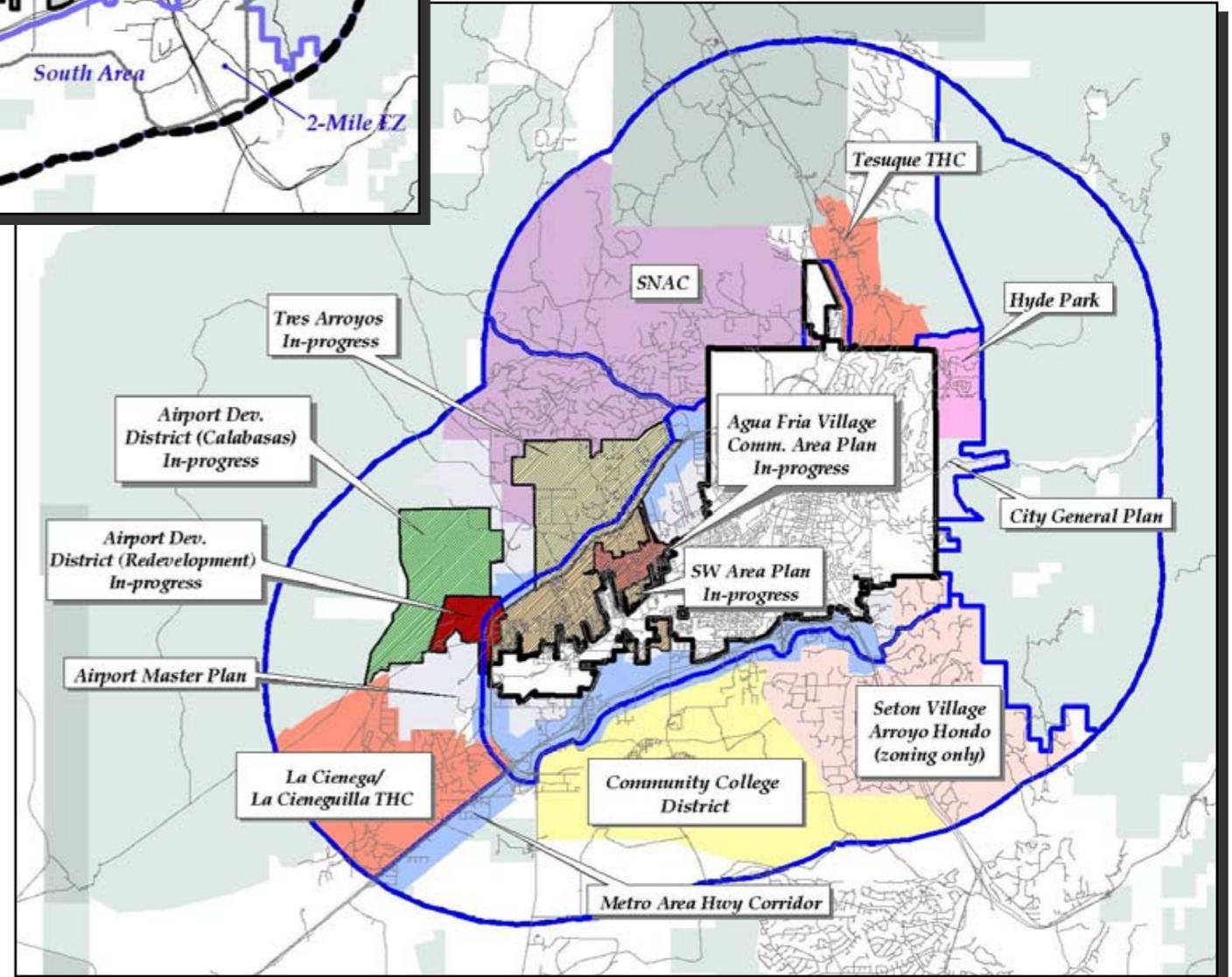
Background: Plans

**Santa Fe Regional
Future Land Use and
Growth Management
Plan, June 2004 -
Review Draft**

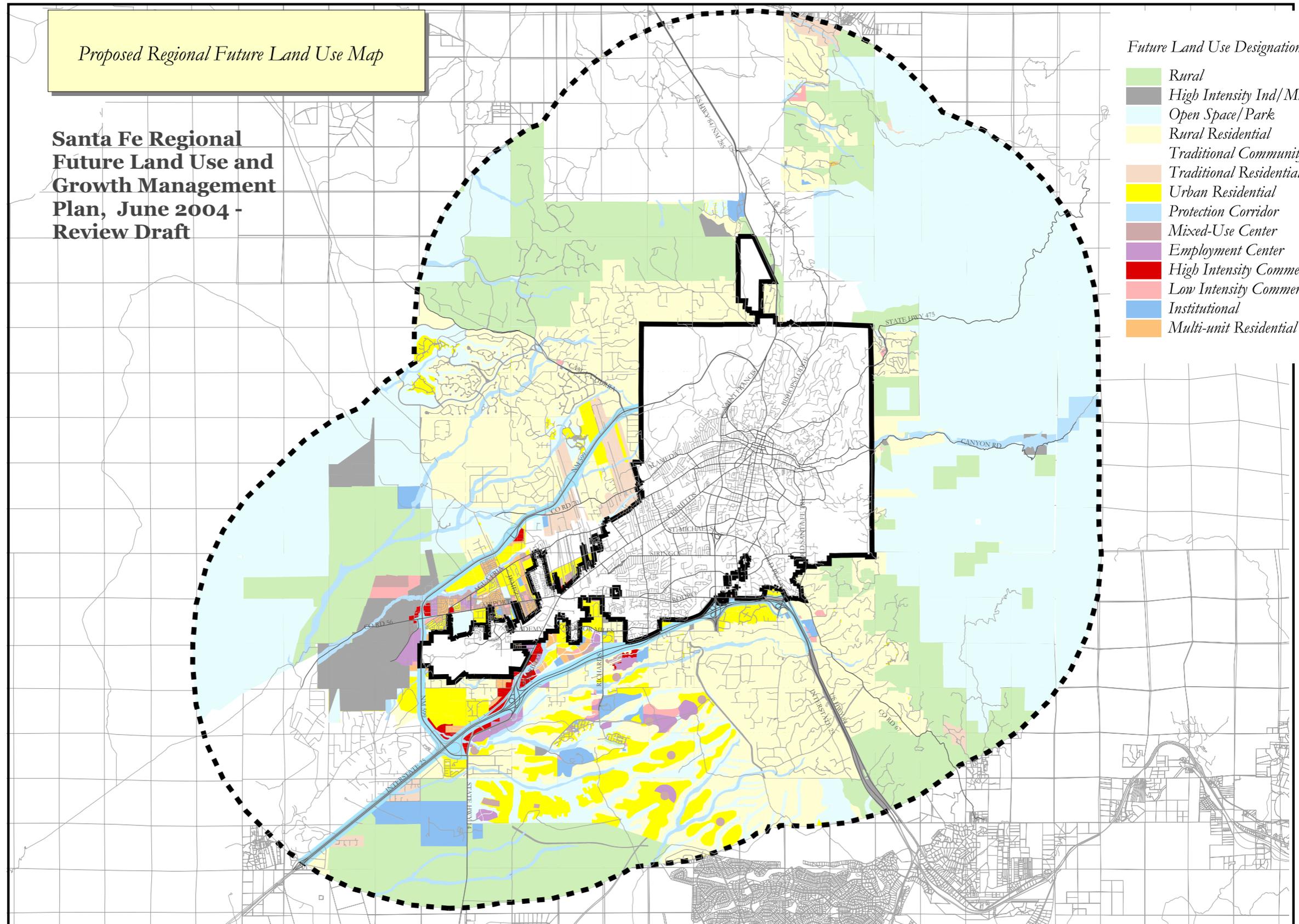


Map 1.2.C. The RPA planning subareas

Map 1.2.D. Composite of community and district plan areas within the RPA Planning Area



Background: Plans



2. Site Selection Criteria

✓ Minimize long-term cost of ownership

▶ **Acquisition**

- *State-owned vs. purchases*
- *Cost of purchase / Trades*

▶ **Site development**

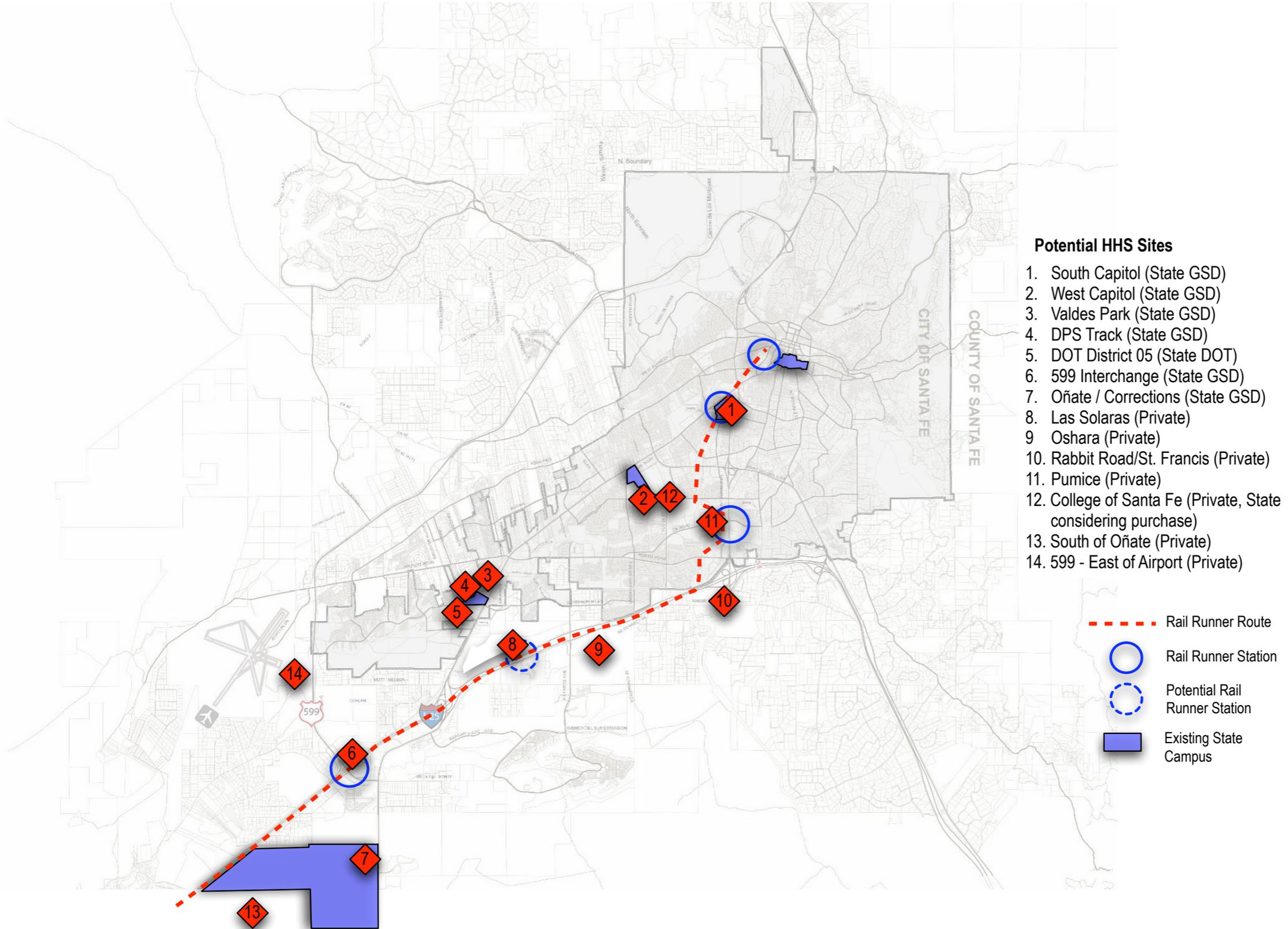
- *Availability of infrastructure*
- *Character, shape, or location of property*

▶ **Building Construction**

- *Site location requires more expensive building construction*

▶ **Cost of Operation (sustainability)**

3. Inventory of Potential Sites



3. Inventory of Potential Sites

Site #	Site Name	Owner	Part of HOK / SMPC Study	Location	Size (Available Acres)
1.	South Capitol (State GSD)	State (GSD)	■	City	9.85 (on 2 sites)
2.	West Capitol (State GSD)	State (GSD)	■	City	19 acres (3 parcels)
3.	Valdes Park (State GSD)	State (GSD)	■	City	~11.8 (on 2 sites)
4.	DPS Track (State GSD)	State (GSD - DPS)		City	~ 15 acres
5.	DOT District 05	State (DOT)		City	~ 42
6.	599 Interchange	State (DOT)		County	~20
7.	Oñate / Corrections	State (GSD, DOC)	■	County	~63
8.	Las Soleras	Private	■	City	20+
9.	Oshara	Private		County	~ 25
10.	Rabbit Road/St. Francis	Private		County	~69
11.	Pumice	Private	■	City	~10.5 (on 2 sites)
12.	College of Santa Fe	Private (State?)		City	~15
13.	South of Oñate	Private		County	261
14.	599 – East of Airport	Private		County	396 (total)

4. Evaluate Sites

✓ Process

- ▶ ***Eliminate any criteria that are equally applicable to all sites (or insufficient information available)***
 - *Bus access (bus routes can alter to reflect demand)*
 - *Bicycle and trail access*
 - *Cost of Building*
 - *Cost of operation*

4. Evaluate Sites

✓ Process

► Evaluation rounds

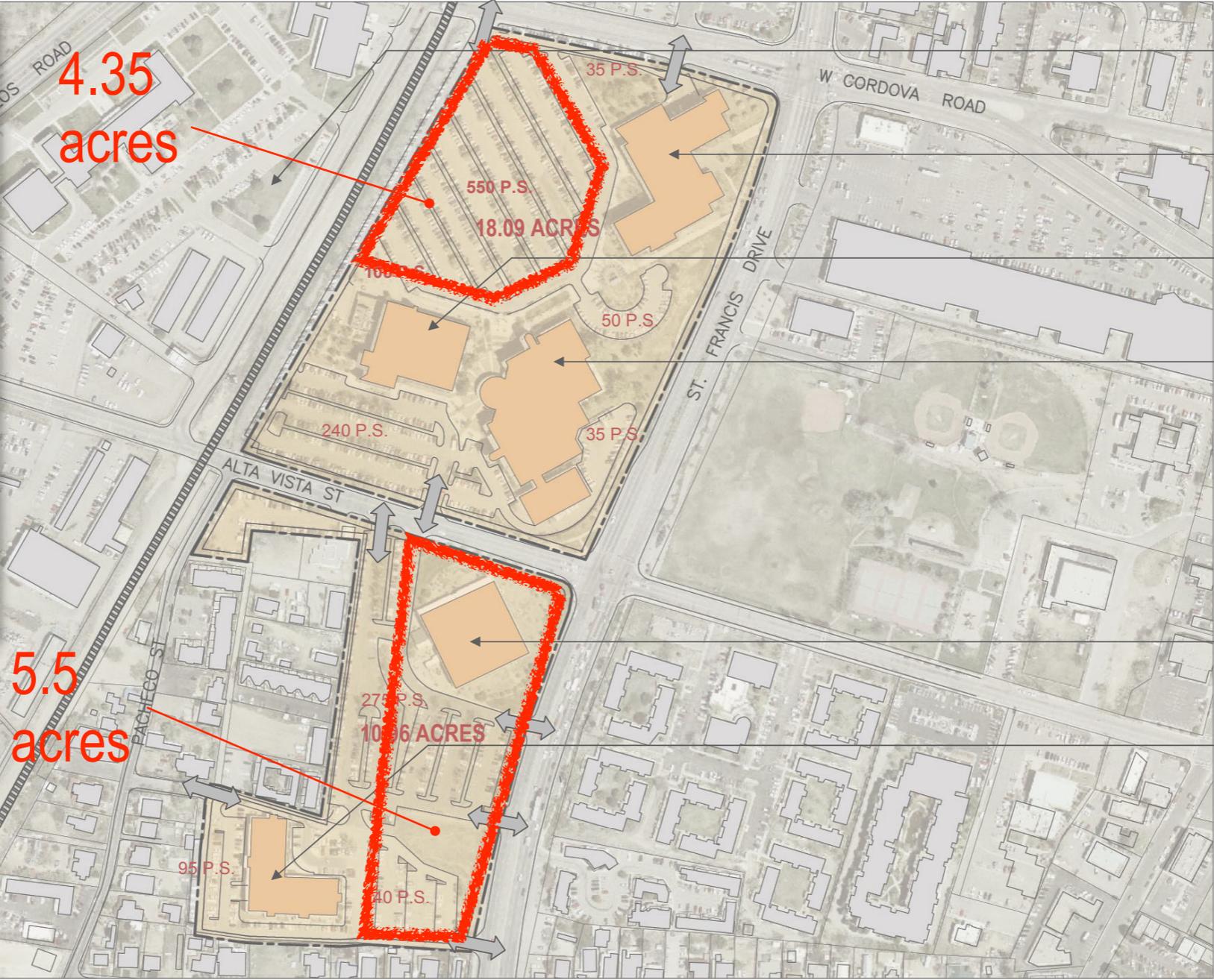
- *Eliminate any sites not meeting essential criteria*
 - Not big enough or not available in required timeframe

Site #	Site Name	Owner	Part of HOK / SMPC Study	Location	Size (Available Acres)	Size and Availability (elimination)		
						Can accommodate Phase 1 development (without Parking Structure)	Land Potentially Available for Future Development	Available for Immediate Phase 1 Development
1.	South Capitol (State GSD)	State (GSD)	■	City	9.85 (on 2 sites)	Requires redevelopment	Requires redevelopment	Requires Parking Structure
2.	West Capitol (State GSD)	State (GSD)	■	City	19 acres (3 parcels)	Requires redevelopment	Requires land purchase	
3.	Valdes Park (State GSD)	State (GSD)	■	City	~11.8 (on 2 sites)	■		■
4.	DPS Track (State GSD)	State (GSD - DPS)		City	~ 15 acres	■	■	Requires relocating track
5.	DOT District 05	State (DOT)		City	~ 42	■	■	Requires relocating District 05 operations
6.	599 Interchange	State (DOT)		County	~20	■	■	Requires timely DOT cooperation
11.	Pumice	Private	■	City	~10.5 (on 2 sites)	■		■
14.	599 – East of Airport	Private		County	396 (total)	■	■	requires new intersection

■	Yes (Excellent)	3
□	Partial	1 to 2
(blank)	No (Poor)	0

Site 1. South Capitol

- Too small for full development
- Requires parking structure (funds not available)
- Not available for Immediate Phase 1 Development



FUTURE NMDT TRANSIT STATION

NORTH PROPERTY
MONTOYA BUILDING
 3 LVL
 133'000 GSF TOTAL

SIMMS BUILDING
 3 LVL
 71'425 GSF TOTAL

RUNNELS BUILDING
 3 + 1 LVL
 174'090 GSF TOTAL

SURFACE PARKING
 1015 P.S.

SOUTH PROPERTY
LUJAN BUILDING
 2+ 1 LVL
 76'260 GSF TOTAL

WENDALL CHINO BUILDING
 2 LVL
 73'890 GSF TOTAL

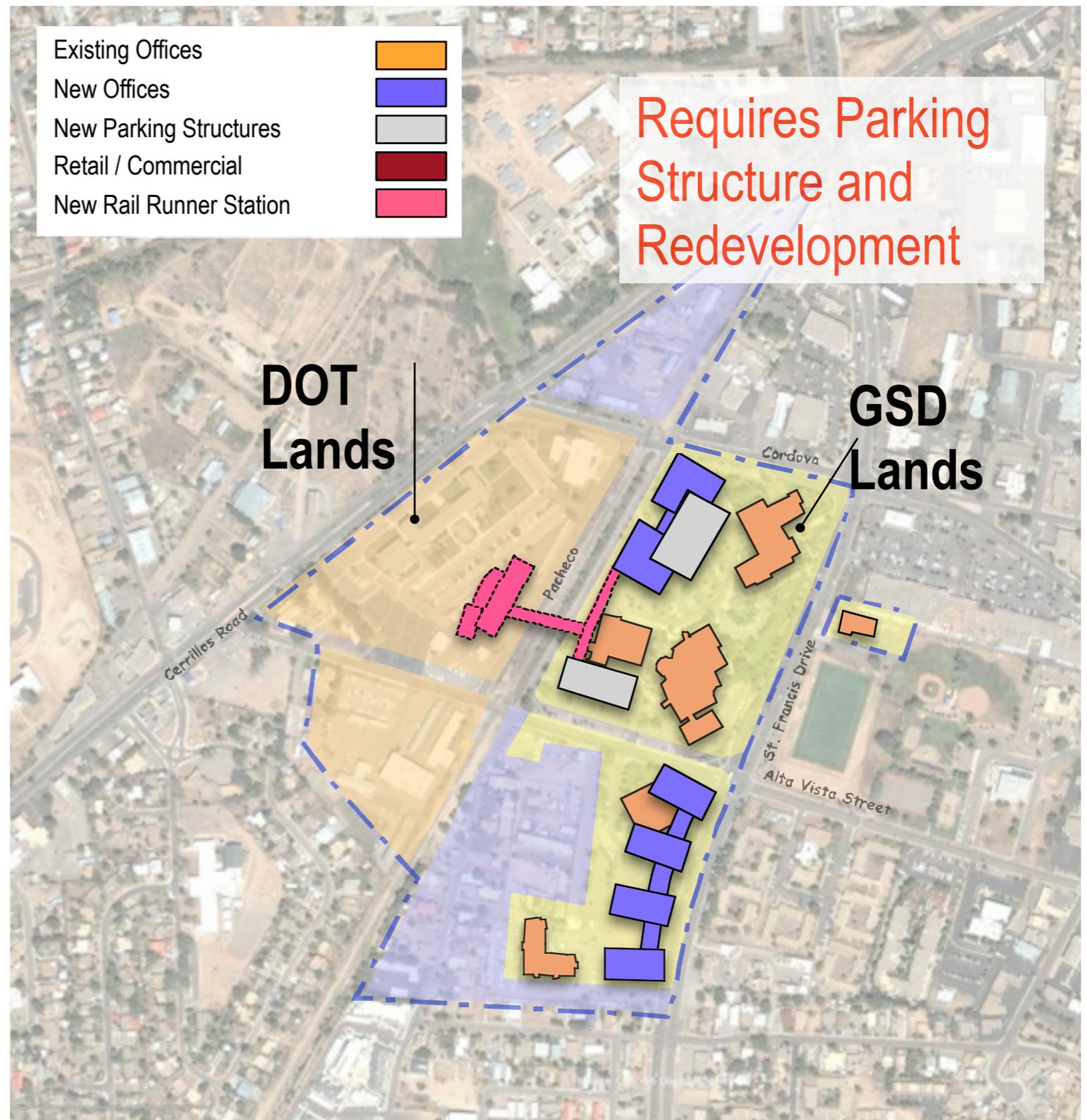
SURFACE PARKING
 510 P.S.



Graphic source: HOK/SMPC, Site Analysis, 7.08

GSD Development Option

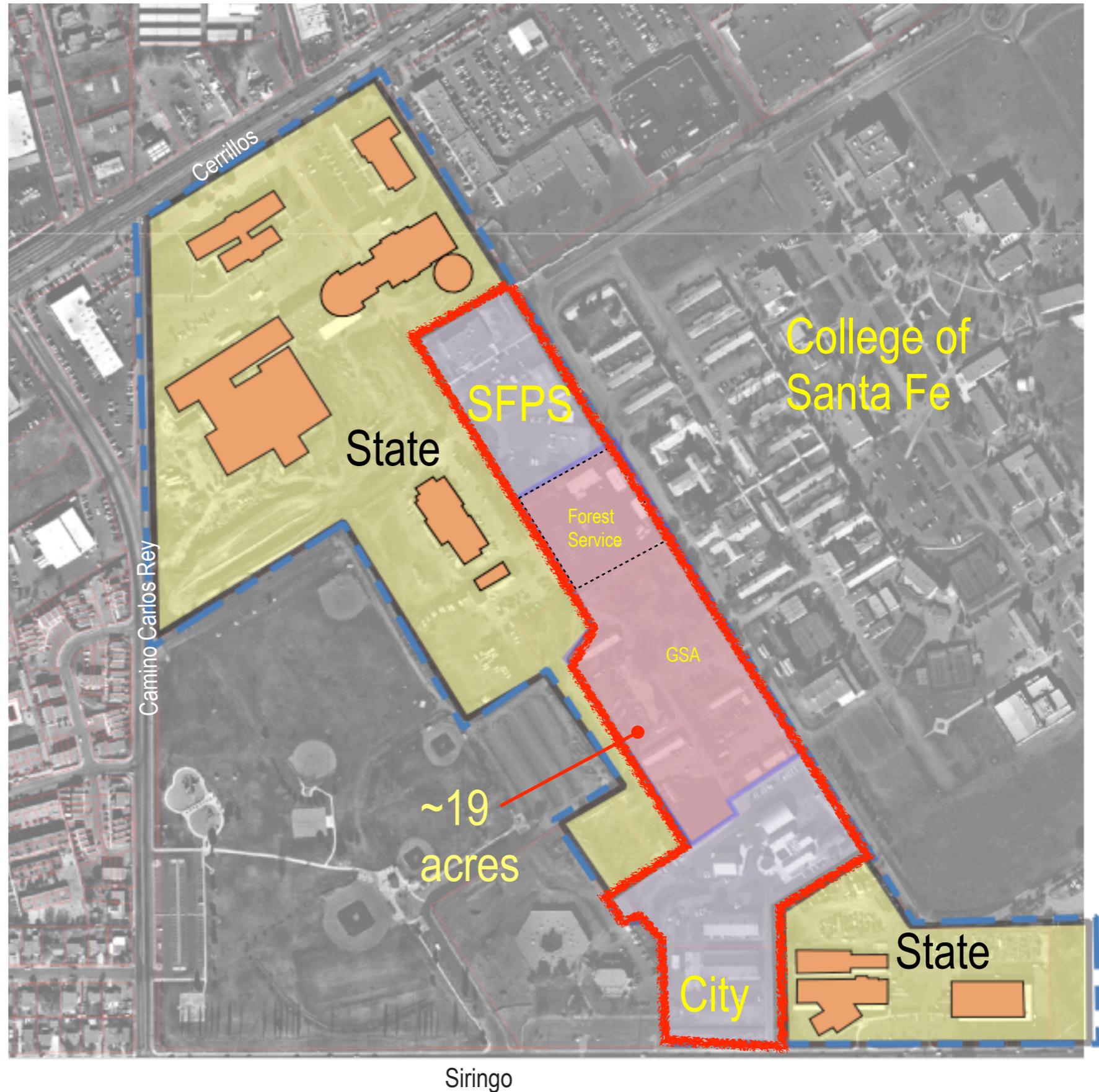
- ✓ ~600-700 k gsf development opportunities
- ✓ Parking to support on-site development
- ✓ Promote connection to Rail Runner station



Note: Based on concepts developed by SMPC/HOK

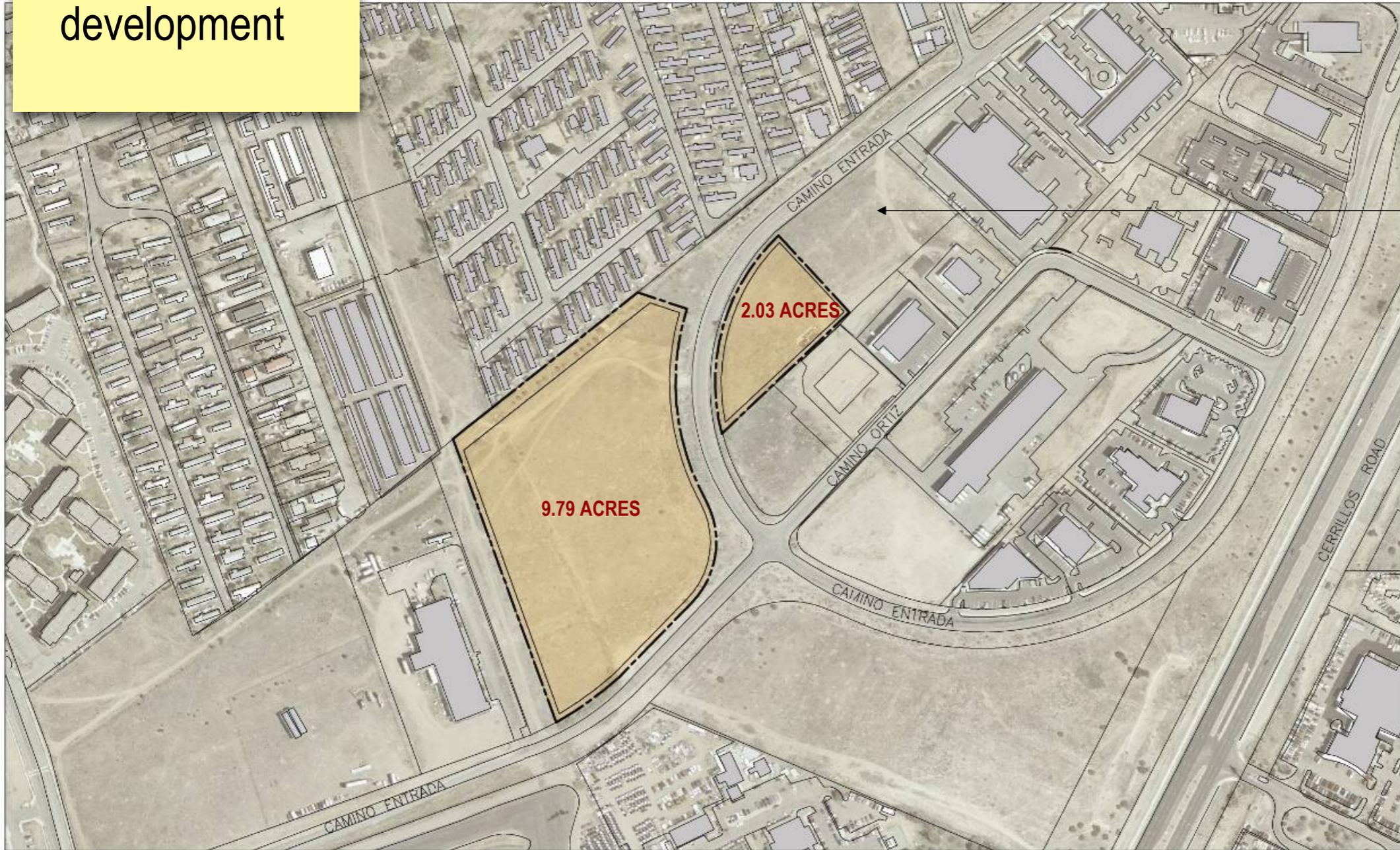
Site 2. West Capitol Campus

- Not available for Immediate Phase 1 Development



Site 3. Valdes

• Too small for full development



PROPOSED MVD
1 LVL
4500 GSF TOTAL
88 SURFACE PARKING SPACES

Sites 4./5 DPS Track / DOT District 05

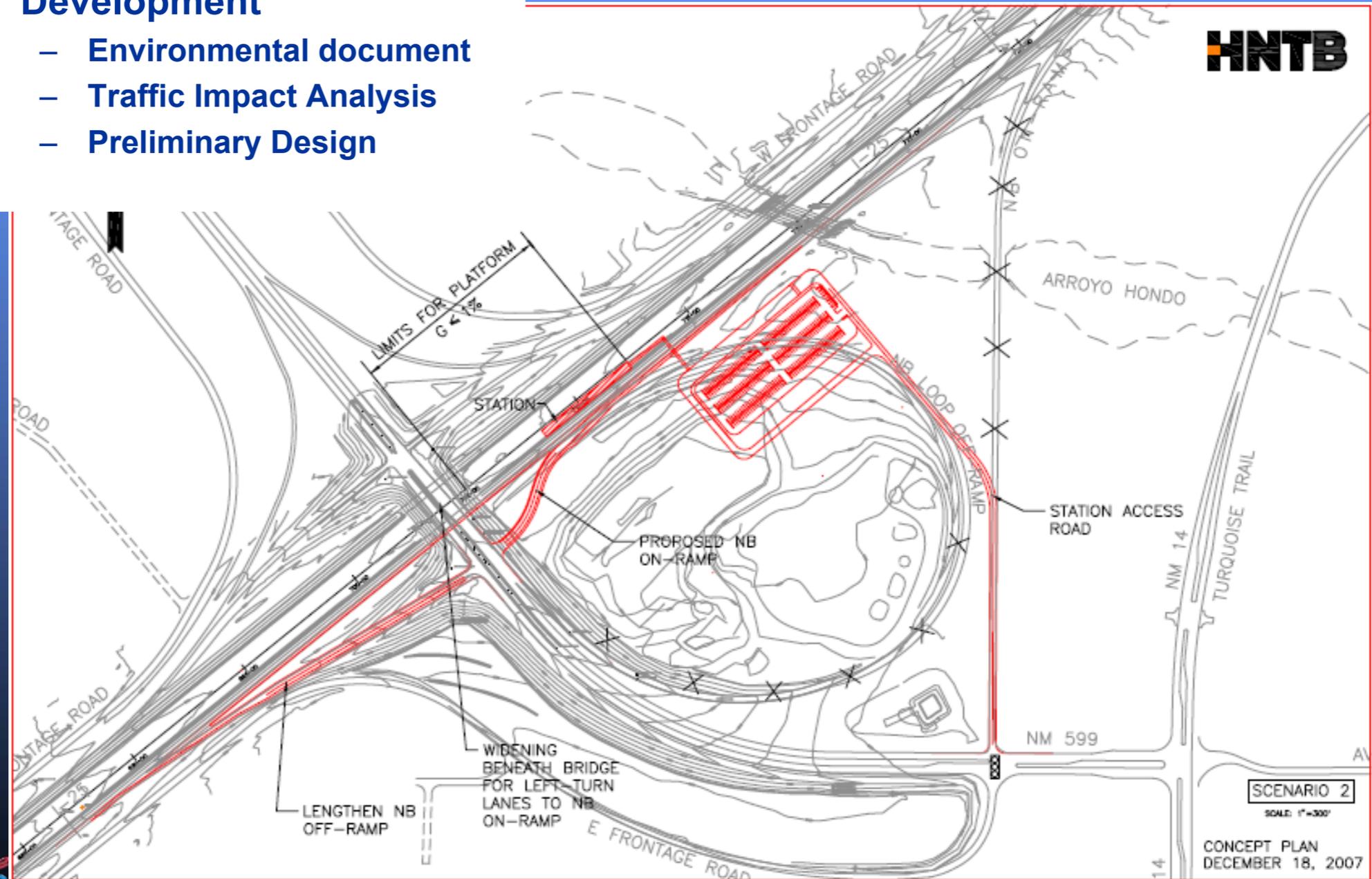
- Not available for Immediate Phase 1 Development





NM 599 Station

- Station Under Development
 - Environmental document
 - Traffic Impact Analysis
 - Preliminary Design



Site 6. I-25 / SR 599



NM 599 Station



Bus Connections Under Evaluation



TRANSPORTATION

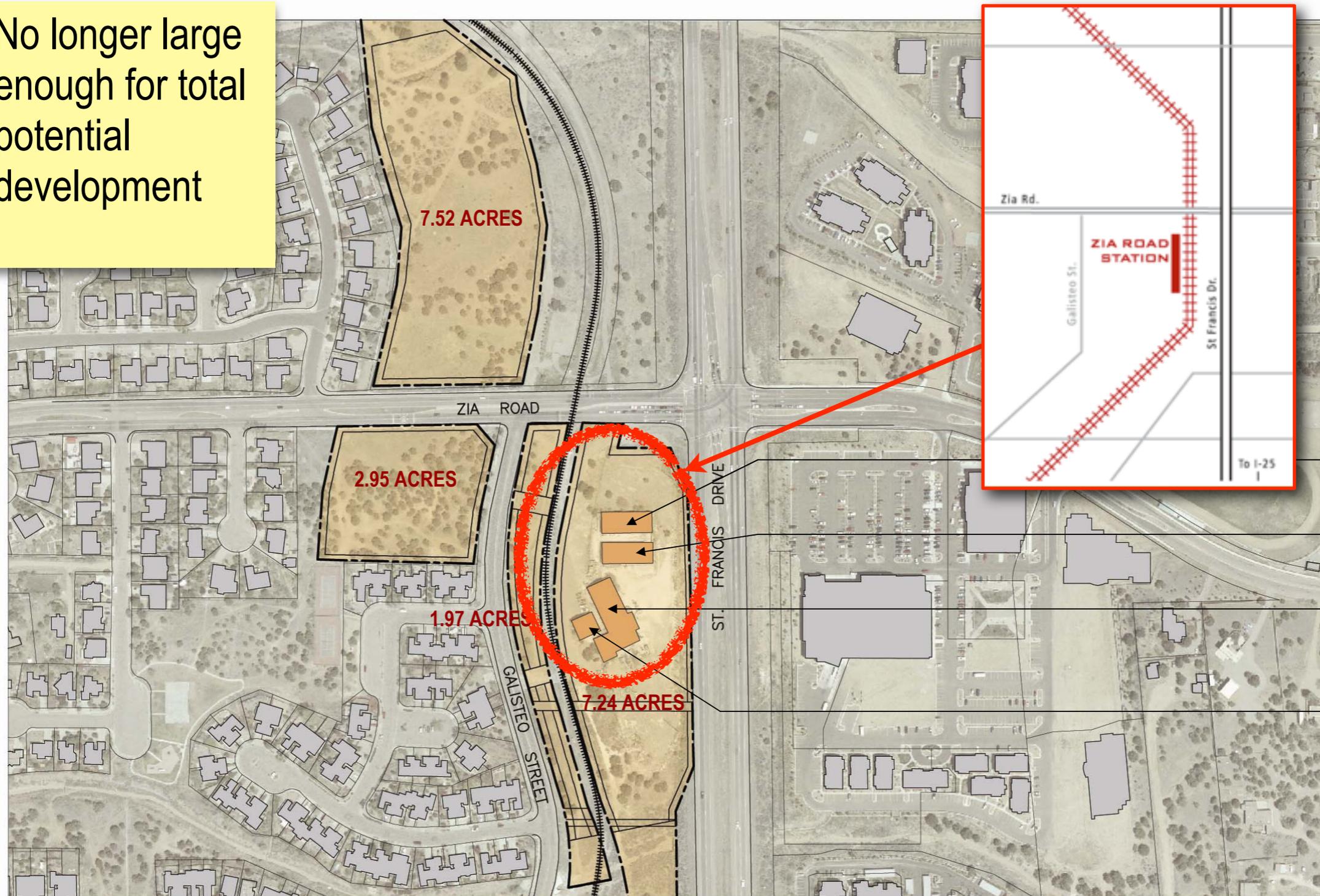
Site 6. I-25 / SR 599

- Not available for Immediate Phase 1 Development



Site 11. Pumice

• No longer large enough for total potential development



Location
of Zia
Road
Station

STORAGE
6254 GSF

STORAGE
6254 GSF

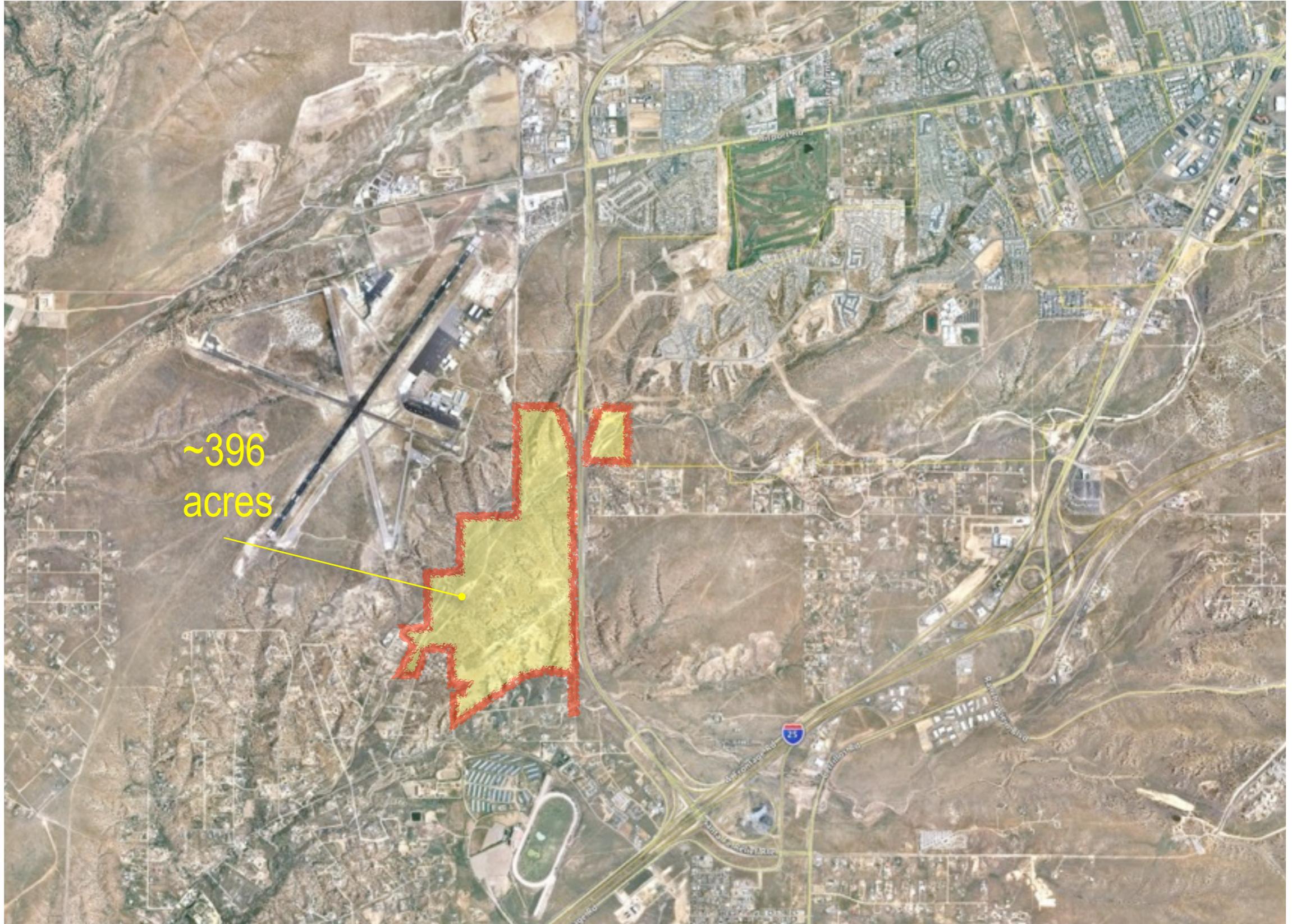
PUMICE PLANT
1 LVL
12'554 GSF / LVL

STORAGE
2700 GSF

Graphic source: HOK/SMPC, Site Analysis, 7.08



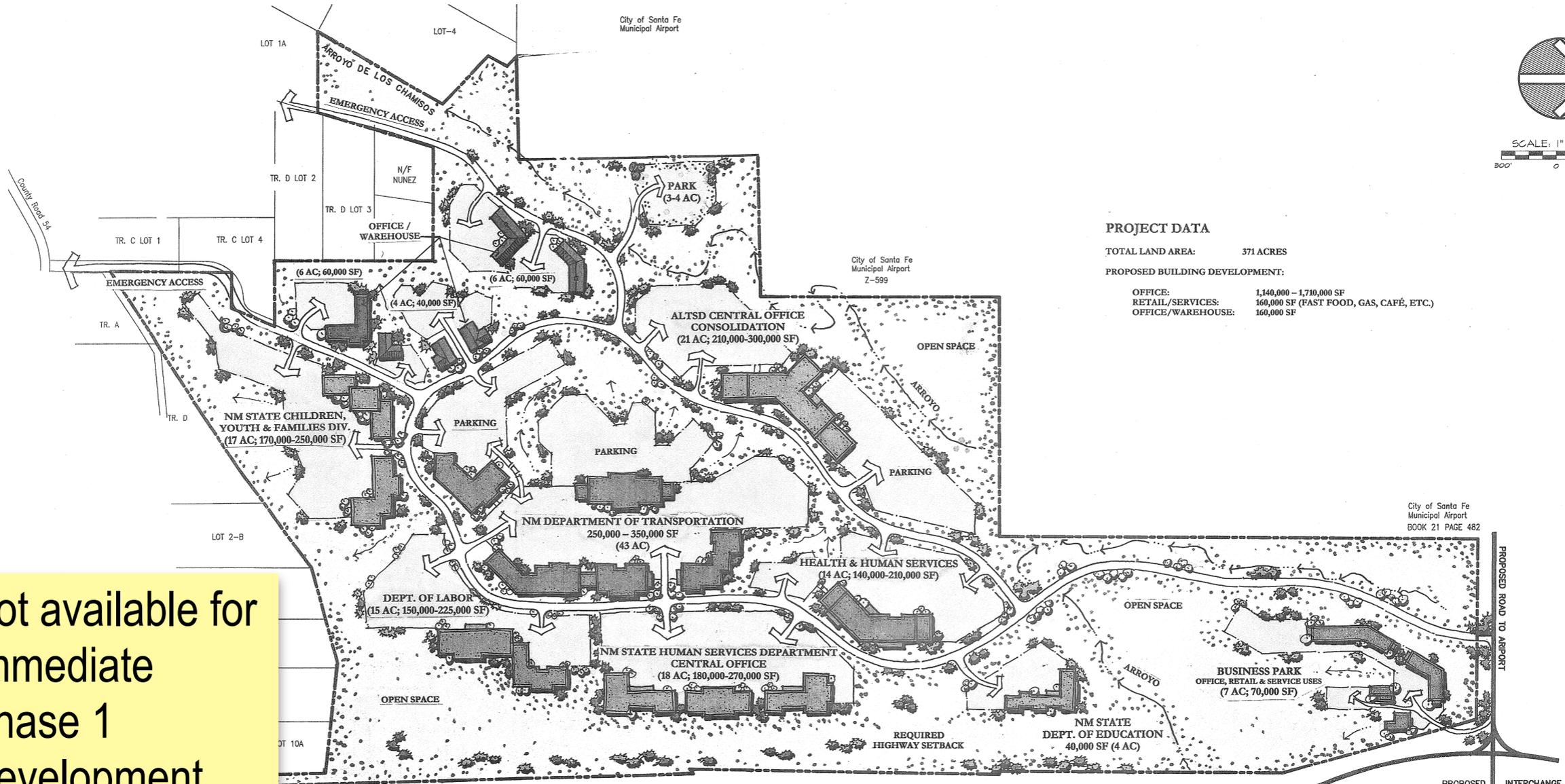
599 – East of Airport



599 – East of Airport



SCALE: 1" = 300'
300' 0 300'



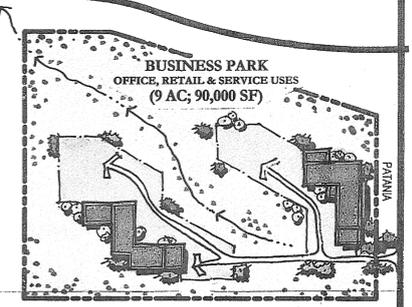
PROJECT DATA

TOTAL LAND AREA:	371 ACRES
PROPOSED BUILDING DEVELOPMENT:	
OFFICE:	1,140,000 - 1,710,000 SF
RETAIL/SERVICES:	160,000 SF (FAST FOOD, GAS, CAFÉ, ETC.)
OFFICE/WAREHOUSE:	160,000 SF

• Not available for Immediate Phase 1 Development (requires new interchange)

CONCEPT PLAN

HEALTH & HUMAN SERVICES SUPER COMPLEX



TIERRA CONTENTA

4. Evaluate Sites

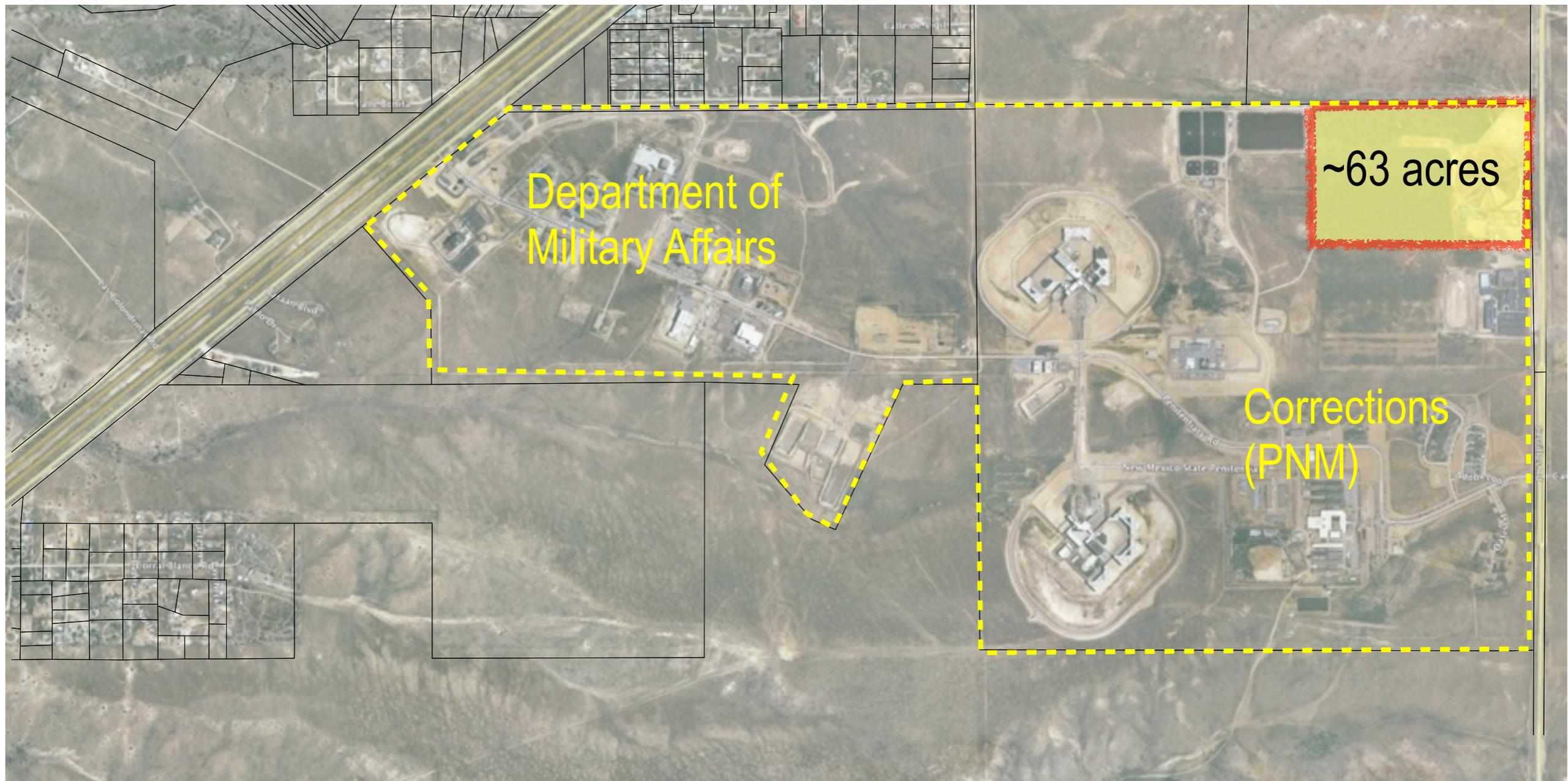
✓ Process

▶ *Evaluation rounds*

- *Score remainder sites*
 - 3 meets criteria (good)
 - 1 to 2 (partial)
 - 0 does not meet criteria (bad)

Site 7. Oñate

Site #	Site Name	Owner	Part of HOK / SMPC Study	Location	Size (Available Acres)	Size and Availability (elimination)			Co-location	Access - Convenient Access to its users				Compatible with State and Local Plans				Minimize Long-term cost of ownership		Total
						Can accommodate Phase 1 development (without Parking Structure)	Land Potentially Available for Future Development	Available for Immediate Phase 1 Development		Existing or Contiguous to an Existing State Campus	Commuter Rail Availability within 1/2 mile (Rail Runner)	Sufficient Roadway Capacity	Pedestrian walkability	Visibility to Public	Promote a compact urban form	Encourage sensitive / compatible infill development	Appropriate land use and zoning for use	Potential for Mixed Use Environment	Minimize Acquisition Cost	
7.	Oñate / Corrections	State (GSD, DOC)	■	County	~63	■	■	■	■		□		□			■		□	12	

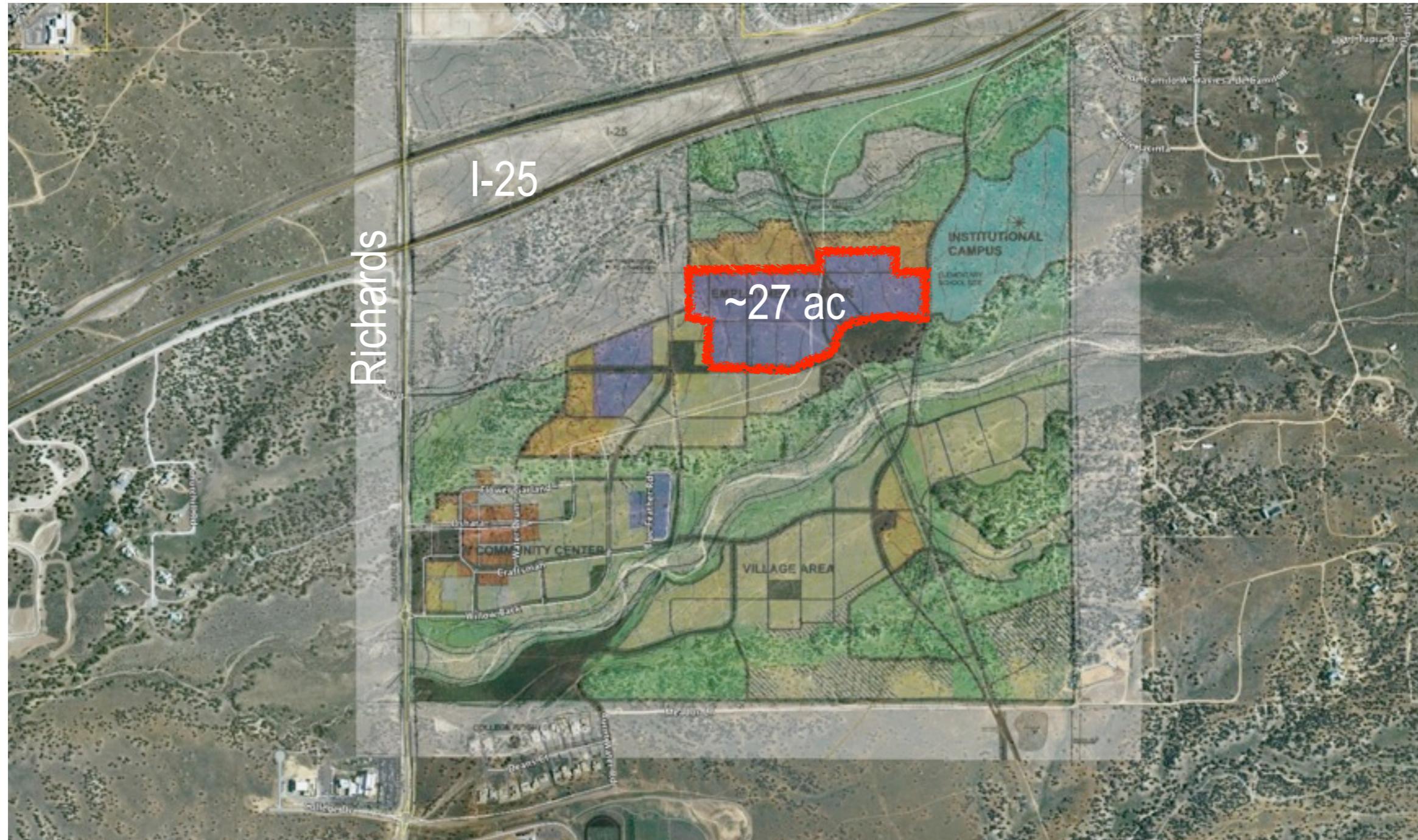


Site 8. Las Soleras



Site 9. Oshara

Site #	Site Name	Owner	Part of HOK / SMPC Study	Location	Size (Available Acres)	Size and Availability (elimination)			Co-location	Access - Convenient Access to its users				Compatible with State and Local Plans			Minimize Long-term cost of ownership		Total	
						Can accommodate Phase 1 development (without Parking Structure)	Land Potentially Available for Future Development	Available for Immediate Phase 1 Development		Existing or Contiguous to an Existing State Campus	Commuter Rail Availability within 1/2 mile (Rail Runner)	Sufficient Roadway Capacity	Pedestrian walkability	Visibility to Public	Promote a compact urban form	Encourage sensitive / compatible infill development	Appropriate land use and zoning for use	Potential for Mixed Use Environment		Minimize Acquisition Cost
9.	Oshara	Private		County	~ 25	■	■	■			□	■	■	■	■	■	■	□	■	20.5



Site 10. Rabbit Rd / St. Francis

Site #	Site Name	Owner	Part of HOK / SMPC Study	Location	Size (Available Acres)	Size and Availability (elimination)			Co-location	Access - Convenient Access to its users				Compatible with State and Local Plans				Minimize Long-term cost of ownership		Total
						Can accommodate Phase 1 development (without Parking Structure)	Land Potentially Available for Future Development	Available for Immediate Phase 1 Development		Existing or Contiguous to an Existing State Campus	Commuter Rail Availability within 1/2 mile (Rail Runner)	Sufficient Roadway Capacity	Pedestrian walkability	Visibility to Public	Promote a compact urban form	Encourage sensitive / compatible infill development	Appropriate land use and zoning for use	Potential for Mixed Use Environment	Minimize Acquisition Cost	
10.	Rabbit Road/St. Francis	Private		County	~22.5 (69 total)	■	■	■			□		■	■		□	□	□	■	14.5

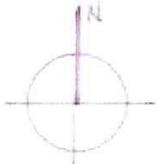


Site 10. Rabbit Rd / St. Francis



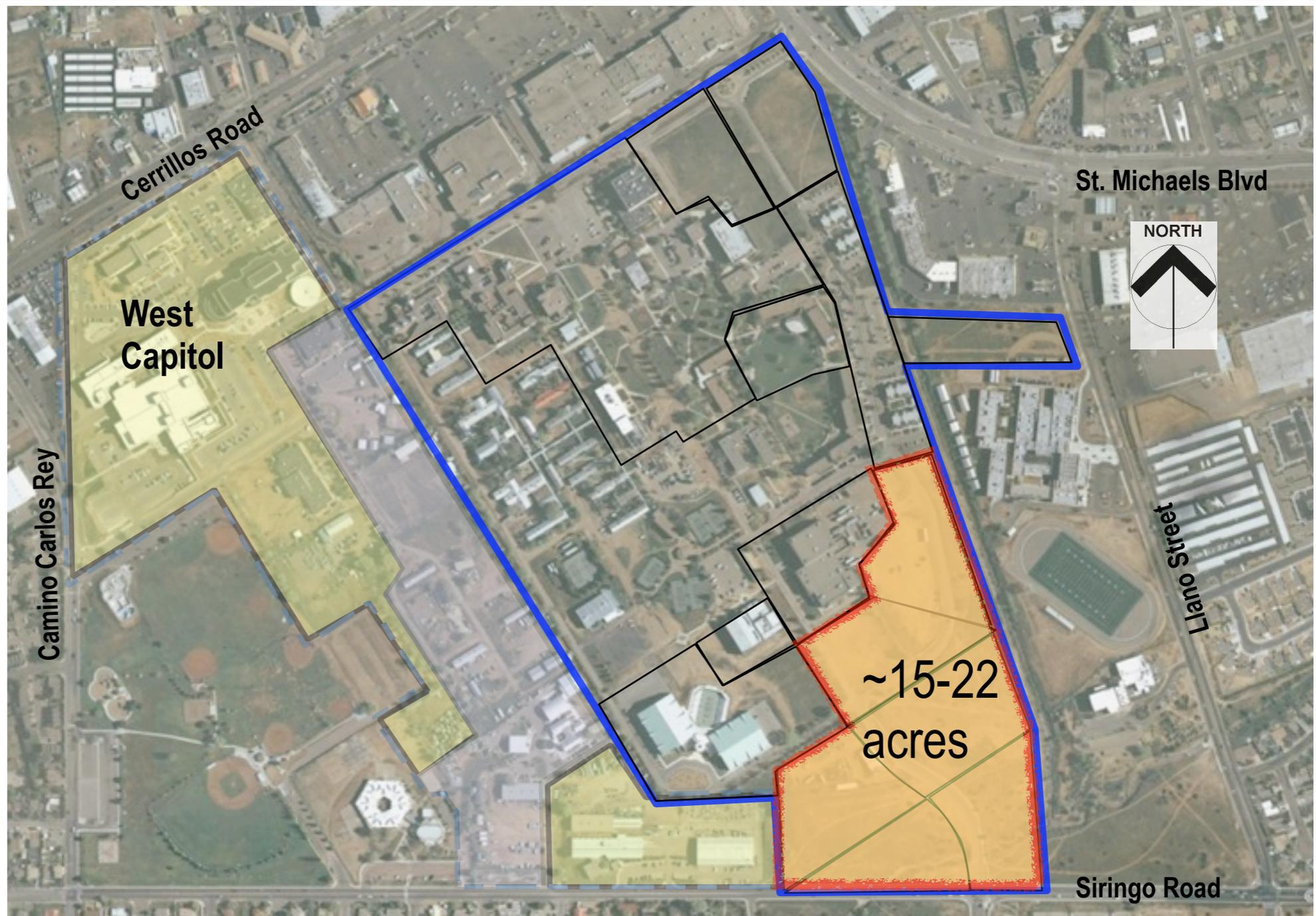
RABBIT ROAD/NORTHEAST CONNECTOR

SITE DATA
TOTAL LAND AREA: 67.0% ACRES
TRACT A: 7.0% ACRES FOR CHURCH/SCHOOL
CHURCH - 15,500% SF SCHOOL - 56,000% SF
TRACT B: 11.0% ACRES FOR MULTI-FAMILY HOUSING
212 UNITS / TWO-STORY BUILDINGS
TRACT C: 7.0% ACRES FOR NEIGHBORHOOD RETAIL
CENTER - 12,000% SF
TRACT D: 4.0% ACRES FOR HOTEL - 50,000% SF



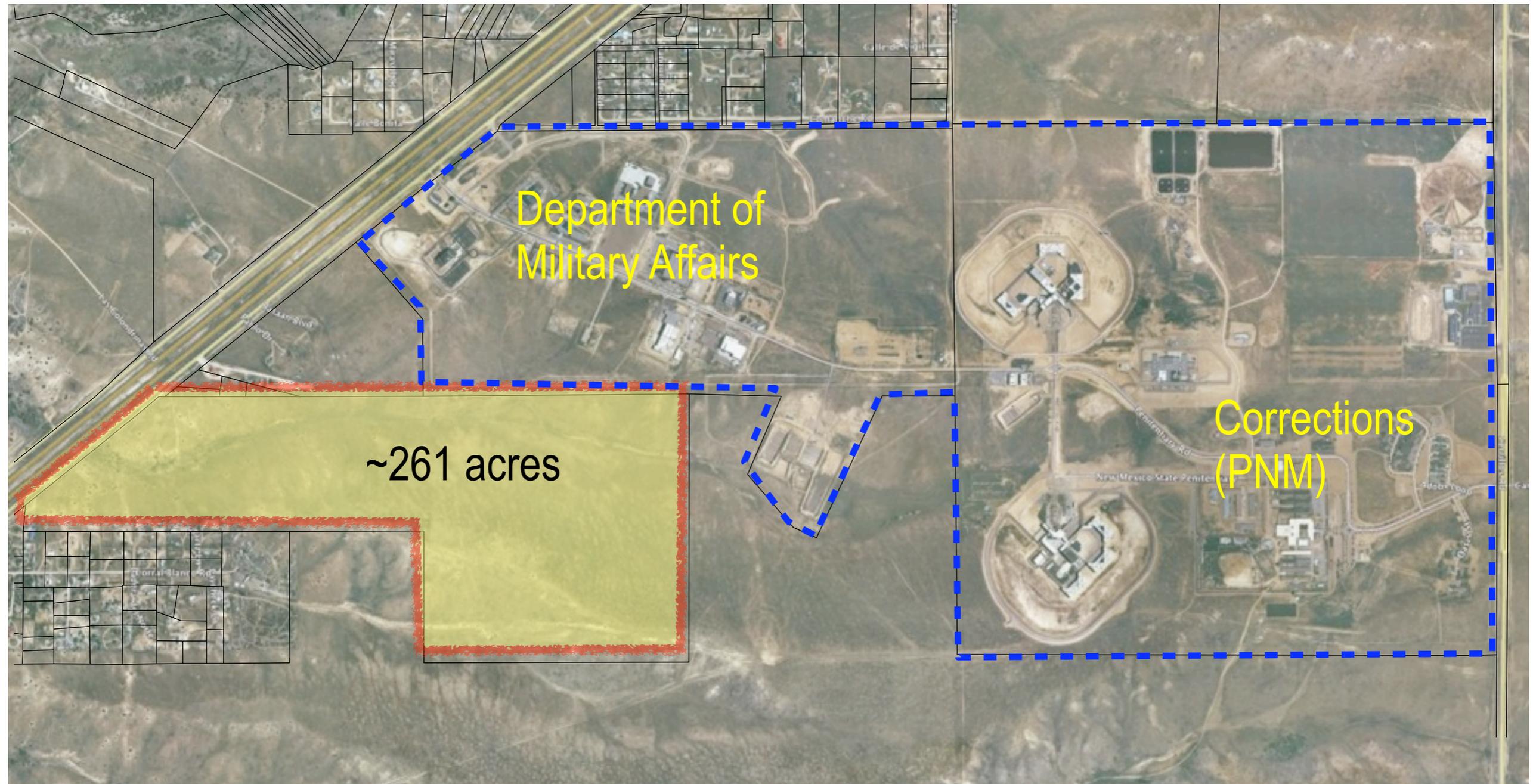
Site 12. College of Santa Fe

Site #	Site Name	Owner	Part of HOK / SMPC Study	Location	Size (Available Acres)	Size and Availability (elimination)			Co-location	Access - Convenient Access to its users				Compatible with State and Local Plans				Minimize Long-term cost of ownership		Total
						Can accommodate Phase 1 development (without Parking Structure)	Land Potentially Available for Future Development	Available for Immediate Phase 1 Development	Existing or Contiguous to an Existing State Campus	Commuter Rail Availability within 1/2 mile (Rail Runner)	Sufficient Roadway Capacity	Pedestrian walkability	Visibility to Public	Promote a compact urban form	Encourage sensitive / compatible infill development	Appropriate land use and zoning for use	Potential for Mixed Use Environment	Minimize Acquisition Cost	Minimize Site Development Cost	
12.	College of Santa Fe	Private (State?)		City	~15-22	■	■	requires state purchase	■		□	■	□	■	□	□	□	□	■	20.5



Site 13. South of Oñate

Site #	Site Name	Owner	Part of HOK / SMPC Study	Location	Size (Available Acres)	Size and Availability (elimination)			Co-location	Access - Convenient Access to its users				Compatible with State and Local Plans			Minimize Long-term cost of ownership		Total
						Can accommodate Phase 1 development (without Parking Structure)	Land Potentially Available for Future Development	Available for Immediate Phase 1 Development	Existing or Contiguous to an Existing State Campus	Commuter Rail Availability within 1/2 mile (Rail Runner)	Sufficient Roadway Capacity	Pedestrian walkability	Visibility to Public	Promote a compact urban form	Encourage sensitive / compatible infill development	Appropriate land use and zoning for use	Potential for Mixed Use Environment	Minimize Acquisition Cost	
13.	South of Oñate	Private		County	261 (total)	■	■	■	■		□		■			□		11	



4. Evaluate Sites

Site #	Site Name	Owner	Part of HOK / SMPC Study	Location	Size (Available Acres)	Size and Availability (elimination)			Co-location	Access - Convenient Access to its users				Compatible with State and Local Plans				Minimize Long-term cost of ownership		Total		
						Can accommodate Phase 1 development (without Parking Structure)	Land Potentially Available for Future Development	Available for Immediate Phase 1 Development		Existing or Contiguous to an Existing State Campus	Commuter Rail Availability within 1/2 mile (Rail Runner)	Sufficient Roadway Capacity	Pedestrian walkability	Visibility to Public	Promote a compact urban form	Encourage sensitive / compatible infill development	Appropriate land use and zoning for use	Potential for Mixed Use Environment	Minimize Acquisition Cost		Minimize Site Development Cost	
7.	Oñate / Corrections	State (GSD, DOC)	■	County	~63	■	■	■	■		□		□			■		■	□	12		
8.	Las Soleras	Private	■	City	20+ (~550 total)	■	■	■		■	■	■	■	■	■	■	■	■	□	■	1	25
9.	Oshara	Private		County	~ 25	■	■	■			□	■	■	■	■	■	■	■	□	■	2	20.5
10.	Rabbit Road/St. Francis	Private		County	~22.5 (69 total)	■	■	■			□		■	■	■	■	■	■	□	■		14.5
12.	College of Santa Fe	Private (State?)		City	~15-22	■	■	requires state purchase	■		□	■	□	■	□	□	□	□	□	■	2	20.5
13.	South of Oñate	Private		County	261 (total)	■	■	■	■		□		■			□		□				11

■	Yes (Excellent)	3
□	Partial	1 to 2
(blank)	No (Poor)	0

5. Recommend

- ✓ **All three sites have potential and should be further investigated**
- ✓ **Las Soleras stands out from the rest because of excellent access to commuter rail**
 - ▶ ***Any negotiations on this site should assure the provision of Rail Runner station by developer within two years of closing and compliance with other conditions imposed by local government***
 - *All road improvements be completed before construction of the station was completed (MPO meeting 12.11.08)*
 - *Developer make and get City approval of an access plan for county residents on the south side of the Interstate (MPO meeting 12.11.08)*

The ARC - Dekker/Perich/Sabatini Association



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